

## 3.14 POPULATION AND HOUSING

---

This section of the Program Environmental Impact Report (PEIR) describes the existing land use characteristics within the SCAG region, identifies the regulatory framework with respect to laws and regulations that affect population and housing, and analyzes the potential impacts of the Connect SoCal Plan (“Connect SoCal”; “Plan”). In addition, this PEIR provides regional-scale mitigation measures as well as project-level mitigation measures to be considered by lead agencies for subsequent, site-specific environmental review to reduce identified impacts as appropriate and feasible.

### 3.14.1 ENVIRONMENTAL SETTING

#### 3.14.1.1 Definitions

Definitions of terms used in the regulatory framework, characterization of baseline conditions, and impact analysis for population, housing, and employment are provided.

**Employment:** Paid employment consists of full- and part-time employees, including salaried officers and executives of corporations, who were on the payroll in the pay period. Included are employees on sick leave, holidays, and vacations; not included are proprietors and partners of unincorporated businesses.

**Household:** A household consists of all the people who occupy a housing unit. A household includes the related family members and all the unrelated people, if any, such as lodgers, foster children, wards, or employees who share the housing unit. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit such as partners or roomers, is also counted as a household.

**Householder:** The householder refers to the person (or one of the people) in whose name the housing unit is owned or rented (maintained) or, if there is no such person, any adult member, excluding roomers, boarders, or paid employees. If the house is owned or rented jointly the householder may be either party. The person designated as the householder is the “reference person” to whom the relationship of all other household members, if any, is recorded.

**Housing:** As used in this analysis, *housing* is data available from the U.S. Census for the SCAG region for the period of 2000 through 2035. Housing is a general term used to describe multiple housing units.

**Housing Unit:** A house, an apartment or other group of rooms, or a single room are regarded as housing units when occupied or intended for occupancy as separate living quarters. Different jurisdictions have slightly different definitions of what constitutes a housing unit.

**Population:** As used in this analysis, *population* is data available from the U.S. Census for the SCAG region for the period of 1900 through 2010, with population projections available from SCAG in 2019 for the projected population growth through 2045.

**Regional Housing Needs Assessment (RHNA):** As discussed in more detail in the Regulatory Background, the RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The RHNA is mandated by state housing law as part of the periodic process of updating local housing elements of the General Plan. The California Department of Housing and Community Development (HCD) provides a regional determination of housing need, and then SCAG allocates this housing need to jurisdictions in the region. The intention of the RHNA process is to create a better balance of jobs and housing in communities, ensure the availability of decent affordable housing for all income groups, and achieve sustainability through long-term strategic land use planning.

### 3.14.1.2. Existing Population, Housing, and Employment

#### *Population*

The six-county SCAG region encompasses 38,000 square miles in area (almost 25 million acres) and is home to approximately 19 million people as of 2019, making it the second most populous metropolitan region in the U.S.<sup>1</sup> Approximately 6 percent of the national population lives in the SCAG region, and for over half a century the region has been home to approximately half the population of California. At the turn of the 20<sup>th</sup> Century, the SCAG region comprised less than 1 percent of the U.S. population and less than 30 percent of the state population. By 1960, the region grew to represent nearly 5 percent of the national population.<sup>2</sup> Historically, population within the SCAG region was heavily influenced by net migration, or the difference between people coming into an area (immigrating) and the people leaving an area (emigrating) as opposed to the increase of births over deaths. However, since about 2000, net migration has slowed and has resulted in slower population growth across the SCAG region. The population growth within the SCAG region is similar to that of California and the U.S. as a whole.

As shown below in **Table 3.14-1, Population Growth in the SCAG Region (2000-2019 for Incorporated Cities and Unincorporated Areas)**, existing populations have increased in every county within the SCAG region from 2000 to 2019. However, while increasing in population, the SCAG region's overall growth rate is slowing. The change is largely attributed to four key factors: (1) lower birth rates (fewer children),

---

<sup>1</sup> American FactFinder. 2017. *2017 Population Estimates*. Available online at: <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>, accessed January 29, 2018.

<sup>2</sup> Southern California Association of Governments (SCAG). 2016. *2016 RTP/SCS Program Draft Environmental Impact Report*.

(2) lower immigration rates (fewer immigrants), (3) aging population (fewer at childbearing age), and (4) high housing costs (lack of housing).<sup>3</sup>

**Table 3.14-1**  
**Population Growth in the SCAG Region**  
**(2000-2019 for Incorporated Cities and Unincorporated Areas)**

County	Population 2000 <sup>1</sup>	Population 2010 <sup>2</sup>	Population 2019 <sup>3</sup>	Growth Rate 2000-2010	Growth Rate (2010-2019)
Imperial	142,361	174,528	207,682	22.6%	19%
Los Angeles	9,519,338	9,818,605	10,333,540	3.1%	5.2%
Orange	2,846,289	3,010,232	3,250,121	5.8%	8%
Riverside	1,545,387	2,189,641	2,462,592	41.7%	12.5%
San Bernardino	1,709,434	2,035,210	2,217,205	19.1%	8.9%
Ventura	753,197	823,318	868,622	9.3%	5.5%
<b>SCAG Region</b>	<b>16,516,006</b>	<b>18,051,534</b>	<b>19,339,762</b>	<b>9.3%</b>	<b>7.1%</b>

*Sources:*

- 1 SCAG. 2016 Draft RTP.SCS. 3.14 Population, Housing, and Employment. Table 3.14.2-3 "Population Growth in the SCAG Region for 2000-2014." Available online at: <http://scagrtpscscs.net/Pages/DRAFT2016PEIR.aspx>, accessed September 3, 2019.
- 2 California Department of Finance (DOF). 2010. E-5 Population and Housing Estimates for Cities, Counties, and the State. January. Available online at: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>, accessed August 30, 2019.
- 3 Southern California Association of Governments (SCAG). 2019. 2019 Local Profiles. Available online at: <https://www.scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx>, accessed September 3, 2019.

From the 1980s into the 2000s, the region was in a housing and economic boom, which led to increased immigration and household size, and a surge in population growth in all six SCAG counties. When the market slowed, beginning in 2006, growth slowed as well, and from the years 2010-2019, Imperial, Riverside, San Bernardino and Ventura counties all showed a significant decrease in population growth. During the same period, Los Angeles and Orange counties maintained similar growth rates for the years 2010-2019 compared to the years 2000-2010. This is not surprising, as the counties of Los Angeles and Orange contain coastal areas and metropolitan cities, which make them attractive destinations regardless of job and housing creation.

## *Housing*

As shown in **Table 3.14-2, Households in the SCAG Region**, there were approximately 6.2 million households in the SCAG region in 2019, an increase from 2010. More than half of the households in the region are located in Los Angeles County. Unfortunately, California, like many other places in the U.S., is

<sup>3</sup> Ibid.

experiencing a housing crisis. At a fundamental level, there is simply not enough housing for everyone who wants to live in the state.

**Table 3.14-2**  
**Households in the SCAG Region**

County	Number of Households (2010)	Number of Households (2019)
Imperial	79,126	58,000
Los Angeles	3,239,280	3,409,500
Orange	990,019	1,053,500
Riverside	686,260	758,300
San Bernardino	611,618	656,500
Ventura	266,920	276,100
<b>SCAG</b>	<b>5,873,223</b>	<b>6,211,900</b>

Source: SCAG, 2019

### ***Household Income***

Median household income in the SCAG region in 2018 varies widely, from \$44,779 in Imperial County (incorporated cities) to \$81,972 in Ventura County (incorporated cities). The county with the second highest median income is Orange County (\$81,851) (incorporated cities). Across the SCAG region, the average income was \$64,597 (incorporated cities). Homeownership rates also vary, from a low of 45.9 percent in Los Angeles County (incorporated cities) to a high of 65 percent in Riverside County (incorporated cities). The average homeownership rate in the SCAG region is 57.9 percent (incorporated cities).<sup>4</sup>

### ***Household Size***

Household size in the SCAG region (Incorporated Cities) increased between 2000 and 2018, from 3.16 persons per household to 3.2 persons per household, or an increase of the equivalent of an average of 0.04 persons per household (**Table 3.14-3, Household Size in the SCAG Region [Persons]**). In descending order, San Bernardino, Riverside, Imperial, and Orange Counties' household size grew, while Ventura and Los Angeles Counties' household size declined between 2000 and 2018.

<sup>4</sup> Southern California Association of Governments (SCAG). 2019. *2019 Local Profiles*. Available online at: <https://www.scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx>, accessed September 3, 2019.

**Table 3.14-3  
Household Size in the SCAG Region (Persons)**

County	2000 <sup>1</sup>	2018 <sup>2</sup>	2000–2018 Change
Imperial	3.42	3.6	0.18
Los Angeles	3.14	3.0	-0.14
Orange	3.06	3.1	0.04
Riverside	3.09	3.3	0.21
San Bernardino	3.17	3.3	0.13
Ventura	3.11	3.1	-0.01
<b>SCAG Region</b>	<b>3.16</b>	<b>3.2</b>	<b>0.04</b>

*Sources:*

- 1 Southern California Association of Governments (SCAG). 2016. 2016 RTP/SCS Program Draft Environmental Impact Report.
- 2 Southern California Association of Governments (SCAG). 2019. 2019 Local Profiles. Available online at: <https://www.scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx>, accessed September 3, 2019.

