



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

Meeting Date / Location

**Tuesday, July 2, 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 June 4, 2013 meeting

<i><u>Recommended Action:</u></i> Approve OCCOG TAC minutes of June 4, 2013, as presented or amended | (Chair Poynter) 1 |
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PRESENTATIONS, DISCUSSION AND ACTION ITEMS, REPORTS

- | | | |
|-----------|--|---|
| 2. | Center for Demographic Research
♦ 2014 Orange County Projections (OCP-2014) Base Year Data Review
♦ January – June 2013 Housing Inventory System (HIS) collection | (Ms. Deborah Diep, Director, Center for Demographic Research) – 20 minutes 6 |
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<u>Recommended Action:</u> Receive report. Discussion.		
3. Orange County Transportation Authority Long Range Transportation Plan Update	(Mr. Greg Nord, OCTA) – 15 minutes	7
<u>Recommended Action:</u> Receive report. Discussion		
4. District 1 and 2 Bikeways Collaborative Update	(Ms. Carolyn Mamaradlo, OCTA) –15 minutes	8
<u>Recommended Action:</u> Receive report. Discussion.		
5. 2016 RTP/SCS- Technical Discussion on Delegation for 2016 Orange County Sustainable Communities Strategy – Framework and Guidelines	(Chair Poynter, Ms. Gwenn Norton-Perry, OCCOG Executive Director, and Ms. Deborah Diep) –40 minutes	11
<u>Recommended Action:</u> Receive report. Discussion		
6. Southern California Association of Governments and Orange County Council of Governments Update	(Chair Poynter, Ms. Norton-Perry, Ms. Diep) –20 minutes	24
<ul style="list-style-type: none"> ◆ June 4, 2013: Subregions of Southern California ◆ June 6, 2013: SCAG Policy Committee and Regional Council meetings ◆ June 12, 2013: SCAG Scenario Planning Model Working Group meeting ◆ June 13, 2013: SCAG Technical Working Group meeting ◆ June 27, 2013: SCAG Panel of Experts meeting ◆ June 27, 2013: Orange County Council of Governments Board of Directors meeting ◆ July 2, 2013: Subregions of Southern California meeting 		
<u>Recommended Action:</u> Receive report. Discussion.		
7. California Air Resources Board AB 32 Scoping Plan Update	(Chair Poynter) – 20 minutes	
<u>Recommended Action:</u> Receive report. Discussion.		

REPORT FROM THE CHAIR

REPORT FROM THE OCCOG EXECUTIVE DIRECTOR

MATTERS FROM OCCOG TAC MEMBERS

ANNOUNCEMENTS FROM OCCOG TAC NON-MEMBERS

ITEMS FOR NEXT MEETING

- ◆ ULI Presentation

IMPORTANT DATES OR UPCOMING EVENTS

- ◆ July 2, 2013: Subregions of Southern California Group
- ◆ July 25, 2013: Orange County Council of Governments Board of Directors Meeting
- ◆ August 1, 2013: Southern California Association of Governments Regional Council and Policy Committee Meetings
- ◆ August 6, 2013: Orange County Council of Governments Technical Advisory Committee Meeting

ADJOURNMENT

**Adjourn to: August 6, 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 June 4, 2013

The OCCOG Technical Advisory Committee (TAC) meeting of June 4, 2013, was called to order by Chair Marika Poynter, City of Irvine, at the Orange County Transportation Authority Headquarters, 600 South Main Street, Orange, California 92863, at 9:08 a.m. Attendees were invited by the 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 May 7, 2013 were unanimously approved by the TAC as moved by Mr. Greg Nord, Orange County Transportation Authority, and a second by Ms. Linda Smith, County of Orange.

