



**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**
Technical Advisory Committee

Meeting Date / Location

**Tuesday, May 7, 2013
9:00 a.m. – 12:00 p.m. Noon
Orange County Transportation Authority Headquarters
600 South Main Street
Orange, California 92863**

Agenda Item

Staff

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INTRODUCTIONS

(Chair Marika Poynter,
City of Irvine)

PUBLIC COMMENTS

(Chair Poynter)

The agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not include what action will be taken. The Technical Advisory Committee may take any action which it deems appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

At this time members of the public may address the TAC regarding any items within the subject matter jurisdiction, which are not separately listed on this agenda. Members of the public will have an opportunity to speak on agenda items at the time the item is called for discussion. NO action may be taken on items not listed on the agenda unless authorized by law. Comments shall be limited to three minutes per person and an overall time limit of twenty minutes for the Public Comments portion of the agenda.

Any person wishing to address the TAC on any matter, whether or not it appears on this agenda, is requested to complete a "Request to Speak" form available at the door. The completed form is to be submitted to the TAC Chair prior to an individual being heard. Whenever possible, lengthy testimony should be presented to the TAC in writing and only pertinent points presented orally. A speaker's comments shall be limited to three minutes.

ADMINISTRATION

- | | | |
|-----------|---|--------------------------|
| 1. | OCCOG TAC Meeting Minutes
♦ Draft OCCOG TAC minutes for April 2, 2013 meeting | (Chair Poynter) 1 |
| | <i><u>Recommended Action:</u></i> Approve OCCOG TAC minutes of April 2, 2013, as presented or amended | |

PRESENTATIONS, DISCUSSION AND ACTION ITEMS, REPORTS

- | | | |
|-----------|---|--|
| 2. | Center for Demographic Research Update | (Ms. Deborah Diep, Director, Center for Demographic Research) –10 minutes 5 |
| | <i><u>Recommended Action:</u></i> Receive report. Discussion. | |

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3. OCTA Long Range Transportation Plan Update <u>Recommended Action:</u> Receive report.	(Mr. Greg Nord, OCTA) – 10 minutes	6
4. Southern California Association of Governments and Orange County Council of Governments Update <ul style="list-style-type: none"> ◆ April 4, 2013 SCAG Policy Committee & Regional Council meetings (includes SCS Subcommittee Recommendations update) ◆ April 11, 2013 SCAG Technical Working Group Meeting ◆ April 25, 2013 Orange County Council of Governments Board of Directors Meeting ◆ May 2-3, 2013 SCAG General Assembly ◆ April 2013 SCAG data request for Existing (2012) Land Use and General Plan land use and zoning data <u>Recommended Action:</u> Receive report. Discussion.	(Ms. Gwenn Norton-Perry, OCCOG Executive Director, and Ms. Diep) –60 minutes	7
5. 2016 RTP/SCS- Technical Discussion on Delegation for 2016 Orange County Sustainable Communities Strategy <u>Recommended Action:</u> Discussion.	(Chair Poynter and Ms. Norton-Perry) – 60 minutes	8

REPORT FROM THE CHAIR

REPORT FROM THE OCCOG EXECUTIVE DIRECTOR

MATTERS FROM OCCOG TAC MEMBERS

ANNOUNCEMENTS FROM OCCOG TAC NON-MEMBERS

- CalTrans California Transportation Plan 2040 (CTP) by Ms. Aileen Kennedy, CalTrans

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ITEMS FOR NEXT MEETING

- ◆ Distribution of OCP-2014 2012 Base Year Review Packets
- ◆ Continuation of Technical Discussion on Delegation for 2016 Orange County Sustainable Communities Strategy

IMPORTANT DATES OR UPCOMING EVENTS

- ◆ May 23, 2013: Orange County Council of Governments Board of Directors Meeting
- ◆ June 4, 2013: Subregional Coordinators Group
- ◆ June 6, 2013: Southern California Association of Governments Regional Council and Policy Committee Meetings

ADJOURNMENT

**Adjourn to: June 4, 2013
Orange County Transportation Authority Headquarters
600 South Main Street
Orange, California 92863**



**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**
Technical Advisory Committee

Draft Action Minutes

Meeting of April 2, 2013

The OCCOG Technical Advisory Committee (TAC) meeting of April 2, 2013, was called to order by Vice Chair Nate Farnsworth, City of Rancho Santa Margarita, at the Orange County Transportation Authority Headquarters, 600 South Main Street, Orange, California 92863, at 9:10 a.m. Attendees were invited by the Vice Chair to introduce themselves. The list of meeting attendees is attached.

PUBLIC COMMENT:

There were no public comments.

ADMINISTRATION

1. OCCOG TAC Meeting Minutes

The OCCOG TAC meeting minutes for March 5, 2013 were unanimously approved by the TAC as moved by Ms. Carla Walecka, TCA Consultant, and seconded by Ms. Adrienne Gladson, City of Brea.

PRESENTATIONS, DISCUSSION AND ACTION ITEMS, REPORTS

6. Southern California Association of Governments and Orange County Council of Governments Update

A portion of this item was taken out of order to receive a presentation from Dr. Frank Wen, Southern California Association of Governments (SCAG), regarding the April 2013 data request for existing land use and General Plan and Zoning information.

Action: Received and discussed report.

2. Center for Demographics Research Update

Ms. Deborah Diep, Director for the Center for Demographic Research, provided an update on several items related to CDR.

Action: Received and discussed report.

3. Draft OCTA Long Range Transportation Plan

Mr. Greg Nord, OCTA, provided a presentation and update on the OCTA Long Range Transportation Plan.

Action: Received and discussed report.

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4. Sustainable Communities Strategy Subcommittee / OCCOG TAC Ad-Hoc Working Group Update

Ms. Gwenn Norton-Perry, OCCOG Executive Director, and Ms. Deborah Diep, Director for CDR, provided an update of the Sustainable Communities Strategy Subcommittee and OCCOG TAC Ad-Hoc Working Group Update.

Action: Received and discussed report.

5. SCAG Local Profiles Reports

Ms. Deborah Diep, Director for CDR, provided an update on the SCAG Local Profiles Reports.

Action: Received and discussed report.

6. Southern California Association of Governments and Orange County Council of Governments Update

Ms. Gwenn Norton-Perry, OCCOG Executive Director, provided an update on the agendas for the April 4, 2013 Southern California Association of Governments Regional Council and Policy Committee meetings and the March 28, 2013 OCCOG Board of Directors Meeting.

Action: Received and discussed report.

7. 2016 RTP/SCS – Technical Discussion on Delegation for 2016 Orange County Sustainable Communities Strategy

Ms. Deborah Diep, Director for CDR, presented the “Lessons Learned on RTP/SCS” prepared by the OCCOG TAC in June 2012 regarding the preparation of the Orange County Sustainable Communities Strategy.

Action: Received and discussed report.

REPORT FROM THE VICE CHAIR

There was no report from the Vice Chair.

REPORT FROM THE EXECUTIVE DIRECTOR

Ms. Gwenn Norton-Perry, OCCOG Executive Director, announced that there were currently six vacant positions on the SCAG Regional Council.

MATTERS FROM OCCOG TAC MEMBERS

There were no matters presented from OCCOG TAC Members.

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ANNOUNCEMENTS FROM OCCOG TAC NON-MEMBERS

There were no announcements from OCCOG TAC non-members.

ITEMS FOR NEXT MEETING

- CalTrans Announcement – Aileen Kennedy
- Discussion on timeline for a 2016 RTP/SCS Orange County Sustainable Communities Strategy

IMPORTANT DATES OR UPCOMING EVENTS

- ♦ May 2, 2013: SCAG General Assembly, Palm Desert

ADJOURNMENT

The meeting was adjourned by Vice Chair Farnsworth at 11:40 a.m. until Tuesday, May 7, 2013 at 9:00 a.m. at the OCTA Headquarters.

Submitted by:

Nate Farnsworth, City of Rancho Santa Margarita
OCCOG TAC Vice Chair

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Attendees List for April 2, 2013 Meeting

Nate Farnsworth, City of Rancho Santa Margarita
Deborah Diep, Center for Demographic Research/Cal State Fullerton
Susan Kim, City of Anaheim
Fern Nueno, City of Newport Beach
Scott Martin, Center for Demographic Research
Roy Ramsland, City of La Habra
Cheryl Kuta, City of Lake Forest
Bill Jacobs, City of Irvine
Chris Schaeffer, City of La Habra
Maria Parra, City of Garden Grove
Adrienne Gladson, City of Brea
Greg Nord, Orange County Transportation Authority
Frank Wen, Southern California Association of Governments
Kimberly Clark, Southern California Association of Governments
Simon Choi, Southern California Association of Governments
Jorge Zarza, Southern California Association of Governments
Kevin Gilhooley, Southern California Association of Governments
Javier Aguilar, Southern California Association of Governments
Kelley Jiminez, Orange County Transportation Authority
Joe Alcock, Orange County Transportation Authority
Julie Molloy, City of Laguna Hills
Scott Reekstin, City of Tustin
Kori Nevarez, City of Cypress
Gwenn Norton-Perry, OCCOG
Elaine Lister, City of Mission Viejo
Larry Longenecker, City of Laguna Niguel
Ruby Maldonado, County of Orange
Carla Walecka, Transportation Corridor Agency



Item 2: **Center for Demographic Research Project Updates**
Recommended Action: Receive reports.

Reports

1. 2014 Orange County Projections (OCP-2014) Update
 - CDR TAC has reviewed and approved the county level growth assumptions.
 - Updating 2012 base year population, housing and employment with State Employment Development Department and State Department of Finance (May 2013) data.
 - Split TAZ data for 2012 base year is scheduled to be distributed at the June 4, 2013 OCCOG TAC meeting. Deadline for review of data will be July 3, 2013.
 - County control totals will be developed and taken to the CDR TAC, CDR MOC, OCCOG TAC and OCCOG Board beginning in July 2013.
 - CDR is coordinating with SCAG on providing draft and final data throughout the growth forecast development process for inclusion in the 2016 RTP/SCS.
 2. 2010 Census Count Question Resolution Program
 - Program ends June 1, 2013
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Contact: Ms. Deborah Diep, Director, Center for Demographic Research
657/278-4596
ddiep@fullerton.edu

For Employment: Mr. Scott Martin, Assistant Director, CDR
657/278-4709
smartin@fullerton.edu

For HIS: Ms. Diana Yanez, Demographic Analyst, CDR
657/278-3417
dyanez@fullerton.edu

For GIS & CBAS: Mr. Ian Boles, GIS Demographic Analyst, CDR
657/278-4670
iboles@fullerton.edu



May 7, 2013

Recommended Action: Receive report.