## *Poverty*

The U.S. Census Bureau reported 2.5 million people in the SCAG region were living in poverty in 2018, down from 2.9 million people in 2010 (**Table 3.14-4, Poverty Rates in the SCAG Region [1990–2018]**).<sup>5</sup> The average poverty rate in the SCAG region has remained above the state and national averages since 1990. Imperial County has the highest poverty rate, followed by San Bernardino County, and Los Angeles County, which are above the state and national averages, and then Riverside County which has fallen below the state and national averages in recent years. Orange County and Ventura County have consistently had poverty rates below state and national averages between 1990 and 2018.

<sup>5</sup> U.S. Census Bureau. 2018. Poverty Status in the Past 12 Months. Available online at: <https://data.census.gov/>, accessed October 29, 2019.

**Table 3.14-4  
Poverty Rates in the SCAG Region (1990-2018)**

County	1990	2000	2010	2018
	Poverty Rate <sup>1</sup>	Poverty Rate <sup>1</sup>	Poverty Rate <sup>1</sup>	Poverty Rate <sup>2</sup>
Imperial	23.8%	22.6%	23.0%	23.1%
Los Angeles	15.1%	17.9%	17.1%	14.1%
Orange	8.5%	10.3%	11.7%	10.5%
Riverside	11.5%	14.2%	15.6%	12.7%
San Bernardino	12.7%	15.9%	17.6%	14.9%
Ventura	7.3%	9.2%	10.3%	8.9%
<b>SCAG Region Average</b>	<b>13.2%</b>	<b>15.0%</b>	<b>15.9%</b>	<b>14.0%</b>
<b>State Average</b>	<b>12.5%</b>	<b>14.2%</b>	<b>15.3%</b>	<b>12.8%</b>

*Sources:*

1 Southern California Association of Governments (SCAG). 2016. 2016 RTP/SCS Program Draft Environmental Impact Report.

2 U.S. Census Bureau. 2018. Poverty Status in the Past 12 Months. Available online at: <https://data.census.gov/>, accessed October 29, 2019.

Using U.S. Census Bureau American Community Survey Data, SCAG has identified underserved communities in the SCAG region. See Connect SoCal Technical Report, Environmental Justice, for discussion and analysis of environmental justice communities relative to the Plan. Disadvantaged communities in the SCAG region include census tracts that have been identified by the California Environmental Protection Agency (Cal/EPA) as Disadvantaged Communities (DACs) based on the requirements set forth in SB 535, which seek to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution. Environmental justice areas of concern include those areas where there are issues of public health, housing, impacts on racial and ethnic minority groups, and environmental impacts.

Note that while socioeconomic issues do not in and of themselves constitute physical environmental impacts, they do have the potential to lead to physical environmental impacts. For example, as gentrification occurs near urban job centers, increased housing costs could outpace income growth leading to households moving toward more affordable suburbs. This would increase commute times, resulting in increases in vehicle miles traveled and air pollution.

### ***Employment***

Throughout the SCAG region, jobs are frequently co-located along major transportation intersections and transportation corridors. **Figure 3.14-1, Employment Density in the SCAG Region**, depicts the employment density across the region. Employment trends in Southern California have long followed a “boom and bust” cycle. Much of the 2000s saw a boom of housing development, particularly in the Inland Empire, only to be followed by a bust starting in 2008 which affected employment, particularly in

the housing construction and service sectors. In 2019, there were approximately 8.7 million jobs in the SCAG region (**Table 3.14-5, 2019 Employment by County**). Based on available SCAG data (2019), the economy experienced a net increase in jobs, between 2000 and 2019, for every county in the SCAG region (**Table 3.14-6, Employment Growth from 2000 to 2019**). As of 2019, Imperial County saw the largest relative increase in job generation, growing by 67.1 percent (31,048 jobs), followed by Riverside with 26.2% growth (168,593 jobs). The largest increase in jobs overall occurred in Los Angeles County with nearly 401,695 jobs and in Orange County with more than 336,543 jobs. Overall, the SCAG region gained approximately 1,033,738 jobs (or 13.6 percent) between 2000 and 2019.

**Table 3.14-5  
2019 Employment by County**

County	Total County Employment
Imperial	77,348
Los Angeles	4,826,595
Orange	1,765,643
Riverside	812,793
San Bernardino	828,342
Ventura	346,417
<b>SCAG Region</b>	<b>8,657,138</b>

**Table 3.14-6  
Employment Growth for 2000 to 2019**

County	2000 (Jobs) <sup>1</sup>	2019 (Jobs) <sup>2</sup>	2000- 2019 Growth (Jobs)	Percent Change (2000- 2019)
Imperial	46,300	77,348	31,048	67.1%
Los Angeles	4,424,900	4,826,595	401,695	9.1%
Orange	1,429,100	1,765,643	336,543	23.5%
Riverside	644,200	812,793	168,593	26.2%
San Bernardino	704,000	828,342	124,342	17.7%
Ventura	374,900	346,417	-28,483	-7.6%
<b>SCAG</b>	<b>7,623,400</b>	<b>8,657,138</b>	<b>1,033,738</b>	<b>13.6%</b>

Sources:

1 Southern California Association of Governments (SCAG). 2016. 2016 RTP/SCS Program Environmental Impact Report.

2 Southern California Association of Governments (SCAG). 2019. 2019 Local Profiles. Available online at: <https://www.scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx>, accessed September 3, 2019.

## Unemployment

Although unemployment rates declined between 2010 and 2018 for all counties in the SCAG region, rates of unemployment remain slightly above the national and state average (3.7 percent<sup>6</sup> and 4.1 percent,<sup>7</sup> respectively, as of August 2019) in Imperial, Los Angeles, and Riverside Counties (**Table 3.14-7, Unemployment Rates**). In 2018, Imperial County had the highest unemployment rate in the SCAG region (18.1 percent), while Orange County had the lowest in the SCAG region (2.9 percent, below the national and state averages). In 2018, the average unemployment rate in the SCAG region was 6.3 percent.

**Table 3.14-7  
Unemployment Rates**

County	2000 Unemployment Rate <sup>1</sup>	2010 Unemployment Rate <sup>1</sup>	2018 Unemployment Rate <sup>2</sup>
Imperial	17.5%	29.9%	18.1%
Los Angeles	5.4%	12.6%	4.7%
Orange	3.5%	9.5%	2.9%
Riverside	5.4%	14.5%	4.4%
San Bernardino	4.8%	14.2%	4.0%
Ventura	4.5%	10.8%	3.8%
<b>SCAG Region</b>	<b>6.8%</b>	<b>15.3%</b>	<b>6.3%</b>
<b>State Average</b>	<b>4.9%</b>	<b>12.4%</b>	<b>4.2%</b>

*Sources:*

- Southern California Association of Governments (SCAG). 2016. 2016 RTP/SCS Program Draft Environmental Impact Report.*
- State of California Employment Development Department. 2018. REPORT 400 C - Monthly Labor Force Data for Counties - Annual Average 2018 - Revised. Available online at: <https://www.labormarketinfo.edd.ca.gov/file/lfrhist/18aacou.pdf>, accessed September 5, 2019.*

## Growth Forecasts

In order to develop growth forecasts, SCAG encourages and utilizes the participation and cooperation of all local government partners within the SCAG region. SCAG uses a bottom-up planning process by which all local governments are informed of the Connect SoCal planning process and have clear and adequate opportunities to provide input. Growth forecasts and land use updates for development under the Plan have been developed through this bottom-up local input process, reflecting the following guiding principles approved by SCAG's Regional Council on August 1, 2019 .

<sup>6</sup> Bureau of Labor Statistics, *The Employment Situation—August 2019*. Available online at: <https://www.bls.gov/news.release/pdf/empsit.pdf>, accessed September 16, 2019.

<sup>7</sup> State of California Employment Development Department, *California Unemployment rate dips to record low 4.1 percent in July*. Available online at: <https://www.edd.ca.gov/newsroom/unemployment-august-2019.htm>, accessed September 16, 2019.



- Principle #1: The draft plan forecast for Connect SoCal shall be adopted by the Regional Council at the jurisdictional level, thus directly reflecting the employment, population and household growth projections derived from local input and previously reviewed and approved by SCAG's local jurisdictions. The draft plan growth forecast maintains these projected jurisdictional growth totals, meaning further growth is not reallocated from one local jurisdiction to another.
- Principle #2: The draft plan forecast at the Transportation Analysis Zone (TAZ) level is controlled to be within the density ranges of local general plans or input received from local jurisdictional in this most recent round of review.
- Principle #3: For the purpose of determining consistency for California Environmental Quality Act (CEQA) streamlining, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the Plan.
- Principle #4: TAZ level data or any data at a geography smaller than the jurisdiction is included in the draft plan forecast only to conduct the required modeling analytical work and is therefore, only advisory and non-binding as SCAG's sub-jurisdictional forecasts are not formally adopted as part of the Plan.

**Table 3.14-8  
2019-2045 Population, Households, and Employment Projections in the SCAG Region**

County Name	Population 2019	Population 2045	Percentage Increase	Households 2019	Households 2045	Percentage Increase	Employment 2019	Employment 2045	Percentage Increase
Imperial	207,700	281,200	35%	58,000	92,500	59%	77,300	130,200	68%
Los Angeles	10,333,600	11,677, 200	13%	3,409,500	4,124,500	21%	4,826,600	5,382,200	12%
Orange	3,250,100	3,534,600	9%	1,053,500	1,153,500	10%	1,765,600	1,980,400	12%
Riverside	2,462,600	3,251,700	32%	758,300	1,086,100	43%	812,800	1,102,700	36%
San Bernardino	2,217,100	2,815,500	27%	656,500	874,800	33%	828,300	1,063,800	28%
Ventura	868,600	947,500	9%	276,100	306,400	11%	346,400	389,400	12%
<b>SCAG Region</b>	<b>19,339,700</b>	<b>22,507,200</b>		<b>6,211,900</b>	<b>7,638,600</b>		<b>8,657,000</b>	<b>10,048,500</b>	

Source: Southern California Association of Governments (SCAG). 2019. Connect SoCal.

