SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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MEETING OF THE

COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

PLEASE NOTE TIME
Thursday, October 4, 2012
10:00 a.m. – 11:45 a.m.

SCAG Main Office
818 W. 7th Street, 12th Floor
Policy Committee Room B
Los Angeles, CA 90017
(213) 236-1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Deby Salcido at (213) 236-1993 or via email salcido@scag.ca.gov

Agendas & Minutes for the Community, Economic, and Human Development Committee are also available at: www.scag.ca.gov/committees/cehd.htm

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SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Community, Economic, and Human Development Committee
October 2012

		Members	Representing	
Chair*	**1.**	**Hon. Paula Lantz**	**Pomona**	**District 38**
Vice Chair*	**2.**	**VACANT**		
	3.	Hon. Sam Allevato	San Juan Capistrano	OCCOG
	4.	Hon. Josue Barrios	Cudahy	GCCOG
	5.	Hon. James Butts, Jr.	Inglewood	SBCCOG
	6.	Hon. Don Campbell	Brawley	ICTC
	7.	Hon. Carol Chen	Cerritos	Gateway Cities
*	8.	Hon. Margaret Finlay	Duarte	District 35
	9.	Hon. Ron Garcia	Brea	OCCOG
*	10.	Hon. James Gazeley	Lomita	District 39
	11.	Hon. Joseph J. Gonzales	South El Monte	SGVCOG
	12.	Hon. Elba Guerrero	Huntington Park	GCCOG
	13.	Hon. Julie Hackbarth-McIntyre	Barstow	SANBAG
*	14.	Hon. Jon Harrison	Redlands	District 6
*	15.	Hon. Steven Hofbauer	Palmdale	District 43
*	16.	Hon. Bill Jahn	Big Bear Lake	District 11
*	17.	Hon. Sukhee Kang	Irvine	District 14
*	18.	Hon. Darcy Kuenzi	Menifee	District 63
	19.	Hon. Randon Lane	Murrieta	WRCOG
*	20.	Hon. Joel Lautenschleger	Laguna Hills	District 13
	21.	Hon. Mike Leonard	Hesperia	SANBAG
*	22.	Hon. Ronald Loveridge	Riverside	District 4
*	23.	Hon. Bryan A. MacDonald	Oxnard	District 45
	24.	Hon. Charles Martin		Morongo Band of Mission Indians
*	25.	Hon. Larry McCallon	Highland	District 7
	26.	Hon. Kathryn McCullough	Lake Forest	OCCOG

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Community, Economic, and Human Development Committee
October 2012

	Members		Representing
	27. Hon. Susan McSweeney	Westlake Village	LVMCOG
	28. Hon. John Mirisch	Beverly Hills	WSCCOG
*	29. Hon. Carl Morehouse	Ventura	District 47
	30. Hon. Gene Murabito	Glendora	SGVCOG
*	31. Hon. Kris Murray	Anaheim	District 19
	32. Hon. Ray Musser	Upland	SANBAG
*	33. Hon. John Nielsen	Tustin	District 17
	34. Hon. Laura Olhasso	La Cañada/Flintridge	Arroyo Verdugo Cities
	35. Hon. John Palinkas		Pechanga Band of Luiseño Indians
*	36. Hon. Linda Parks	Ventura County	VCCOG
	37. Hon. R. Rex Parris	Lancaster	North Los Angeles County
*	38. Hon. Jan Perry	Los Angeles	District 56
*	39. Hon. Andy Quach	Westminster	District 20
*	40. Hon. Ed P. Reyes	Los Angeles	District 48
	41. Hon. Bob Ring	Laguna Woods	OCCOG
*	42. Hon. Deborah Robertson	Rialto	District 8
	43. Hon. Becky Shevlin	Monrovia	SGVCOG

*Regional Council Member

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA
OCTOBER 4, 2012

The Community, Economic and Human Development Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE
(Hon. Paula Lantz, Chair)

