

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

DRAFT

(October 27, 2009)

SUSTAINABLE COMMUNITIES STRATEGY COLLABORATIVE PROCESS

I. INTRODUCTION

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

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

- Prepare a Sustainable Communities Strategy (SCS) as part of the 2012 Regional Transportation Plan (RTP). The SCS will meet a State-determined regional GHG emission reduction target, if it is feasible to do so.
- Prepare an Alternative Planning Strategy (APS) that is not part of the RTP if the SCS is unable to meet the regional target.
- Integrate SCAG planning processes, in particular assuring that the Regional Housing Needs Assessment (RHNA) is consistent with the SCS, at the jurisdiction level.
- Specific to SCAG only, allow for subregional SCS/APS development.
- Develop a substantial public participation process involving all stakeholders.

In addition, the following are SCAG's preliminary goals for implementing SB 375:

- Achieve the regional GHG emission reduction target for cars, light, and medium trucks through a SCS.
- Fully integrate SCAG's planning processes for transportation, growth, intergovernmental review, land use, housing, and the environment.
- Seek areas of cooperation that go beyond the procedural statutory requirements, but that also result in regional plans and strategies that are mutually supportive of a range of goals.
- Build trust by providing an interactive, participatory and collaborative process for all stakeholders. Provide, in particular, for the robust participation of local jurisdictions,

subregions and CTCs in the development of the SCAG region's SCS and implementation of the subregional provisions of the law.

- Assure that the SCS adopted by SCAG and submitted to California Air Resources Board (ARB) is a reflection of the region's strategy and vision for the future.
- Develop strategies that incorporate and are respectful of local and subregional priorities, plans, and projects.

In sum, the SCAG region will develop and finalize a SCS as part of the 2012 Regional Transportation Plan. This Strategy will emerge through extensive dialogue and collaboration involving SCAG, its 14 subregions, member and non-member jurisdictions, CTCs, and a variety of other stakeholders and participants including the general public. As described further in this document, SCAG has established several goals for this process. SCAG intends to use this process to foster collaboration, such that the eventual regional SCS is a reflection of the region's own vision for its future.

In addition, SCAG has detailed, in a separate document, the Draft Subregional Framework and Guidelines, the specific roles and responsibilities that a SCAG subregion shall undertake, should any subregion elect to prepare a Subregional SCS for its subregion (Attachment D).

II. COLLABORATIVE PLANNING PROCESS

Reducing GHG emissions in the SCAG region will require extensive collaboration among many partners: Subregions, CTCs, Air Districts, Counties, Cities, and many other stakeholders. Flexibility, rather than formal arrangements is encouraged. This planning process should be viewed in terms of a series of iterative discussions between SCAG, its subregions, counties and cities, and CTCs, with the collective goal of identifying GHG reduction strategies. SCAG welcomes all levels of effort and participation.

This SCS planning process will include the following:

- Identifying transit projects (existing; planned/programmed; new projects/concepts)
- Identifying other transportation projects and policies that may reduce GHG emissions
- Identifying Champion/Green cities (demonstration projects/policies for GHG reductions)
- Holding collaborative workshops (outreach and education)
- Reviewing and refining ARB's "Best Management Practices" (BMPs)
- Reviewing and refining local data with SCAG staff
- Developing additional regional policies to reduce GHG emissions (above and beyond reductions from existing General Plan strategies)
- Performing regional transportation model runs (along with other types of analysis)

If a subregion exercises the option of preparing and adopting their own SCS, then two additional steps would be required: Subregional Board adoption of the subregional SCS and a documented public outreach effort.

This SCS Collaborative Process presents each subregion with a flexible range of approaches to develop a SCS. SCAG has requested that each subregion identify, and submit in writing to SCAG, the approach it proposes to undertake by December 31, 2009.

A. SCS Development: Timeline

The following provides a brief outline of the five phases leading to the development of a SCS:

Phase 1: Program Setup and Conceptual Scenario [1/2009-12/2009]

- Developed amended Public Participation Plan and Conceptual Land Use Scenario
- Providing informational presentations and workshops

Phase 2: Target Setting/Scenario Planning/Outreach [6/2009-9/2010]

- Participated in the Statewide Target Setting process (RTAC)
- Initiate sketch/scenario planning with subregions and local jurisdictions
- Develop Regional Target recommendation for ARB

Phase 3: SCS Development [7/2010-11/2011]

- Conduct Scenario Planning Workshops throughout the region
- Prepare Draft 2012 RHNA, at the city level
- Prepare Draft 2012 SCS/RTP and Draft PEIR

Phase 4: Draft 2012 SCS/RTP; and Draft PEIR [11/2011-4/2012]

- Conduct at least three (3) public hearings for the Draft SCS (as required by SB 375)
- Respond to comments/input to Draft 2012 SCS/RTP and Draft PEIR

Phase 5: Final 2012 SCS/RTP [4/2012-6/2012]

- Prepare and adopt Final 2012 SCS/RTP and PEIR
- Prepare and adopt Final 2012 RHNA, at the jurisdiction level

B. Roles and Responsibilities

SB 375 defines roles and responsibilities for the various agencies that are involved in the preparation of the SCS/RTP. The statute allows for the option of subregions, in partnership with CTCs, to develop, adopt and submit a subregional SCS to SCAG for integration into the SCAG regional SCS, with the understanding that a subregional SCS complies with the statute and SCAG's Subregional Framework and Guidelines. SB 375 also requires a robust local public participation process in the development of any SCS, whether it be regional or subregional.

