

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers

President

Greg Pettis, Cathedral City

First Vice President

Carl Morehouse, San Buenaventura

Second Vice President

Cheryl Viegas-Walker, El Centro

Immediate Past President

Glen Becerra, Simi Valley

**Executive/Administration
Committee Chair**

Greg Pettis, Cathedral City

Policy Committee Chairs

Community, Economic and

Human Development

Margaret Finlay, Duarte

Energy & Environment

James Johnson, Long Beach

Transportation

Keith Millhouse, Ventura County

Transportation Commission

MEETING OF THE

COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

***Thursday, September 12, 2013
10:00 a.m. – 12:00 p.m.***

**SCAG Main Office
818 W. 7th Street, 12th Floor
Policy Committee Room B
Los Angeles, CA 90017
(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email harris-neal@scag.ca.gov

Agendas & Minutes for the Community, Economic, and Human Development Committee are also available at:

www.scag.ca.gov/committees/cehd.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1858. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

This Page Intentionally Left Blank



**Community, Economic, and Human Development Committee
Members - September 2013**

<u>Members</u>			<u>Representing</u>
Chair*	1. Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Vice Chair*	2. Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
	3. Hon. Sam Allevato	<i>San Juan Capistrano</i>	OCCOG
	4. Hon. James Butts, Jr.	<i>Inglewood</i>	SBCCOG
	5. Hon. Don Campbell	<i>Brawley</i>	ICTC
	6. Hon. Carol Chen	<i>Cerritos</i>	GCCOG
*	7. Hon. Steven Choi	<i>Irvine</i>	District 14
	8. Hon. Jeffrey Cooper	<i>Culver City</i>	WSCCOG
	9. Hon. Rose Espinoza	<i>La Habra</i>	OCCOG
	10. Hon. Debbie Franklin	<i>Banning</i>	WRCOG
	11. Hon. Chris Garcia	<i>Cudahy</i>	GCCOG
	12. Hon. Ron Garcia	<i>Brea</i>	OCCOG
*	13. Hon. James Gazeley	<i>Lomita</i>	District 39
	14. Hon. Joseph J. Gonzales	<i>South El Monte</i>	SGVCOG
	15. Hon. Julie Hackbarth-McIntyre	<i>Barstow</i>	SANBAG
	16. Hon. Tom Hansen	<i>Paramount</i>	GCCOG
*	17. Hon. Jon Harrison	<i>Redlands</i>	District 6
*	18. Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
*	19. Hon. Paula Lantz	<i>Pomona</i>	District 38
	20. Hon. Charles Martin		Morongo Band of Mission Indians
*	21. Hon. Larry McCallon	<i>Highland</i>	District 7
*	22. Hon. Kathryn McCullough	<i>Lake Forest</i>	District 13
	23. Hon. Susan McSweeney	<i>Westlake Village</i>	LVMCOG
*	24. Hon. Carl Morehouse	<i>Ventura</i>	District 47
	25. Hon. Gene Murabito	<i>Glendora</i>	SGVCOG
	26. Hon. Ray Musser	<i>Upland</i>	SANBAG
*	27. Hon. John Nielsen	<i>Tustin</i>	District 17
	28. Hon. Laura Olhasso	<i>La Cañada/Flintridge</i>	Arroyo Verdugo Cities
	29. Hon. Edward Paget	<i>Needles</i>	SANBAG
	30. Hon. John Palinkas	<i>Pechanga Band of Luiseño Indians</i>	Tribal Government Representative
	31. Hon. R. Rex Parris	<i>Lancaster</i>	North Los Angeles County
	32. Hon. Sonny R. Santa Ines	<i>Bellflower</i>	GCCOG
	33. Hon. Becky Shevlin	<i>Monrovia</i>	SGVCOG
	34. Hon. Tri Ta	<i>Westminster</i>	OCCOG
	35. Hon. Michael Wilson	<i>Indio</i>	CVAG
	36. Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG

*Regional Council Member

This Page Intentionally Left Blank

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA SEPTEMBER 12, 2013

The Community, Economic and Human Development (CEHD) Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Margaret E. Finlay, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker’s card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Item

- | | <u>Time</u> | <u>Page No.</u> |
|---|-------------|-----------------|
| 1. <u>Minutes of the August 1, 2013 Meeting</u> | Attachment | 1 |

ACTION ITEM

- | | | | |
|--|------------|----------|---|
| 2. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Plan Update: Principles for Subregional Delegation</u>
<i>(Huasha Liu, Director, Land Use and Environmental Planning)</i> | Attachment | 30 mins. | 6 |
|--|------------|----------|---|

Recommended Action: Recommend that the Regional Council approve the proposed Principles for Subregional Delegation.

INFORMATION ITEMS

- | | | | |
|---|------------|----------|----|
| 3. <u>Litigation Update</u>
<i>(Joann Africa, Chief Counsel)</i> | Attachment | 10 mins. | 11 |
| 4. <u>Local Input Communication Letter Initiating the Bottom-Up Local Input Process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)</u>
<i>(Huasha Liu, Director, Land Use and Environmental Planning)</i> | Attachment | 20 mins. | 15 |

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA SEPTEMBER 12, 2013

INFORMATION ITEMS - continued

		<u>Time</u>	<u>Page No.</u>
5. <u>Draft Preliminary Range of County Growth Forecasts for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)</u> <i>(Simon Choi, SCAG Staff)</i>	Attachment	15 mins.	27
6. <u>SCAG Map Book Local Input Status Update</u> <i>(Jung Seo, SCAG Staff)</i>	Attachment	10 mins.	30
7. <u>Update on Housing Element Compliance Status from SCAG Jurisdictions</u> <i>(Ma'Ayn Johnson, SCAG Staff)</i>	Attachment	10 mins.	36
8. <u>State Performance Measure Comment Letter to the U.S. Department of Transportation (DOT)</u> <i>(Ping Chang, SCAG Staff)</i>	Attachment	5 mins.	37

CHAIR'S REPORT

(Hon. Margaret E. Finlay, Chair)

STAFF REPORT

(Frank Wen, SCAG Staff)

FUTURE AGENDA ITEM(S)

ADJOURNMENT

The next meeting of the Community, Economic and Human Development (CEHD) Committee is scheduled for Thursday, October 3, 2013, at the SCAG Los Angeles Office.

**COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**August 1, 2013
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE. AN AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING.

The Community, Economic & Human Development Committee held its meeting at SCAG's downtown Los Angeles office.

Members Present

Hon. Don Campbell, Brawley	ICTC
Hon. Carol Chen, Cerritos	GCCOG
Hon. Steven Choi, City of Irvine	District 14
Hon. Rose Espinoza, City of La Habra	OCCOG
Hon. Margaret Finlay, Duarte (Chair)	District 35
Hon. Debbie Franklin, Banning	WRCOG
Hon. James Gazeley, Lomita	District 39
Hon. Joseph Gonzales, South El Monte	SGVCOG
Hon. Bill Jahn, Big Bear Lake (Vice-Chair)	District 11
Hon. Paula Lantz, Pomona	District 38
Hon. Charles Martin	Morongo Band of Mission Indians
Hon. Larry McCallon, Highland	District 7
Hon. Kathryn McCullough, Lake Forest	District 13
Hon. Carl Morehouse, San Buenaventura	District 47
Hon. Ray Musser, Upland	SANBAG
Hon. John Nielsen, Tustin	District 17
Hon. Ed Paget, Needles	SANBAG
Hon. Sonny Santa Ines, Bellflower	GCCOG
Hon. Becky Shevlin, Monrovia	SGVCOG

Members Not Present

Hon. Sam Allevato, City of San Juan Capistrano	OCCOG
Hon. James Butts, Inglewood	SBCCOG
Hon. Chris Garcia, Cudahy	GCCOG
Hon. Ron Garcia, Brea	OCCOG
Hon. Tom Hansen, City of Paramount	GCCOG
Hon. Jon Harrison, Redlands	District 6
Hon. Steve Hofbauer, Palmdale	District 43
Hon. Gene Murabito, Glendora	SGVCOG
Hon. Laura Olhasso, La Canada-Flintridge	Arroyo Verdugo Cities
Hon. Julie Hackbarth-McIntyre, Barstow	SANBAG

Members Not Present (Cont'd)

Hon. Susan McSweeney, Westlake Village
Hon. John Palinkas
Hon. Rex Parris, Lancaster
Hon. Tri Ta, Westminster
Hon. Michael Wilson, Indio

LVMCOG
Pechanga Band of Luiseno Indians
North Los Angeles County
District 20
CVAG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Margaret Finlay, Chair, called the meeting to order at approximately 10:15 AM. Hon. Sonny Santa Ines led the Committee in the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

There were no public comments.

REVIEW AND PRIORITIZE AGENDA ITEMS

The agenda was reprioritized to accommodate the presenters. However, the minutes remain in the order of the agenda as presented.

CONSENT CALENDAR

Approval Item

- 1. Minutes of the June 6, 2013 Meeting

A MOTION was made (Chen) to approve the Consent Calendar. The MOTION was SECONDED (Santa Ines) and UNANIMOUSLY APPROVED.

INFORMATION ITEMS

- 2. Sustainability Program Call for Proposals Update

Hasan Ikhata, Executive Director, reported that the 2013 Sustainability Program consolidated Call-for-Proposals was released on April 4, 2013 to the cities and counties, with an application deadline of May 31, 2013. Mr. Ikhata stated that 76 applications were received; however, three (3) of the applications were from non-SCAG members and therefore did not qualify for funding. Mr. Ikhata further stated that staff has recommended funding of all eligible project applications in three (3) phases over the 2014 and 2015 fiscal years, allowing time to process the grants and develop additional funding for applications in phases 2 and 3. This item will be presented for action to the Regional Council in September.

- 3. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Growth Forecast Development: Information from Panel of Experts Meeting and Range of Regional Growth Projections

Steve Levy, Director of the Center for Continuing Study of the California Economy, provided a status report on the 2016-2040 RTP/SCS growth forecast development, specifically regarding a range of growth projections developed with the advice and input from the panel of experts, which included twenty (20) academic scholars, economists, demographers, and leading practitioners. Mr. Levy stated that the panel of experts reviewed

demographic and economic trends in the national and regional growth context and discussed key assumptions underlying the regional and county growth forecast.

Randall Lewis, Executive Vice President of the Lewis Group of Companies, noted that Southern California is experiencing a big recovery in the construction industry, including development of both residential and commercial properties.

