



Technical Working Group

December 15, 2016

10:00 a.m.

SCAG Downtown Office
818 West 7th Street, 12th Floor
Los Angeles 90017

Board Room

Teleconferencing Information: Number: 1-800-832-0736 – Participant Code: 7334636

Web Meeting Connection: <http://scag.adobeconnect.com/twg91814/>

AGENDA

Introductions

Information Items

- | | | |
|---|--------------------|---------------|
| 1. Update Draft 2016 RTP/SCS Amendment #1 | Courtney Aguirre | |
| 2. AQMP Update | Rongsheng Luo | |
| 3. Final Results – AT Health and Economic Impact Study | Rye Baerg | (Attachment) |
| 4. Update Subregional SCS Framework & Guidelines | Kimberly Clark | (Attachments) |
| 5. SB 743 Guideline Development and Case Studies Update | Chang/Gainor | (Attachment) |
| 6. 2030 Target Scoping Plan Update | Chang/Sun/Asher | |
| 7. HCD Housing-related Parks Grant | MaA'yn Johnson | (Attachment) |
| 8. SCAG SB375 Regional GHG Target Recommendations | Frank Wen/Guoxiong | (Attachment) |

There will be a supplemental attachment for agenda item 3 and an attachment for agenda item 8. Those will be sent separately or distributed at the meeting.



Technical Working Group

Agenda Item 3

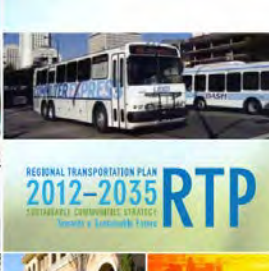
Active Transportation Health and Economic Impact Study

December 15, 2016

Rye Baerg
Senior Regional Planner



Context



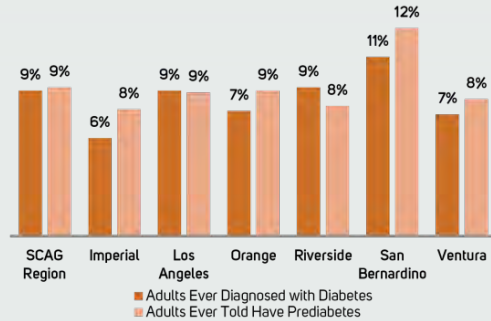
2016
2040 **RTPSCS**

THE 2016-2040 REGIONAL TRANSPORTATION PLAN/
SUSTAINABLE COMMUNITIES STRATEGY
A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life

PROPOSED FINAL
MARCH 2016

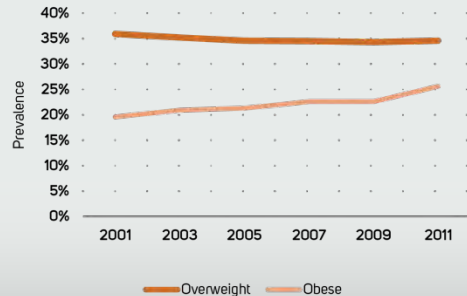
Current Chronic Disease Rates

FIGURE 8 Diabetes and Prediabetes by County 2011



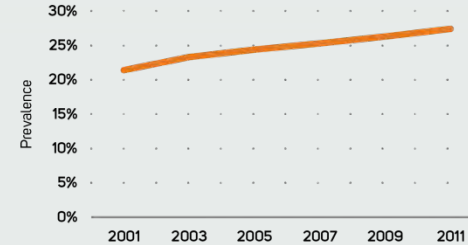
Source: <http://healthpolicy.ucla.edu/chis>

FIGURE 9 Overweight and Obesity Trends by Year 2001-2011



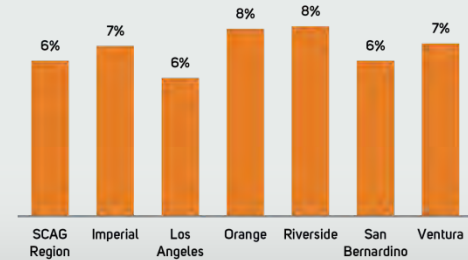
Source: <http://healthpolicy.ucla.edu/chis>

FIGURE 10 Hypertension Trends by Year 2001-2011



Source: <http://healthpolicy.ucla.edu/chis>

FIGURE 11 Heart Disease by County 2011



Source: <http://healthpolicy.ucla.edu/chis>

Physical Activity

“Physical activity is the closest thing we have to a wonder drug. Being active is one of the most important things people of all ages, sizes, and shapes can do to improve their health.”

Dr. Thomas Frieden

Director of the Centers for Disease Control and Prevention (CDC)

Response to Stakeholders

Public Health Subcommittee

2. Provide robust public health data and information, as feasible, to better inform regional policy, the development of the 2016-2040 RTP/SCS, and support public health stakeholder participation.

- To the extent feasible, include information in the following emphasis areas:
 - Monetary and health impacts of different plan alternatives
 - Physical activity
 - Emissions and exposure
 - Consider implementation of zero- and/or near-zero emissions vehicles
 - Safety
 - Health outcomes (for example, incidence of chronic disease) (Note: SCAG currently does not possess data or technical capacity to produce health outcomes).
- Pursue feasible enhancements in data and analysis with regards to Environmental Justice report of RTP/SCS (for example, exposures and likely health issues).
- Coordinate and provide data and technical foundation for potential regional public health policy and expanded performance measures, as feasible.

Next Steps:

Pursue scenario planning tool enhancements to include increased and dynamic public health data. Solicit technical review through technical working groups and other forums. Prepare final recommendations on plan methodologies, data and performance measures in advance of release of draft plan in late 2015.



California Public Health Assessment Model



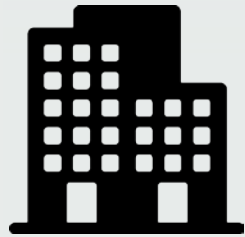
CALIFORNIA STRATEGIC
GROWTH COUNCIL



Study Purpose

Goal: Estimate current annual public health, transportation and economic costs and benefits of bicycling and walking on the SCAG region's economy