## 3.14.2 REGULATORY FRAMEWORK

### 3.14.2.1 Federal

#### *Federal Uniform Act (URA) (1970)*

The Federal Uniform Act (Uniform Relocation Assistance and Real Property Acquisition Policies Act; 42 U.S. Code [USC] 61), passed by Congress in 1970, is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects.<sup>8</sup>

#### *Department of Housing and Urban Development Act*

The Department of Housing and Urban Development Act created the U.S. Department of Housing and Urban Development (HUD) as a Cabinet-level agency. HUD is responsible for national policy and programs that address housing needs in the U.S. HUD is responsible for enforcing fair housing laws. HUD plays a major role in supporting homeownership by underwriting homeownership for lower- and moderate-income families through its mortgage insurance programs.<sup>9</sup>

#### *Fixing America's Transportation Act (FAST)*

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94), enacted in 2015, builds on the changes to federal transportation planning law made by MAP-21.<sup>10</sup> It was the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway improvements, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains the focus on safety, keeps intact the established structure of the various highway-related programs, continues

---

<sup>8</sup> U.S. Code. 42 USC Ch. 61: *Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federal Assisted Programs*. Available online at: <https://uscode.house.gov/view.xhtml?path=/prelim%40title42/chapter61&edition=prelim>, accessed August 29, 2019.

<sup>9</sup> Federal Register. *Housing and Urban Development Department*. Available online at: <https://www.federalregister.gov/agencies/housing-and-urban-development-department>, accessed August 29, 2019.

<sup>10</sup> The Moving Ahead for Progress in the 21st Century Act (MAP-21) was enacted in 2012 (PL 112-141).

efforts to streamline project delivery, and provides a dedicated source of federal dollars for freight projects.<sup>11</sup>

### ***Federal Planning Regulations, Title 23 CFR 450.322(e)***

This federal regulation requires that in development of the regional transportation plan that the related local Metropolitan Planning Organization (MPO) validate data utilized in preparing other existing modal plans (such as transit providers long range plans) for providing input to the regional transportation plan. In updating the plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update.<sup>12</sup>

#### **3.14.2.2 State**

### ***SB 375- The Sustainable Communities and Climate Protection Act of 2008***

Senate Bill 375 (SB 375) focuses on aligning transportation, housing, and other land uses to achieve regional greenhouse gas (GHG) emission reduction targets established under the California Global Warming Solutions Act, also known as Assembly Bill No. 32 (AB 32). SB 375 requires California MPOs to develop a Sustainable Communities Strategy (SCS) as part of its Regional Transportation Plan (RTP), with the purposes of identifying policies and strategies to reduce per capita passenger vehicle-generated GHG emissions. In application, the SCS must identify the general location of land uses, residential densities, and building intensities within the region; identify areas within the region sufficient to house all the population of the region; identify areas within the region sufficient to house an eight-year projection of the regional housing need; identify a transportation network to service the regional transportation needs; gather and consider the best practically available scientific information regarding resources areas and farmland in the region; consider the state housing goals; set forth a forecasted development pattern for the region; and allow the regional transportation plan to comply with the federal Clean Air Act (CAA) of 1970 (42 USC. § 7401 *et seq.*) (Gov. Code, § 65080, subd. (b)(F)(2)(B)), of which, when integrated with the transportation network, and other transportation measures and policies will reduce the GHG from automobiles and light duty trucks to achieve, if there is a reasonable way to do so, the GHG emission reduction targets approved by the California Air Resources Board (ARB). If the SCS does not achieve the

---

<sup>11</sup> Federal Highway Administration. *Fixing America's Surface Transportation Act*. Available online at: <https://www.fhwa.dot.gov/fastact/>, accessed August 29, 2019.

<sup>12</sup> Electronic Code of Regulations. *Title 23: Highways, Part 450 – Planning and Assistance and Standards*. Available online at: [https://www.ecfr.gov/cgi-bin/text-idx?SID=4f4c8515fcb6873787857e30df84a31b&mc=true&node=pt23.1.450&rgn=div5#se23.1.450\\_1322](https://www.ecfr.gov/cgi-bin/text-idx?SID=4f4c8515fcb6873787857e30df84a31b&mc=true&node=pt23.1.450&rgn=div5#se23.1.450_1322), accessed August 29, 2019.

GHG emission targets set by ARB, an Alternative Planning Strategy (APS) must be developed to demonstrate how the targets could be achieved.

SB 375 also imposes a number of new requirements on the regional housing needs process. Prior to SB 375, the regional transportation plan and regional housing needs processes were not required to be coordinated. SB 375 now synchronizes the schedules of the RHNA (as discussed in more detail below) and RTP processes every eight years. The RHNA also allocates housing units within the region consistent with the development pattern included in the SCS.

### ***Regional Housing Needs Assessment***

The California Legislature developed the RHNA process (Govt. Code § 65580 *et seq.*) in 1977 to address the serious affordable housing shortage in California. The California Department of Housing and Community Development (HCD) in consultation with each council of governments determines each region's existing and projected housing need.<sup>13</sup> HCD must meet and consult with each council of governments, including SCAG, regarding the assumptions and methodology to be used by HCD to determine the region's housing need.<sup>14</sup> HCD's determination is based on population projected produced by the Department of Finance and regional population forecasts used in preparing regional transportation plans.<sup>15</sup>

In consultation with HCD, each council of governments must develop and adopt a methodology for distributing the existing and projected regional housing need to cities, counties, and cities and counties within the region.<sup>16</sup> The council of government then adopts a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county.<sup>17</sup>

Local government must address their allocated share of housing needs of all economic segments of the community through their housing elements.<sup>18</sup> Local governments must adopt a housing element as part of their general plan. Unlike the rest of the general plan, where updates sometimes occur at intervals of 20 years or longer, under previous law the housing element was required to be updated as frequently as needed and no less than every five years. Under SB 375, this period has been lengthened to eight years and timed so that the housing element period begins no less than 18 months after adoption of the

---

<sup>13</sup> Govt. Code § 65584(b).

<sup>14</sup> Govt. Code § 65584.01(b).

<sup>15</sup> Govt. Code § 65584.01(a).

<sup>16</sup> Govt. Code § 65584.04.

<sup>17</sup> Govt. Code § 65584(b).

<sup>18</sup> California Legislative Information. *Article 10.6. Housing Elements [65580 – 65589.11]*.

regional transportation plan, to encourage closer coordination between housing and transportation planning. SB 375 also changes the implementation schedule required in each housing element. Previous law required the housing element to contain a program which set forth a five-year schedule to implement the goals and objectives of the housing element. The new law instead requires this schedule of actions to occur during the eight-year housing element planning period, and requires each action have a timetable for implementation.<sup>19</sup>

The purpose of the housing element is to identify the community's housing needs, state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs. In addition, the housing element defines the related policies and programs that the community will implement in order to achieve the stated goals and objectives. This would be accomplished through the allocation of regional housing needs consistent with the Plan.<sup>20</sup>

In prior cycles, factors such as household growth and household income distribution were the primary factors considered in determining a jurisdiction's RHNA allocation. For the 6<sup>th</sup> RHNA cycle, SCAG plans to consider other factors in addition to household growth. These factors include transit accessibility, job accessibility, and indicators that influence a community's environmental, educational, and economic resource accessibility.

As discussed above in the discussion of SB 375, state law requires preparation of a RHNA allocation plan every eight years. SCAG's 6<sup>th</sup> Cycle RHNA quantifies the regional need for housing and then allocates the regional need to each jurisdiction for a planning period between October 2021 and October 2029. Local jurisdictions are required to plan and zone to accommodate their respective RHNA allocation (housing units) by income categories through the process of updating the Housing Elements of their General Plans. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth and address existing need, so that they can grow in ways that enhance quality of life, improve access to jobs, transportation and housing, and not adversely impact the environment.<sup>21</sup>

This region's 6<sup>th</sup> Cycle RHNA allocation plan consists of two measurements of housing need: (1) existing need and (2) future need for very-low income, low-income, moderate, and above-moderate income categories.

---

<sup>19</sup> California Legislative Information. *Senate Bill No. 375*.

<sup>20</sup> California Legislative Information. *Article 10.6. Housing Elements [65580-65589.11], Section 65580*.

<sup>21</sup> SCAG. *Regional Housing Needs Assessment (RHNA) & Housing*. Available online at: <https://www.scag.ca.gov/programs/Pages/Housing.aspx>, accessed August 29, 2019.

The existing need assessment is based on data from the most recent US Census to measure ways in which the housing market is not meeting the needs of current residents. These variables include the number of households paying more than 30 percent of their income for housing, as well as overcrowding.

The future need for housing is determined primarily by the forecasted growth in households in a community, based on historical growth patterns, job creation, household formation rates, and other factors to estimate how many households will be added to each community over the projection period. The housing need for new households is then adjusted to account for an ideal level of vacancy needed to promote housing choice, maintain price competition, and encourage acceptable levels of housing upkeep and repair. The RHNA also accounts for units expected to be lost due to demolition, natural disaster, or conversion to non-housing uses. The sum of these factors including household growth, vacancy need and replacement need form the “projected need” assigned to each community. Per SB 375, the projected need’s portion of the 6<sup>th</sup> Cycle RHNA will be consistent with the Connect SoCal for the comparable period.