4. Land Use Updates and SCAG Map Book Productions for the Development of the 2016-2040 RTP/SCS

Jung Seo, Senior Regional Planner, Research & Analysis, provided a status report on land use updates collected from the local jurisdictions and SCAG Map Book productions in preparation for the 2016-2040 RTP/SCS. Mr. Seo stated that electronic copies will be available for download on SCAG's website as follows: ftp://scag-data:Scag424@data.scag.ca.gov/Data_Map_Book (username and password will be provided). Hard-copies will be provided upon request. Mr. Seo solicited the help of the CEHD members to encourage their cities and counties to participate in the process by providing their land use data, which will enable staff to allocate future growth projections by geographic areas more accurately.

5. Strategic Growth Council (SGC) Sustainable Communities Planning Grant Guidelines Update

Ping Chang, Program Manager, Performance Assessment & Monitoring, stated that SGC's Sustainable Communities Planning Grant is the largest planning grant of its kind in the state, and they have awarded two (2) cycles of planning grants of approximately \$50 million to local governments and regional entities. The SCAG region has been awarded 27 grants with a total of over \$14 million. Mr. Chang noted that the third and last cycle of the grant application process is scheduled to begin in November 2013, and approximately \$15.7 million will be available. Mr. Chang stated that the SGC was created by state statute and its mission is to foster the development of sustainable communities throughout California. Mr. Chang provided an overview of the Draft Grant Guidelines, noting the primary changes from the previous two (2) cycles. Mr. Chang noted that staff comments regarding the Draft Grant Guidelines are included in the agenda packet. There will be a 30-day public comment period beginning in September before SGC approves the Guidelines Update in November 2013.

Hon. Kathryn McCullough inquired if there was a portion of the grant funds set aside for maintenance of the current rail system. Mr. Chang stated that the SGC Grant is a planning grant, but there are potentially other funding opportunities available for rail maintenance. He will research the matter and report back to the Committee.

6. Subregional Plug-in Electric Vehicle (PEV) Deployment Plans and Atlases

Marco Anderson, Senior Regional Planner, distributed materials to the Committee that outlined the two (2) subregional deployment plans, which staff produced as part of the wider regional PEV readiness plan. He also distributed a 160-page atlas, which provides maps for each city and COG. Mr. Anderson reported that SCAG received two (2) grants to fund the efforts – one from the U.S. Department of Energy and one from the California Energy Commission. Mr. Anderson referred to the staff report included in the agenda packet, which

summarizes the continuing subregional PEV Readiness activities and SCAG's contribution to these coordinated efforts.

CHAIR'S REPORT

There was no report provided.

STAFF REPORT

There was no report provided.

FUTURE AGENDA ITEMS

There were no future agenda items provided.

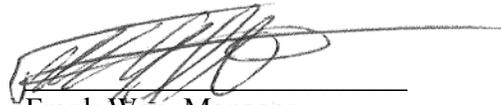
ANNOUNCEMENTS

There were no announcements provided.

ADJOURNMENT

The Chair adjourned the meeting at approximately 12:15 PM.

Minutes Approved By:

A handwritten signature in black ink, appearing to read 'Frank Wen', written over a horizontal line.

Frank Wen, Manager
Research & Analysis

Community, Economic & Human Development Committee Attendance Report

2013

Member (including Ex-Officio) LastName, FirstName	Representing	X = County Represented						X = Attended				= No Meeting NM = New Member EA = Excused Absence							
		IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Allevato, Sam	OCCOG			X															
Butts, James	SBCCOG		X																
Campbell, Don*	ICTC	X						X	X	X	X		X		X				
Chen, Carol	Gateway Cities		X						X	X	X		X		X				
Choi, Steven	City of Irvine (District 14)			X				NM	X	X	X		X		X				
Espinoza, Rose	OCCOG			X						NM	X		X		X				
Finlay, Margaret* (Chair)	Duarte (District 35)		X					X	X	X	X		X		X				
Franklin, Debbie	WRCOG				X				NM	X	X		X		X				
Garcia, Ron	OCCOG			X					X	X	X		X						
Gazeley, James*	Lomita (District 39)		X					X	X	X	X		X		X				
Gonzales, Joseph J.	SGVCOG		X					X	X	X	X		X		X				
Hansen, Tom	Gateway Cities									NM	X		X						
Hamison, Jon	District 6					X				X			X						
Hofbauer, Steve	Palmdale (District 43)		X					X		X	X		X						
Jahn, Bill* (Vice-Chair)	SANBAG (District 11)					X		X	X	X	X		X		X				
Lantz, Paula*	Pomona (District 38)		X					X	X	X	X		X		X				
Martin, Charles	Morongo Indians				X								X		X				
McCallon, Larry*	Highland (District 7)					X			X	X	X		X		X				
McCullough, Kathryn*	OCCOG			X				X	X	X	EA		X		X				
Hackbarth-McIntyre, Julie	SANBAG																		
McSweeney, Susan	Las Virgenes/Malibu COG		X																
Mirisch, John A.	WSCCOG		X																
Morehouse, Carl*	VCOG (District 47)						X	X	X	X			X		X				
Murabito, Gene*	SGVCOG		X							X									
Musser, Ray	SANBAG					X							X		X				
Nielsen, John*	Tustin (District 17)			X											X				
Olhasso, Laura	Arroyo Verdugo		X							X									
Paget, Ed	SANBAG					X							NM		X				
Palinkas, John	Pechanga Indians				X														
Paris, Rex	North L.A. County Subregion		X																
Santa Ines, Sonny	GCCOG		X					NM		X	X		X		X				
Shevlin, Becky	SGVCOG		X					X	X	X	X		X		X				
Ta, Tri*	District 20			X									NM						
Wilson, Michael	CVAG	X							X										
Regional Council Member*																			

This Page Intentionally Left Blank

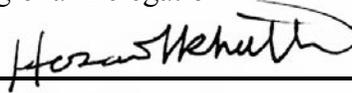
DATE: September 12, 2013

TO: Community, Economic and Human Development Committee (CEHD)

FROM: Huasha Liu, Director of Land Use and Environmental Planning, liu@scag.ca.gov;
213.236.1838

SUBJECT: 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
Plan Update: Principles for Subregional Delegation

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Recommend that the Regional Council approve the attached proposed Principles for Subregional Delegation.

EXECUTIVE SUMMARY:

Per the Senate Bill 375 (SB 375) statute, all subregions in the Southern California Association of Governments (SCAG) region have the option to work with the County Transportation Commissions (CTCs) and submit their own subregional Sustainable Communities Strategy. As part of the development of the adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the policies and terms for accepting and incorporating subregional SCS documents into the regional plan were laid out in "Framework and Guidelines," required in statute and adopted by the Regional Council in 2009 (see here for copy of approved guidelines).

http://rtpscs.scag.ca.gov/Documents/scs/SB375_FrameworkGuidelines040110.pdf

For the 2016-2040 RTP/SCS plan update, staff recommends clarifying the Framework and Guidelines regarding subregional delegation. Staff recommends CEHD discuss a set of Principles (attached), for outlining the process of incorporating subregional SCSs. The Principles are based around the following key points:

- 1. SCAG Regional Council has responsibility and authority under the law to develop a 2016-2040 RTP/SCS Plan update that complies with federal and State requirements, including but not limited to meeting the SB 375 greenhouse gas targets for 2020 and 2035.*
- 2. Should it be necessary for SCAG to develop SCS plan update strategies that go beyond local land use and growth assumptions in order to meet targets by 2020 and 2035, delegated and non-delegated subregions will be treated equally in that process.*
- 3. The Regional Council retains full and final discretion over the contents of the 2016-2040 RTP/SCS Plan update.*

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; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

REPORT

BACKGROUND:

SB 375 directs SCAG Regional Council to adopt a Sustainable Community Strategy by specified deadlines to meet State adopted greenhouse gas emission reduction targets by 2020 and 2035. SB 375 also provides the option for a SCAG sub-region to prepare and submit to SCAG a subregional SCS for the RTP/SCS plan update (Note: there are 15 subregions within the SCAG region. In the last SCS plan development, two of the 15 subregions choose to take delegation). The statute further directs SCAG to prepare a Framework and Guidelines document to delineate parameters for preparation of sub-regional SCSs and their integration into the regional approved SCS.

In preparing to update the Framework and Guidelines for the 2016-2040 SCS Plan update, SCAG has reviewed the draft Principles with the Technical Working Group and interested subregions and other partners. The attached revised draft principles reflect their input and are transmitted for CEHD consideration and potential approval.

Upon Regional Council approval, staff will prepare a draft update to the Framework and Guidelines based on the approved Principles. The steps and schedule for amending the Framework and Guidelines are as follows:

1. Discussion of these Principles in preliminary draft form with Technical Working Group (August 15, 2013)
2. Recommended CEHD approval of Principles (September 12, 2013)
3. Open session for Technical Working Group members to review the recommended final Principles and draft updated Framework and Guidelines (week of September 16, 2013)
4. Review and Comment by CEO Sustainability Working Group (late September)
5. Recommended Regional Council approval of Principles, and Draft Framework and Guidelines presented to CEHD for information (October 3, 2013)
6. Framework and Guidelines presented to CEHD for action, and RC for information (November 7, 2013)
7. Framework and Guidelines presented to Regional Council for action (January 2, 2014)
8. Deadline for subregions to communicate intent to prepare a subregional SCS (February 28, 2014) (note: this has been moved back from previous date)

FISCAL IMPACT:

Funding for SCAG staff support work on the Principles, framework and guidelines for subregional SCS delegation is included in SCAG's FY 2013-14 Overall Work Program (OWP) Budget which includes grant funds from federal, state and local sources. Staff's work for the current fiscal year is included in FY 2013-14 OWP 065.SCG02663.02.

ATTACHMENTS:

1. Draft Principles for Subregional Delegation and Update of Framework and Guidelines
2. Revised 2016-2040 RTP/SCS Schedule

DRAFT PRINCIPLES FOR SUBREGIONAL DELEGATION
AND UPDATE OF FRAMEWORK AND GUIDELINES
For Presentation to CEHD Committee, September 12, 2013

The below principles clarify the policy provisions of the Regional Council adopted 2012-2035 Framework and Guidelines for the Sustainable Communities Strategy (SCS) pursuant to SB 375 enacted legislation. They have been prepared for development of the SCS 2016-2040 Plan update and do not represent a significant policy change. The principles are arranged in chronological order and not in order of priority or significance.