Modeling Process



Characterize
Built
Environment



Model
Physical
Activity



Model
Public
Health



Apply Cost-
of-Illness

Physical Activity

Daily Trips in the SCAG Region by Mode



3.3 Million

Hours of Daily Walking



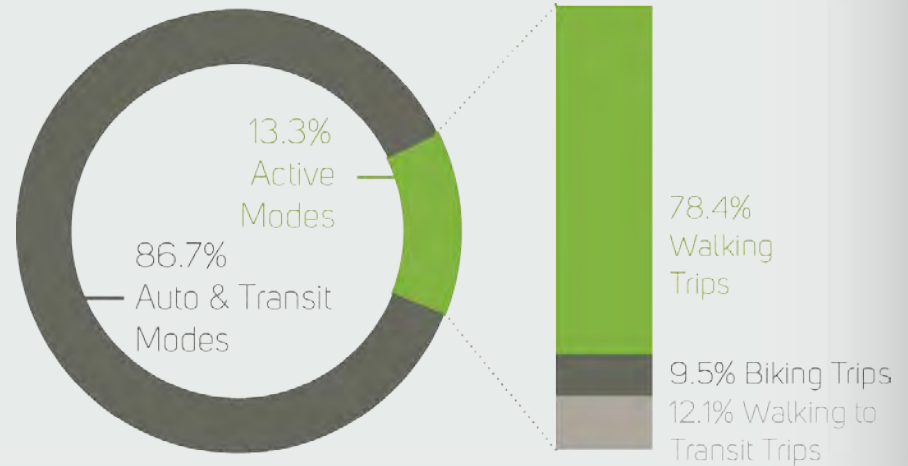
1.9 Million

Hours of Daily Biking



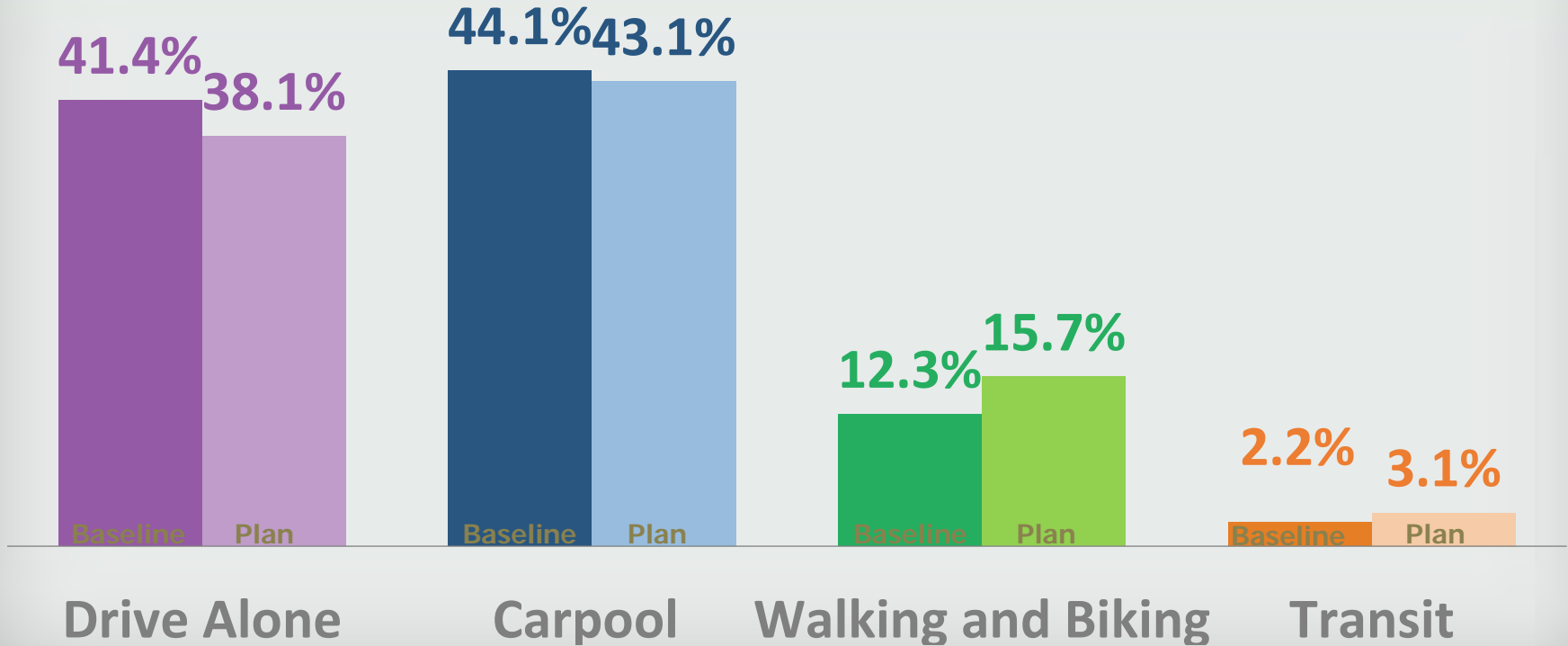
139 Thousand

Hours of Daily Walking to Transit



Mode Choice – Total Trips

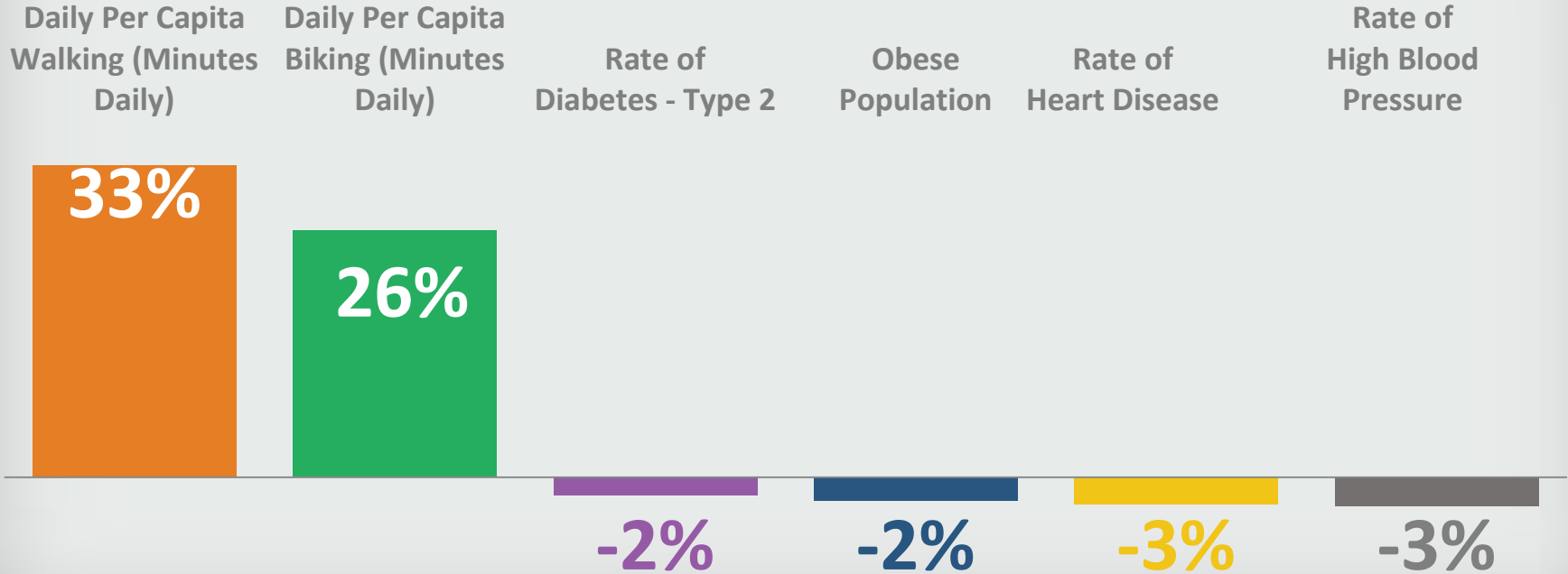
Plan vs. Trend Baseline



Note: These figures include additional improvements in walking and biking associated with the benefits of certain active transportation investments, which are analyzed as a supplement to SCAG's Regional Trip Based Model

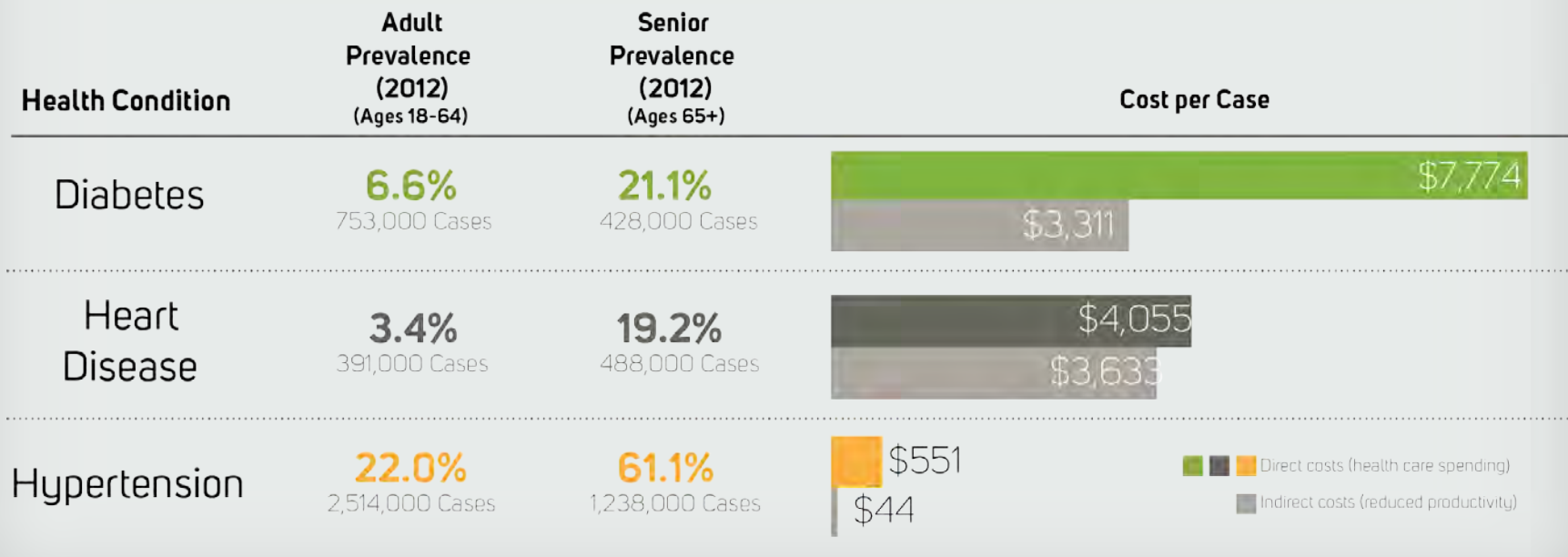
Public Health Outcomes in 2040 – Adults Aged 18-65

Plan vs. Trend Baseline



* Results are for the new population in areas of the plan experiencing land use changes.

Current Costs to the Region



Current Costs to the Region



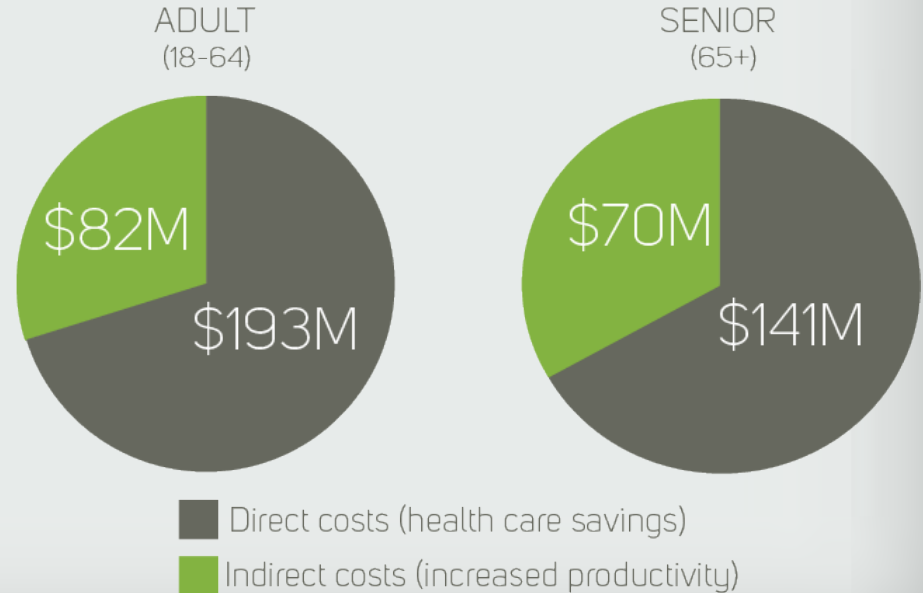
\$12.8 Billion

Total annual regional costs of diabetes, heart disease, and hypertension in ages 18-64. Seniors add an additional \$8.5 billion in health costs for the same conditions.