Mr. Greg Nord, Orange County Transportation Authority, will provide the TAC with an update on the OCTA Long Range Transportation Plan.

Ms. Marika Poynter, Chair, City of Irvine
949/724-6456
mpoynter@cityofirvine.org



Item 4: **Southern California Association of Governments (SCAG) and Orange County Council of Governments (OCCOG) Update**
Recommended Action: Receive report. Discussion.

Report

Ms. Gwenn Norton-Perry, OCCOG Executive Director, and Ms. Deborah Diep, Director for the Center for Demographic Research, will brief the TAC on the key highlights of the following items:

- The April 4, 2013 Southern California Association of Governments (SCAG) Policy Committee and Regional Council meetings, including an update on the recommendations from the SCS Subcommittees;
- The April 11, 2013 SCAG Technical Working Group meeting;
- The April 25, 2013 Orange County Council of Governments Board of Directors meeting;
- The May 2-3, 2013 SCAG General Assembly; and
- The April 2013 SCAG data request for existing (2012) land use and General Plan land use and zoning data.

The agendas for all SCAG meetings are posted at www.scag.ca.gov.

Contact: Ms. Gwenn Norton-Perry, OCCOG Executive Director
909/573-4333
gwennnortonperry@msn.com

Ms. Marika Poynter, Chair, City of Irvine
949/724-6456
mpoynter@cityofirvine.org



Item 5: **Technical Discussion on Delegation for Orange County Sustainable Communities Strategy for the 2016 RTP/SCS**
Recommended Action: Discussion.

Report

The purpose of this item is to continue the discussion on the 2016 Sustainable Communities Strategy (SCS) subregional delegation opportunity in conjunction with the 2016 Regional Transportation Plan/SCS development. SCAG has set a deadline of January 31, 2014 for subregions to send a letter of intent to accept subregional SCS delegation.

Attached are various background and reference materials related to the 2012 RTP/SCS and 2012 SCS delegation process. These items are being provided to assist the TAC in beginning its discussion on technical items and timeline as they relate to the decision of undertaking the optional authority and responsibility for developing a subregional SCS, known as “subregional delegation”, for incorporation into the 2016 RTP/SCS. This meeting will focus discussions primarily on the timeline of an OCSCS; draft RFP scope of work; and changes to SCAG’s Framework and Guidelines document. The scope of work from the 2010 RFP for OCSCS development is attached.

Contact: Ms. Marika Poynter, OCCOG TAC Chair
mpoynter@ci.irvine.ca.us
949/724-6456

Ms. Gwenn Norton-Perry, OCCOG Executive Director
gwennnortonperry@msn.com
909/573-4333

Attachments:

1. Lessons Learned on 2012 RTP/SCS- 6/2012
2. Timelines: 2012 and draft 2016 comparison
3. RFP Scope of Work for Consultant Services for 2011 OC SCS Development- 6/2010
4. SCAG’s Framework and Guidelines for Subregional SCS- 4/2010

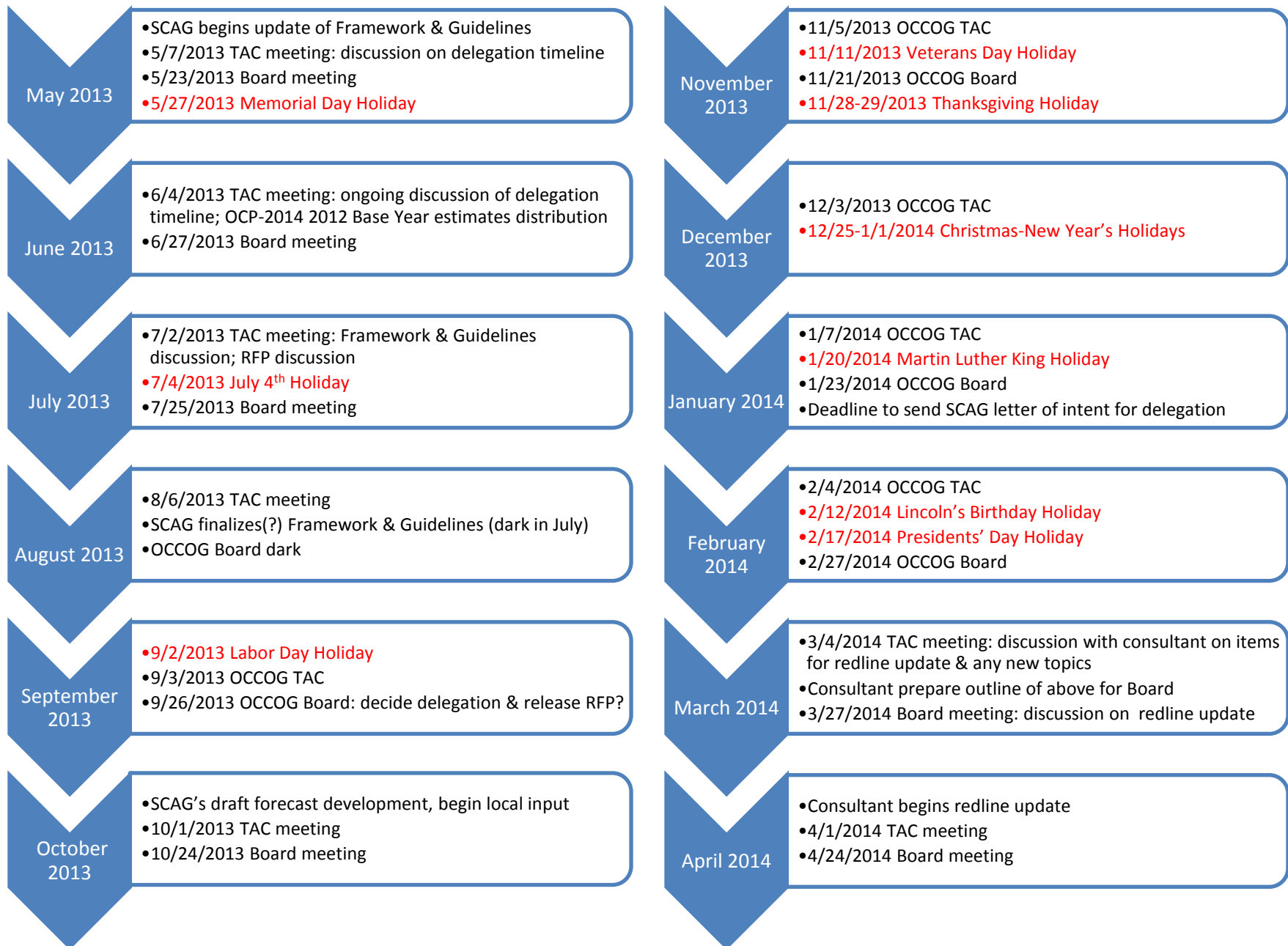
Lessons learned for Orange County's Subregional SCS:

