



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

TECHNICAL WORKING GROUP (TWG)

Thursday, April 11th 2013: 1:00 p.m. – 4:00 p.m.

SCAG Offices
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Policy Room A
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Teleconferencing Information:
Number: 1-800-553-5260

Silent Live Web PowerPoint Presentations: <https://www.webmeeting.att.com>
Meeting #: 8772145010 | Participant Code: 159785

AGENDA

Introductions

Discussion Items

1. Overview of the TWG Process – (Oral Report)
2. Overview of the Subcommittee Recommendations – (Attachment)
3. 2016 RTP/SCS Growth Forecast and Local Input – (Attachment)
4. SCAG 2013 Sustainability Program Call-for-Projects Update – (Oral Report)
5. Comments/Around the Table Discussion

2. Overview of the Subcommittee Recommendations – (Attachment)

DRAFT Active Transportation Subcommittee Recommendations

Policy Recommendations

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

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

1. Develop a definition of “Active Transportation” which recognizes the varying types and needs of active transportation users

- Existing: Active Transportation refers to transportation such as walking or using a bicycle, tricycle, velomobile, wheelchair, scooter, skates, skateboard, push scooter, trailer, hand cart, shopping car, or similar low-speed electrical devices. (*source: 2012 RTP/SCS*)
- Proposed: Active transportation refers to human-powered transportation and low-speed electronic assist devices for elderly and disabled. Examples include bicycle, electric assist bicycle, tricycle, wheelchair, scooter and skateboard. Excluded devices include mopeds, motorized skateboards, neighborhood electric vehicles and segways.

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

2. Consider and refine the availability of data and information to evaluate the RTP/SCS and its alternatives relative to active transportation policy

- Provide the technical foundation for any potential improvements to performance measures and indicators by conducting research and identifying best methods for RTP/SCS alternatives evaluation and monitoring
- Strengthen performance indicators to facilitate measuring the benefits of active transportation development
- Expand our data collection efforts, by working with counties, cities and stakeholders to expand data collection efforts

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

3. Develop, with partner agencies, a methodology for selecting and prioritizing regionally supported active transportation projects

- Continue to work with local jurisdictions in coordinating and integrating active transportation data and plans
- Support the development of cost effectiveness data and methodology to determine which projects may have the greatest benefit/cost
- Work with partner stakeholders in Public Health, Land-Use Planning, Environmental Quality and Habitat Conservation to further enhance active transportation options
- Support implementation of active transportation infrastructure, including bike racks, signals, wayfinding signage, bikeshare as appropriate.

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

4. Seek opportunities to promote and support transportation investments with an active transportation component

- Support regulatory framework that considers active transportation an integral part of all transportation planning and development
- Support regulatory framework that considers active transportation an integral part of land-use planning and development
- Support and promote the consideration and accommodation of active transportation users, particularly in underserved communities, in all transportation projects, where applicable
- Support goals and principles of Complete Streets recognizing context of local land-uses
- Support and seek opportunities to promote and implement safety in active transportation
- Continue to support research, and/or development of best practices to justify investment in active transportation
- Support and seek opportunities to increase active transportation funding (including, but not limited to Safe Routes to School, Cap and Trade, River Parkway Grants, regional trails, legislative strategies and other public and private grant opportunities)
- Seek opportunities to streamline environmental review of active transportation projects.

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

Goods Movement Subcommittee Recommendations

Over the course of five subcommittee meetings convened to date from September 2012 to February 2013, the Goods Movement Subcommittee engaged in dialogue with key experts and addressed critical emerging and long-term issues impacting goods movement, including:

- Reviewed goods movement strategies included the 2012-2035 RTP/SCS and the Comprehensive Goods Movement Plan and Implementation Strategy;
- Discussed the magnitude and importance of Imperial County’s international land border crossing for freight;
- Reviewed goods movement market segmentations and the economics of goods movement;
- Discussed Goods Movement Environmental Action Plan and regional zero-emission goods movement demonstration efforts;
- Discussed potential strategies for funding goods movement initiatives; and
- Reviewed regional efforts to establish a zero-emission freight corridor, along the I-710 and East-West Freight Corridor.

The following staff recommendations reflect the dialogue of the subcommittee meetings along with input provided by ex-officio members and stakeholders. These staff recommendations are intended to further facilitate implementation of the adopted 2012-2035 RTP/SCS goods movement strategies—strategies also incorporated into SCAG’s recent publication of the Comprehensive Regional Goods Movement Plan and Implementation Strategy.

These staff recommendations are intended to further lay the groundwork for developing the 2016-2040 RTP/SCS. With recent emphasis on the development of a national freight policy, these recommendations are anticipated to further complement efforts related to implementation of MAP-21 freight provisions and will serve as critical input into staff work programs designed to meet implementation milestones.

1. Facilitate implementation of MAP-21 freight provisions—including participation in national freight network designation, state freight plan and national freight plan development.

- Collaborate with regional, state and federal partners on implementation of MAP-21 freight provisions, including analyses and recommendations pertaining to the national freight network designation and development of both state and national freight plans.
- Provide analytical support, share data of critical importance to Southern California’s freight needs, and incorporate SCAG’s Comprehensive Regional Goods Movement Plan and Implementation Strategy (2012-2035 RTP/SCS goods movement strategies) into the California Freight Mobility Plan.
- Continue to promote SCAG’s Comprehensive Regional Goods Movement Plan and Implementation Strategy—throughout California and nationally—to emphasize the importance of continued investment in Southern California’s goods movement system.

