

04 SUSTAINABLE COMMUNITIES STRATEGY



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Introduction

Southern California today faces unprecedented challenges in accommodating the additional population and economic activity expected over the next 25 years. Once a major destination for people from other states, Southern California now sees population growth driven mostly by natural increase from within the region—births over deaths—and by international immigration. Over the last generation it has become one of the most diverse and multicultural regions in the world.

Southern California is now home to 18 million people. The region is now seen as crowded, congested, and—despite the recent downturn in the housing market—an expensive place to build a life.

While the region was once known worldwide as the “capital of sprawl,” the region today has little raw land left to accommodate additional growth. Moreover, the region has struggled in its efforts to generate real economic growth over the past two decades.

In the face of all these long-term trends, Southern California is expected to accommodate an additional 4 million people over the next 25 years, with equally significant household and employment growth (see **FIGURE 4.1**). This future growth will put additional pressure on a transportation system that is already severely congested; on communities and neighborhoods that have been in existence for many decades; and on the region’s fragile natural environment. **EXHIBITS 4.1, 4.2, and 4.3** show the geographical distribution of the region’s future growth in 2035.

Addressing these challenges successfully will require a major effort and coordination by the region’s people, its institutions, and its public agencies. These “regional players” will have to agree on a common vision for the future of the region—and then work together to make that vision a reality. With such effort, Southern California will be able to accommodate additional growth and still create an improved quality of life, a resilient economy, and a healthy natural environment.

Since 2000, SCAG has worked actively with the people and institutions of Southern California to create a dynamic regional growth vision based on the following principles: *mobility, economy and sustainability*. Charged by federal law with preparing a Regional Transportation Plan every four years, SCAG has traditionally focused most on the mobility aspects of the region’s growth. Under state law, SCAG is also charged with working with its member local governments on planning for an adequate regional housing supply.

However, the recent passage of SB 375 at the state level gives SCAG a new area of responsibility—and provides the region with a renewed opportunity to focus on an integrated planning effort for the future.

The purpose of SB 375 is to implement the state’s greenhouse gas emissions (GHG) reduction goals in the sector of cars and light trucks. This mandate requires the California Air Resources Board to determine per-capita GHG emission reduction targets for each Metropolitan Planning Organization (MPO) in the state at two points in the future—2020 and 2035. In accordance with Govt. Code section 65080(b)(2)(B)(vii), the 2012 RTP/SCS will achieve GHG emission reductions of 8 percent per capita in 2020 and 16 percent per capita in 2035 (surpassing the 13 percent reduction target for 2035).

Because greenhouse gas emissions in the transportation sector relates closely with vehicle miles traveled (VMT), a mandated GHG reduction essentially requires SCAG to devise a regional plan and a series of strategies that will produce a per-capita reduction in VMT over the next 25 years. Under SB 375, SCAG and California’s 17 other MPOs must address GHG reduction in a “Sustainable Communities Strategy” or SCS, that is part of the respective MPO’s Regional Transportation Plan.

Transportation strategies contained in the RTP—managing transportation demand and making certain transportation system improvements – are major components of the SCS. However, the SCS also focuses on the general land use growth pattern for the region, because geographical relationships between land uses—including density and intensity—help determine the need for travel in the first place.

Therefore, SCAG’s SCS includes not only projections about the transportation network but also about land use. Indeed, under SB 375, a SCS must, in summary:

- Identify existing and future land use patterns
- Consider statutory housing goals and objectives
- Identify areas to accommodate long-term housing need
- Identify areas to accommodate 8-year housing need
- Consider resource areas and farmland
- Identify transportation needs and the planned transportation network
- Set forth a future land use pattern to meet GHG emission reduction targets
- Comply with federal law for developing an RTP

These requirements, as outlined in California Government Code Section 65080(b)(2)(B), do not mean that the SCS creates a mandate for certain land use policies at the local level. In fact, SB 375 specifically states that the SCS cannot dictate local General Plan policies (see, Government Code Section 65080(b)(2)(J)). However, the SCS is intended to provide a regional policy foundation that local governments may build upon if they so choose and generally includes the quantitative growth projections from each city and county in the region going forward. In addition, some projects consistent with the SCS are eligible for streamlined environmental review.

One aspect of SB 375 that is unique to the SCAG region is that subregions within SCAG have the option of creating their own subregional SCS. Of SCAG’s 15 subregions, two accepted this option: the Gateway Cities Council of Governments (Gateway COG) and the Orange County Council of Governments (OCCOG). These subregional SCS documents are incorporated into the regional SCS.

FIGURE 4.1 Anticipated Future Growth (2035)

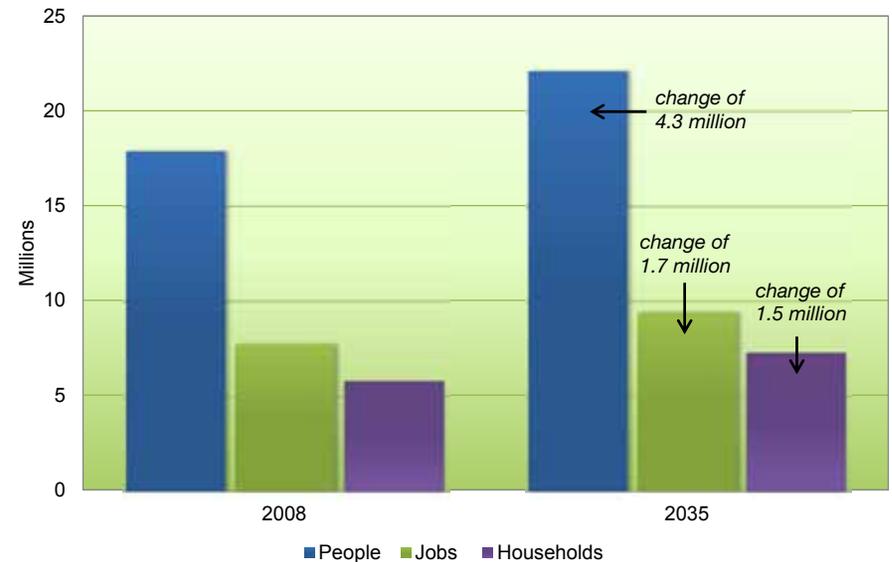


EXHIBIT 4.1 Population Growth SCAG Region (2035)

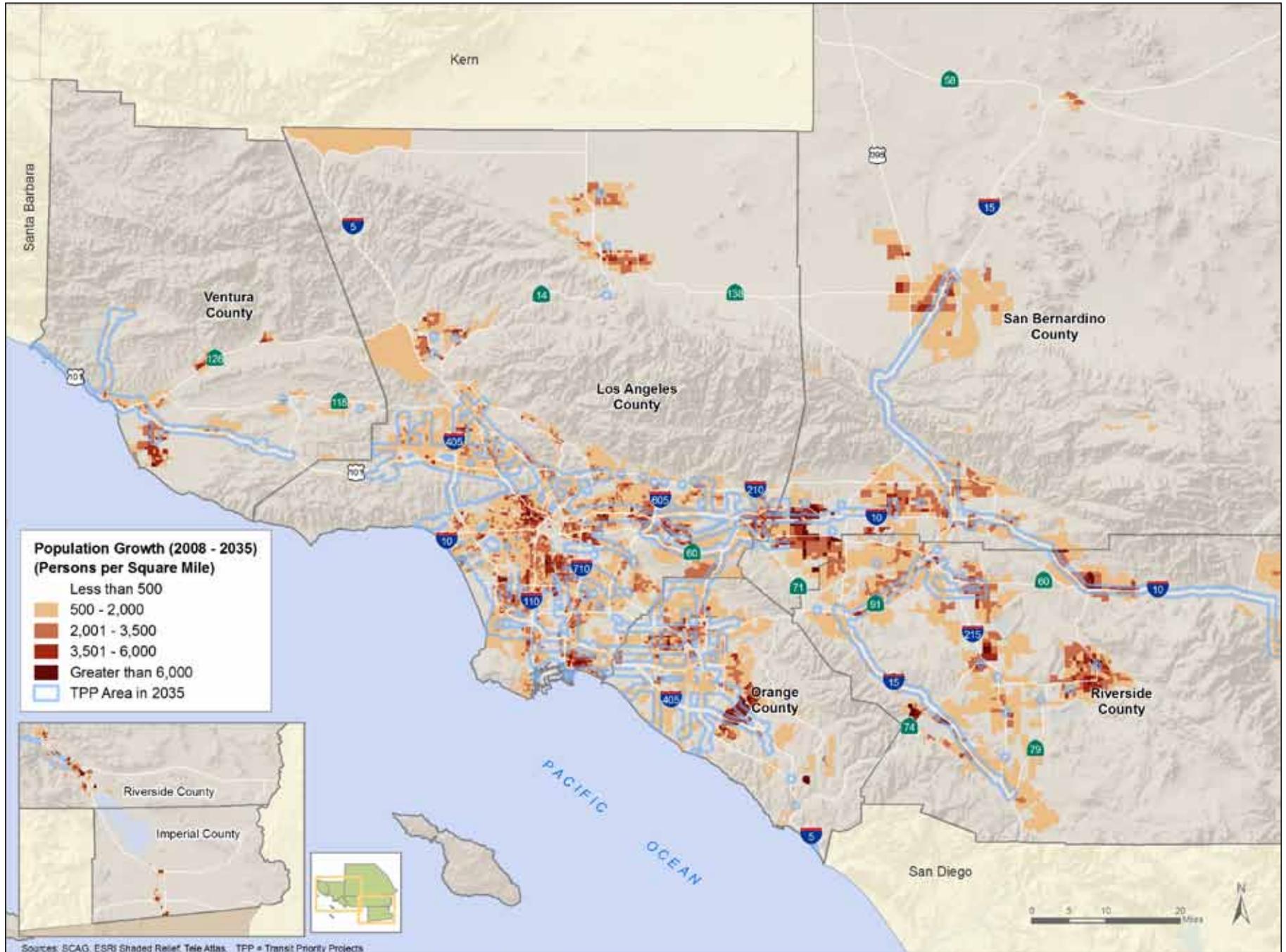
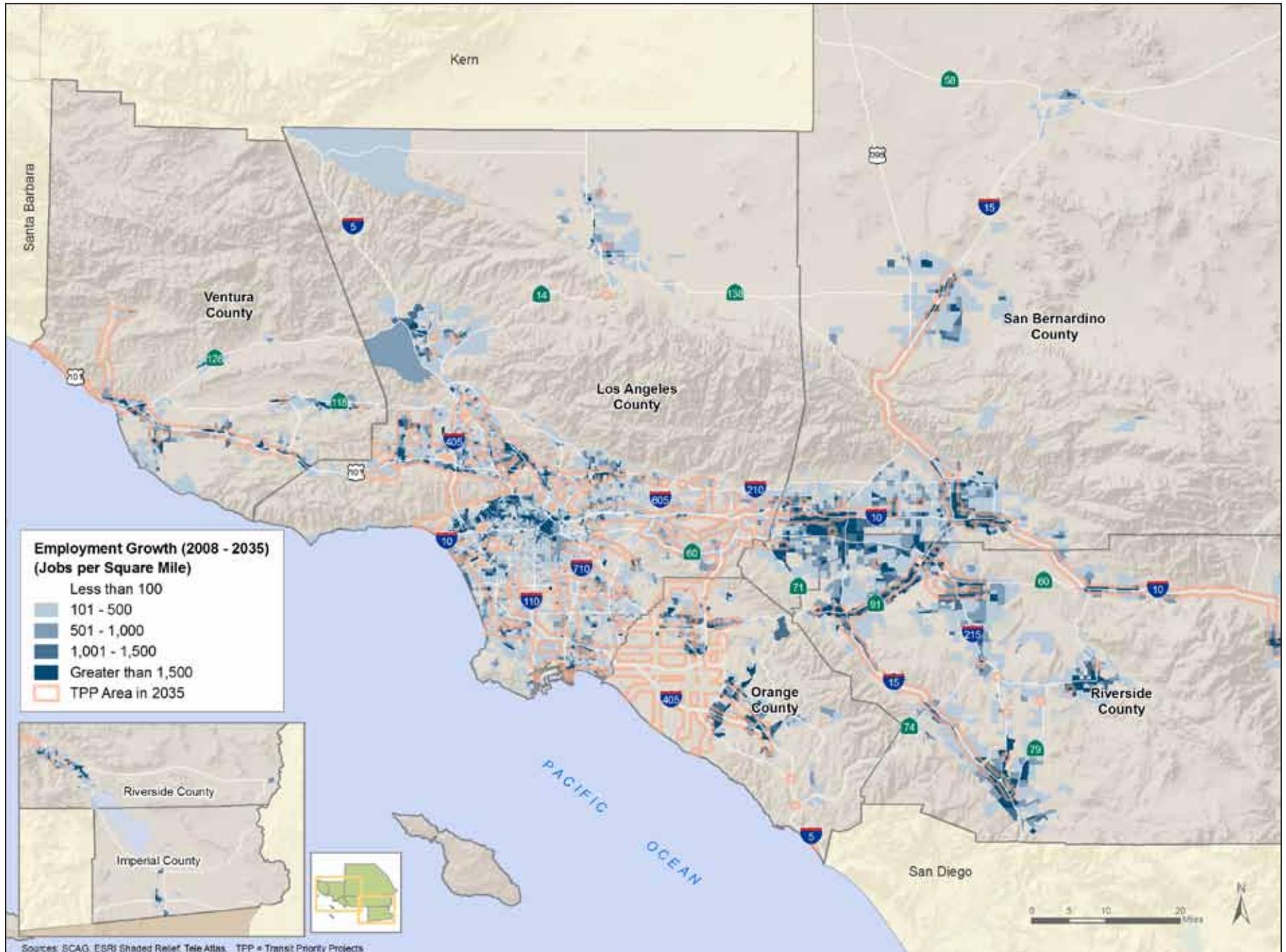


EXHIBIT 4.2 Employment Growth SCAG Region (2035)



Goals and Benefits

Under SB 375, the primary goal of the SCS is to provide a vision for future growth in Southern California that will decrease per-capita greenhouse gas emissions from automobiles and light trucks. As stated above, in point of fact this means that we need to identify strategies that can reduce per-capita vehicle miles traveled over the next 25 years.

However, the strategies contained in the RTP/SCS will produce benefits for the region far beyond simply reducing GHG emissions. Because it is the latest refinement of an evolving regional blueprint that SCAG has been working on since 2000, the RTP/SCS will help the region deal with many ongoing issues across a wide range of concerns, including placemaking, the cost of living, the environment, health, responsiveness to the marketplace, and mobility.

1. Better Placemaking

As Southern California becomes more congested and crowded, the issue of creating better and more livable places to live and work has become more important. A completely car-oriented lifestyle made sense in Southern California a couple of generations ago when the region was less dense and there were few options other than driving. Indeed, Southern Californians still need their cars and value them highly, but because of traffic congestion and the hassle factor, more people today also value good “placemaking”—that is, the process of developing locations where they can live and work that include a pleasant and convenient walking environment that reduces their reliance on their car. Communities that promote walkable environments and alternative transportation create more opportunities for an active lifestyle, improve safety and accessibility for marginalized communities, and help preserve natural areas and resources. The strategies outlined in the RTP/SCS promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure.

2. Lower Cost to Taxpayers and Families

While attractive in many ways, the traditional suburban lifestyle is expensive both to families and taxpayers, which is one of the reasons why the cost of housing and the cost of living in Southern California are high. The cost of maintaining a large house and yard and multiple vehicles can consume most of a family’s income. The

cost of building the roads, water and sewer lines, and other infrastructure required for a low-density lifestyle is very high, and taxpayers usually wind up paying at least part of the bill, especially for ongoing maintenance. By creating more compact neighborhoods and placing everyday destinations closer to homes and closer to one another, the RTP/SCS’s strategies can reduce the burden of development to the taxpayers and reduce the everyday cost of housing and transportation for families.

3. Benefits to Public Health and the Environment

Public health and environmental protection have long been linked to the way our region is planned and the way public services are delivered. Municipal water and sewer systems, for example, ensure clean water. At the same time, concrete stormwater runoff channels harm water quality and sprawl eats into open space. Many strategies contained in the RTP/SCS will provide widespread benefits within the region for both public health and environmental protection. For example, better placemaking will allow people to use walking and bicycling more regularly in their daily lives, and promote the development of urban parks thus providing more opportunities for recreation and exercise. Reducing the footprint of new development has many benefits, including protection of farmland that provides regional food,



Image courtesy of City of Lancaster

maintaining wildlife habitat, decreasing air pollution and improving opportunities for green stormwater solutions that will improve water quality.

4. Greater Responsiveness to Demographics and the Changing Housing Market

The traditional suburban development pattern that characterizes most of Southern California was appropriate for its time and still works well for millions of residents and homeowners. But the demographic profile of the region is changing, and as a result, the market for housing is changing as well. The number of empty-nesters (a parent whose children have grown and left home) is increasing dramatically, especially among older age groups. Already, many of these empty-nesters are looking for smaller housing and a more manageable, walkable lifestyle. Recent trends suggest that many will be looking to live near their families, their churches, and other local institutions, rather than commuting long distances. In addition, there is little question that all demographic groups will be looking for a “value lifestyle” in which both housing and transportation costs are minimized even as they maintain a high quality of life. RTP/SCS strategies focused on high-quality places, sensitive and compact infill development, and more housing and transportation choices will provide an important response to these newly emerging market forces.

5. Improved Access and Mobility

Southern California today has outgrown its traditional auto-oriented mobility system. Congestion is ever-present and it is not possible for additional road construction to solve all mobility problems in the region. Strategies contained within the RTP/SCS will help the region confront congestion and mobility issues in alternative ways. The transportation strategies contained within the RTP/SCS will focus on “bang for the buck” solutions by improving critical road connections in the region and increasing public transit capacity. Land use strategies in the RTP/SCS will improve mobility and access by placing destinations closer together and decreasing the time and cost of moving between them.

It is important to note that the RTP/SCS does not envision a wholesale redevelopment of the Southern California region. The vast majority of neighborhoods and business districts that will exist in 2035 already exist today and most of them—especially residential neighborhoods—will be unchanged in the next 25 years. Rather, the RTP/SCS envisions a new development pattern for new neighborhoods and revitalized neighborhoods and business districts that will build upon the current pattern to give residents more choices and more opportunities as they consider where to live and work in the future.

Creating the RTP/SCS

The RTP/SCS contains ambitious goals to meet the region’s challenges, yet these ideas and strategies are not new. In recent years, SCAG and its local jurisdictions have laid the groundwork for the RTP/SCS by engaging in a variety of efforts to plan for more sustainable communities. In order to build on this foundation, SCAG’s first steps have been to coordinate with its local and regional partners in both information gathering and strategy development in order to create a highly realistic and implementable RTP/SCS. The “bottom-up” approach has included local jurisdictions, subregional Councils of Government (COGs), County Transportation Commissions (CTCs), air districts, and a wide array of stakeholders.