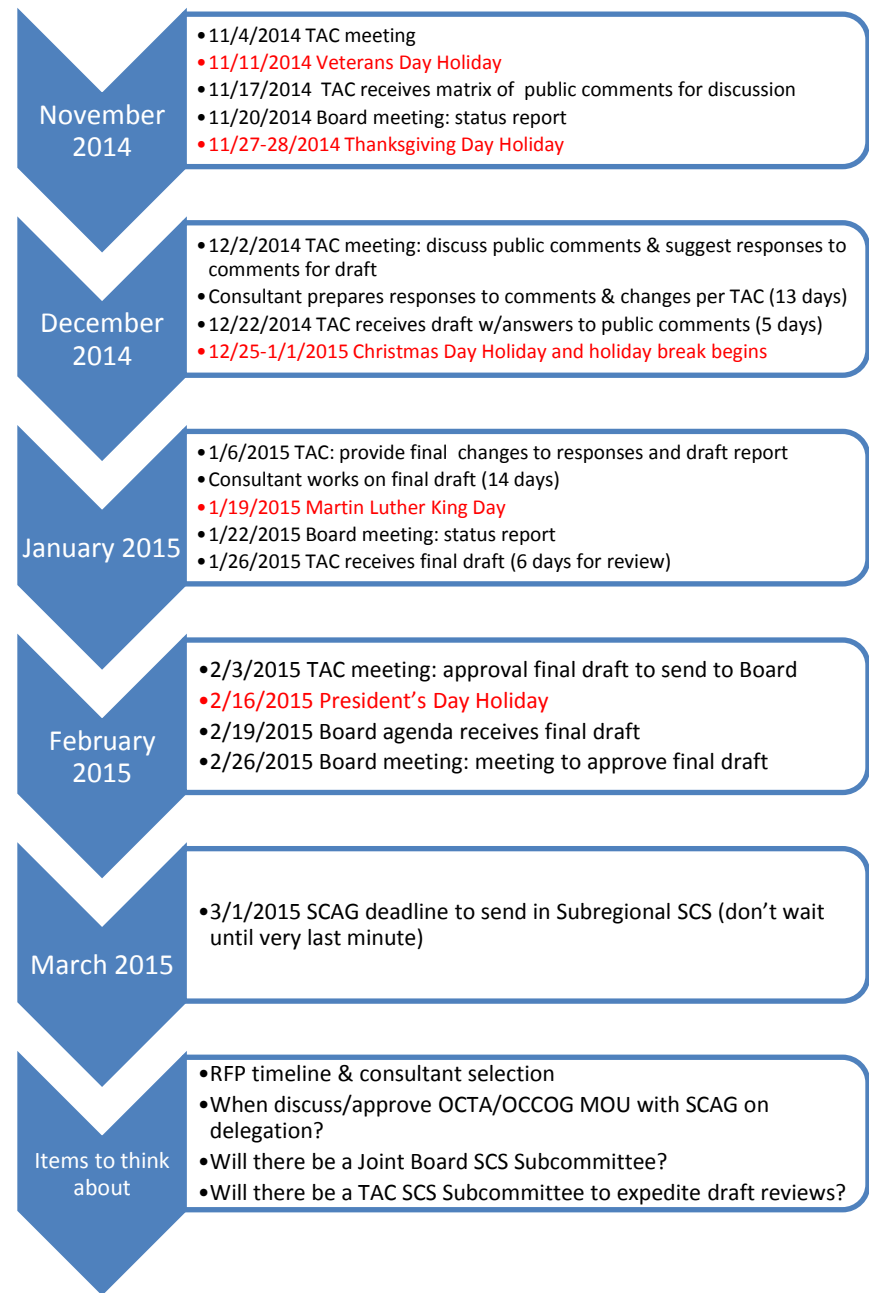
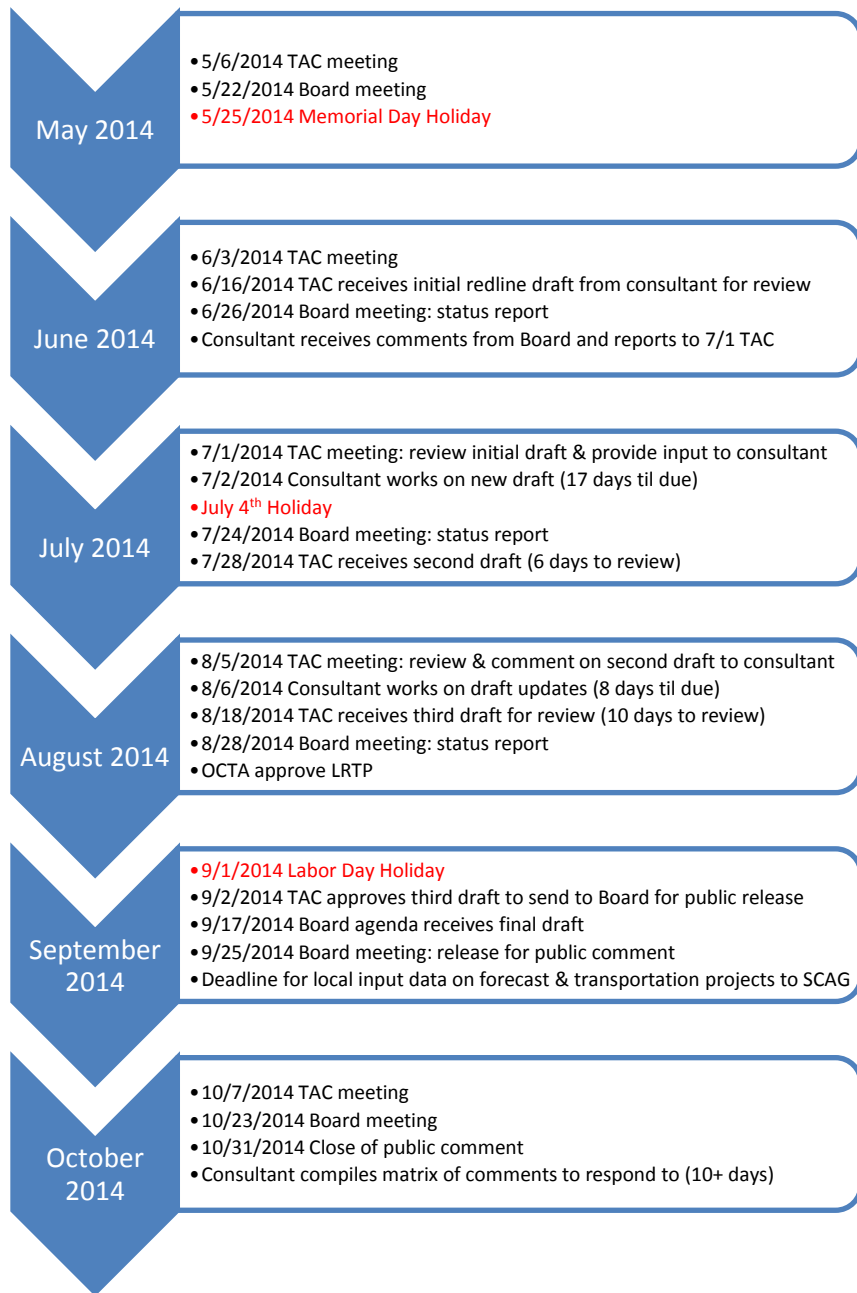
- Subregional outreach
 - Have meetings to discuss delegation
 - Coordinate closely with SCAG
 - Subregionally focused meetings should not begin until delegation is decided
- If OC accepts delegation:
 - TAC review should be incorporated into draft review and approval timelines, this would lengthen the timeline.
 - TAC should assist by reviewing chapters & themes of document prior to release for review.
 - Allow more time to review drafts prior to Board & TAC meetings.
 - Coordinate timeline with LRTP & OCP
- Subregional SCS Consultant
 - RFP should be more specific on responsibilities of different parties. E.g. consultants should lead stakeholder groups, collect information, & report to TAC & Board; no promises or agreements by consultants.
 - Include timeline of deadlines, milestones, and deliverables in scope, e.g. length of circulation period for comments on final document
 - Information from outreach should be fed to Board & TAC which would then decide what gets incorporated into document.
 - Board & TAC should decide what comments/topics from comment period be added into document.
 - Clarify work product for post subregional adoption through RTP adoption. List any benefits. It is unclear how OC benefited by work after OCSCS was adopted.

Lessons learned to be presented to SCAG:

- Data
 - Update all versions of data within agency or just use single source of data.
 - Consolidate the data sources & uses. Too often data was submitted by a jurisdiction, and then used by multiple SCAG groups/depts, but errors were not corrected in all versions.
 - Meetings on data:
 - Hold general review & introduction meeting with group like OCCOG TAC and invite all jurisdictions. Disseminate data.
 - Hold individual meetings with jurisdictions after group intro to correct & update data.
 - When data is delivered, explain all possible uses & applications so jurisdictions are informed of how information may or will be used.
 - Have TAZ level data review by jurisdictions
 - Reduce the number of rounds of data review
 - Decide on base year for 2016 RTP. Sooner to know the better. Is much easier for jurisdictions to provide current data than to go back in time & recreate "existing conditions" i.e. in 2010 go back and recreate 2008 data.
 - Coordinate with subregional coordinators, planning directors and other data groups, such as CDR on data review & outreach.
 - If RHNA is involved, explicitly state the time period in which data contained may be used to calculate the RHNA numbers.
 - If formal approval is desired, have City Manager or designee sign off.
- Public outreach/stakeholder groups

- Don't have subregionally focused outreach meetings until after delegation is decided. If any outreach meetings held in subregions prior to decision of delegation, focus should only be on regional issues.
 - 2012 round- public outreach started too early. There were too many questions on process unanswered. Participants expressed frustration with little progress and lots of hype.
- Coordinate outreach meetings with delegated subregions.
- Use stakeholder meetings to educate the public & stakeholders about the purpose, process, & requirements of RTP (specific timelines, projects, funding, county-level decisions & measures cannot be changed).
- P&P TAC
 - Clarify purpose of P&P- technical review, not advocacy.
 - Instead of having TAC be group where advocacy is discussed and voiced, utilize a separate stakeholder group where the outcomes are given technical review by the P&P TAC.
 - Begin discussions now on things like mitigation measures, performance measures to have these items finalized before modeling takes place
 - Materials need to be sent to group earlier with the agenda
 - Shorten presentations
 - Allow more time for questions/discussion
 - When data & topics are being presented, explain all possible uses & applications so audience is informed of how information will be used.
 - Review draft chapters as developed, provide technical input & review of document
 - Survey questions in workshops should be vetted by SRC and/or TAC
- Policy committee meetings
 - Have longer meetings to accommodate:
 - Longer public comment period
 - Meaningful discussion on topics at hand
 - Don't allow joint meetings to supersede committee purview items. Meet individually to discuss items under purview i.e. EEC- PEIR, CEHD- growth forecast, TC- projects & financing...
 - Start discussion on policy and overall investments earlier.
 - Chart subcommittee reporting structure.
- Subregional SCS
 - Outreach should be coordinated with COGs, especially delegated subregions
 - Coordinate timelines with subregional CTC's long range transportation plans and data collection





REQUEST FOR PROPOSALS (RFP) 0-1609

**Consultant Services for the Development of
Orange County Subregional Sustainable
Communities Strategy (SCS)**



**ORANGE COUNTY TRANSPORTATION AUTHORITY
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
(714) 560-6282**

Key RFP Dates

Issue Date:	June 10, 2010
Pre-Proposal Conference	June 16, 2010
Question Submittal Date:	June 18, 2010
Proposal Submittal Date:	July 7, 2010

EXHIBIT A

SCOPE OF WORK

Consultant Services for the Development of Orange County Subregional Sustainable Communities Strategy (SCS)

I. Project Overview

Introduction

The Orange County Council of Governments (OCCOG) is seeking support services for the development and preparation of a subregional Sustainable Communities Strategy (SCS) as required by SB 375 and per the terms of the Memorandum of Understanding between the Southern California Association of Governments (SCAG) and OCCOG and the Orange County Transportation Authority (Authority). The selected consultant (CONSULTANT) will accomplish this in accordance with the specifications below. Consultant must have the following expertise:

- Extensive, credible, well accepted research background in transportation, land use, economics, and demographic analysis and reporting;
- Relevant experience working with CSUF Center for Demographics Research;
- Experience in working with local, regional, and statewide stakeholder groups that will be an essential part of the process;
- Specific background and expertise working with state and federal regulations, processes, and standards related to the development of the County's Long Range Transportation Plan as well as the SCAG Regional Transportation Plan;
- Capability to produce interim and final reports that document in exhaustive detail both process, analysis, and outcomes consistent with the Milestones Schedule and Deliverables Template as part of the SCAG's Adopted Framework and Guidelines and outlined responsibilities of the OCCOG Memorandum of Understanding with SCAG for SB 375 planning requirements (Attachment A):
- Skill set to effectively communicate and present detailed process and outcomes to stakeholder groups, including the business community, and the general public in a simple, yet credible manner.
- Resources to conduct countywide, target setting workshops and outreach programs to all 34 Orange County cities, in addition to ability to facilitate meetings and discussions with SCAG to ensure all components of the subregional SCS are prepared consistent with the terms of SCAG's adopted Framework and Guidelines.

Background

The enactment of SB 375 (Chapter 728, Statutes of 2008) provided for subregional councils of governments in the SCAG region to work with their respective county transportation commissions to develop transportation and land use strategies to meet greenhouse gas reduction targets established by the California Air Resources Board (CARB) and in accordance with state law.

SB 375 authorizes a subregional council of governments and the county transportation commissions in the SCAG region to work together to conduct a subregional SCS and an alternative planning strategy (APS), if needed.