Next Steps to 2016-2040 RTP/SCS Development: Active staff participation in partnerships to implement MAP-21 freight provisions, including technical advisory committees and working groups, as appropriate. Staff also anticipates continued participation in national freight dialogues and forums.

- 2. Facilitate implementation of freight initiatives identified in the 2012-2035 RTP/SCS—including monitoring of emerging supply chain trends to adapt key infrastructure strategies as needed.**
- Collaborate with SANDAG and other regional partners on continuing analyses and understanding of international land border crossing freight distribution patterns.
 - Collaborate with regional partners to continue to evaluate domestic trade flows and local distribution activities—particularly as it relates to the East West Freight Corridor.
 - Collaborate with LA Metro, SANBAG, and other regional partners to pursue further feasibility work on the East West Freight Corridor, as identified in the 2012-2035 RTP/SCS.

Next Steps to 2016-2040 RTP/SCS Development: Continue to meet and collaborate with industry stakeholders and other regional partners to monitor and refine as needed, the regional goods movement initiatives identified in the 2012-2035 RTP/SCS. Specifically, key next steps for the EWFC include continued feasibility assessments and preliminary design work conducted jointly with regional partners.

- 3. Continue to promote and seek on-going partnerships with regional partners to further advance deployment of near-zero and zero emission goods movement strategies.**
- Continue to support and seek opportunities to demonstrate viable (viability includes emission reducing, cost-effective, and safe) near-zero and zero-emission goods movement technologies as identified in the 2012-2035 RTP/SCS—in collaboration with regional partners, including the South Coast Air Quality Management District.
 - Continue to engage with regional partners, including the Los Angeles County Zero-Emission Collaborative, to identify opportunities for further research, development, demonstration, and deployment of zero-emission technologies for the regional freight corridor.
 - Continue to support and seek funding opportunities for zero-emission goods movement initiatives, including California’s Cap-and-Trade auction proceeds.

Next Steps to 2016-2040 RTP/SCS Development: Actively participate in regional partnerships and continue to pursue environmental action plan steps identified in the 2012-2035 RTP/SCS.

High-Speed Rail & Transit Subcommittee Recommendations

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

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

The following recommendations represent the output of discussions held at the six meetings of the HSR&T Subcommittee and are consistent with the findings of the 2012-2035 RTP/SCS. These recommendations are intended to strengthen the implementation of the 2012-2035 RTP/SCS and development of the 2016-2040 RTP/SCS. These recommendations are not final, but rather will be taken to the Transportation Committee and then to the Regional Council for review and approval.

Regional Rail Vision

- Develop and refine a coordinated regional rail vision element for inclusion in the 2016-2040 RTP/SCS update. The regional rail vision will build upon current and future statewide and regional efforts as follows.
- Continue coordination with the California High Speed Rail Authority and the county transportation commissions on California High Speed Rail planning efforts, including the Southern California Memorandum of Understanding projects to be funded by Prop. 1A funds, and the Authority's upcoming 2014 Business Plan update. Also continue participating in other high speed rail planning efforts including Xpress West and High Desert Corridor.
- Continue coordination with the Caltrans Division of Rail on the State Rail Plan to support the expansion, integration, connectivity, and coordination of rail services and policies to provide travelers with seamless and efficient regional and inter-regional passenger rail transportation. The Draft State Rail Plan will be released on February 8, 2013 for public review and comments, and is expected to be finalized by May 2013.
- Continue to support the ongoing process to facilitate local control of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor Pacific Surfliner passenger rail service by the LOSSAN Corridor Rail Agency. The Agency is authorized to enter into an Interagency Transfer Agreement with the State as early as June 30, 2014.
- Build upon the freight rail analysis in SCAG's recently completed Comprehensive Regional Goods Movement Plan and Implementation Strategy to address existing and future passenger and freight rail capacity constraints and potential coordinated passenger and freight use.
- Identify and evaluate strategies and policies to optimize access to the regional rail system, coordinate inter-modal transfers, and maximize connectivity and ease of travel.

Next Steps: Continue coordination with CTCs, Caltrans, and local jurisdictions on planning and programming of 2012-2035 RTP/SCS projects and strategies, as appropriate, and continue to provide regular updates to Transportation Committee.

Transit Best Practices

- Identify, evaluate, and refine potential transit best practices and strategies for inclusion in the 2016-2040 RTP/SCS update. This effort will build upon the issues discussed by the HSR&T Subcommittee as follows.
- Support ongoing efforts to facilitate seamless travel on the region's transit system, including the development of smart fare media and coordinated fare policies.
- Continue to work with Metro to complete the First Mile/Last Mile Strategic Plan and incorporate recommended strategies into the RTP/SCS update as appropriate.
- Review and update the Regional Intelligent Transportation Systems (ITS) Architecture to ensure that it continues to support the development and implementation of real-time traveler information systems.
- Build upon current understanding and research to identify and evaluate cost-effective ways to improve transit service frequency and reliability and improve fare policy and pricing strategies.
- Review the Safety and Security element of the RTP/SCS and revise as appropriate for the 2016-2040 RTP update to further address transit/rail emergency preparedness.
- Continue to work with the Regional Transit Technical Advisory Committee on developing and refining an annual transit and rail system performance report to provide a technical foundation for RTP/SCS performance analysis.