SCAG’s RHNA allocation plan considers how each jurisdiction might grow in ways that will decrease the over-concentration of low-income households. The need for new housing is distributed among income groups so that each community moves closer to the county income distribution.

Consistent with the state housing law, the primary objectives the 6<sup>th</sup> Cycle RHNA allocation plan are:

1. Increase the housing supply and mix of housing types, tenure and affordability within each region in an equitable manner
2. Promote infill development and socioeconomic equity, the projection of environmental and agricultural resources, and the encouragement of efficient development patterns
3. Promote an improved interregional relationship between jobs and housing
4. Allocating a lower proportion of housing need in income categories in jurisdictions that have a disproportionately high share in comparison to the county distribution
5. Affirmatively furthering fair housing

On October 15, 2019, SCAG received the Final Regional Determination from HCD.<sup>22</sup> On November 7, 2019, SCAG Regional Council approved a Draft RHNA Allocation Methodology for HCD’s review. The Regional Council is scheduled to approve the Final RHNA Methodology in March 2020 and release the Draft RHNA Allocation by jurisdictions prior to adopt the Connect SoCal in April 2020.

---

<sup>22</sup> HCD issued its final RHNA determination for the SCAG region of 1.34 million total housing units among four income categories for SCAG to distribute among its jurisdictions from 2021-2029. As discussed above, this total need includes both existing need and projected need.

As discussed above, under Government Code Section 65080(b)(2)(B)(iii), the SCS element of Connect SoCal must identify areas within the region sufficient to house an eight-year projection of SCAG's regional housing need. SCAG's regional housing need for the 6<sup>th</sup> Cycle RHNA as determined by HCD captures existing and projected need. As such, the SCS must accommodate the projected need portion of the 6<sup>th</sup> Cycle RHNA. SCAG satisfies this requirement by using local input (including projected households) which projects growth at the jurisdictional level in the SCS as further discussed in the Plan's Demographics and Growth Forecast Technical Report. Therefore, the projected housing need's portion of the 6<sup>th</sup> Cycle RHNA is consistent with Connect SoCal for the RHNA planning period (October 2021 to October 2029) per SB 375 requirements. In addition, while the existing housing need portion of the 6<sup>th</sup> cycle RHNA is not included in the SCS growth forecast, the existing need portion will be allocated in a manner to support the goals of Connect SoCal through the RHNA process.<sup>23</sup>

### ***Senate Bill No. 2***

SB 2 (Chapter 633, Statutes of 2007) strengthens state housing element law (Government Code Section 65583) by ensuring that every jurisdiction identifies potential sites where new emergency shelters can be located without discretionary review by the local government. It also increases protections for providers seeking to open a new emergency shelter, transitional housing or supportive housing development, by limiting the instances in which local governments can deny such developments.<sup>24</sup>

### ***California Relocation Assistance Act***

The California Relocation Assistance Act (Government Code Section 7260 *et seq.*) establishes uniform policies to provide for the fair and equitable treatment of people displaced from their homes or businesses as a direct result of state and/or local government projects or programs. The California Relocation Assistance Act requires that comparable replacement housing be made available to displaced persons within a reasonable period of time prior to the displacement. Displaced persons or businesses are assured payment for their acquired property at fair market value. Relocation assistance in the form of

---

<sup>23</sup> Connect SoCal and this PEIR address reasonably foreseeable households in the SCAG region. The population and households are distributed in accordance with the growth forecast as described in Demographics and Growth Forecast Technical Report in the Plan. The RHNA is a separate planning requirement. It addresses the mandate to plan for housing units to implement planning policies. The difference between households and housing units is that households are occupied housing units. While HCD has issued its final RHNA determination for the SCAG region of 1.34 million total housing units, which includes both existing need and projected need, these units do not translate to households. As discussed above, SCAG has not yet approved the Final RHNA Methodology or developed its RHNA allocation. Furthermore, it is infeasible to predict if/when and how such housing units would be incorporated into housing elements and whether the housing elements will be implemented and converted to forecast growth.

<sup>24</sup> California Legislative Information. *Senate Bill No. 2*.



advisory assistance and financial benefits would be provided at the local level. This includes aid in finding a new home location, payments to help cover moving costs, and additional payments for certain other costs.

***Senate Bill 535: California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund (GGRF)***

SB 535 was signed into law by Governor Brown on September 30, 2012. This bill sets aside cap and trade revenues to mitigate climate change in disadvantaged communities. The California EPA is the responsible agency for identifying disadvantaged communities for potential investment. The California Department of Finance must allocate 25 percent of the available moneys in the GGRF to projects that benefit disadvantaged communities and a minimum of 10 percent to projects located within disadvantaged communities.<sup>25</sup>

***Homeowners and Private Property Protection Act***

In 2008, California voters approved Proposition 99, the Homeowners and Private Property Protection Act, which amended the California Constitution so that local governments are prohibited from using eminent domain authority to acquire an owner-occupied residence for the purposes of conveying it to a private recipient, with limited exceptions. Proposition 99 applies only to owner-occupied residences but cities may still use eminent domain authority to convey multi-family and non-residential property to other private parties.<sup>26</sup>

**3.14.2.3 Local**

***Housing Elements of County and City General Plans***

The most comprehensive and detailed land use planning, including that for population, housing, and employment in the SCAG region, is provided by city and county General Plans, which local governments are required by state law to prepare as a guide for future development. As noted above, state law mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community as discussed above. The housing element of a general plan illustrates strategies for future development and improvements to the area's housing stock, with specific goals for the short-term (see **Table 3.14-9, Summary of Housing Goals by County in the SCAG Region**). The housing element often includes programs to improve neighborhoods, provide adequate housing

---

<sup>25</sup> California Legislative Information. *Senate Bill No. 535*.

<sup>26</sup> LA Law Library. *Text of Proposed Laws, Proposition 99*. Available online at: [http://www.lalawlibrary.org/pdfs/PROP\\_0608\\_99.pdf](http://www.lalawlibrary.org/pdfs/PROP_0608_99.pdf), accessed August 29, 2019.

sites, assist in the provision of affordable housing and promote fair and equal housing opportunities. Housing policy in the state rests largely upon the effective implementation of local general plans and, in particular, local housing elements.

**Table 3.14-9  
Summary of Housing Goals by County in the SCAG Region**

County	County and City Policies and Ordinances
Imperial <sup>a</sup>	<p><b>Goal 1:</b> Ensure the availability of a variety of housing types for all income levels throughout the county.</p> <p><b>Goal 2:</b> Encourage affordable housing developments by utilizing all available funding sources, offering developer incentives, and allowing a wide range of housing types to serve the housing needs of the county’s labor force, special needs groups, and families of all income levels.</p> <p><b>Goal 3:</b> Continue to facilitate the provision of housing suited to persons with special housing needs.</p> <p><b>Goal 4:</b> Facilitate the provision of fair housing opportunities for all residents of Imperial County.</p> <p><b>Goal 5:</b> Encourage the improvement, rehabilitation, and revitalization/ reinvestment of the county’s existing residential neighborhoods.</p> <p><b>Goal 6:</b> Promote sustainable development by encouraging the inclusion of energy conservation features in new and existing housing stock.</p> <p><b>Goal 7:</b> Encourage and facilitate the regional coordination of public agencies and business organizations to maximize public and private sector resources that will support a vibrant community.</p> <p><b>Goal 8:</b> Pursue actions to reduce regulatory constraints to housing that impede housing opportunities.</p>
Los Angeles <sup>b</sup>	<p><b>Goal 1:</b> A wide range of housing types in sufficient supply to meet the needs of current and future residents, particularly for persons with special needs, including but not limited to low income households, seniors, persons with disabilities, large households, single-parent households, the homeless and at risk of homelessness, and farmworkers.</p> <p><b>Goal 2:</b> Sustainable communities with access to employment opportunities, community facilities and services, and amenities.</p> <p><b>Goal 3:</b> A housing supply that ranges broadly in housing costs to enable all households, regardless of income, to secure adequate housing.</p> <p><b>Goal 4:</b> A housing delivery system that provides assistance to low- and moderate-income households and those with special needs.</p> <p><b>Goal 5:</b> Neighborhoods that protect the health, safety, and welfare of the community, and enhance public and private efforts to maintain, reinvest in, and upgrade the existing housing supply.</p> <p><b>Goal 6:</b> An adequate supply of housing preserved and maintained in sound condition, and located within safe and decent neighborhoods.</p> <p><b>Goal 7:</b> An affordable housing stock that is maintained for its long-term availability to low- and moderate-income households and those with special needs.</p> <p><b>Goal 8:</b> Accessibility to adequate housing for all persons without discrimination in accordance with state and federal fair housing laws.</p> <p><b>Goal 9:</b> Planning for and monitoring the long-term affordability of adequate housing.</p>
Orange <sup>c</sup>	<p><b>Goal 1:</b> An adequate supply of housing that varies sufficiently in cost, style, tenure, and neighborhood type to meet the economic and social needs of every existing and future resident of the county; and which provides sufficient housing opportunities to achieve a better jobs-housing balance for employees of businesses located in the unincorporated area.</p> <p><b>Goal 2a:</b> To conserve and improve the condition of the existing housing stock, especially affordable housing.</p> <p><b>Goal 2b:</b> Work cooperatively with cities and LAFCO to facilitate the annexation and revitalization of urbanized unincorporated islands.</p> <p><b>Goal 3:</b> To promote equal housing opportunities for all persons without discrimination on the basis of race, religion, ethnicity, sex, age, marital status, disability, or household composition.</p> <p><b>Goal 4:</b> Reduce residential energy use within the County.</p> <p><b>Goal 5:</b> To encourage the provision of child care facilities in new affordable housing developments.</p> <p><b>Goal 6:</b> To monitor changing circumstances and make adjustments to County programs as necessary to maximize progress toward established goals and objectives.</p>
Riverside <sup>d</sup>	<p><b>Goal 1:</b> To assist in the development of adequate housing to meet the county’s fair share of the region’s housing needs for all</p>

