



# SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

## SPECIAL MEETING OF THE TECHNICAL WORKING GROUP (TWG)

Thursday, September 15, 2016 10:00 a.m.

SCAG Offices  
818 West 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
**Board Room**  
Los Angeles, CA 90017  
(213) 236-1800

**Teleconferencing Information: Number: 1-800-832-0736 – Participant Code: 7334636**

Please use for web connection: <http://scag.adobeconnect.com/twg91814/>

### AGENDA

#### Introductions

#### Receive and File

1. Meeting Summary 8-18-16 (Attachment)

#### Information Items

2. Revised Data Distribution Protocol (Clark) (Attachment)
3. Subregional SCS Framework & Guidelines (Clark) (Attachment)



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

Item 1 Attachment:  
Meeting Summary



## TECHNICAL WORKING GROUP (TWG)

August 18, 2016

### **Meeting Summary**

The following is a summary of discussions at the Technical Working Group meeting of August 18, 2016.

### **Receive and File**

#### **1. Meeting Summary 6-16-16**

### **Information Items**

#### **2. Transition of Chair**

Mark Butala, SCAG staff, introduced the new Chair of the Technical Working Group, Mark Yamarone, Director of Long Range Planning, LACMTA. Mr. Butala also thanked the outgoing Chair, Shirley Medina, Director, Planning and Programs, RCTC, for her service over the past years.

#### **3. Comparison Primer between SPM and Revision (CALOTS)**

Michael Gainor and Jung A Uhm, SCAG staff, provided a summary comparison of the two tools, including sources and data associated with the tools. Mr. Gainor also provided an overview of the functions of the two tools and the development of each of the tools.

#### **4. 2016 Draft California MPO/RTP Guidelines**

Courtney Aguirre, SCAG staff, explained that RTP Guidelines are intended to provide MPOs with guidance on how to develop their RTPs so they may comply with state and federal planning requirements. Ms. Aguirre provided an overview of the key changes to the Guidelines, which include a public health appendix, changes to CEQA due to pending litigation SB 743, and refinements to the modeling chapter. Ms. Aguirre noted that the second draft of the Guidelines will be released in September 2016, and final adoption by the CTC is anticipated in December 2016 or January 2017.

#### **5. 2016 RTP/SCS Anticipated Amendment No. 1**

Courtney Aguirre, SCAG staff, stated that over the course of the last few months since the plan was adopted, SCAG has received requests from the CTCs to amend the plan, specifically projects, scopes, schedules and budgets. SCAG has requested the CTCs to share the specific projects they would like amended. Once those requests are in-hand, staff will begin the technical work and will then recalibrate the schedule that was outlined to the CTCs. Ms. Aguirre stated that the technical work should be completed by the end of 2016 and then released for public review and comment. Staff will then return to the policy committees and board to seek final approval by March or April 2017.

**6. Housing Summit Update**

Ma'Ayn Johnson, SCAG staff, stated that SCAG has 35 partners as part of the steering committee providing input and guidance on the goals of the housing summit, The Cost of Not Housing. Ms. Johnson encouraged members of the Technical Working Group to register as soon as possible to reserve their spot. The Summit is free for elected officials and general admission is \$50.

**7. SB 743 Update**

Ping Chang, SCAG staff, provided an update on SB 743.

**8. 2016 RTP/SCS Revised Data Distribution Protocol**

Kimberly Clark, SCAG staff, stated that based on the adopted principles using subjurisdictional level data (Tier1 and Tier 2 TAZ) included in the 2016-2040 RTP/SCS, staff developed a proposed protocol for the distribution of subjurisdictional level (Tier 1 and Tier 2 TAZ) growth forecast and model data to local stakeholders. Ms. Clark referenced an attachment in the Agenda Packet, outlining ten (10) instances covering the nature of potential requests, and listing information needed by SCAG from requestors in order to document users and uses of the data to move forward. Several members requested language revisions for clarity purposes.

**9. ARB/SB 375 Target Update Process**

Jason Greenspan, SCAG staff, provided an overview of the target setting process initiated by ARB to meet SB 375 requirements.



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

Item 2 Attachment:  
Revised Data Distribution Protocol

## REVISED Model Data Distribution Protocol (DRAFT)

The 2016 RTP/SCS requires approval from SCAG's Regional Council to release sub-jurisdictional level socioeconomic estimates and projections to non-governmental organizations, including individuals. As part of Amendment #1 to the Plan, staff have worked with several stakeholders to create a protocol for data distribution that will expedite the dissemination of public information for the purposes of research and local planning, while also upholding the adopted principles of the Policy Growth Forecast.

The 2016 RTP/SCS Policy Growth Forecast includes estimates and projections of population, households, and employment at the subjurisdictional level (i.e. Tier 1 and Tier 2 Transportation Analysis Zones (TAZs)) throughout the SCAG region. This forecast was developed and adopted with the following core principles, which are listed on Page 70 of the final Plan:

Principle #1: The preferred scenario will be adopted at the jurisdictional level, thus directly reflecting the population, household and employment growth projections derived from the local input process and previously reviewed and approved by local jurisdictions. The preferred scenario maintains these projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another.

Principle #2: The preferred scenario at the Transportation Analysis Zone (TAZ) level is controlled to be within the density ranges\* of local general plans or input received from local jurisdictions. (\*: With the exception of the six percent of TAZs that have average density below the density range of local general plans. The TAZs showing lower densities than GP designations are consistent with existing conditions and future land use and growth projections provided by local jurisdictions. SCAG did not lower the growth.)

Principle #3: For the purpose of determining consistency for California Environmental Quality Act (CEQA), lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS.

Principle #4: TAZ level data or any data at a geography smaller than the jurisdictional level has been utilized to conduct required modeling analyses and is therefore advisory only and non-binding given that sub-jurisdictional forecasts are not adopted as part of the 2016 RTP/SCS. TAZ level data may be used by jurisdictions in local planning as it deems appropriate. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with the 2016 RTP/SCS

Principle #5: SCAG will maintain communication with agencies that use SCAG sub-jurisdictional level data to ensure that the "advisory and non-binding" nature of the data is appropriately maintained.

In addition, consistent with the above stated principles, the preferred scenario and corresponding forecast of population, household and employment growth is adopted at the jurisdictional level as part of the 2016 RTP/SCS and sub-jurisdictional level data and/or maps associated with the 2016 RTP/SCS is advisory only. For purposes of qualifying for future funding opportunities and/ or other incentive programs, sub-jurisdictional data and/or maps used to determine consistency with the Sustainable Communities Strategy shall only be used at the discretion and with the approval of the local jurisdiction. However, this does not otherwise limit the use of the sub-jurisdictional data and/or maps by SCAG, CTCs, Councils of Governments, SCAG Subregions, Caltrans and other public agencies for transportation modeling and planning purposes. **Any other use of the sub-jurisdictional data and/or maps not specified herein, shall require agreement from the Regional Council, respective policy committees and local jurisdictions.**

Recently, SCAG received a request from the non-profit organization Climate Resolve to provide Tier 1 TAZ sub-jurisdictional growth forecast and transportation modeling data for the High Desert Corridor in Los Angeles County for the purpose of commenting on Metro's ballot measure project. As Climate Resolve is a non-governmental organization, approval from SCAG's Regional Council was needed to release the information, along with agreement from the CEHD and the impacted local jurisdictions (City of Palmdale and County of Los Angeles). Climate Resolve's request for data was received shortly after the adoption of the Plan, on April 18<sup>th</sup>, 2016. After successfully receiving approval from the impacted local jurisdictions, CEHD, and Regional Council, this data was delivered to Climate Resolve during the week of September 5<sup>th</sup>, 2016.