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

Finance Strategies

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

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

Public Health Subcommittee

Public Health Subcommittee Policy Staff Recommendations

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

1. Seek opportunities to promote transportation options with an active component/physical activity

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

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

2. Provide robust public health data and information, as feasible, to better inform regional policy, the development of the 2016-2040 RTP/SCS, and support public health stakeholder participation

- To the extent feasible, include information in the following emphasis areas:
 - Monetary and health impacts of different plan alternatives
 - Physical activity
 - Emissions and exposure
 - Consider implementation of zero and/or near-zero emissions vehicles
 - Safety
 - ¹Health outcomes (for example, incidence of chronic disease)
- Pursue feasible enhancements in data and analysis with regards to Environmental Justice report of RTP/SCS; for example, exposures and likely health issues
- Coordinate and provide data and technical foundation for potential regional public health policy and expanded performance measures, as feasible

Next Steps to 2016-2040 RTP/SCS Development: Pursue scenario planning tool enhancements to include increased and dynamic public health data. Solicit technical review through technical working

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

groups and other forums. Final recommendations on plan methodologies, data and performance measures in advance of release of draft plan in late 2015.

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

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

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

Sustainability Subcommittee

Sustainability Subcommittee Policy Staff Recommendations

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

5. Adopt the following as a definition of sustainability which recognizes the importance of local decision making, yet fosters regionally significant sustainability

- *Sustainability*- We work with our partners, local governments, and stakeholders to achieve a quality of life, inclusive of economic well-being, that provides resources for today's generation while preserving an improved quality of life for future generations

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

6. Consider and refine the availability of data and information to evaluate the RTP/SCS and its alternatives relative to sustainability, as defined

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

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

7. Support regulatory framework and project delivery financing that allows for sustainable development

- Provide local examples of workable CEQA practices to statewide entities engaged in CEQA modernization discussions

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

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

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

8. Seek opportunities to promote transportation options with an active component/physical activity

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

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

Transportation Finance Subcommittee Recommendations

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

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

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

1. Continue to investigate cost-efficiency measures for transportation investments

- Continue to highlight analysis of system preservation and full life-cycle costs for major transportation initiatives in the 2012-2035 RTP/SCS
- Track results of economic benefits analysis of expedited project delivery
- Support and seek opportunities to promote expedited project delivery
- Support and promote public-private partnership (P3) opportunities for viable transportation initiatives throughout the region
 - Continue to analyze P3 opportunities for viable transportation initiatives identified in the 2012-2035 RTP/SCS and assess opportunities to expand current legislative enabling provisions

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

2. Continue to monitor and analyze emerging transportation funding options for multimodal investments

- Collaborate with regional partners to pursue opportunities for cap-and-trade auction proceeds to support transportation investments, including freight technology advancement demonstration projects
- Track potential measures to augment and stabilize state and federal transportation revenues, including adjustments to fuel excise taxes, sales taxes on transportation fuels, and vehicle registration fees

Next Steps to 2016-2040 RTP/SCS Development: Develop a white paper analyzing a comprehensive set of multimodal funding options—including near-term options to supplement strategies already adopted for the 2012-2035 RTP/SCS—for consideration as part of the 2016-2040 RTP/SCS financial plan development process.

3. Promote and seek on-going partnerships with regional partners, business leaders, and other stakeholders to further SCAG's 2012-2035 RTP/SCS financial plan strategies

- Continue to finalize concept of operations plan for a regional network of express lanes
- Engage regional partners, including transportation agencies, in research, development, and demonstration efforts for a mileage-based user fee system
- Support and promote a dedicated funding source for goods movement, including implementation of MAP-21 freight provisions

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

4. Continue to investigate and recommend strategies to mitigate cost to taxpayers (including mitigation measures that are not strictly transportation related) over the course of subsequent RTP cycles

3. 2016 RTP/SCS Growth Forecast and Local Input – (Attachment)

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DATE: April 11, 2013

TO: Technical Working Group
****Please note, this report and the corresponding attachments are subject to further review and refinement by the SCAG Regional Council or Policy Committees**

FROM: Guoxiong Huang, Manager, Modeling & Forecasting, 213-236-1948, huang@scag.ca.gov
Jacob Lieb, Manager, Sustainability, 213-236-1921, lieb@scag.ca.gov
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SUBJECT: 2016-2040 RTP/SCS Local Input process and Proposed communication protocols

RECOMMENDED

For Information & Discussion Only – No Action Required.

RECOMMENDED ACTION for CEHD and RC:

- (1) Recommend Regional Council approval of staff recommendations to begin the Local Input process for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which includes distribution of the attached letter to all SCAG jurisdictions (Attachment 1);
- (2) Recommend Regional Council approval of the 2016-2040 RTP/SCS preliminary draft schedule and milestones (see Attachment 2) which includes the schedule for the Local Input process, subject to any changes as necessary; and
- (3) Recommend Regional Council approval of the option that local jurisdictions/subregions utilize “Communication, Verification, and Approval Form” for the 2016-2040 RTP/SCS Local Input Process (see Attachment 3), executed by City Manager/County Chief Administrator/Subregion Executive Directors or their authorized designee as the official submittal to SCAG. Local jurisdictions/subregions may elect, at their discretion, to seek additional approval from their respective governing boards (e.g. approval of an authorizing resolution), which is acceptable to SCAG provided the documentation is submitted to SCAG by September 30, 2014.