PRESENTATIONS, DISCUSSION AND ACTION ITEMS, REPORTS

2. Center for Demographics Research Update

Ms. Deborah Diep, Director for the Center for Demographic Research, provided the TAC with the 2014 Orange County Projections (OCP-2014) Base Year Data Review Packets. The CDR is beginning the latest revision process of the Orange County Projections (OCP-2014). The Orange County Projections is the primary population, housing, and employment forecasting data set used by multiple agencies for local and regional planning which include such efforts as forecasting traffic demand, sewer demand, water demand, and congestion management plans. In order to create the most accurate portrait of Orange County's future, it is essential that each jurisdiction provide their input on the base year estimates for July 1, 2012, which provide the foundation of the projections. The deadline for providing comments back to CDR is Wednesday, July 3, 2013.

Ms. Diep also provided an update on the January through June 2013 Housing Inventory System (HIS) collection. CDR is collection housing construction and demolition data for January 1, 2013 through June 30, 2013 in preparation for the 2014 OCP. Deadline for activity submittal is Friday, July 5, 2013.

Action: Received and discussed report.

3. Orange County Council of Governments Website

Mr. Jovan Orozco of Jovenville LLC provided the TAC with an update on the development of the Orange County Council of Governments website. Mr. Orozco presented several different

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versions of the website that will be finalized and a version of the website will be presented to the OCCOG Board at their June 27, 2013 meeting.

Action: Received report.

4. Orange County Transportation Authority Long Range Transportation Plan (LRTP) Update

Mr. Greg Nord, Orange County Transportation Authority, provided the TAC with an update on the OCTA Long Range Transportation Plan (LRTP). Mr. Nord identified some of the key issues that have been tentatively identified and will be provided to the OCTA Board at their next meeting. Mr. Nord will continue to provide the TAC with updates on the development of the LRTP.

Action: Received and discussed report.

5. Technical Discussion of Delegation for Orange County Sustainable Communities Strategy for the 2016 Regional Transportation Plan/Sustainable Communities Strategy

The purpose of this item is to continue the discussion on the 2016 Sustainable Communities Strategies (SCS) subregional delegation opportunity in conjunction with the 2016 RTP/SCS development. The TAC focused its discussion on the advantages and disadvantages of accepting delegation to develop a subregional SCS. TAC members agreed that one of the biggest advantages to accepting subregional delegation is being able to have local control over the growth forecast data. The TAC also noted that the Orange County SCS completed in 2011 for inclusion in the 2012 Regional Transportation Plan/Sustainable Communities Strategy showcased what Orange County jurisdictions are currently doing in terms of sustainable planning. Mr. Doug Reilly, City of Laguna Woods, stated that there may be concern as to what we can do to add to the 2011 SCS for the next RTP/SCS cycle, as very little time has elapsed between the two SCS cycles. The advantages and disadvantages discussed at the meeting will be added to a list created by a smaller ad-hoc group and provided to the OCCOG Executive Director. This will then be presented to the OCCOG Board of Directors at the June 27, 2013 meeting. The TAC will focus on the Framework and Guidelines at the July 2, 2013 TAC meeting.

Action: Received and discussed report.

6. Southern California Association of Governments (SCAG) and Orange County Council of Governments (OCCOG) Update

Chair Marika Poynter, City of Irvine, Ms. Gwenn Norton-Perry, Executive Director of the OCCOG, and Ms. Deborah Diep, Director for the Center for Demographic Research, provided the TAC with an update on the following meetings.

- May 23, 2013 Orange County Council of Governments Board of Directors meeting
- June 4, 2013 Subregions of Southern California meeting
- June 6, 2013 SCAG Policy Committee and Regional Council meetings

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- June 12, 2013 SCAG Scenario Planning Model Working Group
- June 13, 2013 SCAG Technical Working Group meeting and
- The final version of the SCAG Local Area Profile

Action: Received and discussed report.

7. Senate Bill 1

The TAC received a copy of Senate Bill 1 and there was a brief discussion on the implications it might have on Orange County. Specifically, there was some concern with the definition of “blight” and “sustainable parking ordinance” that are identified in the bill.