County	County and City Policies and Ordinances
	<p>economic segments of the population, with an emphasis on lower-income households and households with special needs.</p> <p><b>Goal 2:</b> To conserve and improve the condition of the housing stock, particularly affordable housing.</p> <p><b>Goal 3:</b> To promote equal housing opportunities for all persons regardless of race, age, sexual orientation, religion, sex, etc.</p> <p><b>Goal 4:</b> Establish adequate planning, administrative and fiscal tools to implement housing policies</p> <p><b>Goal 5:</b> Reduce per capita residential energy use.</p>
San Bernardino <sup>e</sup>	<p><b>Goal H-1:</b> A broad range of housing types in sufficient quantity, location, and affordability levels to meet the lifestyle needs of current and future residents, including those with special needs.</p> <p><b>Goal H-2:</b> An efficient administrative process that recognizes the need for efficient and timely review of residential projects while also ensuring and valuing the need for quality design, environmental review, and planning.</p> <p><b>Goal H-3:</b> Neighborhoods that protect the health, safety, and welfare of the community, and enhance public and private efforts in maintaining, reinvesting in, and upgrading the existing housing stock.</p> <p><b>Goal H-4:</b> Assist in the development, maintenance, modernization, and preservation of affordable housing; provide assistance where feasible for residents to rent or purchase adequate housing in San Bernardino County.</p> <p><b>Goal H-5:</b> Ensure an integrated planning and monitoring system whereby housing, employment, environmental, and other program data are integrated in a cohesive manner to implement the County's housing vision.</p>
Ventura <sup>f</sup>	<p><b>Goal 1:</b> Monitor the rate and distribution of growth within the cities and unincorporated area of the County, and ensure that the population and dwelling unit forecasts of the County General Plan are periodically updated and are consistent with the cities' and County's General Plans and the ability to provide adequate public facilities and services.</p> <p><b>Goal 2:</b> Ensure that the rate and distribution of growth within the County does not exceed the capacity of public facilities and services to meet the needs of the County's population and to protect the public health, safety, and welfare.</p> <p><b>Goal 3:</b> Preserve the condition of the existing housing stock and the continuing affordability of currently affordable units.</p> <p><b>Goal 4:</b> Continue and expand, where feasible, existing housing rehabilitation programs.</p> <p><b>Goal 5:</b> Increase housing opportunities for households of all income levels, with special emphasis on lower-income households, senior citizens, mentally ill, single heads of household, large families, farmworkers, handicapped and homeless.</p> <p><b>Goal 6:</b> Promote a diversity of housing types, tenure, and price.</p> <p><b>Goal 7:</b> Promote housing opportunities for all persons regardless of race, religion, sex, marital status, age, ancestry, national origin, color, or socio-economic status by attempting to eliminate discrimination in housing through support of Federal, State and local fair housing laws and policies.</p> <p><b>Goal 8:</b> Ensure that the Population and Housing Section of the County General Plan and new housing developments are consistent with the goals, objectives and policies of the various Area Plans and other County adopted plans and policies. Ensure that Area Plans are consistent with the goals, objectives and policies of the Population and Housing Section of the County General Plan.</p> <p><b>Goal 9:</b> Ensure that the Population and Housing Section of the County General Plan is kept current by updating population data on an ongoing basis; by reassessing the goals, objectives and policies of the Population and Housing Section; and by evaluating the effectiveness of the Section's programs as specified by State law.</p>

## Sources:

- a County of Imperial. 2013. 2014-2021 Housing Element. Available online at: [http://www.icpds.com/CMS/Media/3\\_ImperialCountyHE\\_FINAL\\_9-27-13.pdf](http://www.icpds.com/CMS/Media/3_ImperialCountyHE_FINAL_9-27-13.pdf), accessed November 5, 2019.
- b County of Los Angeles. Los Angeles County Housing Element, 2014-2021. Available online at: [http://planning.lacounty.gov/assets/upl/project/housing\\_element.pdf](http://planning.lacounty.gov/assets/upl/project/housing_element.pdf), accessed November 5, 2019.
- c County of Orange. 2013. Housing Element. Available online at: <https://www.ocgov.com/civicax/filebank/blobdload.aspx?blobid=33606>, accessed November 5, 2019.
- d County of Riverside. 2017. Riverside County Strategic Plan, Chapter 8- Housing Element 2017-2021. Available online at: [https://planning.rctlma.org/Portals/14/genplan/general\\_Plan\\_2017/elements/OCT17/Ch08\\_Housing\\_100317.pdf?ver=2017-10-23-162929-533](https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch08_Housing_100317.pdf?ver=2017-10-23-162929-533), accessed November 5, 2019.
- e County of San Bernardino. County of San Bernardino 2013-2021 Housing Element. Available online at: <http://www.sbcounty.gov/uploads/lus/pc/Draft%205th%20Cycle%20Housing%20Element%20County%20of%20San%20Bernardino%20-%202013-2021%20-%20Website.pdf>, accessed November 5, 2019.
- f County of Ventura. 2019. Ventura County General Plan Goals, Policies, and Programs. Available online at: <https://docs.vcrma.org/images/pdf/planning/plans/Goals-Policies-and-Programs.pdf>, accessed November 5, 2019.

### ***Local Coastal Programs***

The Local Coastal Programs (LCPs) are local planning tools to monitor development and permitting in coastal areas. There are three counties and 27 cities within the SCAG region with coastlines that are mandated to prepare LCPs as a result of the California Coastal Act of 1976.<sup>27</sup> The LCPs prepared by these local jurisdictions may contain goals and policies related to housing type, location, and affordability.<sup>28</sup>

### **3.14.3 ENVIRONMENTAL IMPACTS**

#### **3.14.3.1 Thresholds of Significance**

For the purposes of this PEIR, SCAG has determined that adoption and/or implementation of the Plan would result in significant impacts to the region's population and housing resources, if either of the following would occur:

- Induce substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure); and/or
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

#### **3.14.3.2 Methodology**

The methodology for determining the significance of population and housing impacts compares the existing conditions to future (2045) conditions, as required in CEQA Section 15126.2(a).

The Plan includes transportation projects as well as land use and transportation strategies that may influence population, housing and employment growth and distribution. Forecasted land use patterns are developed to accommodate growth projections by identifying distribution and anticipated land uses that may allow for well-planned growth. SCAG holds growth projection numbers constant at the county and regional level, meaning that as the distribution of population, housing and employment changes, the total numbers remain constant. In sum, the Plan includes a growth forecast, land use and transportation strategies, and projected land use patterns which are integrated with the transportation network and

---

<sup>27</sup> California Legislative Information. *AB-976*.

<sup>28</sup> California Coastal Commission. *Local Coastal Programs*. Available online at: <https://www.coastal.ca.gov/lcps.html>, accessed August 29, 2019.

investments (see Section 2.0, Project Description). This PEIR evaluates a range of feasible alternatives that consider the possibility of different growth patterns (see **Chapter 4.0, Alternatives**).

Although land use development would occur with or without the Plan, Connect SoCal has the potential to influence growth distribution patterns throughout the region, partially by encouraging new growth in existing urbanized areas and high-quality transit areas (HQTAs). To address this, the analysis in the PEIR covered overall impacts of transportation projects and anticipated land development patterns described in the Plan.

Transportation projects in the Plan were reviewed to identify those that may involve right-of-way (ROW) acquisition and the potential for displacement of homes and businesses. These projects that might require acquisition of right of way (ROW) were analyzed with a 500-foot buffer with a geographic information system (GIS) to generally identify locations within areas of residential land use that had the potential for large displacement of existing homes and businesses.

The mitigation measures in the PEIR are divided into two categories: SCAG mitigation and project-level mitigation measures. SCAG mitigation measures shall be implemented by SCAG over the lifetime of the Plan. For projects proposing to streamline environmental review pursuant to SB 375, SB 743, or SB 226 (as described in Section 1.0 Introduction), or for projects otherwise tiering off this PEIR, the project-level mitigation measures described below (or comparable measures) can and should be considered and implemented by Lead Agencies and Project Sponsors during the subsequent, project- or site-specific environmental reviews for transportation and development projects as applicable and feasible. However, SCAG cannot require implementing agencies to adopt mitigation, and it is ultimately the responsibility of the implementing agency to determine and adopt project-specific mitigation.

### 3.14.3.3 Impacts and Mitigation Measures

**Impact POP-1                      Induce substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure).**

***Significant and Unavoidable Impact – Mitigation Required.***

The Plan includes land use strategies and transportation projects and supporting strategies that generally encourage population growth in urbanized areas and HQTAs. Land use strategies in the Plan include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting implementation of sustainability policies, and promoting a green region. Implementation of these strategies may result in increased population densities in some urban

Due to the Plan's land use strategies that focus on compact development, there is potential to induce growth in some areas of the region although overall the Plan accommodates anticipated growth rather than inducing growth.