EXECUTIVE SUMMARY:

As a follow-up to the discussion by the CEHD Committee at its February 7th meeting, this item presents more specific information regarding the 2016 RTP/SCS local review and input process. In addition, staff seeks direction from the Committee as to a preferred protocol for communicating the submittal and approval of local input from local jurisdictions to SCAG as it relates to land use and socioeconomic data. Staff will also provide an overview of the schedule for material to be sent out to local jurisdictions with deadlines for submission.

STRATEGIC PLAN:

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

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BACKGROUND:

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

The CEHD Committee directed staff to establish a formal protocol for communications between SCAG staff and local jurisdictions regarding the input and review process, with options for addressing the local jurisdiction approval process.

To kick-off the local input process, later this month, SCAG will send a comprehensive letter to each jurisdiction (see Attachment 1) with contents listed below. The letter will be sent to each **Planning Director** for every city or county in the SCAG region. A copy of the letter will also be sent to each City Manager or County Chief Administrator, city council/county board of supervisors via the city or county clerk, subregional coordinator, and the Executive Director of the respective subregional organization. The letter will:

1. Provide an overview of the contents and work plan for the development of 2016-2040 RTP/SCS;
2. Provide a general schedule, milestones, and deadlines for the review of key socioeconomic datasets required for the development of the 2016-2040 RTP/SCS and PEIR (see Attachment 2);
3. Provide a list of the GIS maps and data, growth forecast and land use information that SCAG will transmit to local jurisdictions for review, comments and subsequent verification or approval (see Attachment 3);
4. Establish communication protocols; provide SCAG contact and request jurisdictions to identify a staff person for information requests.

As with the 2012-2035 RTP/SCS, SCAG will seek verification of the existing land use, general plan land use, and zoning information; and, approval of jurisdiction level population, households and employment forecast for the years 2020, 2035 and 2040. Jurisdictions may elect to submit sub-jurisdictional input (census tract or transportation analysis zone). However, sub-jurisdictional level input will only be advisory, unless the jurisdiction is within a subregion that selects the option to accept delegation to produce its own SCS.

The options for local jurisdiction/subregion approval of the population, households, and employment forecast include the following:

- (1) Sign off of submittals by the City Manager/Chief Administrative Officer/subregion Executive Directors or their authorized designee using the “Communication, Verification, and Approval Form” for the 2016-2040 RTP/SCS Local Input Process (see Attachment 3) submitted to SCAG by the September 30, 2014 deadline; or
- (2) A letter from the jurisdiction signed by the highest elected official or approved by the governing body submitted to SCAG by September 30, 2014 deadline; or
- (3) A formal resolution approved by the governing board from each jurisdiction/subregion,

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submitted to SCAG by September 30, 2014 deadline.

For administrative achievability and maintenance of the schedule, consistent with input received from subregional representatives, staff recommends the first option as the appropriate mechanism for local jurisdiction/subregion submittal and verification/approval of the local input to SCAG. This was also the approach utilized for the 2012-2035 RTP/SCS and has been a successful process implemented by several subregions. A local jurisdiction/subregion may, at its discretion, seek additional approval besides the form from their governing boards; this is also acceptable to SCAG provided this will not jeopardize the submittal deadline of September 30, 2014.

The 2016-2040 RTP/SCS local input and review process will commence in April 2013 and conclude in September 2014 (see Attachment 2). As indicated in the attachment, the major steps/milestones include the following:

- In April 2013, a comprehensive letter (Attachment 1) will be sent to all jurisdictions in the SCAG region outlining the 2016-2040 RTP/SCS development timeline; the local review, input and approval process; and requesting current information about General Plan land use, Zoning and existing (year 2012) land use, including any specific corrections and changes since 2008, in preparation for development of the 2016-2040 RTP/SCS growth forecasts and land use scenarios. The requested information is due by April 26, 2013.
- In May 2013, SCAG will ask local jurisdictions to review, verify or correct data and maps of the following information collected above (2012 existing land use, General Plan land use, Zoning) and open space, farm land, jurisdictional boundary, sphere of influence, and flood zones. Large group workshops and/or one-on-one meetings will be set up with each local jurisdiction, on an as-needed basis, to collect data revisions, answer questions, and provide individual assistance. Staff will track, review, and incorporate the information received into SCAG's databases for preparation of the 2016-2040 RTP/SCS draft growth forecast. Staff will follow up with local jurisdictions as necessary so as to complete this initial input process by June 30, 2013.
- The regional- and county-level growth forecasts of population, households, and employment for years 2020, 2035, and 2040 will be prepared and presented to the region by September 2013.
- In fall 2013, after the October 15, 2013 deadline for updates of the Housing Elements by local jurisdictions, draft forecast data, at and below the jurisdiction level for population, households, and employment will be distributed to local jurisdictions for initial review and comment. SCAG staff will then work with local jurisdictions to develop the corresponding land use scenario, based on local input using the Scenario Planning Model (SPM). This process is scheduled to be completed by March 2014.
- Beginning in April 2014, staff will communicate with local jurisdictions and stakeholders to develop alternative growth and land use scenarios in order to achieve greenhouse gas reductions if the greenhouse gas emissions target is not met by the aggregate local input scenario.
- In mid-2014, each local jurisdiction will be asked to provide final review, comment, and approval of

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the final, detailed growth forecast dataset for their jurisdiction. The dataset to be provided by SCAG will include the 2012 base year and the projection years of 2020, 2035, and 2040 at the transportation analysis zone level for population, households, and employment. However, only approval at the jurisdictional level is requested by September 30, 2014. Staff will conclude the local input/review process and be ready for modeling analysis and plan development by September 2014.