Current Infrastructure

\$488 Million

Estimated total annual physical activity health savings for adults and seniors due to avoided health care expenditures and increased productivity



Additional Savings from 2016 RTP/SCS Implementation

Predicted Annual Physical Activity Savings in 2040 for Adults (Age 18-64)

Diabetes



Heart Disease

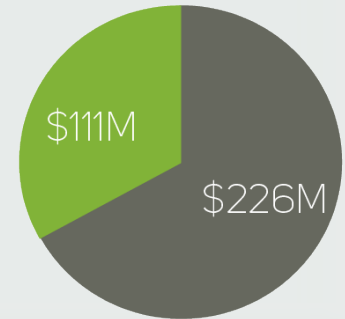


Hypertension



\$337 Million

Predicted annual physical activity savings in 2040 in adults ages 18-64 from full RTP implementation



■ Direct costs (health care savings)
■ Indirect costs (increased productivity)

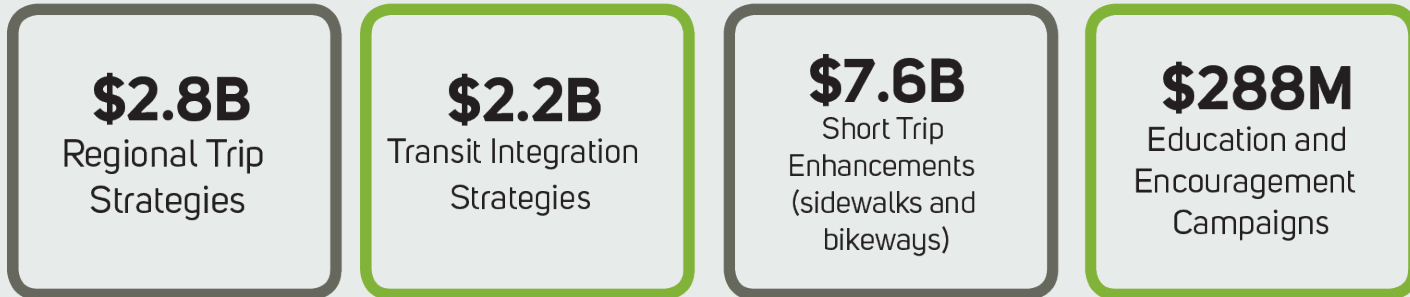
2016 RTP/SCS Implementation

\$4.5 Billion

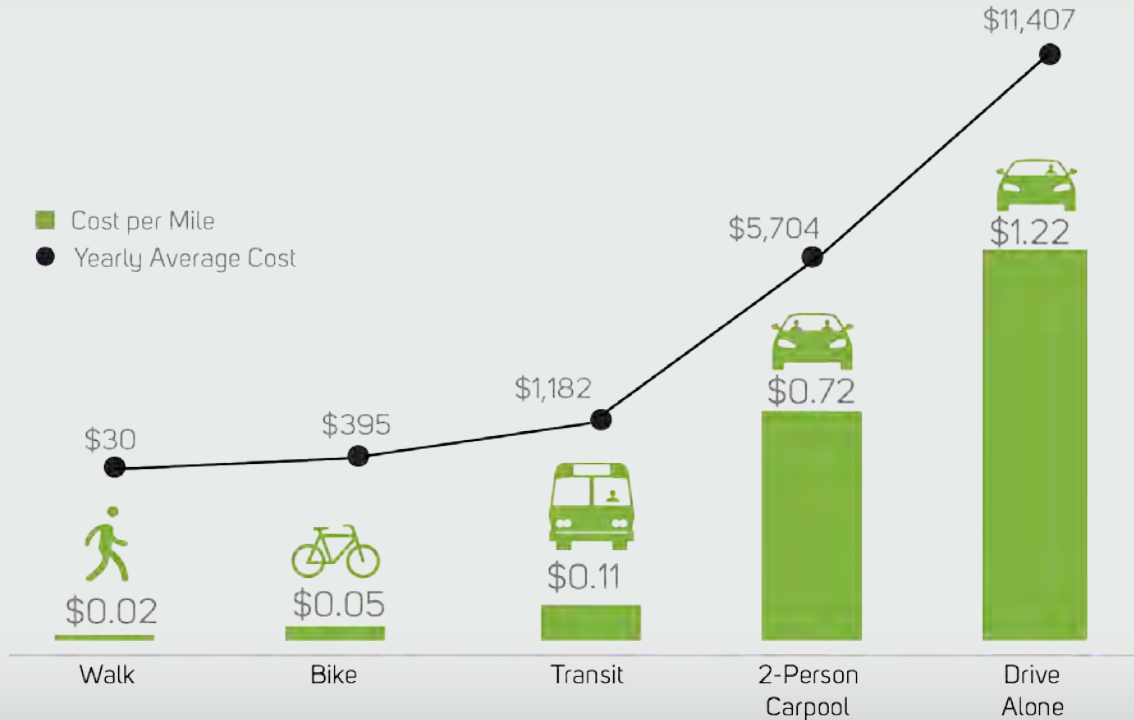
Overall, accumulated savings from reduced hypertension, diabetes, and heart disease in adults (ages 18-64) is predicted to be \$4.5 billion throughout the life of the RTP.

2016 RTP/SCS Implementation

RTP Active Transportation Investment Areas

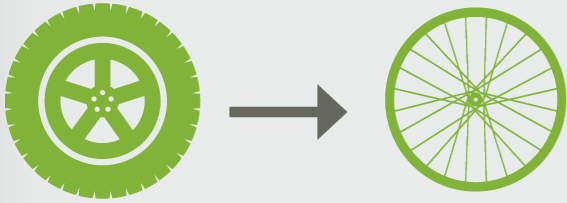


Consumer Savings



Yearly and Per Mile Costs by Mode

Consumer Savings



2.3 Million

Estimated annual vehicle-miles traveled daily that could be eliminated in the year 2040 through RTP active transportation programming



\$976 Million

Potential annual savings in the year 2040 from estimated reduced vehicle-miles traveled

Regional Impact

Average Annual Economic Impacts due to Active Transportation



Employment (total jobs)

The total number of jobs associated with active transportation infrastructure spending and the associated health effects



Personal Income (\$B)

Employment total multiplied by average wages by position type



Sales Output (\$B)

Sales output discounted for prior stages of manufacturing that occurred outside the SCAG region.

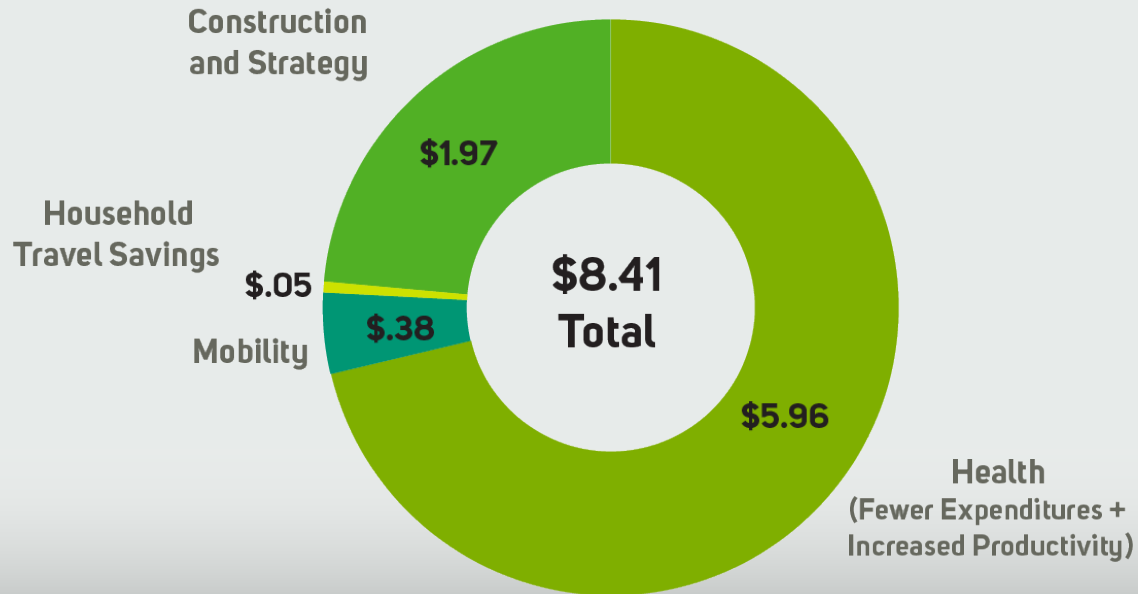


Value Added (\$B)

The difference between retail sale prices and the cost to purchase the item being sold.

Benefits by Input

Sales Output Return Breakdown of 2016-2040 RTP/SCS



Thank you!

Rye Baerg

Baerg@scag.ca.gov



Technical Working Group

Agenda Item 4

Draft updated ~~December 12~~ 2016
Preliminary version – subject to update based on
feedback from stakeholders and legal review

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Southern California Association of Governments (SCAG)
*Revised for use in developing the 2020 Regional Transportation Plan/Sustainable
Communities Strategy (2020 RTP/SCS)*

**SUB-REGIONAL SUSTAINABLE COMMUNITIES
STRATEGY FRAMEWORK AND GUIDELINES**

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DRAFT

I. INTRODUCTION

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

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

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

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

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

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

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

II. ELIGIBILITY AND PARTICIPATION

The option to develop a sub-regional SCS (and APS, as appropriate) is available to any sub-regions recognized by SCAG, regardless of whether the organization is formally established as a “sub-regional council of governments.”

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

For the 2020 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) cycle, sub-regional agencies should indicate to SCAG, in writing by April 28, 2017, if they intend to exercise their option to develop their own sub-regional SCS (see other major milestones for the 2020 RTP/SCS attached here as Appendix A.)

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

III. FRAMEWORK

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

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A. SCAG’s Goals

SCAG's goals for complying with SB 375 include:

- Update the 2020 RTP/SCS with an emphasis on documenting the region’s progress in implementing the strategies and actions described in the 2016-2040 SCS.

- Achieve the regional GHG emission reduction targets for 2030 and 2035¹ for cars and light trucks as determined by the California Resources Board (ARB) through an SCS.
- Fully integrate SCAG’s planning processes for transportation, growth, intergovernmental review, land use, housing, and the environment.
- Seek areas of cooperation that go beyond the procedural statutory requirements, but that also result in regional plans and strategies that achieve co-benefits.
- Build trust by providing an interactive, participatory and collaborative process for all stakeholders. Provide, in particular, for the robust participation of local jurisdictions, sub-regions and CTCs in the development of the SCAG regional SCS and implementation of the sub-regional provisions of the law.
- Assure that the SCS adopted by SCAG and submitted to ARB is a reflection of the region’s collective growth strategy and the shared vision for the future.
- Demonstrate continued reasonable progress in implementing the 2016 RTP/SCS
- Develop strategies that incorporate and are respectful of local and sub-regional priorities, plans, and projects.