This SCS Collaborative Process presents a flexible array of roles and responsibilities among the various partners and stakeholders, that can be tailored and refined to reflect the best working arrangements within each subregion. As a starting point, the possible roles and responsibilities are as follows:

SCAG's Roles and Responsibilities:

- Develop and adopt an integrated growth forecast for the SCAG region
- Develop and adopt 2012 RTP/SCS/APS, and RHNA
- Adopt Public Participation Plan and Subregional Framework and Guidelines
- Provide growth forecast datasets as required by the SCS/RTP and RHNA planning efforts
- Develop and conduct a public process

- Convene and facilitate workshops and other dialogue
- Develop, maintain and disseminate data, maps and other information as needed in SCS
- Develop models, technical tools, and methodologies, and provide technical analysis and modeling results regarding estimates of GHG emissions
- Facilitate partnership arrangements among other participants (e.g., subregions and CTCs)

Subregions’ Potential Roles and Responsibilities:

- Convene and facilitate workshops and other dialogue with local jurisdictions and stakeholders
- Provide planning assistance to SCAG and/or local governments
- Identify strategies or strategy elements that can be considered and developed for SCS
- Identify key partners, stakeholders, and Champion Cities within their areas
- Compile and submit input to SCAG on growth forecast/strategy
- Adopt subregional RHNA distribution
- Work with CTCs to prepare transportation investment strategy
- Develop and adopt subregional SCS/APS at their option (subject to Framework & Guidelines)

County Transportation Commissions’ Potential Roles and Responsibilities:

- Identify transportation investments that support the land use components of a SCS
- Work with subregions and local governments to develop strategy options
- Participate in workshops and dialogue
- Work with SCAG and/or subregions to develop SCS

Cities’ and Counties’ Potential Roles and Responsibilities:

- Participate in workshops and dialogue
- Compile and submit input to SCAG on growth forecast
- Work with subregions, CTCs, and SCAG to develop strategies that can be included in a SCS
- Work with SCAG and/or one of the 14 SCAG subregions to develop SCS

C. Collaborative Process Examples

SCS development and levels of participation will vary from subregion to subregion, depending on local funds available, time, staffing, expertise, and available data. SCAG will encourage a flexible approach to the development of a SCS, which includes VMT and GHG reduction strategies. A menu of options/approaches will be developed collaboratively with the 14 SCAG subregions and CTCs, and may include some or all of the following actions:

- Strategy development to reduce GHG, including developing and testing alternative growth patterns, and alternative transportation investment bundles in conjunction with the CTCs and SCAG.
- Outreach and education, including convening and hosting workshops, and developing materials.

- Data and information compilation, including subregional best practices, development typologies, and Model Traffic Analysis Ordinances and mitigation policies, as appropriate.
- Work with local governments to identify the location of land uses, residential densities, and building intensities within the subregion based on updated local housing elements and identify any planning or investment barriers to achieving transportation efficiency in terms of both VMT and GHG reductions.
- Work with the respective CTC and subregion(s) to develop a regional and/or subregional SCS and related metrics if necessary, and to measure progress in reducing VMT and achieving the regional GHG reduction target.

SCAG will facilitate discussions with each subregion to help determine the most appropriate roles and sets of activities for the subregion to undertake. SCAG is requesting that each subregion specify its role by action of the subregional governing body. This action should be reported to SCAG by December 31, 2009.

D. Transportation Integration

SB 375 calls for development of a strategy integrating local land use and transportation strategies. Broadly, transportation strategies can be divided into:

- Capital projects (capacity enhancements/expansion to the transportation network)
- Policies and programs (such as congestion pricing, operational improvements, transportation demand management (TDM) strategies, etc.)

Development of a SCS presents a unique opportunity to focus less on capital intensive investments, and to develop better approaches to system management and operational improvements, implementing pricing policies, and improving the coordination between transit services and non-motorized transportation, with the goal of creating more livable communities.

Developing the transit investment component of a SCS will require extensive collaboration among subregional stakeholders and County Transportation Commissions in order to derive higher performance from the transportation system. The CTCs have a major role to play with the following:

- Facilitate the dialogue between subregions and CTCs, and SCAG.
- Monitor development of RTP Guidelines being considered at the State level.
- Assist in the analyses of SCS scenarios.
- Discuss/suggest projects/strategies to complement SCS scenarios.
- Provide technical and modeling expertise to analyze and evaluate projects and strategies that may complement SCS strategies.
- Assist in building consensus.