Data Collection

INTEGRATED GROWTH FORECAST

The RTP/SCS depends heavily on an accurate and credible forecast for future growth in population, housing, and employment. Beginning in summer 2009, SCAG conducted a series of one-on-one meetings with 175 cities and six counties to gain local input on the integrated population, household, and employment growth forecast for the 2012 RTP/SCS.

Over the last two years, the Integrated Growth Forecast has been updated to reflect the 2010 Census, employment data from the California Employment Development Department, and population and household data from the California Department of Finance. It also underwent an extensive peer-review process over the same two-year period. Ongoing discussions with local jurisdictions led to some additional adjustments, which resulted in SCAG’s ability to obtain a consensus over the Integrated Growth Forecast to serve as the foundation for the RTP/SCS.

LOCAL PLANNING SESSIONS

In 2011, SCAG conducted a series of planning sessions with local governments to gather all relevant land use and transportation policies, plans and data required to formulate the SCS. Using survey instruments, one-on-one discussions and Geographical Information System (GIS) software, the local governments provided up-to-date information including

growth opportunities, local land use plans and measures, transportation demand management (TDM) measures, transportation systems management (TSM) measures and other local transportation strategies. Results from these local planning sessions can be found in Appendix: Public Participation and Consultation.

COUNTY TRANSPORTATION COMMISSIONS

As the agencies responsible for the implementation of transportation projects in their respective counties, SCAG's six County Transportation Commissions played an invaluable role in the development of the 2012 RTP/SCS. Early in the development process, the CTCs worked closely with SCAG to identify county priorities for consideration in the RTP/SCS's alternatives analysis process. The CTCs continued to remain actively involved throughout the entire analysis process, offering meaningful input as SCAG decision-makers considered the various policy alternatives. Furthermore, given the new requirements of SB 375, it will be critical for the CTCs to embrace the concept of integrating transportation planning with land use planning in order for this region to be able to develop a truly sustainable RTP/SCS. Fortunately, the CTCs within the SCAG region were moving in this direction long before the passage of SB 375, and served as excellent partners in the development of this RTP/SCS.

Creation of Land Use Scenarios

Once SCAG collected all relevant data and information from local governments and CTCs, the agency began developing scenarios using a process that would engage the entire region in envisioning a more sustainable future. A single framework model was used, allowing SCAG's technical staff to load the data and research-based assumptions about the future, and to test a variety of land use patterns and their transportation implications. Further details on the model can be found in Appendix: SCS Background Documentation.

Using this model, SCAG created four scenarios for the future of the region. The scenarios were designed to explore and clearly convey the impact of both where the 6-county SCAG region grows over the next 25 years – to what extent growth is focused within existing cities and towns; and how it grows – the shape and style of the neighborhoods and transportation systems that will shape growth over the period. These scenarios were precursors to the 2012 RTP/SCS alternatives. The scenarios facilitated public dialogue and feedback, which in turn allowed SCAG to develop substantially more detailed and

refined Plan alternatives. These Plan alternatives were extensively analyzed in the 2012 RTP/SCS and the potential impacts of the 2012 RTP/SCS Plan alternative was evaluation in the Program Environmental Impact Report (PEIR). Note that the Plan alternatives are separate and distinct from the scenarios discussed here

The four scenarios vary in their land use assumptions and in the package of transportation investments that support the quality and location of growth in the scenarios. The range of the four workshop scenarios can be described by how they address the following key elements:

- Development Location (Dispersed Growth vs. Focused Development):** The four scenarios vary in the proportion of growth accommodated at the edges of cities and the region's urbanized areas versus that located in and around existing cities and towns, particularly in the region's designated High-Quality Transit Areas (HQTA). A HQTA is generally a walkable transit village or corridor, consistent with the adopted RTP/SCS, that has a minimum density of 20 dwelling units per acre and is within a ½ mile of a well-served transit stop with 15-minute or less service frequency



Image courtesy of City of Irvine

during peak commute hours. This was represented by the proportion of Greenfield versus Refill (infill and redevelopment) growth in each of the scenarios.

- Community/Neighborhood Design (Auto-Oriented vs. Walkable):** The shape and quality of growth in the scenarios vary, from a focus on walkable and transit oriented places where most daily needs are within walking, biking, or short driving distance from homes, to new communities which are centered around the car as the dominant form of transportation for nearly all trips. This was represented across the four scenarios by the proportion of Standard Suburban, Mixed Use/Walkable, and Urban Infill development in each of the scenarios.
- Housing Options and Mix (Single Family Subdivision vs. Multi-family Focus):** The scenarios varied in future housing mix in order to depict the impacts of meeting (or not meeting) future housing demand, especially given the changing demographics and preferences of current and future Southern Californians. Housing that focuses more on larger-lot single family options are at one end of the spectrum, as compared to varying mixes of townhome and multi-family options at the other.

- Transportation Investments (Road/Highway vs. Transit/Non-Auto Strategies):** While all scenarios are supported by a range of transportation options, they vary in the proportion of new investments that are focused on transit and non-auto modes versus highway and roadway improvements that facilitate local and regional automobile travel. These transportation ‘packages’ are informed by past and present RTPs and incorporate a range of transit emphasis up to and including Los Angeles County’s recent Measure R and 30/10 Initiative. The scenarios were designed to capture a range of potential strategies and investments by considering the relative emphasis on investment by mode, or the inclusion of policy mechanisms such as TDM or congestion pricing. The scenarios do not consider or evaluate specific transportation networks, or individual projects.

Based on the four elements above, which are illustrated in **FIGURE 4.2**, the four scenarios illustrate different land use ‘themes’ for how the region can grow, and the transportation system that supports that growth. **FIGURE 4.3** illustrates the land use themes for each scenario. In turn, each has a different impact on critical fiscal, environmental, and transportation challenges facing the region, as detailed in Appendix: SCS Background Documentation.

Local Sustainability Planning Tool

As part of the SCS process, SCAG developed the Local Sustainability Planning Tool (LSPT), a GIS-based sketch planning tool that allows users to create land use scenarios and analyze their impacts. SCAG made the LSPT available to each of its jurisdictions, trained hundreds of users, and worked one-on-one with planners to assist in their use of the tool. Provided with preliminary scenarios of their planning areas for the years 2008, 2020 and 2035, local planners were then able to create, modify and compare a variety of scenarios, and their subsequent impacts on vehicle ownership, vehicle miles traveled, mode-use, and GHG emissions. This allowed the local government participation in the development of the SCS to be far more meaningful than it otherwise would have been.

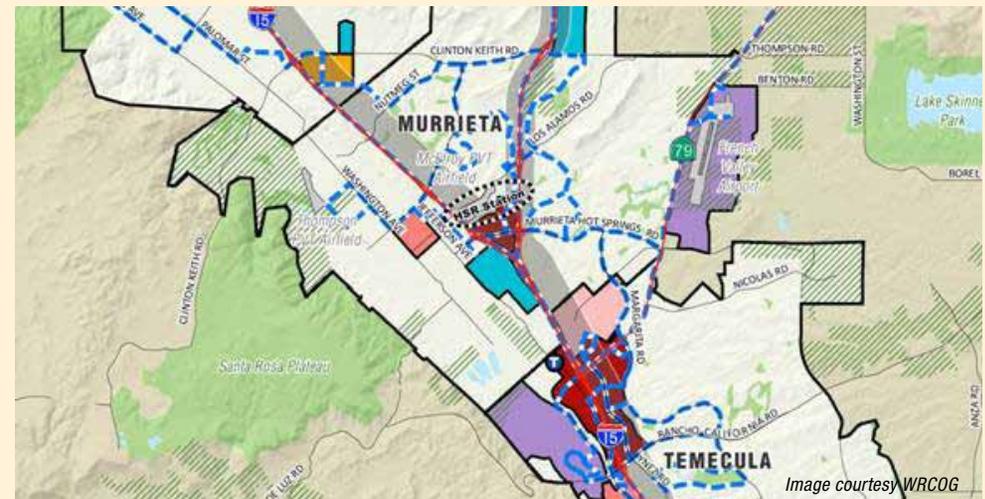
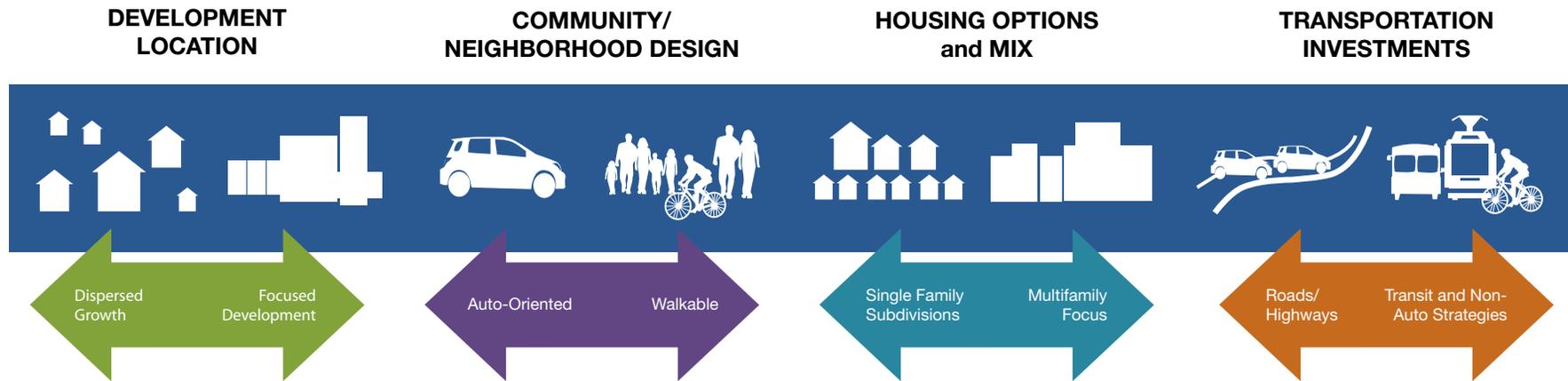


FIGURE 4.2 Workshop Scenario Elements



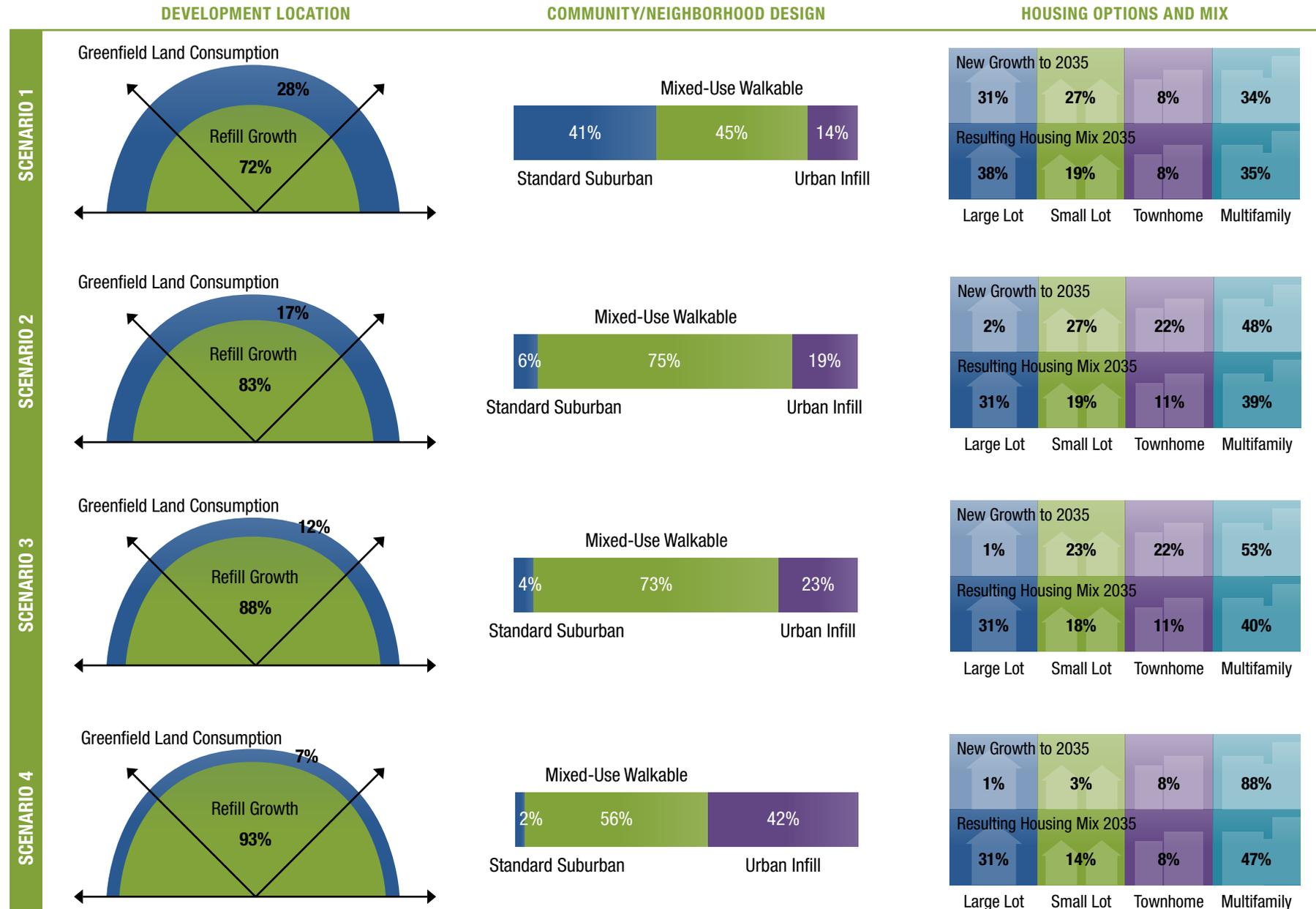
Scenario 1. This scenario is based on the General Plans prepared by cities and compiled by SCAG, with assistance from local planners, using the Local Sustainability Planning Tool (LSPT). It includes a significant proportion of suburban, auto-oriented development, but also recognizes the recent trend of increased growth in existing urban areas and around transit. New housing is mostly single family (58 percent), with an increase in smaller-lot single-family homes, as well as an increase in multi-family homes (42 percent). The transportation system is based on the package of improvements in the 2008 RTP. While these investments tend to favor automobile infrastructure, they also support new transit lines and other non-auto strategies and improvements.

Scenario 2. This scenario focuses more growth in walkable, mixed-use communities and in existing and planned high-quality transit areas. Under this scenario, there would be an increase in investments in transit and non-auto modes as compared to the 2008 RTP. Employment growth is focused in urban centers, around transit. Fewer new homes (29 percent) are single-family homes, as this scenario comes closer to meeting demand for a broader range of housing types, with new housing weighted less toward large-lot single-family homes (2 percent) and more towards smaller-lot single-family homes (27 percent), and multi-family condos, townhomes and apartments (70 percent).

Scenario 3. This scenario builds on the walkable, mixed-use focus of the growth in Scenario 2, and also aims to improve fiscal and environmental performance by shifting even more of the region's growth into areas that are closer to transit, and less auto-centric. Like Scenario 2, this scenario, aims to meet demand for a broader range of housing types, with new housing weighted towards smaller-lot single family homes, townhomes, and multi-family condos and apartments. In terms of percentage, the mix of housing types is very similar to Scenario 2, but the location of the growth within the region is shifted more toward transit-rich locations. Also like Scenario 2, transportation system investments would be more weighted towards transit investments, TDM, and non-auto strategies, which would support the move away from more auto-oriented development patterns.

Scenario 4. This scenario maximizes growth in urban and mixed-use configurations in already developed areas, and around existing and planned transit investments. To support this shift, transportation system investments are heavily weighted towards transit infrastructure and operational improvements (i.e., higher frequencies and more transit feeder service), as well as improvements to bicycle and pedestrian infrastructure. In order to maximize the transit investments and accommodate population in already developed areas, the vast majority of new housing (96 percent) is multi-family, while 4 percent is single-family development.

FIGURE 4.3 Workshop Scenarios (2035)





Although transportation system pricing, vehicle and fuels technology, and power generation policies will also play a role in meeting the region's goals, these factors were all held constant in the scenarios in order to more clearly communicate the impacts of land use and infrastructure policy options.

SCENARIO OUTCOMES

Once the four scenarios were created, the model was used to estimate a broad set of fiscal, environmental, and transportation impacts across the four scenarios in order to facilitate comparison. The comparative metrics generated included the following:

- Land consumption
- GHG (CO₂e) emissions from cars and buildings
- Air pollution and public health impacts
- Fuel use and cost
- Building energy and water use, and cost
- Fiscal impacts, including capital infrastructure costs, operations and maintenance costs, and local revenues

As each of these metrics was measured across the scenarios, a clear improvement in impacts was observed from Scenario 1 to Scenario 4. For instance, Scenario 1 consumes 251 square miles of undeveloped land—nearly twice as much as Scenario 2, which consumes 127 square miles—to accommodate growth to 2035. Scenario 3 consumes 84 square miles, and Scenario 4, which maximizes growth in urban and mixed-use configurations in already developed areas, brings that number down to 46 square miles. Additional results for all of the metrics can be found in Appendix: SCS Background Documentation .

Public Outreach Workshops

The four scenarios were developed specifically to be presented at a series of public workshops during the summer of 2011. These 18 workshops, required under SB 375, were held throughout the region. SCAG sought to make these workshops as transparent and interactive as possible, and obtained input from over 700 participants, including residents, public agencies, elected officials, community organizations, and environmental, housing and business stakeholders.

Through PowerPoint presentations and handouts, participants were provided with a description of each scenario and an understanding of how development location, neighborhood design, housing options and mix, and transportation investments compared between scenarios and resulted in varying impacts for the region.

With these intrinsic tradeoffs in mind, the group then engaged in a discussion of objectives and priorities for the 2012 RTP/SCS, including mobility, environment, health, modes of travel, economy, safety, equity, and housing. Input was collected through anonymous remote polling instruments (the results of which were presented in real-time) and through group discussions.

Collective input from all of the workshops showed the economy, environment, and transportation as top priorities for the region. Discussions focused on mobility, modes of travel, environmental and community impacts, and potential funding mechanisms. Polling results indicated a preference that future employment, commercial and residential areas be located in mixed use areas. Most participants also indicated a desire for increased travel mode choice in the region, and for transportation investments to be made in all modes (auto, bus, rail, bicycle, etc.). Additional results from the workshops can be found in Appendix: Public Participation and Consultation.

Delegated Subregions

Unique to SCAG is a special provision within SB 375 that allows any subregional Council of Governments (COGs) the option of developing its own subregional SCS within the region. SCAG adopted a Subregional Framework and Guidelines (see Appendix 20) to establish standards for preparing and submitting a subregional SCS, while laying out SCAG's role in facilitating and supporting the subregional effort with data, tools, and other assistance.

