# ORANGE COUNTY COUNCIL OF GOVERNMENTS

***Technical Advisory Committee***

**Meeting Date / Location**

**Tuesday, March 5, 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 | Page |
|---|---|---|
| **INTRODUCTIONS** | (Vice Chair Nate Farnsworth, City of Rancho Margarita) | |
| **PUBLIC COMMENTS** | (Vice Chair Farnsworth) | |

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 agendized 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**<br>♦ **Draft OCCOG TAC minutes for February 5, 2013 meeting**<br>*Recommended Action:* Approve OCCOG TAC minutes of February 5, 2013, as presented or amended | (Vice Chair Farnsworth) | **1** |

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**PRESENTATIONS, DISCUSSION AND ACTION ITEMS, REPORTS**

**2. Center for Demographic Research Update** (Deborah Diep, Director, Center for Demographic Research) – 10 minutes

*Recommended Action:* Receive report. Discussion.

**3. California Communities Environmental Health Screening Tool (CalEnviroScreen Tool)** (Ms. Diep; Ms. Kori Nevarez, City of Cypress; and Mr. Greg Nord, OCTA) –10 minutes

*Recommended Action:* Receive report. Discussion.

**4. OCCOG Website** (Gwenn Norton-Perry, OCCOG Executive Director; Vice Chair Farnsworth) –15 minutes

- Consider items to be included on OCCOG's website

*Recommended Action:* Discussion.

**5. 2016 Regional Transportation Plan and Sustainable Communities Strategy Subcommittee Update** (Ms. Norton-Perry; Vice Chair Farnsworth) – 20 minutes

- SCAG SCS Subcommittees
- Report from OCCOG TAC Ad-hoc SCS Subcommittee Recommendation working group

*Recommended Action:* Receive report. Discussion.

**6. Southern California Association of Governments and Orange County Council of Governments Update** (Ms. Norton-Perry) – 10 minutes

- February 7, 2013 Regional Council and Policy Committee Meetings
- March 7, 2013 Regional Council and Policy Committee Meetings
- February 28, 2013 Orange County Council of Governments Board of Directors Meeting

*Recommended Action:* Receive report. Discussion.

**7. 2016 Regional Transportation Plan and Sustainable Communities Strategy** (Vice Chair Farnsworth; Ms. Diep, CDR) – 60 minutes

- 2016 RTP/SCS timeline
- SCAG data collection
- Discussion on requirement of City Council approval of growth forecast (vs. City Manager)

- Discussion on technical items/process regarding delegation

*Recommended Action:* Receive report. Discussion.

**8. 2015 Air Quality Management Plan (AQMP)** (Ms. Carla Walecka, TCA) –15 minutes

*Recommended Action:* Receive report. Discussion.

**REPORT FROM THE VICE CHAIR**

**REPORT FROM THE OCCOG EXECUTIVE DIRECTOR**

**MATTERS FROM OCCOG TAC MEMBERS**

**ANNOUNCEMENTS FROM OCCOG TAC NON-MEMBERS**

**ITEMS FOR NEXT MEETING**

**IMPORTANT DATES OR UPCOMING EVENTS**

- March 7, 2013: Southern California Association of Governments Regional Council and Policy Committee Meetings
- March TBD: Final Joint Meeting of SCAG's Active Transportation, Public Health, and Sustainability Subcommittees
- March 28, 2013: Orange County Council of Governments Board of Directors Meeting
- May 2, 2013: SCAG General Assembly, Palm Desert

**ADJOURNMENT**

**Adjourn to: April 2, 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 February 5, 2013

The OCCOG Technical Advisory Committee (TAC) meeting of February 5, 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 9:08 a.m. Attendees were invited by the Vice Chair to introduce themselves. Mr. David Simpson, OCCOG Executive Director, introduced Ms. Gwenn Norton-Perry, as the new OCCOG Executive Director, recently approved by the OCCOG Board of Directors. 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 January 8, 2013 were unanimously approved by the TAC as moved by Ms. Cheryl Kuta, City of Lake Forest, and seconded by Ms. Elaine Lister, City of Mission Viejo.

**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 an update on several items related to CDR.

*Action:* Received and discussed report.

**3. 2016 Regional Transportation Plan and Sustainable Communities Strategy Subcommittee Update**

Mr. David Simpson, OCCOG Executive Director, provided the OCCOG TAC with an update on the Southern California Association of Governments Sustainable Communities Strategy Subcommittee meetings held to date.
Mr. Simpson discussed the draft Consolidated Policy Subcommittee Recommendations that were included in the packet for the joint meeting of Public Health, Active Transportation and Sustainability SCS Subcommittee meeting of January 14, 2013, and recommended that an Ad-Hoc Committee be formed to review the recommendations and provide comments to the OCCOG Board of Directors prior to their February 28, 2013 meeting.

The OCCOG TAC unanimously approved the formation of an Ad-Hoc Subcommittee to review the proposed Draft Consolidated Policy Subcommittee Recommendations as moved by Mr.

Doug Reilly, City of Laguna Woods, and seconded by Ms. Ruby Maldonado, County of Orange. The Ad-Hoc Committee members that volunteered to participate included the following: Mr. Nate Farnsworth, City of Rancho Santa Margarita; Ms. Deborah Diep, Director for the Center for Demographic Research; Mr. Doug Reilly, City of Laguna Woods; Ms. Carla Walecka, Transportation Corridor Agencies; Ms. Adrienne Gladson, City of Brea; Ms. Susan Kim, City of Anaheim; Mr. Greg Nord, Orange County Transportation Authority; and, Ruby Maldonado, County of Orange.

*Action:* Received and discussed report. Formed an Ad-Hoc Subcommittee to review the proposed Draft Consolidated Policy Subcommittee Recommendations.

**4. Southern California Association of Governments and Orange County Council of Governments Update**

Mr. David Simpson, OCCOG Executive Director, provided the OCCOG TAC with an update on the agendas for the February 7, 2013 Southern California Association of Governments Regional Council and Policy Committee meetings. The Community, Economic and Human Development (CEHD) Subcommittee will be discussing the following items: 1) the streamlining Housing Element review process; 2) a process to consider Regional Housing Needs Assessment (RHNA) and Housing Element reform; and 3) the local input process for the 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).

Ms. Deborah Diep, Director for the Center for Demographic Research, provided a draft letter to be mailed to local jurisdictions from SCAG staff regarding a request for parcel level submission to SCAG for the 2016 RTP/SCS, in order to solicit comments to ensure that the request from SCAG was clear.

*Action:* Received and discussed report.

**5. California Communities Environmental Health Screening Tool (CalEnviroScreen Tool)**

Ms. Deborah Diep, Director for the Center for Demographic Research provided an update on the CalEnviroScreen Tool. Discussion was held regarding recommended draft comments to be sent to the OCCOG Board of Directors.

*Action:* Received and discussed report. The OCCOG TAC recommended draft comments on the CalEnviroScreen Tool be forwarded to the Orange County Council of Governments Board of Directors and distributed to local jurisdictions.

**6. Other**

*Action:* Received and discussed report.

## REPORT FROM THE VICE CHAIR

There was no report from the Vice Chair.

## REPORT FROM THE EXECUTIVE DIRECTOR

There was no report from the Executive Director.

## MATTERS FROM OCCOG TAC MEMBERS

## ANNOUNCEMENTS FROM OCCOG TAC NON-MEMBERS

Ms. Carla Walecka, Transportation Corridor Agencies, provided an update from the Air Quality Management Plan (AQMP) Workgroup Meeting of January 29, 2013. The South Coast Air Quality Management District has released a draft schedule for preparing the AQMP. The 2015 AQMP is due to the California Environmental Protection Agency by July 20, 2015.

Ms. Carolyn Mamaradlo, Orange County Transportation Authority (OCTA), provided an update on OCTA's Regional Bikeway Planning program.

## ITEMS FOR NEXT MEETING

- 2015 AQMP

## IMPORTANT DATES OR UPCOMING EVENTS

- February 7, 2013: Southern California Association of Governments Regional Council and Policy Committee Meetings
- *Add in any other important meeting dates from SCAG (check their website at meeting agendas) – try and capture any SCAG SCS Subcommittee meetings (these are set to terminate at the end of February). Note any meetings of the Plans and Programs TAC or workshops planned at SCAG (i.e. CalEnviroScreen Tool).*
- February 28, 2013: Orange County Council of Governments Board of Directors Meeting

## ADJOURNMENT

The meeting was adjourned by Vice Chair Farnsworth at 11:30 a.m. until Tuesday, March 5, 2013 at 9:00 a.m. at the OCTA Headquarters.

Submitted by:

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

**Attendees List for February 5, 2013 Meeting**

Nate Farnsworth, City of Rancho Santa Margarita
Fern Nueno, City of Newport Beach
Douglas C. Reilly, City of Laguna Woods
Amy Mulloy, City of Irvine
Chris Schaeffer, City of La Habra
Doug Feremenga, Transportation Corridor Agency
Jullie Molloy, City of Laguna Hills
Deborah Diep, Center for Demographic Research/Cal State Fullerton
Dave Simpson, Orange County Transportation Authority
Gwenn Norton-Perry, OCCOG
Cheryl Kuta, City of Lake Forest
Bill Jacobs, City of Irvine
Anna Pehoushek, City of Orange
Elaine Lister, City of Mission Viejo
Larry Longenecker, City of Laguna Niguel
Linda Tang, Kennedy Commission
Carla Walecka, Transportation Corridor Agency
Scott Martin, Center for Demographic Research
Carolyn Mamaradlo, Orange County Transportation Authority
Kori Nevarez, City of Cypress
Susan Kim, City of Anaheim
Linda Smith, County of Orange
Scott Reekstin, City of Tustin
Adrienne Gladson, City of Brea
Greg Nord, Orange County Transportation Authority
Aileen Kennedy, CalTrans
Ruby Maldonado, County of Orange

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

**Reports**

1. July– December 2012 Housing Inventory System (HIS) collection
   CDR is collecting housing construction and demolition data for July 1, 2012- December 31, 2012 in preparation for the 2014 Orange County Projections. Deadline for activity submittal was Friday, January 18, 2013. Please send data to dyanez@fullerton.edu. HIS forms are located at http://www.fullerton.edu/cdr/2012HISform.xls. Verification of completed data will be sent to jurisdictions for approval after CDR completes data geocoding.

2. 2012 Employers with 100 or more employees on site
   - Electronic file of employers by address with total employees on site available for review
   - Jurisdiction must sign confidentiality agreement
   - If interested, please send email request to Scott Martin smartin@fullerton.edu

3. U.S. Census Bureau 2013 Consolidated Boundary and Annexation Survey (CBAS) Update
   - 28 of 35 jurisdictions have delegated boundary review to CDR
   - CDR is using the 1/1/2013 official County Surveyor jurisdiction boundary file; coordinating with OCLAFCO
   - CBAS deadline for CDR to submit requested changes was March 1, 2013
   - CDR Contact: Ian Boles

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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

**Item 3:** **California Environmental Protection Agency CalEnviroScreen Tool**

**Recommended Action:** Receive report. Discussion.

**Report**

At the February OCCOG TAC meeting, TAC members were encouraged to review the revised draft of the CalEnviroScreen Tool so that the TAC can recommend draft comments on the CalEnviroScreen Tool that can be forwarded to the Orange County Council of Governments Board of Directors and distributed to local jurisdictions. A letter was sent to the Office of Environmental Health Hazard Assessment from the OCCOG Board of Directors dated February 18, 2013, in response to the California Environmental Health Screening or CalEnviroScreen Tool.

**Attachments:** 1. Letter from OCCOG Board of Directors dated February 18, 2013

**Contact:** Mr. Nate Farnsworth, Vice Chair, City of Rancho Santa Margarita
949/635-1800
nfarnsworth@cityofrsm.org

OCCOG

Orange County
Council of Governments
**Member Agencies**

Aliso Viejo
Anaheim
Brea
Buena Park
Costa Mesa
Cypress
Dana Point
Fountain Valley
Fullerton
Garden Grove
Huntington Beach
Irvine
La Habra
La Palma
Laguna Beach
Laguna Hills
Laguna Niguel
Laguna Woods
Lake Forest
Los Alamitos
Mission Viejo
Newport Beach
Orange
Placentia
Rancho Santa Margarita
San Clemente
San Juan Capistrano
Santa Ana
Seal Beach
Stanton
Tustin
Villa Park
Westminster
Yorba Linda
County of Orange
OCTA
TCA
OC Sanitation District
ISDOC
South Coast AQMD

February 18, 2013

John Faust
Office of Environmental Health Hazard Assessment (OEHHA)
1515 Clay Street, Suite 1600
Oakland, CA 94612

**Subject: Orange County Council of Governments Comments Regarding CalEnviroScreen Proposed Screening Tool**

Dear Mr. Faust:

The Orange County Council of Governments (OCCOG) welcomes the opportunity to submit its comments on the proposed California Communities Environmental Health Screening Tool (CalEnviroScreen) for identifying environmental justice communities within the state. The OCCOG is a joint powers authority representing the County of Orange and 33 cities, along with other public agencies in Orange County. The OCCOG serves as a subregional organization to the Southern California Association of Governments (SCAG) representing Orange County on mandated and non-mandated regional planning activities, to provide a vehicle for members to engage cooperatively on such activities, and to conduct studies and projects designed to improve and coordinate common governmental responsibilities and services on an area-wide and regional basis.