In examining the length of time required to complete the process prescribed under the 2016 RTP/SCS, SCAG staff initiated a discussion with stakeholders to develop a comprehensive protocol for data distribution that could expedite future requests while also ensuring that the “advisory” and “non-binding” nature of the Policy Growth Forecast is appropriately maintained (as described in Principle #5 above). Table 1 lists the information needed from a given requestor based on the purpose of their request.

To make sure that Principles #1 through #5 of the Policy Growth Forecast are enforced, all requests will require the completion of a Model Data Request Form (MDRF) and Model Data Usage Agreement (MDUA). The MDRF (included as Attachment #1) helps to get more information about the nature of the request and the requesting agency. The MDUA (Attachment #2) is a confidentiality agreement that specifies data may not be released or shared below the jurisdictional level and provides instructions of data release/approval protocols, detailed information about the non-binding and advisory nature of the data, and limitations and proper usage of subregional data and regional model data. The MDUA also cites the intended usage of the data, purpose of the research, likely end results (e.g. subregional contract report, traffic modeling, paper or journal publication, class project, etc.), and levels of anticipated reporting of the dataset (e.g. regional, sub-regional, or jurisdictional tables, charts, graphics, etc.).

Table 1: Proposed Protocol for Tier 1 and Tier 2 Subjurisdictional Socioeconomic Data Distribution

Number	Request Type	Model Data Request Form Required (Yes/No)	Model Data Usage Agreement Required (Yes/No)	Provide Email or Letter on Agency/ Organization's Letterhead (Yes/No)	Provide Approval Letter from Impacted Local Jurisdiction(s) (Yes/No)
1	Requests from funding or regulatory agencies for <b>subjurisdictional data intended for planning work</b> (this would include agencies such as CTCs, FHWA, FTA, EPA, Caltrans, ARB, AQMD, etc.)	Yes	Yes	Yes	No
2	Requests from local jurisdictions of <b>their own jurisdiction's data</b>	Yes	Yes	Yes	No
3	Requests for <b>subjurisdictional data intended for planning work</b> from subregions or local jurisdictions for areas outside their jurisdictional or agency boundary	Yes	Yes	Yes	No
4	Requests from other public agencies (e.g., School Districts, Metropolitan Water District (MWD), Sanitation Districts, and other government or government regulated agencies as deemed appropriate by SCAG) for <b>subjurisdictional data intended for planning work</b>	Yes	Yes	Yes	No
5	Requests from SCAG consultants working on <b>SCAG projects</b>	Yes	Yes	No	No
6	Requests from consultants working on <b>local projects</b> for subregions, local jurisdictions, and other public agencies	Yes	Yes	Yes (from sponsoring agency)	No
7	Requests for subjurisdictional data from research organizations, such as universities, non-profits and policy institutes, for <b>general research purposes</b>	Yes	Yes	Yes (including description of data request)	No
8	Requests from <b>other organizations</b> for non-research purposes	Yes	Yes	Yes	Yes
9	Requests from individuals in the <b>general public</b> (note: SCAG will suggest requestors seek data directly from affected local jurisdictions or subregions before requesting data from SCAG)	Yes	Yes	Yes	Yes

It is important to note that with the adoption of this protocol and an amendment to the 2016 RTP/SCS, approval from the Regional Council and impacted policy committees will no longer be required to release data to non-public entities, including individuals. Approval from the impacted jurisdiction will still be required, however, for requests from non-governmental organizations for non-research purposes (Item #8) and for requests from the general public (Item #9).

Two stakeholders have composed a joint letter in support of the Protocol and asked that it be included for information (Attachment #3)

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## Southern California Association of Governments MODEL DATA REQUEST FORM

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This Model Data Request Form is between the Requester and the Southern California Association of Governments (“SCAG”). The purpose of this Request Form is to provide a mechanism for SCAG to log and maintain the data requests that are received for modeling and forecasting data.

Please fill in this form in its entirety, sign and return form to Cheryl Leising at [leising@scag.ca.gov](mailto:leising@scag.ca.gov) and Hsi-Hwa Hu at [hu@scag.ca.gov](mailto:hu@scag.ca.gov). Pending approval, the request will then be given a timeframe for completion and forwarded to the appropriate staff member who will fulfill the data requested. Please note that in-house projects and tasks take priority, adjust time for your request accordingly. **NOTE: For consultants or those working with jurisdictions and/or member agencies, please attach a written request on jurisdictions letterhead. Please send the attachment with your request as a PDF file.**

Today’s Date:

Date request needed by (please allow a min. of 45 day lead time):

Company/Agency/Consultant Name:

Requester Name:

Contact Information:

Email:

Phone:

Requested Data (please provide a brief and specific listing of requested information including the model year and location if applicable for request):

Purpose of the Request (please provide a brief description of request- i.e.; purpose, methodology and expected finding or outcome from the request):

RTP year(s) data is including/requested:

**FOR SCAG USE ONLY:**  
\_\_\_\_\_

SCAG employee assigned to request:

Timeframe to complete request:

Additional information needed:





# ***Model Data Usage Agreement***

**(Interim Version)**

Based on guidance from the 2016 – 2040 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS), this Model Data Usage Agreement ("Agreement") is entered into by and between the Southern California Association of Governments, hereinafter referred to as "SCAG," and Climate Resolve, hereinafter referred to as "Requester," collectively referred to as the "Parties" to ensure the "advisory and non-binding" nature of SCAG's subjurisdictional data is appropriately maintained. Please refer to Pages 70-71 of the 2016 RTP/SCS for more information.

*Note: The "Requester" is the party who will be working directly with the provided subjurisdictional data/modeling information and will conduct the actual data analysis.*

## **RECITALS**

Whereas, SCAG is providing technical assistance to the Requester in the development of subjurisdictional data or data analysis for the "Review High Desert Corridor" project, hereinafter referred to as "the Project"; and

Whereas, the Requester seeks use of certain subregional data and modeling information from SCAG in order to conduct its work for the Project;

Whereas, SCAG is willing to provide the Requester use of certain SCAG subregional data and modeling information, as further specified below, based upon the terms and conditions of this Agreement.

Now, therefore, the Parties agree as follows:

### **I. GENERAL PROVISIONS**

1. The above Recitals are incorporated as part of this Agreement by this reference.
2. This Agreement, when signed by SCAG and the Requester, shall serve as authorization for the Requester to obtain and use certain subregional data and modeling information from SCAG as further detailed herein.
3. No alteration or variation of the terms of this Agreement shall be valid unless made in writing and signed by both Parties.
4. This Agreement is not assignable, in whole or in part, to any third party.

### **II. MODELING INFORMATION - ACCESS & USE**

1. Requester has requested access and use of certain SCAG subregional data and modeling data as specified in Section V below.
2. In response to the request by Requester, SCAG shall provide to Requester access to the SCAG subregional data and modeling information set forth in Article V herein, hereinafter referred to as "Modeling Information." This Modeling Information shall only be used by Requester in a manner that complies with the conditions of this Agreement and is consistent with the stated Purpose of the Request ("Stated Purpose"), as specified in Section VI below.