As of June of 2010, OCCOG and OCTA entered into a Memorandum of Understanding with SCAG to establish roles, responsibilities, and financial commitments associated with conducting an Orange County Subregional Sustainable Communities Strategy as required by SB 375.

The development of the Orange County Subregional SCS must be conducted in concert with the development of OCTA's 2010 Long Range Transportation Plan (LRTP), which will address new requirements included in SB 375 that aim to reduce greenhouse gas emissions within the SCAG region to targets set by CARB. A critical issue for this LRTP will be meeting the greenhouse gas emission targets imposed by CARB. Supporting land-use strategies, coordinated with transportation investments, are key elements included in SB 375. This will mean that public transit investments, whether traditional fixed-route bus service operated by OCTA or new projects and services implemented and operated by local agencies, will play an increasingly important role in meeting the goals outlined in SB 375.

Project Description

Consultant shall work with the Project Manager to prepare the Orange County Subregional SCS per the terms of OCCOG and OCTA's MOU with SCAG and consistent with SCAG's adopted Framework and Guidelines, as attached hereto, to ensure that the region can successfully incorporate strategies within the Orange County SCS into the Regional SCS.

The Orange County Subregional SCS will consist of the following components:

1. Database (Orange County Projection dataset) that allocates population, housing, household, and employment to areas of the county. Geographic area should be the smallest level practicable for the Orange County Council of Governments to produce, preferably at the parcel level. The database must reflect the base year 2008 and each variable in the two green house gas (GHG) target years (2020 and 2035), in accordance with the Data Standards set forth below.

2. A map or series of maps that illustrates the growth distribution described above, and that further delineates uses, intensities, and residential densities, in accordance with the Data Standards set forth below.
3. A listing of transportation projects that are incorporated in the subregional SCS.
4. A listing and description of transportation policies e.g. Transportation Demand Management (TDM), Transportation System Management (TSM) and others to be employed.
5. Documentation that establishes the process, including the public participation and outreach process used to develop the SCS, and demonstrates the affected jurisdictions willingness to consider general plan changes.
6. A narrative description of the strategies employed to reduce greenhouse gas emissions. A further description of any other strategies that were considered and not ultimately included.

Data Standards

The following data standards will be used in the development of a subregional SCS:

1. Types of Variables

Variables are categorized into socio-economic variables and land use variables. The socio-economic variables include population, households, housing units, and employment. The land use variables may include land uses designations, building densities, building intensities, and applicable policies.

2. Geographical Levels

Socio-economic and land-use variables should be provided to SCAG at the smallest geographical level practicable for OCCOG to produce, preferably at the parcel level. At a minimum, such variables will be provided at the Census tract or Traffic Analysis Zone (TAZ) level.

3. Base Year and Forecast Years

The socio-economic data and land use variables will be required for the base year of 2008, and as feasible, for the target years of 2020 and 2035.

Timeline for delivery

The key milestones and related schedule required as part of the development of the Orange County Subregional SCS are as follows:

1. Status report on Preliminary Subregional SCS – Dec 2010
2. Adopted OCP 2010/Delivery to SCAG – Feb 2011
3. Preliminary SCS / for purposes of preparing Project Environmental Impact Report (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 Subregional SCS.) –Feb 2011
4. Status report on Draft Subregional SCS – Feb 2011
5. Draft Subregional SCS (containing all components described above) to be incorporated into draft Regional SCS – April 2011
6. Status report on final Subregional SCS – April 2011
7. Final Subregional SCS for incorporation into Regional SCS – June 2011
8. Iterative process, if necessary to meet target – June to November 2011
9. OCCOG to participate in regional outreach conducted in Orange County – June 2011 to February 2012
10. Regional SCS adoption – April 2012

Documentation

Subregions are expected to maintain full and complete records related to the development of the Subregional SCS, including utilizing the most recent planning assumptions considering local general plans and other factors. In particular, subregions must document the feasibility of the subregional strategy by demonstrating the willingness of local agencies to consider and adopt land use changes necessitated by the SCS.

The format for this documentation may include adopted resolutions from local jurisdictions and/or the subregion's governing board. Subregions shall include information regarding the status of the documentation as part of the required status reports to SCAG, and copies of the actual documentation shall be submitted to SCAG as part the final Orange County Subregional SCS.

II. General Conditions and Requirements

The CONSULTANT shall carry out the instructions received from the Project Manager and OCCOG staff in a timely manner.

The CONSULTANT, Project Manager and OCCOG staff will meet twice per month (bi-monthly) throughout the revision process to discuss and facilitate contract objectives and any other related issues.

The CONSULTANT shall provide all meeting materials electronically to the Project Manager, allowing adequate time for review and approval. All comments provided to CONSULTANT shall be addressed prior to distribution of the materials.

The CONSULTANT shall electronically distribute all approved meeting materials to meeting attendees, allowing them adequate time to review the materials and prepare comments for discussion at the upcoming meeting.

The CONSULTANT shall provide action minutes within one week of each meeting and review the status of any outstanding action items at the bi-monthly meetings.

The CONSULTANT shall closely monitor the scope and schedule to ensure that costs associated with the development of the document are delivered within budget and on time.

The CONSULTANT will not proceed with any tasks that do not fit within this Scope of Work, without first receiving approval from the Project Manager.

The CONSULTANT will provide all materials in an electronic format that is compatible with software currently used within OCCOG and OCTA.

III. Services Required

Task 1: Project Management

Purpose: Coordinate and clearly communicate ongoing and future efforts with the project manager and others involved with the development of the Orange County subregional SCS. Ensure that the tasks and milestones are being completed on time and on budget.

Task 1 Objectives:

- Develop and maintain a schedule of detailed tasks and milestones;
- Submit a monthly Progress Report and Invoice, documenting progress to date, work for the upcoming period, and any critical issues;
- Organize and lead a kick-off meeting, and subsequent bi-monthly meetings, with the Project Manager and OCCOG staff to discuss the project approach, schedule, issues, progress, and upcoming tasks;
- Organize and lead a Workshop with OCCOG/OCTA SCS Joint Working Committee members with the objective of gaining policy direction on driving issues;

- Participate in meetings, as necessary with SCAG committees, the OCCOG and OCTA Board of Directors, Center for Demographic Research (CDR) staff, city staff and consultants for technical assistance; and
- Participate in outreach events with the public and local agencies, as required by the Deliverables Schedule and Milestones Template and consistent with the SCAG Framework and Guidelines;

Task 1 Deliverables:

- Attendance at required and requested meetings and workshops (estimate 30-40 meetings);
- Development and distribution of agendas and action minutes for all meetings and workshops attended;
- Prepare and supply any additional materials necessary for the meetings and workshops (i.e. handouts, displays, presentations, etc...);
- Schedule of tasks and milestones;
- Monthly progress report with signed invoice (hardcopy to Project Manager).

Task 2: Outline Development

Purpose: Layout the framework of the Orange County subregional SCS to demonstrate a clear, flowing discussion of the topics and issues. This will also serve as the foundation from which the Orange County SCS will be fully developed, and will provide an opportunity to identify and prioritize issues and needs.

Task 2 Objectives:

- Develop a detailed outline of each chapter consisting of section headers and short descriptions of subjects (building off the high-level outline provided later in this scope);
- Develop a message strategy and schedule for targeting setting workshops, other outreach and communications programs for purposes of generating full participation from Orange County cities in the development of the Orange County SCS policies and issues to the public;
- Assist with identifying data needs that will be required to fully develop a draft document, as well as potential sources that can fulfill the needs;
- Suggest chapter sections that would require or benefit from graphics (charts, tables, maps, etc...);
- Discuss the outlines with Project Manager and OCCOG staff at the regular bi-monthly meetings to receive comments and direction for refinement of the chapter outlines; and

- Present updates at monthly OCCOG/OCTA Joint SCS Working Committee meetings and as needed to the OCCOG Technical Advisory Committee and full OCCOG Board of Directors meetings.

Task 2 Deliverables:

- Draft chapter outlines;
- Response to comments tracking;
- Listing of data needs and sources, prioritized by assumed lead time requirements;
- Listing of graphics to be developed for the draft document, prioritized by the assumed lead time requirements;
- Presentation of chapter outlines; and
- Final chapter outlines.

Task 3: Draft Orange County Subregional SCS

Purpose: Build upon the outline to create a complete document and executive summary that presents a clear plan for the future development of Orange County's SCS meeting the full scope and requirements specified in the county's MOU with SCAG and the requirements of state and federal law. This document will be used for discussion purposes and to obtain feedback to use in the development of a final draft of the county's SCS.

Task 3 Objectives:

- Use the final chapter outlines and message strategy, along with the project list alternatives and any input received from Project Manager and OCCOG staff to develop a draft SCS;
- Provide Project Manager and OCCOG staff with the Draft SCS and an Executive Summary for review;
- Provide updates and an overview of the Draft SCS and Executive Summary to Project Manager and OCCOG staff at the bi-monthly meetings;
- Present an overview of the Draft SCS at other technical meetings and workshops as necessary; and
- Assist Project Manager and OCCOG staff with development and presentation of a staff report requesting the release of the Draft SCS for review by the Joint OCCOG/OCTA SCS Working Committee and full OCCOG Board.

Task 3 Deliverables:

- Draft SCS and Executive Summary for internal review (15 hardcopies of each);
- Revised Draft SCS and Executive Summary for review (50 hardcopies of each);

- Presentation of the Draft SCS;
- Response to comments tracking; and
- Preparation, review, and presentation of materials to Authority committees and the Board of Directors to release the Draft SCS for review.

Task 4: Final Draft Orange County Subregional SCS

Purpose: Incorporate the comments received to develop a more polished document. This final draft will be presented to the Joint OCCOG/OCTA SCS Working Committee and full OCCOG and OCTA Board's for review and approval. Edits to the final draft may be required in order to receive approval of the plan.

Task 4 Objectives:

- Track comments received during the review period;
- Provide updates and a final overview to Project Manager and OCCOG staff at the bi-monthly meetings of comments received through the review period and proposed changes;
- Using input received during the review period, revise the Draft SCS and Executive Summary;
- Provide the revised Draft SCS and Executive Summary to Project Manager and OCCOG staff for a final internal review and incorporate any comments received through the internal review;
- Assist Project Manager and OCCOG staff with development and presentation of a staff report requesting the adoption of the Final Draft SCS; and
- Coordinate with Project Manager and OCCOG staff and any additional consultants hired to design the layout, print, and bind the Final Draft Orange County Subregional SCS and Executive Summary.