The OCCOG has reviewed the recently released second draft of the CalEnviroScreen tool and the raw data that was released on January 16, 2013. Although the official public comment period closed February 1, 2013, we appreciate OEHHA's continued consideration of comments provided throughout the development process and offer the following specific comments:

- We support the removal of the phrase "cumulative impacts" throughout the tool, its methodology, and any reference document, as the use of that phrase is statutorily defined by the California Environmental Quality Act (CEQA) Guidelines.
- Although SB 535 uses the term "disadvantaged communities," the term has a negative connotation and may lead to generic labeling of those areas as disadvantaged. We request changing the term to another, more positive phrase while allocating funding, such as "535 eligible communities."

- While using zip code tabulation area geographies, label the geographies as ZCTA. Labeling and referring to ZCTAs as zip codes is a misnomer and inappropriate.
- We support OEHHA's stated intent to change to census tract geographies. ZCTA geography is too large and some cover large areas that contain protected open space and undeveloped land under development agreements. Please change the geography to census tract before final release of the tool.
- We request the use and/or size of buffers to be reconsidered for individual variables. Some of these buffers are large and create false positives, especially in conjunction with the use of large geographies such as ZCTAs. With continued use of the phrase "disadvantaged communities" this may negatively impact areas and local jurisdictions.
- Data used in the tool needs to be kept up-to-date. Some of the data used in the draft tool is four to five years old and reflects irregular patterns, such as pollutant data collected during major wildfires, and the economic downturn resulting in different traffic patterns and income levels. How often do you plan on updating each variable? How long to you plan on maintaining the tool for public use? If errors in data are found, who is contact person for questions?
- Data displayed within the tool and the associated dataset needs to be annotated with source date and name.
- Eliminate socioeconomic variables which are highly correlated as they are duplicative.
- Online tool needs a disclaimer displayed that it should not be used for CEQA (e.g. as a fixed header or footer).
- We support the use of tiering communities/geographies in the tool's map instead of showing the numerical score, recognizing the numerical score can be found in the data set.
- OEHHA has said it will continue to update and refine the tool while also stating the tool is not finished and is still under development. We support continued outreach, especially in population-heavy Southern California, with additional input and comment periods. We encourage OEHHA to delay release of the tool until data is updated and the tool is refined.

OCCOG is in full support of those letters provided by Orange County agencies which are attached to this letter. Thank you again for the opportunity to submit these comments on the proposed CalEnviroScreen tool. We look forward to your response. If you have any questions please contact Gwenn Norton-Perry, OCCOG Executive Director, at (909) 573-4333 or gwennnortonperry@msn.com.

Sincerely,

Leroy Mills
Chairman
Mayor Pro Tem, City of Cypress

Gwenn Norton-Perry
Executive Director

c: OCCOG Board of Directors

Attachments:
1. County of Orange comment letter
2. Orange County Transportation Authority comment letter

ORANGE COUNTY
OC Public Works
Our Community. Our Commitment.

*Ignacio G. Ochoa, P.E., Interim Director*
300 N. Flower Street
Santa Ana, CA

P.O. Box 4048
Santa Ana, CA 92702-4048

Telephone: (714) 667-8800
Fax: (714) 967-0896

February 1, 2013

John Faust, Chief
Community Assessment & Research Section
Office of Environmental Health Hazard Assessment
1515 Clay Street, Suite 1600
Oakland, CA 94612

Subject: Comments on the Second Public Review Draft of the CalEnviroScreen Tool

Dear Mr. Faust:

The County of Orange (County) has reviewed the Second Public Review Draft of the CalEnviroScreen Tool (Tool) proposed by the California Environmental Protection Agency (Cal/EPA) Office of Environmental Health Hazard Assessment (OEHHA) dated January 3, 2013. The stated intent of the Tool is to assist Cal/EPA in achieving its environmental justice goals by identifying environmentally disadvantaged communities so that funding can be targeted toward them. While the County is supportive of this mission, the results that have been obtained by applying this Tool are startling and of great concern to the County. We are particularly concerned about the potential negative effects the Tool will have on existing and newly developing communities that are captured inside a geographic area depicted as one of the most impacted in the state. The most concerning issues are discussed below.

Contained in the "Method" section is a discussion regarding the use of "cumulative impacts" in the Tool. It is widely known that "cumulative impacts" is a central component of analysis conducted under the California Environmental Quality Act (CEQA). Although the footnote at the bottom of the page indicates the definition adopted by Cal/EPA differs from the statutory definition contained in the California Environmental Quality Act (CEQA) and that these two terms "cannot be used interchangeably," there will be misunderstanding and confusion about the use of the Tool for CEQA purposes. Additional discussion regarding the use of this phrase is contained in the Guidance Memorandum, dated January 3, 2013, which indicates that the results of the Tool "are not intended to be used for CEQA purposes." The inclusion of the footnote and the discussion in the Guidance Memorandum reveals the amount of apprehension that has been demonstrated regarding the use of this phrase. Cal/EPA must consider abandoning use of this phrase and substituting it with another that is not used in CEQA.

Use of the large ZIP code geographical boundaries in Orange County to identify environmentally disadvantaged communities has resulted in the identification of undeveloped natural habitat areas as some of the most impacted land in the state (top 10%). If the goal of the Tool is to assist communities that are truly impacted, then the geographical area used in the Tool must be small enough to capture only those areas. The County recommends that Cal/EPA consider the use of census tract boundaries instead of ZIP code geographical boundaries.

In Orange County we are experiencing an increase of activity in the homebuilding industry. Land owners and developers are moving ahead with plans for new communities which in turn will create new jobs and revenue. At least one of these new communities is located in an area which the Tool has indicated to be highly impacted. This cannot be farther from the case and the land owner is concerned over this property being depicted as an area that is environmentally impacted. Homebuyers that may come across the Tool could misinterpret the results and be unaware of the intended use and limitations of the Tool and may choose to avoid those areas depicted as impacted. The Tool must include information that is easily understood so that the general public can make informed decisions.

The County respectfully requests that Cal/EPA review the enclosed comments and incorporate the suggested revisions into the final version of the CalEnviroScreen Tool. If you have any questions regarding this matter please contact Rick LeFeuvre, Deputy Director, OC Planning Services, at (714) 955-0124.

Sincerely,

Ignacio G. Ochoa, P.E.
Interim Director/Chief Engineer
OC Public Works

Enclosure

c:

| County of Orange<br>Comments on EnviroScreen Tool<br>January 31, 2013 | | | |
|---|---|---|---|
| **Section** | **Proposed Method and Indicator** | **Comment** | **Suggested Revision** |
| Method (pg. 3) | Use of the word "Cumulative Impacts." | "Cumulative Impacts" is a common term used with CEQA which may confuse the public and potentially be used inappropriately for CEQA review. | Either ensure "cumulative impacts" is used only to address funding and in no way is associated with meeting or adhering to CEQA requirements; OR consider adopting a different phrase altogether. |
| Indicator Selection and Scoring (pg. 9) | Selection of Geographic scale. For this statewide evaluation, the ZIP code scale is proposed as the unit of analysis. | Utilizing the ZIP code as the unit of analysis covers large areas which may include large variations in demographics and characteristics of the communities. | Utilize the census tract or census block as the unit of analysis to pin point areas that may be environmentally impacted. |
| Leaking Underground Storage Tanks and Cleanups (pg. 38) | Leaking Underground Storage Tanks and Cleanups | Leaking underground storage tanks and previous clean up activity may be unfairly included in the criteria even though they may have already been addressed and no longer a concern. | Ensure that only those areas that are still of concern are included in criteria. |
| General Concerns | N/A | The "EnviroScreen Tool" name suggests the tool is used for environmental screening standards associated with CEQA as opposed to its intended use of allocating funding to environmentally impacted communities. | Consider changing the name to "EnviroFunding Tool" as to not confuse the public with the intended purpose of targeting funding to environmentally impacted communities. |
| General Concerns | N/A | Developers are concerned that areas inappropriately depicted as highly impacted communities may contribute to homebuyers purchase decision since homebuyer may not fully understand indicator criteria. | Provide information that is easy to understand so potential homebuyers or the general public can make informed decisions. |

| County of Orange<br>Comments on EnviroScreen Tool<br>January 31, 2013 | | | |
|---|---|---|---|
| **Section** | **Proposed Method and Indicator** | **Comment** | **Suggested Revision** |
| General Concerns | N/A | The use of the term "Environmentally Disadvantaged" communities provides a negative connotation to those that are impacted. | Consider using the terms "environmentally impacted", "environmentally sensitive," "environmentally exposed," etc., to refer to communities that are impacted. |

OCTA

January 25, 2013

Mr. John Faust
Chief, Community Assessment & Research Section
Office of Environmental Health Hazard Assessment
1515 Clay Street, Suite 1600
Oakland, CA 94612

Dear Mr. Faust,

The Orange County Transportation Authority (OCTA) appreciates the opportunity to comment on the draft California Communities Heath Screening Tool (CalEnviroScreen). While OCTA recognizes the importance of identifying disadvantaged communities to meet statutory requirements, there are still concerns that should be addressed in the final version of CalEnviroScreen, to be released in March.

OCTA continues to be concerned about the impacts CalEnviroScreen could have on various funding sources. The most recent draft guidance states that CalEnviroScreen is most suited for identifying "disadvantaged communities," pursuant to SB 535 (Chapter 830, Statues of 2012). In addition, references were also made to the use of CalEnviroScreen for other funding sources, such environmental justice grants and Carl Moyer funding. Yet, it is still unclear whether the listing of a community as disadvantaged under the CalEnviroScreen tool will be the only factor considered in labeling communities "disadvantaged" for funding purposes.

As the Memorandum released with the most recent draft of CalEnviroScreen acknowledges, various inequities within disadvantaged communities may be the result of outside factors. It is thus important to acknowledge that while CalEnviroScreen can be a tool to help identification of disproportionately impacted communities, it should not be the only factor considered when making funding decisions under SB 535 or other funding sources. Projects and funding decisions should also be made with consideration of other factors, such as cost effectiveness, emission reduction impacts, impacts to the economy, and overall mobility. For projects and funding aimed at reducing greenhouse gas emissions, factors associated with the primary contributors of statewide greenhouse gas emissions should weigh more heavily when allocating funding, such as traffic density. Overall, it should be noted concretely in the final draft tool that CalEnviroScreen should not be the sole determining factor in the

labeling of an area as "disadvantaged," nor should it be the sole factor in the final decision as to whether to allocate resources to a project.

Further discussion is also needed on the metric used to define communities. CalEnviroScreen currently uses zip codes due to their familiarity. However, this may not be the most appropriate method of defining a community because of their arbitrary nature, which may not be representative of a specific community. OCTA is supportive of indications by CalEPA to revise its metric in upcoming drafts of CalEnviroScreen, and encourages future drafts to include more discussion and justification as to why a specific metric is used to define communities.

OCTA appreciates the effort in the most recent guidance to more explicitly state that CalEnviroScreen is not meant to act as a replacement for a cumulative impacts analysis under the California Environmental Quality Act (CEQA), nor is it meant to replace a health impacts analysis. While this helps clarify that it is not meant to substitute such analysis, there is still concern that the tool could be used to influence baseline or alternatives analysis under CEQA. This becomes a larger issue since it is unclear how the California Environmental Protection Agency (CalEPA) will ensure the accuracy of the data used by CalEnviroScreen in the future. Therefore, a proposed schedule for regular updates and a commitment to consult and collaborate with local stakeholders throughout the State should be included. OCTA recognizes the monumental challenge CalEPA had to meet when gathering and mapping the data. It is our hope that consistent data examination and scrutiny will help ensure an accurate product in future years.

Finally, OCTA shares in CalEPA's commitment to transparency and public input. In the spirit of this shared commitment, OCTA requests that if additional factors are to be added to CalEnviroScreen in its March 2013 iteration, those modifications should be subject to public review and comment. Such review and comment opportunities help ensure the tool is accurately measuring available data, especially in light of the proposed use of CalEnviroScreen in making funding decisions under SB 535.

OCTA looks forward to continuing to collaborate with CalEPA, as well as other state agencies involved in the development of future versions of the CalEnviroScreen. If you have any questions please contact Kristin Essner, Senior Government Relations Representative, at (714) 560-5754.