3. Requester shall be authorized to use and modify the Modeling Information consistent with the Stated Purpose of this Agreement. If requested by SCAG, the Requester shall provide SCAG with complete copies of all modified Modeling Information.
4. SCAG will provide only the portion of the modeling scripts (GISDK code) needed to support the Requestor's model development needs and requirements. Section "V. REQUESTED MODELING INFORMATION" shall clearly specify the portion of the Scripts required by the Requester. If additional sections of the model code are needed in the future as part of the Project, an addendum to this Agreement will be processed to provide the required model code.
5. In the event that the Requester modifies the Modeling Information provided by SCAG, Requester agrees to include the following statement in any written reference relating to the Modeling Information as provided herein:

"The following modeling analysis was performed by Climate Resolve based upon modeling information originally developed by the Southern California Association of Governments (SCAG). SCAG is not responsible for how the Model is applied or for any changes to the model scripts, model parameters, or model input data. The resulting modeling data does not necessarily reflect the official views or policies of SCAG. SCAG shall not be held responsible for the modeling results and the content of the documentation."

6. Requester shall not use the Modeling Information for any other purpose except as set forth in the Stated Purpose of this Agreement. In addition, Requester shall only use the Modeling Information in conjunction with the Project.
7. Except as specifically provided in this Agreement, Requester shall not use, release, reproduce, distribute, publish, maintain, and update for future use, loan, rent, pledge, license, assign, or otherwise transfer the Modeling Information acquired from SCAG, with or without any monetary compensation paid to Requester, without the prior written permission of SCAG. Secondary or any third party distribution or use of the Modeling Information obtained under this Agreement is strictly prohibited. Moreover, Requester shall not store or transmit the Modeling Information in or to any web site, newsgroup, mailing list, or electronic bulletin board, or regularly or systematically store the Modeling Information in electronic or print form, without the prior written permission of SCAG, except that Requester may store the Modeling Information in electronic or print form in order to carry out Requester's work for Modeling Information in conjunction with the Project. Any breach of these restrictions may result in immediate termination of this Agreement and liability for damages.
8. All Modeling Information received from SCAG by Requester shall be destroyed by Requester immediately after its approved use has ended and/or the Stated Purpose is otherwise completed.

### III. **DISCLAIMER OF LIABILITY AND HOLD HARMLESS AGREEMENT**

1. Modeling Information shall be provided to the Requester by SCAG in an "as-is" condition, with no guarantee or warranty of format, completeness, or fitness for any use, expressed or implied. No oral or written information or advice given by SCAG shall be construed as a warranty, except as to ownership and/or copyright. No oral or written information or advice given by the Agency or Consultant, or other participating agency with respect to the subject Modeling Information shall be construed as a warranty. This disclaimer shall survive the termination of this Agreement.

2. The Requester shall hold SCAG harmless for any incidental, consequential, or special damages arising out of the use of the Modeling Information, or the inability to use any Modeling Information (including without limitation, loss of use, time or data, inconvenience, commercial loss, lost profits or savings or the cost of computer equipment or software, or loss due to any analysis derived from said data).

**IV. INDEMNITY**

SCAG shall not be responsible for any damage or liability occurring by reason of anything done or omitted to be done under, or in connection with this Agreement. Requester will indemnify, defend, and hold harmless SCAG from any liability and expenses and any claims for incidental, consequential, or special damages to the extent that such claim arises out of anything done or omitted to be done in connection with the Modeling Information provided by SCAG under this Agreement.

**V. REQUESTED MODELING INFORMATION**

Requester requests the following model data from SCAG:

**VI. PURPOSE OF THE REQUEST**

Requester is requesting SCAG modeling information for the following specific purpose (please list intended usage of the data, purpose of the research, likely end results (e.g. subregional contract report, traffic modeling, paper or journal publication, class project, etc.), levels of anticipated reporting of dataset (e.g. regional, sub-regional, or jurisdictional tables, charts, graphics, etc.):

**VII. ENTIRE AGREEMENT**

This writing contains the entire agreement of the Parties relating to the subject matter hereof, and the Parties have not made agreements, representations, or warranties relating to the subject matter hereof which are not set forth herein. Except as provided herein, this Agreement may not be modified or altered without the formal written amendment thereto.

**VIII. EFFECTIVE DATE**

The effective date of this Agreement shall be the date in which the last of the Parties, whether SCAG or Requester, executes this document.

IN WITNESS WHEREOF, SCAG and Requester have caused this Agreement to be executed by its duly authorized representatives on the dates noted below.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS ("SCAG"):

Signature: \_\_\_\_\_

Date:

Printed Name: Guoxiong Huang

Title: Manager, Modeling & Forecasting Department

Approved as to legal form:

Signature: \_\_\_\_\_

Printed Name: Joann Africa

Title: Chief Counsel

REQUESTOR:

Signature: \_\_\_\_\_

Date:

Printed Name:

Title:



September 8, 2016

Dear SCAG Staff and Technical Working Group Members:

Thank you for the opportunity to provide feedback on the Data Request Protocol. As members of the Technical Working Group and active participants in the SCAG RTP/SCS process, we have been following this process closely over the past few months, and appreciate your willingness to take comments and suggestions from a variety of stakeholders. As national nonprofit organizations that work with MPOs, local and state government agencies across the country, we value having access to data and information on our communities, including how they plan to grow in the future and make investments in transportation, land use and housing. We frequently produce research reports on these issues, use it in our advocacy to promote active transportation, Safe Routes to School, and environmental issues, and in our grant reporting to our funders who seek information on the impact we are having in the community.

We fully support the revised Data Request Protocol, especially the addition of nonprofits to #7. Like universities and policy institutes, we frequently conduct research and ask for data from MPOs and local government agencies to inform our work. Unlike these other institutions, we and other nonprofits typically lack both resources and capacity to reach out to every jurisdiction for data, especially when we're talking about active transportation, public health and environmental justice data that crosses many boundaries. Our intent is always positive and meant for research or informational purposes. I know a lot of our peer organizations in the transportation, sustainability, housing and related policy movements are in a similar situation, and that data is really helpful in our policy work. We're also different from your typical community-based organization or neighborhood association that would be asking for data, and appreciate that a distinction is made. Another nonprofit that we work closely with in the region, Climate Resolve, has had to endure multiple barriers to accessing data on the High Desert Corridor, and we do not want to impose those kind of hurdles on small nonprofit organizations trying to improve the quality of life of residents of this vast region.

We recognize that some uses of data make agencies and other TWG members uncomfortable, but we also have to balance those concerns with the benefits of providing open access to data and information on our communities. Most of us are not engaged in political campaigns or using this data for nefarious purposes. In fact, many of us are 501(c)(3) organizations and expressly prohibited from engaging in political activities. Those of us in the nonprofit community are often on the outside of the planning process, and our real opportunity to influence the process comes on the back end when a plan is put out for review or a public workshop is conducted. We are fortunate to be on SCAG's Technical Working Group and have the ability to review this Protocol before it is disseminated to a wider audience, but that is not always the case. But many

community members affected by these decisions at the subjurisdictional level are unaware of what is happening, and there needs to be greater transparency and access to information in order to ensure equitable outcomes.

Finally we are aware of the advisory and non-binding nature of subjurisdictional data and that this data is very technical and not easy to understand for many stakeholders or practitioners. This is made clear in the Protocol and we respect that. We are only trying to ensure that we and our peer nonprofit organizations have access to data and information they might need in this region. Having a protocol that calls for data access that is *transparent, clear and efficient* helps both government jurisdictions and non-governmental organizations work more effectively together as work towards implementing policies that serve our communities.

Thank you for allowing us to comment on the Protocol and we look forward to working with you and other TWG members to come to a resolution on this Protocol.