Task 4 Deliverables:

- Matrix of comments submitted through the review process, and proposed changes;
- Revised Draft SCS and Executive Summary that incorporates the proposed changes approved by Project Manager and OCCOG staff (15 hardcopies of each);
- Final Draft SCS and Executive Summary that incorporates any comments received during the final internal review (electronic files to Project Manager and pertinent consultant support); and
- Preparation, review, and presentation of materials to Joint OCCOG/OCTA SCS Working Committee and full OCCOG and OCTA Board's to adopt the final Orange County Subregional SCS.

Task 5: Finalize Orange County Subregional SCS

Purpose: Provide a final SCS document that incorporates edits provided by Project Manager and OCCOG staff, technical committees, and the OCCOG and OCTA Boards.

Task 5 Objectives:

- Track comments made by the Joint OCCOG/OCTA SCS Working Committee and the OCCOG and OCTA Board of Directors;
- Provide an overview to Project Manager and OCCOG staff at the bi-monthly meetings of comments made by the Joint OCCOG/OCTA SCS Working Committee and the OCCOG and OCTA Board of Directors, and propose any necessary changes;
- Finalize the Orange County Subregional SCS and Executive Summary, per direction from Project Manager and OCCOG staff; and
- Coordinate with Project Manager and OCCOG staff and any additional consultants hired by the Authority to design the layout, print, and bind the Final Orange County Subregional SCS.

Task 5 Deliverables:

- Matrix of comments made by the Joint OCCOG/OCTA SCS Working Committee and the OCCOG and OCTA Board of Directors;
- Final Orange County Subregional SCS and Executive Summary, incorporating direction from Project Manager and OCCOG staff (electronic files to Authority and pertinent consultant support); and
- Electronic files of all data and materials produced under this contract.

IV. Tentative outline of the Orange County Subregional SCS (subject to change)

Introduction

- OCCOG and OCTA as county organizations, with its functions and affiliated agencies.
- OCCOG and OCTA vision statement, purpose, goals, and strategic initiatives.
- Purpose of the Sustainable Communities Strategy and its parameters.
- The SCS development process (emphasis on outreach) and input sources (including a description of policy and project development processes).

Situation Analysis - Growth & Trends

- Overview of Orange County's historic growth and transportation trends,
- Growth trends and projections (population, employment, housing)—the “setting” for the SCS (as part of the LRTP), including ethnicity, age and density info and its relevance to transportation planning, and land use patterns,
- Provide an integrated multi-modal presentation of the existing transportation systems countywide (facilities, services, and travel patterns) ,
- Discussion of current environmental and financial conditions,

- Baseline analysis—define the baseline (no project) scenario (list of projects and modeling results),
- Baseline performance—how does the baseline scenario perform and identify the key challenges that must be addressed.

Visioning Strategy (addressing the challenges)

- Description and results of the outreach effort,
- Summary of policy direction from OCCOG/OCTA Joint SCS Working Committee, OCCOG Technical Advisory Committee and OCCOG and OCTA Boards.
- Transit service expansion strategy,
- Recommended financial approach/strategies,
- Sustainability strategy – reducing greenhouse gas emissions through expanded transit programs, best management practices to reduce GHG authorized by state law, CARB, and in consultation with SCAG.
- Options to maximize existing infrastructure through pavement management and congestion management (ITS, congestion pricing, and other TDM/TSM strategies),
- Description of the California High-Speed Rail project,
- Discussion of emerging technologies (Maglev, PRT, etc...),
- Strategies to maximize land-use planning to reduce green house gas emissions.

The Plan

- Analysis of available revenues over life of the plan (revenue side),
- Develop project lists: Constrained Plan and Unconstrained Plan,
- Database (OCP dataset) that allocates population, housing, household, and employment to areas of the county. Geographic area should be the smallest level practicable for the COG to produce, preferably at the parcel level. The database must reflect the base year 2008 and each variable in the two GHG target years (2020 and 2035), in accordance with the Data Standards specified in county's MOU with SCAG.
- A map or series of maps that illustrates the growth distribution described above, and that further delineates uses, intensities, and residential densities, in accordance with the Data Standards set forth below.
- A listing of transportation projects that are incorporated in the subregional SCS.
- A listing and description of transportation policies (e.g. TDM, TSM and others) to be employed.
- Documentation that establishes the process, including the public participation and outreach process used to develop the SCS, and demonstrates the affected jurisdictions willingness to consider general plan changes.
- A narrative description of the strategies employed to reduce greenhouse gas emissions. A further description of any other strategies that were considered and not ultimately included.

Southern California Association of Governments

(Approved by Regional Council - April 1, 2010)

FRAMEWORK AND GUIDELINES **for** **SUBREGIONAL SUSTAINABLE COMMUNITIES STRATEGY**

I. INTRODUCTION

SB 375 (Steinberg), also known as California's Sustainable Communities Strategy and Climate Protection Act, is a new state law which became effective January 1, 2009. SB 375 calls for the integration of transportation, land use, and housing planning, and also establishes the reduction of greenhouse gas (GHG) emissions as one of the main goals for regional planning. SCAG, working with the individual County Transportation Commissions (CTCs) and the subregional organizations within the SCAG region, is responsible for implementing SB 375 in the Southern California region. Success in this endeavor is dependent on collaboration with a range of public and private partners throughout the region.

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

- Prepare a Sustainable Communities Strategy (SCS) as part of the 2012 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 target.
- Integrate SCAG planning processes, in particular assuring that the Regional Housing Needs Assessment (RHNA) is consistent with the SCS, at the jurisdiction level.
- Specific to SCAG only, allow for subregional SCS/APS development.
- Develop a substantial public participation process involving all stakeholders.

Unique to the SCAG region, SB 375 provides that "a subregional council of governments and the county transportation commission may work together to propose the sustainable communities strategy and an alternative planning strategy . . . for that subregional area." Govt. Code §65080(b)(2)(C). In addition, SB 375 authorizes that SCAG "may adopt a framework for a subregional SCS or a subregional 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.*

The intent of this Framework and Guidelines for Subregional Sustainable Communities Strategy (also referred to herein as the "Framework and Guidelines" or the "Subregional Framework and Guidelines") is to offer the SCAG region's subregional agencies the highest degree of autonomy,

flexibility and responsibility in developing a program and set of implementation strategies for their subregional areas. This will allow the subregional strategies to better reflect the issues, concerns, and future vision of the region's collective jurisdictions with the input of the fullest range of stakeholders. In order to achieve these objectives, it is necessary for SCAG to develop measures that assure equity, consistency and coordination, such that SCAG can incorporate the subregional SCSs in its regional SCS which will be adopted as part of the 2012 RTP pursuant to SB 375. For that reason, this Framework and Guidelines establishes standards for the subregion's work in preparing and submitting subregional strategies, while also laying out SCAG's role in facilitating and supporting the subregional effort with data, tools, and other assistance.

While the Framework and Guidelines are intended to facilitate the specific subregional option to develop the SCS (and APS if necessary) as described in SB 375, SCAG encourages the fullest possible participation from all subregional organizations. As SCAG undertakes implementation of SB 375 for the first time, SCAG has also designed a "collaborative" process, in cooperation with the subregions, that allows for robust subregional participation for subregions that choose not to exercise their statutory option.

II. ELIGIBILITY AND PARTICIPATION

SB 375 allows for subregional councils of governments in the SCAG region to have the option to develop the SCS (and the APS if necessary) for their area. SCAG interprets this option as being available to any subregional organization recognized by SCAG, regardless of whether the organization is formally established as a "subregional council of governments."

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

Subregional agencies must formally indicate to SCAG, in writing, by December 31, 2009 if they intend to exercise this option to develop their own SCS. Subregions that choose to develop an SCS for their area must do so in a manner consistent with this Framework and Guidelines. The subregion's intent to exercise its statutory option to prepare the strategy for their area must be decided and communicated through formal action of the subregional agency's governing board. Subsequent to receipt of any subregion's intent to develop and adopt an SCS, SCAG will convene discussions regarding a formal written agreement between SCAG and the subregion, which may be revised if necessary, as the SCS process is implemented.

III. FRAMEWORK

The Framework portion of this document covers regional objectives and policy considerations, and provides general direction to the subregions in preparing their own SCS, and APS if necessary.

A. SCAG's preliminary goals for implementing SB 375 are as follows:

- Achieve the regional GHG emission reduction target for cars and light trucks through an SCS.
- Fully integrate SCAG's planning processes for transportation, growth, intergovernmental review, land use, housing, and the environment.
- Seek areas of cooperation that go beyond the procedural statutory requirements, but that also result in regional plans and strategies that are mutually supportive of a range of goals.
- Build trust by providing an interactive, participatory and collaborative process for all stakeholders. Provide, in particular, for the robust participation of local jurisdictions, subregions and CTCs in the development of the SCAG regional SCS and implementation of the subregional provisions of the law.
- Assure that the SCS adopted by SCAG and submitted to California Air Resources Board (ARB) is a reflection of the region's collective growth strategy and vision for the future.
- Develop strategies that incorporate and are respectful of local and subregional priorities, plans, and projects.

B. Flexibility

Subregions may develop any appropriate strategy to address the region's greenhouse gas reduction goals and the intent of SB 375. While subregions will be provided with SCAG data, and with a conceptual or preliminary scenario to use as a helpful starting point, they may employ any combination of land use policy change, transportation policy, and transportation investment, within the specific parameters described in the Guidelines.

C. Outreach Effort and Principles

Subregions are required to conduct an open and participatory process that includes the fullest possible range of stakeholders. As further discussed within the Guidelines, SCAG amended its existing Public Participation Plan (PPP) to describes SCAG's responsibilities in complying with the outreach requirements of SB 375 and other applicable laws and regulations. SCAG will fulfill its outreach requirements for the regional SCS/APS which will include outreach activities regarding the subregional SCS/APS. Subregions are also encouraged to design their own outreach process that meets each subregion's own needs and reinforces the spirit of openness and full participation. To the extent that subregions do establish their own outreach process, this process should be coordinated with SCAG's outreach process.

D. Communication and Coordination

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

E. Planning Concepts

SCAG, its subregions, and member cities have established a successful track record on a range of land use and transportation planning approaches through the on-going SCAG Compass Blueprint Program, including approximately 60 local demonstration projects completed to date. Subregions are

encouraged to capture, further develop and build off the concepts and approaches of the Compass Blueprint program. In brief, these include developing transit-oriented, mixed use, and walkable communities, and providing for a mix of housing and jobs.