FISCAL IMPACT:

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

ATTACHMENT:

1. Draft Letter to Local Jurisdictions related to the development of 2016-2040 RTP/SCS and Local Input Process for 2016-40 RTP/SCS (including “Further detail on the 2016-2040 RTP/SCS and local input process)
2. 2016-2040 RTP/SCS preliminary draft schedule and milestones
3. Draft Communication, Verification and Approval Form for SCAG 2016 RTP/SCS Local Input and Review Process (including list of GIS maps/data, growth forecast and land use information required for review and comments)

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ATTACHMENT 1

April 4, 2013

Mr. Xx Yy

Planning Director

City of Aliso Viejo

12 Journey, Suite 100

Aliso Viejo, CA 92656-5335

SUBJECT: Local Input to SCAG for 2016-2040 RTP/SCS Development: Land Use and Forecasts of Population, Households, and Employment

Dear Mr. Xx Yy:

The Southern California Association of Governments (SCAG) is beginning the process of collecting land use information and distributing forecasts of population, households and employment for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

A critical component of the success of the 2012-2035 RTP/SCS was the participation and cooperation of all 197 local government partners within the Southern California Association of Governments (SCAG). We intend to build on this positive working relationship and ensure that all local governments are fully informed of the process and have ample opportunities to provide input. This is only the first of many opportunities for participation and input as we develop the 2016-2040 RTP/SCS. A first step in the local input process, and the purpose of this letter, is to outline protocols for communication, information sharing and verification/approval between SCAG and local jurisdictions in the region. A draft schedule for development of the 2016-2040 RTP/SCS and further detail on the process are included here as Attachments A and B. Draft schedule and further local input process document. Communication, Verification and Approval Form for SCAG 2016-2040 RTP/SCS Local Input and Review Process, including the list of GIS maps/data, growth forecast and land use information required for review and comments are presented in Attachment C.

The letter and all future communications will be sent to each Planning Director for every city or county in the SCAG region. A copy of the letter will also be sent to each City Manager or County Chief Administrator, city or county clerk for distribution to all city/county elected officials, subregional coordinator, and the Executive Director of the respective subregional organizations.

At this time, SCAG staff requests:

- Designation of an official, primary point of contact for your jurisdiction for SCAG to work with on scheduling meetings, directing communication and facilitating the local input process. Please use attachment C
- Changes between 2008 and 2012 to parcel level General Plan land use, zoning, and existing land use data for your jurisdiction in GIS shapefile format, annotated PDF, or annotated hardcopy **by Friday, April 26, 2013**. Please see Attachment B to this letter for further instructions.

We also ask that, throughout the process, all of your jurisdiction's formal input be submitted using the Communication, Verification and Approval Form (Attachment C to this letter). [pending CEHD, RC action]

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

SCAG greatly appreciates your efforts and collaboration in developing the 2016-2040 RTP/SCS. Sincerely,



Huasha Liu
Director, Land Use & Environmental Planning

Email CC: City Council members/Board of Supervisors via City/county Clerk
City Manger
COG Executive Director
Subregional Coordinator

Attachments:

- A. Draft Schedule for the Development of the 2016-2040 RTP/SCS
- B. Further detail on the 2016-2040 RTP/SCS and Local Input Process
- C. Draft Communication, Verification and Approval Form for SCAG 2016 RTP/SCS Local Input and Review Process (including the list of GIS maps/data, growth forecast and land use information required for review and comments)

Attachment to Communication Letter: Further detail on the 2016-2040 RTP/SCS and Local Input Process

Overview

While we plan to replicate much of what made the 2012 RTP/SCS plan process a positive one, we note that additional planning considerations need to be incorporated into the development of 2016-2040 RTP/SCS, including issues flowing from the state, national and regional levels. Planning activities, with complementary goals through all levels of government, include:

- The California Air Resources Board (ARB) Scoping Plan, Vision Framework and State of California's efforts to accelerate the introduction of zero emission vehicles (ZEV), as spelled out in the Governor's Executive Order B-16-2012 (<http://www.gov.ca.gov/news.php?id=17472>), and the associated Zero Emission Vehicle Action Plan ([http://opr.ca.gov/docs/Governor's_Office_ZEV_Action_Plan_\(02-13\).pdf](http://opr.ca.gov/docs/Governor's_Office_ZEV_Action_Plan_(02-13).pdf)).
- South Coast Air Quality Management District's (SCAQMD) 2015 ozone plan. Pursuant to the federal Clean Air Act, state implementation plans for each 2008 8-hour ozone nonattainment area must be submitted to US EPA by July 20, 2015. The SCAG region contains seven such nonattainment areas, including two Indian Nations: Coachella Valley, Imperial County, South Coast Air Basin, Ventura County, Western Mojave Desert Air Basin, Morongo Areas of Indian Country, and Pechanga Areas of Indian Country.
- The Air Resources Board's potential consideration of revised Greenhouse Gas (GHG) emission reduction targets applicable to the SCS. SB 375 gives ARB the authority to review and update regional greenhouse gas reduction targets every 4 years. The next ARB review of regional targets will occur in 2014. Under SB 375, ARB has authority to establish regional targets for 2020 and 2035 only. Based on AB 32 and state Executive Orders, California's planning efforts need to look beyond 2020 towards 2050 climate goals. SCAG's 2016 RTP/SCS will have a planning horizon of 2040, and each subsequent RTP update will further extend the planning horizon. ARB would expect, at a minimum that the 2016 RTP/SCS will maintain the 2035 level of greenhouse gas reductions through 2040 and beyond.
- The state transportation plan and freight plan
- New requirements for RTPs included in the federal transportation reauthorization (MAP21). Of note, MAP 21 includes substantial new processes for developing performance measures.