The Orange County Council of Governments and the Gateway Cities Council of Governments chose to develop their own SCS and entered into Memoranda of Understanding with SCAG specifying submission schedules and standards for each component of the subregional SCS. While the subregional COGS were responsible for conducting their own research and outreach to develop their subregional SCS, they worked closely with SCAG through workshop preparation, data and information sharing, and regular meetings. SCAG's Local Sustainability Planning Tool was also made available to the subregions along with trainings and one-on-one working sessions to assist in the review and revision of the preliminary scenarios. The two subregional SCS documents can be found, in their entirety, in Appendix: Subregional SCS Strategies.

RTP/SCS Overall Land Use Pattern

SCAG used the feedback from local planning sessions, public outreach workshops, and consultation with local jurisdictions to work collaboratively with policymakers, stakeholders, and local governments to develop and analyze a series of 2012 RTP/SCS alternatives, and eventually arrive at the regional RTP/SCS.

The RTP/SCS was built primarily from local General Plans and input from local governments using the Local Sustainability Planning Tool, from the subregional COGs, and from the County Transportation Commissions, as previously discussed. The adopted Subregional SCSs of the Gateway Cities COG and Orange County COG were integrated as provided into the regional RTP/SCS. These subregional SCSs were developed in close collaboration with SCAG and utilize various strategies that help achieve estimated GHG reduction targets.

The Gateway Cities COG (GCCOG) Subregional SCS, found in Appendix: Subregional SCS Strategies, was built upon each local jurisdiction selecting GHG reduction strategies that are a blend of efforts that GCCOG and its communities have been pursuing over the last decade and future efforts that each jurisdiction plans to implement over the next 25 years. GCCOG implemented an outreach program that provided stakeholders and

community members various opportunities to learn about the SCS process and provide feedback. The outreach program included a stakeholder briefing to provide information about the SCS process and to address questions on related topics; and public information open houses to present basic information and provide a forum for one-on-one dialogue with project team members.

The Gateway Cities COG SCS combines the following five bundles of strategies to meet estimated GHG reduction targets:

- Transportation Strategies
- Transportation Demand Management Strategies
- Land Use Strategies
- Regional Transportation Projects, including Measure R
- Interactive Effects between Land Use and Regional Transit Projects

The OCCOG Subregional SCS, also found in Appendix: Subregional SCS Strategies, combines strategies that show a collective effort by many Orange County jurisdictions, agencies, and groups to link transportation and land uses through a variety of processes and progressive measures. OCCOG conducted a series of outreach events to provide information and to solicit input on the development of the subregional OC SCS. The outreach program included public meetings at various milestones in the development of the OC SCS; a series of roundtable discussions with Orange County nonprofit organizations; and a web tool to facilitate and document public engagement. Each component of the outreach program introduced SB 375 and the OCCOG SCS process, provided status reports, and facilitated the opportunity for public review and comment.

Central to the OCCOG SCS are the strategies identified to reduce GHG emissions. These strategies illustrate that there is already a collective effort among Orange County jurisdictions, agencies, and groups to link transportation and land uses through a variety of processes and an array of measures. The sustainability strategies are compiled as completed projects, ongoing projects, future projects, and General Plan policies. The scope of current and planned strategies is broad and encompasses significant investment by both the public and private sectors for implementation strategies include the following:

- Promoting a land use pattern that accommodates future employment and housing needs



- Using land in ways that make developments more compact and improves linkages among jobs, housing and major activity centers
- Protecting natural habitats and resource areas
- Implementing a transportation network of public transit, managed lanes and highways, local streets, bikeways, and walkways built and maintained with available funds
- Managing demands on the transportation system (TDM) in ways that reduce or eliminate traffic congestion during peak periods of demand
- Managing the transportation system (TSM) through measures that maximize the efficiency of the transportation network
- Utilizing innovative pricing policies to reduce vehicle miles traveled and traffic congestion during peak periods of demand

COMPONENTS OF THE OVERALL LAND USE PATTERN

A review of local plans and subregional strategies points to the common ground that is inherent in SCAG's own advisory land use policies. These policies and strategies were first conceived through regional growth visioning efforts and have continued to evolve as SCAG has developed its understanding and expertise in land use and transportation integration. SCAG utilizes the following advisory land use policies and strategies as a foundation for the overall regional land use development pattern:

- **Identify regional strategic areas for infill and investment** – Identify strategic opportunity areas for infill development of aging and underutilized areas and increased investment in order to accommodate future growth.
- **Structure the plan on a three-tiered system of centers development** – Identify strategic centers based on a three-tiered system of existing, planned and potential, relative to transportation infrastructure.
- **Develop “complete communities”**– Create mixed-use districts or “complete communities” in strategic growth areas through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other.
- **Develop nodes on a corridor** – Intensify nodes along corridors with people-scaled, mixed-use developments.

- **Plan for additional housing and jobs near transit** – Support and improve transit use and ridership by creating pedestrian-friendly environments and more compact development patterns in close proximity to transit.
- **Plan for a changing demand in types of housing** – Address shifts in the labor force that will likely induce a demand shift in the housing market for additional development types such as multi-family and infill housing in central locations, which will appeal to the needs and lifestyles of these large populations.
- **Continue to protect stable existing single-family areas** – Continue to protect stable existing single-family neighborhoods as future growth and a more diverse housing stock are accommodated in infill locations near transit stations.
- **Ensure adequate access to open space and preservation of habitat** – Ensure access to open space and habitat preservation despite competing quality-of-life demands driven by growth, housing and employment needs, and traditional development patterns.
- **Incorporate local input and feedback on future growth** – Continue public outreach efforts and incorporate local input through public workshops, scenario planning, and stakeholder outreach.

These policies have evolved over time and serve as the basis for SCAG's Compass Blueprint, a regional program that offers innovative planning tools, creative strategies and collaborative partnerships to all local governments within the region. Since its inception, Compass Blueprint has supported local demonstration projects that seek to improve mobility for all residents, foster livability in all communities, enable prosperity for all people, and promote sustainability for future generations.

In addition to Compass Blueprint, cities and counties within the SCAG region continue to implement their own local land use and transportation projects that support the goals of the RTP/SCS. These local efforts were considered in the development of the overall land use pattern of the RTP/SCS. Throughout this chapter, there are examples of plans and projects that advance the goals of the RTP/SCS at the local level. A complete list of RTP/SCS supportive projects can be found in Appendix: SCS Background Documentation, and a complete list of transportation projects can be found in Appendix: Project List.

SCAG reviewed the input received from local jurisdictions between May 2009 and August 2011 and analyzed land use trends that have been occurring within the region over the

Compass Blueprint

Since 2004, Compass Blueprint has been a model for integrating land use and transportation planning and turning regional vision into local reality. Guided by four core principles, Mobility, Livability, Prosperity and Sustainability, these efforts have effectively given the region a “jump-start” in implementing this SCS. At the core of Compass Blueprint are Demonstration Projects – incentive-based, voluntary partnerships between SCAG and local governments that apply innovative approaches and tools to local plans that support regional priorities. As of September 2011, SCAG has provided over \$10.5 million in incentive funds for 132 Demonstration Projects in 95 local jurisdictions. Projects have included transit-oriented development plans for station areas along new light-rail alignments, downtown revitalization efforts, community visioning projects in low-income communities, and other projects that support shared local and regional goals. EXHIBIT 4.4 shows all completed Compass Blueprint Demonstration Projects to date. A complete list of past and current Compass Blueprint Demonstration projects can be found in Appendix: SCS Background Documentation.

Future Demonstration Projects will continue to serve as models throughout the region by focusing on regionally-significant local plans that directly implement the SCS and its goal of translating policy to on-the-ground land use changes and multi-modal transportation improvements. Concurrently, Compass Blueprint will further incentivize local implementation of the SCS through the Compass Blueprint Awards Program recognizing models of innovative planning in the region, and through the Toolbox Tuesdays program - free, monthly, professional training events for local planners in cutting-edge planning tools and approaches developed in Demonstration Projects.

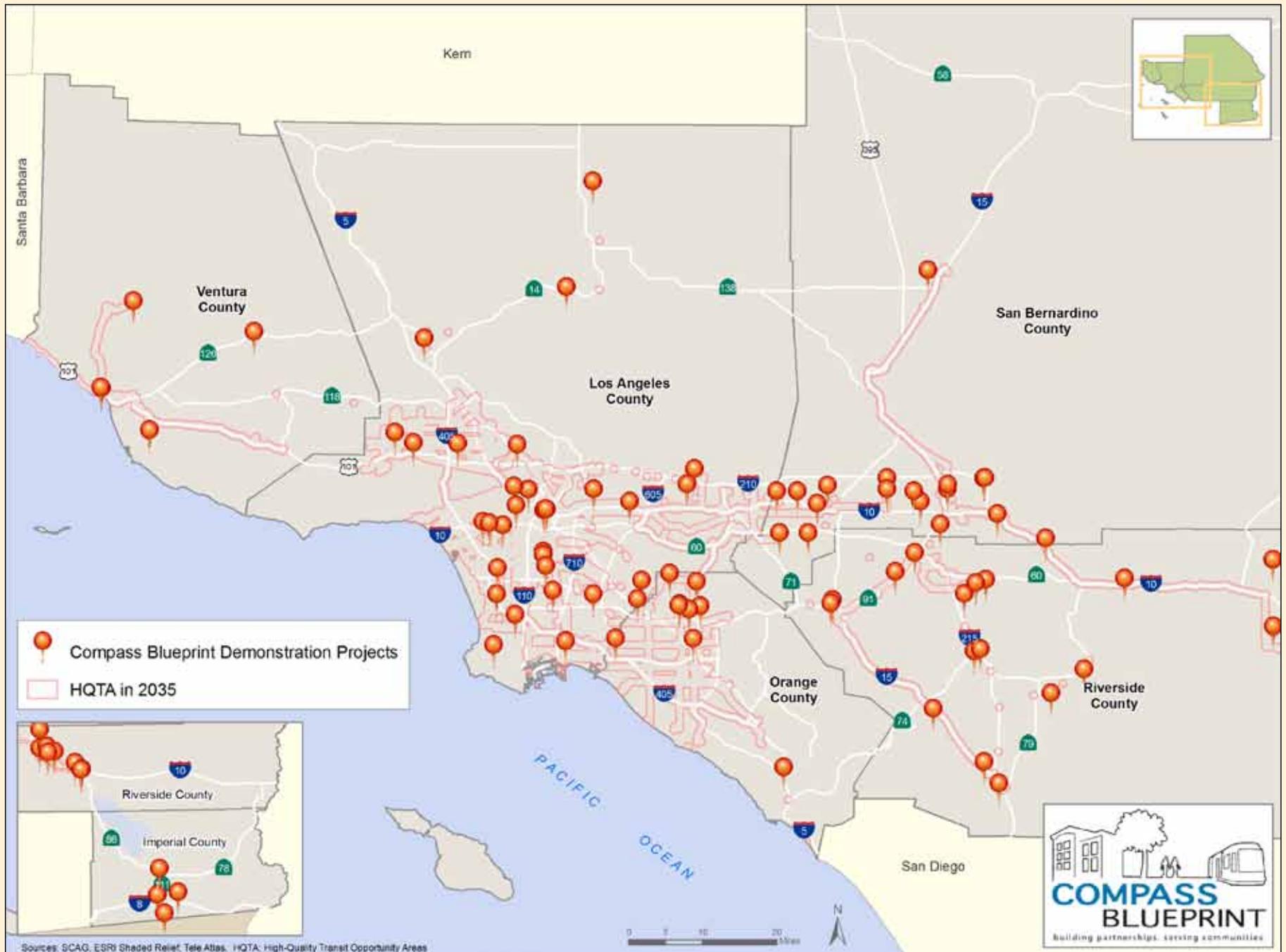


Image courtesy of SANBAG



Image courtesy of City of Los Angeles

EXHIBIT 4.4 Compass Blueprint Demonstration Projects



past years. It is clear that there has been, and continues to be, a significant trend of development policies and decisions within local jurisdictions towards better integration of land use and transportation. Some of these recent trends include:

- Changing demographics and housing market demand
- Redevelopment of main streets, downtowns and corridors to vibrant mixed-use neighborhoods
- Transit-oriented development adjacent to rail station areas and along major bus corridors
- Protection of resource areas and farmland

In most cases, current adopted local general plans do not go out as far in time as the 2012 RTP/SCS horizon year – 2035. Thus, in developing the overall land use development pattern SCAG identified strategic opportunity areas within city and county boundaries to logically continue recent development trends to 2035. While maintaining local jurisdictions' local input for growth totals for both 2020 and 2035, the RTP/SCS incorporates the following within the regional model:

- Compass Blueprint Demonstration Projects that can reasonably be expected to be implemented by 2035;
- Additional local growth that jurisdictions have indicated subsequent to the local input process being completed earlier this year;
- Future multiple family residential and employment growth that are emphasized in planned High-Quality Transit Areas (HQTAs) post-2020 to a greater extent than currently portrayed in current General Plans, which do not go out to 2035;
- Future multiple family residential and employment growth that are also emphasized along main streets, historic downtowns and other appropriate corridors post-2020 to create mixed use, and walkable “transit-ready” communities to a greater extent than currently portrayed in current General Plans, which do not go out to 2035; and
- A shift from single-family residential development towards multi-family residential development post-2020 to a greater extent than currently portrayed in General Plans to reflect recent trends seen during the past 20 years.

(Note: Land use inputs for OCCOG and GCCOG SCS were unchanged.)

Transportation Analysis Zones (TAZs) and Community/Development Types

To conduct required modeling analysis for the RTP/SCS, SCAG distributes the growth forecast data to transportation analysis zones (TAZs) to capture localized effects of the interaction of land use and transportation. Additionally, SB 375 offers local governments potential CEQA relief for qualified development projects consistent with an adopted SCS. SCAG suggests that utilizing community types at the TAZ level of geography (with an average size of 160 square acres) offers local jurisdictions adequate information and flexibility to make appropriate consistency findings for projects to be eligible to receive CEQA streamlining benefits.

To further facilitate regional modeling of land use information from nearly 200 separate jurisdictions, SCAG developed a simplified series of Community Types to represent the land use categories taken from the region's many general plans. Each Community Type is comprised of various characteristics related to employment and housing density, urban design, mix of land uses, and transportation options. The land use pattern maps presented in this chapter use five Community Types: urban, city, town, suburban and



Image courtesy of Humane Design

rural. These five are further divided into 13 Development Types that each additionally express use designations, densities and building intensities. For any given community type, there is one residential density indicated, which is considered a potential ultimate average for the TAZ and not an absolute project-specific requirement that must be met in order to determine consistency with the RTP/SCS. Details describing the characteristics contained within each of the five Community Types and 13 Development Types are available in Appendix: SCS Background Documentation.

Utilizing TAZs and Community/Development Types, and incorporating local input and land use trends, the overall land use pattern considers the following factors:

- Urbanized Core vs Periphery
- Changing Demographics and Housing Market Demand
- Adjustments for Housing Capacity
- Main Streets, Downtowns and Corridors
- Resource Areas and Farmland
- Transit Stations and High-Quality Transit Areas (HQTA)

Urbanized Core vs Periphery

As the largest Metropolitan Planning Organization in the nation, SCAG encompasses a geographical area of great diversity. From its population, to its industries, lifestyles, environments and political climates, planning for a region of this size and scope is never a “one size fits all” feat. The greatest distinction is between the region’s urbanized core and its peripheral areas.

EXHIBIT 4.5 shows the locations of urban centers within the SCAG region. These are areas where strategies such as compact community design, mixed-use development, redevelopment of aging retail areas, greater housing variety, and additional transit service are more likely to succeed. Conversely, less dense areas in the periphery may benefit from different strategies. The overall land use pattern takes these differences into account.

Changing Demographics and Housing Market Demand

SB 375 combines transportation and housing planning by integrating the Regional Housing Needs Assessment (RHNA) process with the RTP/SCS. Specifically, Government Code Section 65080(b)(2)(B), subparagraphs (iii) and (vi), require that the SCS identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region and consider the state housing goals specified in Government Code Sections 65580 and 65581. SCAG has been engaged in the RHNA process concurrently with the development of the RTP/SCS. This process requires SCAG to work with its member agencies to identify areas within the region that can provide sufficient housing for all economic segments of the population and ensure that the state’s housing goals are met.

The SCAG region’s official regional housing need from the California Department of Housing & Community Development (HCD) for the planning period 2014–2021 is 409,000–438,000 housing units. Of these, approximately 164,000–176,000 are expected to be in the very low- and low-income category (affordable to those who make less than 80 percent of area median income), 72,000–77,000 are expected to be in the moderate-income category (affordable to those who make between 80 percent and 120 percent of median income), and 173,000–185,000 are expected to be offered at above moderate-income category.

The regional target determined by HCD considered projected household growth and socioeconomic data based on local input, the 2010 Census, and the California Department of Finance. As part of its determination, HCD considered current economic conditions, which have contributed to a high number of vacancies for many communities, often in excess of a healthy market rate. For this reason, HCD permitted the application of a one-time excess vacancy credit due to abnormal market conditions, slightly lowering preliminary growth expectations for the eight-year planning period.

The RHNA Allocation was developed with reliance on local input on projected household growth and responses to local surveys. Results from the surveys support consistency with the state housing goals by encompassing a variety of planning factors that identify opportunities and constraints for jurisdictions to plan for housing at all income levels. These factors include the availability of suitable land, market demand for housing, distribution of household growth along transit corridors, and replacement need. To address increasing concerns regarding affordability, each jurisdiction’s future housing

Community Types

To facilitate regional modeling of land use information from nearly 200 separate jurisdictions, SCAG developed a simplified series of “community types” to represent the dominant land use patterns and themes contained in the region’s many general plans. The community types employed in the RTP/SCS are not intended to represent detailed land use policies, but are used to describe the general conditions likely to occur within a specific area. The following community types are each comprised of specific characteristics related to jobs and housing density, urban design and mix of land uses, and transportation options. These five are further divided into 13 Development Types, which additionally express land use designations, densities and building intensities. Detailed descriptions of these community types and more specific development types are found in Appendix: SCS Background Documentation.

Urban

Urban areas are the highest intensity community types. These centrally located districts have significant amounts of employment and corresponding residential uses and retail, typically located in a dense cluster of multi-story buildings and high-rise buildings. Urban areas are also typically located at the convergence of a number of high capacity transit facilities complemented by non-auto infrastructure that also provide access and connectivity.

City

The City community type is on average one-half the intensity of the Urban community type. These areas contain significant employment centers and a mix of medium- and high-density housing, supported by retail and daily services. One to two high capacity transit facilities, a number of bus routes, and non-auto infrastructure provide access and connectivity to a range of activities and locations.

Town

The Town community type provides low- to medium-density housing opportunities that are located close to local-serving retail and daily services. These areas are characterized by an employment core or an

independent job center in low- to mid-rise structures. Sidewalks and bike facilities are adequate and the areas benefit from one high capacity transit facility and local buses.