REPORT FROM CHAIR

The Chair informed the TAC of the upcoming workshops the California Air Resources Board is hosting regarding the AB 32 scoping plan.

REPORT FROM THE EXECUTIVE DIRECTOR

There was no report from the OCCOG Executive Director.

MATTERS FROM OCCOG TAC MEMBERS

There were no matters presented from OCCOG TAC Members.

ANNOUNCEMENTS FROM OCCOG TAC NON-MEMBERS

Mr. Kevin Gilhooley, Regional Affairs Officer for SCAG, provided an update on several workshops and upcoming meetings being hosted by SCAG, including the next Toolbox Tuesdays session.

ITEMS FOR NEXT MEETING

- Continuation of the Technical Discussion of Delegation for the Orange County Sustainable Communities Strategy for the 2016 Regional Transportation Plan/Sustainable Communities Strategy

IMPORTANT DATES OR UPCOMING EVENTS

- June 4, 2013: Subregions of Southern California Meeting
- June 6, 2013: Southern California Association of Governments Regional Council and Policy Committee Meetings
- June 12, 2013: Scenario Planning Model Working Group
- June 13, 2013: Southern California Association of Governments Technical Working Group
- June 27, 2013: Orange County Council of Governments Board Meeting

ADJOURNMENT

The meeting was adjourned by Chair Poynter at 11:15 a.m. until Tuesday, July 2, 2013 at 9:00 a.m. at the OCTA Headquarters.

Submitted by:

Marika Poynter, City of Irvine
OCCOG TAC Chair

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Attendees List for June 4, 2013 Meeting

Marika Poynter, City of Irvine
Douglas Reilly, City of Laguna Woods
Erica Roess, City of Aliso Viejo
Aaron Hollister, City of Costa Mesa
Steven Ratkay, City of Westminster
Matt Jenkins, City of Fountain Valley
Diana McCarthy, City of Fullerton
Doug Feremenga, TCA
Chris Johansen, City of La Habra
Joe Alcock, OCTA
Kelly Hart, City of Stanton
Joven Orozco, Jovenville
John Douglas, JH Douglas and Associates
Larry Longenecker, City of Laguna Niguel
Fern Nueno, City of Newport Beach
Linda Smith, County of Orange
Greg Nord, OCTA
Deborah Diep, CDR/CSUF
Gwenn Norton-Perry, OCCOG
Cheryl Kuta, City of Lake Forest
Maria Parra, City of Garden Grove
Carla Walecka, TCA
Kori Nevarez, City of Cypress
Elaine Lister, City of Mission Viejo
Ian Boles, CDR
Diana Yanez, CDR
Annie Wu, OCTA
Benjamin Jen, City of La Palma
Scott Reekstin, City of Tustin
Chris Wright, City of San Clemente
Kevin Gilhooley, SCAG



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

Reports

1. 2014 Orange County Projections (OCP-2014) Base Year Data Review Packets

The CDR is beginning the latest revision process of the *Orange County Projections* (OCP-2014). The *Orange County Projections* is the primary population, housing and employment forecasting data set used by multiple agencies for local and regional planning which include such efforts as forecasting traffic demand, sewer demand, water demand, and congestion management plans. In order to create the most accurate portrait of Orange County's future, it is essential that each city provide their input on the base year estimates for July 1, 2012, which provide the foundation of the projections. Once finalized, the base year data (July 2012) will also be submitted to the Southern California Association of Governments (SCAG) for their development of the 2016 Regional Transportation Plan/Sustainable Communities Strategy.

Deadline for providing comments back to CDR: **Wednesday, July 3, 2013**. Files may be sent to CDR electronically to ddiep@fullerton.edu or hardcopies mailed back to CDR.

