



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

TECHNICAL WORKING GROUP (TWG)

Monday, September 16th 2013: 10:00 a.m.

SCAG Offices
818 West 7th Street, 12th Floor
Board Room
Los Angeles, CA 9007
(213) 236-1800

Teleconferencing Information:
Number: 1-888-808-6929

Silent Live Web PowerPoint Presentations: <https://www.connectmeeting.att.com>
Meeting #: 8888086929 | Participant Code: 2361866

AGENDA

Introductions

Discussion Items

1. Subregional Framework and Guidelines (Jacob Lieb)	60 min.
2. Local jurisdiction communication letter and a sample of SED/GIS review package/platform for October local input/review rollout (Frank Wen)	40 min.
3. Comments/Around the Table Discussion	15 min.



TECHNICAL WORKING GROUP (TWG)

August 15, 2013

Meeting Summary

Following is a summary of discussions of the Technical Working Group meeting of August 15, 2013.

Discussion Items

1. Subregional Delegation of Sustainable Communities Strategy

Jacob Lieb, SCAG Staff, provided an update on subregional delegation of Sustainable Communities Strategy. Mr. Lieb noted SCAG supports any subregion that chooses to proceed with the development of a subregional SCS and does not propose any significant policy changes to the 2016 SCS development process. Further, as in 2012, growth distribution and land use information for 2016 Subregional SCS submittals will be held constant at the jurisdictional level. Additionally, jurisdictions are encouraged but not required to use the Scenario Planning Model (SPM) tool for developing submissions and to submit SCSs in SPM, or a compatible GIS-based format. Also, submissions must demonstrate that, during the planning process, alternative growth distribution and land use scenarios were considered. Subregions are asked to submit their application by January 2014. As there will be an emphasis on performance monitoring, parameters and performance objectives will need to be finalized in a sufficient timeframe.

2. Upgrade CALOTS to Support Growth Monitoring

Ping Chang, SCAG Staff, provided an update on CALOTS. It was noted this two year effort seeks to expand the functionality of this Web based GIS tool and database to enable it to monitor jurisdictional growth progressively to track changes and jurisdictional performance related to RTP/SCS goals. This differs from the scenario planning model as it seeks to closely track growth and examine performance of different RTP/SCS goals at both the jurisdictional and TAZ level. It was noted this effort will be done in conjunction with UCLA and it is anticipated its focus on performance measures will provide a practical planning tool that will not only inform but assist local planners.

3. Panel of Experts Meeting and Ranges of Regional and County Growth Forecasts for the 2016-2040 RTP/SCS

Frank Wen, SCAG Staff, presented a draft preliminary Range of County Growth Forecasts for the 2016-2040 RTP/SCS. Mr. Wen noted this preliminary draft was presented at the August 1, 2013 CEHD meeting. Additionally, staff received input from the Panel of Experts meeting held June 27, 2013 at SCAG.

Mr. Wen stated staff reviewed input and advice from the recently held Panel of Experts meeting and concluded that the updated regional population and household forecasts could be slightly lower than the adopted 2012-2035 RTP/SCS growth forecasts, while the updated employment forecasts may be slightly higher than the 2012-2035 RTP/SCS growth forecasts. It was noted the next steps include mid-range forecast of population, population and household within the Draft Preliminary Range of County Growth Forecasts for the 2016-2040 RTP/SCS. That will be presented to the CEHD Committee on September 12, 2013 and staff will seek approval from CEHD for moving forward with small area disaggregation, preparing a letter for communicating with local jurisdictions, producing the 2016-2040 RTP/SCS growth forecasting/land use data package along with the Scenario Planning Model (SPM) to initiate the bottom up local review and input process for the 2016-2040 RTP/SCS.

4. AB 93: Qualified Census Tract Areas for Tax Incentives for Future Economic Development in the SCAG Region

Frank Wen, SCAG Staff, provided a report on AB 93, the Enterprise Zone Elimination Trailer bill. Mr. Wen noted, AB 93, which was signed into law July 2013, dissolved enterprise zones and implemented the Governor's new economic proposal. Provisions of the bill would institute two new tax programs – a Sales and Use Tax (SUT) exemption for manufacturing, biotech equipment and similar purchases, and a hiring credit under the Personal Income Tax (PIT) and Corporation Tax (CT) for employment in specified geographic areas. The bill also would result in phasing out and ending certain tax provisions related to Enterprise Zones (EZs). The tax incentive provisions (hiring tax credits) are applicable only to certain geographic areas as follows; 1) Designated census tracts or a census tract within the state that is determined by the Department of Finance to have a civilian unemployment rate that is within the top 25 percent of all census tracks in the state and has a poverty rate within the top 25 percent.

The working group was provided maps showing existing enterprise zones, AB 93 Qualified Census Tracts (those with the top 25% of the highest unemployment and poverty rates) and AB 93 Qualified Geographic Areas to Receive Tax Credits. Additionally, an interactive map was created showing location of AB 93 Qualified geographic areas. That map can be viewed at <http://maps.scag.ca.gov/AB93/index.html>.

5. Land Use Updates and SCAG Map Book Productions for the Development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

Frank Wen, SCAG Staff, provided an update on land use updates and SCAG's Map Book. Mr. Wen noted in preparation for the 2016-2040 RTP/SCS, SCAG has been working with local jurisdictions to update its land use database. This database contains local land use information in a digitized GIS format for every jurisdiction in the SCAG region. In the past, jurisdictions used this resource to save funds when undergoing general plans. To insure accuracy, SCAG staff has outreached to 197 jurisdictions to obtain their most recent general plan and zoning information. Updates from 109 cities have been received to date. Additionally, SCAG Staff will continue to provide local planners with GIS training and other GIS services necessary to maintain the jurisdiction's GIS land use database.

As part of this process SCAG has prepared a set of GIS maps, the SCAG Map Book. The SCAG Map Book includes maps of land use, resource areas, farmland, transit priority projects, and geographic boundaries. The SCAG Map Book is available for download at the SCAG FTP site ([ftp://scag-data:\\$cag424@data.scag.ca.gov/data_map_book](ftp://scag-data:$cag424@data.scag.ca.gov/data_map_book)) Also included for download are SCAG's GIS shapefiles for general plan land use, zoning, and existing land use, which can be edited directly as appropriate.



**SOUTHERN CALIFORNIA
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Item 1 Attachment: Subregional Framework and Guidelines

**** The Subregional Framework and Guidelines item is currently on the September 12th Community, Economic and Human Development (CEHD) Agenda and will be e-mailed separately, on Thursday, after comments from the CEHD have been received and incorporated ****



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

Item 2 Attachment: Local jurisdiction communication letter and a sample of
SED/GIS review package/platform for October local input/review rollout

REPORT

DATE: September 12, 2013

TO: Community, Economic and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

FROM: Huasha Liu, Director, Land Use and Environmental Planning, 213-236-1838,
liu@scag.ca.gov

SUBJECT: Local Input Communication Letter Initiating the Bottom-Up Local Input Process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

As past practice, SCAG staff will engage in a bottom up local input process for the 2016-2040 RTP/SCS. At the August 1, 2013 meeting, the Regional Council approved a preferred protocol for communicating, approving, and submitting input from local jurisdictions. Subsequently, SCAG staff will distribute a letter to local jurisdictions in the SCAG region that will initiate the Bottom-Up Local Input Process for the upcoming RTP/SCS

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

At the February 7, 2013 CEHD Committee meeting, staff were directed to establish a formal protocol for communications between SCAG and local jurisdictions regarding the local input and review process of the growth forecast and land use datasets for the 2016-2040 RTP/SCS. At the meeting on August 1, 2013, the Regional Council approved such protocol as detailed below:

1. A jurisdiction's City Manager, County Administrator, Subregional Executive Director (in the case where a subregional organization is submitting the input on behalf of its member jurisdictions), or their respective designee will provide approval on growth forecast and land use data. While not required as a method of submittal of information, SCAG jurisdictions may voluntarily choose to utilize the optional SCAG Data Verification and Approval Form. If another transmittal method of information is utilized, it should include the signature of the official designee; and
2. Local jurisdictions may also choose to adopt, while optional, a resolution designating a position representing the jurisdiction's input on the growth forecast and land use data for the 2016-2040 RTP/SCS. Other options for the designation may include formal action by the jurisdiction, the transmittal of a letter to SCAG, or meeting minutes.

REPORT

Having received Regional Council approval of the local input communications/approval protocol, SCAG staff is moving forward with the transmission to the city managers, county chief administrators, planning directors, city clerks and county clerks (for forwarding to all city/county elected officials), and the subregional executive directors, a comprehensive letter outlining the 2016-2040 RTP/SCS development process.

This letter, included as Attachment 1, seeks to accomplish the following:

1. Provide an overview of the contents and work plan for the development of 2016-2040 RTP/SCS;
2. Establish communication channels between SCAG and the 197 jurisdictions within the region; provide a main SCAG contact person for directing inquiries regarding the RTP/SCS development process; and request jurisdictions to follow the established protocol for submitting confirmation of data to SCAG;
3. Provide a list of the maps, data, growth forecast, and land use information that SCAG will transmit to local jurisdictions for review, comments, and subsequent verification or approval;
4. Provide a general schedule, milestones, and deadlines for the review of key socioeconomic datasets required for the development of the 2016-2040 RTP/SCS and PEIR.