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

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

- Forming six subcommittees to closely examine issues of interest from the 2012 plan, and to consider next steps;
- Launching a new comprehensive Sustainability Program, building on our on-going successful Compass Blueprint program to provide planning resources for member local agencies;
- Forming a standing Sustainability Working Group comprised of the 6 County Transportation Commissions in the SCAG region;

- Developing a formal joint work program between SCAG and the Los Angeles County Metropolitan Transportation Authority, while also exploring similar partnerships with other county transportation commissions;
- Developing legislative priorities that implement key components of the 2012 plan, including innovative transportation finance, Cap and Trade implementation, and California Environmental Quality Act (CEQA) modernization.

Local Input Process

Based on the 2016-2040 RTP/SCS Preliminary Draft Schedule and Milestones, the local input and review process will commence now and conclude in September 2014. SCAG will seek Regional Council adoption of jurisdictional level population, households and employment for the years 2020, 2035 and 2040, which is the same as the adoption policy for the 2012-2035 RTP/SCS cycle.

Through the steps and processes as described below, SCAG staff will develop following socioeconomic and land use datasets through bottom-up local input and review process as required by the 2016-2040 RTP/SCS and Programmatic Environmental Impact Report (PEIR):

1. Base year 2012 data: population, employment, household at all city and transportation analysis zones, SB 375 required GIS maps, General Plan, Zoning, existing land use.
2. Revised growth forecasts of population, employment, and households for the 2016-2040 RTP/SCS at city and transportation analysis zones and associated land uses for 2020, 2035, and 2040 will be sent out for review and input by local jurisdictions. Both base year data and growth projections will be provided along with the Scenario Planning Model (SPM) to help local jurisdictions to visualize the projection and provide feedback.
3. Further scenario planning exercise with SPM.
4. Regional level scenario planning exercise, including additional funding assumptions, Transportation Demand Management (TDM)/Transportation System Management (TSM), active transportation and alternatives to local input-based policy forecasts and land uses, if necessary.
5. PEIR alternatives

To develop these datasets and land use scenarios, efforts will involve the following four steps:

Step 1 – Land Use Data Collection and Review (March –June 2013)

Currently, we are collecting changes between 2008 and 2012 to parcel level General Plan land use, zoning, and existing land use data (2012) for your jurisdiction. These changes will first be digitized in GIS format and will additionally be re-coded by SCAG using SCAG's updated land use classification codes¹ and incorporated into SCAG's 2012 land use database. If a

¹ FTP instructions to download SCAG's current land use classification codes is available through SCAG's FTP site, and also as technical note to the Draft Communication, Verification and Approval Form for SCAG 2016 RTP/SCS Local Input and Review Process (including the list of GIS maps/data, growth forecast and land use information required for review and comments)

jurisdiction would like to submit their most recent land use information and recode the data into SCAG's classification codes, they may do so using SCAG's land use classification code document. **You have two options for providing this data by Friday, April 26, 2013:**

1. Please provide this data to SCAG in GIS shapefile format by the requested date (4/26/2013, Friday); **OR**
2. If this data is not available in GIS format, please use the FTP instructions² to download the PDF maps of the 2008 General Plan land use and zoning and existing land use from the 2012 RTP/SCS and make corrections/updates to the PDF or hardcopy maps and return the updated maps to SCAG by the requested date.

Once collected, we will update the RTP/SCS database and maps used in the 2012 RTP/SCS and then return the information to your jurisdiction for final review, comment, and input to ensure an accurate dataset for the 2012 base year, which will be carried over into the general plan-based growth forecasts for 2020, 2035, and 2040. Workshops and/or one-on-one meetings with local jurisdictions, on an as-needed basis, will be set up in May 2013 to collect data revisions, answer questions, and provide individual assistance. Staff will track, review, and incorporate the information received into SCAG's databases for preparation of the 2016-2040 RTP/SCS draft growth forecast. Staff will follow up with local jurisdictions as necessary so as to complete this initial input process by June 30, 2013.

Step 2 - Open Space Conservation Plan Database (June 2013 – September 2013)

SCAG is starting a new open space database program for this planning cycle. The purpose of the program is to create a comprehensive open space database for the SCAG region that will coordinate existing local, state, and federal open space conservation efforts as well as encourage the development of a comprehensive, voluntary, region-wide conservation program that addresses conservation gaps, missing wildlife habitat linkages, and creates opportunities for habitat enhancement and mitigation. SCAG staff is requesting information on existing and future open space conservation (and habitat restoration) plans, programs, and policies for your local jurisdiction. Where available, we are requesting information be provided in GIS shapefile format.