E. Major Components of SCS

The required elements of a SCS are outlined in Government Code §65080(b)(2)(B). While there are eight required elements, in essence the SCS is built around three major components, in addition to “best management practices”, that work in concert to reduce GHG emissions. The SCS must also identify areas within the region sufficient to house all of the population of the region both during the long-term RTP planning period and the short-term eight-year RHNA period, which typically have not been included in an RTP. Brief descriptions of these major SCS components are:

1. Growth Distribution and Land Use

The growth distribution, for SCS purposes, is the adopted growth forecast used for the RTP. SB 375 requires that this forecast be developed in such a way that it demonstrates reduced VMT and GHG emissions due to land use strategies as compared to current conditions (defined as a 2005 base year). This growth distribution will also be the basis for the jurisdiction level RHNA allocation.

2. Transportation Investments

The transportation network consists of the existing and planned transportation projects. SB 375 requires that these projects be “consistent” (with some exceptions based on grandfathering provisions in the law) with the SCS. In other words, the development of the future transportation network should proceed in such a way that it serves the anticipated growth strategy and distribution reflected in the SCS. Transportation projects, in order to be considered part of the SCS, must be included in the constrained 2012 RTP.

3. Transportation Policies

In addition to transportation projects, the RTP contains policies such as Transportation Demand Management (TDM) or Transportation System Management (TSM) policies. These include ride sharing, smart shuttles, preferential parking, freeway metering, etc. These policies can be layered with the other two major elements of the SCS in order to achieve additional reductions. It is anticipated that TDM/TSM policies will be of particular use in locales that do not have substantial existing or planned transit infrastructure.

Best Management Practices: The use of a menu of best management practices (BMP), as discussed to date at the State level by the Regional Targets Advisory Committee (RTAC), could potentially be a planning and communications tool within the regional process. A BMP list would consist of available land use and transportation policies and practices that are expected to result in GHG reductions.

The BMP tool discussed by the RTAC would be formatted in an easy-to-use, and understand, chart or spreadsheet, which would indicate the approximate level of GHG reduction that could be achieved by implementing a particular strategy or set of strategies in a particular setting.

The BMP spreadsheet tool could serve as an initial screening tool to help facilitate decision making by planning commissions, city councils and county boards to evaluate SCS strategies during their planning processes. The following elements are under consideration for inclusion in a BMP menu: Land Use, Transportation, Pricing, and TDM/TSM.

SCS COLLABORATIVE PROCESS

ATTACHMENTS

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Attachment A: SCS Development Phases

The SCS development process consists of five phases leading up to the adoption of the 2012 RTP. A brief description of each is included here with highlighted activities for each phase.

PHASE 1 – Program Setup and Conceptual Scenario – thru December 2009

Phase 1 consists of the following:

- Development of Emissions Methodology (discussed below and included as Attachment C)
- Development of the Public Participation Plan (discussed below and available on SCAG's website at: <http://www.scag.ca.gov/publicparticipationplan/index.htm>)
- Development of this collaborative approach/process description
- Developed and circulated the Conceptual Land Use Scenario (CLUS)
- Finalization of roles and responsibilities among SCAG and its partners/stakeholders
- Baseline Growth Forecast/local input

PHASE 2 – Target Setting/Scenario Planning/Outreach – thru September 2010

Phase 2 consists of the following:

- Technical sketch/scenario planning exercise to inform target setting
 - Prepared by SCAG staff, in consultation with Plans and Programs Technical Advisory Committee and subregions.
- Regional outreach and consensus building to inform target setting
 - Regional Summit as kickoff to subregional workshops
 - Hold at least one workshop per subregion. If a subregion desires to hold additional workshops, SCAG staff will be prepared to support their efforts, as needed
 - Discuss principles and assumptions used to develop CLUS, in order to gauge acceptance of potential land use strategies
 - Show visualizations of development types and policies that can help develop SCS
 - Utilize real-time polling to measure the workshop participants' level of interest and commitment to a range of potential policies and assumptions, including for example:
 - The use of 10 percent city and county control totals for housing and employment
 - Locating new growth areas close to transit services with vacant or redevelopment land capacity
 - Other land use policies
 - Transportation Demand/System Management
 - Transportation investment
 - SCAG will then quantify the potential GHG reduction benefits from the highest ranked policies
 - The policy input from CTCs, subregions and local jurisdictions, when quantified, will help inform SCAG's target recommendation to ARB

PHASE 3 – SCS Development – July 2010 thru November 2011

Phase 3 consists of workshops and other sessions designed to seek commitment on specific strategy elements to be included in the Draft 2012 SCS/RTP.

- Hold at least three (3) iterative public workshops per county (one in Imperial)
 - Provide public with the information and tools necessary to provide a clear understanding of the issues and policy choices
 - Include urban simulation modeling to create visual representation of SCS
 - Prompt discussion and consideration of various strategy options
 - Seek local commitment for a preferred SCS strategy
- Release Draft 2012 SCS/RTP for public comment and review
- Release Draft PEIR for public comment and review

PHASE 4 – Draft 2012 SCS/RTP and Draft PEIR – November 2011 thru April 2012

Phase 4 consists of required sessions (informational sessions with elected officials and public hearings) to seek input on a draft SCS.