Sincerely,

Will Kempton
Chief Executive Officer

WK:bb

c: Sloat Higgins Jensen & Associates

**Item 4:** **OCCOG Website**
**Recommended Action:** Receive report. Discussion.

**Report**

Ms. Gwenn Norton-Perry, OCCOG Executive Director, will provide a brief update on the OCCOG website.

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

**Item 5:** **2016 Regional Transportation Plan/Sustainable Communities Strategy Subcommittee Updates**

**Recommended Action:** Receive report. Discussion

**Report**

Ms. Gwenn Norton-Perry, OCCOG Executive Director, and Deborah Diep, CDR Director, will provide an update on the Southern California Association of Governments SCS Subcommittees and the OCCOG TAC Ad-hoc Working Group on the SCAG Subcommittee recommendations. This will include an update on the SCAG Sustainable Communities Strategy (SCS) Subcommittee meetings and timeline for forwarding recommendations to the three Policy Committees, the Regional Council, and the SCAG General Assembly on May 2, 2013.

**Attachments:**
1. March 7, 2013 SCAG SCS Subcommittee Summary Staff Report
2. SCAG SCS Subcommittee Draft Policy Recommendations

**Contact:** Mr. Nate Farnsworth, Vice Chair, City of Rancho Santa Margarita
949/635-1800
nfarnsworth@cityofrsm.org

# REPORT

AGENDA ITEM NO. 2

**DATE**: March 7, 2013

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

**FROM**: Michele Martinez, Chair, Active Transportation Subcommittee
Barbara Messina, Chair, Goods Movement Subcommittee
Pam O' Connor, Chair, Sustainability Subcommittee
Gary Ovitt, Chair, Transportation Finance Subcommittee
Deborah Robertson, Chair, Public Health Subcommittee
Karen Spiegel, Chair, High-Speed Rail and Transit Subcommittee

**SUBJECT:** Summary Report from Subcommittees

**EXECUTIVE DIRECTOR'S APPROVAL:**

**RECOMMENDED ACTION:**
For Information Only - No Action Required.

***EXECUTIVE SUMMARY:***
***The Active Transportation, Goods Movement, High-Speed Rail and Transit, Public Health, Transportation Finance, and Sustainability Subcommittees have been meeting since September 2012. Presentations by SCAG staff, industry professionals, and other stakeholders have provided background information and input on issues facing the region relevant to each Subcommittee to facilitate implementation of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and develop policy recommendations for the next RTP/SCS. In an effort to keep all Regional Council and Policy Committee members informed, a monthly report will be provided summarizing the work and progress of the Subcommittees.***

**STRATEGIC PLAN:**
This item supports SCAG's Strategic Plan, Goal 1: Improve regional decision-making providing leadership and consensus building on key plans and policies.

**BACKGROUND:**
At its April 5, 2012 meeting, the Regional Council approved the formation of Subcommittees as part of the implementation strategy for the 2012-2035 RTP/SCS. Charters for each Subcommittee were approved by the Regional Council in July 2012, and SCAG President Glen Becerra thereafter appointed to each of the six (6) Subcommittees both Regional Council and Policy Committee members representing the six SCAG counties as subcommittee members and representatives from the private sector (including non-profit organizations) and stakeholder groups as ex-officio members. The Active Transportation, Goods Movement, High-Speed Rail and Transit, and Transportation Finance Subcommittees report to the Transportation Committee (TC). The Public Health Subcommittee reports to the Energy and Environment Committee (EEC). The Sustainability Subcommittee reports to the Community, Economic and Human Development Committee (CEHD). The Subcommittees began meeting in September 2012 with a goal of completing their discussions by February 2013 so that policy recommendations may be presented to TC,

EEC and CEHD, and thereafter to the Regional Council, as well as to the General Assembly, as part of the annual meeting in May 2013.

The following represents a summary of the recent Subcommittee meetings:

**Active Transportation, Public Health and Sustainability Subcommittees**

The meeting was postponed and there is nothing to report.

**Goods Movement Subcommittee**

4th Meeting, January 28, 2013
This was a joint meeting with the Transportation Finance Subcommittee that focused on public-private-partnerships, innovative financing, and funding strategies for goods movement. Staff provided background and context for funding and financing freight transportation. Dan Smith, Principal, Tioga Group, provided a summary of research findings on potential new dedicated revenue mechanisms for freight transportation investment. Jack Kitowski, Chief, Freight Incentive Branch, California Air Resources Board (ARB), provided an overview of State's Cap-and-Trade Program and auction proceeds process. Geoffrey Yarema, Partner, Nossaman LLP, discussed public-private partnerships, tolling, innovative financing options, and new transportation revenue sources.

5th Meeting, February 11, 2013
This meeting focused on implementation and the next steps for the regional clean freight corridor system in the RTP and primarily focused on the East-West Freight Corridor (EWFC) component. Michael Fisher, Principal and Director of Business Development, Cambridge Systematics, discussed the analysis done to date including right-of-way analysis, proximity to manufacturing and warehousing, and the ability of the corridor to serve regional markets, improve air quality, improve safety and reduce traffic. J.D. Ballas, City Engineer, City of Industry, presented on potential engineering and design concepts related to the portion of the EWFC between the 605 and the 57 freeway. Jerry Wood, Director of Transportation & Engineering, Gateway Cities COG, presented the Gateway Cities Transportation Strategic Plan, which includes study of significant connections with the East West Freight Corridor as well as on-going studies to better understand feasibility of zero emission vehicles and Intelligent Transportation Systems.

**High-Speed Rail & Transit Subcommittee**

5th Meeting, February 7, 2013
This meeting was a joint meeting with the Transportation Finance Subcommittee.

6th and Final Meeting, February 15, 2013
This is the final meeting that began with discussions on transit/rail emergency preparedness and response procedures at Metro and Metrolink and the recently proposed California earthquake early warning system. Presentations were made by SCAG staff on the draft Transit System Performance Report and the draft Passenger Rail Report. The former report is intended to be an annual profile of performance indicators for the region's transit operators. The latter describes the region's passenger rail network, with performance statistics for Metrolink and Amtrak's Pacific Surfliner, and near-term and future rail improvements which will also be updated on a regular basis. The meeting concluded with the discussion and approval of the draft subcommittee recommendations. The recommendations are intended to strengthen the implementation of

the 2012-2035 RTP/SCS and the development of the 2016-2040 RTP/SCS. The recommendations include developing a coordinated regional rail vision; identifying and evaluating potential transit best practices; and strategies for inclusion in the 2016-2040 RTP/SCS update. These recommendations will be taken to the Transportation Committee and Regional Council for review and approval.

**Public Health Subcommittee**

5th Meeting, February 12, 2013
This meeting focused on the subcommittee's policy recommendations for discussion and revision. The proposed policy staff recommendations was a result of combining all the discussions and input received from the past four (4) meetings of the subcommittee into three (3) policy recommendations: 1) "Seek opportunities to promote transportation options with an active component/physical activity" was based on the subcommittee's support of active transportation in order to encourage physical activity. The recommendation also reflects the subcommittee's discussion about not only promoting active transportation as a means to encourage active and healthy lifestyles, but also safe active transportation; 2) "Provide robust public health data and information, as feasible, to better inform regional policy, the development of the 2016-2040 RTP/SCS, and support public health stakeholder participation" was for SCAG to assure, as much as possible, to allow for interested public health stakeholders the ability to better follow the plan development. Staff noted that SCAG currently does not have the capacity to include the technical work included in the policy recommendation, but are working with the appropriate staff and scenario-planning model developer to include information and enhancements included in the policy recommendation; and 3) "Promote and seek on-going partnerships with regional partners, local public health departments and other stakeholders" was to capitalize on the collaboration opportunities presented during the subcommittee meetings. There was a general consensus that the policy recommendations presented by staff reflected positively on the discussions of the subcommittee. Minor revisions were recommended and staff will revise and send out for review. These recommendations will be presented at a joint meeting of the Active Transportation, Public Health and Sustainability Subcommittees at the sixth meeting.

**Transportation Finance Subcommittee**

4th Meeting, January 28, 2013
This was a joint meeting with the Goods Movement Subcommittee that focused on public-private-partnerships, innovative financing, and funding strategies for goods movement.

5th Meeting, February 7, 2013
This was a joint meeting with the High-Speed Rail & Transit Subcommittee and focused on funding options for public transportation. Paul Sorensen, Associate Director, RAND Corporation, provided a report on mileage-fee design strategies to reduce system cost and increase public acceptance. Richard Bernard, Partner & Senior Vice President, FM3 Research, presented findings on public understanding and acceptance on transportation funding options for the SCAG region. Marv Hounjet, Vice President, Plenary Group, provided an overview of public-private partnerships (P3) and applicability to transit projects. Kern Jacobson, Principal Consultant, InfraConsult LLC, provided a report on the P3 rail component of the High Desert Corridor. Denny Zane, Executive Director, Move LA and Transportation Finance Subcommittee member, outlined funding options for rail initiatives.

**Sustainability Subcommittee**

5th Meeting, February 14, 2013
This meeting focused exclusively on draft policy recommendations. Staff proposed four policy recommendations for discussion and revision at the meeting. The subcommittee engaged in a wide range and collaborative discussion resulting in language change suggestions. However over all there was wide agreement that the four recommendations synthesized the discussions and important points raised at the subcommittee meetings. The following four recommendations represent the output of comments and discussions held at the meetings of the Sustainability Subcommittee along with input provided by ex-officio members and stakeholders.

- Adopt a definition of sustainability which recognizes the importance of local decision making, yet fosters regionally significant sustainability
- Consider and refine the availability of data and information to evaluate the RTP/SCS and its alternatives relative to sustainability, as defined
- Support regulatory framework and project delivery financing that allows for sustainable development
- Seek opportunities to promote transportation options with an active component/physical activity

The four recommendations and supporting goals will be revised based on subcommittee member input, and will be presented again at the next meeting which will be another joint meeting of the Active Transportation, Public Health and Sustainability Subcommittees.

**FISCAL IMPACT:**
Funding for the Subcommittees is included in the FY 2012-2013 Budget.

**ATTACHMENT:**
None

# Public Health Subcommittee

## Public Health Subcommittee Policy Staff Recommendations

At the commencement of the Public Health Subcommittee, five components were presented for members to consider, discuss and define for a final deliverable to the SCAG Policy Committees. The components were: definitions, needs assessments, performance measures, strategy, and investments. Subcommittee meetings and dialogue were held on the five components presented, the considerations for each component, and potential recommendations/actions were provided. In addition to the meetings, subcommittee members were also given the opportunity to provide written comments. After reviewing the dialogue of the subcommittee meetings and the written comments provided, SCAG staff has developed a set of policy staff recommendations for the Public Health Subcommittee. Staff is also providing annotation of the full policy framework for participants to review the status of any individual input (see attachment).

1. **Seek opportunities to promote transportation options with an active component/physical activity**
   - Support goals and principles of Active Transportation Work Plan, as it pertains to public health for all communities, particularly sensitive communities
   - Promote active transportation as a means to encourage active and healthy lifestyles, and as a means to reduce greenhouse gas emissions (GHG) and reduce vehicle miles traveled (VMT)
   - Support and seek opportunities to further promote safety (including both related to crime and violence, and also to collision and injury) in active transportation

   **Next Steps to 2016-2040 RTP/SCS Development:** Develop cost effective investments and strategies that promote an active life style as part of 2016-2040 RTP/SCS development process, subject to further stakeholder input and technical review, and work with transportation finance division to quantify costs and identify funding. This will be discussed further at Joint Meeting #6 with the Active Transportation, Public Health and Sustainability Subcommittees.

2. **Provide robust public health data and information, as feasible, to better inform regional policy, the development of the 2016-2040 RTP/SCS, and support public health stakeholder participation**
   - To the extent feasible, include information in the following emphasis areas:
     - Monetary and health impacts of different plan alternatives
     - Physical activity
     - Emissions and exposure
       - Consider implementation of zero and/or near-zero emissions vehicles
     - Safety
     - [1]Health outcomes (for example, incidence of chronic disease)
   - Pursue feasible enhancements in data and analysis with regards to Environmental Justice report of RTP/SCS; for example, exposures and likely health issues

[1] SCAG currently does not possess data or technical capacity to produce health outcomes.

- Coordinate and provide data and technical foundation for potential regional public health policy and expanded performance measures, as feasible

**Next Steps to 2016-2040 RTP/SCS Development:** Pursue scenario planning tool enhancements to include increased and dynamic public health data. Solicit technical review through technical working groups and other forums. Final recommendations on plan methodologies, data and performance measures in advance of release of draft plan in late 2015.