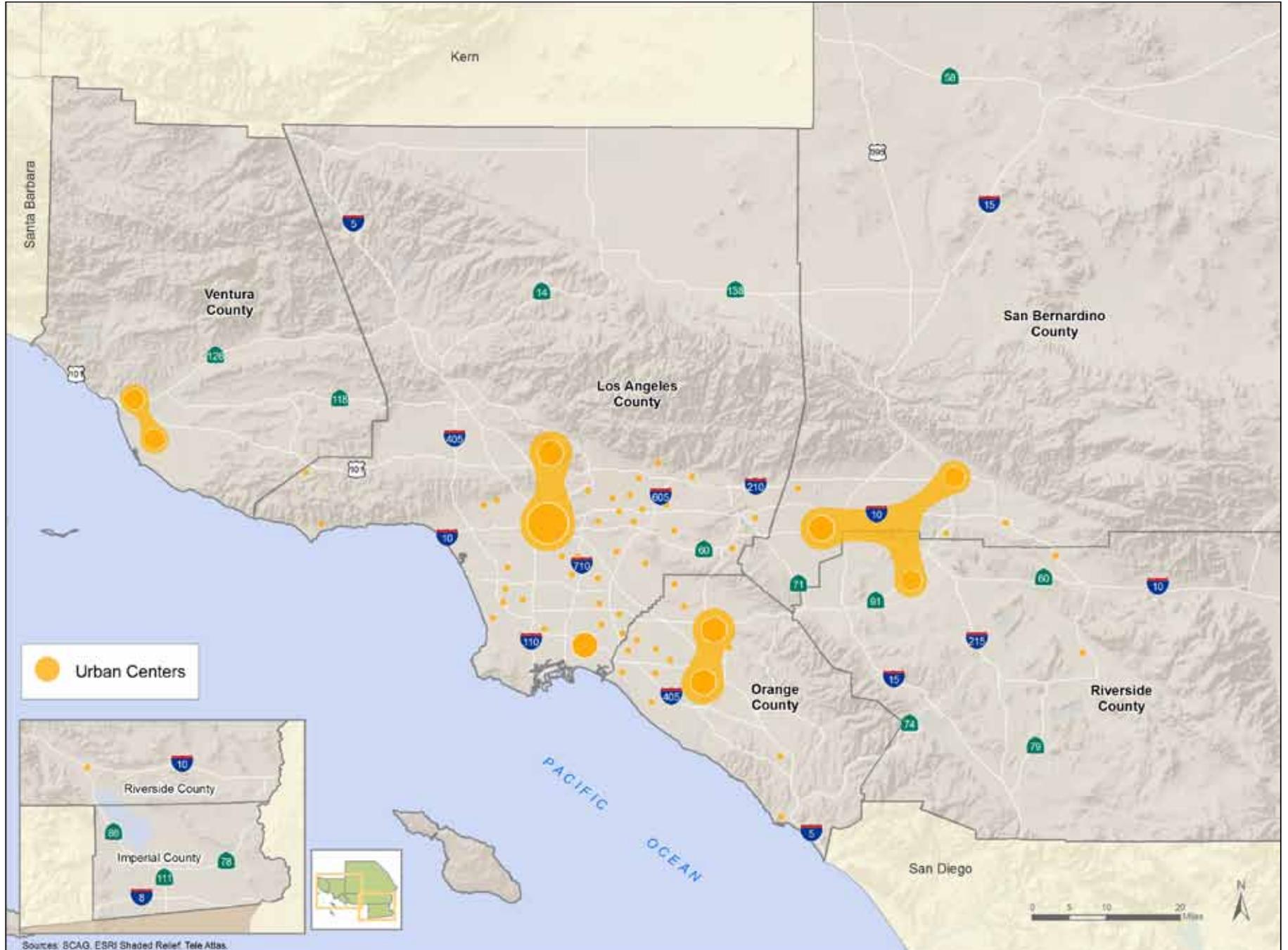
Suburban

Suburban areas contain a mix of uses, but often have one predominant use, such as residential or office. Residential areas are typically low-density with larger lots and are separated from retail and other daily service uses. Though these areas are predominantly served by automobiles, bus service and commuter rail may also operate in certain neighborhoods.

Rural

Rural areas include both jobs and housing, though these two uses are rarely found in close proximity to each other. Housing is characterized by acreage lots and ranches, and is often far from commercial and employment activities, which occur in isolated nodes located on rural cross-roads and highway services zones. Transit and non-auto facilities rarely serve these areas, making automobile use the most frequent mode of travel.

EXHIBIT 4.5 Urban Centers SCAG Region



Local Efforts

El Centro Downtown Revitalization

Downtown El Centro is a historic and distinct part of Imperial County that contains many businesses, restaurants, shops, services and public spaces. After many years of focusing on new development in other portions of El Centro, the City and local stakeholders recognized a need for revitalization. A highly collaborative visioning effort, undertaken in partnership with SCAG's Compass Blueprint, resulted in a new Downtown Plan that contains incentives and design guidelines for improved walkability and mixed use development, including housing.



Image courtesy of City of El Centro

need is adjusted to balance the proportion of affordable housing by county across the region. This adjustment considers areas that have a high proportion of certain income groups and adjusts future household growth towards a goal of social equity. This mitigates overconcentration of income groups and encourages planning for affordable housing in areas with limited opportunities in affordable housing.

The RTP/SCS incorporates the overall RHNA target for the SCAG region and provides a land use pattern that shows where new housing growth can be accommodated in the future. In 2008, the SCAG region was comprised of about 17.9 million people, 5.8 million homes and 7.7 million jobs. The 2035 Integrated Growth Forecast projects that the region will grow by another 4 million people by 2035, and nearly 1.5 million households and 1.7 million jobs will be added. The RTP/SCS land use pattern contains sufficient residential capacity to accommodate the region's future growth, including the 8-year regional housing need, as shown in **TABLE 4.1**. The land use pattern accommodates approximately 648,000 additional housing units in the SCAG region in 2020, and over 1.5 million additional housing units in 2035. As shown in **TABLE 4.2**, the land use pattern also encourages improvement in the jobs-housing balance by accommodating 680,000 additional jobs in 2020 and approximately 1.7 million additional jobs in 2035.

TABLE 4.1 Summary of Total Housing Units Forecasted in RTP/SCS

Community Type	Existing Housing Units (2008)	Total Forecasted Housing Units (2020)	New Housing Units (2008–2020)	Total Forecasted Housing Units (2035)	New Housing Units (2008–2035)
Urban	139,000	180,000	41,000	226,000	87,000
City	685,000	755,000	70,000	948,000	263,000
Town	2,496,000	2,760,000	264,000	3,159,000	663,000
Suburban	2,333,000	2,556,000	223,000	2,750,000	417,000
Rural	162,000	212,000	50,000	241,000	79,000
Total	5,815,000	6,462,000	648,000	7,324,000	1,509,000

TABLE 4.2 Summary of Total Jobs Forecasted in RTP/SCS

Community Type	Existing Jobs (2008)	Total Forecasted Jobs (2020)	New Jobs (2008-2020)	Total Forecasted Jobs (2035)	New Jobs (2008-2035)
Urban	503,000	531,000	28,000	573,000	70,000
City	1,029,000	1,077,000	48,000	1,193,000	164,000
Town	2,872,000	3,098,000	226,000	3,575,000	703,000
Suburban	3,183,000	3,515,000	332,000	3,874,000	691,000
Rural	147,000	195,000	48,000	221,000	74,000
Total	7,734,000	8,416,000	682,000	9,436,000	1,702,000

Currently, SCAG is home to approximately 6 million households, 55 percent of which currently live in detached single-family homes. As noted earlier, the region is expected to add 648,000 new households by 2020 and a total of 1.5 million new households by 2035. But the changing nature of these households means that there will most likely be less demand for single-family homes, especially those on large lots. In the postwar era that shaped the popular image of Southern California, most households consisted of parents with children. In the 21st Century this no longer holds true, and today, only a small minority of households have children at home and the number of households without children—including senior citizens and young people forming their first household—is dramatically increasing. As a result, there is an expected increase in demand for small-lot single-family houses and multi-family housing in close proximity to amenities, including local shopping and transit service.

This significant shift in demographics and household demand is apparent in the land use development pattern of the RTP/SCS, which assumes a significant increase in small-lot single-family and multi-family housing that will mostly occur in infill locations near transit infrastructure. In some cases, the land use pattern assumes that more of these housing types will be built than is currently anticipated in local general plans, and in most cases, this shift in housing type—especially the switch from large-lot to small-lot single-family homes—will occur naturally in the marketplace as developers shift to products in high demand. In 2008, 45 percent of total housing units were multi-family products. The RTP/

SCS projects that in 2035, 68 percent of new homes in the SCAG region will be multi-family units.

Of the 648,000 new housing units expected in 2020, 28 percent will be at a minimum 30 dwelling units per acre; and of the 1.5 million new housing units expected in 2035, 34 percent will be at a minimum 30 dwelling units per acre. In accordance with Government Code Section 65080(b)(2)(B)(ii), these projected housing densities will help the region accommodate the projected housing needs at all income levels over the life of the RTP, especially housing at the lower income categories. Additionally, SCAG moves towards improving the current distribution of households by income category in the region through the allocation of projected housing needs at the local level. Appendix: SCS Background Documentation lists the draft local RHNA allocations by jurisdiction. When the final RHNA plan is adopted in October 2012, SCAG jurisdictions will revise their Housing Elements to meet their respective allocations. The SCS's strategies will inform the development of those Housing Elements.

As significant changes occur in existing communities there is potential for “gentrification,” or the displacement of lower-income residents if new development brings higher-income residents into a neighborhood. As the RTP/SCS is implemented, jurisdictions in the SCAG region must be sensitive to the possibility of gentrification and work to employ strategies that can ameliorate it. One strategy is the general approach of higher-density infill development, which means that neighborhoods will be adding to the local housing stock rather than maintaining the current stock and simply changing the residential population. A second is the development of permanently affordable housing, through deed restrictions or development by nonprofit developers, which will ensure that some units will remain affordable to lower income households. SCAG will work with local jurisdictions and community stakeholders to seek resources and provide assistance to address any possible gentrification effects of new development on existing communities and vulnerable populations.

Adjustments for Housing Capacity

As SCAG and its partner jurisdictions underwent the process of creating the overall land use pattern, it became apparent that some parts of the urbanized core planned for household growth greater than the amount in the Integrated Growth Forecast, while some areas in the periphery had less housing capacity than the forecast assumptions. For this

reason, the land use development pattern of the RTP/SCS shifts an additional 15,000 households from the periphery into the urbanized core by 2020 and an additional 50,000 households by 2035, per consultation with the local jurisdictions.

The areas receiving additional growth are well served by transit, with a mix of uses and other design elements that are likely to reduce the need for auto travel. Thus, this adjustment allowed the land use pattern to conform more closely to local expectations, while reducing the amount of vehicle miles traveled.

Main Streets, Downtowns, and Corridors

The demand for smaller lots and multi-family housing often goes hand-in-hand with a desire to be close to amenities, retail, restaurants and recreation. The land use pattern places a high percentage of new housing and jobs in main streets, downtowns, and along corridors where infrastructure already exists. This geographical placement makes sense given the SCAG region's trend toward revitalization of these older, traditionally commercial areas. Such a pattern has many co-benefits, including walking access to community amenities, lower VMT, lower transportation cost for both cities and individuals, and lower overall infrastructure cost.

Resource Areas and Farmland

In identifying the overall land use pattern, the RTP/SCS also considers areas that are to be protected from development, as required by Government Code Section 65080(b)(2) (B)(v). These areas, which include parklands, open space, natural resource areas, and farmland, are critical for the region's environmental and economic health. **EXHIBITS 4.6, 4.7 and 4.8** show the locations of these areas. Data gathered from the sources listed below were compiled into relevant datasets and provided to local jurisdictions within the region for review and revision. The updated information was then used to ensure the protection of resources areas in the development of the overall land use pattern.

- California Natural Diversity Database (California Department of Fish and Game)
- Flood Insurance Rate Maps (Federal Emergency Management Agency)
- Natural Community Conservation Planning Program (California Department of Fish and Game)
- California Protected Areas Database (GreenInfo)

- Farmland Mapping & Monitoring Program (Division of Land Resource Protection in California Department of Conservation)

SCAG is also developing a natural lands acquisition and open space conservation strategy to encourage large-scale acquisition and management of critical habitat to mitigate impacts, including greenhouse gas emissions, related to future transportation projects. The strategy will identify appropriate agencies with which to collaborate in order to develop a regional conservation plan based on identified priority areas. SCAG will then develop a regional mitigation plan for inclusion in the 2016 RTP.

Transit Stations and High-Quality Transit Areas (HQTA)

The overall land use pattern focuses jobs and housing in the region's designated High-Quality Transit Areas (HQTA) that have been identified within the region, as illustrated in **EXHIBIT 4.9**. A HQTA is generally a walkable transit village, consistent with the adopted SCS that has a minimum density of 20 dwelling units per acre and is within a ½ mile of a well-served transit stop, and includes transit corridors with minimum 15-minute or less service frequency during peak commute hours. The RTP/SCS assumes that 51 percent of new housing developed between 2008 and 2035 will be within QTAs, along with 53



Image courtesy of Safe Routes to School

percent of new employment growth (compared with 39 and 48 percent, respectively in 2008). Aligning a high quality transit network and new housing and jobs offers Southern Californians more complete communities that offer a variety of transportation and housing choices, while reducing the negative impacts of automobile use on public health and the environment.

TRANSPORTATION NETWORK AND STRATEGIES

The land use and housing mix in the RTP/SCS is inextricably linked to a transportation network and a set of transportation strategies that, as required by Government Code Section 65080(b)(2)(B)(iv), services the transportation needs of the region. Chapter 2 of the 2012 RTP/SCS lays out various transportation measures that offer a variety of mode choices, increase efficiency and mobility, and improve access for all users in the region. As such, the RTP/SCS incorporates the following transportation network enhancements and management approaches:

Benefits of Integrating Land Use and Transportation

1. Better Placemaking

Creating better places for people to live and work, such as walking and bicycling opportunities, varied housing options and more compact development can reduce travel time and relieve road congestion.

2. Lower Cost to Taxpayers and Families

Developing more compact neighborhoods and placing everyday destinations closer together can reduce the burden of development to taxpayers and reduce the everyday cost of housing and transportation for families.

3. Benefits to Public Health and the Environment

Better placemaking and reducing the footprint of new development will provide more opportunities for an active lifestyle and protect natural resources and greenfield sites.

Transportation Network

The 2012 RTP/SCS calls for an expanded transportation network that will complement the overall land use pattern's focus on locating new growth in High-Quality Transit Areas and other opportunity areas, which in turn allows the RTP/SCS to leverage greater improvement in transportation capacity and system operations than would otherwise be the case. Working together, these complementary land use and transportation strategies can significantly reduce VMT- a primary goal of SB 375- by increasing transit ridership, increasing walking and biking, and reducing the length of auto trips.

As shown in **EXHIBIT 4.10**, the RTP/SCS calls for an expansion of the public transit network and transit service on new and existing routes, resulting in greater transit accessibility and connectivity throughout the region—a complement to the strategy of focusing new growth in HQTAs. Funded in large part by local county sales tax programs, transit network expansion includes the addition of new corridors and lengthening existing

4. Greater Responsiveness to Demographics and the Changing Housing Market

More walkable neighborhoods with varied housing options and transportation choices will be more responsive to the changes in market demand being driven by the region's demographic changes.

5. Improved Access and Mobility

Enhancing critical auto connections and increasing alternative transportation options can improve people's ability to move around the region and provide easy access to everyday destinations.