1. As in the approved 2012-2035 RTP/SCS, growth distribution and land use information for the 2016-2040 RTP/SCS Plan update will be adopted at the jurisdiction level. Growth distribution and land use information for 2016-2040 subregional SCS submittals will also be held constant at the jurisdiction level. Any necessary modifications of subregionally-submitted land use scenarios for the RTP/SCS will be made at the sub-jurisdictional level (see also Principles #4 and #5).
2. Subregions choosing delegation are encouraged, but not required, to use the Scenario Planning Model (SPM) tool for developing subregional SCSs and to submit them 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 (i.e., Principle #3 below.) SCAG will provide the SPM tool and training free of charge for sub-regions and jurisdictions. The SPM tool is new for the 2016-2040 RTP/SCS Plan update process. Thus, it was not included in the 2012-2035 Sub-regional SCS Framework and Guidelines.
3. Per SB 375, alternative planning scenarios will be developed at the regional level for the 2016-2040 SCS Plan update. Subregions choosing delegation are not required to develop alternative growth distribution and land use scenarios. SCAG will not issue subregional greenhouse gas emission reduction targets for 2020 and 2035. Should a subregion choose to develop scenarios, the scenarios can be evaluated relative to each other at the sub-region's discretion using comparative performance information. This provision was not included in the 2012-2035 Framework and Guidelines.
4. For incorporation in the regional 2016-2040 RTP/SCS Plan update, SCAG may adjust subregionally submitted growth distribution and land use information at the sub-jurisdictional level if the compiled regional SCS does not meet the GHG reduction targets established by the California Air Resources Board (ARB) or other performance objectives specified by the Regional Council. The Framework and Guidelines will

provide information on the process and timing for the determination of regional performance objectives and for assessing the performance of the compiled regional SCS.

5. Any adjustment to subregionally submitted growth distribution and land use information will be an iterative process, in close collaboration with the subregion and affected jurisdictions. SCAG staff will also work closely with subregions prior to the finalization and submittal of the subregional SCS to address potential adjustments. Note that any adjustments to locally submitted growth information in non-delegated subregions will also be done in a collaborative process.
6. The regional 2016-2040 SCS Plan update (including sub-regional SCSs from sub-regions choosing delegation) will follow SB 375 public participation requirements.
7. Subregions choosing delegation for the 2016-2040 SCS Plan update will be required to provide progress reporting on the implementation of the SCS for their subregion. Per SB 375, SCAG will monitor and report on implementation of the approved regional 2012-2035 SCS so as to be able to exchange information with ARB and other stakeholders. This information will also assist SCAG in preparing future plan updates, and is consistent with SCAG's intended approach for developing the 2016-2040 RTP/SCS Plan update, which will emphasize progress reporting, monitoring, and updating. The amended Framework and Guidelines will specify format, timing and other details of this requirement. (This provision was not included in the 2012-2035 Subregional SCS Framework and Guidelines.)
8. All subregions (including those choosing delegation) will be treated equally in developing the 2016-2040 SCS Plan update.

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.

2012 Basic Approach/Framework and Program Set up	2013 Establishing Technical Bases and Data Collection	2014 Focus on Major Policy Directions	2015 Establishing the Plan and Engaging the Public	2016 Finalizing the 2016-2040 RTP/SCS
<p>SEPTEMBER 2012-MARCH 2013 New SCAG Subcommittees to begin policy development around their respective emphasis areas and identify regional priorities</p> <p>JULY-DECEMBER 2012</p> <ul style="list-style-type: none"> Determine the basics: What will be the base year/horizon year? How will this match up with available data from national and state-wide resources? Development of Draft Framework and Approach/Methodology: How will we get there? Data/GIS, Model/Tool Development: What will be the tools used to quantify outcomes? Identify uncertainties: What factors are outside our control? (e.g. ARB GHG Target revisions, planning for jurisdictions that require 4 year housing element cycle?) <p>JANUARY-MARCH 2013 Discuss the framework and methodology for development of the 2016-2040 RTP/SCS</p> <p>JANUARY-MAY 2013 Collect and review general plan, existing land use, zoning and SB 375 planning considerations</p> <p>MARCH-MAY 2013 Findings from the Subcommittees will be presented at SCAG's Regional Council, Policy Committees, and General Assembly</p> <p>APRIL-JUNE 2013 Communicate with jurisdictions and stakeholders about the implementation of SCAG's work plan for the 2016-2040 RTP/SCS</p> <p>JULY-SEPTEMBER 2013 Revise/update regional, county level growth forecast of population, household, and employment</p> <p>OCTOBER 2013 Roll out growth forecast (base year 2012 and all projection years), and review process</p> <p>DECEMBER 2013 Complete preliminary calibrations to SCAG's technical models</p> <p>JANUARY-SEPTEMBER 2014 Obtain input from cities and counties for SCAG's Growth Forecast and develop list of local scenario planning options, through one-on-one meetings and subregional workshops, as applicable</p> <p>FEBRUARY 2014 Subregions sign letter of intent to accept SCS delegation and submit this document to SCAG</p> <p>APRIL-MAY 2014 SCAG submits its regional GHG reduction methodology and GHG Reduction Targets to ARB (pending further discussion)</p> <p>MAY 2014 SCAG's General Assembly & Regional Council</p> <p>SEPTEMBER 2014 Deadlines for input from local jurisdictions on SCAG's Growth Forecast, and for County Transportation Commissions (CTCs) to provide preliminary input on all planned projects to SCAG for the RTP/SCS</p> <p>OCTOBER-DECEMBER 2014 Seek policy input/direction from Policy Committees and Regional Council on: the Scope of the Program Environmental Impact Report and RTP/SCS Strategies</p> <p>DECEMBER 2014 Growth Forecast, Land Use Patterns, and Preliminary Financial Assumptions for the RTP/SCS to be completed</p>	<p>JANUARY 2013-SEPTEMBER 2014 First phase of local input process. Work with local jurisdictions to collect and review data, GIS and forecast for the development of 2016-2040 RTP/SCS</p> <p>JANUARY-MARCH 2013 Discuss the framework and methodology for development of the 2016-2040 RTP/SCS</p> <p>JANUARY-MAY 2013 Collect and review general plan, existing land use, zoning and SB 375 planning considerations</p> <p>MARCH-MAY 2013 Findings from the Subcommittees will be presented at SCAG's Regional Council, Policy Committees, and General Assembly</p> <p>APRIL-JUNE 2013 Communicate with jurisdictions and stakeholders about the implementation of SCAG's work plan for the 2016-2040 RTP/SCS</p> <p>JULY-SEPTEMBER 2013 Revise/update regional, county level growth forecast of population, household, and employment</p> <p>OCTOBER 2013 Roll out growth forecast (base year 2012 and all projection years), and review process</p> <p>DECEMBER 2013 Complete preliminary calibrations to SCAG's technical models</p>	<p>JANUARY-SEPTEMBER 2014 Obtain input from cities and counties for SCAG's Growth Forecast and develop list of local scenario planning options, through one-on-one meetings and subregional workshops, as applicable</p> <p>FEBRUARY 2014 Subregions sign letter of intent to accept SCS delegation and submit this document to SCAG</p> <p>APRIL-MAY 2014 SCAG submits its regional GHG reduction methodology and GHG Reduction Targets to ARB (pending further discussion)</p> <p>MAY 2014 SCAG's General Assembly & Regional Council</p> <p>SEPTEMBER 2014 Deadlines for input from local jurisdictions on SCAG's Growth Forecast, and for County Transportation Commissions (CTCs) to provide preliminary input on all planned projects to SCAG for the RTP/SCS</p> <p>OCTOBER-DECEMBER 2014 Seek policy input/direction from Policy Committees and Regional Council on: the Scope of the Program Environmental Impact Report and RTP/SCS Strategies</p> <p>DECEMBER 2014 Growth Forecast, Land Use Patterns, and Preliminary Financial Assumptions for the RTP/SCS to be completed</p>	<p>JANUARY-MARCH 2015 Development of alternatives for achieving SCAG's regional GHG reduction targets, as set by ARB, and conformity emission budgets set in applicable State Implementation Plans</p> <p>MARCH 2015 Delegated Subregions complete their Sustainable Communities Strategies and submit their plans to SCAG</p> <p>MARCH 2015 Final input on planned projects from the CTCs for the Draft 2016-2040 RTP/SCS</p> <p>APRIL-JUNE 2015 Conduct county-specific Draft 2016-2040 RTP/SCS Planning Workshops to fulfill SB 375 outreach requirements (16 workshops minimum, including extensive outreach for public participation)</p> <p>MAY 2015 SCAG's General Assembly & Regional Council</p> <p>SEPTEMBER 2015 Joint Policy Committees recommend Regional Council to release the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment</p> <p>OCTOBER 2015 RC approves the release of the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment</p> <p>OCTOBER 2015 Conduct extensive outreach to cities, counties, stakeholders, and the public on the Draft 2016-2040 RTP/SCS and PEIR to fulfill State & Federal requirements. Start of public input on the Draft RTP/SCS document</p> <p>OCTOBER 2015-MARCH 2016 Conduct workshops with Elected Officials and other appropriate outreach to fulfill State & Federal outreach requirements</p>	<p>FEBRUARY 2016 Conclude and finalize Economic & Job Creation Analysis Component of the 2016-2040 RTP/SCS</p> <p>MARCH 2016 Joint Policy Committees recommend approval to Regional Council of proposed Final PEIR, conformity determination, and 2016-2040 RTP/SCS</p> <p>APRIL 2016 Regional Council certifies Final PEIR and approves conformity determination and 2016-2040 RTP/SCS</p> <p>JUNE 2016 ARB evaluates SCAG's adopted 2016-2040 RTP/SCS and determines if the strategy will achieve the GHG reduction targets established by its Board</p> <p>JUNE 2016 FHWA/FTA evaluates SCAG's conformity determination</p>

- Public Outreach and Input from Local Jurisdictions
- SCS Development for Delegated Subregions
- Staff Actions in Relation to Policy/Plan Development
- Regional Council Policy Committees/Subcommittees Milestones
- Coordination with State and Federal Agencies

This Page Intentionally Left Blank

DATE: September 12, 2013

TO: Regional Council (RC)
Executive and Administration Committee (EAC)
Transportation Committee (TC)
Energy and Environment Committee (EEC)
Community, Economic Development and Housing Committee (CEHD)

FROM: Joann Africa, Chief Counsel; (213)236-1928, africa@scag.ca.gov

SUBJECT: Litigation Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

EXECUTIVE SUMMARY:
Recently, there have been a number of litigation matters that are of interest to SCAG officials. Staff presents this Litigation Update to apprise the Regional Council; Executive/Administration Committee; and the Policy Committees of the current developments.