**3. Promote and seek on-going partnerships with regional partners, local public health departments and other stakeholders**

- Participate, gather information and provide information in the So Cal Collaborative Active Transportation Team (run by the Southern California Chronic Disease Collaborative Public Health Institute), and includes County Public Health Departments and SANDAG
- Reach out to non-traditional stakeholders; for example, school districts
- Engage regional partners, including transportation agencies, on how they include health considerations in planning and project delivery
- Seek collaboration and partnership on data sharing to assist in planning efforts
- Promote public health best practices through webinars, Toolbox Tuesday workshops, or other forums

**Next Steps to 2016-2040 RTP/SCS Development:** Staff participation in partnerships and continue reaching out to non-traditional stakeholders. On-going report out to partners (for example, Regional CEOs Sustainability Working Group and technical working groups) and policy committees.

# Sustainability Subcommittee

## Sustainability Subcommittee Policy Staff Recommendations

At the commencement of the Sustainability Subcommittee, five components were presented for members to consider, discuss and define for a final deliverable to the SCAG Policy Committees. The components were: definitions, needs assessments, performance measures, strategy, and investments. Four subcommittee meetings and dialogue was held on the five components presented, and potential recommendations/actions were provided. The following four recommendations represent the output of comments and discussions held at the meetings of the Sustainability Subcommittee along with input provided by ex-officio members and stakeholders. These recommendations are intended to strengthen the on-going implementation of the 2012-2035 RTP/SCS and development of the 2016-2040 RTP/SCS. These recommendations are not final, but rather will be taken to Policy Committees, and eventually to the Regional Council for deliberation and potentially for approval.

1. **Adopt the following as a definition of sustainability which recognizes the importance of local decision making, yet fosters regionally significant sustainability**
   - ***Sustainability***- We work with our partners, local governments, and stakeholders to achieve a quality of life, inclusive of economic well-being, that provides resources for today's generation while preserving an improved quality of life for future generations

   **Next Steps:** Disseminate local definition throughout the organization, and its deliberative bodies. Pending further discussion and action by CEHD and Regional Council include language in drafting the 2016-2040 RTP/SCS.

2. **Consider and refine the availability of data and information to evaluate the RTP/SCS and its alternatives relative to sustainability, as defined**
   - Provide technical foundation for any potential improvements to performance measures and indicators by conducting research and identifying best methods for RTP/SCS alternatives evaluation and monitoring
     - Focus on strengthening the location efficiency indicator to guide sustainable development including, for example, jobs / housing fit and active transportation accessibility to neighborhood services
     - Collect and refine data on fleet transformation from internal combustion engines to alternative fuels vehicles
     - Build off of on-going research including state and other efforts
   - Develop performance monitoring program for tracking 2012-2035 RTP/SCS implementation

   **Next Steps:** In consultation with technical working groups, modeling experts, and other partners determine performance monitoring and measurement best practices for consideration. Continue improving the performance monitoring and assessment program.

3. **Support regulatory framework and project delivery financing that allows for sustainable development**
   - Provide local examples of workable CEQA practices to statewide entities engaged in CEQA modernization discussions
   - Provide support to local jurisdictions in local approval processes for TOD, in-fill and other types of sustainable development
   - Engage in the development of replacement local investment tools for Community Redevelopment Agencies (CRA)
   - Continue to encourage and facilitate Public Private Partnerships (PPP) as a local community development strategy
   - Continue to support research, and/or dissemination of best practices (e.g. through Sustainability Program grants) of dynamic local regulation of Parking, Multi-Modal Level of Service, and Complete Street best management practices
   - Should jurisdictions be considering adopting or revising a local Climate Action Plan (CAP), encourage and assist them to do so in connection with General Plan updates, to ensure regulatory consistency

   **Next Steps:** Report to Legislative Committee. Identify and assist local agencies that are adopting available CEQA amendments and local jurisdictions implementing alternative financing. Train local planners through SCAG Programs. Develop model ordinances and sample policy language through relevant Compass Blueprint Demonstration Projects. Promote the California Infrastructure Funding & Financing website that SCAG developed through the Compass Blueprint Program.

In addition to these three areas the Sustainability Committee found common ground with the Active Transportation and Public Health Subcommittees in supporting the promotion of Active Transportation.

4. **Seek opportunities to promote transportation options with an active component/physical activity**
   - Support goals and principles of Active Transportation Work Plan, as it pertains to sustainability
   - Promote active transportation as a means to encourage active and healthy lifestyles
   - Support and seek opportunities to promote safety in active transportation
   - Identify and assist jurisdictions planning for transit, active transportation, and transit oriented development (TOD) by providing regional case studies, and economic development data
   - Support deployment of zero or near-zero emissions vehicle technology

   **Next Steps to 2016 RTP/SCS Development:** Develop cost effective investments and strategies that promote active life style as part of 2016 RTP/SCS development process, subject to further stakeholder input and technical review, and work with transportation finance division to quantify costs and identify funding.

# Transportation Finance Subcommittee

## Staff Recommendations

Over the course of five subcommittee meetings convened to date from October 2012 to February 2013, the Transportation Finance Subcommittee engaged in dialogue with key experts and addressed critical emerging and long-term issues impacting transportation funding, including:

- Reviewed project cost considerations in the 2012–2035 RTP/SCS financial plan;
- Reviewed best practices for expediting project delivery and economic considerations;
- Discussed the potential for lowering the voter threshold requirement for local transportation measures;
- Highlighted the importance of maintaining our assets to achieve a state of good repair—as cost-efficiency measures;
- Reviewed potential new revenue mechanisms for freight transportation infrastructure;
- Considered options for public-private partnerships, tolling, and innovative financing;
- Discussed California's Cap-and-Trade auction proceeds process; and
- Reviewed options for designing mileage-based user fees to reduce system costs and increase public acceptance.

The following staff recommendations reflect the dialogue of the subcommittee meetings along with input provided by ex-officio members and stakeholders. These staff recommendations are intended to further facilitate implementation of the adopted 2012–2035 RTP/SCS financial plan strategies and lay the groundwork for developing the 2016–2040 RTP/SCS financial plan. These recommendations are complementary to financial plan implementation steps documented in the 2012–2035 RTP/SCS and will serve as critical input into staff work programs designed to meet implementation milestones.

1. **Continue to investigate cost-efficiency measures for transportation investments**
   - Continue to highlight analysis of system preservation and full life-cycle costs for major transportation initiatives in the 2012–2035 RTP/SCS
   - Track results of economic benefits analysis of expedited project delivery
   - Support and seek opportunities to promote expedited project delivery

   **Next Steps to 2016–2040 RTP/SCS Development:** Develop framework for a regional asset management system to better gauge system preservation and state of good repair needs as a part of the 2016–2040 RTP/SCS financial plan development process, consistent with SCAG's FY2013 Overall Work Program (OWP).

2. **Continue to monitor and analyze emerging transportation funding options for multimodal investments**
   - Seek opportunities to support and promote lower voter threshold initiatives for transportation measures

- Collaborate with regional partners to pursue opportunities for cap-and-trade auction proceeds to support transportation investments, including freight technology advancement demonstration projects
- Support and promote public-private partnership opportunities for viable transportation initiatives throughout the region
- Track potential measures to augment and stabilize state and federal transportation revenues, including adjustments to fuel excise taxes and sales taxes on transportation fuels

**Next Steps to 2016–2040 RTP/SCS Development:** Develop comprehensive set of multimodal funding options for consideration as part of the 2016–2040 RTP/SCS financial plan development process.

3. **Promote and seek on-going partnerships with regional partners, business leaders, and other stakeholders to further SCAG's 2012–2035 RTP/SCS financial plan strategies**
   - Continue to finalize Concept of Operations plan for a regional network of express lanes
   - Engage regional partners, including transportation agencies, in research, development, and demonstration efforts for a mileage-based user fee system
   - Support and promote a dedicated funding source for goods movement, including implementation of MAP-21 freight provisions

   **Next Steps to 2016–2040 RTP/SCS Development:** Staff participation in partnerships and continue to pursue foundational efforts for new revenue strategies.

DRAFT

# DRAFT Active Transportation Policy Recommendations

## Policy Recommendations

At the commencement of the Active Transportation Subcommittee, four components were presented for members to consider, discuss and define for a final deliverable to the SCAG Policy Committees. The components were: definitions, needs assessments, performance measures, strategy and investments. Four subcommittee meetings and dialogue was held on the five components presented, and potential recommendations/actions were provided.

These recommendations are intended to strengthen the on-going implementation of the 2012-2035 RTP/SCS and development of the 2016-2040 RTP/SCS. These recommendations are not final, but rather will be taken to Policy Committees, and eventually to the Regional Council for deliberation and potentially for approval.

1. **Develop a definition of active transportation which recognizes the varying types and needs of active transportation users**
   - Existing: Active Transportation refers to transportation such as walking or using a bicycle, tricycle, velomobile, wheelchair, scooter, skates, skateboard, push scooter, trailer, hand cart, shopping car, or similar low-speed electrical devices. *(source: 2012 RTP/SCS)*
   - Proposed: Active transportation refers to human powered transportation and low speed electronic assist devices. Examples include but are not limited to bicycle, tricycle, wheelchair, scooter, skates, skateboard, push scooter, trailer, hand cart.

**Next Steps:** Disseminate local definition throughout the organization, and its deliberative bodies. Pending further discussion and action by CEHD and Regional Council, include language in drafting the 2016-2040 RTP/SCS.

2. **Consider and refine the availability of data and information to evaluate the RTP/SCS and its alternatives relative to active transportation policy**
   - Provide the technical foundation for any potential improvements to performance measures and indicators by conducting research and identifying best methods for RTP/SCS alternatives evaluation and monitoring
   - Strengthen performance indicators to facilitate measuring the benefits of active transportation development

**Next Steps to 2016 RTP/SCS Development:** Identify and assist local agencies that are adopting Active Transportation plans and programs. Train local planners through SCAG Programs.

3. **Develop, with partner agencies, a methodology for selecting and prioritizing regionally significant active transportation projects**
    - Continue to work with local jurisdictions in coordinating and integrating active transportation data and plans.
    - Support the development of cost effectiveness data and methodology to determine which projects may have the greatest benefit/cost.

**Next Steps:** Continue to work with partners to develop methodologies that may determine active transportation demand (e.g. walkscore/bikescore) and benefits of projects.

4. **Seek opportunities to promote and support transportation investments with an active transportation component**
    - Support regulatory framework that considers active transportation an integral part of all transportation planning and development
    - Support regulatory framework that considers active transportation an integral part of land-use planning and development
    - Support and promote the consideration and accommodation of active transportation users in all transportation projects, where applicable
    - Support goals and principles of Complete Streets recognizing context of local land-uses
    - Support and seek opportunities to promote and implement safety in active transportation
    - Continue to support research, and/or development of best practices to justify investment in active transportation
    - Support and seek opportunities to increase active transportation funding

**Next Steps to 2016 RTP/SCS Development:** Develop cost effective investments and strategies that promote active transportation as part of 2016 RTP/SCS development process, subject to further stakeholder input and technical review, and work with transportation finance division to quantify costs and identify funding.

# High Speed Rail & Transit Subcommittee

## Staff Recommendations

Goals and guiding policies were included in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In order to assist in meeting the goals and guiding policies, six subcommittees were convened to help guide SCAG as it implements the 2012-2035 RTP/SCS and begins to lay the foundation for the 2016 RTP/SCS. These six subcommittees focus on different components that were strongly advocated for during the development of the last RTP/SCS.

Over the course of five meetings held from October 2012 to February 2013, the High Speed Rail & Transit (HSR&T) Subcommittee considered and discussed issues that included: new requirements under Moving Ahead for Progress in the 21st Century (MAP-21); ongoing state rail efforts such as the High Speed Rail Program and State Rail Plan; and regional efforts to implement smart fare media, address first mile/last mile needs, and support transit investments and economic development with transit-oriented land uses.

The following recommendations represent the output of comments and discussions held at the first five meetings of the HSR&T Subcommittee along with input provided by ex-officio members and stakeholders. These recommendations are intended to strengthen the implementation of the 2012-2035 RTP/SCS and development of the 2016-2040 RTP/SCS. These recommendations are not final, but rather will be taken to the Transportation Committee, and eventually to the Regional Council for deliberation and potentially for adoption.

**Regional Rail Vision**

- Develop and refine a coordinated regional rail vision element for inclusion in the 2016 RTP/SCS update. The regional rail vision will build upon current and future statewide and regional efforts as follows.
- Continue coordination with the California High Speed Rail Authority and the county transportation commissions on California High Speed Rail planning efforts, including the Southern California Memorandum of Understanding projects to be funded by Prop. 1A funds, and the Authority's upcoming 2014 Business Plan update. Also continue participating in other high speed rail planning efforts including Xpress West and High Desert Corridor.
- Continue coordination with the Caltrans Division of Rail on the State Rail Plan to support the expansion, integration, connectivity, and coordination of rail services and policies to provide travelers with seamless and efficient regional and inter-regional passenger rail transportation. The Draft State Rail Plan will be released on February 8, 2013 for public review and comments, and is expected to be finalized by May 2013.
- Continue to support the ongoing process to facilitate local control of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor Pacific Surfliner passenger rail service by

the LOSSAN Corridor Rail Agency. The Agency is authorized to enter into an Interagency Transfer Agreement with the State as early as June 30, 2014.