Transportation strategies included in the Plan such as TSM and complete streets would support increased density in existing urban areas by facilitating travel and would not be expected to induce population growth as these projects are growth accommodating and generally are aimed at improving the existing transportation networks.

Transportation projects such as new and expanded light and heavy rail projects, while not adding new homes or businesses directly, have the potential to create demand for new development around transit stations. However, many communities foresee these types of development, and plan for them accordingly.

Generally, most jurisdictions have started planning for this increase in density in urban areas and the Plan builds on local input (and is not intended to result in re-designation of areas where such re-designation is not approved by the local agency). However, there remains the potential for the Plan's strategies to influence population growth in areas where local general plans have not yet been updated to reflect such growth. Therefore, implementation of the Plan would have the potential to induce unplanned growth in some areas of the region resulting in a significant impact, requiring mitigation measures.

As discussed in **Section 2.0, Project Description**, as well as earlier in this section, the Plan's population, housing and employment growth forecast includes the projected population distribution that would occur in 2045 if the policies and investments included in the Plan were to be implemented. The growth forecast is based on local input, with a distribution of growth in urbanized areas, and within and around HQTAs, and other minor modifications at a regional policy level. The total SCAG region population is expected to increase by approximately 3.2 million persons by 2045. The land use development pattern of the Plan assumes a significant increase in small-lot, single-family, and multi-family housing that is expected to mainly occur in infill locations near transit infrastructure within HQTAs, including livable corridors<sup>29</sup> and neighborhood mobility areas.<sup>30</sup> In 2018, 55 percent of total housing units were single-family units and 45 percent were multi-family units. The Plan projects that in 2045, 39 percent of new homes in the SCAG region will be single-family units and 61 percent multi-family units.<sup>31</sup>

---

<sup>29</sup> Most Livable Corridors would be located within HQTAs.

<sup>30</sup> Neighborhood mobility areas are conducive to active transportation and include a "complete streets" approach to roadway improvements to encourage replacing single- and multi-occupant automobile use with biking, walking, skateboarding, neighborhood electric vehicles and senior mobility device.

<sup>31</sup> SCAG modeling SPM Output, September 13, 2019.

In 2045, 27 percent of households are anticipated to be large-lot single-family units, 23 percent small-lot single-family units, 8 percent townhome units, and 42 percent multi-family units.<sup>32</sup> Government Code Section 65080(b)(2)(B)(ii) requires that the RTP/SCS must accommodate all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan. In accordance with requirement, this projected housing mix would help the region accommodate the projected housing needs over the life of the Plan, especially housing at the lower income categories.

As mandated by State Housing Law as part of the periodic (every eight years) process of updating local housing elements of the General Plan, SCAG is responsible for the allocation of regional housing need to jurisdictions in the region. As discussed in the Regulatory Framework above, SCAG is in the process of developing its 6<sup>th</sup> cycle RHNA Allocation Plan, which is expected to be adopted in 2020. The current RHNA Allocation Plan, which will cover the planning period from October 2021 through October 2029, is planned for adoption by SCAG's governing body, Regional Council, in October 2020.<sup>33</sup> As discussed above, local jurisdictions are required to plan and zone to accommodate their respective RHNA allocation (housing units). Communities may use the RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment, and household growth.<sup>34</sup>

Implementation of the Plan's land use development pattern would accommodate 48 percent of the region's future household growth and 59 percent of the future employment growth in HQTAs,<sup>35</sup> while keeping jurisdictional totals consistent with local input. It moves the region towards more compact, mixed-use development with a variety of housing types leading to more opportunities for walking and biking, more transit use, and shorter auto trips. Additionally, the integrated transportation investments and land use strategies in the Plan would influence economic (jobs) and household growth in some areas, such as HQTAs, and could remove some obstacles to growth in other parts of the region. Specifically, improved accessibility and connectivity potentially gained from transportation investments in the Plan could facilitate population and economic growth in areas of the region that are currently not developed or underdeveloped. Therefore, implementation of the Plan would have a potential to indirectly induce unplanned growth in some areas of the SCAG region, requiring the consideration of mitigation measures.

---

<sup>32</sup> SCAG modeling SPM Output, September 13, 2019.

<sup>33</sup> Southern California Association of Governments. *Regional Housing Needs Assessment (RHNA) & Housing*. Available online at: <http://www.scag.ca.gov/programs/pages/housing.aspx>, accessed September 3, 2019.

<sup>34</sup> Ibid.

<sup>35</sup> SCAG modeling, SPM Output, October 1, 2019.

### *Mitigation Measures*

#### SCAG Mitigation Measures

- SMM-POP-1:** SCAG shall promote the Sustainability Program which will provide technical assistance to local jurisdictions that support local planning and implementation of the Connect SoCal Plan. The program recognizes sustainable solutions to local growth challenges and will result in local plans that promote sustainability through the integration of transportation and land use. For more information please visit: <http://sustain.scag.ca.gov/Documents/Sustainable%20Communities%20Program%20Guidelines.pdf>.
- SMM-POP-2:** SCAG shall provide technical assistance to local governments, transit agencies and developers within the region to build housing capacity to compete in the statewide Affordable Housing Sustainable Communities (AHSC) grants program. The AHSC program is one of the few state funding opportunities to address housing shortages within the state. For more information please visit: <http://ahsc.scag.ca.gov/Pages/Home.aspx>.
- SMM-POP-3:** SCAG shall host summits that addresses the housing crisis and provides solutions to build more housing. Examples include the 2016 Housing Summit (<http://www.scag.ca.gov/SiteAssets/HousingSummit/index.html>) and the Eighth Annual Economic Summit (<https://www.scag.ca.gov/calendar/Pages/8thEconomicSummit.aspx>).
- SMM-POP-4:** SCAG shall continue to produce the biennial Local Profile reports for all member jurisdictions in the SCAG region for the purpose of data and information sharing. The Local Profiles reports provide a variety of demographic, economic, education, housing, and transportation information that local jurisdictions can utilize like project and program planning. For more information about the most recently release 2019 Local Profiles, please visit: <http://www.scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx>.

### *Level of Significance after Mitigation*

As discussed above, regulations and policies would reduce impacts but given the regional scale of the analysis in this PEIR, it is not possible to determine if all impacts would be fully mitigated by existing regulations and policies. Therefore, this PEIR identifies project-level mitigation measures consistent with applicable regulations and policies designed to reduce impacts. Lead Agencies may choose to include project-level mitigation measures in environmental documents as they determine to be appropriate and



feasible. However, because of the regional nature of the analysis and the lack of project specific-detail, including project components and locations, and SCAG's lack of authority to impose project-level mitigation measures, this PEIR finds impacts to induce unplanned growth could be significant and unavoidable even with implementation of mitigation.

**Impact POP-2                    Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.**

*Significant and Unavoidable Impact – Mitigation Required.*

The construction of transportation projects that require expansion of existing or designation of new ROWs have the potential to result in the displacement of existing people and housing, necessitating the construction of replacement housing, thereby constituting a potentially significant impact. In general, transportation projects included in the Plan would attempt to use existing ROWs to the maximum extent feasible. However, the development of some highway, arterial, transit and rail projects included in the Plan would result in the disturbance and/or loss of residential and business uses. Connect SoCal includes system expansion projects, such as new freeway lane miles and new transit track miles, which have the potential to result in the loss of land currently used for residential and business purposes. In past regional transportation plans, SCAG has envisioned a system of truck-only lanes extending from the San Pedro Bay Ports to downtown Los Angeles along the I-710, connecting to an east-west segment, and finally reaching the I-15 in San Bernardino County (the East-West Freight Corridor). However, in March 2018, Metro Board of Directors selected Alternative 5C as the Locally Preferred Alternative for the I-710 Corridor project. This alternative reduced the extent of the truck-only lanes of the project, terminating at Del Amo Boulevard, south of SR-91 and well short of downtown Los Angeles connection to the East-West Freight Corridor along SR-60. Overall, the I-710 corridor project would add one lane in each direction between Long Beach and the SR-60 Freeway.<sup>36</sup> Based on analysis by Metro and Caltrans, Alternative 5C would acquire 109 homes and 158 businesses to expand the freeway, resulting in the displacement of an estimated 436 people.<sup>37</sup> Additional goods movement projects included in the Plan, such as grade separations, also have the potential to displace homes or businesses, as many of the areas where grade separations are proposed would be in developed urban areas.

---

<sup>36</sup> Metro The Source. *710 project OK'd but widening deferred*. March 1, 2018. Available online at: <https://thesource.metro.net/2018/03/01/board-approves-alternative-for-710-but-defers-decision-on-widening/>, accessed October 28, 2019.

<sup>37</sup> Los Angeles Times. *Metro staff support a \$6-billion widening of the 710 Freeway*. February 13, 2018. Available online at: <https://www.latimes.com/local/lanow/la-me-710-freeway-south-20180213-story.html>, accessed October 28, 2019.

Geographic information systems (GIS) was used to analyze where major freeway, rail, and transit projects, such as those described above, would intersect areas used for residential development. A 500-foot potential impact zone was drawn around the freeway, rail and transit projects in the Plan to compute the number of acres that could potentially be affected by the construction and operation of major transportation projects in the Plan.

**Table 3.14-10, Potential Displacement of Existing Residential and Commercial Land Uses (in Acres),** shows the results of the analysis with the potential acreage of these affected areas by county.