Sincerely,

Bill Sadler  
California Senior Policy Manager  
Safe Routes to School National Partnership

Demi Espinoza  
Southern California Policy Manager  
Safe Routes to School National Partnership

Kristen Pawling  
Los Angeles Urban Solutions Coordinator  
Natural Resources Defense Council



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

Item 3 Attachment:  
Subregional SCS Framework & Guidelines

Southern California Association of Governments (SCAG)  
*Revised for use in developing the 2020 Regional Transportation Plan/Sustainable  
Communities Strategy (2020 RTP/SCS)*

**SUB-REGIONAL SUSTAINABLE COMMUNITIES  
STRATEGY FRAMEWORK AND GUIDELINES**

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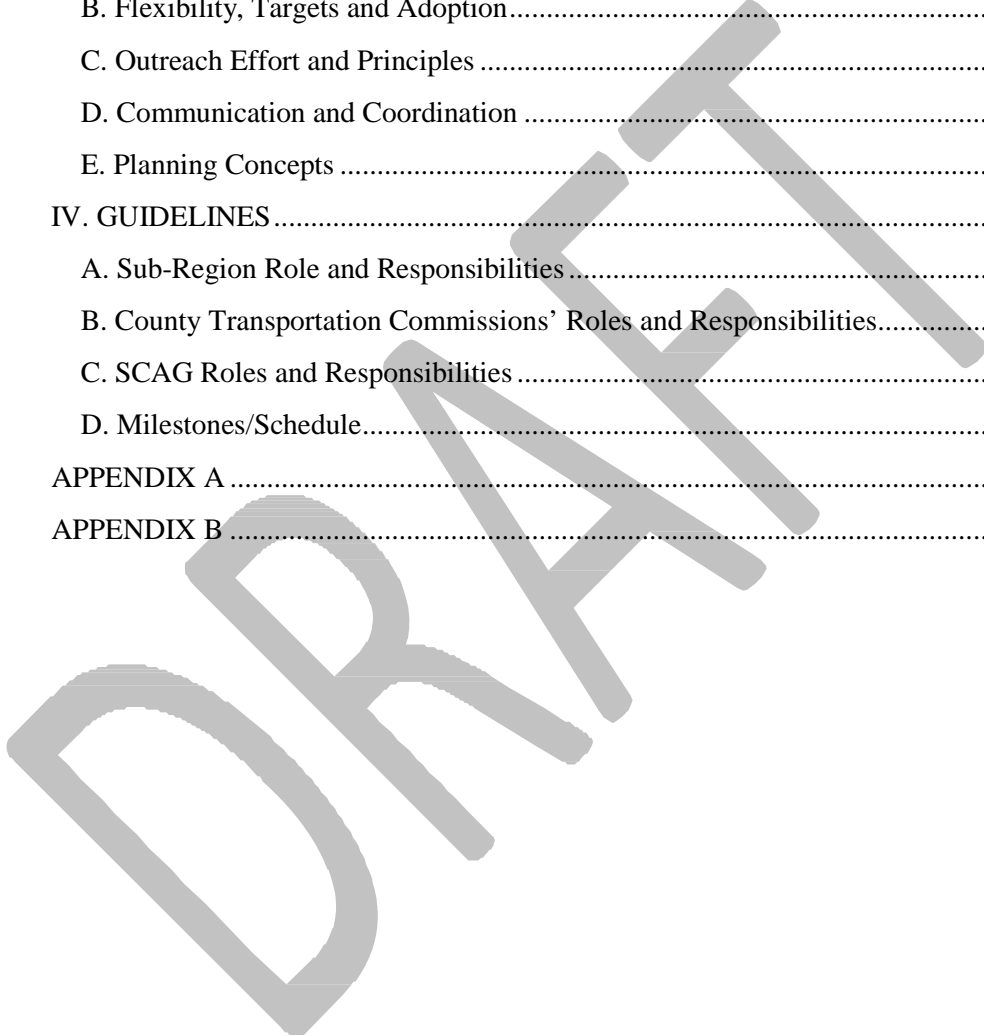
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## I. INTRODUCTION

Codified in 2009, California's Sustainable Communities and Climate Protection Act (referred to as "SB 375"), calls for the integration of transportation, land use, and housing planning, and also establishes the reduction of greenhouse gas (GHG) emissions as part of the regional planning process. SCAG, working with the individual County Transportation Commissions (CTCs) and the sub-regions within the SCAG region, is responsible for complying with SB 375 in the Southern California region. The success in this endeavor is dependent on the collaboration of SCAG with a range of public and private partners throughout the region.

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

- Submit to the State every four years, a Sustainable Communities Strategy (SCS) as part of the 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 GHG emission reduction target.
- Integrate SCAG planning processes, in particular assuring that the Regional Housing Needs Assessment (RHNA) is consistent with the SCS, at the jurisdictional level.
- Specific to SCAG only, allow for sub-regional SCS/APS development.
- Develop a public participation process involving all required stakeholders.

Unique to the SCAG region, SB 375 provides that "a sub-regional council of governments and the county transportation commission may work together to propose the sustainable communities strategy and an alternative planning strategy, if one is prepared pursuant to subparagraph (H), for that sub- regional area." Govt. Code §65080(b)(2)(D). In addition, SB 375 provides that SCAG "may adopt a framework for a sub-regional SCS or a sub-regional APS to address the intraregional land use, transportation, economic, air quality, and climate policy relationships." *Id.*

Finally, SB 375 requires SCAG to "develop overall guidelines, create public participation plans, ensure coordination, resolve conflicts, make sure that the overall plan complies with applicable legal requirements, and adopt the plan for the region." *Id.* Note that the Framework and Guidelines herein may be administratively amended subject to changes in applicable federal and/or state planning laws, regulations, and guidance.

The intent of this Framework and Guidelines for Sub-regional Sustainable Communities Strategy (also referred to herein as the "Framework and Guidelines" or the "Sub-regional Framework and Guidelines") is to offer the SCAG region's sub-regional agencies the highest degree of autonomy, flexibility and responsibility in developing a program and set of implementation strategies for their sub-regional areas while still achieving the goals of the regional SCS. This will enable the sub-regional strategies to reflect the issues, concerns, and future vision of the region's collective jurisdictions with the input of the fullest range of stakeholders. This Framework and Guidelines establishes standards for the sub-regions' work in preparing and submitting sub-regional strategies, while also laying out SCAG's role in facilitating and supporting the sub-regional effort with data, tools, and other assistance.

The Framework and Guidelines are intended to facilitate the specific sub-regional option to develop the SCS (and potential APS) as described in SB 375. SCAG supports the fullest possible participation and will work closely with all the sub-regions equally within the SCAG region (regardless if the sub-region accepts sub-regional SCS delegation or not) to develop the regional SCS.

## II. ELIGIBILITY AND PARTICIPATION

The option to develop a sub-regional SCS (and APS if they choose) is available to any sub-regions recognized by SCAG, regardless of whether the organization is formally established as a “sub-regional council of governments.”

CTCs play an important and necessary role in the development of a sub-regional SCS. Any sub-region that chooses to develop a sub-regional strategy will need to work closely with the respective CTC in its sub-regional area in order to identify and integrate transportation projects and policies. Beyond working with CTCs, SCAG encourages partnership efforts in the development of sub-regional strategies, including partnerships between and among sub-regions.