**Next Steps:** Continue coordination with CTCs, Caltrans, and local jurisdictions on planning and programming of 2012 RTP/SCS projects and strategies, as appropriate, and continue to provide regular updates to Transportation Committee.

**Transit Best Practices**

- Identify, evaluate, and refine potential transit best practices and strategies for inclusion in the 2016 RTP/SCS update. This effort will build upon the issues discussed by the HSR&T Subcommittee as follows.
- Support ongoing efforts to facilitate seamless travel on the region's transit system, including the development of smart fare media and coordinated fare policies.
- Continue to work with Metro to complete the First Mile/Last Mile Strategic Plan and incorporate recommended strategies into the RTP/SCS update as appropriate.
- Review and update the Regional Intelligent Transportation Systems (ITS) Architecture to ensure that it continues to support the development and implementation of real-time traveler information systems.
- Build upon current understanding and research to identify and evaluate cost-effective ways to improve transit service frequency and reliability and improve fare policy and pricing strategies.
- Review the Safety and Security element of the RTP/SCS and revise as appropriate for the 2016 RTP update to further address transit/rail emergency preparedness.
- Continue to work with the Regional Transit Technical Advisory Committee on developing and refining an annual transit and rail system performance report to provide a technical foundation for RTP/SCS performance analysis.

**Next Steps:** Identify potential research areas and resource needs for inclusion in a future Overall Work Program (OWP).

**Finance Strategies**

- The HSR&T Subcommittee held a joint meeting with the Transportation Finance Subcommittee to discuss financing options related to transit and high speed rail. The Transportation Finance Subcommittee will develop recommendations pertaining to multiple modes, including transit and high speed rail.

**Next Steps:** Pursue strategies and recommendations identified by the Transportation Finance Subcommittee.

# Public Health Subcommittee

**Public Health Subcommittee Full Policy Framework Annotation**

The number next to the "Suggested Items – Meeting Items and Input" identifies which policy staff recommendation it was considered to be a part of. If the "Suggested Items – Meeting Items and Input" was not considered as a part of the policy staff recommendations, a brief explanation will show.

- "1" represents the active transportation recommendation
- "2" represents the public health data and information recommendation
- "3" represents the on-going partnerships recommendation

| Suggested Items – Meeting Items and Input | Included in Staff Recommendations? | If so, which policy? | Note |
|---|---|---|---|
| Develop a definition of public health to guide regional public health policy | No | | Subject to on-going collaborations |
| Develop standard definitions for use in the region, and incorporate these definitions into standard practice and policy as key considerations for project selection and implementation | No | | Subject to on-going collaborations |
| Review how HIAs can be used to inform the RTP/SCS | No | | Subject to additional review and discussion (e.g. staff and technical working groups) |
| Work in partnership with local public health departments to determine needs assessment gaps, share data at both regional and local levels, and leverage health departments expertise to identify high need areas (i.e., high-collision and disease burdened communities) | Yes | 2 and 3 | |

| Suggested Items – Meeting Items and Input | Included in Staff Recommendations? | If so, which policy? | Note |
|---|---|---|---|
| Support an assessment of available and potential public health data that can be utilized at the county and city-level to help local jurisdictions identify high need areas | Yes | 2 | |
| Evaluate monetary public health impacts and how they can be incorporated into SCAG's alternatives model, with coordination across agencies doing similar work (I-THIM, PLACE 3S Public Health, Metro Bicycle Model) | Yes | 2 | |
| Promote use of Urban Footprint model to analyze and monetize health impacts of walking, cycling, clean vehicles, car-share programs, and transit and ensure comprehensive health analysis of growth scenarios in all decision making for development of 2016-2040 RTP/SCS | Yes | 2 | |
| Create methodology to incorporate health and equity as criteria for project selection process and prioritization | No | | Subject to dialogue with partner agencies. SCAG does not act independently in project evaluation |
| Study possible health and equity issues related to project implementation (i.e., childhood asthma as related to nearby freeway improvements; displacement and gentrification due to new transit stop, etc.) | No | | No identified funding source |
| Include an expanded analysis of traffic pollution impacts to include areas with housing with 1,000 feet of high-volume roadways | Yes | 2 | Will consider as part of EJ analysis, subject to technical review |
| Incorporate enhanced tracking of chronic disease outcomes, such as asthma incidence and exacerbation, heart disease, stroke and diabetes | Yes | 2 | Subject to additional review (e.g. staff and technical working groups) |

| Suggested Items – Meeting Items and Input | Included in Staff Recommendations? | If so, which policy? | Note |
|---|---|---|---|
| Develop appropriate public health performance measures for the 2016-2040 RTP/SCS | Yes | 2 | Subject to additional review (e.g. staff and technical working groups) |
| Consider measuring other social determinants of health | Yes | 2 | Subject to determination by staff and others |
| Consider measuring the co-benefits of active transportation and zero-emission/near-zero emission projects (i.e., neighborhood electric vehicle infrastructure, car-share and ride-share programs, etc.) | Yes | 1 and 2 | Subject to additional review (e.g. staff and technical working groups) |
| Support the development of a pilot project in the SCAG region for the Healthy Community Indicators project sponsored by the Strategic Growth Council | Yes | 2 | Subject to funding availability. Similar policy being developed by the Sustainability Subcommittee |
| Promote the development of a Public Health Work Plan to inform regional planning, pending budget availability | No | | No identified funding source |
| Develop additional mitigation strategies to address the negative health effects of the 2016-2040 RTP/SCS | No | | Subject to additional staff work and review |
| Include public health as a goal of the RTP/SCS | Yes | 2 | Existing goal of RTP/SCS |
| Encourage the participation of schools and school districts in the development of the RTP/SCS with the aim of supporting the improvement of Safe Routes to School programs in the region | Yes | 3 | |
| Work in partnership with local public health departments, planning departments (including transportation departments) and health organizations to develop public health policies and programs | Yes | 3 | |

| Suggested Items – Meeting Items and Input | Included in Staff Recommendations? | If so, which policy? | Note |
|---|---|---|---|
| Consider public health policy and program development | Yes | 2 | Subject to identifying appropriate funding source |
| Develop methods to leverage different sources of federal/state/local funding for public health | Yes | 2 and 3 | Subject to input from appropriate SCAG staff and partner agencies |
| Research and review available funding sources for public health-related projects and programs | Yes | 2 and 3 | Appropriate SCAG staff will initiate |
| Promote funding sources to promote complete streets and active transportation throughout the SCAG region | Yes | 1 and 3 | Subject to dialogue with partner agencies |
| Monitor and report on the outcomes and impacts, as well as possible mitigation strategies | Yes | 2 and 3 | |

# Sustainability Subcommittee

## Sustainability Subcommittee Full Policy Framework Annotation

The number next to the "Suggested Items – Meeting Items and Input" identifies which staff policy recommendation it was considered to be a part of. If the "Potential Recommendations/Actions" was not considered as a part of the staff policy recommendations, a brief explanation will show.

- “1” represents the develop a locally suited definition of sustainability recommendation.
- “2”represents the RTP/SCS alternatives evaluation recommendation.
- “3” represents the sustainable development regulatory framework & redevelopment recommendation.
- “4” represents the support active transportation recommendation.

| Suggested Items – Meeting Items and Input | Included in Staff Recommendations? | If so, which policy? | Explanation |
|---|---|---|---|
| Develop a definition of sustainability that recognizes the unique history and development patterns of Southern California yet challenges the region to achieve nationally ambitious targets | Yes | 1 | |
| Develop a definition of sustainability which recognizes the importance of local decision making, yet fosters regionally significant sustainability goals | Yes | 1 | |
| Asses status of local policy development that encourages sustainable development identified in local general plans | Yes | 3 | |
| Assess state of local adoption of Climate Action Plans to identify GHG emissions reductions through local policy actions | No | | This was not identified by the subcommittee as a priority. |

| Suggested Items – Meeting Items and Input | Included in Staff Recommendations? | If so, which policy? | Explanation |
|---|---|---|---|
| Continue to analyze and update housing market demand to assist in local planning | Yes | 2 | |
| Develop comprehensive open space mitigation strategies for each county | No | | Staff is currently pursuing an open space work effort. No recommendation at this time. |
| Identify nexus between Complete Streets policies and private investment in public space amenities | Yes | 3 | |
| Continue to develop a robust performance monitoring program to measure 2012 RTP/SCS strategy outcomes Performance metrics should include: VMT/capita, mode share, % of population living within ¼ and ½ mile of transit, and within 3 miles of bike access to jobs or transit, % of population that can walk or bike to meet at least 50% of their daily needs, % of HH income spent on housing, utility, and transportation, | No | | Staff and stakeholders noted that SCAG has developed a robust set of performance monitoring indicators. The challenge is to analyze and use them more effectively. |
| Identify sustainability goals outside of transportation and land use, and identify regional partners to work with to achieve those goals e.g. water, energy, habitat conservation: Possible metrics include: minutes of walk/bike per capita, total energy consumption from new growth, total water consumption from new growth, % of HH within 500 feet of a high-volume roadway, aces of land consumed by new development, criteria pollutants per capita. | Yes | 1 | It was noted by staff and modeling experts that indicators should only be advanced if they can be monitored using readily available credible data. In other cases stakeholders should work with staff to identify credible proxies for desired outcomes. |

| Suggested Items – Meeting Items and Input | Included in Staff Recommendations? | If so, which policy? | Explanation |
|---|---|---|---|
| Develop and refine performance metrics for location efficiency in order to measure development siting impacts | Yes | 2 | |
| Refine methods for measuring and analyzing jobs/housing fit across regional housing and employment centers | Yes | 2 | |
| Encourage development and adoption of sustainable development policies and zoning, and local climate action plans | Yes | 3 | |
| Jurisdictions should consider adopting or revising a CAP in connection with an update to its general plan, so that general plans for development and Infill are analyzed with climate change concerns and appropriate responsive policies in mind and undertaken in concert with high-level planning. | Yes | 3 | |
| Replace parking minimum standards, in dense development environments, with locally adopted performance oriented parking standards and guidelines. Encourage locally tuned variable parking standards. | Yes | 3 | |
| Encourage Infrastructure Funding & Financing system that returns operations and maintenance to locally funded rather than to solely dependent on developer funding. | Yes | 3 | |
| Develop regional growth scenarios to better achieve sustainability by analyzing varying emphasis on TOD, walk/bike-ability, complete streets, and alternative vehicles for neighborhood level trip making | Yes | 3 | |

| Suggested Items – Meeting Items and Input | Included in Staff Recommendations? | If so, which policy? | Explanation |
|---|---|---|---|
| Assist local agencies in analyzing the relative lifetime costs and benefits of infill development in terms of infrastructure and services | Yes | 3 | |
| Wherever possible, a local CAP should encourage positive behaviors that can be shared by all of the local residents, businesses, and public agencies (such as measures to encourage accelerated changes in fleet types and fuel usage, residential, commercial and public building retrofits, and substitution of more energy efficient appliances and equipment). | Yes | 3 | |
| Develop policies regarding alternatives to traditional one-dimensional auto-oriented transportation engineering methods | Yes | 3 | |
| Encourage Appendix G deletions as part of CEQA Reform. Remove non re-source based categories from a need for exemption (i.e. shade & shadow, parking, aesthetics, level-of-services) | Yes | 3 | |
| Perform validation studies to provide documented analysis of alternative trip generation, Level of Service (LOS) analysis and Parking Requirement methodologies | Yes | 3 | |
| Continue to invest in local planning projects through the Compass Blueprint program, and new Green Region and Active Transportation grant programs | Yes | 3 | Note that Sustainability Program and Compass blueprint are on-going priorities. |

| Suggested Items – Meeting Items and Input | Included in Staff Recommendations? | If so, which policy? | Explanation |
|---|---|---|---|
| Explore ability to invest in design and direct implementation of sustainable projects | No | | Expanding the direct technical assistance programs at SCAG will be taken up by the policy committees and regional council in the coming months. |
| Advocate for member jurisdictions at the state and federal levels to secure value-capture funding and financing tools to encourage public benefit development | Yes | 3 | |
| Incentives should be a central planning and implementation theme in establishing mitigation tool box options and alternatives. Additionally, any available federal, state or local funding sources should be included into a CAP when practicable. | Yes | 3&4 | Expanding the direct technical assistance programs at SCAG will be taken up by the policy committees and regional council in the coming months. |
| Fleet change and use of alternative fuels should be a central theme in any local sustainability strategy. | Yes | 4 | It was noted by staff that SCAG includes realistic Alternative Fuel Vehicle adoption rates into its scenario modeling for RTP/SCS development |
| Invest in local customization of open-source scenario development and modeling systems | Yes | 3 | |