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 AND SUMMARY:

1) Metro Expo Line Phase 2 project to move forward

On August 5, 2013, the State Supreme Court issued a favorable decision for the Los Angeles County Metropolitan Transportation Authority (Metro) and the Exposition Construction Authority (Expo Authority), with respect to the CEQA lawsuit involving the Exposition Corridor Transit Project, also known as "Expo Phase 2" (*Neighbors for Smart Rail v. Exposition Metro Line Construction Authority*, No. S202828, August 5, 2013). The project, which seeks to extend the existing light-rail transit line from Culver City to Santa Monica, has been in litigation since 2010 when a neighborhood group challenged the project's EIR. SCAG's Regional Council previously authorized joining other public agencies in the filing of an Amicus Brief in support of the Expo Authority.

Affirming both the trial court and appellate court decisions, the California Supreme Court ruled on two important matters of law: (1) that an agency does have the discretion under CEQA law to analyze a project's significant impacts based upon a future conditions baseline if an existing conditions analysis would be misleading or without informative value; and (2) that mitigation measures that depended upon the cooperation of other public agencies were adequate under CEQA. While the high court did state that the Expo Authority *should have* analyzed the

project's effect on existing traffic congestion and air quality conditions, the Court found no prejudice on the part of the Expo Authority for solely analyzing the project's traffic and air quality impacts based upon future (i.e., year 2030) conditions. With respect to the mitigation measures in the project's EIR, which required that Los Angeles County Metro (as the operator of the transit line) work with local jurisdictions to address possible spillover parking problems, the court found the mitigation measures to be sufficient under CEQA stating that while the Expo Authority and Metro cannot guarantee local governments will cooperate to implement permit parking programs or other parking restrictions, the administrative record supported the conclusions that, these municipalities "can and should" do so in accordance with CEQA regulations.

This decision by the State Supreme Court is significant in that not only does it mean that the Expo Phase 2 project can now move forward, but also that lead agencies (such as county transportation commissions) can for CEQA purposes utilize a future conditions baseline in evaluating transportation projects if justified as well as utilize mitigation measures which reasonably defers action to other agencies. The Supreme Court's decision regarding mitigation measures is particularly relevant to SCAG given that since SCAG is not an implementing agency and lacks land use authority, the agency follows a mitigation approach in its EIR for SCAG's RTP/SCS which depends on the cooperation of other local agencies. This Supreme Court decision validates this approach. Additionally, while SCAG used existing conditions as the baseline in the 2012 RTP/SCS, SCAG may have some flexibility in the future.

2) "Plan Bay Area" (MTC/ABAG) and EIR for the Plan are challenged in three lawsuits

Last month, three separate lawsuits, primarily based upon CEQA, were filed against the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC) regarding the adoption of its "Plan Bay Area" (Plan) which serves as the region's RTP/SCS and the certification of the EIR for the Plan, completed this past July. First, on August 6, 2013, a citizen coalition known as the "Bay Area Citizens" filed a lawsuit (*Bay Area Citizens v. ABAG and MTC*, No. RG - 1369063). Bay Area Citizens is represented by the Pacific Legal Foundation, a non-profit legal organization that litigates on matters related to property rights and limited government. CEQA requires that the EIR consider and discuss alternatives to the Plan (alternatives analysis). The Petitioners primarily alleging that the EIR alternatives analysis did not comply with CEQA since: (1) it did not include an alternative proposed by the Bay Area Citizens organization; and (2) the "No Project" alternative did not address the greenhouse gas emissions reductions (GHG) to be achieved by ARB-approved measures to improve vehicle emissions standards and fuel efficiency.

On August 16, 2013, a second lawsuit was filed by the Building Industry Association Bay Area (BIA) against ABAG and MTC (*Building Industry Association Bay Area v. ABAG and MTC*, No. RG - 13692098). The Petitioner challenges the adoption by ABAG and MTC of the Plan, including the sustainable communities strategy (SCS) component of the Plan, and the certification of the EIR for the Plan under CEQA. Petitioner additionally challenges ABAG's adoption of its Regional Housing Needs Assessment (RHNA). They allege violations of SB 375, which requires that the SCS set forth a regional land use and transportation plan that, if feasible, will attain the GHG target established by ARB for the region. The Plan includes strategies to achieve the GHG reduction targets by encouraging growth in "priority development areas"

(PDA). Under the Plan, PDAs are locally-designated areas within existing communities that have been identified and approved by local cities or counties for future growth. These areas are typically accessible to transit, jobs, shopping and other services. About 170 locally-designated PDAs were identified under the Plan to absorb about 80% of new housing units and over 65% of new jobs in the Bay Area.

The BIA mainly asserts in their lawsuit that: 1) the SCS is infeasible, in violation of SB 375 requirements, primarily due to alleged unrealistic development patterns focusing housing and jobs growth in PDAs; 2) under CEQA, the project description is inadequate as it relates to “integral components” of the Plan, and the alternatives analysis is inadequate including the “No Project” alternative due to inaccurate assumptions and misleading information (and other claims under CEQA); and 3) the RHNA failed to ensure that each city and county provide for an equitable share of the housing need of persons at all income levels, in violation of state requirements.

Finally, on August 19, 2013, a third lawsuit was filed against ABAG and MTC by Communities for a Better Environment (CBE) and the Sierra Club (*CBE and The Sierra Club v MTC and ABAG*, No. RG - 13692189). CBE and Sierra Club are represented by Earthjustice, a non-profit public interest law firm. Similar to the other two lawsuits, Petitioners challenge the EIR for the Plan as well as the Plan itself. Petitioners primarily allege that the EIR failed to adequately consider and analyze goods movement information, as well as health-related and socio-economic impacts of goods movement; improperly deferred formulation of goods movement mitigation measures until a later time; deferred goods movement analysis as part of an improper “piecemeal” approach; and other claims under CEQA. They further allege that the EIR failed to properly evaluate the Plan’s effects on GHG emissions in the transportation and land use sectors. Finally, Petitioners asserted that the Plan did not include all the required elements for regional transportation plans under state law.

Interestingly, to support its argument that the EIR failed to adequately address good movement matters, the *CBE* petition remarked on SCAG’s 2012 RTP/SCS, stating that in contrast to the Plan Bay Area, SCAG’s plan “includes a detailed description of goods movement in the project description, a detailed analysis of goods movement throughout the region, and proposes a variety of mitigation measures to address the environmental and health effects of goods movement.”

All three lawsuits were filed in Alameda County Superior Court, and the cases are expected to be consolidated and overseen by one judge. While still in the early stages of litigation, it appears that ABAG and MTC have good grounds for defense. As the cases progress, we will apprise the Regional Council of new developments and include any amicus effort that SCAG may wish to participate in to support ABAG and MTC. In addition, the CEQA requirements applicable to the programmatic EIR on the Plan Bay Area are the same requirements to which SCAG adheres to in developing the PEIR for SCAG’s RTP/SCS updates. As such, we will be watching these cases very closely to analyze any implications to the approach for SCAG’s 2016 RTP/SCS update and PEIR.

3) **Appeal continues regarding SANDAG RTP/SCS EIR**

The San Diego Association of Governments (SANDAG) is in the early stages of its appeal relating to the CEQA challenge of its EIR for its RTP/SCS which was adopted in 2011 (*Cleveland National Forest Foundation et al. v. SANDAG et al.*, 4th Appellate Court District, Case No. D063288). SANDAG is appealing the trial court's decision that; (1) its EIR's analysis on greenhouse gas (GHG) impacts was deficient because it did not include a comparison of projected regional GHG emissions through the year 2050 against statewide reduction targets established in a 2005 Executive Order issued by then-governor Arnold Schwarzenegger (Executive Order 03-05); and (2) that its EIR failed to adequately address mitigation measures for GHG emissions because it relied on the voluntary action of local governments and other public agencies. Like it did at the trial court level, SCAG will be joining other transportation agencies in filing an amicus brief in support of SANDAG in its appeal later this year. Interestingly, the decision by the State Supreme Court with respect to the mitigation measures for the Expo Phase II project is very timely and can be used by SANDAG to bolster its argument that its mitigation measures which required action by local agencies is permissible under CEQA.

4) **Partial Ruling in California High Speed Rail- Proposition 1A case**

On August 16, 2013, a Sacramento Superior Court judge issued a ruling in the first phase of a lawsuit filed by Kings County (*John Tos, Aaron Fukuda, County of Kings v. California High-Speed Rail Authority, et al.*; Case No. 34-2011-00113919-CU-MC-GDS). The judge ruled that the funding plan approved by the California High Speed Rail Authority (Authority) did not comply with Proposition 1A requirements. However, the ruling stated that the Court would not invalidate the legislative appropriation made through SB 1029 (July 2012 Budget Act). As part of the second phase of this litigation, a hearing will be scheduled on remedy issues.

In response to issues raised in this litigation, the Authority prepared a revised 2012 Business Plan which addressed problems identified by the court. On the day of this ruling, Dan Richard, Chairman of the Authority stated, "Today's ruling is that the legislative appropriation for high-speed rail... remains valid, and our work on the project continues."

ATTACHMENT:

None

DATE: September 12, 2013

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

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.

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 an Attachment, 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)

DRAFT

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.

DRAFT

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:scag424@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

DRAFT

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

<p>Jurisdiction Contact Person: _____</p> <p>Position: _____</p> <p>Email: _____</p> <p>Phone: _____</p>	<p>Background Information:</p> <p><input type="checkbox"/> My Jurisdiction has enacted a resolution giving me the authority to verify and/or approve SCAG's data</p> <p><input type="checkbox"/> I am my Jurisdiction's City Manager, County Chief Operating Officer, or Subregional Executive Director or their designee</p> <p><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)</p>
--	---

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:

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

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

DRAFT

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; and

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

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; and

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.