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B. Flexibility, Targets and Adoption

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

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

Growth distribution and land use data for the 2020 RTP/SCS, including incorporated sub-regional SCSs, will be adopted at the jurisdictional level by the SCAG Regional Council.

C. Outreach Effort and Principles

In preparing a sub-regional SCS, sub-regions are required to conduct an open and participatory process that allows for stakeholder input. A more detailed discussion on outreach effort and principles can be found in Section IV.A(3).

D. Communication and Coordination

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

E. Planning Concepts

SCAG, its sub-regions, and member cities have established a successful track record on a range of land use and transportation planning approaches up through and including

¹ SB32 requirements and other years which may be determined by ARB through the GHG target updating process.

planning approaches that are reflected in the 2016-2040 RTP/SCS. The sub-regional SCS should consider the 2016-2040 RTP/SCS and build off of its policies and concepts, including emphases on: (1) compact development, (2) developing transit-oriented, mixed use, walkable and bike-able communities, (3) concentrating on destinations/attractions and vehicle technology in concert with land use, ~~and (4) providing for a mix of housing and jobs, among others.~~ These are further discussed in Section IV.A(1).

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IV. GUIDELINES

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

A. Sub-Region Role and Responsibilities

(1) Sub-regional Sustainable Communities Strategy

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

- (i) identify the general location of uses, residential densities, and building intensities within the sub-region;
- (ii) identify areas within the sub-region sufficient to house all the population of the sub-region, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation and employment growth;
- (iii) identify a transportation network to service the transportation needs of the sub-region;
- (iv) gather and consider the best practically available scientific information regarding resource areas and farmland in the sub-region as defined in subdivisions (a) and (b) of Section 65080.01;
- (v) consider the state housing goals specified in Sections 65580 and 65581;
- (vi) set forth a forecasted development pattern for the sub-region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the ARB; and
- (vii) allow the RTP to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).

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[Government Code §65080(b)(2)(B).]

In preparing the sub-regional SCS, the sub-region ~~and respective CTC~~ should consider feasible strategies, including local land use policies, transportation infrastructure investment (e.g., transportation projects), and other transportation policies such as Transportation Demand Management (TDM) strategies (which includes pricing), and

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

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

The regional RTP/SCS, of which the SCS is a component, is required to be internally consistent. Therefore, for transportation investments included in a sub-regional SCS to be valid, they must also be included in the corresponding RTP/SCS. Further, such projects need to be scheduled in the 2019 Federal Transportation Improvement Program (FTIP) for construction completion by the target years in order to demonstrate any benefits as part of the SCS. As such, sub-regions will need to collaborate with the respective CTC in their area to coordinate the sub-regional SCS with future transportation investments.

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SCAG will accept and incorporate the sub-regional SCS, unless (a) it does not comply with SB 375, (b) it does not comply with federal law, or (c) it does not comply with SCAG's Sub-regional Framework and Guidelines. SCAG may adjust sub-regionally submitted growth distribution and land use data at the sub-jurisdictional level if the compiled regional SCS does not meet GHG targets established by ARB or other performance objectives specified by the Regional Council. More information on this contingency is included below in Section IV.C.(4) "Incorporation/Modification."

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

(2) Sub-regional Alternative Planning Strategy

SB 375 provides regions and sub-regions the option to further develop an APS, according to the procedures and requirements described in SB 375, if the combined regional SCS does not meet greenhouse gas emission reduction targets established by ARB. **In the event that the regional SCS does not meet the targets, sub-regions will be involved in the formation of an APS - either through their development of a sub-regional APS or through their participation and contribution in SCAG's regional APS. SCAG will not require subregions to complete a sub-regional APS; delegated sub-regions opting to complete their own sub-regional APS must first complete a sub-regional SCS. Records of communication between local jurisdictions and delegated sub-regions on the development of a regional or sub-regional APS must also be submitted to SCAG.**

Deleted: At this time, SCAG does not intend to prepare a regional APS for the 2020 Plan update. SCAG also does not anticipate that a sub-regional APS scenario will be appropriate for the 2020 Plan update. Nevertheless,

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Sub-regions are encouraged to focus their efforts on feasible measures that can be included in an SCS. Any timing or submission requirements for a sub-regional APS will

be determined based on further discussions. In the event that a sub-region opts to prepare an APS, the content of a sub-regional APS should be consistent with state requirements (See Government Code §65080(b)(2)(H)), as follows:

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- (i) Shall identify the principal impediments to achieving the sub-regional SCS.
- (ii) May include an alternative development pattern for the sub-region pursuant to subparagraphs (B) to (F), inclusive.
- (iii) Shall describe how the alternative planning strategy would contribute to the regional greenhouse gas emission reduction target, and why the development pattern, measures, and policies in the alternative planning strategy are the most practicable choices for the sub-region.
- (iv) An alternative development pattern set forth in the APS shall comply with Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, except to the extent that compliance will prevent achievement of the regional greenhouse gas emission reduction targets approved by the ARB.
- (v) For purposes of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), an APS shall not constitute a land use plan, policy, or regulation, and the inconsistency of a project with an alternative planning strategy shall not be a consideration in determining whether a project may have an environmental effect.

(3) Sub-Regional SCS Outreach

SCAG will fulfill all of the statutory outreach requirements under SB 375 for the regional SCS/APS, which will include outreach regarding any sub-regional SCS/APS. SCAG's adopted Public Participation Plan incorporates the outreach requirements of SB 375, integrated with the outreach process for the 2020 RTP/SCS development. See Section IV.C(2) below for more information on SCAG's regional outreach plan.

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

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

(4) Sub-regional SCS Approval

The governing board of the sub-regional agency and the respective CTC board (at their option) shall approve the sub-regional SCS prior to submission to SCAG. SCAG recommends that the governing board of the sub-region adopt a resolution approving the sub-regional SCS with a finding that the land use strategies included in the sub-regional SCS are feasible and based upon consultation with the local jurisdictions in the respective sub-region. Sub-regions should consult with their legal counsel as to compliance with the California Environmental Quality Act (CEQA). In SCAG's view, the sub-regional SCS

(and potential APS) is not a “project” for the purposes of CEQA; rather, the RTP which will include the regional SCS is the actual “project” which will be reviewed for environmental impacts pursuant to CEQA. As such, the regional SCS, which will include the sub-regional SCSs, will undergo a thorough CEQA review. Nevertheless, sub-regions approving sub-regional SCSs should consider issuing a notice of exemption under CEQA to notify the public of their “no project” determination and/or to invoke the “common sense” exemption pursuant to CEQA Guidelines § 15061(b)(3).

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

(5) Data Standards

Sub-regions and jurisdictions are strongly encouraged, but will not be required, to use the Scenario Planning Model (SPM) tool or other tools for developing and evaluating the sub-regional SCSs and to submit sub-regional SCSs in SPM, or other compatible, GIS-based, format. This will enable SCAG to better integrate sub-regional submissions with the regional SCS and will allow sub-regions to prepare alternative scenarios if they so choose. SCAG will provide the SPM tool, and necessary training, free of charge for sub-regions and jurisdictions. This service is available at the request of local jurisdictions currently, and will be formally released in 2017. See Section IV.C11) “Tools” below for more information on SPM. Growth distribution and land use data for the 2020 RTP/SCS, including incorporated sub-regional SCSs, will be adopted at the jurisdictional level.

SCAG will distribute data to sub-regions and local jurisdictions via the region-wide shared vision local review and input process for the 2020 RTP/SCS. More information on shared vision, data, and the local review input process can be found below in Section IV.C(10).

(6) Documentation

Sub-regions are expected to maintain full and complete records related to the development of the sub-regional SCS, and to use the most recent local general plans and other locally approved planning documents. Sub-regions should also keep records of all electronic and written communication from local jurisdictions related to the development of the socioeconomic estimates and projections for the SCS, and the base land use data² required for consideration in the development of the SCS.

(7) Implementation Monitoring

Delegated sub-regions for the 2020 Plan will be required to provide progress reporting on the implementation of policies included in their sub-regional SCS. SCAG will, likewise, monitor implementation of the regional SCS. This information will assist SCAG in preparing future plan updates, and is consistent with SCAG’s intended approach for developing the 2020 RTP/SCS, which will emphasize progress reporting, monitoring and updating. The intent is for SCAG to ensure that progress and success for our sub-regions and local jurisdictions are documented and recognized.

² “Base land use data” consists of local general plan land use, zoning, existing land use, planned entitlements, recent demolitions, and other resource areas datasets required for consideration in the development of an SCS as described in section 65080 of SB 375

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

While sub-regions have substantial discretion within the overall goal of ascertaining progress of adopted plan policies and strategies, reporting should be done at least prior to the end of the 4-year planning period. SCAG staff plans to conduct implementation monitoring for the region, including a local implementation survey, and will lead the effort for any data-intensive exercise and technical analysis, with assistance from sub-regions and local jurisdictions.

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

(8) Timing

An overview schedule of the major milestones of the sub-regional process and its relationship to the regional 2020 RTP/SCS is attached herein as Appendix A, which may be further delineated or adjusted in MOUs with delegated sub-regions.

(9) Relationship to Regional Housing Needs Assessment and Housing Element

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

SB 375 requires that the RHNA allocated housing units be consistent with the development pattern included in the SCS. See Government Code §65584.04(i). At the regional level, population and housing demand ought to be proportional to employment growth. The sub-regional SCS should consider the state housing goals specified in Sections 65580 and 65581, and should describe how these goals are addressed. Sub-regions that develop and adopt a sub-regional SCS should also note that the growth forecast of jurisdictional level population, household and employment as part of the SCS will form the basis of the methodology for allocation of housing need as part of the RHNA process. Further, regional SCS development requires integration of elements of the RHNA process, including assuring that areas are identified to accommodate the first eight years of housing need, and that housing not be constrained by certain types of local growth controls as described in state law.