As with the 2012-2035 RTP/SCS, SCAG will seek verification of the existing land use, general plan land use, and zoning information; and approval of jurisdictional level population, households, and employment forecasts for the years 2020, 2035, and 2040. Jurisdictions may also elect to submit sub-jurisdictional input (e.g., input at the census tract or transportation analysis zone level). However, sub-jurisdictional level input will only be treated as advisory, including input from those jurisdictions within a subregion that has accepted delegation through formal notification to SCAG by February 2014.

For the 2016-2040 RTP/SCS development process, SCAG, working closely with jurisdictions and a Working Group comprised of regional stakeholders and technical practitioners, will also roll-out the Scenario Planning Model (SPM). The SPM will allow local jurisdictions to envision and estimate the potential benefits from future land use and policy choices.

FISCAL IMPACT:

Activities related to the 2016 RTP/SCS development are included in the SCAG budget under 13-010.SCG0170.01, 13-020.SCG1635.01, 13-055.SCG0133.025, and 13-070.SCG0130.10.

ATTACHMENT:

Local Input Communication Letter Initiating the Bottom-Up Local Input Process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

ATTACHMENT

Mr. Xx Yy
City Manager
City of Aliso Viejo
12 Journey, Suite 100
Aliso Viejo, CA 92656-5335

SUBJECT: Bottom-Up Local Input Process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

Dear Ms. Xx Yy:

A critical component to the success of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) will be the participation and cooperation of all 197 local government partners within the Southern California Association of Governments (SCAG). To this end, we will ensure that all local governments are fully informed of the planning process and have clear and adequate opportunities to provide input.

A first step in the local input process, and the purpose of this letter, is to outline protocols for communication, information sharing, and verification/approval between SCAG and local jurisdictions. These protocols were approved by SCAG's Regional Council on August 1, 2013.

The options below provide flexibility for local jurisdictions in providing input to SCAG on the land use information and growth forecast for population, housing, and employment and will ensure that the information provided is "official input":

- A jurisdiction's City Manager, County Administrator, Subregional Executive Director (in the case where a subregional organization is submitting the input on behalf of its member jurisdictions), or their respective designee will provide approval on growth forecast and land use data. While not required as a method of submittal of information, SCAG jurisdictions may voluntarily choose to utilize the optional Data Verification and Approval Form (Attachment A). If another transmittal method of information is utilized, it should include the signature of the official designee; and
- Local jurisdictions may also choose to adopt, while optional, a resolution designating a position representing the jurisdiction's input on the growth forecast and land use data for the 2016-2040 RTP/SCS. A sample of the optional resolution is provided (Attachment B). Other options for the designation may include formal action by the jurisdiction, the transmittal of a letter to SCAG, or meeting minutes.

The draft 2016-2040 RTP/SCS schedule, further detail on the process, and SCAG Scenario Planning Model (SPM) Description are included as Attachments C, D and E. Of particular note is Attachment D that specifies deadlines for submitting local information to SCAG.

Four key stages of the Local Input process are summarized below:

- Stage 1 - Preliminary Land Use Data Collection and Review (March 2013 - September 13th, 2013)
Note that SCAG staff have worked to collect and integrate local land use information into our regional database. To provide input on these draft datasets, please review your jurisdiction's individual Map Book available at [ftp://scag-data:\\$cag424@data.scag.ca.gov/Data_Map_Book](ftp://scag-data:$cag424@data.scag.ca.gov/Data_Map_Book);
- Stage 2 - Review of Base Year 2012 Socioeconomic Data and Future Years' (2020, 2035, and 2040) Growth Forecast (October 2013 - May 2014);
- Stage 3 - Open Space Conservation Database (May 2014 – September 2014);
- Stage 4 - Land Use Scenario Exercises (May 2014 –September 2014).

To ensure a single point of contact, all future communications on this topic will be sent to each jurisdiction's Planning Manager/Director with a CC to the city manager and/or county chief administrator in the SCAG region. A copy of this initial letter will also be sent to each planning director, city or county clerk, and the executive director and subregional coordinator of each respective subregional organization. For your jurisdiction, the main point of contact will be __Jane Doe, __Planning Manager __email__phone. If you would like to designate another point of contact, please send the contact information to Frank Wen.

Frank Wen, Manager of Research and Analysis, will be the primary SCAG contact for this process. Frank can be reached at wen@scag.ca.gov or 213-236-1854. We welcome any questions, and are committed to working with you to facilitate this process so that it is seamless and effective.

SCAG greatly appreciates your efforts and collaboration in developing the 2016-2040 RTP/SCS.

Sincerely,

Hasan Ikhata
Executive Director

Email CC: City Council Members/Board of Supervisors via City/County Clerk

City Manager
COG Executive Director
Subregional Coordinator

Attachments:

- A. Data Verification and Approval Form
- B. Sample Resolution
- C. Draft Preliminary Schedule for the Development of the 2016-2040 RTP/SCS
- D. Further Detail on the 2016-2040 RTP/SCS and Local Input Process
- E. SCAG Scenario Planning Model (SPM) Description

Attachment A

Data Verification and Approval Form Local Input and Review Process 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

Date: _____

A - Contact & Background Information

This Represents Communication: _____ **From the Jurisdiction of** _____ **to SCAG**

Jurisdiction Contact Person: _____ Position: _____ Email: _____ Phone: _____	Background Information: <input type="checkbox"/> My Jurisdiction has enacted a resolution giving me the authority to verify and/or approve SCAG's data <input type="checkbox"/> I am my Jurisdiction's City Manager, County Chief Operating Officer, or Subregional Executive Director or their designee <input type="checkbox"/> None of the Above (I acknowledge that any verification and/or approval of SCAG's data will be considered official input from my Jurisdiction)
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Background Information, if any, based upon Previous Communication: _____

B - Action Items

We are seeking to (please check the appropriate boxes):

Submit to SCAG:

Verification of Accuracy of SCAG's Land Use Data

Official Approval of SCAG's Demographic Data

Other (Please Specify): _____

C - Data Type

With Relation to SCAG's:

Land Use Data: <input type="checkbox"/> General Plan Land Use <input type="checkbox"/> Zoning <input type="checkbox"/> Existing Land Use (2012) <input type="checkbox"/> Endangered Species and Plants <input type="checkbox"/> Flood Areas <input type="checkbox"/> Natural Community & Habitat Conservation <input type="checkbox"/> Open Space and Parks <input type="checkbox"/> Farmland <input type="checkbox"/> Major Stops & High Quality Transit Corridors <input type="checkbox"/> City Boundary & Sphere of Influence <input type="checkbox"/> Census Tract Boundaries <input type="checkbox"/> Transportation Analysis Zone (TAZ) Boundaries <input type="checkbox"/> Other (Please Specify): _____	Demographic Data: <input type="checkbox"/> Population <input type="checkbox"/> Households <input type="checkbox"/> Employment Year: <input type="checkbox"/> 2012 <input type="checkbox"/> 2020 <input type="checkbox"/> 2035 <input type="checkbox"/> 2040 Geographic Level: <input type="checkbox"/> Jurisdictional Level <input type="checkbox"/> Other Geographic Level (Please Specify): _____
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D - Description of Action Items

Comments (if applicable): _____

Verification of SCAG's Land Use Data (if applicable):

We have reviewed SCAG's Land Use Data and verify its accuracy

We cannot verify the accuracy of the data at this time and would like to suggest the revisions described above

X _____
Signature (to be executed by City Manager, County Chief Administrator or Authorized Representative)

Official Approval of SCAG's Jurisdictional Level Demographic Data (if applicable):

We have reviewed SCAG's Jurisdictional Level Demographic Data and can provide official approval

We cannot provide official approval at this time, and would like to suggest the jurisdictional-level figures listed below

	2012	2020	2035	2040
Population				
Households				
Employment				

X _____
Signature (to be executed by City Manager, County Chief Administrator or Authorized Representative)

When complete, please return this form to Frank Wen, Manager of Research & Analysis at SCAG, at wen@scag.ca.gov

Attachment B

Sample Resolution

RESOLUTION NO. ____

**A RESOLUTION OF THE (NAME OF LOCAL JURISDICTION OR
SUBREGIONAL ORGANIZATION) DESIGNATING (TITLE OF
STAFF POSITION)
TO SUBMIT LOCAL GROWTH FORECASTS TO THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

WHEREAS, the Southern California Association of Governments (“SCAG”) is the Metropolitan Planning Organization (“MPO”), pursuant to 23 U.S.C. 134 et seq. and 49 U.S.C. 5303 et seq. for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial;

WHEREAS, as the MPO, SCAG is engaged in the Local Input process for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS);

WHEREAS, local jurisdictions or subregional organization within the SCAG region are requested to review, comment and verify the maps, data, growth forecast information and land use information transmitted by SCAG by September 30, 2014;

WHEREAS, (Name of Local Jurisdiction or Subregional Organization) has reviewed the maps, data, growth forecast information and land use information transmitted by SCAG, and is prepared to submit its input to SCAG.