2. January – June 2013 Housing Inventory System (HIS) collection

CDR is collecting housing construction and demolition data for January 1, 2013 – June 30, 2013 in preparation for the 2014 Orange County Projections. **Deadline for activity submittal is Friday, July 5, 2013**. Please send data to dyanez@fullerton.edu. HIS forms are located at <http://www.fullerton.edu/cdr/2013HISform.xls>

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



OCCOG Technical Advisory Committee

July 2, 2013

Item 3: Orange County Transportation Authority Long Range Transportation Plan Update

Recommended Action: Receive report.

Report

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

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



Item 4: District 1 and 2 Bikeways Collaborative Update

Recommended Action: Receive report.

Report

Ms. Carolyn Mamaradlo, Orange County Transportation Authority, will provide the TAC with an update on the District 1 and 2 Bikeways Collaborative.

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

ORANGE COUNTY REGIONAL BIKEWAYS PLANNING

SUPPORTING

Local jurisdictions and residents and visitors who bicycle

START DATE

4th Supervisorial District	Spring 2011
1st and 2nd Supervisorial Districts	Winter 2012
5th Supervisorial District	Summer 2013
3rd Supervisorial District	Summer 2014

WEBSITE: octa.net/bikeways

FOR QUESTIONS
CONTACT: Wes Parsel
(714) 560-5329
wparsel@octa.net

DID YOU KNOW:

- The average bicyclist will go 31% out of their way to use a bike lane and 45% for a bicycle boulevard instead of riding in mixed traffic (TCRP Report 95: Chapter 16).
- Studies have shown that a 10% increase in bikeway infrastructure will lead to a 2.5% increase in bicycle mode share (TCRP Report 95: Chapter 16).
- Orange County is ranked 9th worst out of the 58 California counties in the number of reported bicyclist injuries and fatalities by daily vehicle miles traveled (California Office of Traffic Safety, 2010).
- Increased bikeway infrastructure leads to a reduction in injuries through the "safety in numbers" effect (Reynolds et al, 2009).



BACKGROUND

The Orange County Transportation Authority develops the Commuter Bikeways Strategic Plan every five years which outlines OCTA's role in bikeways planning. These include:

- Suggesting regional priorities for optimal use by local jurisdictions
- Assisting in coordinating plans between jurisdictions
- Providing planning and design guidelines; and
- Participating in outreach efforts to encourage bicycle commuting

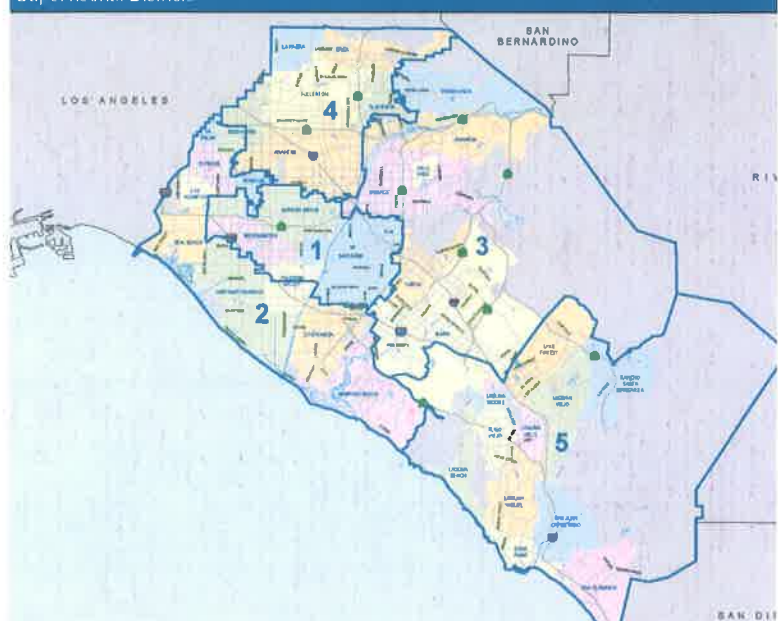
The Regional Bikeways Planning effort will expand upon the CBSP to identify potential regional bikeway improvements. This planning process will be initiated and coordinated by OCTA, but local jurisdictions will bring projects from concept to concrete.