Step 3 – Small Area Growth Forecast Review and Meetings (October 2013- March 2014)

Staff will be sending out a package with preliminary growth projections for the years 2020, 2035 and 2040. This information will be provided at the jurisdictional level as well as by transportation analysis zones (Tier 2). SCAG staff will provide an overview of data to be reviewed at a subregional workshop in September 2013 and follow up with one-on-one meetings to collect data changes, answer questions, and provide individual assistance.

Further, as a supplement to the 2016 RTP/SCS process, SCAG is also developing a new Scenario Planning Model (SPM) based on UrbanFootprint software, to share with jurisdictions. One of the primary objectives of this scenario planning model is to provide local jurisdictions with an easy to

² See FTP instructions to download GIS shapefiles and PDF maps of 2008 General Plan land use and zoning maps and existing land use maps as technical note to the Draft Communication, Verification and Approval Form for SCAG 2016 RTP/SCS Local Input and Review Process.

use tool for creating and estimating the potential benefits of future land use and policy choices. Some of the features of this tool include a) providing easy access to high quality geospatial data resources, b) allowing local users to easily review, revise, and create local data and plans such as local General Plan, and c) increasing the technical capability of local users to analyze the fiscal, environmental, transportation, and public health impacts of plans and policies. This tool is for voluntary use by local jurisdictions for the development of the 2016 RTP/SCS land use scenarios. SCAG will assist and work with local jurisdictions along with the SPM to develop corresponding and consistent land use scenarios by place types (density, intensity, and uses).

Step 4 - Land Use Scenario Exercises and Development (April 2014 –September 2014)

SCAG will assist and work further with local jurisdictions along with the SPM to develop additional land use scenarios by place types (density, intensity, and uses)

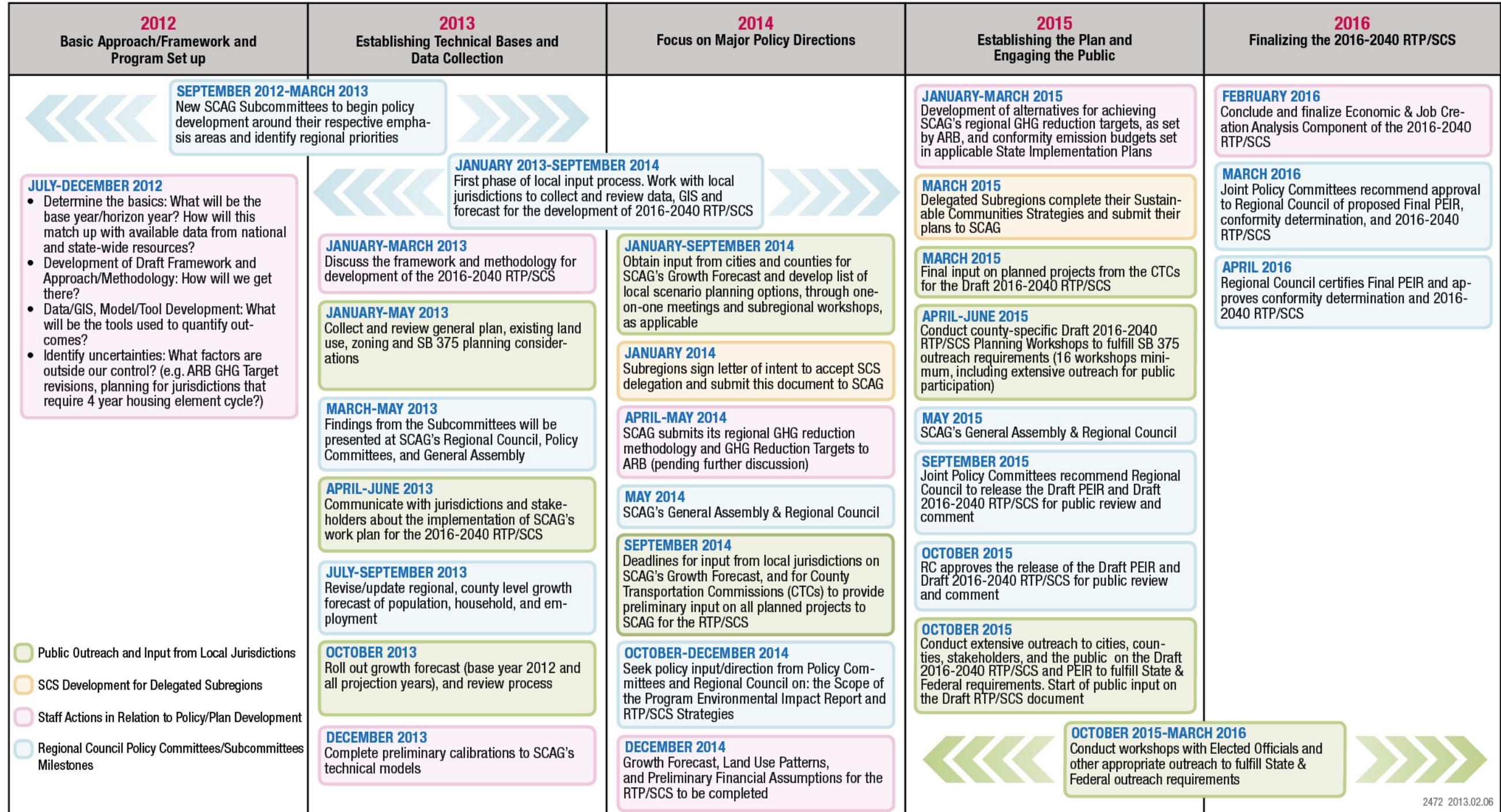
SCAG is anticipating receiving verification of accuracy on the existing (year 2012) land use, General Plan land use and zoning information at the parcel level. Regarding the socioeconomic data, SCAG will seek jurisdiction-level approval of population, households and employment for the years 2020, 2035 and 2040, the same practice that was conducted for the previous RTP/SCS cycle. Although, jurisdictions may elect to submit sub-jurisdictional level input (census tracts or transportation analysis zones). However, this information will only be advisory, unless the jurisdiction is within a subregion that selects the option to accept delegation to produce its own SCS.