IV. GUIDELINES

These Guidelines describe specific parameters for the subregional SCS/APS effort under SB 375, including process, deliverables, data, documentation, and timelines. As described above, the Guidelines are created to ensure that the region can successfully incorporate strategies developed by the subregions 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 will result in SCAG not accepting a subregion's submitted strategy.

A. Subregional Process

(1) Subregional Sustainable Communities Strategy

Subregions that choose to exercise their optional role under SB 375 will develop and adopt a subregional Sustainable Communities Strategy. That strategy must contain all of the required elements, and follow all procedures, as described in SB 375. Subregions may choose to further develop an Alternative Planning Strategy (APS), according to the procedures and requirements described in SB 375. If subregions prepare an APS, they must prepare a Sustainable Communities Strategy first, in accordance with SB 375. A subregional APS is not "in lieu of" a subregional SCS, but in addition to the subregional SCS. In part, an APS must identify the principal impediments to achieving the targets within the SCS. The APS must show how the GHG emission targets would be achieved through alternative development patterns, infrastructure, and additional transportation measures or policies. SCAG encourages subregions to focus on feasible strategies that can be included in the SCS.

The subregional SCS must include all components of a regional SCS as described in SB 375, and outlined below:

- (i.) identify the general location of uses, residential densities, and building intensities within the subregion;
- (ii.) identify areas within the subregion sufficient to house all the population of the subregion, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation and employment growth;
- (iii.) identify areas within the subregion sufficient to house an eight-year projection of the regional housing need for the subregion pursuant to Section 65584;
- (iv.) identify a transportation network to service the transportation needs of the subregion;
- (v.) gather and consider the best practically available scientific information regarding resource areas and farmland in the subregion as defined in subdivisions (a) and (b) of Section 65080.01;
- (vi.) consider the state housing goals specified in Sections 65580 and 65581;
- (vii.) set forth a forecasted development pattern for the subregion, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the ARB; and

(viii.) allow the RTP to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506). See, Government Code §65080(b)(2)(B).

In preparing the subregional SCS, the subregion will 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. Technological measures may be included if they exceed measures captured in other state and federal requirements (e.g., AB32).

As discussed further below (under “Documentation”), subregions 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. However, should the adopted subregional strategy deviate from General Plans, subregions will need to demonstrate the feasibility of the strategy by documenting any affected jurisdictions’ willingness to adopt the necessary General Plan changes.

The regional SCS shall be part of the 2012 RTP. Therefore, for transportation investments included in a subregional SCS to be valid, they must also be included in the 2012 RTP. Further, such projects need to be scheduled in the RTIP for construction completion by the target years (2020 and 2035) in order to demonstrate any benefits as part of the SCS. As such, subregions will need to collaborate with the respective CTC in their area to coordinate the subregional SCS with future transportation investments. It should also be noted that the California Transportation Commission is updating their RTP Guidelines. This topic is likely to be part of further discussion through the SCS process as well.

SCAG will accept and incorporate the subregional SCS, unless (a) it does not comply with SB 375, (b) it is does not comply with federal law, or (c) it is does not comply with SCAG’s Subregional Framework and Guidelines. In the event that a compiled regional SCS, including subregional submissions, does not achieve the regional target, SCAG will initiate a process to develop and consider additional GHG emission reduction measures region-wide. SCAG will develop a written agreement with each subregional organization to define a process and timeline whereby subregions would submit a draft subregional SCS for review and comments to SCAG, so that any inconsistencies may be identified and resolved early in the process. Furthermore, SCAG will compile and disseminate performance information on the preliminary regional SCS and its components in order to facilitate regional dialogue. The development of a subregional SCS does not exempt any subregion from further GHG emission reduction measures being included in the regional SCS. Further, all regional measures needed to meet the regional target will be subject to adoption by the Regional Council, and any additional subregional measures beyond the SCS submittal from subregions accepting delegation needed to meet the regional target must also be adopted by the subregional governing body.

(2) Subregional Alternative Planning Strategy (APS)

Subregions are encouraged to focus their efforts on feasible measures that can be included in an SCS. In the event that a subregion chooses to prepare an APS, the content of a subregional APS should be consistent with what is required by SB 375 (*see*, Government Code §65080(b)(2)(H)), as follows:

- (i.) Shall identify the principal impediments to achieving the subregional SCS.

- (ii.) May include an alternative development pattern for the subregion 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 subregion.
- (iv.) An alternative development pattern set forth in the alternative planning strategy 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 alternative planning strategy 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.

Any precise timing or submission requirements for a subregional APS will be determined based on further discussions with subregional partners. As previously noted, a subregional APS is in addition to a subregional SCS.

(3) Outreach and Process

SCAG will fulfill all of its outreach requirements under SB 375 for the regional SCS/APS, which will include outreach regarding any subregional SCS/APS. SCAG staff has revised its Public Participation Plan to incorporate the outreach requirements of SB 375, and integrate the SB 375 process with the 2012 RTP development as part of SCAG's Public Participation Plan Amendment No. 2, adopted by SCAG's Regional Council on December 3, 2009. Subsequent to the adoption of the PPP Amendment No. 2, SCAG will continue to discuss with subregions and stakeholders the Subregional Framework & Guidelines, which further describe the Public Participation elements of SB 375.

Subregions that elect to prepare their own SCS or APS are encouraged to present their subregional SCS or APS, in coordination with SCAG, at all meetings, workshops and hearings held by SCAG in their respective counties. Additionally, the subregions would be asked 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 SCAG will provide notices and outreach materials to the subregions for their distribution to stakeholders. The SCAG PPP Amendment No. 2 provides that additional outreach may be performed by subregions. Subregions are strongly encouraged to design and adopt their own outreach processes that mimic the specific requirements imposed on the region under SB 375. Subregional outreach processes should reinforce the regional goal of full and open participation, and engagement of the broadest possible range of stakeholders.

(4) Subregional SCS Approval

It is recommended that the governing board of the subregional agency approve the subregional SCS prior to submission to SCAG. While the exact format is still subject to further discussion, SCAG recommends that there be a resolution from the governing board of the subregion with a finding that the land use strategies included in the subregional SCS are feasible and based upon consultation with the local jurisdictions in the respective subregion. Subregion should consult with their legal counsel as to compliance with the California Environmental Quality Act (CEQA). In SCAG's view, the

subregional SCS is not a “project” for the purposes of CEQA; rather, the 2012 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 subregional SCSs, will undergo a thorough CEQA review. Nevertheless, subregions approving subregional 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).

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

(5) Data Standards

SCAG is currently assessing the precise data standards anticipated for the regional and subregional SCS. In particular, SCAG is reviewing the potential use of parcel data and development types currently used for regional planning. At present, the following describes the anticipated data requirements for a subregional SCS.

1. Types of Variables

Variables are categorized into socio-economic variables and land use variables. The socio-economic variables include population, households, housing units, and employment. The land use variables include land uses, residential densities, building intensities, etc, as described in SB 375.

2. Geographical Levels

SCAG is considering the collection and adoption of the data at a small-area level as optional for local agencies in order to make accessible the CEQA streamlining provisions under SB 375. The housing unit, employment, and the land use variables can be collected at a small-area level for those areas which under SB 375 qualify as containing a “transit priority project” (i.e. within half-mile of a major transit stop or high-quality transit corridor) for purposes of allowing jurisdictions to take advantage of the CEQA streamlining incentives in SB 375.

For all other areas in the region, SCAG staff will collect the population, household, employment, and land use variables at the Census tract or Traffic Analysis Zone (TAZ) level.

3. Base Year and Forecast Years

The socio-economic and land use variables will be required for the base year of 2008, and the target years of 2020 and 2035.

(6) Documentation

Subregions are expected to maintain full and complete records related to the development of the subregional SCS, including utilizing the most recent planning assumptions considering local general plans and other factors. In particular, subregions must document the feasibility of the subregional strategy by demonstrating the willingness of local agencies to consider and adopt land use changes necessitated by the SCS. The format for this documentation may include adopted resolutions from local jurisdictions and/or the subregion’s governing board.

(7) Timing

An overview schedule of the major milestones of the subregional process and its relationship to the regional SCS/RTP is included below. Subregions must submit the subregional SCS to SCAG by the date prescribed. Further, SCAG will need a preliminary SCS from subregions for the purpose of preparing a project description for the 2012 RTP Program Environmental Impact Report. The precise content of this preliminary submission will be determined based on further discussions. The anticipated timing of this preliminary product is approximately February 2011.

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

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

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

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

The option to develop a subregional SCS is separate from the option for subregions to adopt a RHNA distribution, and subject to separate statutory requirements. Nevertheless, subregions that develop and adopt a subregional SCS should be aware that the SCS will form the basis for the allocation of housing need as part of the RHNA process. Further, SCS development requires integration of elements of the RHNA process, including assuring that areas are identified to accommodate the 8 year need for housing, and that housing not be constrained by certain types of local growth controls as described in State law.

SCAG will provide further guidance for subregions and a separate process description for the RHNA.

B. COUNTY TRANSPORTATION COMMISSIONS' ROLES AND RESPONSIBILITIES

Subregions that develop a subregional SCS will need to work closely with the CTCs in their area in order to coordinate and integrate transportation projects and policies as part of the subregional SCS. As discussed above (under "Subregional Sustainable Communities Strategy"), any transportation

projects identified in the subregional SCS must also be included in the 2012 RTP in order to be considered as a feasible strategy. SCAG can help to facilitate communication between subregions and CTCs.

C. SCAG ROLES AND RESPONSIBILITIES

SCAG's roles in supporting the subregional SCS development process are in the following areas:

(1) Preparing and adopting the Framework and Guidelines

SCAG will adopt these Framework and Guidelines in order to assure regional consistency and the region's compliance with law.

(2) Public Participation Plan

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

(3) Methodology

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

(4) Incorporation/Modification

SCAG will accept and incorporate the subregional SCS unless it does not comply with SB 375, federal law, or the Subregional Framework and Guidelines. As SCAG intends the entire SCS development process to be iterative, SCAG will not amend a locally-submitted SCS. SCAG may provide additional guidance to subregions so that subregions may make amendments to its subregional SCS as part of the iterative process, or request a subregion to prepare an APS if necessary. Further, SCAG can propose additional regional strategies if feasible and necessary to achieve the regional emission reduction target with the regional SCS. SCAG will develop a written agreement with each subregional organization to define a process and timeline whereby subregions would submit a draft subregional SCS for review and comments to SCAG, 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. In addition to regional modeling, SCAG is developing tools to evaluate the effects of strategies that are not fully accounted for in the regional model. SCAG is also developing two additional tools – a Land Use Model and an Activity Based Model – to assist in strategy development and measurement of outcomes under SB 375.

