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MEETING OF THE

TECHNICAL WORKING GROUP

*Thursday, January 17, 2019
10:00 a.m. – 12:00 p.m.*

SCAG OFFICES

**900 Wilshire Blvd., Ste. 1700
Room Policy B
Los Angeles, CA 90017
(213) 236-1800**

HOW TO PARTICIPATE IN MEETING ON NEXT PAGE

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Technical Working Group

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10:00 a.m. – 12:00 p.m.

SCAG Downtown Office – Policy Room B

900 Wilshire Blvd., 17th Floor

Los Angeles 90017

Agenda

Introductions

Information Items

- | | | |
|------------------------------------------------------------|------------------------------------|------------|
| 1. TWG Purpose and Structure | Kome Ajise | |
| 2. Connect SoCal Scenario Framework and Technical Approach | Jason Greenspan Sarah Dominguez | Attachment |
| 3. ATP Cycle 4 and the Future Communities Pilot Program | Rye Baerg | |
| 4. NOP for Connect SoCal (2020 RTP/SCS) PEIR | Roland Ok | |
| 5. Connect SoCal Environmental Justice Outreach Process | Anita Au | |
| 6. ARB SB 150 Report & Draft SCS Guidelines | Ping Chang | |
| 7. SB 743 Guidelines Adoption | Ping Chang | |



Technical Working Group

Agenda Item 2

Connect SoCal Scenario Development Methodology

January 2019

Overview: Three scenarios will be prepared in addition to the Trend, and Local Input “Base Case” scenarios as outlined in the Sustainable Communities Strategy Framework and Development Process¹. This methodology outlines the general principles and data to be used for articulating the three additional, distinct scenario designs, with the working titles of “Transit”, “Connected”, and “Unconstrained”.

Scenario Purpose: SCAG uses scenario planning to develop, evaluate, and consider distinct pathways the region could take to meet the goals of Connect SoCal’s (2020 Regional Transportation Plan/ Sustainable Communities Strategy). As stated in the [Bottom-Up Local Input and Envisioning Process](#) Principle #3 (adopted October 2017):

SCAG will develop multiple scenarios that explore a range of land use and transportation strategies. These scenarios will illustrate the impact of distinctive policy and investment choices, and will be compared to the “base case” in order for the Regional Council and Policy Committees to evaluate the merits of regional decisions for the Plan.

Scenario Development Process: This document details the land use growth allocation methodology for the three scenarios: “Transit”, “Connected”, and “Unconstrained”. This criteria and methodology was developed based on available and verifiable data sources. The designs, priority growth areas, and constraints were based on stakeholder feedback² and may be modified or changed for the final preferred scenario based on additional feedback and review of scenario performance. (See pg. 4 for definitions and pg. 5 for timeline). The transportation strategies and investments that will be paired with each scenario is based on project lists submitted from County Transportation Commissions and is currently under development, to be completed by May 2019.

General Methodology and Rules

For all three scenarios (“Transit”, “Connected”, and “Unconstrained”):

1. Include entitled projects
2. Refer to specific plan land use designation, where applicable, for growth allocation.
3. In areas without a specific plan, refer to general plan land use for growth allocation.
4. Do not exceed general plan or specific plan capacity.

¹ Approved by SCAG Regional Council in October 2018:

http://www.scag.ca.gov/committees/CommitteeDocLibrary/rc100418_fullagn.pdf

² Stakeholder feedback was received during fall/winter 2018 from SCAG Working Group participants and through direct interviews with Councils of Governments and a limited number of local jurisdictions.

5. Apply growth within priority areas following the hierarchy where growth is applied to #1 first and #5 last (see table on page 3).
6. Avoid growth in absolute constraint areas (see page 3).
7. Avoid growth in variable constraint areas where possible, following the hierarchy where #1 should be built upon first, and #6 last.
8. For all scenarios, the spillover growth (that cannot be allocated in priority areas) should be directed as follows:
 - a. First, within 1 mile of park and ride locations;
 - b. Second, for Counties except for Los Angeles, spill over into the top 20% Neighborhood Mobility Area (NMA, see page 4) TAZs for that county
 - c. Third, within jurisdictional boundaries, prioritizing infill locations³;
 - d. And finally, within spheres of influence.
 - e. Additional notes:
 - i. For unincorporated county areas, this spillover growth should be prioritized near existing communities (designated by specific plans and within spheres of influence). For San Bernardino, prioritize growth in Valley communities.
 - ii. For growth in infill locations, use only parcels coded as vacant or as local input identified infill.