Displacement of housing was assessed by evaluating the location of major transportation projects in relation to surrounding land uses and community development. Highway and transit/rail extensions and major interchange projects were assumed to have a higher potential to disrupt or divide existing communities since they would involve the creation of new roadways. Highway widening and other projects along established transportation rights-of-way were assumed to have a lower potential to divide or disrupt existing communities and neighborhoods. As shown in the table, a total of 20,138 homes or businesses could be affected by the Plan's transportation projects. The analysis is based on general descriptions of transportation projects listed in the Plan and is regional and programmatic in nature.

**Table 3.14-10  
Potential Displacement of Existing Residential and Commercial Land Uses (in Acres)**

Land Use	County						Total
	Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	
Commercial and services	64	1,369	635	821	874	532	4,295
General office	6	468	269	284	359	130	1,516
Industrial	3	2,203	208	719	570	193	3,895
Mixed commercial and industrial	-	8	0.7	131	30	7	179
Mixed residential	-	111	-	5	34	11	160
Mixed residential and commercial	-	237	78	59	75	133	581
Mobile homes and trailer parks	13	157	62	199	71	53	555
Multi-family residential	3	697	391	389	222	121	1,823
Rural residential	-	208	-	301	192	0.5	702
Single-family residential	35	3,258	1,018	983	880	260	6,434
<b>Total</b>	<b>123</b>	<b>8,716</b>	<b>2,662</b>	<b>3,890</b>	<b>3,307</b>	<b>1,441</b>	<b>20,138</b>

Source: SCAG, 2019

In total, the Plan includes approximately 6,346 new lane miles including freeways, toll roads, major and minor arterials, collectors, high-occupancy toll (HOT), and high-occupancy vehicle (HOV) lanes.<sup>38</sup> These transportation facilities including freeways, toll roads, major and minor arterials, collectors, high-occupancy toll (HOT), and high-occupancy vehicle (HOV) lanes could displace homes and businesses in the region, constituting a significant impact requiring the consideration of mitigation measures.

Communities may be affected by the implementation of land use strategies included in Connect SoCal, that may influence infill development with the potential for displacement of substantial amounts of existing housing necessitating the construction of replacement housing elsewhere. The Plan includes land use strategies that would target the region's growth in the next 25 years into HQTAs, urban areas, and more walkable, mixed-use communities. Supported by other public amenities and transit services, housing in these areas tends to command higher premiums and may be attractive to more affluent residents and unaffordable to current residents in these areas. This phenomenon contributes to gentrification and displacement<sup>39</sup> that has occurred in parts of Los Angeles in recent years, including Hollywood, Venice, Echo Park, and Koreatown. As a result, existing housing in some communities in the region may be displaced and replaced with higher density housing, in particular within HQTAs. The proposed land use patterns are anticipated to accommodate 48 percent of the region's future household growth in HQTAs.<sup>40</sup>

As local governments seek to provide the region's population with housing and jobs in areas with active transportation opportunities or transit amenities, it is anticipated that changes would occur in existing communities. As such, the potential for "gentrification," or the displacement of lower-income residents, could occur if new development brings higher-income residents into a neighborhood. Neighborhood residents in areas of low income and/or enclaves of marginalized minorities may not benefit from planned transit investment, stations, and other amenities (e.g., walkways and bikeways) that come with this new neighborhood revitalization. More affluent and less diverse residents have the potential to displace them because new development near transit areas could be popular and unaffordable. Hence, the potential to directly or indirectly induce substantial population growth and displace a community in such an area could occur.

Concerns about indirect displacement of people have been raised regionwide, even where no changes to land use designations or zoning are planned. The rising cost of housing is currently a concern throughout much of the SCAG region and is reflective of the shortage of housing and stagnant incomes. The Los

---

<sup>38</sup> Southern California Association of Governments, 2019

<sup>39</sup> Southern California Association of Governments, Connect SoCal, 2019 p. 54.

<sup>40</sup> SCAG modeling, 2019.

Angeles-Long Beach-Anaheim metro area is considered the most cost-burdened housing market in the nation with 46 percent of renters and owners being cost burdened. As set forth by the Department of Housing and Urban Development, those who spend between 30 to 49 percent of their income on housing costs are considered cost-burdened.<sup>41</sup> As population growth continues to outpace the production of housing units, the existing supply of housing is in higher demand which leads to higher rents/prices. This occurrence may result in displacement of renters and the need for people to move from their present location to an area further from their jobs. But there is no substantial evidence that there is a reasonable method to predict how many people may potentially be displaced over the Plan horizon. Additionally, there is no industry standard methodology available to forecast transportation, air, noise or other impacts associated with people who relocate as result of pricing pressures.

Local jurisdictions, including the City of Los Angeles, are evaluating and implementing responses to help relieve pressures on housing supply (e.g., Affordable Housing Linkage Fee, Accessory Dwelling Units Ordinance, Unapproved Dwelling Unit Ordinance, etc.). As properties are redeveloped, there could be temporary displacement of housing units due to the separation of time between removal and replacement of housing. This impact would be temporary, is expected to be spread over the timeframe of the Plan and would be offset by overall increases in housing development under the Plan.

Displacement of low-income renters is also a concern but it is generally a social and economic impact, which is not an impact analyzed under CEQA unless it results in an indirect physical impact.<sup>42</sup> An impact from displacement and/or gentrification is only an impact under CEQA if it results in a physical impact to the environment. As identified in Appendix G, those physical impacts could be from construction of new housing. It may also be from transportation or other impacts related to people driving longer distances. As noted above, there is currently no methodology for estimating the number of people who would relocate and identifying where they would relocate to.

In conclusion, despite the proposed land use strategies that could influence more housing development in urbanized areas, the Plan would have the potential to displace substantial amounts of existing housing, necessitating the construction or replacement of housing elsewhere, requiring the consideration of mitigation measures.

---

<sup>41</sup> Long Beach Post. *Harvard: LA-Long Beach-Anaheim metro is most cost-burdened housing market in the nation.* Available online at: <https://lbpost.com/longbeachize/addison-harvard-metro-housing-cost-burdened-2019>, accessed October 28, 2019.

<sup>42</sup> *Porterville Citizens for Responsible Hillside Dev. v City of Porterville* (2007) 157 CA4th 885, 903 (claimed impact of new homes on existing home values is economic impact).

### *Mitigation Measures*

#### SCAG Level Mitigation Measure

See SMM-POP-4.

**SMM-POP-5:** SCAG shall assist cities to identify funding and financing opportunities and potential partnerships for public infrastructure improvements for transit-oriented development and other smart growth projects.

#### Project Level Mitigation Measures

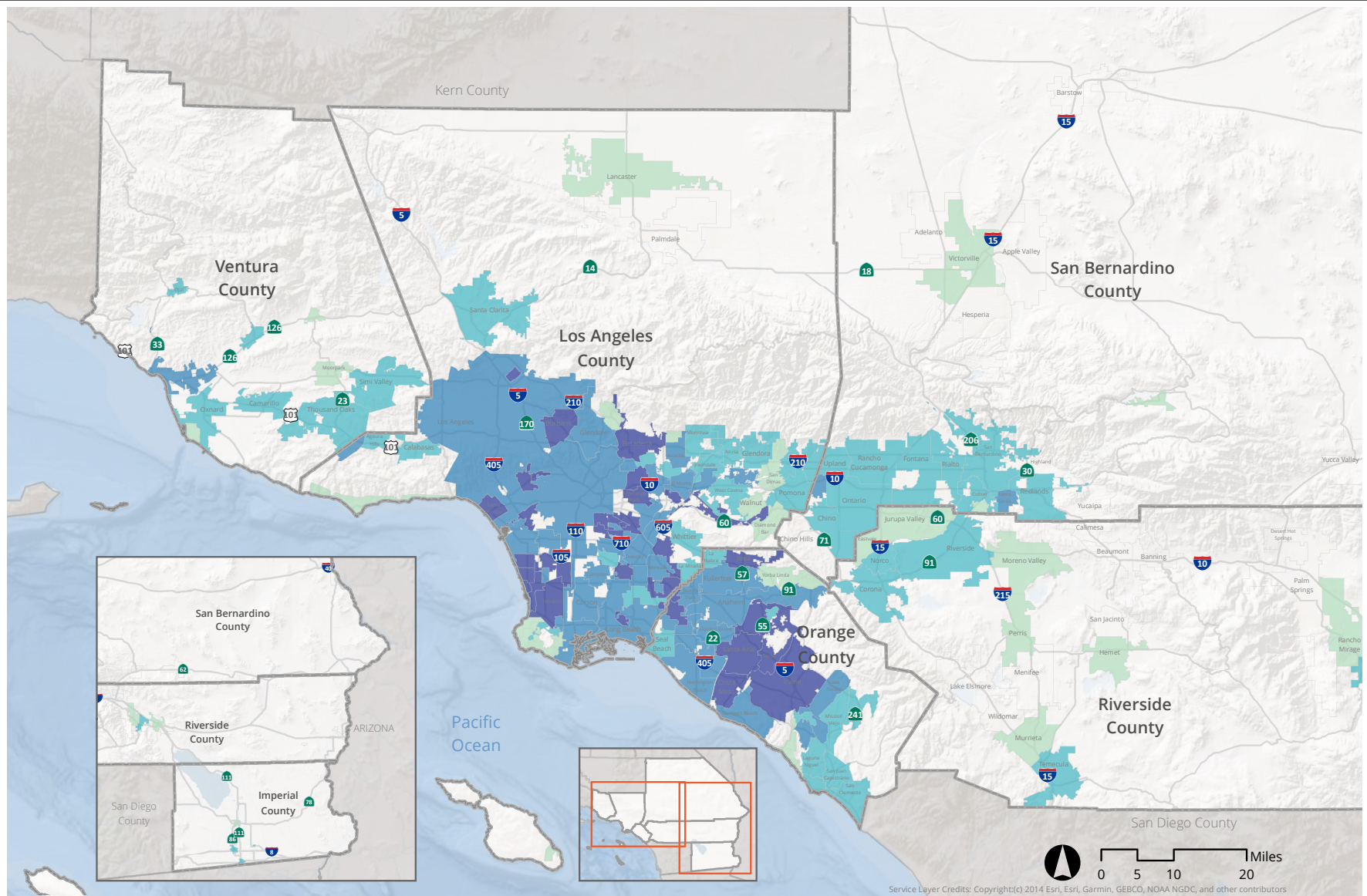
**PMM-POP-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people.
- b) Prioritize the use existing ROWs, wherever feasible.
- c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.
- d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable).
- e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.