- Conduct at least three public hearings for the Draft SCS
- Responses to comments/input to Draft 2012 SCS/RTP and Draft PEIR

PHASE 5 – Final SCS/RTP – April 2012 thru June 2012

Prepare and adopt Final 2012 SCS/RTP and PEIR.

Public Outreach Strategy

SCAG Sustainable Communities' and Climate Protection Program (SB 375)

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2012 SCS

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I. Overview

The SCAG region will develop and finalize a Sustainable Communities Strategy (SCS) as part of the 2012 Regional Transportation Plan. The following outreach strategy, related to the SB 375 process, will encompass extensive dialogue and collaboration between SCAG, its 14 subregions, County Transportation Commissions (CTC's/ IVAG), and a variety of affiliated stakeholders, including the general public. Through this outreach process, SCAG seeks to build partnerships and consensus on planning strategies so that the final SCS embodies a collective vision for the region's future.

As it relates to the outreach process, SCAG staff has considered the following goals:

1. Put forward a positive image of integrated planning (utilizing the established Compass Blueprint principles- Sustainability, Livability, Mobility and Prosperity)
2. Raise awareness of "climate change" legislation (specifically, to explain the changes Assembly Bill 32 and Senate Bill 375 have created)
3. Provide an interactive and participatory outreach process for all stakeholders.
4. Elicit input on the benefits and impacts of proposed Sustainable Communities Strategies
5. Comply with the provisions of SB 375.

II. Outreach Process

The purpose of the Outreach Program is to engage the public in the Sustainable Communities Strategy planning process in order to secure public support for the actions necessary to reduce greenhouse gas emissions from cars and light trucks. Outreach and public education programs are necessary to promote understanding for the intent of the legislation and recognition of the actions necessary at both the individual and policy level.

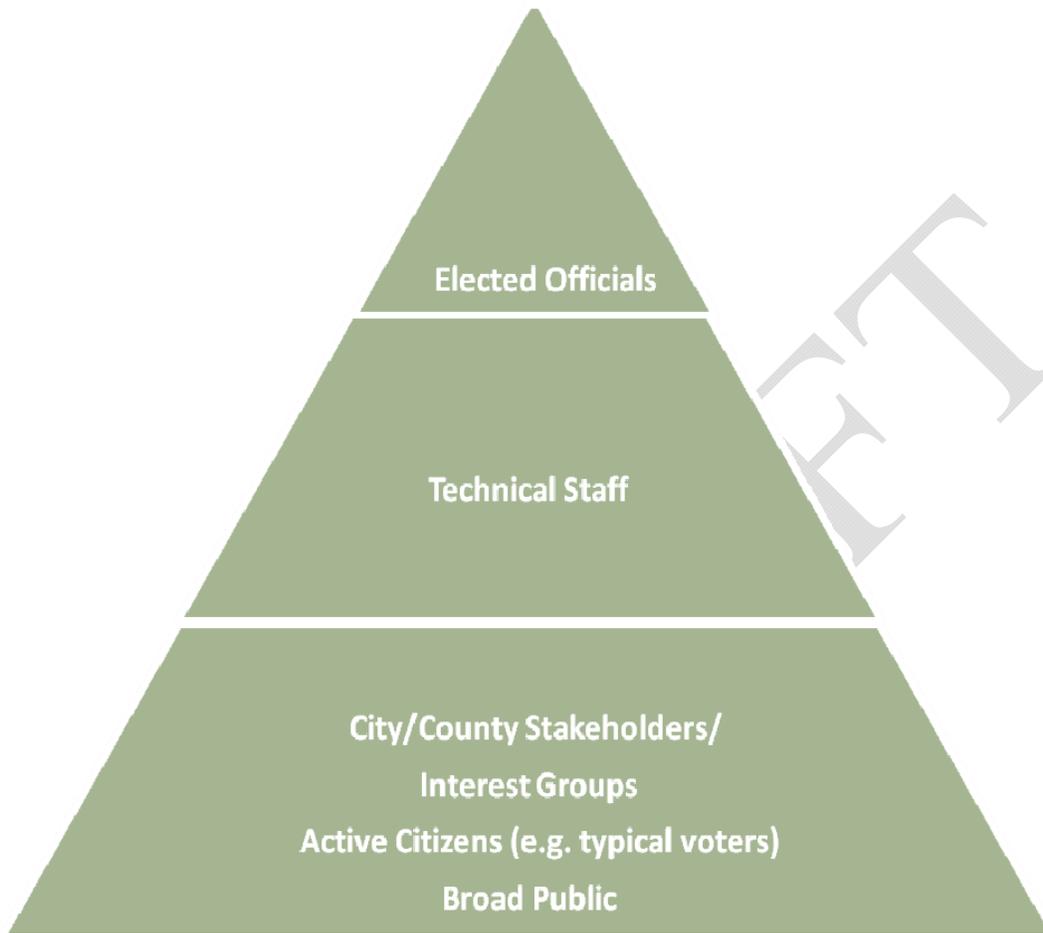
SCAG will coordinate public engagement processes throughout the region, supporting public outreach efforts as integral elements in local, county and subregional SCS planning efforts.