**For the 2020 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) cycle, sub-regional agencies should indicate to SCAG, in writing by April 28, 2017, if they intend to exercise their option to develop their own sub-regional SCS (see other major milestones for the 2020 RTP/SCS attached here as Appendix A.)**

Sub-regions that choose to develop an SCS for their area shall do so in a manner consistent with the most current version of this Framework and Guidelines. The sub-region’s decision to prepare the sub-regional SCS for their area must be communicated through formal action of the sub-regional agency’s governing board or the agency’s designee. Subsequent to receipt of any sub-region’s decision to develop and adopt an SCS, SCAG and the sub-region will develop a Memorandum of Understanding (MOU). The final executed version of the MOU shall be consistent with the Framework and Guidelines, and may be amended during the process, if necessary.

## III. FRAMEWORK

The Framework portion of this document covers regional objectives and policy considerations, and provides general direction to the sub-regions in preparing a sub-regional SCS (and APS if necessary).

### A. SCAG’s Goals

SCAG's goals for complying with SB 375 include:

- Update the 2020 RTP/SCS with an emphasis on documenting the region’s progress in implementing the strategies and actions described in the 2016-2040 SCS.

- Achieve the regional GHG emission reduction targets for 2030 and 2035<sup>1</sup> for cars and light trucks as determined by the California Resources Board (ARB) through an SCS.
- Fully integrate SCAG’s planning processes for transportation, growth, intergovernmental review, land use, housing, and the environment.
- Seek areas of cooperation that go beyond the procedural statutory requirements, but that also result in regional plans and strategies that achieve co-benefits.
- Build trust by providing an interactive, participatory and collaborative process for all stakeholders. Provide, in particular, for the robust participation of local jurisdictions, sub-regions and CTCs in the development of the SCAG regional SCS and implementation of the sub-regional provisions of the law.
- Assure that the SCS adopted by SCAG and submitted to ARB is a reflection of the region’s collective growth strategy and the shared vision for the future.
- Demonstrate continued reasonable progress in implementing the previous RTP/SCS.
- Develop strategies that incorporate and are respectful of local and sub-regional priorities, plans, and projects.

## B. Flexibility, Targets and Adoption

Sub-regions may develop an appropriate strategy to address the region’s greenhouse gas reduction goals and the intent of SB 375. Sub-regions may employ any combination of land use policy change, transportation policy, and transportation investment, within the specific parameters described in the Guidelines.

SCAG will not issue sub-regional GHG or any other sub-regional performance targets.

Growth distribution and land use data for the 2020 RTP/SCS, including incorporated sub-regional SCSs, will be adopted at the jurisdictional level by the SCAG Regional Council.

## C. Outreach Effort and Principles

In preparing a sub-regional SCS, sub-regions are required to conduct an open and participatory process that allows for stakeholder input. A more detailed discussion on outreach effort and principles can be found in Section IV.A(3).

## D. Communication and Coordination

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

## E. Planning Concepts

SCAG, its sub-regions, and member cities have established a successful track record on a range of land use and transportation planning approaches up through and including

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<sup>1</sup> SB32 requirements and other years which may be determined by ARB through the GHG target updating process.

planning approaches that are reflected in the 2016-2040 RTP/SCS. The sub-regional SCS should consider the 2016-2040 RTP/SCS and build off of its policies and concepts, including emphases on: (1) compact development, (2) developing transit-oriented, mixed use, walkable and bike-able communities, (3) concentrating on destinations/attractions and vehicle technology in concert with land use, (4) providing for a mix of housing and jobs, and (5) providing for a mix of housing and jobs, among others. These are further discussed in Section IV.A(1).

## IV. GUIDELINES

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

### A. Sub-Region Role and Responsibilities

#### (1) Sub-regional Sustainable Communities Strategy

Sub-regions that choose to exercise their optional role under SB 375 will develop and adopt a sub-regional Sustainable Communities Strategy. That strategy must contain all of the required elements, and follow all procedures, as described in SB 375 and outlined below:

- (i) identify the general location of uses, residential densities, and building intensities within the sub-region;
- (ii) identify areas within the sub-region sufficient to house all the population of the sub-region, 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 a transportation network to service the transportation needs of the sub-region;
- (iv) gather and consider the best practically available scientific information regarding resource areas and farmland in the sub-region as defined in subdivisions (a) and (b) of Section 65080.01;
- (v) consider the state housing goals specified in Sections 65580 and 65581;
- (vi) set forth a forecasted development pattern for the sub-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 ARB; and
- (vii) allow the RTP to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).

[Government Code §65080(b)(2)(B).]

In preparing the sub-regional SCS, the sub-region should 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. Sub-regions need not constrain land use strategies considered for the SCS to current General Plans. In other words, the adopted strategy need not be fully consistent with local General Plans currently in place. If the land use assumptions included in the final sub-regional SCS depart from General Plans, it is recommended that sub-regions include a finding as part of their adoption action (e.g., adopting resolution) that concludes that the land uses are feasible and may be implemented. Technological measures may be included if they can be demonstrated to exceed measures captured in other state and federal requirements (e.g., AB 32).

Sub-regions are encouraged, but not required, to develop a range of scenarios integrating transportation, growth, land use, housing, and environmental planning. Should a sub-region choose to develop alternative scenarios, they should be considered and evaluated using comparative performance information. If scenarios are prepared, sub-regions may choose to work with SCAG for further guidance. Tools that can allow for a process similar to that used at the regional level will be provided.

The regional RTP/SCS, of which the SCS is a component, is required to be internally consistent. Therefore, for transportation investments included in a sub-regional SCS to be valid, they must also be included in the corresponding RTP/SCS. Further, such projects need to be scheduled in the current Federal Transportation Improvement Program (FTIP) for construction completion by the target years in order to demonstrate any benefits as part of the SCS. As such, sub-regions will need to collaborate with the respective CTC in their area to coordinate the sub-regional SCS with future transportation investments.

SCAG will accept and incorporate the sub-regional SCS, unless (a) it does not comply with SB 375, (b) it does not comply with federal law, or (c) it does not comply with SCAG's Sub-regional Framework and Guidelines. SCAG may adjust sub-regionally submitted growth distribution and land use data at the sub-jurisdictional level if the compiled regional SCS does not meet GHG targets established by ARB or other performance objectives specified by the Regional Council. More information on this contingency is included below in Section IV.C.(4) "Incorporation/Modification."

The regional SCS, including incorporated sub-regional SCSs, are subject to a standard public review process as well as the review and adoption by the SCAG Regional Council.

## (2) Sub-regional Alternative Planning Strategy

At this time, SCAG does not intend to prepare a regional APS for the 2020 Plan update. SCAG also does not anticipate that a sub-regional APS scenario will be appropriate for the 2020 Plan update. Nevertheless, SB 375 provides regions and sub-regions the option to further develop an APS, according to the procedures and requirements described in SB 375, if the combined regional SCS does not meet greenhouse gas emission reduction targets established by ARB. If SCAG prepares an APS, SCAG reserves the right to require delegated subregions to prepare an APS in addition to a Sustainable Communities Strategy.

Sub-regions are encouraged to focus their efforts on feasible measures that can be included in an SCS. Any timing or submission requirements for a sub-regional APS will be determined based on further discussions. In the event that a sub-region is required to

prepare an APS, the content of a sub-regional APS should be consistent with state requirements (See Government Code §65080(b)(2)(H)), as follows:

- (i) Shall identify the principal impediments to achieving the sub-regional SCS.
- (ii) May include an alternative development pattern for the sub-region pursuant to subparagraphs (B) to (F), inclusive.
- (iii) Shall describe how the alternative planning strategy would contribute to the regional greenhouse gas emission reduction target, and why the development pattern, measures, and policies in the alternative planning strategy are the most practicable choices for the sub-region.
- (iv) An alternative development pattern set forth in the APS 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 APS 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.