NOW, THEREFORE, BE IT RESOLVED by the (Name of Governing Body) of the (Name of Local Jurisdiction or Subregional Organization) that it hereby designates (Name of designated staff position) or its designee to approve and submit to SCAG the 2016-2040 RTP/SCS local land use and growth forecasts of jurisdictional level population, household and employment for 2012, 2020, 2035, and 2040. [If resolution is from a Subregional Organization, please list the name(s) of the jurisdiction(s) to which the Subregional Organization is submitting the local input information.]

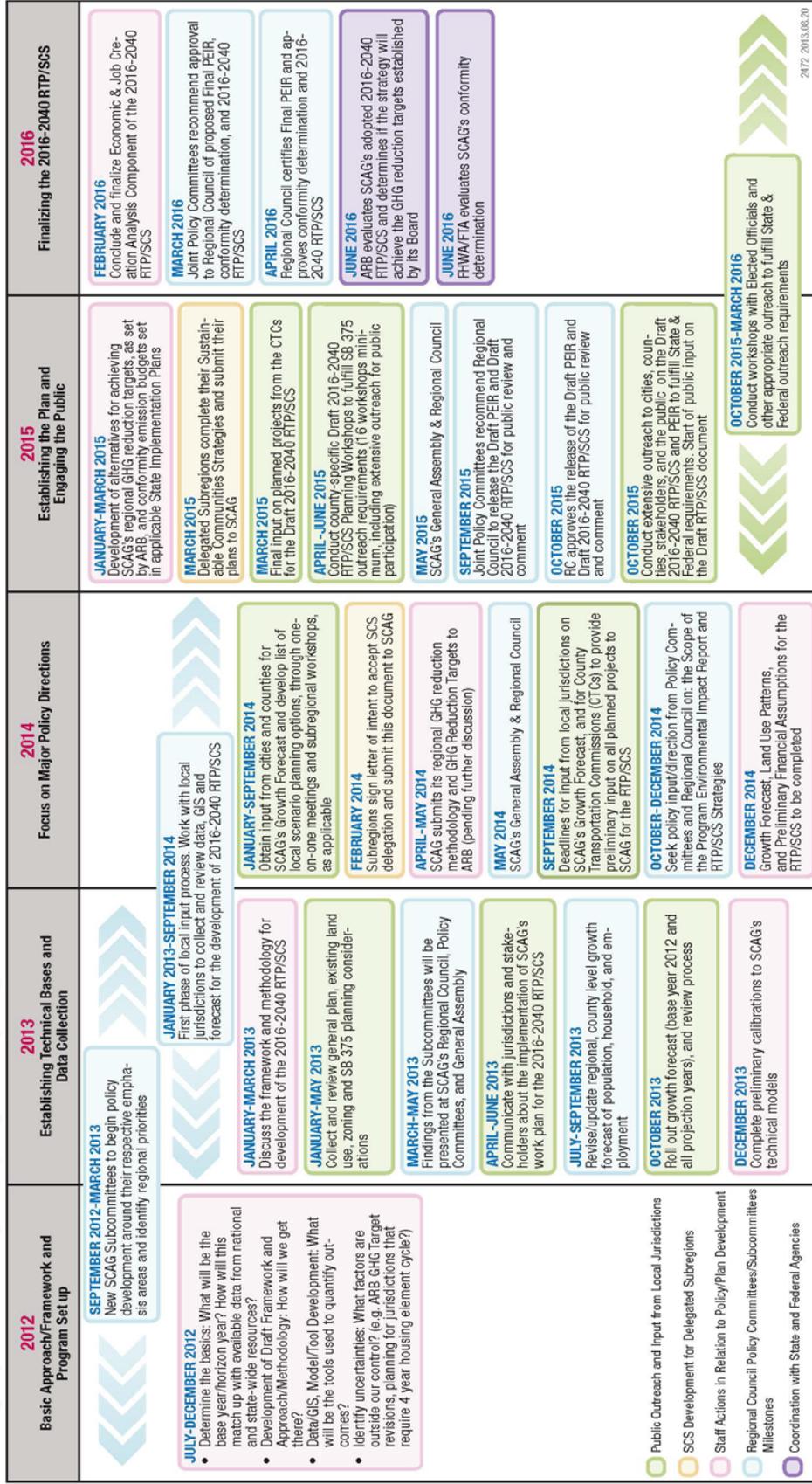
APPROVED AND ADOPTED by or before September 30, 2014.

Authorized Representative
of Local Jurisdiction or
Subregional Organization

Attachment C

SCAG's DRAFT Preliminary Schedule for Development of the 2016-2040 RTP/SCS as of August 2013

This schedule provides a preliminary summary of development and phasing for the 2016-2040 RTP/SCS. Both the technical framework and timeline for collaboration with regional stakeholders are presented in detail. It is important to note that as development of the 2016-2040 RTP/SCS solidifies, changes may be made to account for input from our governing bodies and our partner agencies.



Attachment D:

Further detail on the 2016-2040 RTP/SCS and Local Input Process

Overview

SCAG plans to replicate most of the 2012-2035 RTP/SCS plan process a positive one. However, please note that additional planning considerations may need to be incorporated into the development of 2016-2040 RTP/SCS, including issues flowing from the state, national and regional levels.

Planning activities, with complementary goals through all levels of government, include:

- The California Air Resources Board (ARB) Scoping Plan, Vision Framework and State of California's efforts to accelerate the introduction of zero emission vehicles (ZEV), as spelled out in the Governor's Executive Order B-16-2012; (<http://www.gov.ca.gov/news.php?id=17472>), and the associated Zero Emission Vehicle Action Plan ([http://opr.ca.gov/docs/Governor's_Office_ZEV_Action_Plan_\(02-13\).pdf](http://opr.ca.gov/docs/Governor's_Office_ZEV_Action_Plan_(02-13).pdf)).
- Air Quality Management Plans for the 2008 Ozone National Ambient Air Quality Standards. Pursuant to the federal Clean Air Act, state implementation plans for each 2008 8-hour ozone nonattainment area must be submitted to US EPA by July 2016. The SCAG region contains seven such nonattainment areas: Coachella Valley, Imperial County, Morongo Area of Indian Country, Pechanga Area of Indian Country, South Coast Air Basin, Ventura County, and Western Mojave Desert Air Basin;
- The Air Resources Board's potential consideration of revised Greenhouse Gas (GHG) emission reduction targets applicable to the SCS. SB 375 gives ARB the authority to review and update regional greenhouse gas reduction targets every 4 years. The next ARB review of regional targets will occur in 2014. Under SB 375, ARB has authority to establish regional targets for 2020 and 2035 only. Based on AB 32 and state Executive Orders, California's planning efforts need to look beyond 2020 towards 2050 climate goals. SCAG's 2016-2040 RTP/SCS will have a planning horizon of 2040, and each subsequent RTP update will further extend the planning horizon. ARB would expect, at a minimum that the 2016-2040 RTP/SCS will maintain the 2035 level of greenhouse gas reductions through 2040 and beyond;
- The state transportation plan and freight plan;
- New requirements for RTPs included in the federal transportation reauthorization (MAP 21) Of note, MAP 21 includes substantial new processes for developing performance measures.

Also note that State law requires a coordinated Regional Housing Needs Assessment (RHNA) and Housing Element update cycle every eight years, or with *every other* RTP/SCS update. Given that the 5th cycle RHNA process was completed in conjunction with the 2012-2035 RTP/SCS, there will be **no** RHNA/Housing Element update with the 2016-2040 plan.

SCAG and our partners have been hard at work fulfilling the promise of the 2012-2035 RTP/SCS by focusing on implementation actions, including:

- Forming six subcommittees to closely examine issues of interest from the 2012-2035 plan, who ultimately recommended next steps that were approved by the Regional Council in May 2013;
- Launching a new comprehensive Sustainability Program, building on our on-going successful Compass Blueprint program to provide planning resources for member local agencies;
- Forming a standing Sustainability Working Group comprised of the six County Transportation Commissions in the SCAG region;
- Developing a formal joint work program between SCAG and the Los Angeles County Metropolitan Transportation Authority, while also exploring similar partnerships with other county transportation commissions;
- Developing legislative priorities that implement key components of the 2012-2035 plan, including innovative transportation finance, Cap and Trade implementation, and California Environmental Quality Act (CEQA) modernization;
- Seeking funding opportunities to accelerate SCS implementation for cities and counties within the region.

Local Input Process

Based on the 2016-2040 RTP/SCS Preliminary Draft Schedule and Milestones, the local input and review process will commence in October 2013 and conclude in September 2014. At the conclusion of the 2016-2040 RTP/SCS development cycle in spring 2016, SCAG will seek Regional Council adoption of jurisdictional level population, households and employment for the years 2020, 2035 and 2040, which is the same as the adoption policy for the 2012-2035 RTP/SCS cycle.

SCAG staff will develop the following socioeconomic and land use datasets through a bottom-up local input and review process as required by the 2016-2040 RTP/SCS and Programmatic Environmental Impact Report (PEIR):

- Geographic datasets that establish existing conditions, including information on local general plan land use, zoning, existing (2012) land use, jurisdictional boundary, sphere of influence, farmland, flood areas, endangered species, transit priority areas, open space conservation plans, etc. (March 2013 – September 13th, 2013);
- Base year (2012) population, employment, household figures for all city and transportation analysis zones (TAZ);
- Growth forecasts of population, employment, and households for the 2016-2040 RTP/SCS at the jurisdictional and TAZ level for 2020, 2035, and 2040 will be sent out for review and input by local jurisdictions.
- Scenario planning exercises with SPM, involving alternative land use scenarios at the sub-jurisdiction level, as well as subregional and regional level scenario planning exercises, which may include additional funding assumptions, Transportation Demand Management (TDM), Transportation System Management (TSM), active transportation measures, technology, and other related strategies. These will be the foundation to form the policy forecasts that will be derived from this local input process, if applicable; and
- Development of PEIR alternatives.