EXHIBIT 4.7 Open Space SCAG Region

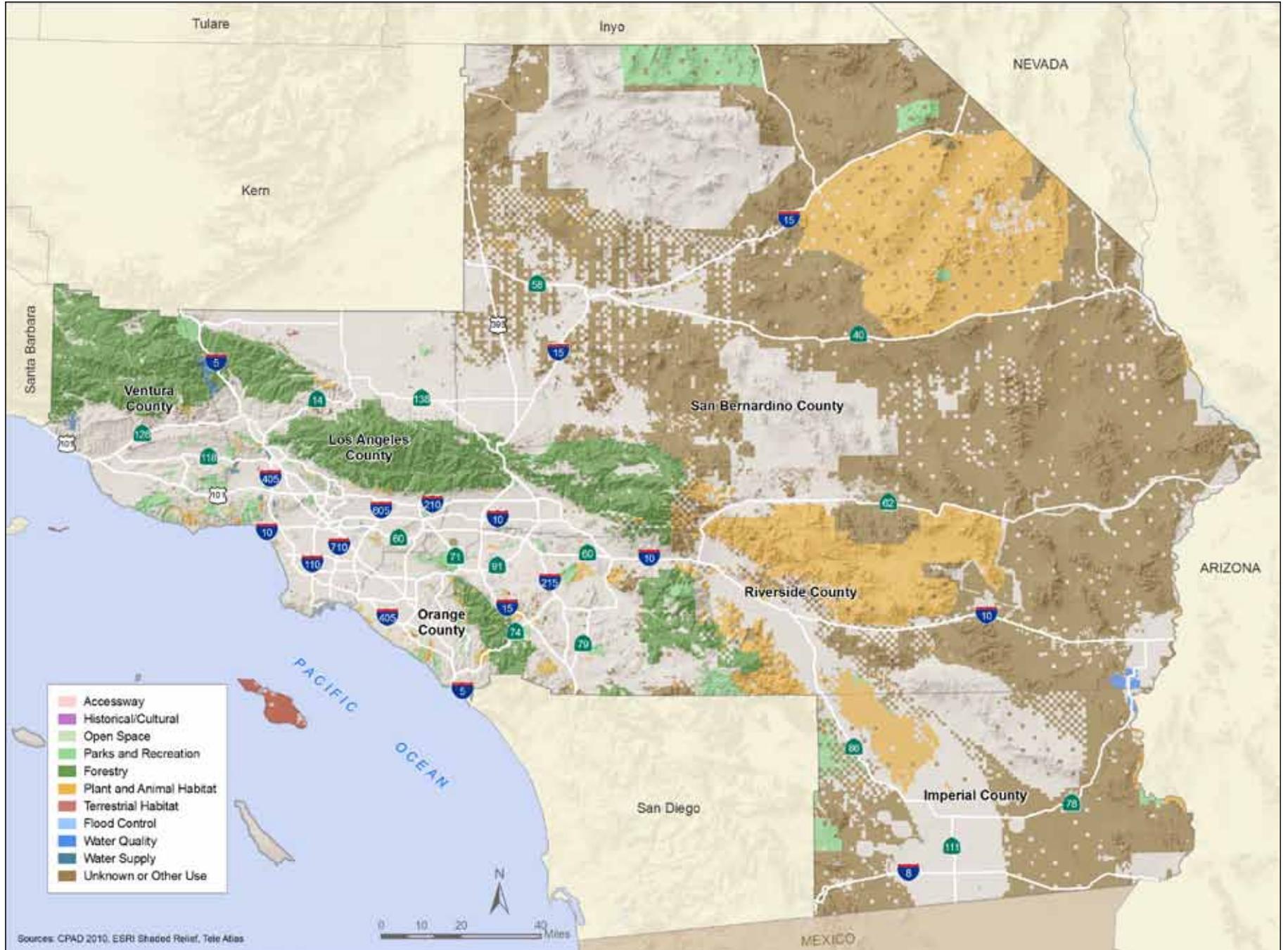
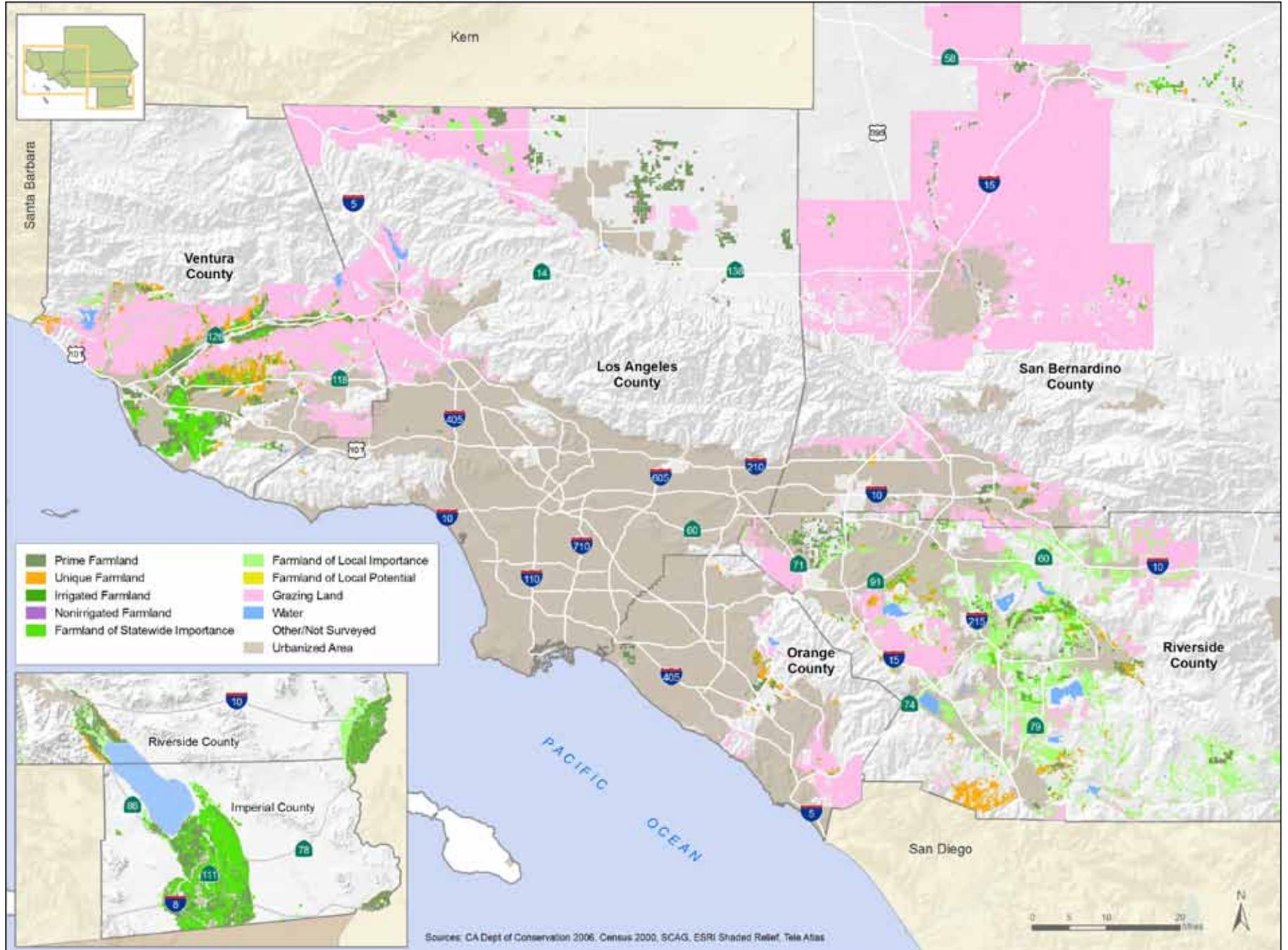


EXHIBIT 4.8 Farmland SCAG Region



ones in Los Angeles County through Measure R; introduction of the first bus rapid transit (BRT) systems and increasing Metrolink service in Orange County, Riverside County and San Bernardino County; establishment of new trolley systems in the cities of Santa Ana, Anaheim and Garden Grove; and the introduction of the rail connection from Downtown San Bernardino to Redlands. The RTP/SCS also proposes three passenger rail strategies that will provide additional travel options for long distance travel within the region and to neighboring regions. These include improvements to the LOSSAN Corridor, improvements to the existing Metrolink system and implementation of the California High Speed Train (HST) project.

The 2012 RTP/SCS also includes a notable increase in the regional active transportation network, as shown in **EXHIBIT 4.11**. Rainfall in the SCAG region typically averages only 30 days per year, which provides ideal conditions for walking and bicycling. Active transportation is an essential part of the SCAG transportation system, is low cost, does not emit greenhouse gases, can help reduce roadway congestion, and increase health and the quality of life of residents. Active transportation will receive a total of \$6 billion in available revenues under the 2012 RTP/SCS, compared to \$1.8 billion in the 2008 RTP, which represents an increase of more than 200 percent. This emphasis signifies an important opportunity to advance the goals of SB 375 by increasing non-motorized modes of transportation; thereby, expanding access to a variety of land uses and transit; and improving public health and air quality.

Along with strategic capacity enhancements and technological improvements of the existing highway (as shown in **EXHIBIT 4.12**) and local streets, including the implementation of a high occupancy toll (HOT) network, these transit, rail, and active transportation expansions complement the preferred land use pattern and support the expected growth throughout the region. The overall land use pattern's focus on locating additional growth in High-Quality Transit Areas relies on the development of high capacity transit stations and efficient transportation corridors that leads to significant VMT reductions and other benefits due to higher walk/bike mode share, more transit use and shorter auto trips.

Local Efforts

Feasibility Study of San Bernardino Mountain-Valley Railway System

SCAG recently partnered with the San Bernardino Associated Governments (SANBAG) and Inland Valley Development Agency (IVDA) to study the feasibility of a San Bernardino Mountain-Valley railway system that would provide a reliable, clean form of transportation for residents and visitors between the San Bernardino Valley and the mountain communities, including Big Bear Lake, with connecting travel options at both ends.

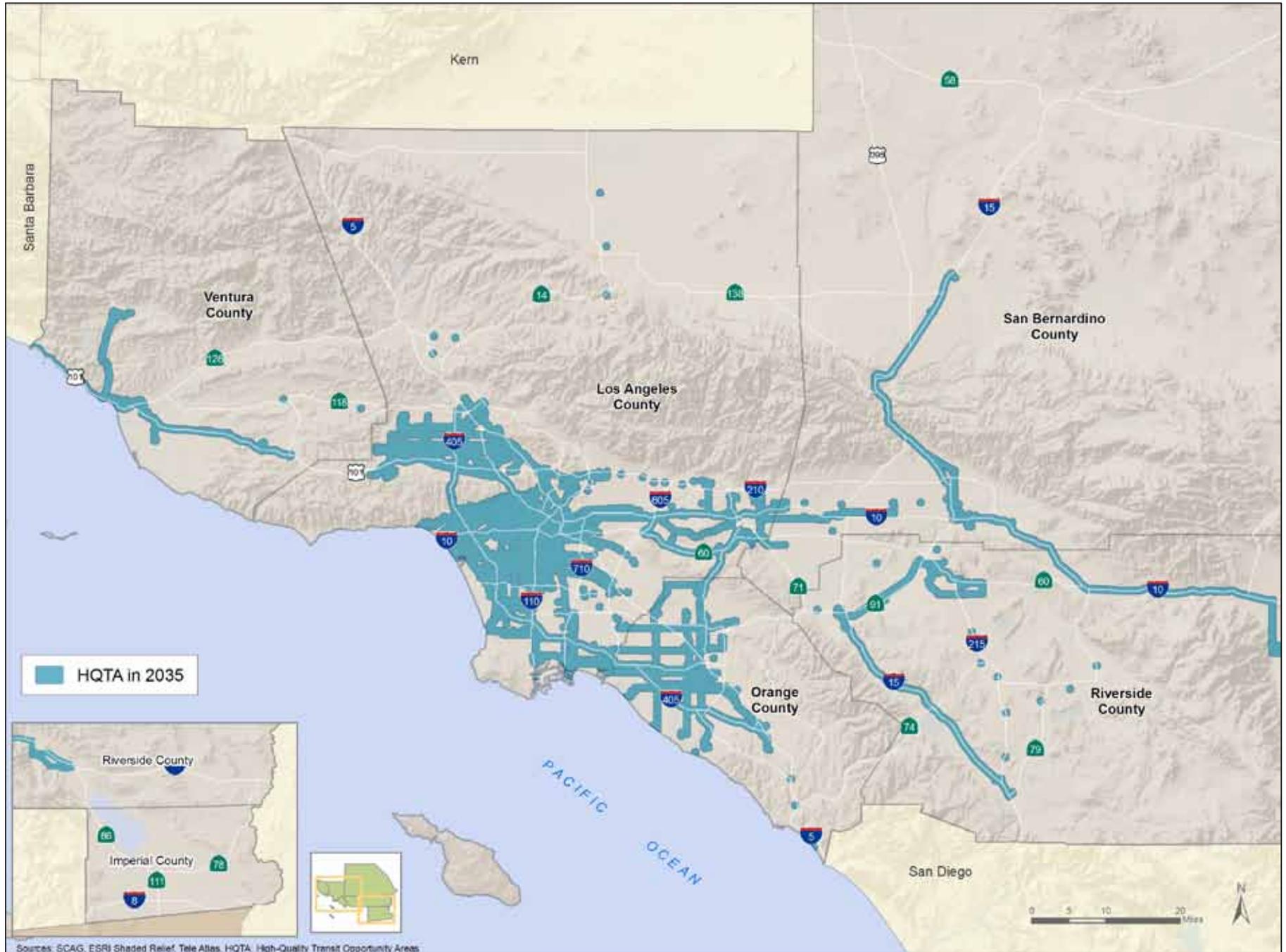
Los Angeles County's Measure R

The 2012 RTP/SCS's network includes all projects funded by the region's newest sales tax measure, Los Angeles County's Measure R. This measure provides more funding to transit than any other category, with about a dozen projects that improve and expand the region's transit system. These projects include Metrolink capital improvements, extensions to several Metro Rail lines, and new clean-fuel bus purchases.



Photograph courtesy of Metro. ©2011 LACMTA

EXHIBIT 4.9 High-Quality Transit Areas (HQTA) SCAG Region



Sources: SCAG, ESRI Shaded Relief, Tele Atlas. HQTA: High-Quality Transit Opportunity Areas.

EXHIBIT 4.11 Proposed Bikeway Network SCAG Region

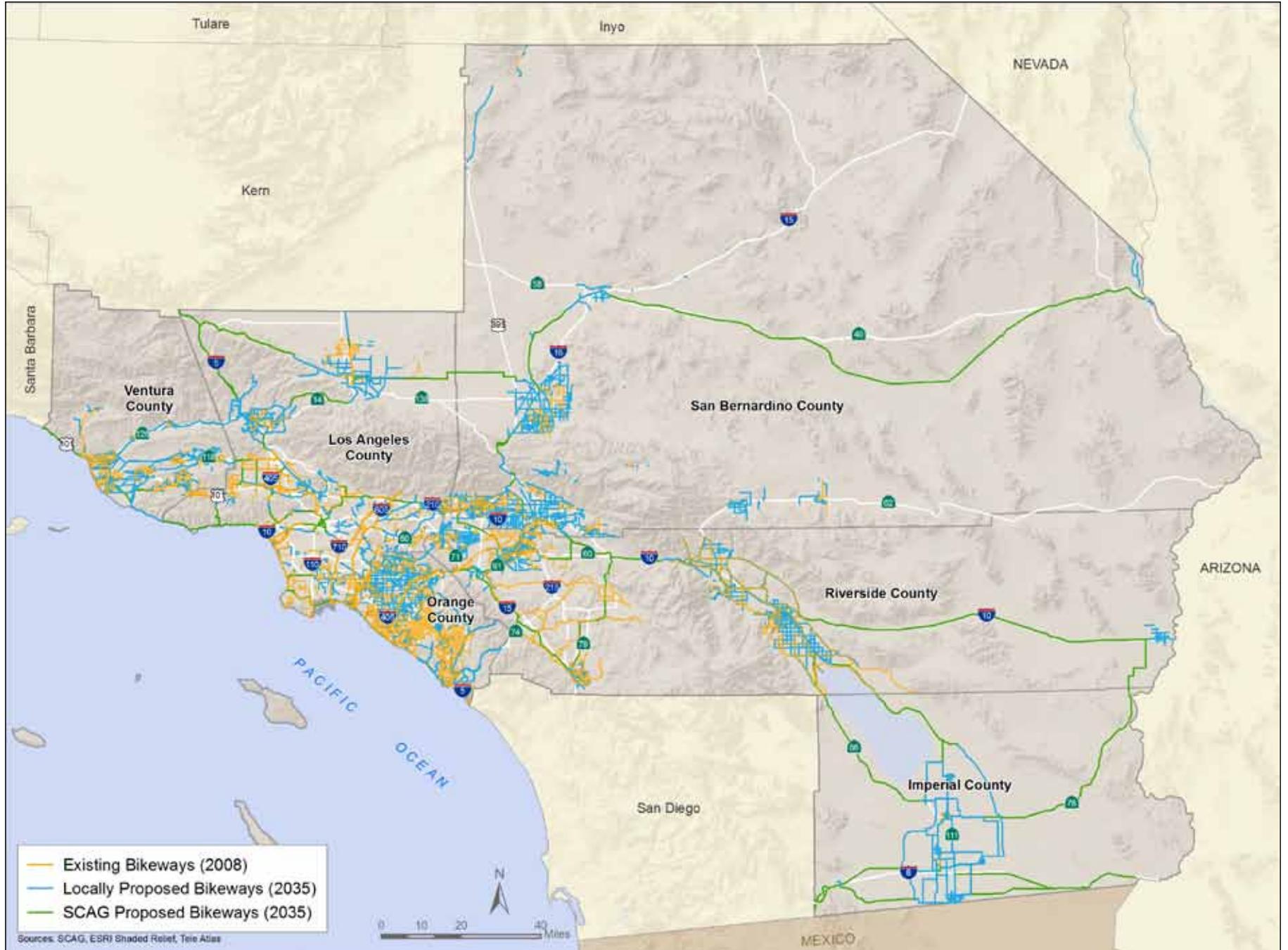


EXHIBIT 4.12 Proposed Highway Improvements SCAG Region

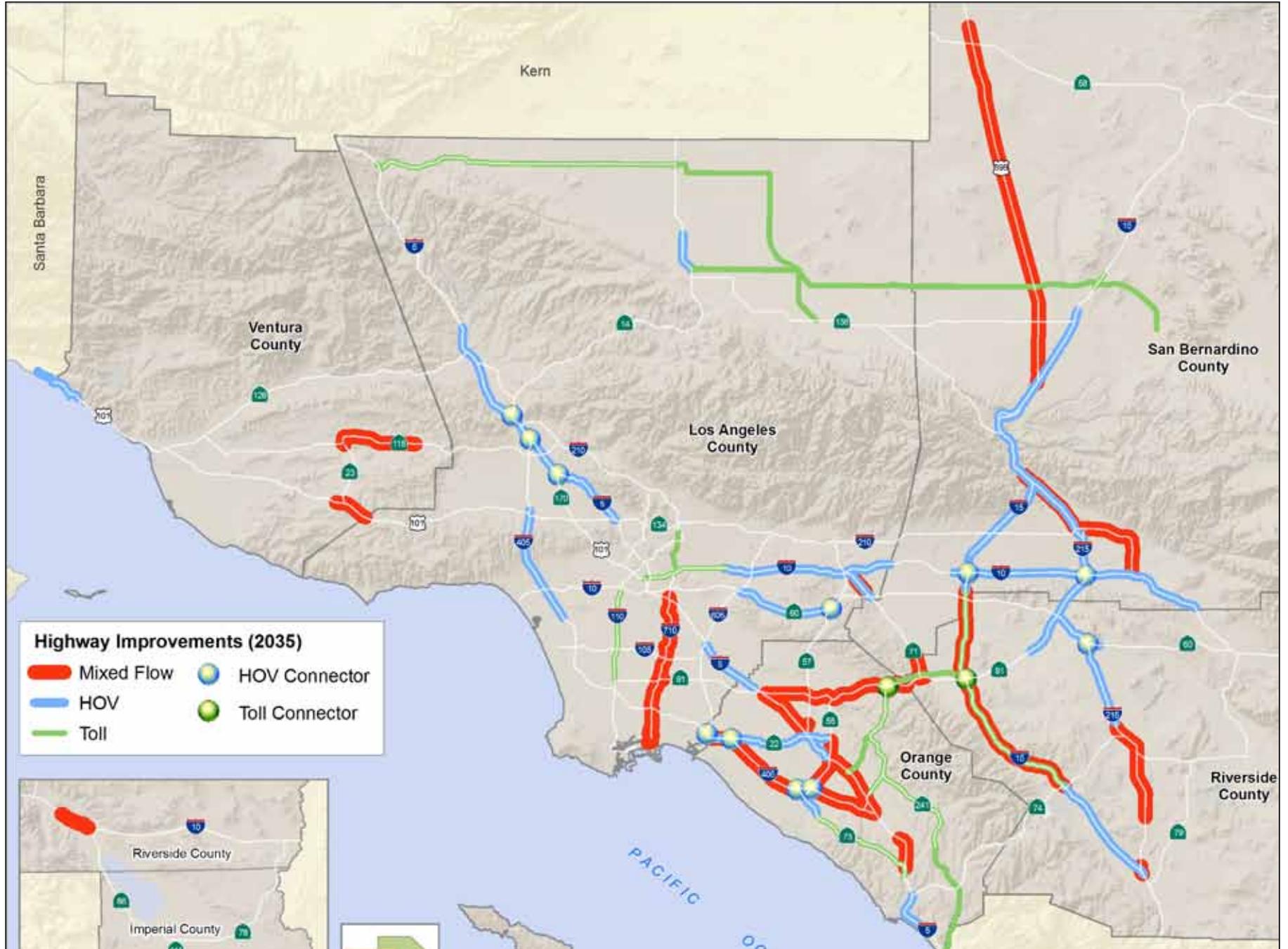




Image courtesy of City of Fullerton

Local Efforts

Fullerton Transportation Center and Corridor Redevelopment

The City of Fullerton has embraced sustainability as a framework for planning its future in both the transportation and land use arenas. Most notably, the area around the Fullerton Transportation Center is a model of transit-oriented design that encourages walking, bicycling and transit. The City's ongoing plans in this area continue to attract development of housing, restaurants, retail, and other amenities. Furthermore, its commitment to redeveloping its auto-oriented corridors serves to improve connections to nearby hospitals, schools and employment centers.