### *Level of Significance after Mitigation*

As discussed above, regulations and policies would reduce impacts, but given the regional scale of the analysis in this PEIR, it is not possible to determine if all impacts would be fully mitigated by existing

regulations and policies. Therefore, this PEIR identifies project-level mitigation measures consistent with applicable regulations and policies designed to reduce impacts. Lead Agencies may choose to include project-level mitigation measures in environmental documents as they determine to be appropriate and feasible. However, because of the regional nature of the analysis and SCAG's inability to require project-level mitigation measures, this PEIR finds impacts related to displacement of existing housing to be significant and unavoidable.



City Employment Density in 2016 (Jobs per Square Mile)

- Less than or Equal to 500
- 501 to 1,000
- 1,001 to 2,500
- 2,501 to 4,000
- Greater than 4,000

SOURCE: SCAG, 2019

FIGURE 3.14-1

## Employment Density in the SCAG Region

### 3.14.4 Sources

- American FactFinder. 2017. *2017 Population Estimates*. Available online at: <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>, accessed January 29, 2018.
- Bureau of Labor Statistics, *The Employment Situation – August 2019*. Available online at: <https://www.bls.gov/news.release/pdf/empsit.pdf>, accessed September 16, 2019.
- California Coastal Commission. *Local Coastal Programs*. Available online at: <https://www.coastal.ca.gov/lcps.html>, accessed August 29, 2019.
- California Legislative Information. *AB-976*. Available online at: [http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201320140AB976](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB976), accessed November 5, 2019.
- California Legislative Information. *Article 10.6. Housing Elements [65580 – 65589.11]*. Available online at: [https://leginfo.legislature.ca.gov/faces/codes\\_displayText.xhtml?lawCode=GOV&division=1.&title=7.&part=&chapter=3.&article=10.6.](https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=GOV&division=1.&title=7.&part=&chapter=3.&article=10.6.), accessed August 29, 2019.
- California Legislative Information. *Article 10.6. Housing Elements [65580-65589.11], Section 65580*. Available online at: [https://leginfo.legislature.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=GOV&sectionNum=65580.](https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=65580.), accessed August 29, 2019.
- California Legislative Information. *Article 5. Authority for and Scope of General Plan [65300-65303.4]*. Available online at: [https://leginfo.legislature.ca.gov/faces/codes\\_displayText.xhtml?lawCode=GOV&division=1.&title=7.&part=&chapter=3.&article=5.](https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=GOV&division=1.&title=7.&part=&chapter=3.&article=5.), accessed August 29, 2019.
- California Legislative Information. *Senate Bill No. 2*. Available online at: [http://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=200720080SB2](http://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=200720080SB2), accessed August 29, 2019.
- California Legislative Information. *Senate Bill No. 375*. Available online at: [http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=200720080SB375](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375), accessed August 29, 2019.
- California Legislative Information. *Senate Bill No. 535*. Available online at: [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201120120SB535](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201120120SB535), accessed August 29, 2019.
- County of Imperial. 2013. *2014-2021 Housing Element*. Available online at: [http://www.icpds.com/CMS/Media/3\\_ImperialCountyHE\\_FINAL\\_9-27-13.pdf](http://www.icpds.com/CMS/Media/3_ImperialCountyHE_FINAL_9-27-13.pdf), accessed November 5, 2019.
- County of Los Angeles. *Los Angeles County Housing Element, 2014-2021*. Available online at: [http://planning.lacounty.gov/assets/upl/project/housing\\_element.pdf](http://planning.lacounty.gov/assets/upl/project/housing_element.pdf), accessed November 5, 2019.



- County of Orange. 2013. Housing Element. Available online at: <https://www.ocgov.com/civicax/filebank/blobdload.aspx?blobid=33606>, accessed November 5, 2019.
- County of Riverside. 2017. Riverside County Strategic Plan, Chapter 8- Housing Element 2017-2021. Available online at: [https://planning.rctlma.org/Portals/14/genplan/general\\_Plan\\_2017/elements/OCT17/Ch08\\_Housing\\_100317.pdf?ver=2017-10-23-162929-533](https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch08_Housing_100317.pdf?ver=2017-10-23-162929-533), accessed November 5, 2019.
- County of San Bernardino. *County of San Bernardino 2013-2021 Housing Element*. Available online at: <http://www.sbcounty.gov/uploads/lus/pc/Draft%205th%20Cycle%20Housing%20Element%20County%20of%20San%20Bernardino%20-%202013-2021%20-%20Website.pdf>, accessed November 5, 2019.
- County of Ventura. 2019. Ventura County General Plan Goals, Policies, and Programs. Available online at: <https://docs.vcrma.org/images/pdf/planning/plans/Goals-Policies-and-Programs.pdf>, accessed November 5, 2019.
- Electronic Code of Regulations. *Title 23: Highways, Part 450 – Planning and Assistance and Standards*. Available online at: <https://www.ecfr.gov/cgi-bin/text-idx?SID=4f4c8515fcb6873787857e30df84a31b&mc=true&node=pt23.1.450&rgn=div5#se23.1.450.1322>, accessed August 29, 2019.
- Federal Highway Administration. *Fixing America’s Surface Transportation Act*. Available online at: <https://www.fhwa.dot.gov/fastact/>, accessed August 29, 2019.
- Federal Register. *Housing and Urban Development Department*. Available online at: <https://www.federalregister.gov/agencies/housing-and-urban-development-department>, accessed August 29, 2019.
- LA Law Library. *Text of Proposed Laws, Proposition 99*. Available online at: [http://www.lalawlibrary.org/pdfs/PROP\\_0608\\_99.pdf](http://www.lalawlibrary.org/pdfs/PROP_0608_99.pdf), accessed August 29, 2019.
- Long Beach Post. *Harvard: LA-Long Beach-Anaheim metro is most cost-burdened housing market in the nation*. Available online at: <https://lbpost.com/longbeachize/addison-harvard-metro-housing-cost-burdened-2019>, accessed October 28, 2019.
- Los Angeles Times. *Metro staff support a \$6-billion widening of the 710 Freeway*. February 13, 2018. Available online at: <https://www.latimes.com/local/lanow/la-me-710-freeway-south-20180213-story.html>, accessed October 28, 2019.
- Metro The Source. *710 project OK’d but widening deferred*. March 1, 2018. Available online at: <https://thesource.metro.net/2018/03/01/board-approves-alternative-for-710-but-defers-decision-on-widening/>, accessed October 28, 2019.
- Porterville Citizens for Responsible Hillside Dev. v City of Porterville* (2007) 157 CA4th 885, 903 (claimed impact of new homes on existing home values is economic impact).

- SCAG. *6<sup>th</sup> Cycle Proposed RHNA Methodology*. Available online: <http://www.scag.ca.gov/programs/Documents/RHNA/RHNAMethodologyPublicHearingPresentation.pdf>, accessed September 9, 2019.
- SCAG. *Regional Council Agendas and Minutes*. Available online: <http://scag.iqm2.com/Citizens/FileOpen.aspx?Type=14&ID=2044&Inline=True>, accessed September 9, 2019.
- SCAG. *Regional Housing Needs Assessment (RHNA) & Housing*. Available online at: <https://www.scag.ca.gov/programs/Pages/Housing.aspx>, accessed August 29, 2019.
- Southern California Association of Governments (SCAG). 2016. *2016 RTP/SCS Program Draft Environmental Impact Report*.
- Southern California Association of Governments (SCAG). 2019. *2019 Local Profiles*. Available online at: <https://www.scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx>, accessed September 3, 2019.
- Southern California Association of Governments, Connect SoCal, 2019 p. 54.
- Southern California Association of Governments. *Regional Housing Needs Assessment (RHNA) & Housing*. Available online at: <http://www.scag.ca.gov/programs/pages/housing.aspx>, accessed September 3, 2019.
- State of California Employment Development Department, *California Unemployment rate dips to record low 4.1 percent in July*. Available online at: <https://www.edd.ca.gov/newsroom/unemployment-august-2019.htm>, accessed September 16, 2019.
- The Moving Ahead for Progress in the 21st Century Act (MAP-21) was enacted in 2012 (PL 112-141).
- U.S. Census Bureau. 2018. *Poverty Status in the Past 12 Months*. Available online at: <https://data.census.gov/>, accessed October 29, 2019.
- U.S. Code. 42 USC Ch. 61: *Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federal Assisted Programs*. Available online at: <https://uscode.house.gov/view.xhtml?path=/prelim%40title42/chapter61&edition=prelim>, accessed August 29, 2019.