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To allow sufficient time to conduct the 6th cycle of the RHNA, sub-regions opting for SCS delegation will be required to submit the draft base land use data, and jurisdictional/sub-jurisdictional population, household, and employment estimates and forecasts in May 2018. The final datasets s must be submitted by the end of September 2018, and must be accompanied with (1) a detailed memo that explains how the sub-regional SCS will consider the state housing goals specified in Sections 65580 and 65581, and (2) copies of all electronic and written communication

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with jurisdictions for the development of the final socioeconomic estimates/projections and base land use data required for consideration in the development of the SCS.

B. County Transportation Commissions' Roles and Responsibilities

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

C. SCAG Roles and Responsibilities

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

(1) Preparing and adopting the Framework and Guidelines

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

(2) Public Participation Plan

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

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(3) Methodology

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

(4) Incorporation/Modification

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

Further, SCAG may develop and incorporate growth and land use assumptions for delegated sub-regions that differ from or go beyond what is submitted by delegated sub-regions. For incorporation in the regional RTP/SCS, SCAG may adjust sub-regionally submitted growth distribution and land use data at the sub-jurisdictional level for a number of reasons including complying with statutory requirements, ensuring that

SCAG's regional SCS meets the regional GHG targets or other regional performance objectives specified by the SCAG Regional Council. Performance considerations other than the GHG targets that may prompt adjustments to sub-regional land uses would be specified prior to regional public workshops and included in the regional scenario options discussed at public workshops as required under SB 375. Any necessary modifications of sub-regionally submitted growth distribution and land use data for the RTP/SCS will be made at the sub-jurisdictional level. Growth distribution and land use data for 2020 sub-regional SCS submittals will be held constant at the jurisdictional level.

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

The development of a sub-regional SCS does not exempt the sub-region from other regional GHG emission reduction strategies not directly related to land use included in the regional SCS. An example from the adopted 2016-2040 RTP/SCS is regional TDM. All regional measures needed to meet the regional target will be subject to adoption by the SCAG Regional Council.

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

(5) Modeling

SCAG currently uses a Trip-Based Regional Transportation Demand Model and ARB's EMFAC model for emissions purposes. SCAG is also in the process of developing an Activity Based Model for use in 2020 RTP/SCS development and evaluation.

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

(6) Regional Performance Measures.

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

SCAG is in the process of compiling two complete lists of performance measures and monitoring: one will be used for evaluating regional-level scenarios in support of development of the 2020 RTP/SCS. The other will be used for monitoring implementation of the 2016-2040 RTP/SCS. The monitoring of implementation may include, for example, tracking local general plan updates, specific plan adoption in Transit Priority Areas, active transportation plan adoption, and housing element compliance. Building on the foundation of the performance measures developed in

support of the 2016 RTP/SCS, the 2020 RTP/SCS performance measures will also include the set of federally designated MAP-21 performance measures scheduled for adoption by the U.S. Department of Transportation in 2017 and associated target-setting in coordination with the California Department of Transportation, as well as any other updates adopted by the SCAG Regional Council. Most update related activities for the 2020 RTP/SCS performance measures will be expected to occur between January 2018 and May 2019. These updates will be addressed through discussions with the SCAG Technical Working Group, regional stakeholders, and the SCAG Policy Committees.

(7) Adoption/Submission to State

After the incorporation of sub-regional strategies, the Regional Council will finalize and adopt the 2020 RTP/SCS. SCAG will submit the SCS, including all sub-regional SCSs to ARB for review as required in SB 375.

(8) Conflict Resolution

SCAG must develop a process for resolving conflicts, as required by SB 375. As noted above, SCAG will accept the sub-regional SCS unless (a) it does not comply with SB 375, (b) it does not comply with federal law, or (c) it does not comply with SCAG's Sub-regional Framework and Guidelines. SCAG may adjust sub-regionally submitted growth distribution and land use data at the sub-jurisdictional level if the compiled regional SCS does not meet GHG targets established by ARB or other performance objectives specified by the Regional Council.

In the event that SCAG must alter the location and distribution of population, household, and employment growth for delegated sub-regions at the sub-jurisdictional level, staff will work directly with delegated sub-regions to review any proposed revisions through a collaborative and iterative process. Feedback will be sought to gauge the availability of growth capacity at the local level, and adjustments will be made to the highest extent possible based on input received, with consideration of the goal to fulfill SCAG's regional performance and GHG reduction targets. Delegated sub-regions will need to seek input from local jurisdictions on any potential revision to sub-jurisdictional growth estimates, and will need to keep communication logs of any and all feedback. Delegated sub-regions, however, will not be required to revise their SCS to reflect any such revisions.

SCAG will establish a conflict resolution process as part of the MOU between SCAG and the sub-region. This process will be the same for all delegated sub-regions.

(9) Funding

Funding for sub-regional SCS/APS activities is not available at this time. Any specific parameters for future funding are speculative. SCAG does not anticipate providing a share of available resources to sub-regions if funding were to become available. While there are no requirements associated with potential future funding at this time, it is advisable for sub-regions to track and record their expenses and activities associated with these efforts.

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(10) Data

SCAG will distribute data to sub-regions and local jurisdictions via the region-wide shared vision and local review and input process for the 2020 RTP/SCS. Shared Vision involves a bottom-up approach for developing the base land use data, policy growth forecast, and scenarios for the 2016 RTP/SCS, and also integrates SCAG's other efforts (e.g. plan implementation, performance monitoring) to improve local jurisdictions' competitiveness for funding that helps put our region's "shared vision" for growth on the ground.

SCAG will work with delegated sub-regions during the MOU process, and before the official kickoff of the local input process, to outline responsibilities for generating and refining the datasets required for consideration under SB 375. It is anticipated that the delegated sub-region will take a leadership role in both outreach to local jurisdictions and data development, with SCAG offering support as needed.

(11) Tools

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

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

(12) Resources and technical assistance

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

D. Milestones/Schedule

- Deadline for sub-regions to communicate intent to prepare a sub-regional SCS – April 28, 2017
- CARB issues Final Regional Targets – Summer 2017
- Sub-regional SCS development – Spring 2017 through early 2019

- Release Draft 2020 RTP/SCS for public review – Fall 2019
- Regional Council adopts 2020 RTP/SCS – Spring 2020

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

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APPENDIX A
SCHEDULE AND MILESTONES FOR
FOR SUB-REGIONAL SUSTAINABLE COMMUNITIES STRATEGIES

SCS

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

- CARB issues Final Regional Targets - Summer 2017
- Regional SCS Workshops – mid-2019
- Release Draft 2020 RTP/Regional SCS for public review – Fall 2019
- Regional Council adopts 2020 RTP/SCS – Spring 2020

Sub-regional SCS

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

1. Deadline for sub-regions to communicate intent to prepare a sub-regional SCS – April 28, 2017
2. Draft Sub-regional Dataset/Delivery to SCAG – May 2018
3. Final Sub-regional Dataset/Delivery to SCAG, including memo on state housing goals and communication log, and CTC preliminary input on all planning projects – September 2018
4. Status report on Preliminary Sub-regional SCS – September 2018
5. Preliminary Regional SCS / for purposes of preparing PEIR project description (intended to be narrative only project description that describes intended strategies or strategy options that are likely to be incorporated into the final Sub-regional SCS) – January 2019
6. Status report on Draft Sub-regional SCS – January 2019
7. Draft Sub-regional SCS (containing all components described above) to be incorporated into draft Regional SCS – February 2019
8. Iterative process, if necessary to meet target – January through March 2019
9. Status report on final Sub-regional SCS – February 2019
10. Final Sub-regional SCS for incorporation into Regional SCS – March 2019
11. CTC final input on planned projects from the CTCs – April 2019
12. Regional SCS adoption – April 2020

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APPENDIX B

Q & A on SUB-REGIONAL SUSTAINABLE COMMUNITIES STRATEGY FRAMEWORK AND GUIDELINES

Note: The Orange County Council of Governments (OCCOG) requested written responses to a number of questions on the 2020 RTP/SCS Sub-regional Framework & Guidelines. SCAG is sharing these responses, which were provided to OCCOG on August 18th, 2016, as a resource to other sub-regions.

	Question	Preliminary Response
1	What is the review and approval process for the 2020 RTP/SCS Framework and Guidelines (F&G) for Sub-regional Delegation? When will the Framework and Guidelines for Sub-regional Delegation for the 2020 RTP/SCS cycle be adopted by the Regional Council? (This would need to be completed by the end of 2016 to ensure sub-regions have adequate time to discuss delegation, acquire funding to develop the SCS, and complete procurement for the SCS consultant)	The draft Sub-regional Framework & Guidelines is planned for presentation to SCAG's Technical Working Group (TWG) in September 2016 and will be updated this Fall/Winter. As ARB's preliminary GHG reduction targets update is anticipated in Spring 2017, the final draft will be presented to Policy Committees and Regional Council for approval thereafter.
2	Will the draft F&G be presented to the SCAG sub-regions and the Technical Working Group for review and comment prior to SCAG policy committee and SCAG Regional Council review and actions?	Yes. The TWG will review the draft Sub-regional Framework & Guidelines this Fall/Winter.
3	Does SCAG intend to update the principles/policies/guidelines within the current document or simply change the referenced dates to be consistent with the 2020 cycle?	Yes. The Framework & Guidelines will be updated to include more direction on RHNA.
4	Will sub-regional SCS greenhouse gas emissions reduction targets (in addition to a SCAG region wide target) be a possible requirement within the Framework and Guidelines?	No.
5	Will sub-jurisdictional data (Traffic Analysis Zone or smaller geographic level data) be protected as submitted by the local jurisdictions/sub-region, or will SCAG be able to modify the sub-jurisdictional data?	Similar to the 2016 RTP/SCS process, SCAG will accept and incorporate the sub-regional SCS, unless (a) it does not comply with SB 375, (b) it does not comply with federal law, or (c) it does not comply with SCAG's Sub-regional Framework & Guidelines. SCAG reserves the right to adjust sub-regionally submitted growth distribution and land use data at the sub-jurisdictional level if the compiled regional