2012 Basic Approach/Framework and Program Set up	2013 Establishing Technical Bases and Data Collection	2014 Focus on Major Policy Directions	2015 Establishing the Plan and Engaging the Public	2016 Finalizing the 2016-2040 RTP/SCS
<p>SEPTEMBER 2012-MARCH 2013 New SCAG Subcommittees to begin policy development around their respective emphasis areas and identify regional priorities</p> <p>JULY-DECEMBER 2012</p> <ul style="list-style-type: none"> Determine the basics: What will be the base year/horizon year? How will this match up with available data from national and state-wide resources? Development of Draft Framework and Approach/Methodology: How will we get there? Data/GIS, Model/Tool Development: What will be the tools used to quantify outcomes? Identify uncertainties: What factors are outside our control? (e.g. ARB GHG Target revisions, planning for jurisdictions that require 4 year housing element cycle?) <p>JANUARY-MARCH 2013 Discuss the framework and methodology for development of the 2016-2040 RTP/SCS</p> <p>JANUARY-MAY 2013 Collect and review general plan, existing land use, zoning and SB 375 planning considerations</p> <p>MARCH-MAY 2013 Findings from the Subcommittees will be presented at SCAG's Regional Council, Policy Committees, and General Assembly</p> <p>APRIL-JUNE 2013 Communicate with jurisdictions and stakeholders about the implementation of SCAG's work plan for the 2016-2040 RTP/SCS</p> <p>JULY-SEPTEMBER 2013 Revise/update regional, county level growth forecast of population, household, and employment</p> <p>OCTOBER 2013 Roll out growth forecast (base year 2012 and all projection years), and review process</p> <p>DECEMBER 2013 Complete preliminary calibrations to SCAG's technical models</p> <p>Public Outreach and Input from Local Jurisdictions SCS Development for Delegated Subregions Staff Actions in Relation to Policy/Plan Development Regional Council Policy Committees/Subcommittees Milestones Coordination with State and Federal Agencies</p>	<p>JANUARY 2013-SEPTEMBER 2014 First phase of local input process. Work with local jurisdictions to collect and review data, GIS and forecast for the development of 2016-2040 RTP/SCS</p> <p>JANUARY-SEPTEMBER 2014 Obtain input from cities and counties for SCAG's Growth Forecast and develop list of local scenario planning options, through one-on-one meetings and subregional workshops, as applicable</p> <p>FEBRUARY 2014 Subregions sign letter of intent to accept SCS delegation and submit this document to SCAG</p> <p>APRIL-MAY 2014 SCAG submits its regional GHG reduction methodology and GHG Reduction Targets to ARB (pending further discussion)</p> <p>MAY 2014 SCAG's General Assembly & Regional Council</p> <p>SEPTEMBER 2014 Deadlines for input from local jurisdictions on SCAG's Growth Forecast, and for County Transportation Commissions (CTCs) to provide preliminary input on all planned projects to SCAG for the RTP/SCS</p> <p>OCTOBER-DECEMBER 2014 Seek policy input/direction from Policy Committees and Regional Council on: the Scope of the Program Environmental Impact Report and RTP/SCS Strategies</p> <p>DECEMBER 2014 Growth Forecast, Land Use Patterns, and Preliminary Financial Assumptions for the RTP/SCS to be completed</p>	<p>JANUARY-MARCH 2015 Development of alternatives for achieving SCAG's regional GHG reduction targets, as set by ARB, and conformity emission budgets set in applicable State Implementation Plans</p> <p>MARCH 2015 Delegated Subregions complete their Sustainable Communities Strategies and submit their plans to SCAG</p> <p>MARCH 2015 Final input on planned projects from the CTCs for the Draft 2016-2040 RTP/SCS</p> <p>APRIL-JUNE 2015 Conduct county-specific Draft 2016-2040 RTP/SCS Planning Workshops to fulfill SB 375 outreach requirements (16 workshops minimum, including extensive outreach for public participation)</p> <p>MAY 2015 SCAG's General Assembly & Regional Council</p> <p>SEPTEMBER 2015 Joint Policy Committees recommend Regional Council to release the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment</p> <p>OCTOBER 2015 RC approves the release of the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment</p> <p>OCTOBER 2015 Conduct extensive outreach to cities, counties, stakeholders, and the public on the Draft 2016-2040 RTP/SCS and PEIR to fulfill State & Federal requirements. Start of public input on the Draft RTP/SCS document</p> <p>OCTOBER 2015-MARCH 2016 Conduct workshops with Elected Officials and other appropriate outreach to fulfill State & Federal outreach requirements</p>	<p>FEBRUARY 2016 Conclude and finalize Economic & Job Creation Analysis Component of the 2016-2040 RTP/SCS</p> <p>MARCH 2016 Joint Policy Committees recommend approval to Regional Council of proposed Final PEIR, conformity determination, and 2016-2040 RTP/SCS</p> <p>APRIL 2016 Regional Council certifies Final PEIR and approves conformity determination and 2016-2040 RTP/SCS</p> <p>JUNE 2016 ARB evaluates SCAG's adopted 2016-2040 RTP/SCS and determines if the strategy will achieve the GHG reduction targets established by its Board</p> <p>JUNE 2016 FHWA/FTA evaluates SCAG's conformity determination</p>	

DRAFT

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.

DRAFT

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.

DRAFT

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

DRAFT

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.

DRAFT

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>.

DATE: September 12, 2013

TO: Community, Economic and Human Development (CEHD) Committee

FROM: Simon Choi, Chief of Research and Forecasting; 213-236-1849; choi@scag.ca.gov

SUBJECT: Draft Preliminary Range of County Growth Forecasts for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

Staff will present a draft preliminary range of growth forecasts for 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for moving forward with small area disaggregation and collecting local input.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective c: Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.

BACKGROUND:

At the August 1, 2013 CEHD meeting, staff presented the range of the regional growth forecasts along with input from the June 27, 2013 Panel of Experts meeting. As indicated in the staff report, Staff presented findings and the range of county level population, household, and employment growth information projections at the Technical Working Group (TWG) meeting on August 15, 2013.

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.

The attached is a draft preliminary range of county growth forecasts for 2016-2040 RTP/SCS. The county growth forecasts were updated considering the following three major elements: (1) a proposed range of regional growth forecasts for 2016-2040 RTP/SCS; (2) difference between projections for year 2012 from 2012-2035 RTP/SCS and 2012 job/population/household estimates from the State Employment Development Department (EDD) and the State Department of Finance (DOF) while all of them were benchmarked to July 1, 2012; and (3) input from the Panel of Experts meeting on the outlook of each county's economic and demographic growth.

REPORT

The following two (2) documents are posted on the SCAG website:

(1) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Growth Forecast Development: Information from Panel of Experts Meeting and Range of Regional Growth Projections http://www.scag.ca.gov/committees/pdf/cehd/2013/aug/cehd080113agn_3.pdf

(2) Panel Survey Results and Tabulation

<http://www.scag.ca.gov/forecast/downloads/SurveyAnswersSummary062713.pdf>

Next Steps:

Staff will further disaggregate the mid-range forecast of population, population and households within the draft preliminary range of county growth forecasts for the 2016-2040 RTP/SCS into small areas including cities, transportation analysis zones, etc. Staff will prepare 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.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2013-14 Budget under 055.SCG00133.05: Regional Growth and Policy Analysis.

ATTACHMENT:

Draft Preliminary Draft Preliminary Range of County Growth Forecasts for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

AUGUST 15, 2013

DRAFT Preliminary Range of Growth Forecasts by County for 2016 RTP/SCS

		Low			Mid			High		
Population	2012	2020	2035	2040	2020	2035	2040	2020	2035	2040
IMPERIAL COUNTY	179,000	229,000	267,000	276,000	232,000	273,000	283,000	233,000	282,000	293,000
LOS ANGELES COUNTY	9,912,000	10,223,000	11,026,000	11,390,000	10,336,000	11,267,000	11,677,000	10,391,000	11,607,000	12,088,000
ORANGE COUNTY	3,072,000	3,229,000	3,346,000	3,458,000	3,264,000	3,419,000	3,544,000	3,281,000	3,521,000	3,668,000
RIVERSIDE COUNTY	2,244,000	2,498,000	3,169,000	3,274,000	2,526,000	3,240,000	3,358,000	2,540,000	3,339,000	3,478,000
SAN BERNARDINO COUNTY	2,065,000	2,198,000	2,635,000	2,722,000	2,223,000	2,693,000	2,791,000	2,235,000	2,775,000	2,891,000
VENTURA COUNTY	834,000	870,000	923,000	953,000	880,000	943,000	977,000	885,000	972,000	1,012,000
SCAG	18,306,000	19,247,000	21,366,000	22,073,000	19,461,000	21,835,000	22,631,000	19,565,000	22,496,000	23,430,000

		Low			Mid			High		
Households	2012	2020	2035	2040	2020	2035	2040	2020	2035	2040
IMPERIAL COUNTY	49,000	70,000	87,000	91,000	71,000	89,000	93,000	71,000	92,000	96,000
LOS ANGELES COUNTY	3,250,000	3,467,000	3,755,000	3,886,000	3,503,000	3,837,000	3,984,000	3,521,000	3,948,000	4,121,000
ORANGE COUNTY	996,000	1,034,000	1,095,000	1,133,000	1,045,000	1,119,000	1,162,000	1,050,000	1,151,000	1,202,000
RIVERSIDE COUNTY	693,000	820,000	1,061,000	1,097,000	829,000	1,084,000	1,125,000	833,000	1,115,000	1,164,000
SAN BERNARDINO COUNTY	615,000	688,000	825,000	853,000	695,000	843,000	875,000	699,000	867,000	905,000
VENTURA COUNTY	268,000	288,000	310,000	321,000	291,000	317,000	329,000	292,000	326,000	340,000
SCAG	5,870,000	6,368,000	7,133,000	7,382,000	6,435,000	7,288,000	7,568,000	6,467,000	7,499,000	7,828,000

		Low			Mid			High		
Employment	2012	2020	2035	2040	2020	2035	2040	2020	2035	2040
IMPERIAL COUNTY	59,000	101,000	118,000	121,000	102,000	121,000	125,000	103,000	125,000	130,000
LOS ANGELES COUNTY	4,249,000	4,585,000	4,803,000	4,951,000	4,645,000	4,922,000	5,093,000	4,674,000	5,091,000	5,297,000
ORANGE COUNTY	1,545,000	1,694,000	1,832,000	1,889,000	1,715,000	1,876,000	1,941,000	1,725,000	1,938,000	2,016,000
RIVERSIDE COUNTY	617,000	909,000	1,197,000	1,233,000	921,000	1,228,000	1,270,000	927,000	1,272,000	1,322,000
SAN BERNARDINO COUNTY	659,000	805,000	1,042,000	1,074,000	816,000	1,068,000	1,105,000	821,000	1,105,000	1,150,000
VENTURA COUNTY	332,000	395,000	425,000	438,000	400,000	435,000	450,000	402,000	449,000	467,000
SCAG	7,461,000	8,489,000	9,416,000	9,707,000	8,599,000	9,649,000	9,984,000	8,653,000	9,980,000	10,383,000

		Low			Mid			High		
P/H Ratio	2012	2020	2035	2040	2020	2035	2040	2020	2035	2040
IMPERIAL COUNTY	3.7	3.3	3.1	3.0	3.3	3.1	3.0	3.3	3.1	3.1
LOS ANGELES COUNTY	3.0	2.9	2.9	2.9	3.0	2.9	2.9	3.0	2.9	2.9
ORANGE COUNTY	3.1	3.1	3.1	3.1	3.1	3.1	3.0	3.1	3.1	3.1
RIVERSIDE COUNTY	3.2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
SAN BERNARDINO COUNTY	3.4	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
VENTURA COUNTY	3.1	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
SCAG	3.1	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

		Low			Mid			High		
P/E Ratio	2012	2020	2035	2040	2020	2035	2040	2020	2035	2040
IMPERIAL COUNTY	3.0	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
LOS ANGELES COUNTY	2.3	2.2	2.3	2.3	2.2	2.3	2.3	2.2	2.3	2.3
ORANGE COUNTY	2.0	1.9	1.8	1.8	1.9	1.8	1.8	1.9	1.8	1.8
RIVERSIDE COUNTY	3.6	2.7	2.6	2.7	2.7	2.6	2.6	2.7	2.6	2.6
SAN BERNARDINO COUNTY	3.1	2.7	2.5	2.5	2.7	2.5	2.5	2.7	2.5	2.5
VENTURA COUNTY	2.5	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
SCAG	2.5	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3

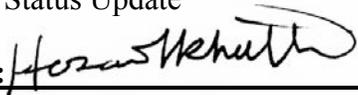
This Page Intentionally Left Blank

DATE: September 12, 2013

TO: Community Economic and Human Development (CEHD)
Energy & Environment (EEC)

FROM: Jung Seo, Senior Regional Planner, 213-236-1861, seo@scag.ca.gov

SUBJECT: SCAG Map Book Local Input Status Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
Staff will provide a status report on land use input received from local jurisdictions and updates completed to SCAG's database for development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan; Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective c: Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.