Long Beach Boulevard Corridor

Along the Long Beach Boulevard Corridor, out-of-date parking standards have hindered development and impacted housing affordability. To address this, the City of Long Beach began a multi-phase project to implement a new zoning code that facilitates transit-oriented development along the Metro Blue Line. The City also continues its commitment to respond to the changing needs of the area by seeking grant funding for new bike and pedestrian infrastructure.



Image courtesy of City of Long Beach

Temecula Old Town Specific Plan

For the residents of Temecula, Old Town represents a place where tradition and new opportunities combine to form the heart of the community. To support this vision, the City updated the Old Town Specific Plan to encourage a pedestrian-oriented, urban downtown that allows for a variety of land uses. The plan sets forth land use designations and development standards for more flexible and creative use of properties and provides for a balance between commercial and residential development in the area.



Image courtesy of City of Temecula

Travel Demand Management (TDM)

In addition to the transportation network, the RTP/SCS also relies on strategic and extensive Travel Demand Management (TDM) measures that support the expected land use pattern. These relatively cost-effective strategies improve the effectiveness and capacity of the transportation system by supporting a shift from single-occupancy vehicle use to other alternatives. Many local jurisdictions in our region have become national leaders in the implementation of TDM strategies. For example, SCAG is working with local jurisdictions to close the gaps in the regional bikeway network and bring 12,000 miles of deficient sidewalks into compliance with the Americans with Disabilities Act (ADA). TDM measures will receive a total of \$4 billion in available revenues compared to \$1.3 billion in 2008, which indicates a 200 percent increase.

The 2012 RTP/SCS employs the following TDM measures to improve mobility and access:

- Bringing the majority of sidewalks and intersections in our region into American Disabilities Act (ADA) compliance to increase the usability and effectiveness of our active transportation system.
- Promoting telecommuting and flexible work schedules
- Development of mobility hubs for first mile/last mile connectivity

- Expanding parking cash out programs in urban areas
- Promoting Guaranteed Ride Home Programs

Transportation System Management (TSM)

Transportation System Management (TSM) measures also support the goals of the RTP/SCS by seeking to identify improvements to increase capacity and improve operational efficiency. These techniques contribute to improved traffic flow, better air quality, and improved system accessibility and safety. The following TSM measures support the forecasted land use development pattern of the RTP/SCS:

- Enhanced incident management
- Advanced ramp metering
- Corridor System Management plans
- Traffic signal synchronization
- Improved data collection

Local Efforts

Ventura Downtown Parking Management District

In order to solve the apparent parking shortage in its downtown area, the City of Ventura performed a downtown parking study. The study revealed ample spaces were available in nearby city-owned lots, while other prime spaces in close proximity to local business were in high demand and always occupied. Local business employees were parking in spaces most coveted by customers and patrons. The city of Ventura was able to identify a solution to the problem: a flexible demand-responsive parking paid district. Parking in downtown Ventura has since improved, therefore contributing to a better downtown experience.



Transportation Conformity

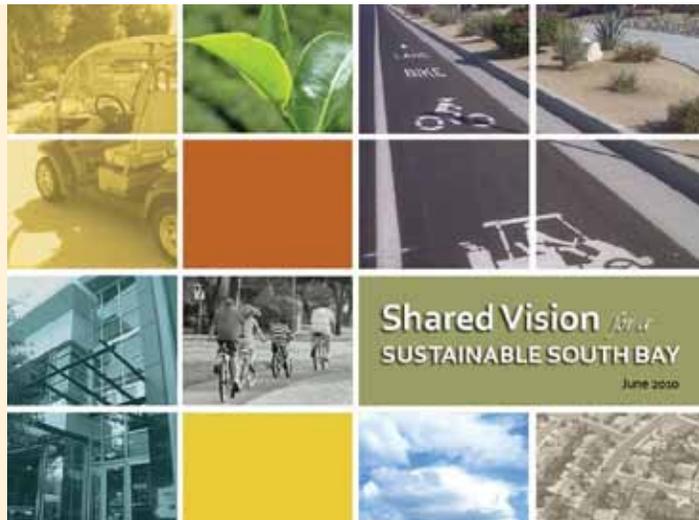
The policy objectives and strategies set forth in the RTP/SCS are aimed at reducing travel distances and providing additional travel choices to the automobile. As such, in accordance with Govt. Code section 65080(b)(2)(B)(viii), the RTP/SCS complies with the conformity requirements of the Clean Air Act as further detailed in Appendix: Transportation Conformity.

OVERALL LAND USE PATTERN MAPS

The following maps, **EXHIBIT 4.13** through **EXHIBIT 4.19**, identify the RTP/SCS overall forecasted land use pattern for the region and its counties in 2035. The RTP/SCS land use development pattern accommodates over 50 percent of new housing and employment growth in High-Quality Transit Areas (HQTA), while keeping jurisdictional totals consistent with local input. It moves the region towards more compact, mixed-use development leading to more opportunities for walking and biking, more transit use, and shorter auto trips. The Community Types used meet the demand for a broader range of housing types, including the development of smaller-lot single family homes, townhomes, and multi-family condominiums and apartments. The detailed underlying data for these maps that represents the general location of uses, residential densities and building intensities can be found in Appendix: SCS Background Documentation pursuant to Govt. Code section 65080(b)(2)(B)(i).



Photograph courtesy of Safe Routes to School



Local Efforts

South Bay Cities Council of Governments Neighborhood Oriented Design Program

The South Bay Cities Council of Governments adopted the Sustainable South Bay Strategy in September 2010 to promote sustainable land use and transportation investment in the South Bay. Founded on the concept of Neighborhood Oriented Development (NOD), this plan will create compact, mixed commercial nodes in the center of each residential neighborhood. Specifically, it sets forth a strategy that would intensify commercial uses at the corners of major arterials, transition mid-block strip commercial to residential, and encourage street-fronting buildings with parking at the rear. The resulting development pattern will provide a cluster of destinations within walking distance of every residence with mid-range trips accessible by local use (electric) vehicles.

EXHIBIT 4.13 Land Use Pattern SCAG Region (2035)



EXHIBIT 4.14 Land Use Pattern Ventura County (2035)

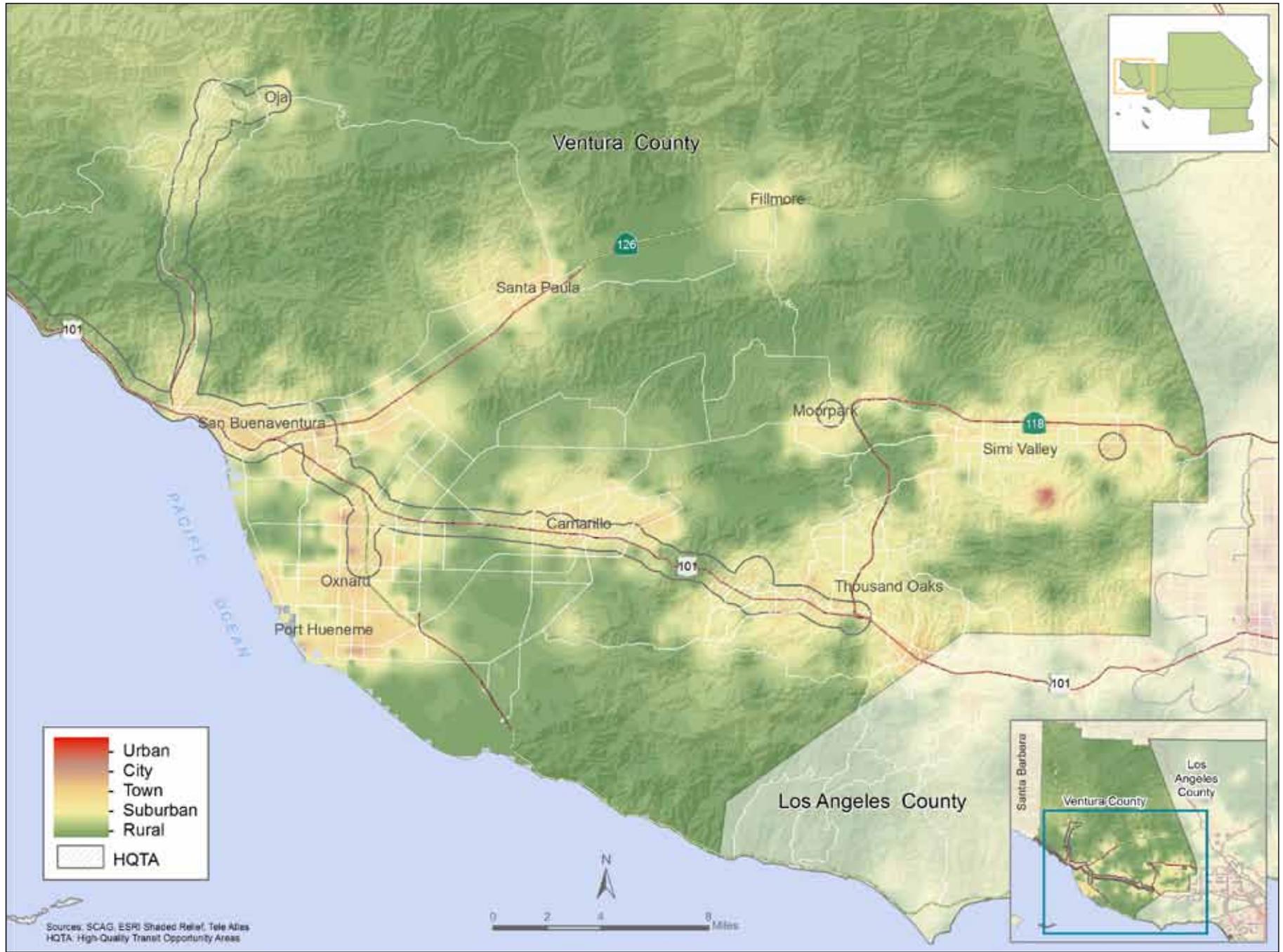


EXHIBIT 4.15 Land Use Pattern Los Angeles County (2035)



EXHIBIT 4.16 Land Use Pattern San Bernardino County (2035)

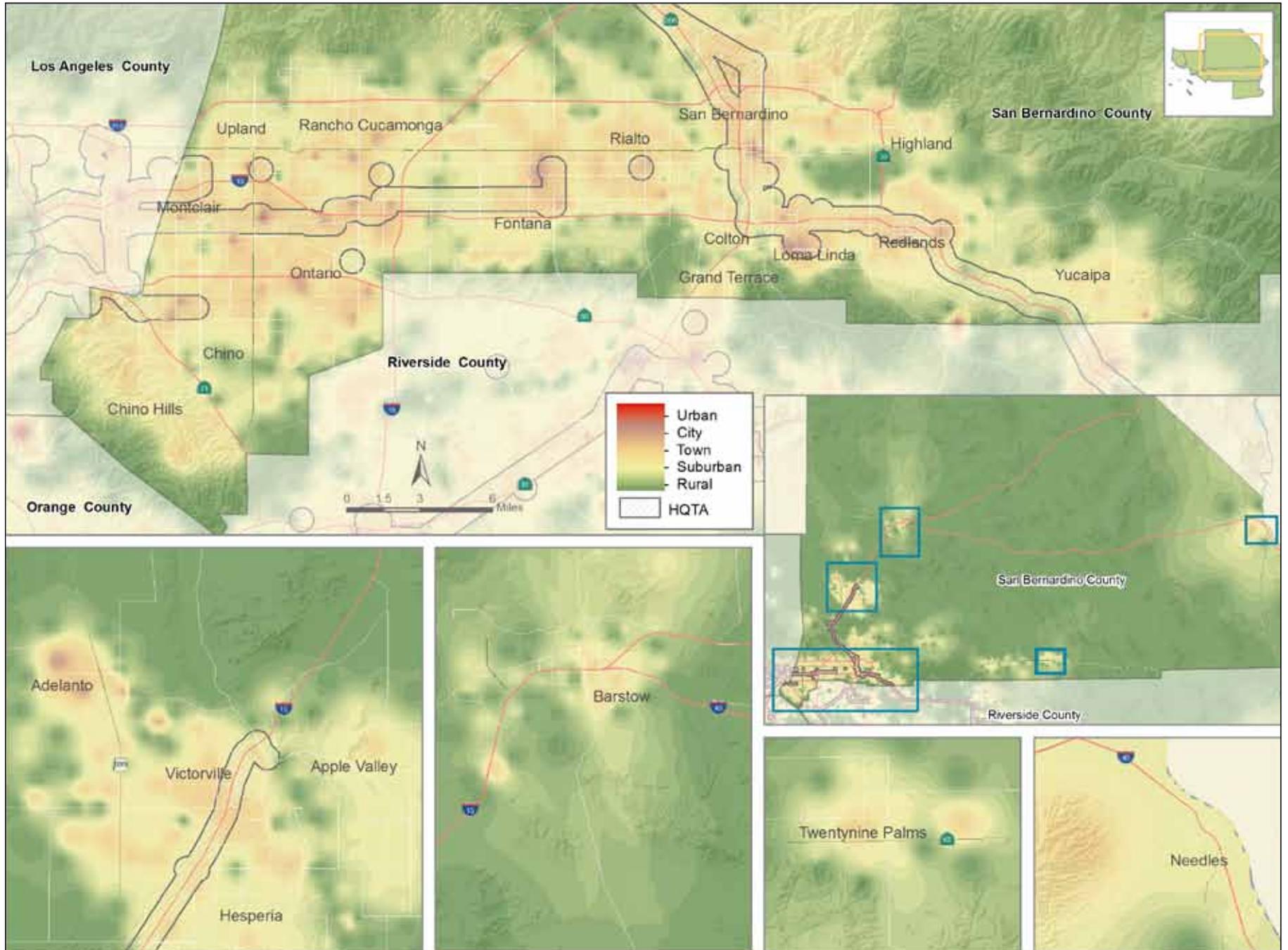


EXHIBIT 4.17 Land Use Pattern Orange County (2035)

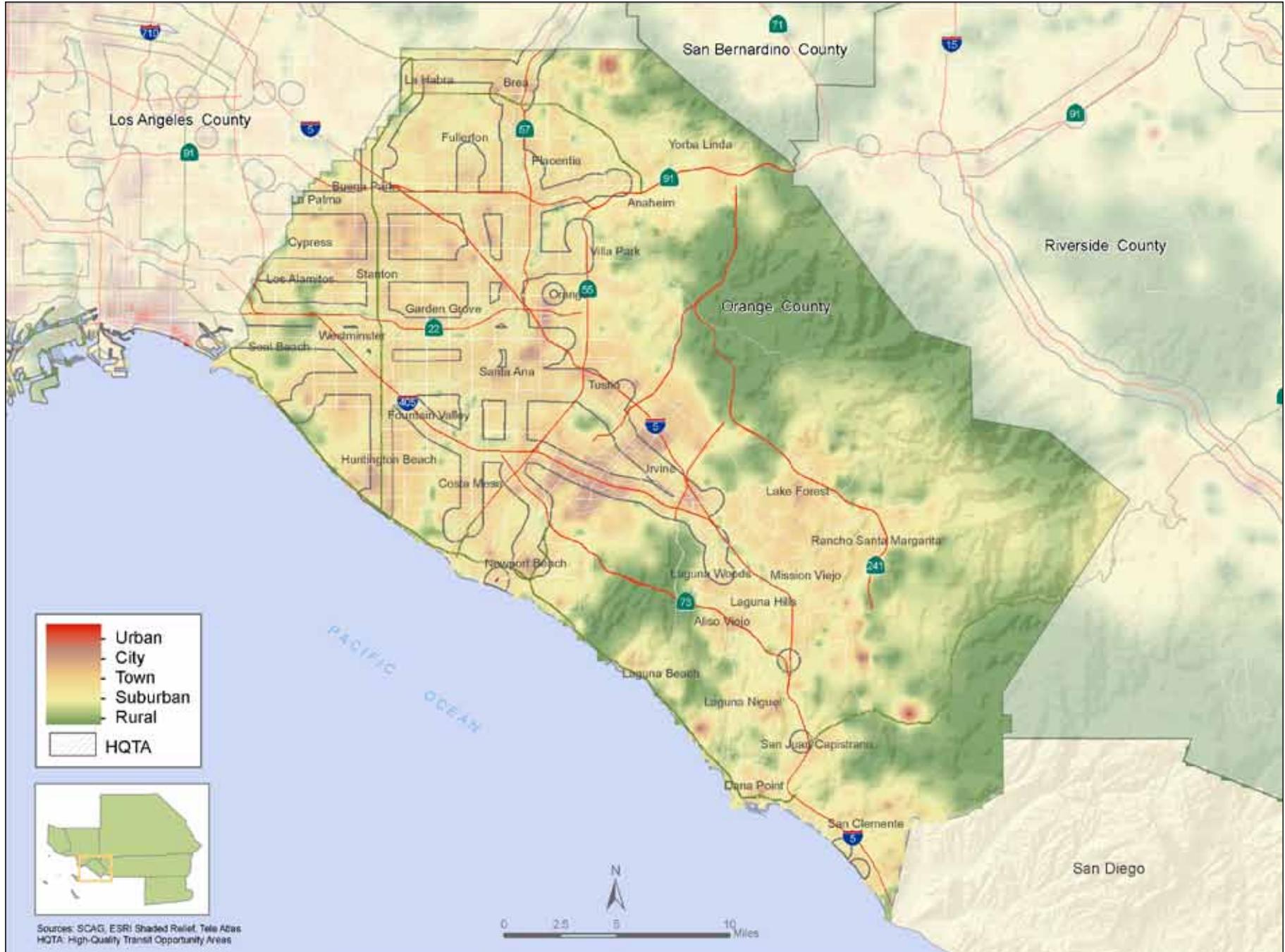


EXHIBIT 4.18 Land Use Pattern Riverside County (2035)