SCAG will work together with all levels of government, the business and development community, and the environmental and public health communities to provide information and guidance on best practices to reduce GHG emissions from new and existing development.

As required by the California Sustainable Communities Strategy and Climate Protection Act, SCAG has created amendments to its Public Participation Plan to incorporate the participation of all levels of stakeholders through a series of briefings, workshops and public hearings and other involvement mechanisms. The outreach process outlined here will fulfill the legal requirements of SB 375, and is strategic in its approach to move forward public policy, funding, land use and transportation planning, to lower VMT and reduce GHG emissions.

SCAG’s outreach approach will address each level of involvement:

- Technical Outreach
- Outreach and Collaboration with Stakeholders



Levels of Involvement	Role	Involvement Mechanisms
Elected officials	Will make implementation decisions	Regional Council/Policy Committees, Briefings, Host Meetings, Media Interviews, and Op-Eds
Technical staff	Will attend meetings, review technical reports, and provide input on framework and process issues	Regional Plans and Programs Committee, CTC and COG Technical Advisory Committees
City/County stakeholders and Interest Groups	Will attend Meetings, provide feedback on SCS	Public Forums, Personalized Invitations, Organizational networks
Active Citizens	Will fill out surveys	Surveys, Facebook, Twitter, Newsletters
Broad Public	Will receive information	Newspaper, Radio Coverage

III. Technical Outreach

A major component of developing the Sustainable Communities Strategies is the collection of regional data and the incorporation of local and sub regional planning and policy decisions. In an effort to submit a comprehensive and accurate SCS, SCAG will reach out to local jurisdictions around the region to update the growth forecast and to gather feedback, as the SCS develops, through the scenario process.

Below are the technical outreach areas and activities:

Forecast Development and Local Input

At the outset of developing the SCS, SCAG will engage the Counties, Cities, COG's and CTCs/IVAG in a series of workshops, briefings and one-on-one interviews. These meetings will be designed to update the baseline 2008 growth projections as well as vet the regional and sub-regional target recommendations of the Regional Technical Advisory Committee (RTAC).

As in prior RTP planning cycles, this outreach will be led by SCAG staff. will include opportunities for each local jurisdiction to review data, make corrections, and inform SCAG staff of local planning decisions and other circumstances that will affect growth.

Collaboration with Key Partners

On a continuous basis, SCAG will work to identify SCS solutions with key federal agencies, the Governor's Strategic Growth Council and other MPOs to formulate the structure of a regional sustainable communities' strategy.

Technical outreach will use the same process across the subregions, for consistency of data and to ensure that growth forecast and modeling information is released to the entire region in the same time frame.

IV. Stakeholder Outreach

SB 375 outlines a series of stakeholder workshops and public hearings during the development of the SCS that MPO's are to conduct. SCAG has prepared a robust outreach plan that reaches all levels of stakeholders throughout the six-county region. The focus of this outreach will be to educate stakeholders on the variety of land-use and transportation options available for consideration in the development of the SCS. Additionally the outreach activities at the stakeholder level will work toward consensus on locally preferred options that maximize GHG reductions for the region.

To that end, SCAG will structure county and regional outreach teams comprised of elected officials, key stakeholders and policy experts. The role of these outreach teams will be to work with subregions, cities, counties and stakeholders to provide education and promote dialogue as the strategies develop.

Meetings with outreach teams will begin in the summer of 2009 to frame the conversation and direct the process needed to secure commitments to a regional Sustainable Communities Strategy.

Stakeholder Workshops

The new law outlines a series of stakeholder workshops and public hearings during the development of the SCS that MPO's are to conduct. SCAG has prepared a more robust outreach strategy that reaches all levels of stakeholders throughout the six-county region. The focus of this stakeholder outreach will be on the policy and strategy issues that will frame the community strategies to be developed to augment and enhance the preliminary baseline Conceptual Land Use Strategy scenarios developed by SCAG staff. The following highlights the stakeholder outreach approach that will be implemented in Phases 2, 3, 4 and 5 through June 2012.

Regional Summit

In January 2010, SCAG will convene and host a Regional Summit to provide an overview of sustainability and scenario development issues contributing to the SCS development process. This will serve as a kickoff to regional and subregional workshops in Phases II and III focused on subregional policy and scenario development to be completed through 2011.