The datasets and land use scenarios, will be developed in four stages:

Stage 1 – Preliminary Land Use Data Collection and Review (March 2013 – September 13th, 2013)

SCAG staff have compiled land use information from local jurisdictions and submitted these datasets back to jurisdictions for review and comment through the Map Book review effort

Starting in March 2013, SCAG staff collected general plan land use and zoning information from jurisdictions' online resources. If these were not available online, SCAG contacted the local jurisdiction and requested the general plan land use and zoning information. This data was integrated into SCAG's land use database and was published, along with other geographic data such as existing land use, open space, farmland, and other resource data, into an individual *draft* Map Book for each city and county in the region. Note that this information was sent to each jurisdiction's planning director and city manager for their review on August 9th, 2013 and input is requested by September 13th, 2013. To review your jurisdiction's map book from SCAG, please access the following link: [ftp://scag-data:\\$cag424@data.scag.ca.gov/Data_Map_Book](ftp://scag-data:$cag424@data.scag.ca.gov/Data_Map_Book). SCAG is requesting input on these datasets in order to ensure the accuracy of this land use information, which will then be carried over into the general plan-based growth forecasts for 2020, 2035, and 2040. Workshops and/or one-on-one meetings with local jurisdictions were provided on an as-requested basis, and these were conducted in August and September of 2013 to collect revisions, answer questions, and provide assistance as needed. SCAG is anticipating receiving verification of accuracy, comments, and corrections on each jurisdiction's general plan land use, zoning information, and existing land use at the parcel level.

Stage 2 – Review of Base Year 2012 Socioeconomic Data and Future Years' Growth Forecast (October 2013- May 2014)

Staff will send a package to each jurisdiction with existing 2012 base year socioeconomic data and preliminary growth projections for the years 2020, 2035, and 2040. This information will be provided at the jurisdictional level and by Transportation Analysis Zones (TAZ). An overview of the sample information package including base year figures and projected growth will be presented to SCAG's policy committees and the Technical Working Group (TWG). Also, this material will also be presented at subregional workshops throughout the region in October and November of 2013. Staff will also follow up with one-on-one meetings, upon request, to collect data changes, answer questions, and provide individual assistance. SCAG's Regional Council will approve population, households and employment forecasts for the years 2020, 2035, and 2040 at the jurisdictional level in conjunction with the adoption of the 2016-2040 RTP/SCS which is anticipated in April 2016. This is the same practice that was established for the 2012-2035 RTP/SCS cycle. Jurisdictions may submit sub-jurisdictional level input at their option. However, sub-jurisdictional information will only be included as advisory in SCAG's adopted RTP/SCS. The deadline for providing input on this portion of the local input process will be May 2014.

Stage 3 - Open Space Conservation Database (May 2014 – September 2014)

SCAG is starting a new open space database program for this planning cycle that will coordinate existing local, state, and federal open space conservation efforts as well as facilitate the

development of comprehensive, voluntary approaches that address conservation gaps, missing wildlife habitat linkages, and create opportunities for habitat enhancement and mitigation. SCAG staff is requesting information on existing and future open space conservation and habitat restoration plans, programs, and policies for your jurisdiction. Where available, we are requesting information be provided in GIS shapefile format. The deadline for providing input on this portion of the local input process will be September 2014.

Stage 4 – Detailed Land Use Scenario Exercises (May 2014 –September 2014)

SCAG will assist local jurisdictions, if desired, to examine land use scenarios by place types (density, intensity, and uses). An important part of the RTP/SCS development process is establishing a framework for CEQA streamlining under SB 375. For example, this can involve delineating uses, densities, and intensities such that subsequent development projects can be found consistent with the SCS. SCAG invites local jurisdictions to provide input to the RTP/SCS growth and land use assumptions (scenario plan) for this purpose, if desired, with the clear understanding that land use information should be developed in a voluntary, bottom up process, based on interest and participation at the option of each jurisdiction. The deadline for providing input on this portion of the local input process will be September 2014.

Further, to facilitate Stages 3 and 4; to enhance the quality and consistency of data review and exchange between SCAG and jurisdictions; and to provide jurisdictions with a tool to perform scenario exercises, SCAG is developing a UrbanFootprint Scenario Planning Model (SPM). SPM will be available by May 2014; it will provide a common platform allowing easy access to SCAG's datasets allowing local jurisdictions to provide input on open space information electronically. While it is voluntary, we strongly encourage that jurisdictions utilize the SPM for data review and to provide input. Attachment E contains a description of SCAG's SPM.

Frank Wen will be the primary SCAG contact for this process. Please direct any questions or comments to Frank at wen@scag.ca.gov or 213-236-1854.

Attachment E

SCAG Scenario Planning Model (SPM) Description

The SCAG Scenario Planning Model (SPM) is a tool that facilitates the development of future scenarios for land use, transportation infrastructure, socio-economic growth distribution, and urban form. The SPM has the ability to assess a wide range of analysis outcomes related to, for example, mobility, air quality, public health, fiscal impacts, and resource consumption. In addition to its analytical capacity, the model provides a platform for SCAG and local jurisdictions to store and exchange data, and to collaborate on regional and local plan development. SCAG SPM is built from the Urban Footprint platform, a software developed by Calthorpe Associates. Each of the major MPOs in California is developing different facets of Urban Footprint/SPM for their future planning needs.

For the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) development, SCAG SPM will serve two key purposes. One is to facilitate the scenario planning exercise at the regional scale, which will ultimately yield a proposed Draft 2016-2040 RTP/SCS. The other key purpose is to be used as a conduit for local jurisdictions to provide input to SCAG on socioeconomic growth, land use patterns, integrated transportation infrastructure, and other local planning and policy options. Subregions and jurisdictions may also use SPM to develop subregional and local plans.

SPM provides local planners advanced analytical capabilities and will serve as a common platform for communications between SCAG and local jurisdictions in the process of local input and public outreach. SCAG SPM will offer local jurisdictions the following key functionalities:

- Providing easy access to high quality geospatial data resources;
- Allowing local users to easily review, revise, or create data and plans;
- Increasing the technical capability of local users to analyze the fiscal, environmental, transportation, and public health impacts of respective plans and policies;
- Based on the outputs of each scenario, local planners may make policy recommendation to their decision-making body

The first version of SCAG SPM is scheduled to be available by fall, to coincide with the rollout of the local input process for the development of 2016-2040 RTP/SCS.

Additional information on SPM and UrbanFootprint is available on SCAG web site at <http://www.scag.ca.gov/modeling/scenarioplanning.htm>.

SUB-REGIONAL SUSTAINABLE COMMUNITIES STRATEGY
FRAMEWORK AND GUIDELINES

I. INTRODUCTION

Codified in 2009, California’s Sustainable Communities and Climate Protection Act (referred to as “SB 375”), calls for the integration of transportation, land use, and housing planning, and also establishes the reduction of greenhouse gas (GHG) emissions as part of the regional planning process. SCAG, working with the individual County Transportation Commissions (CTCs) and the sub-regions within the SCAG region, is responsible for complying with SB 375 in the Southern California region. The success in this endeavor is dependent on the collaboration of SCAG with a range of public and private partners throughout the region.

Briefly summarized here, SB 375 requires SCAG as the Metropolitan Planning Organization (MPO) to:

- Submit to the State every four years, a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP). The SCS will meet a State-determined regional GHG emission reduction target, if it is feasible to do so.
- Prepare an Alternative Planning Strategy (APS) that is not part of the RTP if the SCS is unable to meet the regional GHG emission reduction target.
- Integrate SCAG planning processes, in particular assuring that the Regional Housing Needs Assessment (RHNA) is consistent with the SCS, at the jurisdictional level.
- Specific to SCAG only, allow for sub-regional SCS/APS development.
- Develop a public participation process involving all required stakeholders.

Unique to the SCAG region, SB 375 provides that “a sub-regional council of governments and the county transportation commission may work together to propose the sustainable communities strategy and an alternative planning strategy . . . for that sub-regional area.” Govt. Code §65080(b)(2)(D). In addition, SB 375 provides that SCAG “may adopt a framework for a sub-regional SCS or a sub-regional APS to address the intraregional land use, transportation, economic, air quality, and climate policy relationships.” *Id.*

Finally, SB 375 requires SCAG to “develop overall guidelines, create public participation plans, ensure coordination, resolve conflicts, make sure that the overall plan complies with applicable legal requirements, and adopt the plan for the region.” *Id.* Note that the Framework and Guidelines may be administratively amended subject to changes in applicable federal and/or state planning laws, regulations, and guidance.