		<p>SCS does not meet GHG targets or other performance objectives specified by the Regional Council.</p>
6	<p>Under what circumstances will SCAG be able to modify the sub-jurisdictional data? Please provide all known circumstances? I.e. targets are not met; data is not consistent with adopted SCAG policies.</p>	<p>As noted before, reasons for modifications may include complying with statutory requirements and ensuring that the SCAG region meets regional GHG targets and/or other regional performance objectives specified by the Regional Council. Performance considerations other than the GHG targets that may prompt adjustments to sub-regional land uses would be specified prior to regional public workshops and included in the regional scenario options discussed at public workshops. Any necessary modifications of sub-regionally submitted growth distribution and land use data for the RTP/SCS will be made at the subjurisdictional level. Growth distribution and land use data sub-regional SCS submittals will be held constant at the jurisdictional level.</p>
7	<p>Please describe in detail the role of the Scenario Planning Model (SPM) for the development of the 2020 RTP/SCS? If a sub-regional SCS delegation is pursued, will the sub-region be required to utilize the SPM in their individual SCS?</p>	<p>For our process, the SPM will play a role in collecting and maintaining data from local jurisdictions (through the data management site, which will be released Summer/Fall 2016, and is optional), and will likely serve as a foundation for the scenario planning requirement for the SCS (through the scenario planning site, which will be released Summer of 2017). Similar to SCAG's approach, sub-regions and jurisdictions are encouraged, but will not be required, to use the Scenario Planning Model (SPM) tool for developing and evaluating the sub-regional SCSs and to submit sub-regional SCSs in SPM, or other compatible, GIS-based, format. This will enable SCAG to better integrate sub-regional submissions with the regional SCS</p>

		and will allow sub-regions to prepare alternative scenarios if they so choose. SCAG will provide the SPM tool, and necessary training, free of charge for sub-regions and jurisdictions.
8	What is the “shared vision” growth forecast that continues to be referenced by SCAG staff for the 2020 RTP/SCS? Is this a bottom-up process or a top-down driven process? Provide as much detail as possible on the “shared vision” growth forecast. How is it different from local input? What will be the jurisdiction’s role? What is SCAG’s role in developing the “shared vision”?	Shared Vision involves a bottom-up approach for developing the base data, policy growth forecast, and scenarios for the 2016 RTP/SCS, and also integrates SCAG’s other efforts (e.g. plan implementation, performance monitoring) to improve local jurisdictions’ competitiveness for funding that helps put our region’s “shared vision” for growth on the ground.
9	If a sub-region accepts delegation, will it also be expected to accept RHNA delegation?	No; however also accepting RHNA delegation may make planning sense for the sub-region. Therefore, we would not discourage this recognizing that the rules for RHNA delegation are different than SCS delegation.
10	Will the requirement for the 4-year implementation monitoring included in the 2016 RTP/SCS Framework and Guidelines be carried over into the 2020 RTP/SCS Framework and Guidelines? This was not a requirement for the 2012 RTP/SCS. What are the expectations for the 4-year implementation monitoring? Is this a statutory requirement, and if so, could the citation be provided? Is this reported annually? Twice a year? Monthly?	We would expect that the 4-year monitoring requirement would be continued with the 2020 Plan, as performance monitoring has evolved into a key element of the planning processes. OCCOG should monitor its SCS implementation policies or strategies that were taken over the 4-year planning period. Reporting should be done at least prior to the end of the 4-year planning period. SCAG staff plans to conduct implementation monitoring for the region, including a local implementation survey, and would like to collaborate with sub-regions that decide to take sub-regional delegation.
11	Will SCAG indemnify sub-regions taking delegation?	No.
12	Will sub-regions be required to do any individual environmental review or will the environmental review for the sub-regional SCS be incorporated into the regional EIR?	No. <u>In SCAG’s view, the sub-regional SCS is not a “project” for the purposes of CEQA; rather, the RTP which will include the regional SCS is the actual “project” which will be reviewed for environmental impacts pursuant to CEQA. As such, the regional SCS, which will include the sub-regional</u>

		<p><u>SCSs, will undergo a thorough CEQA review. Nevertheless, sub-regions approving sub-regional SCSs should consider issuing a notice of exemption under CEQA to notify the public of their “no project” determination and/or to invoke the “common sense” exemption pursuant to CEQA Guidelines § 15061(b)(3).</u></p> <p><u>(This item was modified on September 15, 2016, and is more detailed than the version provided to OCCOG on August 19, 2016).</u></p>
1 3	When will sub-regions need to provide SCAG with the draft sub-regional SCS and an adopted sub-regional SCS for incorporation into the regional SCS?	<p><u>Please refer to the Draft Schedule for Subregional SCS Development as of December 2016 on the next page.</u></p> <p><u>(This item was updated on December 12, 2016 and is different than the version provided to OCCOG on August 19, 2016)</u></p>
1 4	Will delegated sub-regions have to provide feedback to SCAG on SCS implementation at least once during the four year cycle (if and after they opt for sub-regional delegation on the SCS)?	Yes.

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Deleted: This is to be determined. Development of the 2020 RTP/SCS schedule is underway, subject to update and Regional Council approval, and will be finalized in tandem with the Sub-regional Framework & Guidelines.

Note: These preliminary responses to questions are subject to modification based on input received from stakeholders in the lead up to the adoption of the Sub-regional Framework & Guidelines by SCAG's Policy Committees and the Regional Council in Spring 2017. Similar to the 2016 RTP/SCS process, SCAG also reserves the right to revisit the Framework & Guidelines with Regional Council in the event that new state and federal guidelines necessitate a revision.

SCAG's DRAFT Schedule for Subregional Sustainable Communities Strategies (SCS) Development as of December 2016

Note: Preliminary Version is Subject to Review, Revisions and Approval of SCAG Management, RC/Policy Committees, and Provided for Purposes of Facilitating Subregion SCS Delegation Consideration and Decision Making

2016	2017	2018	2019
Basic Approach/Framework and Program Set up	Establishing Technical Bases and Data Collection	Focus on Major Policy Directions	Establishing the Plan and Engaging the Public
<p>June - December 2016 / January 2017 Final statewide RTP guidelines adopted by California Transportation Commission (CTC) (will not affect schedule based on staff assessment of Sept. version of Guidelines)</p>	<p>January 2017 SCAG provides recommendations to the California Air Resources Board (ARB) regarding targets for the 2020 RTP/SCS</p>	<p>May 2018 Delegated Subregions submit draft growth forecast (jurisdictional and subjurisdictional totals)</p>	<p>January - March 2019 Conduct county-specific, Draft 2020 RTP/SCS planning workshops to fulfill SB 375 outreach requirements (6 workshops minimum, including extensive outreach for public participation)</p>
<p>October 2016 - March 2017 Revisions and finalizes SCAG Subregional SCS Framework & Guidelines</p>	<p>March 2017 (1) Finalize regional GHG targets from ARB released (2) ARB approves SCAG's Subregional SCS Framework & Guidelines</p>	<p>September 2018 Delegated Subregions submit final growth forecast (jurisdictional and subjurisdictional totals)</p>	<p>March 2019 Delegated subregions complete their Sustainable Communities Strategies and submit their plans to SCAG</p>
	<p>April 2017 Subregions sign letter of intent to accept SCS Delegation and submit this document to SCAG</p>	<p>October - December 2018 (1) SCAG seeks policy input/direction from Policy Committees and Regional Council on potential RTP/SCS strategies and the preliminary contents and approaches to the environmental assessment and public participation plan. (2) Update SCAG's Public Participation Plan</p>	
	<p>May 2017 Department of Finance (DOF) releases 2017 estimates for population and households at the jurisdictional level</p>	<p>November 2018 (1) Growth forecast, land use patterns, and preliminary financial assumptions for the RTP/SCS to be completed and presented to Policy Committees and Regional Council (2) Deadline for County Transportation Commissions (CTCs) to provide preliminary input on all planned projects to SCAG (3) SCAG issues Notice of Preparation for the Draft PEIR</p>	
	<p>June 2017 SCAG and delegated subregions enter into Memorandum of Understanding (MOU) outlining responsibilities and timeline</p>		
	<p>July 2017 Department of MWD 21 performance targets for forest asset management (additional MAP-21 performance measures and targets are anticipated for this cycle and are pending final rulemaking by FHWA and FTA)</p>		
	<p>August 2017 (1) ARB releases regional GHG targets for the 2020 RTP/SCS (2) Caltrans establishes Highway Safety Improvement Program (HSIP) targets</p>	<p>December 2018 (1) SCAG submits its technical methodology for the 2020 Plan to ARB for their review and comment (2) SCAG evaluates pursuing an Alternative Planning Strategy (APS), as needed</p>	
	<p>October 2017 - September 2018 (1) Kick-off of the Integrated Bottom-Up Local Review and Shared Vision Process, including one-on-one meetings with local jurisdictions to refine data, and train local staff to develop scenarios (i.e. shared vision) using the SPW and other materials (2) Brief Policy Committees and Regional Council on kick-off and initiate Regional Housing Needs Assessment (RHNA) process to begin the Integrated Bottom-Up Local Review and Shared Vision Process</p>	<p>December 2018 - March 2019 Development of alternatives for achieving SCAG's regional GHG reduction targets, as set by ARB, and demonstrating transportation conformity</p>	
	<p>Regional Council Policy Committees/Subcommittees Initiatives</p>		
	<p>Coordination with State and Federal Agencies</p>		

**Questions from SCAG's Technical Working Group on the
2020 RTP/SCS Sub-regional Framework & Guidelines
December 8, 2016**

From City of Mission Viejo (Gail Shiomoto-Loehr):

Question 1) *Conflict Resolution (page 12)*: The Framework and Guidelines identifies that SCAG has the discretion to change the location and distribution of population, households and employment, from that submitted through the local input process by the local jurisdictions. While the total number of population, households and employment would be respected at the local jurisdiction geography for the growth forecast years, the Framework and Guidelines states that SCAG reserves the right to shift the location of where a local jurisdiction identified its future growth, to alternate locations within the jurisdiction that would effect a greater achievement of SCAG goals (such as Transit-Oriented Development , infill development, intensification of already-developed areas, and of course, achievement of regional SCS targets established by ARB).