For “Transit” and “Connected” scenarios:

9. Maintain jurisdictional control totals.

For “Unconstrained” scenario:

10. Follow priority growth areas, maintaining county control totals, and allow up to 5-10% increased growth in jurisdictions with targeted growth priorities (for example, a jurisdiction with zoned capacity within TPAs above its jurisdictional control total can have up to 10% more growth allocated). This increased growth would be drawn from unincorporated county totals.

³ Vacant or potentially redevelopable parcels located in existing urban neighborhoods, based on county assessor’s property information and as reviewed by local jurisdictions as part of SCAG’s Local Input Process.

Growth Constraints

Absolute constraints

- Military (based on general plan designation, may also be listed as public facility)
- Existing Open space (i.e. parks within jurisdictions, designated as “Open Space”)
- Conserved land (CPAD and CCED)
- 2 ft. Sea Level Rise
- Unincorporated Counties: Agriculture
 - Prime farmland
 - Farmland of Statewide Importance
 - Unique Farmland
 - Farmland of Local Importance
- No housing in 500 ft. buffer of high capacity roadways⁴
 - Except when overlaps with TPA

Variable Constraints

Growth will be avoided in following areas, where possible except when constraint conflicts with accommodating the jurisdictional growth total.

| | Constraint Area |
|---|------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Wildland Urban Interface |
| 2 | Agriculture- Grazing Land |
| 3 | Agriculture (Incorporated Cities) -Prime farmland -Farmland of statewide importance -Unique farmland -Farmland of local importance |
| 4 | 500 year flood plains |
| 5 | CalFire Very High Severity fire risk (state and local) |
| 6 | Natural lands and habitat corridors (Connectivity, Habitat Quality, Habitat Type layers) |

Growth Priority Areas

Growth will be allocated up to capacity of area as designated in a jurisdiction’s General Plan or Specific Plan before moving to next tier priority area.

| | TRANSIT | CONNECTED | UNCONSTRAINED |
|---|-----------------------------|-----------------------------|-----------------------------|
| 1 | Transit Priority Areas | Job Centers | Transit Priority Areas |
| 2 | Livable Corridors | Transit Priority Areas | Livable Corridors |
| 3 | HQTA | Neighborhood Mobility Areas | Job Centers |
| 4 | Neighborhood Mobility Areas | Livable Corridors | HQTA |
| 5 | - | HQTA | Neighborhood Mobility Areas |

⁴ High capacity roadways= 100,000 average daily traffic

Brief Description of Growth Priority Areas:

Transit Priority Areas (TPAs):

An area within one-half mile of a major transit stop that is existing or planned (existing rail transit station, a ferry terminal served by bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods). (Based on CA Public Resources Code Section 21099 (a)(7) and CA Public Resources Code Section 21064.3)

High Quality Transit Areas (HQTAs):

Areas within one-half mile of a high-quality transit corridor which is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. (Based on CA Public Resources Code Section 21155(b))

Livable Corridors:

This arterial network is a subset of the high quality transit areas based on level of transit service and land use planning efforts with a few additional arterials identified through corridor planning studies funded through the Sustainability Planning Grant program (currently the Sustainable Communities Program).

Neighborhood Mobility Areas (NMAs):

Areas with high intersection density (generally 50 intersections per square mile or more), low to moderate traffic speeds, and robust residential retail connections which can support the use of Neighborhood Electric Vehicles or active transportation for short trips.

Job Centers:

Areas with significantly higher employment density than surrounding areas. Over 60 subareas throughout the region are identified as having peak job density. These are identified at fine, medium, and coarse scales (1/2, 1, and 2 km) to capture locally significant job centers within the region.

Timeline

Now – February 2019: Consultant is preparing TAZ level growth distribution for each of the above 3 scenarios

Now – May 2019: Transportation project and strategy development for scenarios

February – April 2019: SCAG Small Area Forecasting, Travel Demand Model run, Scenario Planning Model runs

May – June 2019: SB 375 Workshops

June – July 2019: Develop final preferred scenario

October 2019: Release Draft Connect SoCal (2020 Regional Transportation Plan/ Sustainable Communities Strategy), after approval by the Regional Council

Data Sources

- Local Input Data (data provided to SCAG during the local input process which ended October 1, 2018 and processed from multiple original sources including but not limited to: Local General Plans, Local Specific Plans, County Transportation Commissions, California Protected Areas Database, California Natural Diversity Database, and the Federal Emergency Management Agency)
- Caltrans
- California Department of Fish and Wildlife
- California Department of Conservation
- National Oceanic and Atmospheric Administration
- InfoUSA