### (3) Sub-Regional SCS Outreach

SCAG will fulfill all of the statutory outreach requirements under SB 375 for the regional SCS/APS, which will include outreach regarding any sub-regional SCS/APS. SCAG's adopted Public Participation Plan incorporates the outreach requirements of SB 375, integrated with the outreach process for the 2020 RTP/SCS development. See Section IV.C(2) below for more information on SCAG's regional outreach plan.

In preparing a sub-regional SCS, sub-regions are strongly encouraged to design and adopt their own outreach processes that mirror the requirements imposed on the region under SB 375. Sub-regional outreach processes should reinforce the regional goal of full and open participation, and engagement of the broadest possible range of stakeholders.

Sub-regions that elect to prepare their own SCS are encouraged to present their sub-regional SCS, in coordination with SCAG, at all meetings, workshops and hearings held by SCAG in their respective counties. Additionally, the sub-regions are encouraged 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 coordinate with SCAG to distribute notices and outreach materials to the sub-regions' stakeholders. Additional outreach may be performed by sub-regions.

### (4) Sub-regional SCS Approval

The governing board of the sub-regional agency shall approve the sub-regional SCS prior to submission to SCAG. SCAG recommends that the governing board of the sub-region adopt a resolution approving the sub-regional SCS with a finding that the land use strategies included in the sub-regional SCS are feasible and based upon consultation with the local jurisdictions in the respective sub-region. Sub-regions should consult with their legal counsel as to compliance with the California Environmental Quality Act (CEQA). In SCAG's view, the sub-regional SCS is not a "project" for the purposes of CEQA; rather, the RTP which

will include the regional SCS is the actual “project” which will be reviewed for environmental impacts pursuant to CEQA. As such, the regional SCS, which will include the sub-regional SCSs, will undergo a thorough CEQA review. Nevertheless, sub-regions approving sub-regional SCSs should consider issuing a notice of exemption under CEQA to notify the public of their “no project” determination and/or to invoke the “common sense” exemption pursuant to CEQA Guidelines § 15061(b)(3).

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

#### (5) Data Standards

Sub-regions and jurisdictions are strongly encouraged, but will not be required, to use the Scenario Planning Model (SPM) tool or other tools for developing and evaluating the sub-regional SCSs and to submit sub-regional SCSs in SPM, or other compatible, GIS-based, format. This will enable SCAG to better integrate sub-regional submissions with the regional SCS and will allow sub-regions to prepare alternative scenarios if they so choose. SCAG will provide the SPM tool, and necessary training, free of charge for sub-regions and jurisdictions. This service is available at the request of local jurisdictions currently, and will be formally released in 2017. See Section IV.C11) “Tools” below for more information on SPM. Growth distribution and land use data for the 2020 RTP/SCS, including incorporated sub-regional SCSs, will be adopted at the jurisdictional level.

SCAG will distribute data to sub-regions and local jurisdiction via the region-wide shared vision local review and input process for the 2020 RTP/SCS. More information on shared vision, data, and the local review input process can be found below in Section IV.C(10).

#### (6) Documentation

Sub-regions are expected to maintain full and complete records related to the development of the sub-regional SCS, and to use the most recent local general plans and other locally approved planning documents. Sub-regions should also keep records of all electronic and written communication from local jurisdictions related to the development of the socioeconomic estimates and projections for the SCS, along with the base land use data required for consideration in the development of the SCS.

#### (7) Implementation Monitoring

Delegated sub-regions for the 2020 Plan will be required to provide progress reporting on the implementation of policies included in their sub-regional SCS. SCAG will, likewise, monitor implementation of the regional SCS. This information will assist SCAG in preparing future plan updates, and is consistent with SCAG’s intended approach for developing the 2020 RTP/SCS, which will emphasize progress reporting, monitoring and updating. The intent is for SCAG to ensure that progress and success for our sub-regions and local jurisdictions are documented and recognized.

To monitor implementation, sub-regions should track subsequent actions on policies and strategies included in the sub-regional SCS. Monitoring should be focused on policy actions taken (e.g., General Plan updates) or subsequent planning work performed.



While sub-regions have substantial discretion within the overall goal of ascertaining progress of adopted plan policies and strategies, reporting should be done at least prior to the end of the 4-year planning period. SCAG staff plans to conduct implementation monitoring for the region, including a local implementation survey, and will lead the effort for any data-intensive exercise and technical analysis, with assistance from sub-regions and local jurisdictions.

Further guidance on implementation monitoring including required format and timing will be developed through further discussion and documented in MOUs with delegated sub-regions.

#### (8) Timing

An overview schedule of the major milestones of the sub-regional process and its relationship to the regional 2020 RTP/SCS is attached herein as Appendix A, which may be further delineated or adjusted in MOUs with delegated sub-regions.

#### (9) Relationship to Regional Housing Needs Assessment and Housing Element

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

SB 375 requires that the RHNA allocated housing units be consistent with the development pattern included in the SCS. See Government Code §65584.04(i). population and housing demand must also be proportional to employment growth. The sub-regional SCS should consider the state housing goals specified in Sections 65580 and 65581, and should describe how these goals are addressed. Sub-regions that develop and adopt a sub-regional SCS should also note that the growth forecast of jurisdictional level population, household and employment as part of the SCS will form the basis of the methodology for allocation of housing need as part of the RHNA process. Further, regional SCS development requires integration of elements of the RHNA process, including assuring that areas are identified to accommodate the first eight years of housing need, and that housing not be constrained by certain types of local growth controls as described in state law.

To allow sufficient time to conduct the 6<sup>th</sup> cycle of the RHNA, sub-regions opting for SCS delegation will be required to submit draft jurisdictional and subjurisdictional population, household, and employment estimates and forecasts in May 2018. The final dataset must be submitted by the end of September 2018, and must be accompanied with (1) a detailed memo that explains how the sub-regional SCS will consider the state housing goals specified in Sections 65580 and 65581, and (2) copies of all electronic and written communication with jurisdictions for the development of the final socioeconomic estimates/projections and base land use data required for consideration in the development of the SCS.



## B. County Transportation Commissions' Roles and Responsibilities

Sub-regions that develop a sub-regional SCS will need to work closely with the CTCs in their respective sub-regional area in order to coordinate and integrate transportation projects and policies as part of the sub-regional SCS. As discussed above (under “Sub-regional Sustainable Communities Strategy”), any transportation projects identified in the sub-regional SCS must also be included in the associated RTP/SCS in order to be considered as a feasible strategy. SCAG can help to facilitate communication between sub-regions and CTCs.

## C. SCAG Roles and Responsibilities

SCAG's roles in supporting the sub-regional SCS development process are as follows:

### (1) Preparing and adopting the Framework and Guidelines

SCAG will update and have the SCAG Regional Council adopt these Framework and Guidelines each RTP/SCS cycle in order to assure regional consistency and the region's compliance with law.

### (2) Public Participation Plan

SCAG will assist the sub-regions 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; as well as holding 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 and regularly update a methodology for measuring greenhouse gas emission reductions associated with the strategy.

### (4) Incorporation/Modification

SCAG will accept and incorporate the sub-regional SCS, unless (a) it does not comply with SB 375 (Government Code Section 65080 et seq.), (b) it does not comply with federal law, or (c) it does not comply with SCAG's Sub-regional Framework and Guidelines.