See Attachment C for Draft Communication, Verification and Approval Form for SCAG 2016 RTP/SCS Local Input and Review Process used for sign off by the City Manager/Chief Administrative Office/subregion Executive Director or their authorized designee.

Frank Wen will be the primary SCAG contact for this process. Please direct any questions or comments to Frank at wen@scag.ca.gov or 213-236-1854.

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

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



**Draft Communication, Verification, and Approval Form
Local Input and Review Process
2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)**

Date: _____

A - Contact & Background Informatic

This Represents Communication:	
<input type="checkbox"/> From the Jurisdiction of _____ to SCAG	<input type="checkbox"/> From SCAG to the Jurisdiction of _____
Intended Recipient at SCAG: _____ Jurisdiction Contact Person: _____ Email: _____ Phone: _____	Intended Recipient at Jurisdiction: _____ SCAG Contact Person: _____ Email: _____ Phone: _____
Background Information, if any, based upon Previous Communication:	
_____ _____	

B - Action Items

We are seeking to (please check the appropriate boxes):	
<input type="checkbox"/> Request from SCAG: <input type="checkbox"/> General Information <input type="checkbox"/> Follow-up on Input Provided to SCAG <input type="checkbox"/> Other (Please Specify): _____ <input type="checkbox"/> Submit to SCAG: <input type="checkbox"/> General Information <input type="checkbox"/> Input/Revisions to SCAG's Data <input type="checkbox"/> Verification of Accuracy of SCAG's Land Use Data <input type="checkbox"/> Official Approval of SCAG's Demographic Data <input type="checkbox"/> Other (Please Specify): _____	<input type="checkbox"/> Request from Jurisdiction: <input type="checkbox"/> General Information <input type="checkbox"/> Input on Data Provided by SCAG <input type="checkbox"/> Other (Please Specify): _____ <input type="checkbox"/> Submit to Jurisdiction: <input type="checkbox"/> General Information <input type="checkbox"/> Data for Review by Jurisdiction <input type="checkbox"/> Other (Please Specify): _____

C - Data Type

With Relation to SCAG's:	
Land Use Data: <input type="checkbox"/> General Plan Land Use <input type="checkbox"/> Existing Land Use (2012) <input type="checkbox"/> Zoning <input type="checkbox"/> Jurisdictional Boundary <input type="checkbox"/> Sphere of Influence <input type="checkbox"/> Farmland <input type="checkbox"/> Flood Areas <input type="checkbox"/> Endangered Species <input type="checkbox"/> Transit Priority Areas <input type="checkbox"/> Open Space Conservation Plans <input type="checkbox"/> Other (Please Specify): _____	Demographic Data: <input type="checkbox"/> Population <input type="checkbox"/> Households <input type="checkbox"/> Employment Year: <input type="checkbox"/> 2012 <input type="checkbox"/> 2020 <input type="checkbox"/> 2035 <input type="checkbox"/> 2040 Geographic Level: <input type="checkbox"/> Jurisdictional Level <input type="checkbox"/> Tier 2 Transportation Analysis Zone (TAZ) <input type="checkbox"/> Other Geographic Level (Please Specify): _____

D - Description of Action Items

Description of Request (if applicable):	_____ _____ _____																				
Description of Submittal (if applicable):	_____ _____ _____																				
Verification of SCAG's Land Use Data (if applicable):	<input type="checkbox"/> We have reviewed SCAG's Land Use Data and verify its accuracy. See Signature Block <input type="checkbox"/> We cannot verify the accuracy of the data at this time Please refer to the submittal of revisions, described above																				
Official Approval of SCAG's Jurisdictional Level Demographic Data (if applicable):	<input type="checkbox"/> We have reviewed SCAG's Jurisdictional Level Demographic Data and can provide official approval. See Signature Block <input type="checkbox"/> We cannot provide official approval of the data at this time. Please refer to the revisions outlined above <input type="checkbox"/> We cannot provide official approval at this time, and would like to suggest the jurisdictional-level figures listed below																				
	<table border="1" style="width:100%; border-collapse: collapse; margin-bottom: 10px;"> <tr> <td></td> <td align="center">2012</td> <td align="center">2020</td> <td align="center">2035</td> <td align="center">2040</td> </tr> <tr> <td>Population</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Households</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Employment</td> <td></td> <td></td> <td></td> <td></td> </tr> </table> X _____ Signature (to be executed by City Manager, County Chief Administrator or Authorized Representative)		2012	2020	2035	2040	Population					Households					Employment				
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Population																					
Households																					
Employment																					