BACKGROUND:
SCAG has worked with local jurisdictions to update its land use database as the first stage of bottom-up local input process for the 2016-2040 RTP/SCS. Beginning in March 2013, staff communicated with 197 local jurisdictions and coordinated with each subregional organization to request the most recent land use information to ensure accuracy of the land use information which will then be carried over into the general plan-based growth forecasts for 2020, 2035, and 2040. This stage of land use data collection and review is also introduced and highlighted in the September 12, 2013 CEHD agenda report, Local Input Communication Letter Initiating the Bottom-Up Local Input Process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

With the collaborative support of local jurisdictions and subregional organizations, SCAG staff received general plan land use input from 125 local jurisdictions and completed land use updates for 110 cities as of August 15, 2013 (see Attachment). Staff will continue to reach out to local jurisdictions to collect the updated land use input and to confirm SCAG staff's preliminary land use updates. Staff will provide local planners with GIS training and other GIS services necessary to maintain the local jurisdictions' GIS land use database.

FISCAL IMPACT:
Work associated with this item is included in the current FY 2013/14 Overall Work Program under 045.SCG00694.01 GIS Development and Applications and 045.SCG00694.03 Professional GIS Services Program Support.

ATTACHMENT:
Current Status on Land Use Input and Updates of Local Jurisdictions

General Plan Land Use Input & Update Progress Summary

(As of 8/15/13)

County	Subregion	Cities in Subregion	Not Provided Data	Provided Data	Provided Data (%)	Updated by SCAG*	Updated by SCAG* (%)
Imperial	ICTC	8	4	4	50%	4	50%
Los Angeles	ARROYO VERDUGO	3	0	3	100%	3	100%
Los Angeles	CITY OF LOS ANGELES	3	1	2	67%	1	33%
Los Angeles	GCCOG	26	13	13	50%	13	50%
Los Angeles	LAS VIRGENES MALIBU COG	5	2	3	60%	3	60%
Los Angeles	NORTH LOS ANGELES COUNTY	3	0	3	100%	3	100%
Los Angeles	SBCCOG	15	4	11	73%	11	73%
Los Angeles	SGVCOG	30	17	13	43%	9	30%
Los Angeles	WCCOG	4	0	4	100%	4	100%
Orange	OCCOG	35	11	24	69%	19	54%
Riverside	CVAG	10	3	7	70%	5	50%
Riverside	WRCOG	19	10	9	47%	8	42%
San Bernardino	SANBAG	25	5	20	80%	20	80%
Ventura	VCOG	11	2	9	82%	7	64%
Totals		197	72	125	63%	110	56%

(Please note that the cities in the San Fernando Valley Council of Governments (SFVCOG) are not included to avoid double counting of city numbers.)

** Indicates the number of local jurisdictions which SCAG staff has updated SCAG general plan land use data for the jurisdiction based on input received as of August 15, 2013.*

General Plan Land Use Input Update Progress (As of 8/15/13)

County	Subregion	City	Status
Imperial	ICTC	Brawley city	Updated
Imperial	ICTC	Calexico city	Contacted
Imperial	ICTC	Calipatria city	Contacted
Imperial	ICTC	El Centro city	Contacted
Imperial	ICTC	Holtville city	Updated
Imperial	ICTC	Imperial city	Updated
Imperial	ICTC	Unincorporated - Imperial County	Updated
Imperial	ICTC	Westmorland city	Contacted
Los Angeles	ARROYO VERDUGO	Burbank city	Updated
Los Angeles	ARROYO VERDUGO	Glendale city	Updated
Los Angeles	ARROYO VERDUGO	La Canada Flintridge city	Updated
Los Angeles	CITY OF LOS ANGELES	Los Angeles city	Updated
Los Angeles	CITY OF LOS ANGELES	San Fernando city	Waiting for Data
Los Angeles	CITY OF LOS ANGELES	Unincorporated - LA County	Updating
Los Angeles	GCCOG	Artesia city	Waiting for Data
Los Angeles	GCCOG	Avalon city	Updated
Los Angeles	GCCOG	Bell city	Contacted
Los Angeles	GCCOG	Bell Gardens city	Updated
Los Angeles	GCCOG	Bellflower city	Contacted
Los Angeles	GCCOG	Cerritos city	Updated
Los Angeles	GCCOG	Commerce city	Contacted
Los Angeles	GCCOG	Compton city	Updated
Los Angeles	GCCOG	Cudahy city	Contacted
Los Angeles	GCCOG	Downey city	Updated
Los Angeles	GCCOG	Hawaiian Gardens city	Updated
Los Angeles	GCCOG	Huntington Park city	Contacted
Los Angeles	GCCOG	La Habra Heights city	Contacted
Los Angeles	GCCOG	La Mirada city	Contacted
Los Angeles	GCCOG	Lakewood city	Updated
Los Angeles	GCCOG	Long Beach city	Updated
Los Angeles	GCCOG	Lynwood city	Contacted
Los Angeles	GCCOG	Maywood city	Updated
Los Angeles	GCCOG	Norwalk city	Waiting for Data
Los Angeles	GCCOG	Paramount city	Updated
Los Angeles	GCCOG	Pico Rivera city	Updated
Los Angeles	GCCOG	Santa Fe Springs city	Updated
Los Angeles	GCCOG	Signal Hill city	Waiting for Data
Los Angeles	GCCOG	South Gate city	Waiting for Data
Los Angeles	GCCOG	Vernon city	Contacted
Los Angeles	GCCOG	Whittier city	Updated
Los Angeles	LAS VIRGENES MALIBU COG	Agoura Hills city	Updated
Los Angeles	LAS VIRGENES MALIBU COG	Calabasas city	Updated
Los Angeles	LAS VIRGENES MALIBU COG	Hidden Hills city	Contacted
Los Angeles	LAS VIRGENES MALIBU COG	Malibu city	Updated
Los Angeles	LAS VIRGENES MALIBU COG	Westlake Village city	Contacted
Los Angeles	NORTH LOS ANGELES COUNTY	Lancaster city	Updated
Los Angeles	NORTH LOS ANGELES COUNTY	Palmdale city	Updated
Los Angeles	NORTH LOS ANGELES COUNTY	Santa Clarita city	Updated
Los Angeles	SBCCOG	Carson city	Updated
Los Angeles	SBCCOG	El Segundo city	Updated
Los Angeles	SBCCOG	Gardena city	Waiting for Data
Los Angeles	SBCCOG	Hawthorne city	Contacted
Los Angeles	SBCCOG	Hermosa Beach city	Updated
Los Angeles	SBCCOG	Inglewood city	Updated

General Plan Land Use Input Update Progress (As of 8/15/13)

County	Subregion	City	Status
Los Angeles	SBCCOG	Lawndale city	Waiting for Data
Los Angeles	SBCCOG	Lomita city	Updated
Los Angeles	SBCCOG	Manhattan Beach city	Updated
Los Angeles	SBCCOG	Palos Verdes Estates city	Updated
Los Angeles	SBCCOG	Rancho Palos Verdes city	Updated
Los Angeles	SBCCOG	Redondo Beach city	Updated
Los Angeles	SBCCOG	Rolling Hills city	Waiting for Data
Los Angeles	SBCCOG	Rolling Hills Estates city	Updated
Los Angeles	SBCCOG	Torrance city	Updated
Los Angeles	SGVCOG	Alhambra city	Contacted
Los Angeles	SGVCOG	Arcadia city	Contacted
Los Angeles	SGVCOG	Azusa city	Updated
Los Angeles	SGVCOG	Baldwin Park city	Updated
Los Angeles	SGVCOG	Bradbury city	Updating
Los Angeles	SGVCOG	Claremont city	Updated
Los Angeles	SGVCOG	Covina city	Updating
Los Angeles	SGVCOG	Diamond Bar city	Contacted
Los Angeles	SGVCOG	Duarte city	Updated
Los Angeles	SGVCOG	El Monte city	Updated
Los Angeles	SGVCOG	Glendora city	Updated
Los Angeles	SGVCOG	Industry city	Contacted
Los Angeles	SGVCOG	Irwindale city	Contacted
Los Angeles	SGVCOG	La Puente city	Contacted
Los Angeles	SGVCOG	La Verne city	Contacted
Los Angeles	SGVCOG	Monrovia city	Waiting for Data
Los Angeles	SGVCOG	Montebello city	Waiting for Data
Los Angeles	SGVCOG	Monterey Park city	Waiting for Data
Los Angeles	SGVCOG	Pasadena city	Updated
Los Angeles	SGVCOG	Pomona city	Contacted
Los Angeles	SGVCOG	Rosemead city	Updated
Los Angeles	SGVCOG	San Dimas city	Updating
Los Angeles	SGVCOG	San Gabriel city	Waiting for Data
Los Angeles	SGVCOG	San Marino city	Waiting for Data
Los Angeles	SGVCOG	Sierra Madre city	Waiting for Data
Los Angeles	SGVCOG	South El Monte city	Updating
Los Angeles	SGVCOG	South Pasadena city	Updated
Los Angeles	SGVCOG	Temple City city	Waiting for Data
Los Angeles	SGVCOG	Walnut city	Waiting for Data
Los Angeles	SGVCOG	West Covina city	Contacted
Los Angeles	WCCOG	Beverly Hills city	Updated
Los Angeles	WCCOG	Culver City city	Updated
Los Angeles	WCCOG	Santa Monica city	Updated
Los Angeles	WCCOG	West Hollywood city	Updated
Orange	OCCOG	Aliso Viejo	Updated
Orange	OCCOG	Anaheim city	Updated
Orange	OCCOG	Brea	Updated
Orange	OCCOG	Buena Park	Updating
Orange	OCCOG	Costa Mesa city	Updated
Orange	OCCOG	Cypress	Waiting for Data
Orange	OCCOG	Dana Point	Waiting for Data
Orange	OCCOG	Fountain Valley	Contacted
Orange	OCCOG	Fullerton	Updated
Orange	OCCOG	Garden Grove	Updated
Orange	OCCOG	Huntington Beach city	Updated