**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, and Vice Chair Farnsworth, City of Rancho Santa Margarita, will brief the TAC on the key highlights of the following items:

- Agenda Review for the Southern California Association of Governments Regional Council and Policy Committee Meetings of March 7, 2013
- Orange County Council of Governments Board of Directors Meeting of February 28, 2013

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

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**Attachments:** 1. March 7, 2013 Community, Economic and Human Development (CEHD) Subcommittee Staff Report re: 2013 Local Profile Updates

**Contact:**

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

Mr. Nate Farnsworth, Vice Chair, City of Rancho Santa Margarita
949/635-1800
nfarnsworth@cityofrsm.org

# REPORT

AGENDA ITEM NO. 5

**DATE**: March 7, 2013

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

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

**SUBJECT:** 2013 Local Profiles Update

**EXECUTIVE DIRECTOR'S APPROVAL:**

**RECOMMENDED ACTION:**
For Information Only - No Action Required.

***EXECUTIVE SUMMARY:***
***Local Profiles reports contain primarily demographic and socioeconomic information to support local planning and outreach. As an important member benefit, one profile is created for each of SCAG's member cities and counties (including separate profiles for the unincorporated areas). The profile focuses on the change in the jurisdiction since 2000. First released at the SCAG General Assembly in May 2009 and updated every two years thereafter, Local Profiles have been utilized by local jurisdictions and other stakeholders for variety of purposes. The final 2013 local profile reports are scheduled for release at the annual Regional Conference and General Assembly meeting on May 2-3, 2013 with a sample draft report attached for illustrative purpose.***

**STRATEGIC PLAN:**
This item supports the Strategic Plan, Goal 4: Develop, maintain and promote the utilization of state of the art models, information systems and communication technologies; and Objective b) Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.

**BACKGROUND:**
Since 2009, SCAG has prepared Local Profiles reports every two years for each of the member jurisdictions as part of the member services. The reports, containing data related to population, home prices, employment, and retail sales for the member jurisdictions, are information resources to support local planning and outreach efforts. The inaugural reports were developed through extensive local input and review by the CEHD Policy Committee and Regional Council with respect to project scope and contents.

Local Profiles have been released at SCAG's annual General Assembly conference. In addition to being posted on the SCAG web site, printed reports have been provided to member jurisdictions and state and federal legislative delegates from the region. The profiles have been utilized by local jurisdictions and other stakeholders for variety of purposes including community planning and outreach, economic development, local visioning initiatives and grant application support. It should be noted that use of data in Local Profiles by member jurisdictions is voluntary.

Staff is updating the Local Profiles reports with the most current data available. The 2013 update includes nine additional data items as related to housing, employment and education. For example, it includes information on the top ten places where residents commute to work.

Draft profile reports are being provided to the Planning Directors and staff of member jurisdictions for review and comments. The final local profile reports are scheduled for release at the SCAG General Assembly on May 2-3, 2013.

**FISCAL IMPACT:**
Resources needed for updating the local profile reports have been included in the approved Work Program Task 13-080.SCG153.05.

**ATTACHMENTS:**
1. PowerPoint Presentation: 2013 Local Profiles Update
2. Draft 2013 Local Profile Report for the City of Anaheim (for illustrative purposes only)

## Regional Council/CEHD Meeting

***2013 Local Profiles Update***

***Southern California Association of Governments***

***March 7, 2013***

## 2013 Profiles Content

### Updated through 2012

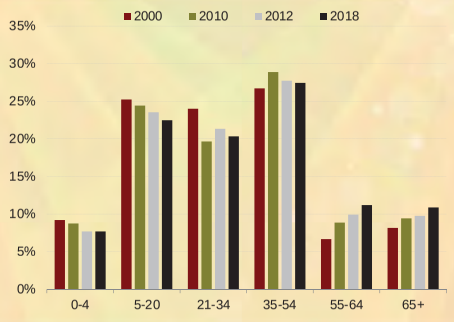
- Population
- Households
- Housing
- Transportation
- Employment
- Retail sales
- Education
- Regional highlights

## Overview

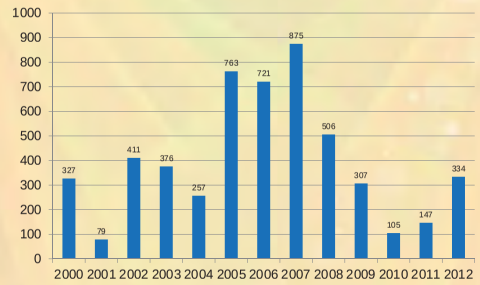
- Free service to all member cities (180) and counties (6) to support local planning
- Portraits of local conditions and changes since 2000
- First released at 2009 GA with updates every two years thereafter

## Population Share by Age

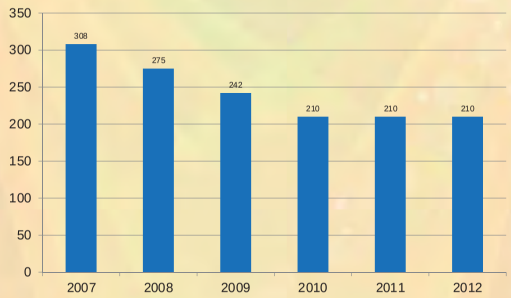
### 2000, 2010, 2012, 2018



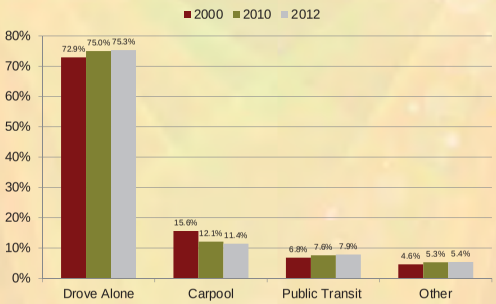
## Housing Production
### Total Residential Permits Issued




## Jobs in Construction
### 2007-2012




## Journey to Work for Residents
### 2000, 2010, 2012




## 2013 Profiles New Features

- Number of permits for single and multi-family housing
- Housing units by housing type
- Age of housing stock
- Homeownership
- Foreclosures
- Top 10 places residents commute to work
- Top 5 employers
- Median household income
- Percent completing high school or higher
- Percent with a Bachelor's degree or higher

## 2013 Profiles New Features

## How Local Profiles Have Been Used

- Information resources for elected officials, business and residents
- Community planning and outreach
- Economic development
- Local visioning initiatives
- Grant application support

## Local Review

- Draft local profiles to be provided for local Planning Directors' review in March 2013
- Local reviews have been valuable

## Accessing Local Profiles

- 2011 Local Profiles Available on SCAG website: www.scag.ca.gov/resources.htm
- 2013 Local Profiles will be released at the General Assembly in May 2013

## Additional Information

**Please contact:**
**Ping Chang**
**Program Manager,**
**Land Use & Environmental Planning**
**Chang@scag.ca.gov**
**(213)236-1839**

**Item 7:** **2016 Regional Transportation Plan/Sustainable Communities Strategy Update**

**Recommended Action:** Receive report. Discussion

**Report**

Ms. Gwenn Norton-Perry, OCCOG Executive Director, will provide a brief update on the latest with the preliminary development of the Southern California Association of Governments 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS).

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**Attachments:** 1. March 7, 2013 Community, Economic and Human Development (CEHD) Subcommittee Staff Report re: 2016-2040 RTP/SCS Local Input process and Proposed communication protocols

**Contact:** Mr. Nate Farnsworth, Vice Chair, City of Rancho Santa Margarita
949/635-1800
nfarnsworth@cityofrsm.org

# REPORT

**DATE**: March 7, 2013

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

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

**SUBJECT:** 2016-2040 RTP/SCS Local Input process and Proposed communication protocols

**EXECUTIVE DIRECTOR'S APPROVAL:**

**RECOMMENDED ACTION:**
Review Local Input process for the 2016-2040 Regional Transportation Plan/Sustainability Communities Strategy (RTP/SCS) and provide direction to staff regarding the appropriate communication protocols between SCAG and local jurisdictions.

***EXECUTIVE SUMMARY:***
***As a follow-up to the discussion last month by the CEHD Committee, staff presents herein more specific information regarding the 2016 RTP/SCS local review and input process. In addition, staff seeks direction from the Committee as to a preferred protocol for communicating the submittal and approval of the local input from local jurisdictions to SCAG as it relates to land use and socioeconomic data. Staff will also provide an overview of the schedule for material to be sent out to local jurisdictions with deadlines for submission.***

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

**BACKGROUND:**
SCAG staff previously presented an overview of the preliminary draft schedule for development of the 2016-2040 RTP/SCS including key milestones at the February 7, 2013 CEHD Committee meeting. At this meeting, the Committee inquired about the anticipated input and review period; data and information to be reviewed by local jurisdictions; and expected approval process for local input. This staff report is intended to address the inquires by the Committee by providing more specific and detailed information about the 2016-2040 RTP/SCS local review and input process.

In addition, the CEHD Committee directed staff to establish a formal protocol for communications between SCAG staff and local jurisdictions regarding the input and review process, with options for addressing the local jurisdiction approval process. As further detailed below, staff is seeking direction from CEHD on the following procedure for communications between SCAG and local jurisdictions.

It is staff's intent to send a comprehensive letter (see Attachment 1, draft letter to local jurisdictions) serving as the introduction to the forthcoming 2016-2040 RTP/SCS development and local review, input, and approval process. This letter will be sent to each City Manager or County Chief Administrator for every city or county in the SCAG region. A copy of the letter will also be sent to

respective jurisdictions' city or county clerk and the Executive Director of the subregional organization to which the jurisdiction is a member. The letter is intended to achieve the following purposes:

1. Provide an overview of the development of 2016-2040 RTP/SCS;
2. Delineate the 2016-2040 RTP/SCS local input process, provide general schedule, milestones, and key socioeconomic datasets required for the development of the 2016-2040 RTP/SCS and PEIR;
3. Provide a list of GIS maps/data, growth forecast and land use information required for local jurisdiction review and comments, as well as submittal and approval forms; ;
4. Establish communication protocols, and provide SCAG with primary contacts for directing inquiries and providing information from each jurisdiction.

With respect to options for the approval of input submitted to SCAG for the 2016 RTP/SCS development, SCAG is anticipating receiving approval on the existing land use, general plan land use, and zoning information at the parcel level. Regarding the socioeconomic data, similar to the practice utilized for the 2012-2035 RTP/SCS, SCAG will seek jurisdictional level approval of population, households and employment for the years 2020, 2035 and 2040. Although, jurisdictions may wish to submit sub-jurisdictional input (census tract or traffic analysis zone) this information will only be advisory.

The options for local jurisdiction approval include the following:

(1) Sign off submittals by the City Manager/Chief Administrative Officer or their authorized designee of the local input form (see Attachment 2);
(2) A letter from the jurisdiction signed by the highest elected official or approved by the governing body; or
(3) A formal resolution approved by the governing board from each jurisdiction.

For administrative ease and maintenance of the schedule, staff prefers the first option as the appropriate mechanism for local jurisdiction submittal and approval of the local input to SCAG. This was also the approach utilized for the 2012-2035 RTP/SCS. Based on the 2016-2040 RTP/SCS preliminary draft schedule and milestones (see Attachment 3), the local input and review process will commence in March 2013and conclude in September 2014. As indicated in the attachment, the major steps/milestones include the following:

- A comprehensive letter (Attachment 1) will be sent in March 2013 to all jurisdictions in the SCAG region informing them about the commencement of 2016-2040 RTP/SCS development and local review, input and approval process and requesting current information about General Plan, zoning and existing land use, including any specific changes since 2008, in preparation for development of the 2016-2040 RTP/SCS growth forecasts and land use scenarios. Upon request, SCAG staff will schedule meetings to provide an overview of the process with subregions and local jurisdictions between March and May 2013.

- Additional meeting or workshops may be scheduled with local jurisdictions in May 2013 to distribute data and maps of the following information: 2012 existing land use; General Plan land use and zoning; open space; farm lands; jurisdictional boundary; sphere of influence; and flood zones. Local jurisdictions will be asked to review and verify or correct information.

One-on-one meetings will be set up with each local jurisdiction on an as-needed basis to collect data corrections, answer questions, and provide individual assistance to those who request a meeting. Staff will track, review, and incorporate the information received into SCAG's databases for preparation of the 2016-2040 RTP/SCS draft growth forecast. Staff will follow up with local jurisdictions/stakeholders as necessary so as to complete this initial input process by June 2013.