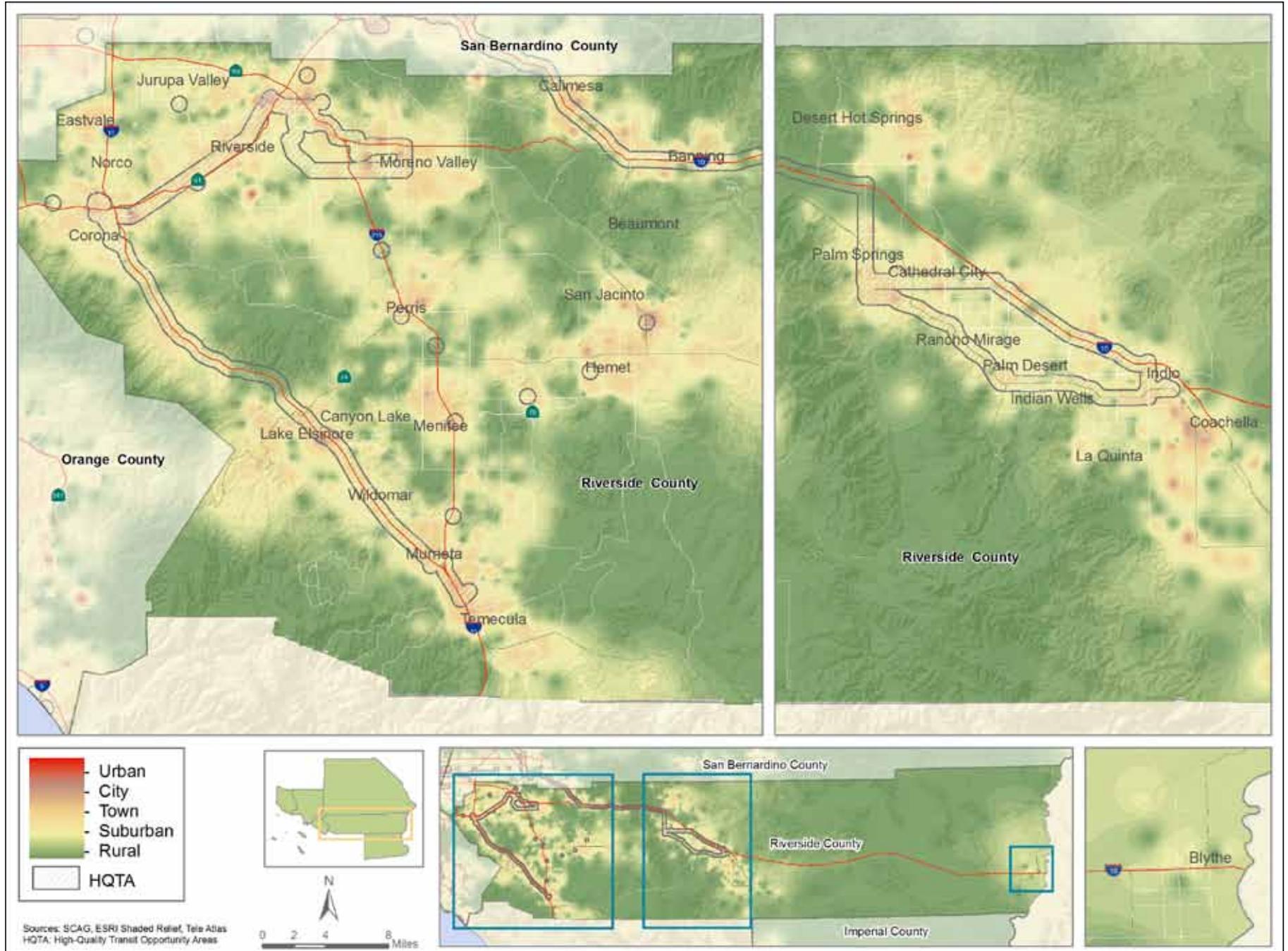
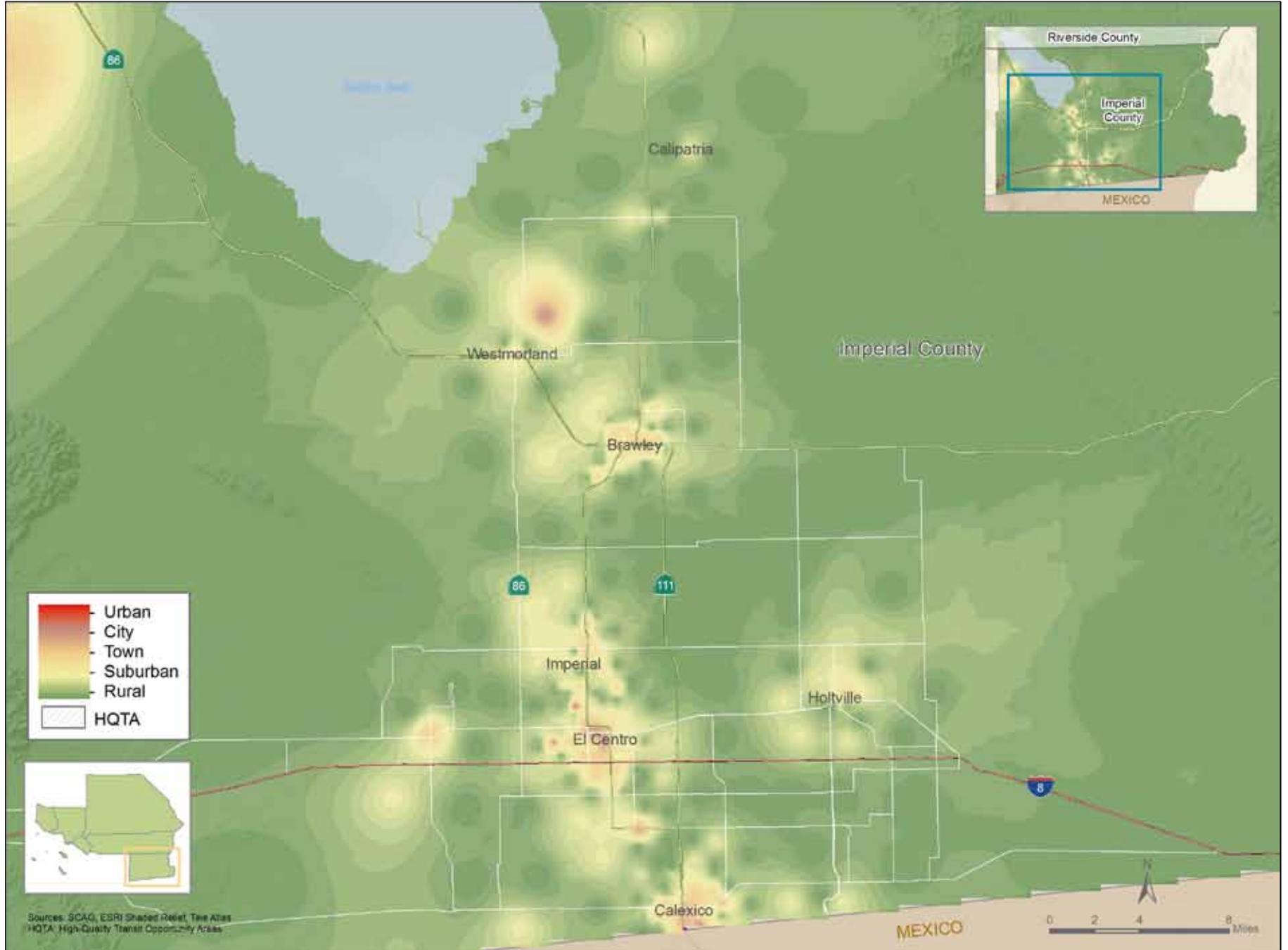


EXHIBIT 4.19 Land Use Pattern Imperial County (2035)



CEQA Incentive

SB 375 provides incentives in the form of CEQA streamlining to encourage community design that supports reduction in per capita GHG emissions. Generally, two types of projects are eligible for streamlined CEQA review once a compliant RTP/SCS has been adopted: (1) residential/mixed use projects (consistent with the SCS) or (2) a Transit Priority Project (TPP). See Appendix: SCS Background Documentation for more information on CEQA streamlining incentives through SB 375.

Residential/Mixed-Use Projects

Residential and mixed-use projects that are consistent with the SCS qualifies for streamlined CEQA review if at least 75 percent of the total building square footage consists of residential use (or a project that is a TPP). If a project meets these requirements and is consistent with the use designation, density, building intensity and applicable policy of the SCS, any environmental review conducted will not be required to discuss growth inducing impacts, any project specific or cumulative impacts from cars and light duty truck trips generated by the project upon its completion on climate change or the regional transportation network; or a reduced density alternative.

Transit Priority Projects (TPP)

A Transit Priority Project (TPP) is eligible for CEQA streamlining if it is consistent with the SCS; contains at least 50 percent residential use; is proposed to be developed at a minimum 20 dwelling units per acre; and is located within ½ mile of a major transit stop or high quality transit corridor that is included in the RTP. If a project meets these criteria, it may be analyzed under a new environmental document created by SB 375, called the Sustainable Communities Environmental Assessment (SCEA), or through an EIR for which the content requirements have been reduced. Alternatively, a TPP can be considered a Sustainable Communities Project (SCP) and be eligible for a new full CEQA exemption if it further meets the additional requirements beyond the base criteria.

The land use input for the SCS was created with the use of Traffic Analysis Zones (TAZ) and Development Types. The Development Types used in the SCS do not

represent detailed, parcel-level land use designations such as those found within a local jurisdiction's General Plan, but rather represent the aggregation of multiple land uses, densities and intensities that are expected to preponderate or average out within a neighborhood-sized area by 2035. Each Development Type is comprised of various characteristics related to employment and housing density, urban design, mix of land uses, and transportation options. Details describing the characteristics contained within each Development Type are available in Appendix: SCS Background Documentation. The lead agency, not SCAG, will be responsible for making the determination of consistency for CEQA streamlining purposes, pursuant to the provisions of SB 375, for any given proposed project. See Govt. Code § 65080(b)(2). One way of determining consistency is if a proposed residential/mixed use or TPP conforms with the Development Type designated for a TAZ

The Development Types are expressed in terms of use designations, densities and building intensities; and, for any given type, there is one residential density indicated. For example, the "Town Center" Development Type reflects an estimated average density of 22 residential units per acre. However, it is important to note that the designation is a potential ultimate average for the TAZ—and is not an absolute project-specific requirement that must be met in order to determine consistency with the SCS. In other words, the SCS was not developed with the intent that each project to be located within any given TAZ must exactly equal the density and relative use designations that are indicated by the SCS Development Type in order for the project to be found consistent with the SCS's use designation, density, building intensity and applicable policies. Instead, any given project, having satisfied all of the statutory requirements of either a residential/mixed-use project or TPP as described above, may be deemed by the lead agency to be consistent with the SCS so long as the project does not prevent achieving the estimated average uses, densities and building intensities indicated by the Development Type within the TAZ, assuming that the TAZ will be built-out under reasonable local planning and zoning assumptions.

SCAG's growth projection data is available on its website for lead agencies to utilize to determine whether projects are consistent with the SCS.

RTP/SCS Next Steps

The 2012 RTP/SCS is first and foremost a transportation plan. However, the transportation network in the RTP/SCS and the growth patterns envisioned in the Plan Alternative must complement each other. Integration of transportation and land use is essential for improved mobility and access to transportation options.

SB 375 calls for the integration of land use policies with transportation investments, and asks that Metropolitan Planning Organizations identify, quantify to the extent possible, and highlight these co-benefits throughout the processes.

To achieve the goals of the RTP/SCS, public agencies at all levels of government will need to implement a wide range of strategies that focus on four key areas:

- A Land Use growth pattern that accommodates the region's future employment and housing needs, and protects sensitive habitat and natural resource areas;
- A Transportation Network that consists of public transit, highways, local streets, bikeways and walkways;

- Transportation Demand Management (TDM) measures that reduce peak-period demand on the transportation network; and
- Transportation System Management (TSM) measures that maximize the efficiency of the transportation network.

The following tables list specific implementation strategies that local governments, SCAG and other stakeholders can and should undertake in order to successfully implement the SCS.



Image courtesy of City of Ontario

Local Efforts

Ontario New Model Colony General Plan

Since 1998, the City of Ontario has been developing a bold vision for its future growth, including the adoption of its General Plan and 3,303 acres of former agricultural land into its Sphere of Influence. The City's recent plans call for 13,000 new housing units across a broad range of housing types and a mix of business spaces oriented towards three mixed-use centers that are served by pedestrian-friendly roadways and a large central park. Emphasizing connections to corridors and transit, the City is creating a major regional center for Southern California.

TABLE 4.3 Land Use Actions and Strategies

Proposed Action/Strategy	Responsible Parties
Coordinate ongoing visioning efforts to build consensus on growth issues among local governments and stakeholders	SCAG
Provide incentives and technical assistance to local governments to encourage projects and programs that balance the needs of the region	SCAG
Collaborate with local jurisdictions and agencies to acquire a regional fair share housing allocation that reflects existing and future needs	SCAG, Local Jurisdictions, HCD
Expand Compass Blueprint program to support member cities in the development of bicycle, pedestrian, Safe Routes to Schools, Safe Routes to Transit, and ADA Transition plans.	SCAG, State
Collaborate with the region’s public health professionals to enhance how SCAG addresses public health issues in its regional planning, programming, and project development activities.	SCAG, State
Seek partnerships with state, regional and local agencies to acquire funding sources for innovative planning projects	Local Jurisdictions, SCAG, State
Update local zoning codes, General Plans, and other regulatory policies to accelerate adoption of land use strategies included in the RTP/SCS Plan Alternative	Local Jurisdictions
Pursue joint development opportunities to encourage the development of housing and mixed-use projects around existing and planned rail stations or along high-frequency bus corridors, and in transit-oriented development.	Local Jurisdictions, CTCs
Working with local jurisdictions, identify resources that can be used for employing strategies to maintain and assist in the development of affordable housing.	SCAG, Local Jurisdictions
Consider developing healthy community or active design guidelines that promote physical activity and improved health	Local Jurisdictions
Support projects, programs, policies and regulations to protect resources areas, such as natural habitats and farmland, from future development	Local Jurisdictions, SCAG

Proposed Action/Strategy	Responsible Parties
Create incentives for local jurisdictions and agencies that support land use policies and housing options that achieve the goals of SB 375	State
Continue partnership with regional agencies to increase availability of state funding for integrated land use and transportation projects in the region	State, SCAG
Engage in a strategic planning process to determine the critical components and implementation steps for identifying and addressing open space resources	SCAG
Identify and map regional priority conservation areas for potential inclusion in future plans.	SCAG
Engage with various partners, including CTCs and local agencies, to determine priority conservation areas and develop an implementable plan.	SCAG, CTCs
Develop regional mitigation policies or approaches for the 2016 RTP	SCAG, CTCs

TABLE 4.4 Transportation Network Actions and Strategies

Proposed Action/Strategy	Responsible Parties
Perform and support studies with the goal of identifying innovative transportation strategies that enhance mobility and air quality, and determine practical steps to pursue such strategies.	SCAG, CTCs
Cooperate with stakeholders, particularly county transportation commissions and Caltrans, to prioritize funding sources for preservation and maintenance of the existing transportation network.	SCAG, CTCs, Local Jurisdictions
Encourage the development of new transit modes in our subregions such as BRT, rail, limited-stop service, and point-to-point express services utilizing the HOV and HOT lane networks.	SCAG, CTCs, Local Jurisdictions
Encourage transit providers to increase frequency and span-of-service in TOD/HQTA and along targeted corridors where there is latent demand for transit usage.	SCAG, CTCs
Encourage regional and local transit providers to develop rail interface services at Metrolink, Amtrak and high-speed rail stations.	SCAG, CTCs, Local Jurisdictions
Expand the Toolbox Tuesdays program to include bicycle safety design, pedestrian safety design, ADA design, training on how to use available resources that expand understanding of where collisions are happening, and information on available grant opportunities to improve bicycle and pedestrian safety.	SCAG, State
Prioritize transportation investments to support compact infill development that includes a mix of land uses and housing options, where appropriate, to maximize the benefits for existing communities, especially vulnerable populations, and to minimize any negative impacts.	SCAG, CTCs, Local Jurisdictions
Explore and implement innovative strategies and projects that enhance mobility and air quality, including those that increase the walkability of communities and accessibility to transit via non-auto modes	SCAG, CTC's, Local Jurisdictions

Proposed Action/Strategy	Responsible Parties
Collaborate with local jurisdictions to plan and develop residential and employment development around current and planned transit stations	SCAG, Local Jurisdictions
Collaborate with local jurisdictions to provide a network of local community circulators that serve new TOD and HQTAs, providing an incentive for residents and employees to make trips on transit	SCAG, CTCs, Local Jurisdictions
Similar to SCAG's partnership with the City of Los Angeles and LACMTA, offer to all County Transportation Commissions a mutually-funded, joint first mile/last mile study for each region.	SCAG, CTCs
Develop first-mile/last-mile strategies on a local level to provide an incentive for making trips by transit, bicycling or walking	CTCs, Local Jurisdictions
Encourage transit fare discounts and local vendor product and service discounts for residents and employees of TOD/HQTAs, or for a jurisdiction's local residents in general who have fare media	Local Jurisdictions
Work with transit properties and local jurisdictions to identify and remove barriers to maintaining on time performance	SCAG, CTCs, Local Jurisdictions
Develop policies and prioritize funding for strategies and projects that enhance mobility and air quality	State
Work with the California High-Speed Rail Authority and local jurisdictions to plan and develop optimal levels of retail, residential and employment development that fully takes advantage of new travel markets and rail travelers.	State
Lobby the state to provide funding for increased transit service in TOD/HQTA in support of reaching SB 375 goals.	SCAG, State
Continue to work with neighboring Metropolitan Planning Organizations to provide alternative modes for interregional travel, including Amtrak and other passenger rail services.	SCAG, State

TABLE 4.5 Transportation Demand Management (TDM) Actions and Strategies

Proposed Action/Strategy	Responsible Parties
Examine major projects and strategies that reduce congestion and emissions, and optimize the productivity and overall performance of the transportation system	SCAG
Develop comprehensive regional active transportation network along with supportive tools and resources that can help jurisdictions plan and prioritize new active transportation projects in their cities	SCAG, CTCs, Local Jurisdictions
Encourage the implementation of a Complete Streets policy	SCAG, CTCs
Support work-based programs that encourage emission reduction strategies	SCAG, Local Jurisdictions
Develop infrastructure plans and educational programs to promote active transportation options	Local Jurisdictions
Encourage the development of telecommuting programs by employers through review and revision of policies that may discourage alternative work options	Local Jurisdictions, CTCs
Emphasize active transportation projects as part of complying with the Complete Streets Act (AB 1358)	State, SCAG, Local Jurisdictions

TABLE 4.6 Transportation System Management (TSM) Actions and Strategies

Proposed Action/Strategy	Responsible Parties
Work with relevant state and local transportation authorities to increase the efficiency of the existing transportation system	SCAG, Local Jurisdictions, State
Collaborate with local jurisdictions to develop regional policies regarding TSM	SCAG, Local Jurisdictions
Contribute to and utilize regional data sources to ensure efficient integration of the transportation system	SCAG, CTCs
Provide training opportunities for local jurisdictions on TSM strategies, such as Intelligent Transportation Systems (ITS)	SCAG, Local Jurisdictions
Collaborate with local jurisdictions to continually update the ITS inventory	SCAG, Local Jurisdictions
Collaborate with CTCs to regularly update the county and regional ITS architecture	SCAG, CTCs, Local Jurisdictions
Collaborate with the State and Federal Government to examine potential innovative TSM strategies.	SCAG, State

Other Supportive Strategies

REGIONAL AND LOCAL EFFORTS TO ADOPT CLEAN VEHICLE TECHNOLOGY

SCAG is leading a regional effort with the goal of accelerating fleet conversion to electric and other zero-emission transportation technologies. To accommodate the anticipated increase in Plug-In Electric Vehicles (PEV), a significant expansion of charging infrastructure is needed throughout the region, among other preparedness steps. In response to PEV market forecasts, SCAG has developed a robust work program to prepare for the influx of PEVs, in collaboration with the South Coast Air Quality Management District, Southern California Edison, Western Riverside Council of Governments (WRCOG), the South Bay Cities Council of Governments (SBCCOG) and a wide array of stakeholders.