Further, SCAG may develop and incorporate growth and land use assumptions for delegated sub-regions that differ from or go beyond what is submitted by delegated sub-regions. For incorporation in the regional RTP/SCS, SCAG may adjust sub-regionally submitted growth distribution and land use data at the sub-jurisdictional level for a number of reasons including complying with statutory requirements, ensuring that SCAG's regional SCS meets the regional GHG targets or other regional performance objectives specified by the SCAG Regional Council. Performance considerations other than the GHG targets that may prompt adjustments to sub-regional land uses would be

specified prior to regional public workshops and included in the regional scenario options discussed at public workshops as required under SB 375. Any necessary modifications of sub-regionally- submitted growth distribution and land use data for the RTP/SCS will be made at the sub- jurisdictional level. Growth distribution and land use data for 2020 sub-regional SCS submittals will be held constant at the jurisdictional level.

The intent of this provision is to maintain flexibility in assembling the regional SCS if such flexibility is needed to meet federal or State requirements. Any adjustment to sub-regionally submitted growth distribution and land use data will be an iterative process, in close collaboration with the sub-region and affected jurisdictions. SCAG staff will also work closely with sub-regions prior to the finalization and submittal of the sub-regional SCS to address potential adjustments.

The development of a sub-regional SCS does not exempt the sub-region from other regional GHG emission reduction strategies not directly related to land use included in the regional SCS. An example from the adopted 2012-2035 RTP/SCS is regional TDM. All regional measures needed to meet the regional target will be subject to adoption by the SCAG Regional Council.

SCAG will develop a MOU with each sub-region to define a process and timeline whereby sub-regions would submit a draft sub-regional SCS to SCAG for review and comments, so that any inconsistencies may be identified and resolved early in the process.

#### (5) Modeling

SCAG currently uses a Trip-Based Regional Transportation Demand Model and ARB's EMFAC model for emissions purposes. SCAG is also in the process of developing an Activity Based Model for use in 2020 RTP/SCS development and evaluation.

SCAG will compile and disseminate performance information on the preliminary regional SCS and its components in order to facilitate regional dialogue.

#### (6) Regional Performance Measures.

As discussed above (Section IV.C.(4)), SCAG may make adjustments to sub-regionally submitted land use data in order to meet the GHG targets or to achieve other performance objectives. The process for finalizing formal Performance Measures will inform any potential adjustments. Below is a general description of the process for developing and finalizing formal Performance Measures.

SCAG is in the process of compiling two complete lists of performance measures and monitoring: one will be used for evaluating regional-level scenarios in support of development of the 2020 RTP/SCS. The other will be used for monitoring implementation of the 2016-2040 RTP/SCS. The monitoring of implementation may include, for example, tracking local general plan updates, specific plan adoption in Transit Priority Areas, active transportation plan adoption, and housing element compliance. Building on the foundation of the performance measures developed in support of the 2016 RTP/SCS, the 2020 RTP/SCS performance measures will also include the set of federally designated MAP-21 performance measures scheduled for adoption by the U.S. Department of Transportation in 2017 and associated target-setting

in coordination with the California Department of Transportation, as well as any other updates adopted by the SCAG Regional Council. Most update related activities for the 2020 RTP/SCS performance measures will be expected to occur between January 2018 and May 2019. These updates will be addressed through discussions with the SCAG Technical Working Group, regional stakeholders, and the SCAG Policy Committees.

#### (7) Adoption/Submission to State

After the incorporation of sub-regional strategies, the Regional Council will finalize and adopt the 2020 RTP/SCS. SCAG will submit the SCS, including all sub-regional SCSs to ARB for review as required in SB 375.

#### (8) Conflict Resolution

SCAG must develop a process for resolving conflicts, as required by SB 375. As noted above, SCAG will accept the sub-regional SCS unless it is inconsistent with SB 375, federal law, or the Sub-regional Framework and Guidelines. In the event that growth and land use assumptions in a sub-regional SCS must be modified, the process will be collaborative, iterative and in close coordination among SCAG, sub-regions and their respective jurisdictions and CTCs. SCAG may establish a conflict resolution process as part of the MOU between SCAG and the sub-region.

#### (9) Funding

Funding for sub-regional SCS/APS activities is not available at this time. Any specific parameters for future funding are speculative. SCAG does not anticipate providing a share of available resources to sub-regions if funding were to become available. While there are no requirements associated with potential future funding at this time, it is advisable for sub-regions to track and record their expenses and activities associated with these efforts.

#### (10) Data

SCAG will distribute data to sub-regions and local jurisdictions via the region-wide shared vision and local review and input process for the 2020 RTP/SCS. SCAG will work with delegated sub-regions during the MOU process, and before the official kickoff of the local input process, to outline responsibilities for generating and refining the datasets required for consideration under SB 375. It is anticipated that the delegated sub-region will take a leadership role in both outreach to local jurisdictions and data development, with SCAG offering support as needed.

#### (11) Tools

SCAG is developing a SPM tool for sub-regions and local jurisdictions to analyze land use impact. The use of this tool is not mandatory and is at the discretion of the sub-region. SPM is a web-based tool that can be used to analyze, visualize and calculate the impact of land use changes on greenhouse gas emissions, auto ownership, mode use, vehicle miles of travel (VMT), and other metrics in real time. Users will be able to estimate transportation and emissions impacts by modifying land use designations within their community. SPM can be used by sub-regions in a technical setting for developing and evaluating alternative scenarios and in outreach settings for visualizing and

communicating planning options and potential outcomes. SPM can also be used to collect, organize and transmit data.

Other planning tools that SCAG maintains or has access to (e.g., REVISION application) will, likewise, be made available to sub-regions for the sub-regional SCS development effort. SCAG will consider providing guidance and training on additional tools based on further discussions with sub-regional partners.

#### (12) Resources and technical assistance

SCAG will assist the sub-regions by making available technical tools for scenario development as described above. SCAG staff can participate in sub-regional workshops, meetings, and other processes at the request of the sub-region, 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 sub-regions.

#### D. Milestones/Schedule

- Deadline for sub-regions to communicate intent to prepare a sub-regional SCS – April 28, 2017
- CARB issues Final Regional Targets – Summer 2017
- Sub-regional SCS development – Spring 2017 through early 2019
- Release Draft 2020 RTP/SCS for public review – Fall 2019
- Regional Council adopts 2020 RTP/SCS – Spring 2020

For more detail on the process schedule and milestones, refer to the attached Appendix A. If other milestones are needed, they will be incorporated into the MOU between SCAG and the Sub-region.

## APPENDIX A

### SCHEDULE AND MILESTONES FOR FOR SUB-REGIONAL SUSTAINABLE COMMUNITIES STRATEGIES

#### **SCS**

The key milestones and related schedule for the Regional SCS are as follows:

- CARB issues Final Regional Targets - Summer 2017
- Regional SCS Workshops – mid-2019
- Release Draft 2020 RTP/Regional SCS for public review – Fall 2019
- Regional Council adopts 2020 RTP/SCS – Spring 2020

#### **Sub-regional SCS**

The key milestones and related schedule required as part of the development of the Sub-regional SCS are as follows:

1. Deadline for sub-regions to communicate intent to prepare a sub-regional SCS – April 28, 2017
2. Draft Sub-regional Dataset/Delivery to SCAG – May 2019
3. Final Sub-regional Dataset/Delivery to SCAG, including memo on state housing goals and communication log, and CTC preliminary input on all planning projects – September 2019
4. Status report on Preliminary Sub-regional SCS – September 2019
5. Preliminary Regional SCS / for purposes of preparing PEIR project description (intended to be narrative only project description that describes intended strategies or strategy options that are likely to be incorporated into the final Sub-regional SCS) – January 2019
6. Status report on Draft Sub-regional SCS – January 2019
7. Draft Sub-regional SCS (containing all components described above) to be incorporated into draft Regional SCS – February 2019
8. Iterative process, if necessary to meet target – January through March 2019
9. Status report on final Sub-regional SCS – February 2019
10. Final Sub-regional SCS for incorporation into Regional SCS – March 2019
11. CTC final input on planned projects from the CTCs – March 2019
12. Regional SCS adoption – April 2020

## APPENDIX B

### Q & A on SUB-REGIONAL SUSTAINABLE COMMUNITIES STRATEGY FRAMEWORK AND GUIDELINES

Note: The Orange County Council of Governments (OCCOG) requested written responses to a number of questions on the 2020 RTP/SCS Sub-regional Framework & Guidelines. SCAG is sharing these responses, which were provided to OCCOG on August 18<sup>th</sup>, 2016, as a resource to other sub-regions.