SCAG will use the regional summit as an opportunity to collaborate with federal, state and local agencies focused on livable communities and climate protection issues. Key leadership will be invited to participate in SCAG's regional summit from the federal partnership between HUD, DOT and EPA to implement joint housing and transportation programs, together with the Governor's Strategic Growth Council. Bringing the federal and state leadership into the regional discussion of Sustainable Communities strategies will enhance the opportunity for developing long-term commitments which are supported by federal and state policy and funding.

Regional and Sub-regional Workshops

Following the Regional Summit, SCAG will convene a series of regional and subregional workshops that integrate broad stakeholder interests to define SCS elements, and gauge interest and commitment throughout the region. The workshops in Phase II will focus on developing a regional target recommendation that is based on achievable land use, policy and cost strategies and will be completed through June 2010. The subsequent workshops in Phase III will build on the assumptions behind the preliminary CLUS scenario developed by SCAG and will continue through 2011.

These workshops will result in Guiding Principles and "Principles of Agreement" that solidify a subregion's level of commitment to a set of policies. The subregional policy input, when quantified through SCAG's models, will help inform SCAG's initial target recommendation to ARB prior to June 2010.

Required SB 375 Scenario Planning/Workshops

The development of an SCS requires optimization of three major variables - the growth and development pattern, the transportation network, and transportation policies for the entire region. SCAG intends to convene workshops for scenario planning exercises that will demonstrate the interplay and potential outcome of policy changes in each of these three areas. This will lead to tentative strategy decisions, and will prompt a responsive process that allows for different strategies to be suggested, tested, and adjusted based on the concerns of participants.

SCAG intends to comply with the legally mandated outreach requirements outline below and carried out in Phases 3, 4 and 5 to be completed between June 2010 and June 2012.

- Hold at least two informational meetings in each county for members of the Board of Supervisors/City Councils on SCS and APS, if any.
 - The purpose of the meeting shall be to present a draft of the SCS to the members of the Board of Supervisors and the City Council members in that county and to solicit and consider their input and recommendations.
- Hold at least three iterative public workshops per county (1 in Imperial).
 - Provide public with the information and tools necessary to provide a clear understanding of the issues and policy choices
- Hold at least three public hearings on the draft SCS in the RTP and APS, if one is prepared.
 - The hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.

V. Schedule

The RTP development schedule, which is more detailed and illustrates interactions between the various elements in the integrated planning process, is included as Appendix 1.

VI. Communication Tools

In support of the outreach activities outlined above, the following communication tools will be utilized where necessary.

Collateral materials -These include but are not limited to the following: brochures, factsheets, briefing papers, newsletters

Champion Cities (Case Studies)- Through the outreach process, SCAG will identify and engage cities that are proactively demonstrating planning and policies supportive of SCS principles, to be champions of a strong commitment to a regional sustainable communities' strategy. These cities will be spotlighted at meetings and workshops around the region.

Website -- a dynamic interactive web portal for stakeholders to engage in the process and receive current information on project materials and meeting schedules.

Turning Point Software -real time electronic voting tools to engage stakeholders in preference surveys that can be used in consideration of land use, building types and policy initiatives.

Online tools- social networking, YouTube, e-blasts etc

Media Relations- Earned media: press releases, editorials, letters-to-the-editor, features on local news and radio programs. Paid media: newspaper/radio/TV ads or PSA's

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Attachment C: Analytical Tools & Methodologies

*Under review: Revised version under development
to be released at a later date*

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Attachment D: Draft Subregional Framework and Guidelines

Southern California Association of Governments

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(October 27, 2009)

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

I. INTRODUCTION

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

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

- Prepare a Sustainable Communities Strategy (SCS) as part of the 2012 Regional Transportation Plan (RTP). The SCS will meet a State-determined regional GHG emission reduction target, if it is feasible to do so.
- Prepare an Alternative Planning Strategy (APS) that is not part of the RTP if the SCS is unable to meet the regional target.
- Integrate SCAG planning processes, in particular assuring that the Regional Housing Needs Assessment (RHNA) is consistent with the SCS, at the jurisdiction level.
- Specific to SCAG only, allow for subregional SCS/APS development.
- Develop a substantial public participation process involving all stakeholders.

Unique to the SCAG region, SB 375 provides that “a subregional council of governments and the county transportation commission may work together to propose the sustainable communities strategy and an alternative planning strategy ... for that subregional area.” In addition, SB 375 authorizes that SCAG “may adopt a framework for a subregional SCS or a subregional APS to address the intraregional land use, transportation, economic, air quality, and climate policy relationships.” Finally, SB 375 requires SCAG to “develop overall guidelines, create public participation plans, ensure coordination, resolve conflicts, make sure that the overall plan complies with applicable legal requirements, and adopt the plan for the region.” *See*, Government Code §65080(b)(2)(C).