ELECTION OF VICE CHAIR

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR		**Time**	**Page**
Approval Item			
1. Minutes of the June 7, 2012 Meeting	**Attachment**		**1**
ACTION ITEMS			
2. Proposed Final 5th Cycle Regional Housing Needs Assessment (RHNA) Allocation Plan ***(Huasha Liu, Director of Land Use and Environmental Planning)*** **Recommended Action**: Review and recommend that the Regional Council adopt the Final RHNA Allocation Plan following the conclusion of a public hearing on October 4, 2012.	**Attachment**	**20 mins.**	**6**
3. Support of the SCAG/Metro Joint Work Program Resolution and the Metro Countywide Sustainability Planning Policy ***(Diego Cardoso, Executive Officer, Countywide Planning and Development, Metro)*** **Recommended Action:** Recommend that the Regional Council support the Los Angeles Country Metropolitan Transportation Authority's (Metro) Resolution authorizing collaboration between Metro and SCAG to implement the 2012-2035 RTP/SCS ("SCAG/Metro Joint Work Program Resolution"); and support the Metro Countywide Sustainability Planning Policy.	**Attachment**	**20 mins.**	**15**

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA
OCTOBER 4, 2012

INFORMATION ITEMS		**Time**	**Page**
4. SCAG Geographic Information Systems (GIS) Services Program ***(Ping Wang, SCAG Staff)***	**Attachment**	**15 mins.**	**58**
5. California Department of Housing and Community Development (HCD)'s Clarification Regarding Housing Element Planning and Regional Housing Needs Assessment (RHNA) Projection Periods, and Eligibility of Jurisdictions to Take RHNA Credit ***(Huasha Liu, Director of Land Use & Environmental Planning)***	**Attachment**	**15 mins.**	**61**
6. Existing Housing Needs Statistics Data to Support Local Jurisdictions' Housing Element Updates ***(Huasha Liu, Director of Land Use & Environmental Planning)***	**Attachment**	**10 mins.**	**65**
7. Draft Subcommittees Work Plans ***(Hasan Ikhrata, Executive Director)***	**Attachment**	**5 mins.**	**70**
8. Preliminary Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Development Schedule ***(Hasan Ikhrata, Executive Director)***	**Attachment**	**5 mins.**	**77**

CHAIR'S REPORT
(Hon. Paula Lantz, Chair)

STAFF REPORT
(Frank Wen, SCAG Staff)

FUTURE AGENDA ITEMS
Any Committee member or staff desiring to place items on a future agenda may make such a request.

ANNOUNCEMENTS

ADJOURNMENT

The next Community, Economic, and Human Development (CEHD) Committee meeting is scheduled for Thursday, November 1, 2012 at the SCAG Los Angeles Office.

AGENDA ITEM NO. 1

COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

June 7, 2012
Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING.

The Community, Economic & Human Development Committee held its meeting at SCAG's downtown Los Angeles office.

Members Present

Hon. Josue Barrios, Cudahy	GCCOG
Hon. Don Campbell, Brawley	ICTC
Hon. Carol Chen, Cerritos	GCCOG
Hon. Margaret Finlay, Duarte	District 35
Hon. Ron Garcia, Brea	OCCOG
Hon. James Gazeley, Lomita	District 39
Hon. Joseph Gonzales, South El Monte	SGVCOG
Hon. Sukhee Kang, City of Irvine	District 14
Hon. Paula Lantz, Pomona **(Chair)**	District 38
Hon. Bryan MacDonald, Oxnard	District 45
Hon. Larry McCallon, Highland	District 7
Hon. Kathryn McCullough, Lake Forest	OCCOG
Hon. Carl Morehouse, San Buenaventura	District 47
Hon. Gene Murabito, Glendora	SGVCOG
Hon. Ray Musser, Upland	SANBAG
Hon. Ed Reyes, Los Angeles	District 48
Hon. Bob Ring, Laguna Woods	OCCOG
Hon. Deborah Robertson, Rialto	District 8

Members Not Present

Hon. Sam Allevato, City of San Juan Capistrano	OCCOG
Hon. James Butts, Inglewood	SBCCOG
Hon. Ginger Coleman, Town of Apple Valley **(V-Chair)**	District 65
Hon. Elba Guerrero, Huntington Park	GCCOG
Hon. Jon Harrison, Redlands	District 6
Hon. Steve Hofbauer, Palmdale	District 43
Hon. Bill Jahn, Big Bear Lake	District 11
Hon. Darcy Kuenzi, Menifee	District 63
Hon. Randon Lane, Murrieta	WRCOG

Members Not Present (Cont'd)