General Plan Land Use Input Update Progress (As of 8/15/13)

County	Subregion	City	Status
Orange	OCCOG	Irvine City	Updated
Orange	OCCOG	La Habra City	Updated
Orange	OCCOG	La Palma city	Updating
Orange	OCCOG	Laguna Beach city	Updating
Orange	OCCOG	Laguna Hills city	Updating
Orange	OCCOG	Laguna Niguel city	Updated
Orange	OCCOG	Laguna Woods city	Updating
Orange	OCCOG	Lake Forest city	Contacted
Orange	OCCOG	Los Alamitos city	Updated
Orange	OCCOG	Mission Viejo city	Updated
Orange	OCCOG	Newport Beach city	Updated
Orange	OCCOG	Orange city	Updated
Orange	OCCOG	Placentia city	Contacted
Orange	OCCOG	Rancho Santa Margarita city	Updated
Orange	OCCOG	San Clemente city	Contacted
Orange	OCCOG	San Juan Capistrano city	Updated
Orange	OCCOG	Santa Ana city	Updated
Orange	OCCOG	Seal Beach city	Updated
Orange	OCCOG	Stanton city	Waiting for Data
Orange	OCCOG	Tustin city	Updated
Orange	OCCOG	Unincorporated - Orange County	Waiting for Data
Orange	OCCOG	Villa Park city	Contacted
Orange	OCCOG	Westminster city	Contacted
Orange	OCCOG	Yorba Linda city	Contacted
Riverside	CVAG	Blythe	Contacted
Riverside	CVAG	Cathedral City	Updated
Riverside	CVAG	Coachella	Updated
Riverside	CVAG	Desert Hot Springs	Contacted
Riverside	CVAG	Indian Wells city	Updated
Riverside	CVAG	Indio city	Updating
Riverside	CVAG	La Quinta	Updating
Riverside	CVAG	Palm Desert	Updated
Riverside	CVAG	Palm Springs city	Updated
Riverside	CVAG	Rancho Mirage city	Contacted
Riverside	WRCOG	Banning	Updated
Riverside	WRCOG	Beaumont	Waiting for Data
Riverside	WRCOG	Calimesa	Contacted
Riverside	WRCOG	Canyon Lake	Waiting for Data
Riverside	WRCOG	Corona city	Waiting for Data
Riverside	WRCOG	Eastvale	Waiting for Data
Riverside	WRCOG	Hemet	Updating
Riverside	WRCOG	Jurupa Valley	Waiting for Data
Riverside	WRCOG	Lake Elsinore	Updated
Riverside	WRCOG	Menifee	Updated
Riverside	WRCOG	Moreno Valley	Updated
Riverside	WRCOG	Murrieta	Updated
Riverside	WRCOG	Norco	Waiting for Data
Riverside	WRCOG	Perris	Waiting for Data
Riverside	WRCOG	Riverside	Updated
Riverside	WRCOG	San Jacinto	Updated
Riverside	WRCOG	Temecula	Waiting for Data
Riverside	WRCOG	Unincorporated - Riverside County	Updated
Riverside	WRCOG	Wildomar	Waiting for Data
San Bernardino	SANBAG	Adelanto city	Updated

General Plan Land Use Input Update Progress (As of 8/15/13)

County	Subregion	City	Status
San Bernardino	SANBAG	Apple Valley town	Updated
San Bernardino	SANBAG	Barstow city	Updated
San Bernardino	SANBAG	Big Bear Lake city	Updated
San Bernardino	SANBAG	Chino city	Updated
San Bernardino	SANBAG	Chino Hills city	Updated
San Bernardino	SANBAG	Colton	Waiting for Data
San Bernardino	SANBAG	Fontana city	Updated
San Bernardino	SANBAG	Grand Terrace city	Updated
San Bernardino	SANBAG	Hesperia city	Updated
San Bernardino	SANBAG	Highland city	Updated
San Bernardino	SANBAG	Loma Linda city	Updated
San Bernardino	SANBAG	Montclair city	Updated
San Bernardino	SANBAG	Needles city	Updated
San Bernardino	SANBAG	Ontario city	Updated
San Bernardino	SANBAG	Rancho Cucamonga city	Updated
San Bernardino	SANBAG	Redlands city	Waiting for Data
San Bernardino	SANBAG	Rialto city	Waiting for Data
San Bernardino	SANBAG	San Bernardino city	Updated
San Bernardino	SANBAG	Twentynine Palms city	Updated
San Bernardino	SANBAG	Unincorporated - San Bernardino County	Updated
San Bernardino	SANBAG	Upland city	Waiting for Data
San Bernardino	SANBAG	Victorville city	Updated
San Bernardino	SANBAG	Yucaipa city	Updated
San Bernardino	SANBAG	Yucca Valley town	Waiting for Data
Ventura	VCOG	Camarillo city	Updated
Ventura	VCOG	Fillmore city	Waiting for Data
Ventura	VCOG	Moorpark city	Waiting for Data
Ventura	VCOG	Ojai city	Updated
Ventura	VCOG	Oxnard city	Updating
Ventura	VCOG	Port Hueneme city	Updating
Ventura	VCOG	San Buenaventura (Ventura) city	Updated
Ventura	VCOG	Santa Paula city	Updated
Ventura	VCOG	Simi Valley city	Updated
Ventura	VCOG	Thousand Oaks city	Updated
Ventura	VCOG	Unincorporated - Ventura County	Updated

DATE: September 12, 2013

TO: Community, Economic, and Human Development Committee (CEHD)

FROM: Ma' Ayn Johnson; Senior Regional Planner, Land Use & Environmental Planning; (213) 236-1975; johnson@scag.ca.gov

SUBJECT: Update on Housing Element Compliance Status from SCAG Jurisdictions

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

SCAG completed its 5th RHNA cycle with the adoption of the Final Regional Housing Needs Assessment (RHNA) Allocation Plan by the Regional Council on October 4, 2012 and approval of the Final Allocation Plan by California Department of Housing and Community Development (HCD) on November 26, 2012. Local jurisdictions are required to adopt updated Housing Elements for the 5th planning cycle by October 15, 2013. SCAG staff will provide an update on the status of 5th housing element compliance in the SCAG region.

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:

To comply with state housing law, jurisdictions within California must update their housing element every eight (8) years. In addition to providing a site and zoning analysis to accommodate the projected housing need as determined by the RHNA Allocation Plan, jurisdictions are required to assess their existing housing needs. Housing elements for the 5th planning cycle (October 2013 to October 2021) must be adopted by jurisdictions within the SCAG region by October 15, 2013. Typically, jurisdictions adopt their respective final housing elements after receiving comments from HCD on their submitted draft housing element.

According to HCD, as of early August 2013, less than 50% of the 197 local jurisdictions in the SCAG region have submitted draft Housing elements for the 5th planning cycle for HCD's review. It is anticipated that many jurisdictions will be adopting local housing elements by the October deadline. In addition, by comparison, 85% of the local jurisdictions in the SCAG region had compliant Housing elements for the 4th cycle planning period and SCAG expects at least the same with respect to the 5th cycle Housing elements. The most up-to-date list of Housing elements under review by HCD is available at: <http://www.hcd.ca.gov/hpd/hrc/plan/he/review.pdf>. Please note that this list includes local jurisdictions that are outside of the SCAG region.

FISCAL IMPACT:

Work associated with this item is included in the FY 2013-14 OWP under 080.SCG00153.06.

ATTACHMENT:

None

This Page Intentionally Left Blank

DATE: September 12, 2013

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

FROM: Ping Chang, Program Manager
chang@scag.ca.gov; (213) 236-1839

SUBJECT State Performance Measure Comment Letter to the U.S. Department of Transportation (DOT)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

EXECUTIVE SUMMARY:
In anticipation of the U.S. Department of Transportation (DOT) rule-making on Moving Ahead for Progress in the 21st Century (MAP-21) performance measures, a group of California State agencies recently provided a joint comment letter (attached) to the DOT. The letter proposes five (5) performance measures for the categories of traffic congestion and performance of the National Highway System. The proposed measures are either already part of the 2012-2035 RTP/SCS performance measures or generally consistent with the RTP/SCS framework. Staff will continue to participate in and monitor national and statewide MAP-21 related activities and report back to the Policy Committees as needed.

STRATEGIC PLAN:
This item supports the Strategic Plan, particularly Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:
MAP-21, federal transportation reauthorization legislation, for FY13 and FY14 was enacted in July 2012. MAP-21 requires the DOT to initiate rulemaking to establish performance measures by April 2014 (with adoption anticipated in April 2015) in the areas listed below:

- Traffic congestion
- Performance of the National Highway System (NHS)
- Pavement conditions on the Interstate System and on remainder of the NHS; and bridge conditions on the NHS
- Fatalities and injuries on public roads; and transit safety
- Transit state of good repair
- On-road mobile source emissions
- Freight movement on the Interstate System

In addition, MAP-21 requires states to set performance targets within one (1) year of the DOT final rule on performance measures. MPOs are also required to set performance targets in relation to the performance measures within 180 days of states or providers of public transportation setting performance targets.

SUMMARY OF STATE AGENCIES' COMMENTS

The state agencies' comment letter focuses on two (2) performance measures requirements of MAP-21: Traffic Congestion and Performance of the National Highway System. Specifically, the state agencies proposed the following performance measures:

Measures for Traffic Congestion

- Average peak period travel time
- Annual vehicle hours of delay
- Annual person hours of delay

Measures for NHS Performance

- Travel time reliability
- Person throughput per lane mile

For each of the five (5) performance measures proposed, the comment letter specifically identified the data needs particularly for non-urban freeways as well as the arterial portion of the NHS and requested federal assistance to address the data gap.