The intent of this Subregional Framework and Guidelines is to offer the SCAG region's subregional agencies the highest degree of autonomy, flexibility and responsibility in developing a program and set of implementation strategies for their subregional areas. In so doing, it is hoped that the subregional strategies brought forward for regional adoption will better reflect the issues, concerns, and future vision of the region's collective jurisdictions and the fullest possible range of stakeholders. At the same time, it is necessary for SCAG to develop measures that assure equity, consistency and coordination, such that the region can collect and incorporate subregional strategies, and include a successful regional SCS in the 2012 Regional Transportation Plan (RTP) as required by SB 375. For that reason, this Framework and Guidelines establishes standards for the subregion's work in preparing and submitting subregional strategies, while also laying out SCAG's role in facilitating and supporting the subregional effort with data, tools, and other assistance.

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

II. ELIGIBILITY AND PARTICIPATION

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

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

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

III. FRAMEWORK

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

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

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

B. Flexibility

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

C. Outreach Effort and Principles

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

D. Communication and Coordination

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

E. Planning Concepts

SCAG, its subregions, and member cities have established a successful track record on a range of land use and transportation planning approaches through the on-going SCAG Compass Blueprint program, including local demonstration projects. Subregions are encouraged to capture, further develop and build off the concepts and approaches of the Compass Blueprint program. In brief, these

include developing transit-oriented, mixed use, and walkable communities, and providing for a mix of housing and jobs.

IV. GUIDELINES

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

A. Subregional Process

(1) Subregional Sustainable Communities Strategy

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

The subregional SCS will include all components of a regional SCS as described in SB 375, and must include the following:

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

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

In preparing the subregional SCS, the subregion will consider feasible strategies, including local land use policies, transportation infrastructure investment (e.g., transportation projects), and other transportation policies such as Transportation Demand Management (TDM) strategies (which includes pricing), and Transportation System Management (TSM) strategies. Technological measures may be included if they exceed measures captured in other state and federal requirements (e.g., AB32).

As discussed further below (under “Documentation”), subregions need not constrain land use strategies considered for the SCS to current General Plans. The adopted strategy need not be fully consistent with local General Plans currently in place. However, should the adopted subregional strategy deviate from General Plans, subregions will need to demonstrate the feasibility of the strategy by documenting any affected jurisdictions’ willingness to adopt the necessary General Plan changes.

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

SCAG will accept and incorporate the subregional SCS unless it is inconsistent with SB 375, federal law, or the Framework and Guidelines. As SCAG intends the entire SCS development process to be iterative, SCAG will not amend a subregional SCS submitted to SCAG. SCAG may provide additional guidance to subregions so that subregions may make amendments to its subregional SCS as part of the iterative process, or request a subregion to prepare an APS if necessary.

(2) Subregional Alternative Planning Strategy (APS)

Subregions are encouraged to focus their efforts on feasible measures that can be included in a SCS. In the event that a subregion must prepare an APS, the content of a subregional APS should be consistent with what is required by SB 375, as follows:

- (i) Shall identify the principal impediments to achieving the subregional SCS.
- (ii) May include an alternative development pattern for the subregion pursuant to subparagraphs (B) to (F), inclusive.
- (iii) Shall describe how the the alternative planning strategy would contribute to the regional greenhouse gas emission reduction target, and why the development pattern, measures, and policies in the alternative planning strategy are the most practicable choices for the subregion.
- (iv) An alternative development pattern set forth in the alternative planning strategy shall comply with Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, except to the extent that compliance will prevent achievement of the regional greenhouse gas emission reduction targets approved by the ARB.

(v) For purposes of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), an alternative planning strategy shall not constitute a land use plan, policy, or regulation, and the inconsistency of a project with an alternative planning strategy shall not be a consideration in determining whether a project may have an environmental effect. *See*, Government Code §65080(b)(2)(H).

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

(3) Outreach and process

SCAG will fulfill all of its outreach requirements under SB 375 for the regional SCS/APS, which will include outreach regarding any subregional SCS/APS. SCAG staff has revised its Public Participation Plan to incorporate the outreach requirements of SB 375, and integrate the SB 375 process with the 2012 RTP development. Subsequent to the adoption of the Final PPP (Amendment No. 2), SCAG will continue to discuss with subregions and stakeholders the Subregional Framework & Guidelines, which further describe the Public Participation elements of SB 375.

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

(4) Adoption and authority

It is recommended that the governing board of the subregional agency adopt the subregional SCS prior to submission to SCAG. While the exact format is still subject to further discussion, SCAG recommends that there be a resolution from the governing board of the subregion with a finding that the land use strategies included in the subregional SCS are feasible and based upon consultation with the local jurisdictions in the respective subregion. Finally, in accordance with SB 375, subregions are strongly encouraged to work in partnership with the CTC in their area. SCAG can facilitate these arrangements if needed.

(5) Data Standards

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

1. Types of Variables

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

2. Geographical Levels

SCAG is considering the collection and adoption of the data at the 5.5 acre grid cell level as optional for local agencies in order to make accessible the CEQA streamlining provisions under SB 375. The housing unit, employment, and the land use variables can be collected at the 5.5-acre grid cell level for those areas which under SB 375 qualify as containing a “transit priority project” (i.e. within half-mile of a major transit stop or high-quality transit corridor) for purposes of allowing jurisdictions to take advantage of the CEQA streamlining incentives in SB 375.