The intent of this Framework and Guidelines for Sub-regional Sustainable Communities Strategy (also referred to herein as the “Framework and Guidelines” or the “Sub-regional Framework and Guidelines”) is to offer the SCAG region’s sub-regional agencies the highest degree of autonomy, flexibility and responsibility in developing a program and set of implementation strategies for their sub-regional areas while still achieving the goals of the regional SCS. This will enable the sub-regional strategies to reflect the issues, concerns, and future vision of the region’s collective jurisdictions with the input of the fullest range of stakeholders. This Framework and Guidelines establishes standards for the sub-regions’ work in preparing and submitting sub-regional strategies, while also laying out SCAG’s role in facilitating and supporting the sub-regional effort with data, tools, and other assistance.

The Framework and Guidelines are intended to facilitate the specific sub-regional option to develop the SCS (and optional APS) as described in SB 375. SCAG supports the fullest possible participation and will work closely with all the sub-regions equally within the SCAG region (regardless if the sub-region accepts sub-regional SCS delegation or not) to develop the regional SCS.

II. ELIGIBILITY AND PARTICIPATION

SB 375 provides sub-regions in the SCAG region the option to develop the SCS (and the APS if they choose) for their area. This option is available to any sub-regions recognized by SCAG, regardless of whether the organization is formally established as a “sub-regional council of governments.”

County Transportation Commissions (CTCs) play an important and necessary role in the development of a sub-regional SCS. Any sub-region that chooses to develop a sub-regional strategy will need to work closely with the respective CTC in its sub-regional area in order to identify and integrate transportation projects and policies. Beyond working with CTCs, SCAG encourages partnership efforts in the development of sub-regional strategies, including partnerships between and among sub-regions.

For the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) cycle, sub-regional agencies should indicate to SCAG, in writing by February 28, 2014, if they intend to exercise their option to develop their own sub-regional SCS (see the Schedule for Development of the 2016 RTP/SCS attached here as Exhibit ##.)

Sub-regions that choose to develop an SCS for their area shall do so in a manner consistent with the most current version of this Framework and Guidelines. The sub-region’s decision to prepare the sub-regional SCS for their area must be communicated through formal action of the sub-regional agency’s governing board or the agency’s designee. Subsequent to receipt of any sub-region’s decision to develop and adopt an SCS, SCAG and the sub-region will develop a Memorandum of Understanding (MOU). The final executed version of the MOU shall be consistent with the Framework and Guidelines, and may be amended during the process, if necessary.

III. FRAMEWORK

The Framework portion of this document covers regional objectives and policy considerations, and provides general direction to the sub-regions in preparing a sub-regional SCS (and APS if necessary).

A. SCAG's goals for complying SB 375 include:

- Update the 2016 RTP/SCS with an emphasis on documenting the region's progress in implementing the strategies and actions described in the 2012-2035 SCS.
- Achieve the regional GHG emission reduction targets for 2020 and 2035 for cars and light trucks through an SCS.
- Fully integrate SCAG's planning processes for transportation, growth, intergovernmental review, land use, housing, and the environment.
- Seek areas of cooperation that go beyond the procedural statutory requirements, but that also result in regional plans and strategies that achieve co-benefits.
- Build trust by providing an interactive, participatory and collaborative process for all stakeholders. Provide, in particular, for the robust participation of local jurisdictions, sub-regions and CTCs in the development of the SCAG regional SCS and implementation of the sub-regional provisions of the law.
- Assure that the SCS adopted by SCAG and submitted to California Air Resources Board (ARB) is a reflection of the region's collective growth strategy and vision for the future.
- Demonstrate continued reasonable progress in implementing the 2012-2035 RTP/SCS.
- Develop strategies that incorporate and are respectful of local and sub-regional priorities, plans, and projects.

B. Flexibility, Targets and Adoption

Sub-regions may develop an appropriate strategy to address the region's greenhouse gas reduction goals and the intent of SB 375. Sub-regions may employ any combination of land use policy change, transportation policy, and transportation investment, within the specific parameters described in the Guidelines.

SCAG will not issue sub-regional GHG or any other sub-regional performance targets.

Growth distribution and land use data for the 2016 RTP/SCS, including incorporated sub-regional SCSs, will be adopted at the jurisdictional level by the SCAG Regional Council.

C. Outreach Effort and Principles

In preparing a sub-regional SCS, Sub-regions are required to conduct an open and participatory process that allows for stakeholder input. As further discussed within the

Guidelines, SCAG's Public Participation Plan (PPP) describes SCAG's responsibilities in complying with the outreach requirements of SB 375 and other applicable laws and regulations. SCAG will fulfill its outreach requirements for the regional SCS/APS which will include outreach activities regarding the sub-regional SCS/APS. Sub-regions are also encouraged to design their own outreach process that meets each sub-region's own needs and reinforces the spirit of openness and full participation. To the extent that sub-regions do establish their own outreach process, this process should be coordinated with SCAG's outreach process.

D. Communication and Coordination

Sub-regions developing their own SCS are strongly encouraged to maintain regular communication with SCAG staff, the respective CTC, their jurisdictions and other stakeholders, and other sub-regions if necessary, to review issues as they arise and to assure close coordination. Mechanisms for ongoing communication should be established in the early phases of strategy development.

E. Planning Concepts

SCAG, its sub-regions, and member cities have established a successful track record on a range of land use and transportation planning approaches up through and including the development of the 2012-2035 RTP/SCS. The sub-regional SCS should consider the 2012-2035 RTP/SCS and build off of its policies, including emphases on compact development, developing transit-oriented, mixed use, and walkable, bike-able communities, and providing for a mix of housing and jobs.

IV. GUIDELINES

These Guidelines describe specific parameters for the sub-regional SCS/APS effort under SB 375, including process, deliverables, data, documentation, and timelines. As described above, the Guidelines are created to ensure that the region can successfully incorporate strategies developed by the sub-regions into the regional SCS, and that the region can comply with its own requirements under SB 375. Failure to proceed in a manner consistent with the Guidelines could result in SCAG not accepting a sub-region's submitted strategy.

A. SUB-REGIONAL ROLES AND RESPONSIBILITIES

(1) Sub-regional Sustainable Communities Strategy

Sub-regions that choose to exercise their optional role under SB 375 will develop and adopt a sub-regional Sustainable Communities Strategy. That strategy must contain all of the required elements, and follow all procedures, as described in SB 375 and outlined below:

- (i) identify the general location of uses, residential densities, and building intensities within the sub-region;
- (ii) identify areas within the sub-region sufficient to house all the population of the sub-region, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation and employment growth;
- (iii) identify areas within the sub-region sufficient to house an eight-year projection of the regional housing need for the sub-region pursuant to Section 65584;
- (iv) identify a transportation network to service the transportation needs of the sub-region;
- (v) gather and consider the best practically available scientific information regarding resource areas and farmland in the sub-region as defined in subdivisions (a) and (b) of Section 65080.01;
- (vi) consider the state housing goals specified in Sections 65580 and 65581;
- (vii) set forth a forecasted development pattern for the sub-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 ARB; and
- (viii) allow the RTP to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).

[Government Code §65080(b)(2)(B).]

In preparing the sub-regional SCS, the sub-region should consider feasible strategies, including local land use policies, transportation infrastructure investment (e.g., transportation projects), and other transportation policies such as Transportation Demand Management (TDM) strategies (which includes pricing), and Transportation System Management (TSM) strategies. Sub-regions need not constrain land use strategies considered for the SCS to current General Plans. In other words, the adopted strategy need not be fully consistent with local General Plans currently in place. If the land use assumptions included in the final sub-regional SCS depart from General Plans, it is recommended that sub-regions include a finding as part of their adoption action (e.g., adopting resolution) that concludes that the land uses are feasible and may be implemented. Technological measures may be included if they can be demonstrated to exceed measures captured in other state and federal requirements (e.g., AB 32).

Sub-regions are encouraged, but not required, to develop a range of scenarios integrating transportation, growth, land use, housing, and environmental planning. Should a sub-region choose to develop alternative scenarios, they should be considered and evaluated using comparative performance information. If scenarios are prepared, sub-regions may choose to work with SCAG for further guidance. Tools that can allow for a process similar to that used at the regional level will be provided.

The regional RTP/SCS, of which the SCS is a component, is required to be internally consistent. Therefore, for transportation investments included in a sub-regional SCS to be valid, they must also be included in the corresponding RTP/SCS. Further, such projects

need to be scheduled in the FTIP for construction completion by the target years (2020 and 2035) in order to demonstrate any benefits as part of the SCS. As such, sub-regions will need to collaborate with the respective CTC in their area to coordinate the sub-regional SCS with future transportation investments.

SCAG will accept and incorporate the sub-regional SCS, unless (a) it does not comply with SB 375, (b) it does not comply with federal law, or (c) it does not comply with SCAG's Sub-regional Framework and Guidelines. SCAG may adjust sub-regionally submitted growth distribution and land use data at the sub-jurisdictional level if the compiled regional SCS does not meet GHG targets or other performance objectives specified by the Regional Council. More information on this contingency is included below in Section C (4) "Incorporation and Modification." In addition, the development of a sub-regional SCS does not exempt the sub-region from other regional GHG emissions reduction measures not directly related to land use that are included in the regional SCS. For example, should the final regional SCS include a congestion pricing policy, that policy would apply region-wide.

The regional SCS, including component sub-regional SCSs, are subject to a standard public review process and review and adoption by the SCAG Regional Council.