The proposed measures are either already part of the 2012-2035 RTP/SCS performance measures or generally consistent with the RTP/SCS framework. Staff will continue to participate in and monitor national and statewide MAP-21 related activities and report back to the Policy Committees as needed.

FISCAL IMPACT: Staff activities related to the MAP-21 Performance Measures are included in FY 2013-14 Overall Work Program (OWP) under 080.SCG153.04.

ATTACHMENT:

State Agencies Comment Letter on MAP-21 Performance Measures dated, August 1, 2013



August 1, 2013

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Foxx:

California applauds the transition to performance-based decision making through implementation of the Moving Ahead for Progress for the 21st Century (MAP-21) national goals. Establishing national goals is an important first step toward improved system management and decision-making. To provide thoughtful recommendations to you, California assembled a multi-agency workgroup through the state's Strategic Growth Council, which considered a broad range of goals for our transportation system.

In partnership with the federal government, California is transforming the state's transportation system to meet the mobility, safety, and greenhouse gas reduction goals of the coming decades. Recent and future Regional Transportation Plans incorporate land use decisions and multimodal transportation investments to reduce greenhouse gas emissions to 1990 levels by 2020 and to achieve a further eighty-percent reduction by 2050. The state is embarking on a rail modernization program that includes high-speed rail and will increase the share of trips accomplished by mass transportation both regionally and inter-regionally. The state transportation goals also include targets for public health, infill development, and active transportation. The adoption of federal performance measurements and targets are fully consistent with these efforts.

Performance based decision making, and the use of performance measures, are key tools to be used in making high-performing, cost-effective investments in the right places and at the right times. We embrace this philosophy as part of an overall asset management approach as required by MAP-21. Investment made in our transportation system over the past 50 years has resulted in extremely high

The Honorable Anthony Foxx
August 1, 2013
Page 2

annual costs of preservation, maintenance, and reconstruction. Performance measures for congestion and system performance highlight the importance of keeping our existing infrastructure in good working order, assisting us in choosing the best strategies to make our existing transportation network operate as efficiently as possible, while assessing where to invest the precious few resources we have to prepare for a growing population and increased goods movement in a safe, reliable, and cost effective manner.

As we develop our asset management plans, performance measures, and targets, we benefit in California from investments made in systems to collect data and provide information necessary to monitor the performance of the National Highway System (NHS) in urban areas. Performance monitoring of the recently expanded NHS will provide a more comprehensive picture of roadway performance and corridor throughput once we have data for the entire system. California also benefits from enhanced land use, transportation, and economic models used by our large Metropolitan Planning Organizations (MPOs) to evaluate the potential impact of a number of transportation, sustainability, and economic measures, and for use where data are limited. We have also partnered with other state departments and our MPOs to conduct a more comprehensive household travel survey for California than ever before to provide data necessary for modeling efforts.

We offer the following suggestions for the United States Department of Transportation's (U.S. DOT) rule-making development for the MAP-21 Status III performance measures of Traffic Congestion, Performance of the Interstate System, and Performance of the non-Interstate NHS (note that we will call the latter two measures "NHS performance" for the purposes of this letter). Suggestions regarding Status I and Status II performance measure areas under MAP-21 (e.g., Safety) have been or will be provided under separate cover.

While we understand that measures and obtainable targets will be considered for adoption in the near-term for the two areas of traffic congestion and NHS performance, California's longer-term, more comprehensive goals and multimodal transportation systems should be kept in mind. We want to identify performance measures that, as improvements in data collection, analysis, and

understanding are made, better capture the transportation benefits provided by improved land use, infill, and active transportation. Goals that require additional or improved monitoring or additional information from surveys will require heightened investment and focus in specific areas where gaps in data and/or information exist. We encourage consideration of additional federal investment to assist in the more comprehensive monitoring of performance.

MEASURES FOR TRAFFIC CONGESTION

Average Peak Period Travel Time. Given that agencies throughout California are working to reduce the amount of time people spend accessing the people, jobs, goods, and services they need, evaluating average travel time enables us to understand if we are being successful at improving this access. In analyzing the amount of time people spend traveling, we evaluate both the distance and the speed at which they are traveling. Considering this measure along with other measures like delay provides a more complete picture of how our transportation system is meeting the needs of our population.

Ideally, we will one day be able to measure travel times for all origins and destinations and for all modes. For now, we can begin measuring the average peak period travel time per commuter with vehicle speed and volume data. California can currently calculate travel times for urban freeway corridors that are part of the NHS. To expand this capability to the full NHS, we will need travel time data for all other roads on the NHS besides urban freeways.

Annual Vehicle Hours of Delay and Annual Person Hours of Delay. Delay (vehicle- or person-hours) for a transit or roadway segment is the extra time spent traveling beyond what one would experience at a given threshold speed. Total delay in a corridor or an urban area is calculated as the sum of individual segment delays for each vehicle or person, and the delays experienced on each day are summed to determine the annual delay.

In California, we propose using 35 miles per hour as the threshold speed for measuring congestion on freeways. We propose this speed not because it is our goal for highway speeds, but because it is a

fair measure of the most severe congestion. Speeds less than 35 miles per hour represent significant lost capacity and have corresponding costs in terms of greenhouse gas emissions and economic productivity loss. We must conduct additional data collection and analysis to establish an appropriate methodology for calculating delay on signalized arterials on the NHS. Given that many states need to establish practices for calculating delay on arterials, we encourage FHWA to support additional research in this area with the hope of establishing a single, national standard for calculating arterial delay.

With its detector data, California can currently calculate delay on urban freeway corridors that are part of the NHS. To expand this capability to the full NHS, we will need speed/travel time data for all other roads on the NHS besides urban freeways.

MEASURES FOR NHS PERFORMANCE

Travel Time Reliability. Travel time reliability is concerned with the consistency or dependability of travel times from day to day, most often measured during weekday peak periods. Reliability is a useful measure in that it can inform transportation agencies about their success in managing congestion, including system management, incident management, and demand management strategies. It also reflects an important aspect of the traveler's experience. Reliability is a way of expressing how predictable travel times are such that travelers can correctly allocate the appropriate amount of time for their trip. It can be frustrating to travelers to have unexpected delays, resulting in them being late for work or appointments—events with potentially negative consequences. Shippers and freight carriers have repeatedly named reliability as the single most important issue with regard to moving goods in California. Just-in-time delivery is heavily dependent on reliable travel times.

California can currently calculate travel time reliability for urban freeway corridors that are part of the NHS. To expand this capability to the full NHS, we will need travel time data for all other roads on the NHS besides urban freeways.

Person Throughput per Lane Mile. Transportation system throughput is the number of people that pass through a location, a segment, or a corridor by all modes over a specified time. To the extent possible, an efficient system uses the maximum amount of available capacity. Thus, total person throughput measures how efficiently the available transportation resource has been used and indicates when efficiency improvements may be necessary. To calculate this measure for the full NHS, California can use traffic volume data from its urban freeway detectors and from the Highway Performance Monitoring System (HPMS), but we anticipate needing additional volume information in non-urban areas and on Strategic Highway Network routes, intermodal connectors, and principal arterials. Passenger count data from transit services and walking and bicycling data are necessary for a complete picture of person throughput.

MEASURES TO CONSIDER IN DATA ANALYSIS

Evaluating the relationship that these recommended measures have to other measures reflecting travel demand is useful in understanding true success in managing congestion and system performance. A valuable indicator of travel demand is **vehicles miles traveled per capita**. A vehicle mile traveled is defined as one vehicle traveling the distance of one mile. Total vehicle miles traveled, thus, is the total mileage traveled by all vehicles in a defined area. In order to evaluate system usage in relationship to travel demand, taking the extra step of calculating vehicle miles traveled per capita provides a picture of the trend in statewide transportation service consumption relative to population growth.

Recognizing that population change and economic indicators such as the unemployment rate, gross state product, personal income levels, and gasoline prices, among others, are factors to consider in analyzing transportation network performance, selected performance measures should not be applied in such a way as to penalize a state or region for the impact on travel demand associated with economic or population growth.

DATA FOR MEASURING TRAFFIC CONGESTION AND NHS PERFORMANCE

As we have discussed appropriate performance measures for evaluating traffic congestion and NHS performance, an important consideration has been the availability and quality of data. Currently, Caltrans collects a relatively large amount of vehicle traffic volume and speed data from vehicle detectors deployed on Interstates and other freeways that are part of the NHS in urban areas of the state. These data enable us to calculate a variety of performance measures for this subset of the NHS. The quickness and ease of calculating different measures varies based on the sophistication of the tools we have built into our Performance Measurement System (PeMS) for each particular measure.

In order to calculate performance measures related to congestion and performance for the entire NHS, one solution is to use third-party speed and/or travel time information. We understand that U.S. DOT may assist states in procuring speed and/or travel time data for the entire NHS, and this would help expedite reporting on many NHS facilities where we currently have no data. However, the data procurement is only a first step towards performance measure reporting. Currently, Caltrans does not use third-party speed data for performance analysis and we will face challenges in terms of data storage, processing, and analysis as we familiarize ourselves with the new data. We hope to integrate any new data sets with existing data systems to fully leverage investments we have already made. We also caution that there is still much to learn about third-party data and we anticipate needing to pay close attention to the quality of speed information on lower-volume segments of the NHS. Insufficient traffic volume data on these same segments may also be an issue.

Additionally, as we strive to build sustainable communities, we must obtain more vehicle occupancy data, transit data, and particularly walking and bicycling data to measure our success in encouraging multimodalism and implementing strategies like Complete Streets. More frequent (at least every two years) community or household travel surveys are necessary to fill in data gaps in each MAP-21 reporting cycle. To develop a robust national performance measurement program, Federal assistance in collecting these additional data will be required.

The Honorable Anthony Foxx
August 1, 2013
Page 7

OTHER CONSIDERATIONS

We appreciate the opportunity to comment on the performance measure areas of MAP-21 before the Notice of Proposed Rulemaking (NPRM). Because this performance-based approach is new and will require many states to reallocate resources to organize staff and create systems and procedures to do the necessary reporting, we hope that we will also have the opportunity to make substantive comments after the NPRM is released.

The Honorable Anthony Foxx
August 1, 2013
Page 8

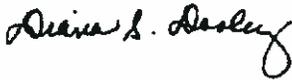
Sincerely,



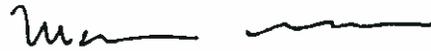
Brian Kelly
Secretary
California State Transportation Agency



John Laird
Secretary
California Natural Resources Agency



Diana Dooley
Secretary
California Health & Human Services Agency



Matt Rodriguez
Secretary
California Environmental Protection Agency



Ken Alex
Director
Governor's Office of Planning & Research