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

3. Base Year and Forecast Years

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

(6) Documentation

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

(7) Timing

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

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

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

SB 375 requires that the RHNA allocated housing units be consistent with the development pattern included in the SCS. *See*, Government Code §65584.04(i). SCAG will be adopting the RHNA and applying it to local jurisdictions at the jurisdiction boundary level. SCAG staff believes that consistency between the RHNA and the SCS may still be accomplished by aggregating the housing

units contained in the smaller geographic levels noted in the SCS and including such as part of the total jurisdictional number for RHNA purpose. SCAG staff has concluded that there is no consistency requirement for RHNA purposes at sub-jurisdictional level, even though the SCS is adopted at the smaller geographic level for the opportunity areas.

B. COUNTY TRANSPORTATION COMMISSIONS' ROLES AND RESPONSIBILITIES

Subregions that develop a subregional SCS will need to work closely with the CTC in their area in order to coordinate and integrate transportation projects and policies as part of the subregional SCS. As discussed above (under "Subregional Sustainable Communities Strategy"), any transportation projects identified in the subregional SCS must also be included in the 2012 RTP in order to be considered as a feasible strategy. SCAG can help to facilitate communication between subregions and CTCs/IVAG.

C. SCAG ROLES AND RESPONSIBILITIES

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

(1) Preparing and adopting the Framework and Guidelines

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

(2) Public Participation Plan

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

(3) Methodology

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

(4) Incorporation/Modification

SCAG will accept and incorporate the subregional SCS unless it is inconsistent with SB 375, federal law, or the Subregional Framework and Guidelines. As SCAG intends the entire SCS development process to be iterative, SCAG will not amend a locally-submitted SCS. SCAG may provide additional guidance to subregions so that subregions may make amendments to its subregional SCS as part of the iterative process, or request a subregion to prepare an APS if necessary. Further, SCAG can propose additional regional strategies if feasible and necessary to achieve the regional emission reduction target with the regional SCS. SCAG will provide a process and timeline whereby subregions would submit a draft subregional SCS for review and comments to SCAG, so that any inconsistencies may be identified and resolved early in the process. This process and timeline will be outlined in the written agreement between SCAG and the subregional organization.

(5) Modeling

SCAG currently uses a Trip-Based Regional Transportation Demand Model and ARB's EMFAC model for emissions purposes. In addition to regional modeling, SCAG is developing tools to evaluate the effects of strategies that are not fully accounted for in the regional model. SCAG is also developing two additional tools – a Land Use Model and an Activity Based Model – to assist in strategy development and measurement of outcomes under SB 375.

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

(6) Adoption/Submission to State

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

(7) Conflict Resolution

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

(8) Funding

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

(9) Preliminary Scenario Planning

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

(10) Data

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

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

(4) Policy Forecast/SCS.

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

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

The list of data/GIS maps include:

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

(11) Tools

SCAG is developing a Local Sustainability Planning Model (LSPM) for subregions/local jurisdictions to analyze land use impact. The LSPM is a web-based tool that can be used to analyze, visualize and calculate the impact of land use changes on auto ownership, mode use, vehicle miles of travel (VMT), and greenhouse gas emissions in real time. Users will be able to estimate transportation and emissions impacts by modifying land use on 5.5 acres grid cell system, which was built from SCAG's current scenario development tool (Envision Tomorrow).

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

(12) Resources and technical assistance

SCAG will assist the subregions by making available technical tools for scenario development as described above. Further, SCAG will assign a staff liaison to each subregion, regardless of whether the subregion exercises its statutory option to prepare a SCS. SCAG staff can participate in subregional workshops, meetings, and other processes at the request of the subregion, and pending funding and availability. SCAG's legal staff will be available to assist with questions related to SB 375 or SCAG's implementation of SB 375. Further, SCAG will prepare materials for its own process in developing the regional SCS, and will make these materials available to subregions. Further assistance that can be provided by SCAG can be considered and discussed as these Framework and Guidelines are finalized.

D. MILESTONES/SCHEDULE

- SCAG compiles Growth Forecast (Baseline & Trend Workshops) – Summer 2009
- RTAC recommends Regional Targets methodology – September 2009
- SCAG finalizes draft baseline growth forecast – Fall 2009
- Deadline for Subregional SCS commitment – December 2009
- SCAG provides growth forecast data to subregions – January 2010
- SCAG provides preliminary regional emission reduction target to ARB – March 2010
- SCAG provides “Envision Tomorrow” tool to subregions – March 2010
- SCAG and subregions conduct preliminary scenario planning to inform regional target setting – January to March 2010
- CARB issues Final Regional Targets – September 2010
- SCS development (preliminary/draft etc) – through early 2011
- Subregions submit preliminary subregional SCS – February 2011
- Subregions submit final subregional SCS – June 2011
- Release Draft RTP/regional SCS for public review – November 2011
- Regional Council adopts RTP/SCS – April 2012