(2) Sub-regional Alternative Planning Strategy (APS)

At this time, SCAG will not prepare a regional Alternative Planning Strategy (APS) for the 2016 plan update. SCAG does not anticipate that a sub-regional APS scenario will be appropriate for the 2016 plan update. Nevertheless, SB 375 provides sub-regions the option to further develop an APS, according to the procedures and requirements described in SB 375.

If a sub-region decides to prepare an APS, they must prepare a Sustainable Communities Strategy first, in accordance with SB 375. A sub-regional APS is not "in lieu of" a sub-regional SCS, but in addition to the sub-regional SCS.

Sub-regions are encouraged to focus their efforts on feasible measures that can be included in an SCS. Any timing or submission requirements for a sub-regional APS will be determined based on further discussions. In the event that a sub-region chooses to prepare an APS, the content of a sub-regional APS should be consistent with state requirements (*See* Government Code §65080(b)(2)(H)), as follows:

- (i) Shall identify the principal impediments to achieving the sub-regional SCS.
- (ii) May include an alternative development pattern for the sub-region pursuant to subparagraphs (B) to (F), inclusive.
- (iii) Shall describe how the alternative planning strategy would contribute to the regional greenhouse gas emission reduction target, and why the development pattern, measures, and policies in the alternative planning strategy are the most practicable choices for the sub-region.

(iv) An alternative development pattern set forth in the APS shall comply with Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, except to the extent that compliance will prevent achievement of the regional greenhouse gas emission reduction targets approved by the ARB.

(v) For purposes of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), an APS shall not constitute a land use plan, policy, or regulation, and the inconsistency of a project with an alternative planning strategy shall not be a consideration in determining whether a project may have an environmental effect.

(3) Sub-Regional SCS Outreach

SCAG will fulfill all of the statutory outreach requirements under SB 375 for the regional SCS/APS, which will include outreach regarding any sub-regional SCS/APS. SCAG's adopted Public Participation Plan incorporates the outreach requirements of SB 375, integrated with the outreach process for 2016 RTP/SCS development. See Section C(2) below for more information on SCAG's regional outreach plan.

In preparing a sub-regional SCS, sub-regions are strongly encouraged to design and adopt their own outreach processes that mirror the requirements imposed on the region under SB 375. Sub-regional outreach processes should reinforce the regional goal of full and open participation, and engagement of the broadest possible range of stakeholders.

Sub-regions that elect to prepare their own SCS are encouraged to present their sub-regional SCS, in coordination with SCAG, at all meetings, workshops and hearings held by SCAG in their respective counties. Additionally, the sub-regions are encouraged to either provide SCAG with their mailing lists so that public notices and outreach materials may also be posted and sent out by SCAG; or coordinate with SCAG to distribute notices and outreach materials to the sub-regions' stakeholders. Additional outreach may be performed by sub-regions.

(4) Sub-regional SCS Approval

The governing board of the sub-regional agency shall approve the sub-regional SCS prior to submission to SCAG. SCAG recommends that there be a resolution from the governing board of the sub-region with a finding that the land use strategies included in the sub-regional SCS are feasible and based upon consultation with the local jurisdictions in the respective sub-region. Sub-regions should consult with their legal counsel as to compliance with the California Environmental Quality Act (CEQA). In SCAG's view, the sub-regional SCS is not a "project" for the purposes of CEQA; rather, the RTP which will include the regional SCS is the actual "project" which will be reviewed for environmental impacts pursuant to CEQA. As such, the regional SCS, which will include the sub-regional SCSs, will undergo a thorough CEQA review. Nevertheless, sub-regions approving sub-regional SCSs should consider issuing a notice of exemption under CEQA to notify the public of their "no project" determination and/or to invoke the "common sense" exemption pursuant to CEQA Guidelines § 15061(b)(3).

In accordance with SB 375, sub-regions are strongly encouraged to work in partnership with the CTC in their area. SCAG can facilitate these arrangements if needed.

The regional SCS, including component sub-regional SCSs, are subject to a standard public review process and review and adoption by the SCAG Regional Council.

(5) Data Standards

Sub-regions and jurisdictions are strongly encouraged, but will not be required, to use the Scenario Planning Model (SPM) tool for developing and evaluating the sub-regional SCSs and to submit sub-regional SCSs in SPM, or other compatible, GIS-based, format. This will enable SCAG to better integrate sub-regional submissions with the regional SCS and will allow sub-regions to prepare alternative scenarios if they so choose. SCAG will provide the SPM tool, and necessary training, free of charge for sub-regions and jurisdictions. See Section C (11) “Tools” below for more information on SPM.

Growth distribution and land use data for the 2016 RTP/SCS, including incorporated sub-regional SCSs, will be adopted at the jurisdictional level.

SCAG will distribute data to sub-regions and local jurisdiction via the region-wide local input process for 2016 RTP/SCS development. More information on data and the local input process can be found below in Section C(10) and in the attached Appendix A.

(6) Documentation

Sub-regions are expected to maintain full and complete records related to the development of the sub-regional SCS, and to use the most recent local general plans and other locally approved planning documents.

(7) Implementation Monitoring

Delegated sub-regions for the 2016 plan will be required to provide progress reporting on the implementation of policies included in their sub-regional SCS. SCAG will, likewise, monitor implementation of the regional SCS. This information will assist SCAG in preparing future plan updates, and is consistent with SCAG’s intended approach for developing the 2016 RTP/SCS, which will emphasize progress reporting, monitoring and updating. The intent is for SCAG to ensure that progress and success for our sub-regions and local jurisdictions are documented and recognized.

To monitor implementation sub-regions should track subsequent actions on policies and strategies included in the sub-regional SCS. Monitoring should be focused on policy actions taken (e.g., General Plan updates) or subsequent planning work performed.

While sub-regions have substantial discretion within the overall goal of ascertaining progress of adopted plan policies and strategies, SCAG is in the process of developing a

scope of work for regional monitoring which can be used as guidance for sub-regional monitoring. This may involve, for example, a survey of local jurisdictions on their general plan updates reflecting SCS policies. SCAG will lead the effort for any data-intensive exercise and technical analysis, with assistance from sub-regions and local jurisdictions.

Further guidance on implementation monitoring including required format and timing will be developed through further discussion and documented in MOUs with delegated sub-regions.

(7) Timing

An overview schedule of the major milestones of the sub-regional process and its relationship to the regional 2016 RTP/SCS is attached here as Appendix B and may be further delineated or adjusted in MOUs with delegated sub-regions.

(8) Relationship to Regional Housing Needs Assessment (RHNA) and Housing Element

This section is not applicable to the 2016 RTP/SCS process, as the RHNA will next be updated in 2020.

Although SB 375 calls for an integrated process, sub-regions are not automatically required to take on RHNA delegation as described in state law if they prepare an SCS/APS. However, SCAG encourages sub-regions to undertake both processes due to their inherent connections.

SB 375 requires that the RHNA allocated housing units be consistent with the development pattern included in the SCS. See, Government Code §65584.04(i). Population and housing demand must also be proportional to employment growth. At the same time, in addition to the requirement that the RHNA be consistent with the development pattern in the SCS, the SCS must also identify areas that are sufficient to house the regional population by income group through the RTP/SCS planning period, and must identify areas to accommodate the region's housing need for the next local Housing Element eight year planning period update. The requirements of the statute are being further interpreted through the RTP/SCS guidelines process. Staff intends to monitor and participate in the guidelines process, inform stakeholders regarding various materials on these issues, and amend, if necessary, these Framework and Guidelines, pending its adoption.

SCAG will be adopting the RHNA and applying it to local jurisdictions at the jurisdictional boundary level. SCAG staff believes that consistency between the RHNA and the SCS may still be accomplished by aggregating the housing units contained in the smaller geographic levels noted in the SCS and including such as part of the total jurisdictional number for RHNA purpose. SCAG staff has concluded that there is no consistency requirement for RHNA purposes at sub-jurisdictional level, even though the SCS is adopted at the smaller geographic level for the opportunity areas.

The option to develop a sub-regional SCS is separate from the option for sub-regions to adopt a RHNA distribution, and subject to separate statutory requirements. Nevertheless, sub-regions that develop and adopt a sub-regional SCS should be aware that the SCS will form the basis for the allocation of housing need as part of the RHNA process. Further, SCS development requires integration of elements of the RHNA process, including assuring that areas are identified to accommodate the year need for housing, and that housing not be constrained by certain types of local growth controls as described in state law.

SCAG will provide further guidance for sub-regions and a separate process description for the RHNA.

B. COUNTY TRANSPORTATION COMMISSIONS' ROLES AND RESPONSIBILITIES

Sub-regions that develop a sub-regional SCS will need to work closely with the CTCs in their area in order to coordinate and integrate transportation projects and policies as part of the sub-regional SCS. As discussed above (under “Sub-regional Sustainable Communities Strategy”), any transportation projects identified in the sub-regional SCS must also be included in the associated RTP/SCS in order to be considered as a feasible strategy. SCAG can help to facilitate communication between sub-regions and CTCs.

C. SCAG ROLES AND RESPONSIBILITIES

SCAG’s roles in supporting the sub-regional SCS development process are as follows:

(1) Preparing and adopting the Framework and Guidelines

SCAG will update and have the SCAG Regional Council adopt these Framework and Guidelines each RTP/SCS cycle in order to assure regional consistency and the region’s compliance with law.