The City of Mission Viejo, of course, would fully endorse a revision to the Framework and Guidelines which states that the local input would be wholly respected at the county, local jurisdiction, and traffic analysis levels of geography.

If, however, said revision is not to be considered, we believe it would be appropriate to add language to this section that clearly identifies the role and responsibilities of subregions in having to work with its local jurisdictions in any revisions that SCAG proposes to the submitted local input, both through the SCS and the potential APS processes. For example, would a subregion need to catalog how any changes to the local input would be contrary to approved local General Plans, seek resolutions of endorsement for any revisions to the local input, and modify its submitted subregional SCS to reflect the revised growth forecast as proposed by SCAG? A clear delineation of subregional SCS responsibilities is important, to allow subregions the ability to estimate an accurate cost for undertaking subregional SCS development.

SCAG Response 1) SCAG will add the following paragraph to Page 12 to address your concern:

“In the event that SCAG must alter the location and distribution of population, household, and employment growth for delegated sub-regions at the sub-jurisdictional level, staff will work directly with delegated sub-regions to review any proposed revisions. Feedback will be sought to gage the availability of growth capacity at the local level, and adjustments will be made to the highest extent possible based on input received, with consideration of the goal to fulfill SCAG’s regional performance and GHG reduction targets. Delegated sub-regions will need to seek input from local jurisdictions on any potential revision to sub-jurisdictional growth estimates, and will need to keep communication logs of any and all feedback. Delegated sub-regions, however, will not be required to revise their SCS to reflect any such revisions.”

Question 2) *Subregional Alternative Planning Strategy (page 6)*: As noted above, SCAG identified today the likelihood that SCAG could pursue development of an Alternative Planning Strategy because a 2020 regional SCS would not likely be capable of meeting ARB's anticipated GHG emissions reduction targets.

The draft Framework and Guidelines would need to be modified to reflect this possible intention, as the language currently states that "At this time, SCAG does not intend to prepare a regional APS for the 2020 Plan Update. SCAG does not also anticipate that a subregional APS will be appropriate for the 2020 Plan Update."

Further, the likelihood of a regional Alternative Planning Strategy then brings forth the question of whether a subregion that undertakes subregional SCS delegation, would be mandated to prepare a subregional Alternative Planning Strategy in addition to an SCS. This issue merits discussion by the SCAG Technical Working Group at its next meeting, so that we can further discuss the key responsibilities that would need to be undertaken to accomplish APS development, in addition to understanding the associated timelines for an APS submittal. For example, would a subregional APS require a separate public outreach process (since it would, in all likelihood, be developed after the subregional SCS is prepared, adopted and submitted to SCAG), and would a subregional SCS be required to be approved by a subregion's governing board? All this clarification would be helpful in the Framework and Guidelines, to allow subregions the ability to estimate an accurate cost and timeframe for undertaking subregional APS development.

SCAG Response 2) SCAG will remove the sentences specified above from the document, as it is yet to be determined how likely it is that SCAG will pursue APS. We will know more after the draft GHG reduction targets are released from ARB in early spring 2017.

On the timeline and requirements for the development of an APS, SB 375 indicates that county-level informational meetings and workshops will be conducted to seek input on the SCS and APS – indicating that outreach will be done simultaneously for both efforts (in the event an APS is needed).

Regarding the need for delegated sub-regions to complete an APS if a regional APS is pursued, SCAG will finalize this issue before mid-February 2017.

Here is our current approach under review: in the event that the regional SCS does not meet the GHG targets, sub-regions will be involved in the formation of an APS - either through their development of a sub-regional APS or through their participation and contribution in SCAG's regional APS. SCAG will not require subregions to complete a sub-regional APS; records of communication between local jurisdictions and delegated sub-regions on the development of a regional or sub-regional APS must also be submitted to SCAG.

Question 3) *Base Land Use Data (Footnote #2, page 8)*: The footnote defining "base land use data" was revised, to incorporate comments made by the SCAG TWG. Does "base land use data" also consist of local zoning land uses, and if so, be reflected in the footnote language?

SCAG Response 3) Yes. The footnote will be updated to reflect zoning, as well.

Question 4) *Relationship to Regional Housing Needs Assessment and Housing Element (page 9)*: With RHNA on an eight-year cycle, the adopted 2016 RTP/SCS growth forecast and planning process was exempt from any new RHNA considerations. The 2020 RTP/SCS, however, will need to reflect addressing the region's housing need from an upcoming 6th cycle RHNA process that will be underway prior to or concurrent with the 2020 RTP/SCS planning process.

There is current language in the Framework and Guidelines that states "At the regional level, population and housing demand must also be proportional to employment growth."

As expressed at the SCAG TWG meeting, I am concerned that this language implies a policy directive of establishing and maintaining a numerical, jobs to housing balance, that would, in turn, be reflected back to countywide and local jurisdiction growth forecast numbers if the proportionality cannot be achieved through the local input at the regional geography.

If the "must" language is maintained, it would be very likely that this concern will be raised by the City of Mission Viejo at the SCAG CEHD policy committee when the Framework and Guidelines is agendaized for consideration.

SCAG Response 4) This sentence was included to address the state housing goals identified in Sections 65580 and 65581 of the California Government Code. To address this concern, however, SCAG will modify this sentence to read, "At the regional level, population and housing demand ought to be proportional to employment growth".

From Gateway Cities COG (Nancy Pfeffer):

Question 1) Could a subregion that takes delegation opt to do an APS in lieu of an SCS, or choose to do an APS even if SCAG does not direct it to? An APS hasn't been needed thus far, but with the threat of more stringent targets from CARB, I think it's important to ensure that the Framework and Guidelines are as clear as possible regarding this point.

SCAG Response 1) No. SB 375 is clear that an SCS must be conducted before an APS can be completed.

Regarding the need for delegated sub-regions to complete an APS if a regional APS is pursued, SCAG will finalize this issue by mid-February 2017.

Here is our current approach under review: in the event that the regional SCS does not meet the GHG targets, sub-regions will be involved in the formation of an APS - either through their development of a sub-regional APS or through their participation and contribution in SCAG's regional APS. SCAG will not require subregions to complete a sub-regional APS; records of communication between local jurisdictions and delegated sub-regions on the development of a regional or sub-regional APS must also be submitted to SCAG.

Question 2) Is the deadline of May 2018 for SCS-delegated subregions to submit draft population, household, and employment estimates to SCAG earlier than the deadline for subregions that do not take delegation?

SCAG Response 2) Yes. The deadline for local jurisdictions in non-delegated sub-regions to submit input on SCAG's growth forecast will be September 2018. Note that this is the same deadline for delegated sub-regions to submit their final growth forecast totals. Please refer to the draft schedule on page 7 for more information.

SCAG's DRAFT Schedule for Subregional Sustainable Communities Strategies (SCS) Development as of December 2016

Note: Preliminary Version is Subject to Review, Revisions and Approval of SCAG Management, RC/Policy Committees, and Provided for Purposes of Facilitating Subregion SCS Delegation Consideration and Decision Making

2016 Basic Approach/Framework and Program Set up	2017 Establishing Technical Bases and Data Collection	2018 Focus on Major Policy Directions	2019 Establishing the Plan and Engaging the Public
June - December 2016 / January 2017 Final statewide RTP Guidelines adopted by California Transportation Commission (CTC) (will not affect schedule based on staff assessment of Sept. version of Guidelines)	January 2017 SCAG provides recommendations to the California Air Resources Board (ARB) regarding targets for the 2020 RTP/SCS	May 2018 Delegated Subregions submit draft growth forecast (jurisdictional and subjurisdictional totals)	January - March 2019 Conduct county-specific Draft 2020 RTP/SCS planning workshops to fulfill SB 375 outreach requirements (16 workshops minimum, including extensive outreach for public participation)
October 2016 - March 2017 Revise and finalize SCAG's Subregional SCS Framework & Guidelines	March 2017 (1) Preliminary regional GHG targets from ARB released (2) RC approves SCAG's Subregional SCS Framework & Guidelines	September 2018 (1) Deadline for input from local jurisdictions on growth forecast and scenarios (2) Delegated subregions submit final growth forecast (jurisdictional and subjurisdictional totals)	March 2019 Delegated Subregions complete their Sustainable Communities Strategies and submit their plans to SCAG
	April 2017 Subregions sign letter of intent to accept SCS delegation and submit this document to SCAG	October - December 2018 (1) SCAG seeks policy input/direction from Policy Committees and Regional Council on potential RTP/SCS strategies and the preliminary contents and approaches to the environmental assessment for the Plan (2) Update SCAG's Public Participation Plan	
	May 2017 California Department of Finance (DOF) releases 2017 estimates for population and households at the jurisdictional level	November 2018 (1) Growth forecast, land use patterns, and preliminary financial assumptions for the RTP/SCS to be completed and presented to Policy Committees and Regional Council (2) Deadline for County Transportation Commissions (CTCs) to provide preliminary input on all planned projects to SCAG for the RTP/SCS (3) SCAG issues Notice of Preparation for the Draft PEIR	
	June 2017 SCAG and delegated subregions enter into Memorandum of Understanding (MOU) outlining responsibilities and timeline	December 2018 (1) SCAG submits its technical methodology for the 2020 Plan to ARB for their review and comment (2) SCAG evaluates pursuing an Alternative Planning Strategy (APS), as needed	
	July 2017 Establishment of MAP-21 performance targets for transit asset management (additional MAP-21 performance measures and targets are anticipated for this cycle and are pending final rulemaking by FHWA and FTA)	December 2018 - March 2019 Development of alternatives for achieving SCAG's regional GHG reduction targets, as set by ARB, and demonstrating transportation conformity	
Public Outreach and Input from Local Jurisdictions	(1) Kick-off of the Integrated Bottom Up Local Review and Shared Vision Process, including one-on-one meetings with local jurisdictions to refine data, and train local staff to develop scenarios (i.e. shared vision) using the SPM and other materials		
SCS Development for Delegated Subregions	(2) Brief Policy Committees and Regional Council on kickoff and initiate Regional Housing Needs Assessment (RHNA) Subcommittee to inform the Integrated Bottom Up Local Review and Shared Vision Process		
Staff Actions in Relation to Policy/Plan Development			
Regional Council Policy Committees/Subcommittees Milestones			
Coordination with State and Federal Agencies			

Question 3) Under the Conflict Resolution section – in case SCAG seeks to modify the growth or land use data of an SCS-delegated subregion – the process is deferred to something that “may” be part of the MOU between SCAG and the subregion. Is there any model on which this process might be based? Could it/should it be the same for any subregion taking delegation?