With funding assistance from the U.S. Department of Energy and the California Energy Commission, SCAG will develop a Regional PEV Readiness Plan with two complementary subregional plans for WRCOG and SBCCOG. The subregional plans will serve as models for other subregions as they begin to develop their own PEV Readiness Plans. A key outcome of the planning effort will be charge port infrastructure plans including updated maps of prime charging locations and strategies for accelerating the deployment of PEV charging equipment. It will include best practices for “PEV-ready” buildings and guidelines for streamlining the permitting, installation and inspection of charging equipment. The goal is to promote wider adoption of alternatively fueled vehicles to reduce the use of fossil fuels, improve air quality and simultaneously reduce GHG emissions in the SCAG region and the state.

In response, the 2012 RTP/SCS supports the increased adoption of near zero and zero emission technologies. This RTP/SCS includes policies supporting and promoting the introduction of electric and other zero-emission vehicles, commits to the work program and pending studies as part of an implementation effort to facilitate acceleration of fleet turnover, and estimates the impact of regional, subregional, and local activities on transportation GHG in the region. Additional information regarding air quality and energy is included in Chapter 1 and Appendix: The Role of Vehicle Technology in Meeting Long-Term Air Quality and Energy Challenges.

TABLE 4.7 Clean Vehicle Technology Actions and Strategies

Proposed Action/Strategy	Responsible Parties
Develop a Regional PEV Readiness Plan with a focus on charge port infrastructure plans to support and promote the introduction of electric and other zero-emission vehicles in Southern California	SCAG
Support subregional strategies to develop infrastructure and supportive land uses to accelerate fleet conversion to electric technologies. The activities committed in the two subregions (Western Riverside COG and South Bay Cities COG) are put forward as best practices that others can adopt in the future (See Appendix: The Role of Vehicle Technology in Meeting Long-Term Air Quality and Energy Challenges, for more information)	SCAG, Local Jurisdictions

Evaluation and Revision

SCAG will update its RTP/SCS in 2016, in accordance with applicable federal and state laws. As part of this update, SCAG will be reviewing its progress in implementing the strategies identified in this plan. In addition, the GHG emission reduction targets are reevaluated at least every eight years, and may be revised every four years by CARB. This will enable the state and SCAG to consider changes in circumstances, funding availability, technological advances, new legislation, and other considerations that could arise over time.

SCAG will also track its progress in implementing its RTP/SCS strategies in conjunction with the preparation and adoption of its Overall Work Program and Annual Budget. The OWP / Budget process provides an opportunity for SCAG to allocate staff resources and funding to implement short-term and mid-term strategies contained within the RTP/SCS. In addition, SCAG will periodically monitor the progress being made by the State, the CTCs, local jurisdictions, and other agencies and entities in implementing the strategies identified in this plan.

Monitoring Progress

While SB 375 places a great deal of attention on meeting GHG emission reduction targets, SCAG has also established other important goals in its RTP/SCS that will lead to overall improvement in the quality of life in the region. It will be important for SCAG to continue to improve its performance monitoring programs, such as the State of the Region report, etc., to track how well the region is doing in terms of overall progress toward meeting these goals.

Sustainable Communities Strategy Requirements Matrix

The following table outlines the requirements of SB 375 and how each is addressed in the 2012 RTP/SCS.

TABLE 4.8 Sustainable Communities Requirements Matrix

Required Element	Addressed
<p>CGC Section 65080(b) (2).(B) <i>Each metropolitan organization shall prepare a sustainable communities strategy, subject to the requirements of Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, including the requirement to utilize the most recent planning assumptions considering local general plans and other factors.</i></p>	<p>The RTP/SCS complies with all requirements.</p> <p>Reference: 2012 RTP/SCS Chapter 4: Sustainable Communities Strategy, p. 105</p>
<p>CGC Section 65080(b) (2).(B) i. <i>Identify the general location of uses, residential densities, and building intensities within the region</i></p>	<p>The SCS identifies the future land use pattern of the SCAG region in Exhibit 4.13-Exhibit 4.19, and additional exhibits in Appendix: Background Documentation. Residential densities and building intensities are determined by community types, which are made-up of information relating to the characteristics of the landscape including jobs and housing density, urban design and mix of land uses.</p> <p>Reference: 2012 RTP/SCS Chapter 4: Sustainable Communities Strategy, p. 117 2012 RTP/SCS Appendix: SCS Background Documentation 2012 RTP/SCS Appendix: Growth Forecast</p>
<p>CGC Section 65080(b) (2).(B) ii. <i>Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth</i></p>	<p>The SCS identifies areas sufficient to house the entire population in the region in Exhibit 4.13-Exhibit 4.19, and additional exhibits in Appendix: Background Documentation. Projected capacity for these areas utilized the Integrated Growth Forecast for population, jobs, and households as contained in Appendix: Growth Forecast. Table 4.1 and Table 4.2 show projected housing capacity by community type for 2020 and 2035.</p> <p>Reference: 2012 RTP/SCS Chapter 4: Sustainable Communities Strategy, p. 123 2012 RTP/SCS Appendix: SCS Background Documentation 2012 RTP/SCS Appendix: Growth Forecast</p>

Required Element	Addressed
<p>CGC Section 65080(b) (2).(B) iii. <i>Identify areas within the region sufficient to housing an eight-year projection of the regional housing need for the region pursuant to Section 65584</i></p>	<p>The RTP/SCS identifies areas sufficient to house an eight-year projection of the regional housing need in Exhibit 4.13-Exhibit 4.19, and additional exhibits in Appendix: SCS Background Documentation. Table 4.1 and Table 4.2 show projected housing capacity by community type for 2020 and 2035.</p> <p>Reference: 2012 RTP/SCS Chapter 4: Sustainable Communities Strategy, p. 123 2012 RTP/SCS Appendix: SCS Background Documentation</p>
<p>CGC Section 65080(b) (2).(B) iv. <i>Identify a transportation network to service the transportation needs of the region</i></p>	<p>The RTP/SCS identifies the regional transportation network in Exhibit 4.10, Exhibit 4.11, and Exhibit 4.12. Detailed descriptions of SCAG's transportation network is found in Chapter 2 of the 2012 RTP.</p> <p>Reference: 2012 RTP/SCS Chapter 4: Sustainable Communities Strategy, p. 129 2012 RTP/SCS Chapter 2: Transportation Investments, p. 35</p>
<p>CGC Section 65080(b) (2).(B) v. <i>Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Section 65080.01</i></p>	<p>The RTP/SCS lists sources for the best available scientific information regarding resource areas and farmland in the region, and identifies these areas in Exhibit 4.6, Exhibit 4.7 and Exhibit 4.8.</p> <p>Reference: 2012 RTP/SCS Chapter 4: Sustainable Communities Strategy, p. 128 2012 RTP/SCS Chapter 2: Transportation Investments, p. 75</p>
<p>CGC Section 65080(b) (2).(B) vi. <i>Consider the state housing goals specified in Sections 65580 and 65581</i></p>	<p>The RTP/SCS considers the state housing goals as specified in Sections 65580 and 65581.</p> <p>Reference: 2012 RTP/SCS Chapter 4: Sustainable Communities Strategy, p. 123 2012 RTP/SCS Appendix: SCS Background Documentation</p>

Required Element	Addressed
<p>CGC Section 65080(b) (2).(B) vii. <i>Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board</i></p>	<p>Exhibit 4.13–Exhibit 4.19 of the SCS identifies the forecasted development pattern for the region. Along with the identified transportation network in Exhibit 4.10–Exhibit 4.12, the identified land use pattern achieves the GHG emission reduction targets of 8% in 2010 and 13% in 2035. Detailed analysis and performance results of the integrated land use pattern and transportation network and strategies is found in Chapter 5 and Appendix: Performance Measures.</p> <p>Reference: 2012 RTP/SCS Chapter 4: Sustainable Communities Strategy, p. 140 2012 RTP/SCS Chapter 5: Measuring Up, p. 161 2012 RTP/SCS Appendix: Transportation Conformity Analysis 2012 RTP/SCS Appendix: Performance Measures</p>
<p>CGC Section 65080(b) (2).(B) viii. <i>Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506)</i></p>	<p>The RTP/SCS complies with this requirement.</p> <p>Reference: 2012 RTP/SCS Chapter 4: Sustainable Communities Strategy, p. 140 2012 RTP/SCS Appendix: Transportation Conformity Analysis</p>
<p>CGC Section 65080(b) (2).(D) <i>The metropolitan planning organization shall conduct at least two informational meetings in each county within the region for members of the board of supervisors and city councils on the sustainable communities strategy and alternative planning strategy.</i></p>	<p>SCAG has adopted a public participation plan that includes at least two informational meetings in each county for members of city councils and board of supervisors.</p> <p>Reference: 2012 RTP/SCS Chapter 6: Public Participation Plan, p. 193 2012 RTP/SCS Appendix: Public Participation and Consultation</p>
<p>CGC Section 65080(b) (2).(E) <i>Each metropolitan planning organization shall adopt a public participation plan, for development of the sustainable communities strategy and an alternative planning strategy, if any, that includes the following:</i></p>	<p>SCAG has adopted a public participation plan.</p> <p>Reference: 2012 RTP/SCS Chapter 6: Public Participation Plan, p. 193 2012 RTP/SCS Appendix: Public Participation and Consultation</p>
<p>(i) <i>Outreach efforts to encourage active participation of a broad range of stakeholder groups in the planning process, consistent with the agency’s adopted Federal Public Participation Plan, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interest, and homeowner associations.</i></p>	<p>The public participation plan details planning efforts that comply with and exceed the requirements. SCAG met extensively with partner agencies, non-profit, advocacy, neighborhood and community groups beginning with target setting consultation and continuing through the workshop process.</p> <p>Reference: 2012 RTP/SCS Chapter 6: Public Participation Plan, p. 193 2012 RTP/SCS Appendix: Public Participation and Consultation</p>

Required Element	Addressed
<p>(ii) <i>Consultation with congestion management agencies, transportation agencies, and transportation commissions.</i></p>	<p>The public participation plan includes consultation with these agencies.</p> <p>Reference: 2012 RTP/SCS Chapter 6: Public Participation Plan, p. 193 2012 RTP/SCS Appendix: Public Participation and Consultation</p>
<p>(iii) <i>Workshops throughout the region to provide the public with the information and tools necessary to provide clear understanding of the issues and policy choices. At least one workshop shall be held in each county in the region. For counties with a population greater than 500,000, at least three workshops shall be held. Each workshop, to the extent practicable shall include urban simulation computer modeling to create visual representation of the sustainable communities strategy and the alternative planning strategy.</i></p>	<p>The public participation plan details planning efforts that comply with and exceed the requirements. SCAG held 18 workshops throughout the region, in addition to countless local agency planning sessions.</p> <p>Reference: 2012 RTP/SCS Chapter 6: Public Participation Plan, p. 193 2012 RTP/SCS Appendix: Public Participation and Consultation</p>
<p>(v) <i>At least three public hearings on the draft sustainable communities strategy in the regional transportation plan and alternative planning strategy, if one is prepared. If the metropolitan transportation organization consists of a single county, at least two public hearings shall be held. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.</i></p>	<p>The public participation plan includes at least three public hearings on the draft RTP/SCS.</p> <p>Reference: 2012 RTP/SCS Chapter 6: Public Participation Plan, p. 193 2012 RTP/SCS Appendix: Public Participation and Consultation</p>
<p>(vi) <i>A process for enabling members of the public to provide a single request to receive notices, information and updates.</i></p>	<p>The public participation plan includes a process for members of the public to provide a single request to receive notices, information and updates on the RTP/SCS.</p> <p>Reference: 2012 RTP/SCS Chapter 6: Public Participation Plan, p. 193 2012 RTP/SCS Appendix: Public Participation and Consultation</p>
<p>CGC Section 65080(b) (2).(F) <i>In preparing a sustainable communities strategy, the metropolitan planning organization shall consider spheres of influence that have been adopted by the local agency formation commissions within its region.</i></p>	<p>SCAG’s Growth Forecast considers the spheres of influence adopted by the local agency formation commission.</p> <p>Reference: 2012 RTP/SCS Appendix: Growth Forecast</p>
<p>CGC Section 65080(b) (2).(G) <i>Prior to adopting a sustainable communities strategy, the metropolitan planning organization shall quantify the reduction in greenhouse gas emissions projected to be achieved by the sustainable communities strategy and set forth the difference, if any, between the amount of that reduction and the target for the region established by the state board.</i></p>	<p>The RTP/SCS complies with this requirement.</p> <p>Reference: 2012 RTP/SCS Chapter 4: Sustainable Communities Strategy, p. 105</p>

Required Element	Addressed
<p>CGC Section 65080(b) (2).(J) <i>Neither a sustainable communities strategy nor an alternative planning strategy regulates the use of land, nor, except as provided by subparagraph (I), shall either one be subject to any state approval. Nothing in a sustainable communities strategy shall be interpreted as superseding the exercise of the land use authority of cities and counties within the region. Nothing in this section shall be interpreted to limit the state board's authority under any other provision of law. Nothing in this section shall be interpreted to authorize the abrogation of any vested right whether created by statute or by common law. Nothing in this section shall require a city's or county's land use policies and regulations, including its general plan, to be consistent with the regional transportation plan or an alternative planning strategy. Nothing in this section requires a metropolitan planning organization to approve a sustainable communities strategy that would be consistent with Part 450 of Title 23 of, or Part 93 of Title 40 of, the Code of Federal Regulations and any administrative guidance under those regulations. Nothing in this section relieves a public or private entity or any person from compliance with any other local, state, or federal law.</i></p>	<p>The RTP/SCS complies with this requirement.</p>
<p>CGC Section 65080(b) (2).(K) <i>Nothing in this section requires projects programmed for funding on or before December 31, 2011, to be subject to the provisions of this paragraph if they (i) are contained in the 2007 or 2009 Federal Statewide Transportation Investment Program, (ii) are funded pursuant to Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2, or (iii) were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects. Nothing in this section shall require a transportation sales tax authority to change the funding allocations approved by the voters for categories of transportation projects in a sales tax measure adopted prior to December 31, 2010. For purposes of this subparagraph, a transportation sales tax authority is a district, as defined in Section 7252 of the Revenue and Taxation Code, that is authorized to impose a sales tax for transportation purposes.</i></p>	<p>The RTP/SCS complies with this requirement.</p>
<p>CGC Section 65080(b) (4).(C) <i>The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall consider financial incentives for cities and counties that have resource areas or farmland, as defined in Section 65080.01, for the purposes of, for example, transportation investments for the preservation and safety of the city street or county road system and farm to market and interconnectivity transportation needs. The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall also consider financial assistance for counties to address countywide service responsibilities in counties that contribute towards the greenhouse gas emission reduction targets by implementing policies for growth to occur within their cities.</i></p>	<p>The RTP/SCS complies with this requirement.</p>

Required Element	Addressed
<p>CGC Section 65080.1 <i>Each transportation planning agency designated under Section 29532 or 29532.1 whose jurisdiction includes a portion of the California Coastal Trail, or property designated for the trail, that is located within the coastal zone, as defined in Section 30103 of the Public Resources Code, shall coordinate with the State Coastal Conservancy, the California Coastal Commission, and the Department of Transportation regarding development of the California Coastal Trail, and each transportation planning agency shall include provisions for the California Coastal Trail in its regional plan, under Section 65080.</i></p>	<p>The RTP/SCS complies with this requirement.</p>
<p>CGC Section 65080.3</p> <p>(a) <i>Each transportation planning agency with a population that exceeds 200,000 persons may prepare at least one “alternative planning scenario” for presentation to local officials, agency board members, and the public during the development of the triennial regional transportation plan and the hearing required under subdivision (c) of Section 65080.</i></p> <p>(b) <i>The alternative planning scenario shall accommodate the same amount of population growth as projected in the plan but shall be based on an alternative to attempts to reduce the growth in traffic congestion, make more efficient use of existing transportation infrastructure, and reduce the need for costly future public infrastructure.</i></p> <p>(c) <i>The alternative planning scenario shall be developed in collaboration with a broad range of public and private stakeholders, including local elected officials, city and county employees, relevant interest groups, and the general public. In developing the scenario, the agency shall consider all of the following:</i></p> <p>(1) <i>Increasing housing and commercial development around transit facilities and in close proximity to jobs and commercial activity centers.</i></p> <p>(2) <i>Encouraging public transit usage, ridesharing, walking, bicycling, and transportation demand management practices.</i></p> <p>(3) <i>Promoting a more efficient mix of current and future job sites, commercial activity centers, and housing opportunities.</i></p> <p>(4) <i>Promoting use of urban vacant land and “brownfield” development.</i></p> <p>(5) <i>An economic incentive program that may include measures such as transit vouchers and variable pricing for transportation.</i></p>	<p>N/A</p> <p>The SCAG region has chosen to prepare an SCS, which is in Chapter 4 of the 2012 RTP/SCS.</p>

Required Element	Addressed
<p><i>(d) The planning scenario shall be included in a report evaluating all of the following:</i></p> <ul style="list-style-type: none"> <i>(1) The amounts and locations of traffic congestion.</i> <i>(2) Vehicle miles traveled and the resulting reduction in vehicle emissions.</i> <i>(3) Estimated percentage share of trips made by each means of travel specified in subparagraph (C) of paragraph (1) of subdivision (b) of Section 65080.</i> <i>(4) The costs of transportation improvements required to accommodate the population growth in accordance with the alternative scenario.</i> <i>(5) The economic, social, environmental, regulatory, and institutional barriers to the scenario being achieved.</i> <p><i>(e) If the adopted regional transportation plan already achieves one or more of the objectives set forth in subdivision (c), those objectives need not be discussed or evaluated in the alternative planning scenario.</i></p> <p><i>(f) The alternative planning scenario and accompanying report shall not be adopted as part of the regional transportation plan, but it shall be distributed to cities and counties within the region and to other interested parties, and may be a basis for revisions to the transportation projects that will be included in the regional transportation plan.</i></p> <p><i>(g) Nothing in this section grants transportation planning agencies any direct or indirect authority over local land use decisions.</i></p> <p><i>(h) This section does not apply to a transportation plan adopted on or before September 1, 2001, proposed by a transportation planning agency with a population of less than 1,000,000 persons.</i></p>	