- The regional- and county-level growth forecasts of population, household, and employment will be revised by September 2013.

- In fall 2013, draft projections data below the county level for population, households, and employment will be distributed to local jurisdictions for initial review and comment. Land use scenarios will also be distributed along with the Scenario Planning Model (SPM). This process will commence after the October 15, 2013 deadline for updates of the Housing Elements by local jurisdictions. This process is scheduled to be completed by March 2014.

- Staff will communicate with local jurisdictions/stakeholders as needed to develop alternative growth and land use scenarios in order to achieve greenhouse gas reductions beginning in April 2014.

- In mid-2014, each local jurisdiction will be asked to provide final review, comment, and approval for the detailed growth forecast dataset for their jurisdiction which will include the 2012 base year and the projection years of 2020, 2035, and 2040 at the traffic analysis zone level for population, households, and employment. Staff will conclude the local input/review process and be ready for modeling analysis and plan development by September 2014.

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

**ATTACHMENT:**
1. Draft Letter to Local Jurisdictions related to the development of 2016-2040 RTP/SCS and Local Input Process for 2016-40 RTP/SCS
2. Approval Form for Local Input
3. 2016-2040 RTP/SCS preliminary draft schedule and milestones

**Reviewed by:**

*Department Director*

**Reviewed by:**

*Acting Chief Financial Officer*

**Reviewed by:**

*Chief Counsel*

**ATTACHMENT 1**

March 7, 2013

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

SUBJECT: Local Input to SCAG for 2016 RTP/SCS Development

Dear Mr. Xx Yy:

A critical component of the success of the 2012-2035 RTP/SCS was the participation and cooperation of all 197 local government partners with the Southern California Association of Governments (SCAG). As we start work on the 2016-2040 RTP/SCS, we intend to build on this positive working relationship and ensure that all local governments are fully informed of the process and have ample opportunities to provide input. This is only the first of many opportunities for participation and input as we develop the 2016-2040 RTP/SCS.

We want to collect land use information, develop the estimates and forecasts of population, households, and employment for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This letter will:

1. Provide you an overview of the 2016-2040 RTP/SCS;
2. Delineate the 2016-2040 RTP/SCS local input process, provide general schedule, milestones, and data required for the development of the 2016-2040 RTP/SCS;
3. Outline protocols for communication, information sharing and approval.

Overview

While we plan to replicate much of what made the 2012 process a positive one, note that additional planning considerations need to be incorporated into the development of 2016 plan, including issues flowing from the state, national and regional levels. Planning activities, with complementary goals through all levels of government, include:

- The ARB Scoping Plan, Vision Document and State of California's efforts to accelerate the introduction of zero emission vehicles, as spelled out in the Governor's Executive Order B-16-2012 (http://www.gov.ca.gov/news.php?id=17472), and the associated Zero Emission Vehicle Action Plan (http://opr.ca.gov/docs/Governor's_Office_ZEV_Action_Plan_(02-13).pdf).
- South Coast AQMD's 2015 ozone plan. Pursuant to the federal Clean Air Act, state implementation plans for each 2008 8-hour ozone nonattainment area must be submitted to US EPA by July 20, 2015. The SCAG region contains seven such nonattainment areas, including two Indian Nations: Coachella Valley, Imperial County, South Coast Air Basin, Ventura County, Western Mojave Desert Air Basin, Morongo Areas of Indian Country, and Pechanga Areas of Indian Country.
- The Air Resources Board's potential consideration of revised GHG emission reduction targets applicable to the SCS. SB 375 gives ARB the authority to review and update regional greenhouse gas reduction targets every 4 years. The next ARB review of regional targets will

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occur in 2014. Under SB 375, ARB has authority to establish regional targets for 2020 and 2035 only. Based on AB 32 and state Executive Orders, California's planning efforts need to look beyond 2020 towards 2050 climate goals. SCAG's 2016 RTP/SCS will have a planning horizon of 2040, and each subsequent RTP update will further extend the planning horizon. ARB would expect, at a minimum that the 2016 RTP/SCS will maintain the 2035 level of greenhouse gas reductions through 2040 and beyond.

- The state transportation plan and freight plan
- New requirements for RTPs included in the federal transportation reauthorization (MAP21). Of note, MAP 21 includes substantial new processes for developing performance measures.

Also note that State law requires a coordinated Regional Housing Needs Assessment and Housing Element update cycle every eight years, or with ***every other*** RTP/SCS update. As such, there will be no RHNA/Housing Element update with the 2016 plan.

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

- Forming six subcommittees to closely examine issues of interest from the 2012 plan, and to consider next steps;
- Launching a new comprehensive Sustainability Program, building on our on-going successful Compass Blueprint program to provide planning resources for member local agencies;
- Forming a standing Sustainability Working Group comprised of the 6 County Transportation Commissions in the SCAG region;
- Developing a formal joint work program between SCAG and the Los Angeles County Metropolitan Transportation Authority, while also exploring similar partnerships with other county transportation commissions;
- Developing legislative priorities that implement key components of the 2012 plan, including innovative transportation finance, Cap and Trade implementation, and CEQA modernization.

2016-2040 RTP/SCS Local Input Process

As outlined in the draft schedule for development of the 2016-2040 RTP/SCS (Attachment 1,) the local input and review process is beginning now and will conclude in September 2014. Through these steps and processes summarized below and described in more detail in Attachment 2, SCAG will develop the necessary socioeconomic and land use datasets through a bottom-up local input and review process. Although entirely voluntary, we hope that you and your staff will be able to participate, to the extent feasible, in this process. Local input will be critical for the development of the 2016-2040 RTP/SCS.

The collaborative effort to develop the socioeconomic datasets and land use scenarios for the 2016-2040 RTP/SCS will involve four steps (see Attachment 2 for more detail:)

**Step 1 – Land Use Data Collection and Review (March –June 2013)**
We are currently collecting changes made between 2008 and 2012 to parcel-level General Plan land use designations, zoning, and existing land use data for all jurisdictions. Deadline for providing this data is **Friday, March 29, 2013**.

**Step 2 – Small Area Growth Forecast Review and Meetings (October 2013- March 2014)**
You will receive a package with preliminary growth projections for the years 2020, 2035 and 2040. SCAG staff will provide an overview of this data at a workshop in September 2013 and subsequent one-on-one meetings with each jurisdiction.

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**Step 3 - Land Use Scenario Exercises and Development (April 2014 –September 2014)**
SCAG will circulate, for your review, regional land use scenarios. We will also distribute a new tool, UrbanFootprint, to jurisdictions to assist in analyzing and commenting on the scenarios.

**Step 4 - Open Space Conservation Plan Database (June 2013 – September 2013)**
New for this planning cycle, this program will coordinate existing open space efforts and encourage a voluntary, region-wide program for enhancing regional open space. SCAG will request information on open space efforts in your jurisdiction.

Communication and Approval Protocols

This letter and all future communications will be sent to each City Manager or Chief Administrative Officer for distribution to staff and local elected officials. Copied on the letter will be the city or county clerk, Planning Director or their equivalent, and the Executive Director of each city's respective subregional agency. At this time, SCAG staff requests designation of an official, primary point of contact for your jurisdiction for us to work with on scheduling meetings, directing communication and facilitating the local input process.

Frank Wen, Manager of Research and Analysis, will be the primary SCAG contact for this process. Frank can be reached at wen@scag.ca.gov or 213-236-1854.

We also ask that all of your jurisdiction's formal input be approved and signed-off on by pending CEHD, RC action

SCAG greatly appreciates your efforts and collaboration in developing the 2016-2040 RTP/SCS. Should you have any questions or concerns regarding the process, please don't hesitate to contact me.

Sincerely,

Huasha Liu
Director, Land Use & Environmental Planning

Email CC: City Council via City Clerk
City Planning Director
COG Executive Director
Subregional Coordinator

Attachments:
1. Draft Schedule for the Development of the 2016-2040 RTP/SCS
2. Further detail on the 2016-2040 RTP/SCS Local Input Process
3. List of GIS maps/data, growth forecast and land use information required for your review and comments, as well as the protocol for submitting approval to SCAG
4. FTP instructions to download SCAG's current land use classification codes
5. FTP instructions to download GIS shapefiles and PDF maps of 2008 General Plan land use and zoning maps and existing land use maps
6. pending CEHD, RC action, Local Input Form for sign off by the City Manager/Chief Administrative Officer or their authorized designee

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# SCAG 2016 RTP/SCS Land Use & Projections Approval Form

I hereby acknowledge the following (please check the appropriate boxes below):

- ❑ I have reviewed the final version of the General Plan land use database and concur with the information for my jurisdiction.

- ❑ I have reviewed the final version of the Existing (2012) land use database and concur with the information for my jurisdiction.

- ❑ I have reviewed the final version of the Zoning database and concur with the information for my jurisdiction.

- ❑ I have reviewed the jurisdictional boundary, Sphere of Influence, Farmland, Flood, and Endangered Species information and concur with the information for my jurisdiction.

- ❑ I have reviewed the final version of the SCAG 2016 RTP/SCS projections and concur with the projections for my jurisdiction.

- ❑ I have reviewed the final version of the General Plan land use database, Existing (2012) land use database, Zoning database, jurisdictional boundary, Sphere of Influence, Farmland, Flood and Endangered Species information and DO NOT concur based upon the following (please attach additional pages as necessary):

  _____

  _____

  _____

  _____

  _____

- ❑ I have reviewed the final modifications of the SCAG projections for my jurisdiction and have the following comments (please attach additional pages as necessary):

  _____

  _____

  _____

_____

_____

I hereby declare that the above statements are accurate and represents the local input to be submitted to Southern California Association of Governments for the 2016-2040 RTP/SCS.

_____ _____

Signature (to be executed by City Manager, County Chief Administrator or Authorized Representative of Local Jurisdiction) Date

_____ _____

Name (please print): Jurisdiction

_____

Title (please print)

Completed form should be returned to XXXXXXXXXXXX at XXX@scag.ca.gov.

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

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

## 2012
**Basic Approach/Framework and Program Set up**

**JULY-DECEMBER 2012**
- Determine the basics: What will be the base year/horizon year? How will this match up with available data from national and state-wide resources?
- Development of Draft Framework and Approach/Methodology: How will we get there?
- Data/GIS, Model/Tool Development: What will be the tools used to quantify outcomes?
- Identify uncertainties: What factors are outside our control? (e.g. ARB GHG Target revisions, planning for jurisdictions that require 4 year housing element cycle?)

**SEPTEMBER 2012-MARCH 2013**
New SCAG Subcommittees to begin policy development around their respective emphasis areas and identify regional priorities

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

## 2013
**Establishing Technical Bases and Data Collection**

**JANUARY 2013-SEPTEMBER 2014**
First phase of local input process. Work with local jurisdictions to collect and review data, GIS and forecast for the development of 2016-2040 RTP/SCS

**JANUARY-MARCH 2013**
Discuss the framework and methodology for development of the 2016-2040 RTP/SCS

**JANUARY-MAY 2013**
Collect and review general plan, existing land use, zoning and SB 375 planning considerations

**MARCH-MAY 2013**
Findings from the Subcommittees will be presented at SCAG's Regional Council, Policy Committees, and General Assembly

**APRIL-JUNE 2013**
Communicate with jurisdictions and stakeholders about the implementation of SCAG's work plan for the 2016-2040 RTP/SCS

**JULY-SEPTEMBER 2013**
Revise/update regional, county level growth forecast of population, household, and employment

**OCTOBER 2013**
Roll out growth forecast (base year 2012 and all projection years), and review process

**DECEMBER 2013**
Complete preliminary calibrations to SCAG's technical models

## 2014
**Focus on Major Policy Directions**

**JANUARY-SEPTEMBER 2014**
Obtain input from cities and counties for SCAG's Growth Forecast and develop list of local scenario planning options, through one-on-one meetings and subregional workshops, as applicable

**JANUARY 2014**
Subregions sign letter of intent to accept SCS delegation and submit this document to SCAG

**APRIL-MAY 2014**
SCAG submits its regional GHG reduction methodology and GHG Reduction Targets to ARB (pending further discussion)

**MAY 2014**
SCAG's General Assembly & Regional Council

**SEPTEMBER 2014**
Deadlines for input from local jurisdictions on SCAG's Growth Forecast, and for County Transportation Commissions (CTCs) to provide preliminary input on all planned projects to SCAG for the RTP/SCS

**OCTOBER-DECEMBER 2014**
Seek policy input/direction from Policy Committees and Regional Council on: the Scope of the Program Environmental Impact Report and RTP/SCS Strategies

**DECEMBER 2014**
Growth Forecast, Land Use Patterns, and Preliminary Financial Assumptions for the RTP/SCS to be completed