In addition to modeling tools which are used to measure results of completed scenarios, SCAG is developing a scenario planning tool for use in workshop settings as scenarios are being created with jurisdictions and stakeholders. The tool will be made available to subregions and local governments for their use in subregional strategy development.

(6) Adoption/Submission to State

After the incorporation of subregional strategies, SCAG will finalize and adopt the regional SCS as part of the 2012 RTP. SCAG will submit the SCS to ARB for review as required in SB 375.

(7) Conflict Resolution

While SB 375 requires SCAG to develop a process for resolving conflicts, it is unclear at this time the nature or purpose of a conflict resolution process as SCAG does not intend to amend a locally-submitted SCS. As noted above, SCAG will accept the subregional SCS unless it is inconsistent with SB 375, federal law, or the Subregional Framework and Guidelines. SCAG will also request that a subregion prepare an APS if necessary. It is SCAG's intent that the process be iterative and that there be coordination among SCAG, subregions and their respective jurisdictions and CTCs. SCAG is open to further discussion on issues which may generate a need to establish a conflict resolution process as part of the written agreement between SCAG and the subregional organization.

(8) Funding

Funding for subregional activities is not available at this time, and any specific parameters for future funding are speculative. Should funding become available, SCAG anticipates providing a share of available resources to subregions. While there are no requirements associated with potential future funding at this time, it is advisable for subregions to track and record their expenses and activities associated with these efforts.

(9) Preliminary Scenario Planning

SCAG will work with each subregion to collect information and prompt dialogue with each local jurisdiction prior to the start of formal SCS development. This phase of the process is identified as "preliminary scenario planning" in the schedule below. The purpose of this process is to create a base of information to inform SCAG's recommendation of a regional target to ARB prior to June 2010. All subregions are encouraged to assist SCAG in facilitating this process.

(10) Data

SCAG is currently developing, and will provide each subregion with datasets for the following:

- (1) 2008 Base year;
- (2) General Plan/Growth projection & distribution;
- (3) Trend Baseline; and
- (4) Policy Forecast/SCS.

While the Trend Baseline is a technical projection that provides a best estimate of future growth based on past trends and assumes no general plan land use policy changes, the Policy Forecast/ SCS is derived using local input through a bottom-up process, reflecting regional policies including transportation investments. Local input is collected from counties, subregions, and local jurisdictions.

Data/GIS maps will be provided to subregions and local jurisdiction for their review. This data and maps include the 2008 base year socioeconomic estimates and 2020 and 2035 socioeconomic forecast. Other GIS maps including the existing land use, the general plan land use, the resource areas, and other important areas identified in SB 375. It should be noted that none of the data/ maps provided were endorsed or adopted by SCAG's Community, Economic and Human Development Committee (CEHD). All data/maps provided are for the purpose of collecting input and comments from subregions and local jurisdictions. This is to initiate dialogue among stakeholders to address the requirements of SB 375 and its implementation.

The list of data/GIS maps include:

1. Existing land use
2. Zoning
3. General plan land use
4. Resource areas include:
 - (a.) all publicly owned parks and open space;
 - (b.) open space or habitat areas protected by natural community conservation plans, habitat conservation plans, and other adopted natural resource protection plans;
 - (c.) habitat for species identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies or protected by the federal Endangered Species Act (1973), the California Endangered Species Act, or Native Plant Protection Act;
 - (d.) lands subject to conservation or agricultural easements for conservation or agricultural purposes by local governments, special districts, or nonprofit 501(c)(3) organizations, areas of the state designated by the State Mining and Geology Board as areas of statewide or regional significance pursuant to Section 2790 of the Public Resources Code, and lands under Williamson Act contracts;
 - (e.) areas designated for open-space or agricultural uses in adopted open-space elements or agricultural elements of the local general plan or by local ordinance;
 - (f.) areas containing biological resources as described in Appendix G of the CEQA Guidelines that may be significantly affected by the sustainable communities strategy or the alternative planning strategy; and
 - (g.) an area subject to flooding where a development project would not, at the time of development in the judgment of the agency, meet the requirements of the National Flood Insurance Program or where the area is subject to more protective provisions of state law or local ordinance.
5. Farmland
6. Sphere of influence
7. Transit priority areas
8. City/Census tract boundary with ID
9. City/TAZ boundary with ID

(11) Tools

SCAG is developing a Local Sustainability Planning Model (LSPM) for subregions/local jurisdictions to analyze land use impact. The use of this tool is not mandatory and is at the discretion of the Subregion. The LSPM is a web-based tool that can be used to analyze, visualize and calculate the impact of land use changes on auto ownership, mode use, vehicle miles of travel (VMT), and greenhouse gas emissions in real time. Users will be able to estimate transportation and emissions impacts by modifying land use designations within their community.

Other tools currently maintained by SCAG may be useful to the subregional SCS development effort, including the web-based CaLOTS application. SCAG will consider providing guidance and training on additional tools based on further discussions with subregional partners.

(12) Resources and technical assistance

SCAG will assist the subregions by making available technical tools for scenario development as described above. Further, SCAG will assign a staff liaison to each subregion, regardless of whether the subregion exercises its statutory option to prepare an SCS. SCAG staff can participate in subregional workshops, meetings, and other processes at the request of the subregion, 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 subregions.

D. MILESTONES/SCHEDULE

- CARB issues Final Regional Targets – September 2010
- SCS development (preliminary scenario, draft, etc) – through early 2011
- Release Draft RTP/regional SCS for public review – November 2011
- Regional Council adopts RTP/SCS – April 2012

If other milestones are needed, they will be incorporated into the written agreement between SCAG and the Subregion.

The Office of State Planning



The Office of State Planning

CTP 2040

WHAT IS IT?

1. The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas (GHG) emissions.
2. It defines performance-based goals, policies, and strategies
3. **It is a vision for California's future, statewide, integrated, multimodal transportation system.**
4. The CTP is prepared in response to Federal and State requirements and is updated every five years

The Office of State Planning

CTP 2040

WHY?

- PROVIDES A STATEWIDE COMMON POLICY FRAMEWORK
- GUIDE INVESTMENTS AND DECISIONS TO MEET STATEWIDE TRANSPORTATION NEEDS
- IDENTIFIES THE STATEWIDE TRANSPORTATION GREENHOUSE GAS REDUCTIONS REQUIRED BY SB-391

The Office of State Planning

CTP 2040

WHEN ?

1. THE CTP₂₀₄₀ WAS INITIATED WITH THE DEVELOPMENT OF THE CALIFORNIA INTERREGIONAL BLUEPRINT (CIB) IN 2010 IN RESPONSE TO SB-391 (LIU,2009).
2. THE CIB IS A STATE-LEVEL TRANSPORTATION BLUEPRINT THAT ARTICULATES THE STATE'S VISION FOR AN INTEGRATED MULTIMODAL TRANSPORTATION SYSTEM THAT COMPLEMENTS REGIONAL TRANSPORTATION PLANS AND LAND USE VISIONS.
3. THE CIB PROVIDES THE TECHNICAL FOUNDATION FOR THE CTP 2040 WHICH WILL CONCLUDE WITH PLAN APPROVAL BY SECRETARY OF TRANSPORTATION IN DECEMBER 2015

The Office of State Planning

CTP 2040

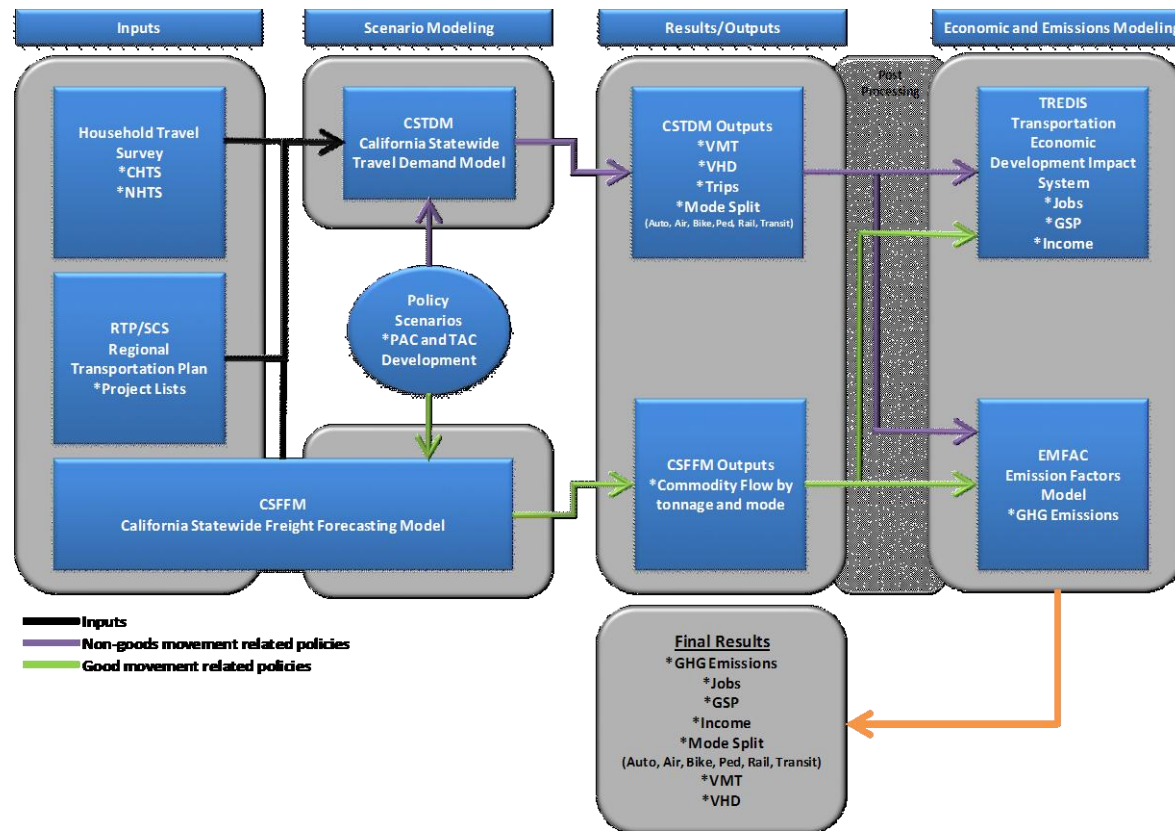
HOW?