	Question	Preliminary Response
1	What is the review and approval process for the 2020 RTP/SCS Framework and Guidelines (F&G) for Sub-regional Delegation? When will the Framework and Guidelines for Sub-regional Delegation for the 2020 RTP/SCS cycle be adopted by the Regional Council? (This would need to be completed by the end of 2016 to ensure sub-regions have adequate time to discuss delegation, acquire funding to develop the SCS, and complete procurement for the SCS consultant)	The draft Sub-regional Framework & Guidelines is planned for presentation to SCAG's Technical Working Group (TWG) in September 2016 and will be updated this Fall/Winter. As ARB's preliminary GHG reduction targets update is anticipated in Spring 2017, the final draft will be presented to Policy Committees and Regional Council for approval thereafter.
2	Will the draft F&G be presented to the SCAG sub-regions and the Technical Working Group for review and comment prior to SCAG policy committee and SCAG Regional Council review and actions?	Yes. The TWG will review the draft Sub-regional Framework & Guidelines this Fall/Winter.
3	Does SCAG intend to update the principles/policies/guidelines within the current document or simply change the referenced dates to be consistent with the 2020 cycle?	Yes. The Framework & Guidelines will be updated to include more direction on RHNA.
4	Will sub-regional SCS greenhouse gas emissions reduction targets (in addition to a SCAG region wide target) be a possible requirement within the Framework and Guidelines?	No.
5	Will sub-jurisdictional data (Traffic Analysis Zone or smaller geographic level data) be protected as submitted by the local jurisdictions/sub-region, or will SCAG be able to modify the sub-jurisdictional data?	Similar to the 2016 RTP/SCS process, SCAG will accept and incorporate the sub-regional SCS, unless (a) it does not comply with SB 375, (b) it does not comply with federal law, or (c) it does not comply with SCAG's Sub-regional Framework & Guidelines. SCAG reserves the right to adjust sub-regionally submitted growth distribution and land use data at the sub-jurisdictional level if the compiled regional

		<p>SCS does not meet GHG targets or other performance objectives specified by the Regional Council.</p>
6	<p>Under what circumstances will SCAG be able to modify the sub-jurisdictional data? Please provide all known circumstances? I.e. targets are not met; data is not consistent with adopted SCAG policies.</p>	<p>As noted before, reasons for modifications may include complying with statutory requirements and ensuring that the SCAG region meets regional GHG targets and/or other regional performance objectives specified by the Regional Council. Performance considerations other than the GHG targets that may prompt adjustments to sub-regional land uses would be specified prior to regional public workshops and included in the regional scenario options discussed at public workshops. Any necessary modifications of sub-regionally submitted growth distribution and land use data for the RTP/SCS will be made at the subjurisdictional level. Growth distribution and land use data sub-regional SCS submittals will be held constant at the jurisdictional level.</p>
7	<p>Please describe in detail the role of the Scenario Planning Model (SPM) for the development of the 2020 RTP/SCS? If a sub-regional SCS delegation is pursued, will the sub-region be required to utilize the SPM in their individual SCS?</p>	<p>For our process, the SPM will play a role in collecting and maintaining data from local jurisdictions (through the data management site, which will be released Summer/Fall 2016, and is optional), and will likely serve as a foundation for the scenario planning requirement for the SCS (through the scenario planning site, which will be released Summer of 2017). Similar to SCAG's approach, sub-regions and jurisdictions are encouraged, but will not be required, to use the Scenario Planning Model (SPM) tool for developing and evaluating the sub-regional SCSs and to submit sub-regional SCSs in SPM, or other compatible, GIS-based, format. This will enable SCAG to better integrate sub-regional submissions with the regional SCS and will allow sub-regions to prepare alternative scenarios if</p>

		they so choose. SCAG will provide the SPM tool, and necessary training, free of charge for sub-regions and jurisdictions.
8	What is the “shared vision” growth forecast that continues to be referenced by SCAG staff for the 2020 RTP/SCS? Is this a bottom-up process or a top-down driven process? Provide as much detail as possible on the “shared vision” growth forecast. How is it different from local input? What will be the jurisdiction’s role? What is SCAG’s role in developing the “shared vision”?	Shared Vision involves a bottom-up approach for developing the base data, policy growth forecast, and scenarios for the 2016 RTP/SCS, and also integrates SCAG’s other efforts (e.g. plan implementation, performance monitoring) to improve local jurisdictions’ competitiveness for funding that helps put our region’s “shared vision” for growth on the ground.
9	If a sub-region accepts delegation, will it also be expected to accept RHNA delegation?	No; however also accepting RHNA delegation may make planning sense for the sub-region. Therefore, we would not discourage this recognizing that the rules for RHNA delegation are different than SCS delegation.
10	Will the requirement for the 4-year implementation monitoring included in the 2016 RTP/SCS Framework and Guidelines be carried over into the 2020 RTP/SCS Framework and Guidelines? This was not a requirement for the 2012 RTP/SCS. What are the expectations for the 4-year implementation monitoring? Is this a statutory requirement, and if so, could the citation be provided? Is this reported annually? Twice a year? Monthly?	We would expect that the 4-year monitoring requirement would be continued with the 2020 Plan, as performance monitoring has evolved into a key element of the planning processes. OCCOG should monitor its SCS implementation policies or strategies that were taken over the 4-year planning period. Reporting should be done at least prior to the end of the 4-year planning period. SCAG staff plans to conduct implementation monitoring for the region, including a local implementation survey, and would like to collaborate with sub-regions that decide to take sub-regional delegation.
11	Will SCAG indemnify sub-regions taking delegation?	No.
12	Will sub-regions be required to do any individual environmental review or will the environmental review for the sub-regional SCS be incorporated into the regional EIR?	No.
13	When will sub-regions need to provide SCAG with the draft sub-regional SCS and an adopted sub-regional SCS for incorporation into the regional SCS?	This is to be determined. Development of the 2020 RTP/SCS schedule is underway, subject to update and Regional Council approval, and will be finalized in tandem



		with the Sub-regional Framework & Guidelines.
1 4	Will delegated sub-regions have to provide feedback to SCAG on SCS implementation at least once during the four year cycle (if and after they opt for sub-regional delegation on the SCS)?	Yes.

Note: These preliminary responses to questions are subject to modification based on input received from stakeholders in the lead up to the adoption of the Sub-regional Framework & Guidelines by SCAG's Policy Committees and the Regional Council in Spring 2017. Similar to the 2016 RTP/SCS process, SCAG also reserves the right to revisit the Framework & Guidelines with Regional Council in the event that new state and federal guidelines necessitate a revision.