(2) Public Participation Plan

SCAG will assist the sub-regions by developing, adopting and implementing a Public Participation Plan and outreach process with stakeholders. This process includes consultation with congestion management agencies, transportation agencies, and transportation commissions; and SCAG will hold public workshops and hearings. SCAG will also conduct informational meetings in each county within the region for local elected officials (members of the board of supervisors and city councils), to present the draft SCS (and APS if necessary) and solicit and consider input and recommendations.

(3) Methodology

As required by SB 375, SCAG will adopt and regularly update a methodology for measuring greenhouse gas emission reductions associated with the strategy.

(4) Incorporation/Modification

SCAG will accept and incorporate the sub-regional SCS, unless (a) it does not comply with SB 375 (Government Code Section 65080 et seq.), (b) it does not comply with federal law, or (c) it does not comply with SCAG's Sub-regional Framework and Guidelines.

Further, SCAG may develop and incorporate growth and land use assumptions for delegated sub-regions that differ from or go beyond what is submitted by delegated sub-regions. For incorporation in the regional RTP/SCS, SCAG may adjust sub-regionally submitted growth distribution and land use data at the sub-jurisdictional level for a number of reasons including complying with statutory requirements, ensuring meeting a regional GHG target or other regional performance objectives specified by the SCAG Regional Council. Performance considerations other than the GHG targets that may prompt adjustments to sub-regional land uses would be specified prior to regional public workshops and included in the regional scenario options discussed at public workshops (mid 2015) as required under SB 375. Any necessary modifications of sub-regionally-submitted growth distribution and land use data for the RTP/SCS will be made at the sub-jurisdictional level. Growth distribution and land use data for 2016 sub-regional SCS submittals will be held constant at the jurisdictional level.

The intent of this provision is to maintain flexibility in assembling the regional SCS if such flexibility is needed to meet federal or State requirements. Any adjustment to sub-regionally submitted growth distribution and land use data will be an iterative process, in close collaboration with the sub-region and affected jurisdictions. SCAG staff will also work closely with sub-regions prior to the finalization and submittal of the sub-regional SCS to address potential adjustments.

The development of a sub-regional SCS does not exempt any sub-region from further regional GHG emission reduction measures being included in the regional SCS. An example from the adopted 2012-2035 RTP/SCS is regional congestion pricing (refer to discussion in Section IV.A.1). All regional measures needed to meet the regional target will be subject to adoption by the SCAG Regional Council.

SCAG will develop a MOU with each sub-region to define a process and timeline whereby sub-regions would submit a draft sub-regional SCS to SCAG for review and comments, so that any inconsistencies may be identified and resolved early in the process.

(5) Modeling

SCAG currently uses a Trip-Based Regional Transportation Demand Model and ARB's EMFAC model for emissions purposes. SCAG is also in the process of developing an Activity Based Model for use in 2016 RTP/SCS development and evaluation.

SCAG will compile and disseminate performance information on the preliminary regional SCS and its components in order to facilitate regional dialogue.

(6) Regional Performance Measures.

As discussed above (Section IV.C.(4)), SCAG may make adjustments to sub-regionally submitted land use data in order to meet the GHG targets or to achieve other performance objectives. The process for finalizing formal Performance Measures will inform any potential adjustments. Below is a general description of the process for developing and finalizing formal Performance Measures.

SCAG is in the process of compiling the complete list of performance measures to be used in evaluating regional-level scenarios for, and monitoring regional-level implementation of, the 2016 RTP/SCS. Building on the foundation of the performance measures developed for the 2012-2035 RTP/SCS, the 2016 RTP/SCS will include any additional MAP-21 performance measures scheduled for adoption in April 2015 by the U.S. DOT as well as other updates adopted by the Regional Council. Most update related activities for the 2016 RTP/SCS performance measures are expected to take place between January 2014 and May 2015. This will address discussions with the SCAG Technical Working Group and stakeholders, and the SCAG Policy Committees.

(7) Adoption/Submission to State

After the incorporation of sub-regional strategies, the Regional Council will finalize and adopt the 2016 RTP/SCS. SCAG will submit the SCS, including all sub-regional SCSs to ARB for review as required in SB 375.

(8) Conflict Resolution

SCAG must develop a process for resolving conflicts, as required by SB 375. As noted above, SCAG will accept the sub-regional SCS unless it is inconsistent with SB 375, federal law, or the Sub-regional Framework and Guidelines. In the event that growth and land use assumptions in a sub-regional SCS must be modified, the process will be collaborative, iterative and in close coordination among SCAG, sub-regions and their respective jurisdictions and CTCs. SCAG may establish a conflict resolution process as part of the MOU between SCAG and the sub-region.

(9) Funding

Funding for sub-regional activities is not available at this time. Any specific parameters for future funding are speculative. SCAG does not anticipate providing a share of available resources to sub-regions if funding were to become available. While there are

no requirements associated with potential future funding at this time, it is advisable for sub-regions to track and record their expenses and activities associated with these efforts.

(10) Data

SCAG will distribute data to sub-regions and local jurisdiction via the region-wide local input process for 2016 RTP/SCS development. Information on data and the local input process can be found in the attached Appendix A.

(11) Tools

SCAG is developing a Scenario Planning Model (SPM) tool for sub-regions and local jurisdictions to analyze land use impact. SCAG anticipates that this tool will be available for use in May 2014. The use of this tool is not mandatory and is at the discretion of the Sub-region. SPM is a web-based tool that can be used to analyze, visualize and calculate the impact of land use changes on greenhouse gas emissions, auto ownership, mode use, vehicle miles of travel (VMT), and other metrics in real time. Users will be able to estimate transportation and emissions impacts by modifying land use designations within their community. SPM can be used by sub-regions in a technical setting for developing and evaluating alternative scenarios and in outreach settings for visualizing and communicating planning options and potential outcomes. SPM can also be used to collect, organize and transmit data.

Other planning tools that SCAG maintains or has access to (e.g., CaLOTS application) will, likewise, be made available to sub-regions for the sub-regional SCS development effort. SCAG will consider providing guidance and training on additional tools based on further discussions with sub-regional partners.

(12) Resources and technical assistance

SCAG will assist the sub-regions by making available technical tools for scenario development as described above. SCAG staff can participate in sub-regional workshops, meetings, and other processes at the request of the sub-region, and pending funding and availability. SCAG's legal staff will be available to assist with questions related to SB 375 or SCAG's implementation of SB 375. Further, SCAG will prepare materials for its own process in developing the regional SCS, and will make these materials available to sub-regions.

D. MILESTONES/SCHEDULE

- Deadline for sub-regions to communicate intent to prepare a sub-regional SCS – February 28, 2014
- CARB issues Final Regional Targets – TBD
- SCS development – through early 2015
- Release Draft 2016 RTP/SCS for public review – Fall 2015
- Regional Council adopts 2016 RTP/SCS – Spring 2016

For more detail on the process schedule and milestones, refer to the attached Appendix B. If other milestones are needed, they will be incorporated into the MOU between SCAG and the Sub-region.

DRAFT

**APPENDIX A
DATA REQUIREMENTS AND LOCAL INPUT PROCESS
FOR SUB-REGIONAL SUSTAINABLE COMMUNITIES STRATEGIES**

2016 RTP/SCS Development and the Local Input Process

Overview

Additional planning considerations will be addressed in the development of 2016 RTP/SCS, including issues flowing from the state, national and regional levels. Planning activities with complementary goals through all levels of government, include the following:

- The California Air Resources Board (ARB) Scoping Plan, Vision Framework and State of California's efforts to accelerate the introduction of zero emission vehicles (ZEV), as spelled out in the Governor's Executive Order B-16-2012; (<http://www.gov.ca.gov/news.php?id=17472>), and the associated Zero Emission Vehicle Action Plan ([http://opr.ca.gov/docs/Governor's_Office_ZEV_Action_Plan_\(02-13\).pdf](http://opr.ca.gov/docs/Governor's_Office_ZEV_Action_Plan_(02-13).pdf)).
- Air Quality Management Plans for the 2008 Ozone National Ambient Air Quality Standards. Pursuant to the federal Clean Air Act, state implementation plans for each 2008 8-hour ozone nonattainment area must be submitted to US EPA by July 2016. The SCAG region contains seven such nonattainment areas: Coachella Valley, Imperial County, Morongo Area of Indian Country, Pechanga Area of Indian Country, South Coast Air Basin, Ventura County, and Western Mojave Desert Air Basin;
- The Air Resources Board's potential consideration of revised Greenhouse Gas (GHG) emission reduction targets applicable to the SCS. SB 375 gives ARB the authority to review and update regional greenhouse gas reduction targets every 4 years. The next ARB review of regional targets will occur in 2014. Under SB 375, ARB has authority to establish regional targets for 2020 and 2035 only. Based on AB 32 and state Executive Orders, California's planning efforts need to look beyond 2020 towards 2050 climate goals. SCAG's 2016 RTP/SCS will have a planning horizon of 2040, and each subsequent RTP update will further extend the planning horizon. ARB would expect, at a minimum that the 2016 RTP/SCS will maintain the 2035 level of greenhouse gas reductions through 2040 and beyond;
- The state transportation plan and freight plan;
- New requirements for RTPs included in the federal transportation reauthorization (MAP21) Of note, MAP 21 includes substantial new processes for developing performance measures.