SCAG Response 3) SCAG does not have a model for such an MOU at this time, but will make this portion of a potential MOU the same for all delegated sub-regions.

From OCTA (Greg Nord):

Comment 1) It should be made clear that it is the role of the CTCs to make transportation planning decisions.

SCAG Response 1) This will be clarified within the document.

Comment 2) The first sentence of the last paragraph on Page 7 states, “The governing board of the sub-regional agency shall approve the sub-regional SCS prior to submission to SCAG”. The role of the CTCs should be identified. Please modify the sentence as such: “The governing board of the sub-regional agency and the respective CTC board shall approve the sub-regional SCS prior to submission to SCAG”




SCAG Response 2) This edit will be included in subsequent versions of the document.

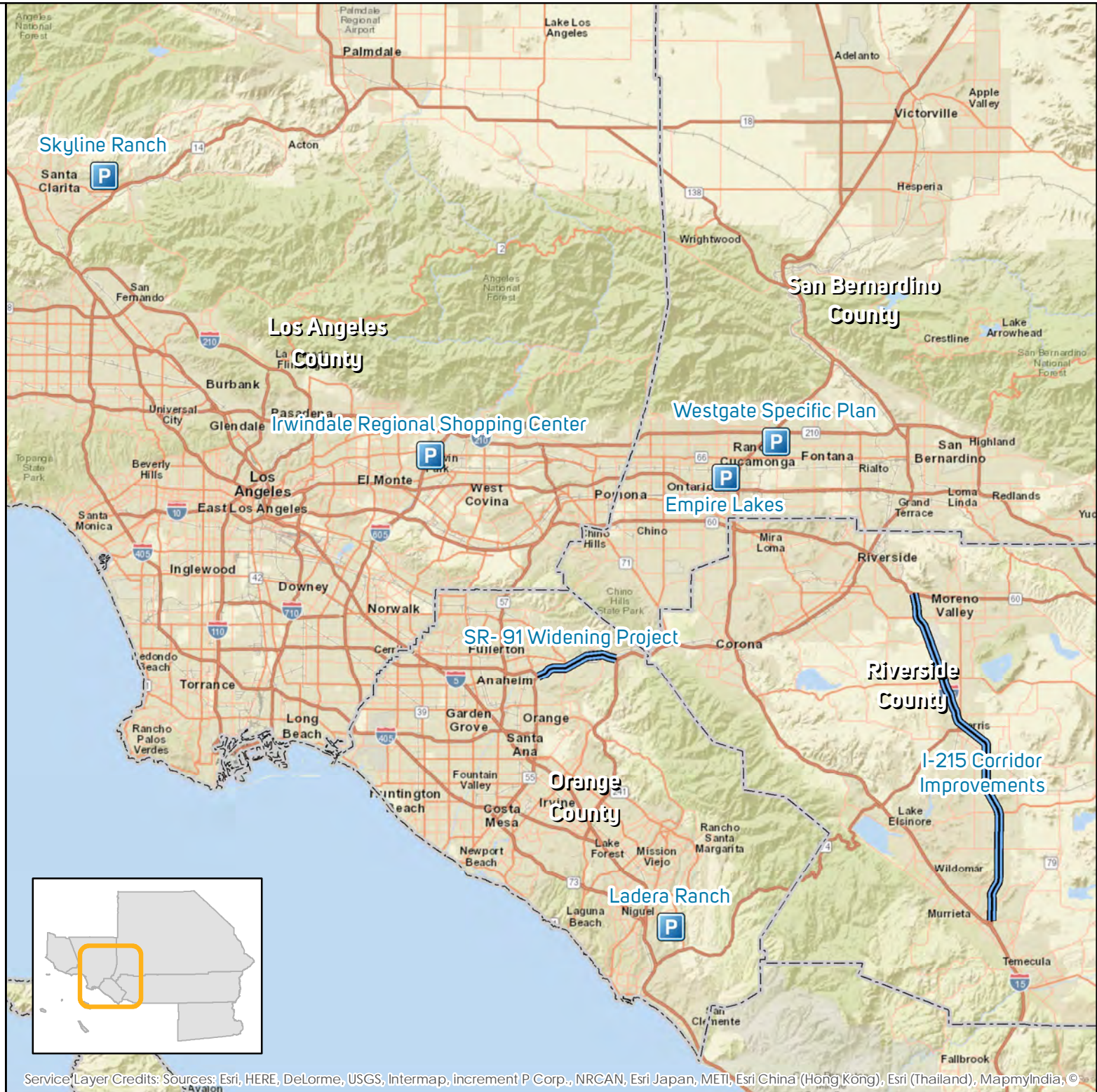


Technical Working Group

Agenda Item 5

SB 743 Case Study Project Examples (Regional Location Map)

-  SB 743 Case Study Land Use Projects
-  SB 743 Case Study Transportation Projects
-  County Boundaries



Note: For Discussion Purpose Only
Source: SCAG, 2016 | Date: 7/12/2016

Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, ©



Technical Working Group

Agenda Item 7

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

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November 16, 2016

MEMORANDUM FOR: Housing-Related Park Program Stakeholders
Interested Parties

FROM: Lisa Bates, Deputy Director
Division of Housing Policy Development

**SUBJECT: NOTICE OF FUNDING AVAILABILITY
HOUSING-RELATED PARKS PROGRAM**

The Department of Housing and Community Development (Department) is pleased to announce the release of a Notice of Funding Availability (NOFA) for the 2016 funding round of the Housing-Related Parks (HRP) Program. The HRP Program is an innovative Program designed to reward local governments that approve housing for lower-income households and are in compliance with State housing element law with grant funds to create or rehabilitate parks and/or recreational facilities. **Approximately \$35 million is available for the 2016 funding round.** It is anticipated that this will be the final HRP Program NOFA. All eligible applications are strongly encouraged to apply.

The 2016 NOFA will award HRP Program funds to eligible jurisdictions on a per-bedroom basis for each residential unit affordable to very low- and low-income households permitted during the Designated Program Year (DPY) as defined below. In addition, units substantially rehabilitated, converted from market-rate to affordable (multifamily rental units only), and preserved with certificates of occupancy issued during the DPY are also eligible to receive funding provided they meet the requirements of paragraph (2) of subdivision (c) of Section 65583.1 of the Government Code. Base and bonus fund award amounts per bedroom are set forth in the Program Guidelines, Sections 105 and 106. For detailed information, please see the [Program Guidelines](#).

The DPY 2016 NOFA includes all eligible units affordable to lower-income households permitted, substantially rehabilitated, converted and/or preserved during the designated time period of **January 1, 2010 to December 31, 2016.** Applicants that submitted an application for any prior funding round may apply for additional funding for DPY 2016 if there were additional eligible units that would have qualified but were not included in the previous funding round applications. Applicants, however, are not eligible to receive funding for the same units in more than one round of funding.

HRP Program NOFA - 2016 FUNDING ROUND

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Please note, the deadline for meeting HRP Program threshold requirements, as set forth in Section 102 of the Program Guidelines, has been updated as detailed below. Please note, if applying for funds based on eligible units for multiple calendar years, required Annual Progress Reports must be submitted to the Department no later than the application due date, February 23, 2017, as established in this NOFA.

Documentation of Eligible Units	Housing Element Compliance	Annual Progress Report
Building permit/occupancy documentation must fall within the following date range detailed below	Housing element which has been adopted by the jurisdiction's governing body and <u>determined to be in substantial compliance with State housing element law</u> pursuant to Government Code Section 65585	Annual Progress Report submitted by application due date for the corresponding calendar year(s) detailed below
CY 2010	Housing element compliance as of December 31, 2016	CY 2009
CY 2011		CY 2010
CY 2012		CY 2011
CY 2013		CY 2012
CY 2014		CY 2013
CY 2015		CY 2014
CY 2016		CY 2015

To verify housing element compliance and Annual Progress Report submittal status, please refer to the Department's website at <http://www.hcd.ca.gov/hpd/hrpp/>.

Applications must be submitted using the application materials provided on the Department's website at <http://www.hcd.ca.gov/hpd/hrpp/>.

**** Final Application Filing Date ****
February 23, 2017 (Thursday) by 5:00 p.m.

All applicants must submit one original hard copy application with all required attachments and one electronic copy of the application forms (in Excel format). Applications transmitted by e-mail or facsimile will not be accepted. Applications must be received by the Department by 5:00 p.m. on the application due date. Post marked applications will not be accepted.

The HRP Program's Guidelines, application forms, workshop/webinar details, and related Program information are posted on the Department's website at <http://www.hcd.ca.gov/hpd/hrpp/>.

HRP Program NOFA - 2016 FUNDING ROUND

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If you are interested in receiving updated HRP Program information, including notice of the application release, please register for the HRP Program listserv on the Department's webpage at <http://www.hcd.ca.gov/hcd-subscribe.html>.

If you have any questions, please contact your HRP Program Representative (see below). The Department looks forward to working with you on this Program.

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