Hon. Joel Lautenschleger, Laguna Hills	District 13
Hon. Mike Leonard, Hesperia	SANBAG
Hon. Ronald Loveridge, Riverside	District 4
Hon. Charles Martin	Morongo Band of Mission Indians
Hon. Julie Hackbarth-McIntyre, Barstow	SANBAG
Hon. Susan McSweeney, Westlake Village	LVMCOG
Hon. John A. Mirisch, Beverly Hills	WSCCOG
Hon. Kris Murray, Anaheim	District 19
Hon. John Nielsen, Tustin	District 17
Hon. Laura Olhasso, La Canada-Flintridge	Arroyo Verdugo COG
Hon. John Palinkas	Pechanga Band of Luiseno Indians
Hon. Linda Parks, Ventura	VCOG
Hon. Rex Parris, Lancaster	North Los Angeles County
Hon. Jan Perry, Los Angeles	District 56
Hon. Andy Quach, Westminster	District 20
Hon. Becky Shevlin, Monrovia	SGVCOG
Hon. Cathy Warner, Whittier	GCCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Paula Lantz, Chair, called the meeting to order at approximately 11:05 a.m. and led the Committee in the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

Hon. John Capoccia introduced himself as the newly elected City Council member for the City of Sierra Madre.

REVIEW AND PRIORITIZE AGENDA ITEMS

The Chair set aside approval of the Consent Calendar until a quorum was present.

INFORMATION ITEMS

2. Regional Housing Needs Assessment (RHNA) Subcommittee/Appeals Board Update

Mark Butala, Manager of Comprehensive Planning, reported that the RHNA Appeals period closed on May 29, 2012. He stated that thirteen (13) appeals were received from local jurisdictions: seven (7) from Los Angeles County; four (4) from Ventura County; and one (1) each from Riverside and Orange Counties. Mr. Butala further stated that there are a total of 4,287 units being appealed and that any successful appeals will be reallocated proportionately to the entire SCAG region. Mr. Butala indicated that the Appeals Board is planning on meeting the week of July 9, 2012, and there are three (3) dates for consideration; July 11, 12, and 13, 2012. Two of those dates will be selected. Mr. Butala stated that the Final RHNA Allocation Plan is scheduled to be presented for

adoption by the Regional Council on October 4, 2012, and local jurisdictions will have twelve (12) months thereafter to update their housing elements.

The Chair announced that a quorum was now present and proceeded to the Consent Calendar.

CONSENT CALENDAR

Approval Item

1. Minutes of the May 3, 2012 Meeting

A MOTION was made (Chen) to approve the Consent Calendar. The MOTION was SECONDED (Finlay) and UNANIMOUSLY APPROVED.

3. Compass Blueprint Demonstration Project Update

Peter Brandenburg, Senior Regional Planner, stated that in 2010 SCAG initiated a monitoring program to track the results of Compass Blueprint Demonstration Projects completed since 2005. Mr. Brandenburg referred to the monitoring and performance tracking results summarized in the agenda report. Mr. Brandenburg further stated that in Fiscal Year 2012-2013, the monitoring program will be updated to account for recently completed projects and to assist in tracking local-level progress toward the implementation of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Mr. Brandenburg stated that the Compass Blueprint website is also being updated, with an increased emphasis on local technical assistance and 2012-2035 RTP/SCS implementation. Mr. Brandenburg further stated that this summer staff will conduct a second-round survey, which will include phone calls and an online questionnaire. Mark Butala stated that the RTP/SCS implementation includes plans for the Compass Blueprint Program to provide additional local technical assistance that will focus on implementing the RTP/SCS at the local level. Mr. Butala further stated that staff will be updating the evaluation criteria for the program to show consistency with the RTP/SCS, and there will be additional marketing from staff to increase cities and counties awareness of the next call for applications and services available to them.

CHAIR'S REPORT

There was no report provided.

STAFF REPORT

There was no report provided.

FUTURE AGENDA ITEMS

There were no future agenda items requested.

ANNOUNCEMENTS

The Chair stated that at the Executive/Administration Committee meeting held earlier in the day, there was a discussion about when to have the July 2012 meeting, either July 5th or July 12th. The Chair requested a show of hands from the CEHD Committee members regarding their preference in meeting dates, with July 5th receiving more support. A discussion ensued regarding meeting dates and other options were offered by the CEHD Committee members. Hon. Larry McCallon suggested that the Regional Council and Policy Committees go dark in July rather than August, thereby having the meetings on August 2nd. Hon. Margaret Finlay suggested having the meetings on July 19th. The Chair requested a show of hands for the additional dates suggested, July 19th and August 2nd with August 2nd receiving more support. Chair Lantz stated that she would report the results to the Regional Council.