Also note that State law requires a coordinated Regional Housing Needs Assessment (RHNA) and Housing Element update cycle every eight years, or with *every other* RTP/SCS update. Given that the 5th cycle RHNA process was completed in conjunction with the 2012-2035 RTP/SCS, there will be no RHNA/Housing Element update with the 2016 plan.

SCAG and its partners have been diligently fulfilling the promise of the 2012-2035 RTP/SCS by focusing on implementation actions, including:

- Forming six subcommittees to closely examine issues of interest from the 2012-2035 plan, who ultimately recommended next steps that were approved by the Regional Council in May 2013;
- Launching a new comprehensive Sustainability Program, building on our on-going successful Compass Blueprint program to provide planning resources for member local agencies;
- Forming a standing Sustainability Working Group comprised of the six County Transportation Commissions in the SCAG region;
- Developing a formal joint work program between SCAG and the Los Angeles County Metropolitan Transportation Authority, while also exploring similar partnerships with other county transportation commissions;
- Developing legislative priorities that implement key components of the 2012-2035 plan, including innovative transportation finance, Cap and Trade implementation, and California Environmental Quality Act (CEQA) modernization.

Local Input Process

Based on the 2016 RTP/SCS Preliminary Draft Schedule and Milestones, the local input and review process will commence in October 2013 and conclude in September 2014. SCAG will seek Regional Council adoption of jurisdictional level population, households and employment for the years 2020, 2035 and 2040, which is the same as the adoption policy for the 2012-2035 RTP/SCS cycle.

Types of Variables

Variables are categorized into socio-economic variables and land use variables. The socioeconomic variables include population, households, housing units, and employment. The land use variables include land uses, residential densities, building intensities, etc., as described in SB 375. Sub-regions may use various typologies to capture land uses and can consult with SCAG for further guidance.

Geographical Levels

SCAG will be adopting the data at the jurisdictional level, but will make available TAZ level data to jurisdictions and sub-regions. As part of the Scenario Planning Model (SPM) development, SCAG is currently working on a new zone system, "SPMZ". Sub-regions' use of SPM is not required but SCAG will work with sub-regions to facilitate data development at the SMPZ level if so desired.

Base Year and Forecast Years

The socio-economic and land use variables will be required for the base year of 2012, and the target/plan horizon years of 2020, 2035 and 2040.

SCAG staff will develop the following socioeconomic and land use datasets through a bottom-up local input and review process as required by the 2016 RTP/SCS and Programmatic Environmental Impact Report (PEIR) for the 2016 RTP/SCS:

- Geographic datasets that establish existing conditions, including information on local general plan land use, zoning, existing land use, jurisdictional boundary, sphere of influence, farmland, flood areas, endangered species, transit priority areas, open space conservation plans, etc. (March 2013 – September 13th, 2013);
- Base year (2012) population, employment, household figures for all city and transportation analysis zones (TAZ);
- Revised growth forecasts of population, employment, and households for the 2016 RTP/SCS at the jurisdictional and TAZ level for 2020, 2035, and 2040 will be sent out for review and input by local jurisdictions. Scenario planning exercise with SPM, involving alternative local jurisdiction land use scenarios as well as sub-regional and regional level scenario planning exercise which may include additional funding assumptions, Transportation Demand Management (TDM), Transportation System Management (TSM), active transportation measures, technology and other related strategies as foundation to form the policy forecasts that will be derived from this local input process, if applicable; and
- Development of PEIR alternatives.

The datasets and land use scenarios, will be developed in four stages:

Stage 1 – Preliminary Land Use Data Collection and Review (March 2013 – September 13th, 2013)

SCAG staff will have compiled and processed preliminary land use data from local jurisdictions and submitted these datasets for review and comment

Starting in March 2013, SCAG staff contacted each local jurisdiction in the region and requested general plan land use and zoning data. This data was integrated into SCAG's land use database and was published along with other geographic data such as existing land use, open space, farmland, and other resource data into an individual *draft* Map Book for each city and county in the region. Note that this information was sent to each jurisdiction's planning director and city manager for their review on August 9th, 2013 and input is requested by September 13th, 2013. To review your jurisdiction's map book from SCAG, please access the following link: [ftp://scag-data:\\$cag424@data.scag.ca.gov/Data_Map_Book](ftp://scag-data:$cag424@data.scag.ca.gov/Data_Map_Book). SCAG is requesting input on these datasets in order to ensure the accuracy of this land use data, which will then be carried over into the general plan-based growth forecasts for 2020, 2035, and 2040. Workshops and/or one-on-one meetings with local jurisdictions were provided on an as-needed basis, and has been conducted in August and September of 2013 to collect

revisions, answer questions, and provide assistance as needed. SCAG is anticipating receiving verification of accuracy on each jurisdiction's general plan land use, zoning data, and existing land use at the parcel level.

Stage 2 – Review of Base Year 2012 Socioeconomic Data and Future Years Growth Forecast (October 2013- May 2014)

Staff will send a package with existing 2012 base year socioeconomic data and preliminary growth projections for the years 2020, 2035 and 2040. This data will be provided both at the jurisdictional and by Transportation Analysis Zones (TAZ). An overview of the sample data package including base year figures and projected growth will be presented to SCAG's policy committees and Technical Working Group (TWG). Also, this material will also be presented at sub-regional workshops throughout the region in October and November of 2013. Staff will also follow up with one-on-one meetings, upon request, to collect data changes, answer questions, and provide individual assistance. SCAG's Regional Council will approve population, households and employment forecasts for the years 2020, 2035 and 2040 at the jurisdictional level. This is the same practice that was established for the previous RTP/SCS cycle. Jurisdictions may submit sub-jurisdictional level input at their option. However, sub-jurisdictional information will only be included as advisory in SCAG's adopted RTP/SCS. The deadline for providing input on this portion of the local input process will be May 2014.

Stage 3 - Open Space Conservation Database (May 2014 – September 2014)

SCAG is starting a new open space database program for this planning cycle that will coordinate existing local, state, and federal open space conservation efforts as well as facilitate the development of comprehensive, voluntary, approaches that address conservation gaps, missing wildlife habitat linkages, and create opportunities for habitat enhancement and mitigation. SCAG staff is requesting data on existing and future open space conservation and habitat restoration plans, programs, and policies for your jurisdiction. Where available, we are requesting data be provided in GIS shapefile format. The deadline for providing input on this portion of the local input process will be September 2014.

Stage 4 – Detailed Land Use Scenario Exercises (May 2014 –September 2014)

Note: This section applies to non-delegated sub-regions. During the May 2014 – September 2014 period delegated sub-regions will be developing sub-regional SCSs according to their own process. Delegated sub-regions may use this section as guidance for designing their own process and SCAG may provide other assistance as needed.

SCAG will assist local jurisdictions to develop detailed land use scenarios by place types (density, intensity, and uses). An important part of the RTP/SCS development process is establishing a framework for CEQA streamlining under SB 375. For example, this can involve delineating uses, densities, and intensities such that subsequent development projects can be found consistent with the SCS. SCAG invites local jurisdictions to provide input to the RTP/SCS growth and land use assumptions (scenario plan) for this purpose if desired, with the clear understanding that land use data should be developed in a voluntary, bottom up process, based on

interest and participation at the option of each jurisdiction. The deadline for providing input on this portion of the local input process will be September 2014.

Further, to facilitate Stages 3 and 4, to enhance the quality and consistency of data review and exchange between SCAG and jurisdictions and to provide jurisdictions with a tool to perform scenario exercises, SCAG is developing a new UrbanFootprint Scenario Planning Model (SPM). SPM will be available by May 2014; it will provide a common platform allowing easy access to SCAG's datasets allowing local jurisdictions to provide input on open space data electronically. While it is voluntary, we strongly encourage that jurisdictions utilize the SPM for data review and to provide input. Attachment E contains a description of SCAG's SPM.

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**APPENDIX B
SCHEDULE AND MILESTONES FOR
FOR SUB-REGIONAL SUSTAINABLE COMMUNITIES STRATEGIES**

SCS

The key milestones and related schedule for the Regional SCS are as follows:

- CARB issues Final Regional Targets – TBD
- Regional SCS Workshops – mid-2015
- Release Draft 2016 RTP/Regional SCS for public review – Fall 2015
- Regional Council adopts 2016 RTP/SCS – Spring 2016

Sub-regional SCS

The key milestones and related schedule required as part of the development of the Sub-regional SCS are as follows:

1. Deadline for sub-regions to communicate intent to prepare a sub-regional SCS – February 28, 2014
2. Status report on Preliminary Sub-regional SCS – September 2014
3. Final Sub-regional Dataset/Delivery to SCAG – December 2014
4. Preliminary SCS / for purposes of preparing PEIR project description (intended to be narrative only project description that describes intended strategies or strategy options that are likely to be incorporated into the final Sub-regional SCS) – January 2015
5. Status report on Draft Sub-regional SCS – January 2015
6. Draft Sub-regional SCS (containing all components described above) to be incorporated into draft Regional SCS – February 2015
7. Status report on final Sub-regional SCS – February 2015
8. Final Sub-regional SCS for incorporation into Regional SCS – March 2015
9. Iterative process, if necessary to meet target – January through March 2015
10. Regional SCS adoption – April 2016