1. THE CTP₂₀₄₀ WILL BE DEVELOPED IN COLLABORATION WITH TRANSPORTATION PARTNERS AND STAKEHOLDERS ACROSS THE STATE AND THROUGH ONGOING ENGAGEMENT AS OUTLINED IN THE PUBLIC PARTICIPATION PLAN FOR THE CTP.
2. THE VISION OF THE CTP₂₀₄₀ IS A FULLY INTEGRATED, MULTIMODAL, SUSTAINABLE TRANSPORTATION SYSTEM THAT SUPPORTS THE THREE OUTCOMES (3Es) THAT DEFINE QUALITY OF LIFE: PROSPEROUS ECONOMY, QUALITY ENVIRONMENT, AND SOCIAL EQUITY.

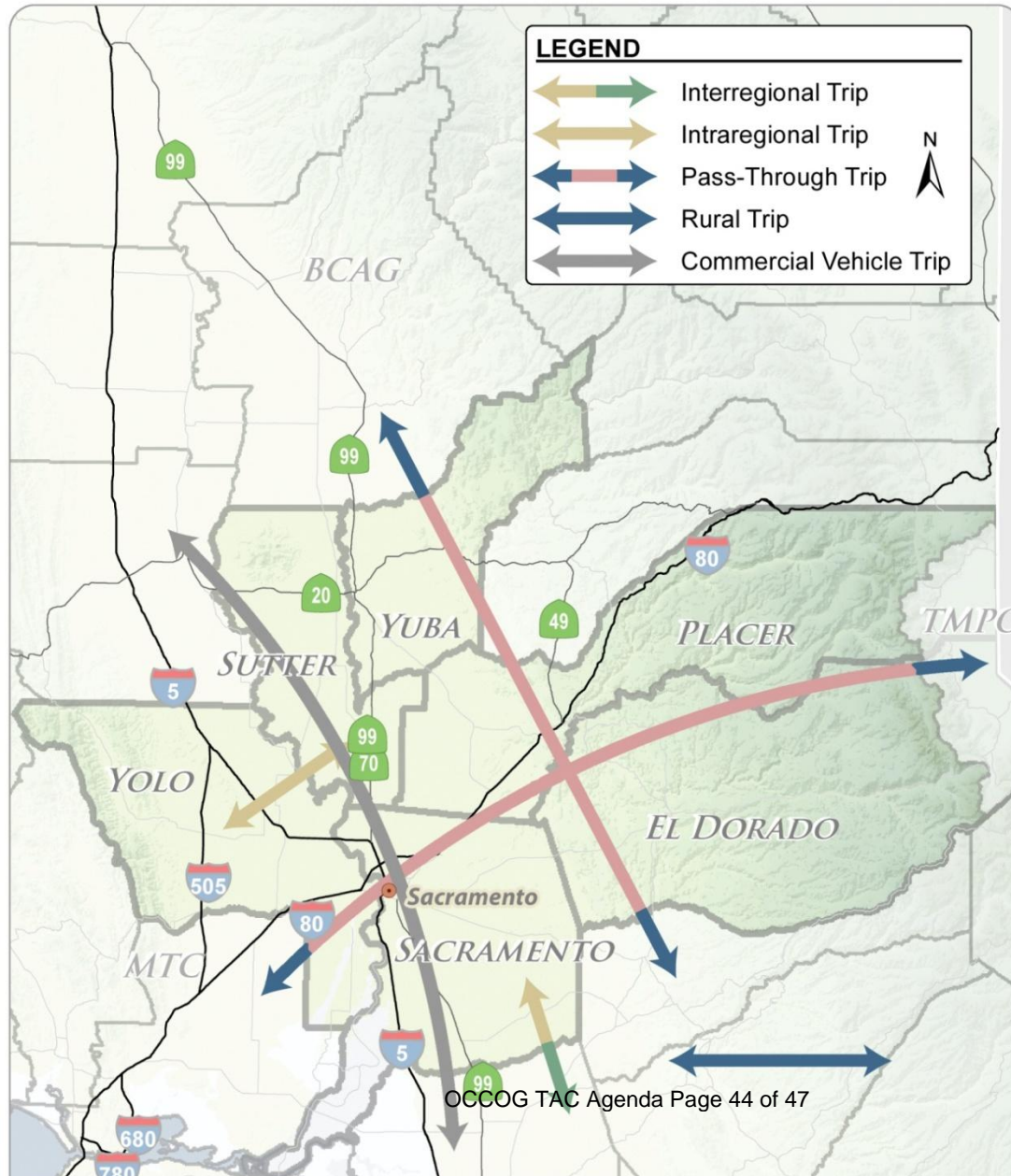
Interim Report vs. California Transportation Plan Major Requirements	
Interim Report	California Transportation Plan 2040
<ul style="list-style-type: none"> Completed by December 31, 2012 No update requirement 	<ul style="list-style-type: none"> Completed by December 31, 2015 Updated every five years thereafter
Specific Requirements for SB 391 <ul style="list-style-type: none"> List and overview of all sustainable communities strategies and alternative planning strategies Assessment of how implementation of the sustainable community strategies and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system 	Traditional Requirements <ul style="list-style-type: none"> Policy element that describes: <ul style="list-style-type: none"> state’s transportation policies system performance objectives policies objectives consistent with Government Code Sections 14000, 14000.5, 14000.6, and 65088 Strategies element that includes: <ul style="list-style-type: none"> broad system concepts and strategies synthesized from RTPs Recommendations element that includes: <ul style="list-style-type: none"> economic forecasts recommendations to Legislature and Governor to achieve the plan’s concepts, strategies, and performance objectives
Additional Elements to lay the groundwork for CTP 2040 <ul style="list-style-type: none"> Introduce a methodology for calculating statewide transportation GHG emissions for the CTP 2040 Provide recommendations to improve implementation of SB 375 and SB 391 	Subject Areas of Plan for the movement of people and freight (revised slightly by SB 391) <ul style="list-style-type: none"> Mobility and accessibility Integration and connectivity Efficient system management and operation Existing system preservation Safety and security Economic development, including productivity and efficiency Environmental protection and quality of life
	GHG Reduction (added by SB 391) <ul style="list-style-type: none"> The department shall address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 as required by the California Global Warming Solutions Act of 2006 and 80 percent below 1990 levels by 2050 (Executive Order S-3-05) by considering the use of: <ul style="list-style-type: none"> Alternative fuels, new vehicle technology, and tailpipe emissions reductions, and Expansion of: <ul style="list-style-type: none"> Public transit, commuter rail, intercity rail, bicycling and walking The plan shall identify the statewide integrated multimodal transportation system needed to achieve these results

SB 375 and SB 391 Comparison Matrix		
	RTP with SB 375	CTP with SB 391
SCS Requirement	Requires MPOs to prepare a sustainable communities strategy	Requires the Department to assess how SCS implementation will influence the configuration of the statewide multimodal transportation system
GHG Reduction Target	Specific reduction targets for each region provided by ARB with RTAC recommendations. Baseline year of 2005	No Specific Target Requires the Department to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of GHG emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050
Forecast Years	Given reduction targets for 2020 and 2035	Must address reduction goals for 2020 and 2050
Modeling	Gives specific requirements for MPO travel demand models Requires the MPO to publish the methodology, results and key assumptions of travel demand model in useable and understandable way	No specific modeling requirements Note: Statewide models will comply with 2010 RTP Guidelines recommendations
Applicable Sectors	Automobiles and light trucks	All (people and goods) - Automobiles, trucks, rail, air and seaports
Area	MPO region	Entire State
Transportation Network	Regional transportation network - all existing and proposed transportation system improvements, including the state and regionally significant transportation system	Interim Report will assess how implementation of SCS/APS will influence the configuration of the statewide integrated multimodal transportation system The CTP will identify the statewide integrated multimodal transportation system needed to achieve a statewide reduction of GHG emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050
CARB review	Provides MPO GHG reduction targets. Accepts or rejects the MPO determination that the SCS would achieve GHG reduction target	Must consult with and coordinate its activities with CARB

CTP Modeling & Policy Scenario Development

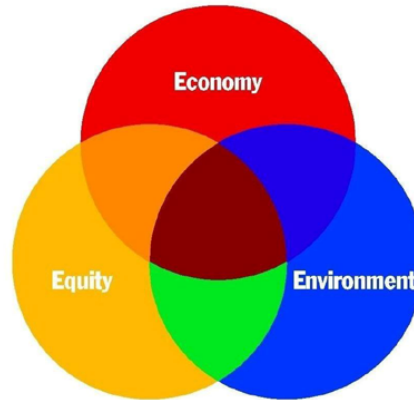


Trip Types Captured by Statewide Model



THE VISION

Sustainability



THE GOALS

Improve
Mobility
&
Accessibility

Preserve
The
Transportation
System

Support
The
Economy

Enhance
Public Safety

Improve
Security

Reflect
Community
Values

Enhance
The
Environment

THE POLICIES

Increase
System
Efficiency

Preserve
&
Maintain
System

Enhance
Goods
Movement

Improve
System
&
System
User
Safety

Expand
Collaboration
in Planning
&
Decision-
Making

Conserve
Natural
Resources

Support
Research
to Advance
Mobility &
Accessibility

Provide
Viable
Transportation
Choices

Manage &
Operate an
Efficient
Intermodal
System

Provide
Additional
&
Flexible
Funding

Provide
for
System
Security

Manage
Growth

Commit
to Clean
& Efficient
Energy
System

WHAT'S NEXT

- | | |
|------------------------------------|---------------------|
| • CTP KICK-OFF (TAC/PAC SELECTION) | MAR 2013 |
| • CTP 1 ST DRAFT | JAN 2013 – JAN 2014 |
| • FOCUS GROUPS | SPRING 2013 |
| • TRIBAL SUMMIT | SPRING 2013 |
| • SCENARIO ANALYSIS | MAY-JUL 2014 |
| • WORKSHOPS | FALL 2014 |
| • CTP 2040 TO LEGISLATURE | DEC 2015 |

For More Information...



Check out the CIB Website at:

<http://www.californiatransportationplan2040.org>



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