PROCESS OVERVIEW

Regional Bikeways Planning is a countywide effort involving OCTA, local jurisdictions, and bicycle stakeholders. The goals of the effort are to build consensus on key bikeway corridors and to assist local jurisdictions with project development.

OCTA will be conducting the effort on a supervisorial district basis over the next several years. For each district, OCTA will develop a bikeways strategy (Strategy) and a set of feasibility studies. The Strategy will identify regional bikeway corridors that connect to major activity centers including employment areas, transit stations, colleges and universities. The regional bikeway corridors will be identified based on consensus-building and facilitation efforts. For the top ranking corridors, feasibility studies will be developed to provide design recommendations to the local jurisdictions.

Supervisorial Districts



Orange County Transportation Authority

550 S. Main St
P.O. Box 14184
Orange, CA 92863-1584
(714) 560-OCTA
www.octa.net

Districts 1 & 2 Bikeways Collaborative

REGIONAL BIKEWAY CORRIDORS

The proposed regional corridors will improve links to regional facilities, provide access to key destinations, and close gaps in the bikeway network. These proposed corridors connect existing bikeways with proposed segments identified in the 2009 OCTA Commuter Bikeways Strategic Plan.

- (A) Pacific Electric ROW
- (B) Bristol - Bear
- (C) Pacific Coast Highway
- (D) Magnolia - Hoover
- (E) Slater - Segerstrom
- (F) Westminster - Hazard
- (G) Springdale - Holder
- (H) Seal Beach - Orange Ave
- (I) Brookhurst - Ward
- (J) Edison Transmission Line

These ten corridors would connect many partially built bikeways, tripling the shared-use path network (to 16 miles) and more than doubling the bike lane network (to 117 miles)



GOALS

- Improve bikeways connectivity across jurisdictional boundaries
- Build off of local bikeways network and local connections to neighborhoods and schools
- Collect good data on bicycling in Orange County
- Coordinate regional bikeways planning and construction among individual cities
- Serve key locations such as transportation hubs, major employment centers, colleges, and universities

TIME LINE

Fall 2012 - Winter 2013

- Project Initiation
- Data Inventory

Spring 2013

- Project Outreach
- Draft Corridors and Ranking

Summer 2013

- Final Bikeways Strategy

Fall 2013 - Summer 2014

- Feasibility Studies



Item 5: **Technical Discussion on Delegation for Orange County Sustainable Communities Strategy for the 2016 RTP/SCS**
Recommended Action: Receive report. 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 2014 for subregions to send a letter of intent to accept subregional SCS delegation. The goal of this meeting is to focus on the Framework and Guidelines SCAG will be preparing for subregional delegation.

Attached is the SCAG Framework and Guidelines for Subregional SCS that was prepared for the 2012 RTP/SCS and 2012 SCS delegation process. This is being provided to assist the TAC in continuing 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 changes to SCAG’s Framework and Guidelines document.

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

Attachment:

1. SCAG’s Framework and Guidelines for Subregional SCS- 4/2010

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.



Item 6: **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, Chair Marika Poynter, and Ms. Deborah Diep, Director for the Center for Demographic Research, will brief the TAC on the key highlights of the following items:

- June 4, 2013 Subregions of Southern California Meeting
- June 6, 2013 SCAG Policy Committee and Regional Council Meetings
- June 12, 2013 SCAG Scenario Planning Model Working Group Meeting
- June 13, 2013 SCAG Technical Working Group Meeting
- June 27, 2013 SCAG Panel of Experts Meeting
- June 27, 2013 Orange County Council of Governments Board of Directors Meeting
- June 2, 2013 Subregions of Southern California Meeting

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

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