## 2015
**Establishing the Plan and Engaging the Public**

**JANUARY-MARCH 2015**
Development of alternatives for achieving SCAG's regional GHG reduction targets, as set by ARB, and conformity emission budgets set in applicable State Implementation Plans

**MARCH 2015**
Delegated Subregions complete their Sustainable Communities Strategies and submit their plans to SCAG

**MARCH 2015**
Final input on planned projects from the CTCs for the Draft 2016-2040 RTP/SCS

**APRIL-JUNE 2015**
Conduct county-specific Draft 2016-2040 RTP/SCS Planning Workshops to fulfill SB 375 outreach requirements (16 workshops minimum, including extensive outreach for public participation)

**MAY 2015**
SCAG's General Assembly & Regional Council

**SEPTEMBER 2015**
Joint Policy Committees recommend Regional Council to release the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment

**OCTOBER 2015**
RC approves the release of the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment

**OCTOBER 2015**
Conduct extensive outreach to cities, counties, stakeholders, and the public on the Draft 2016-2040 RTP/SCS and PEIR to fulfill State & Federal requirements. Start of public input on the Draft RTP/SCS document

**OCTOBER 2015-MARCH 2016**
Conduct workshops with Elected Officials and other appropriate outreach to fulfill State & Federal outreach requirements

## 2016
**Finalizing the 2016-2040 RTP/SCS**

**FEBRUARY 2016**
Conclude and finalize Economic & Job Creation Analysis Component of the 2016-2040 RTP/SCS

**MARCH 2016**
Joint Policy Committees recommend approval to Regional Council of proposed Final PEIR, conformity determination, and 2016-2040 RTP/SCS

**APRIL 2016**
Regional Council certifies Final PEIR and approves conformity determination and 2016-2040 RTP/SCS

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## *OCCOG Technical Advisory Committee*

*March 5, 2013*

**Item 8:** **2015 Air Quality Management Plan**
**Recommended Action:** Receive report. Discussion

**Report**

Ms. Carla Walecka, OCCOG TAC Representative for Transportation Corridor Agencies, will provide a brief update on the latest with 2015 Air Quality Management Plan (AQMP).

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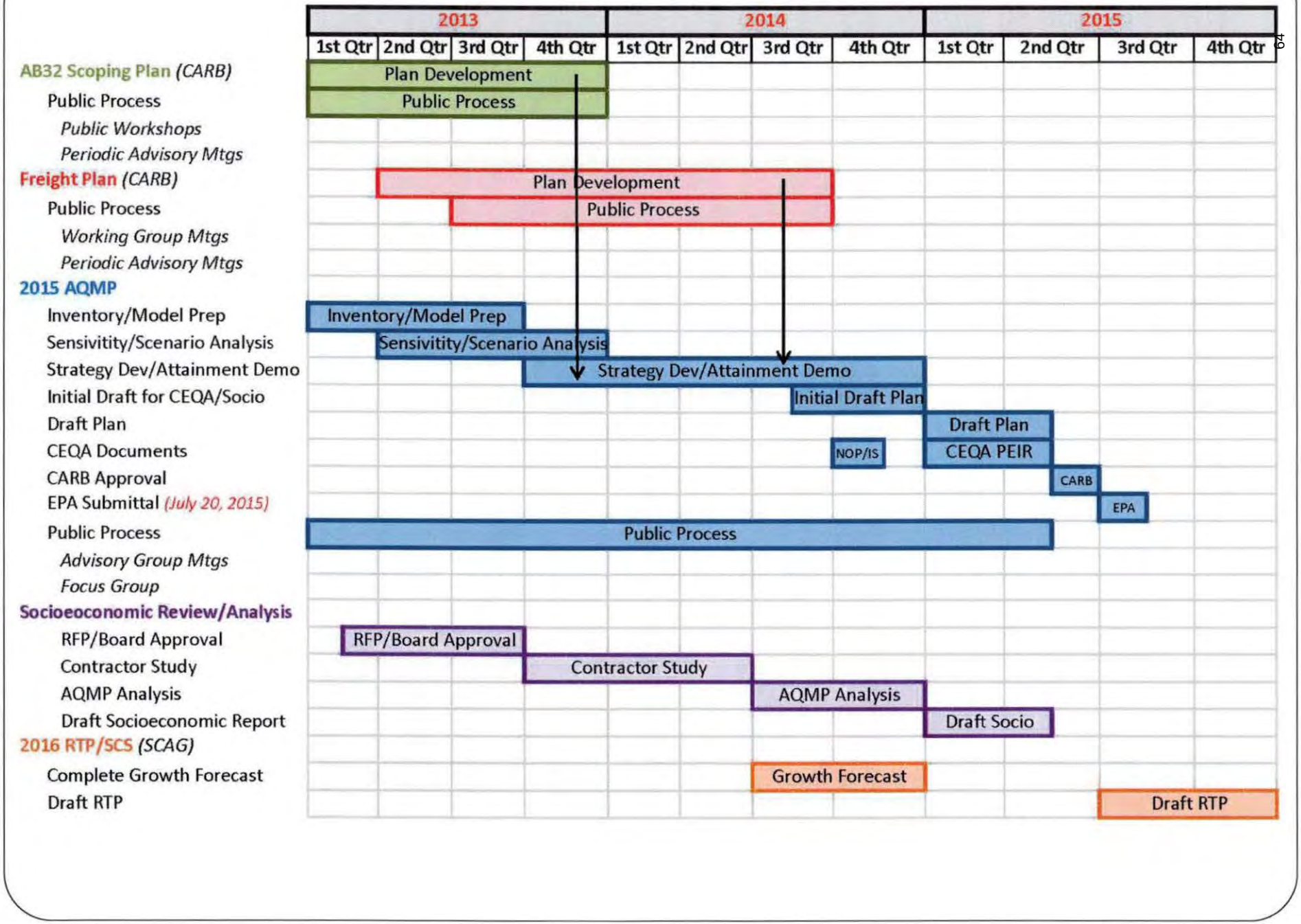
**Attachments:** 1. 2015 Air Quality Management Plan Schedule

**Contact:** Mr. Nate Farnsworth, Vice Chair, City of Rancho Santa Margarita
949/635-1800
nfarnsworth@cityofrsm.org


2013
2014
2015
1st Qtr
2nd Qtr
3rd Qtr
4th Qtr
1st Qtr
2nd Qtr
3rd Qtr
4th Qtr
1st Qtr
2nd Qtr
3rd Qtr
4th Qtr
AB32 Scoping Plan (CARB)
Public Process
Public Workshops
Periodic Advisory Mtgs
Freight Plan (CARB)
Public Process
Working Group Mtgs
Periodic Advisory Mtgs
2015 AQMP
Inventory/Model Prep
Sensivitity/Scenario Analysis
Strategy Dev/Attainment Demo
Initial Draft for CEQA/Socio
Draft Plan
CEQA Documents
CARB Approval
EPA Submittal (July 20, 2015)
Public Process
Advisory Group Mtgs
Focus Group
Socioeconomic Review/Analysis
RFP/Board Approval
Contractor Study
AQMP Analysis
Draft Socioeconomic Report
2016 RTP/SCS (SCAG)
Complete Growth Forecast
Draft RTP
Plan Development
Public Process
Plan Development
Public Process
Inventory/Model Prep
Sensivitity/Scenario Analysis
Strategy Dev/Attainment Demo
Initial Draft Plan
Draft Plan
NOP/IS
CEQA PEIR
CARB
EPA
Public Process
RFP/Board Approval
Contractor Study
AQMP Analysis
Draft Socio
Growth Forecast
Draft RTP

## *OCCOG Technical Advisory Committee*

*March 5, 2013*

**Report from the Vice Chair:** **California Department of Housing and Community Development Housing Element Workshop Summary**

**Recommended Action:** For information purposes only. No action required.

**Report**

At the request of several Community, Economic and Human Development (CEHD) Committee members, a report was prepared which includes a list of jurisdictions that responded to an invitation to participate in the California Department of Housing and Community Development (HCD) housing element workshops in fall 2012.

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**Attachments:** 1. March 7, 2013 Community, Economic and Human Development (CEHD) Subcommittee Staff Report re: List of Jurisdictions that Participated in the California Department of Housing and Community Development (HCD) Housing Element Assistance Workshops

**Contact:** Mr. Nate Farnsworth, Vice Chair, City of Rancho Santa Margarita
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# REPORT

AGENDA ITEM NO. 3

**DATE**: March 7, 2013

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

**FROM**: Ma'Ayn Johnson, Senior Regional Planner, 213-236-1975, johnson@scag.ca.gov

**SUBJECT:** List of Jurisdictions that Participated in the California Department of Housing and Community Development (HCD) Housing Element Assistance Workshops

**EXECUTIVE DIRECTOR'S APPROVAL:**

**RECOMMENDED ACTION:**
For Information Only - No Action Required.

***EXECUTIVE SUMMARY:***
***At the request of several CEHD Committee members, this report includes a list of jurisdictions that responded to an invitation to participate in the California Department of Housing and Community Development (HCD) housing element workshops in fall 2012.***

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

**BACKGROUND:**
The SCAG Regional Council adopted the 5th cycle Final Regional Housing Needs Assessment (RHNA) Allocation Plan on October 4, 2012. The RHNA Allocation Plan represents the projected household growth for all SCAG jurisdictions for the January 1, 2014 to October 1, 2021 projection period. Jurisdictions are required by State housing law to update their respective housing element by assessing existing housing need and accommodating their assigned RHNA allocation through a sites and zoning analysis. Jurisdictions must adopt the updated 5th cycle housing element by October 15, 2013. While SCAG is responsible for developing the Final RHNA Allocation, housing elements are prepared by local jurisdictions, and reviewed and certified by HCD.

To assist jurisdictions with the preparation of their respective housing elements, HCD held six workshops throughout the SCAG region between October and December 2012. Videoconferencing was available as well for the SCAG office workshop on November 13, 2012. Topics covered were the new housing element streamline review process, developing a suitable sites inventory, and achieving compliance with State housing law. At the Workshops, SCAG staff provided an overview of the existing housing needs data database that compiles in a user-friendly format specific data needed by local jurisdictions as part of the housing element update.

In order to maximize participation, HCD coordinated with SCAG as well as the Kennedy Commission in Orange County to ensure awareness of the workshops. Electronic notices and reminders for the workshops were directly emailed to planning directors, city managers, and County Chief Executive Officers. Over 179 individuals representing 77 jurisdictions registered for the workshops. See attached list of jurisdictions that submitted an rsvp to HCD Housing Element workshops.

Although no additional workshops are scheduled for the SCAG region, workshop materials and resources, along with further technical housing element assistance, are posted on HCD's webpage: www.hcd.ca.gov/hpd.

**FISCAL IMPACT:**
Work associated with this item is included in the current FY 2012/13 General Fund Budget (13-800.0160.03:RHNA).

**ATTACHMENT:**
List of Jurisdictions that Provided an RSVP to HCD Housing Element Workshops

List of Jurisdictions That Submitted an RSVP to HCD Housing Element Workshops
Fall 2012

| | |
|---|---|
| City of Adelanto | City of Loma Linda |
| City of Agoura Hills | City of Mission Viejo |
| City of Alhambra | City of Montebello |
| City of Aliso Viejo | City of Moreno Valley |
| City of Anaheim | City of Murrieta |
| City of Beaumont | City of Needles |
| City of Big Bear Lake | City of Newport Beach |
| City of Brea | City of Ojai |
| City of Buena Park | City of Ontario |
| City of Burbank | City of Orange |
| City of Cerritos | City of Palm Desert |
| City of Chino | City of Palmdale |
| City of Chino Hills | City of Rancho Cucamonga |
| City of Colton | City of Rancho Mirage |
| City of Costa Mesa | City of Rancho Palos Verdes |
| City of Covina | City of Rancho Santa Margarita |
| City of Cudahy | City of Riverside |
| City of Culver City | City of San Clemente |
| City of Cypress | City of San Juan Capistrano |
| City of Dana Point | City of San Marino |
| City of El Segundo | City of Santa Ana |
| City of Fillmore | City of Santa Clarita |
| City of Fountain Valley | City of Santa Fe Springs |
| City of Fullerton | City of Sierra Madre |
| City of Gardena | City of South Pasadena |
| City of Glendale | City of Stanton |
| City of Grand Terrace | City of Temecula |
| City of Hawthorne | City of Tustin |
| City of Huntington Beach | City of Twentynine Palms |
| City of Indian Wells | City of Upland |
| City of Irvine | City of Ventura |
| City of Irwindale | City of Villa Park |
| City of La Canada Flintridge | City of Walnut |
| City of La Habra | City of West Covina |
| City of La Palma | City of Yorba Linda |
| City of La Puente | County of Los Angeles |
| City of La Verne | County of Orange |
| City of Laguna Hills | County of Ventura |
| City of Lake Forest | |