Hon. Kathryn McCullough, Mayor of Lake Forest, and other CEHD members expressed their concern regarding safety and closure issues associated with the San Onofre Nuclear Power Plant. It was proposed that a Joint RC/Policy Committee meeting be scheduled with a presentation from representatives of Southern California Edison (SCE), the California Independent Systems Operator (Cal-ISO), and the Nuclear Regulatory Commission (NRC). The Chair stated that she would present this proposal to the Regional Council.

ADJOURNMENT

The Chair adjourned the meeting at approximately 11:46 a.m.

Minutes Approved By:

Mark Butala, Manager,
Comprehensive Planning

Community, Economic & Human Development Committee Attendance Report

2012

X = County Represented | X = Attended | = No Meeting | NM = New Member | EA = Excused Absence

Member (including Ex-Officio) LastName, FirstName	Representing	IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Allevato, Sam	OCCOG			X															
Barrios, Josue	Gateway Cities		X					X	X	X			X						
Butts, James	SBCCOG		X																
Campbell, Don*	ICTC	X						X		X		X	X						
Chen, Carol	Gateway Cities		X					X		X		X	X						
Finlay, Margaret*	Duarte (District 35)		X					X		X			X						
Garcia, Ron	OCCOG			X					X	X		X	X						
Gazeley, James*	Lomita (District 39)		X					X	X	X		X	X						
Gonzales, Joseph J.	SGVCOG		X					X	X				X						
Guerrero, Elba	Gateway Cities		X																
Harrison, Jon	District 6					X		X		X									
Hofbauer, Steve	Palmdale (District 43)		X					X	X	X		X							
Jahn, Bill*	SANBAG (District 11)					X		X	X	X		X							
Kang, Sukhee*	City of Irvine (District 14)							X	X	X		X	X						
Kuenzi, Darcy	WRCOG				X			X											
Lane, Randon	WRCOG				X				X										
Lantz, Paula* **Chair**	Pomona (District 38)		X					X	X	X		X	X						
Lautenschleger, Joel	District 13			X				X	X	X		X							
Leonard, Mike	SANBAG					X													
Loveridge, Ronald*	Riverside (District 4)				X				X	X									
MacDonald, Bryan*	Oxnard (District 45)						X		X			X	X						
Martin, Charles	Morongo Indians				X							X							
McCallon, Larry*	Highland (District 7)					X		X	X			X	X						
McCullough, Kathryn	OCCOG			X				X		X			X						
Hackbarth-McIntyre, Julie	SANBAG								X										
McSweeney, Susan	Las Virgenes/Malibu COG		X																
Mirisch, John A.	WSCCOG		X																
Morehouse, Carl*	VCOG (District 47)						X	X	X	X		X	X						
Murabito, Gene	SGVCOG		X					X	X	X		X	X						
Murray, Kris*	Anaheim (District 19)							X	X			X							
Musser, Ray	SANBAG					X		X		X		X	X						
Nielsen, John*	Tustin (District 17)			X					X	X									
Olhasso, Laura	Arroyo Verdugo		X					X											
Palinkas, John	Pechanga Indians				X														
Parks, Linda*	Ventura County						X		X			X							
Parris, Rex	North L.A. County Subregion		X																
Perry, Jan	Los Angeles		X																
Quach, Andy*	Westminster (District 20)			X															
Reyes, Ed*	Los Angeles		X					X	X	X			X						
Ring, Bob	OCCOG			X				X	X	X			X						
Robertson, Deborah*	Rialto (District 8)					X		X		X			X						
Shevlin, Becky	SGVCOG		X					X	X	X									
Warner, Cathy	Gateway Cities COG		X																
Regional Council Member*																			

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REPORT

AGENDA ITEM NO. 2

DATE: October 4, 2012

TO: Community, Economic & Human Development (CEHD) Committee

FROM: Huasha Liu, Director, Land Use and Environmental Planning, 213-236-1838, liu@scag.ca.gov

SUBJECT: Proposed Final 5th Cycle Regional Housing Needs Assessment (RHNA) Allocation Plan

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Review and recommend that the Regional Council adopt the Final RHNA Allocation Plan following the conclusion of a public hearing on October 4, 2012.

EXECUTIVE SUMMARY:
Attached for the CEHD Committee's review is the Proposed Final Allocation Plan for the 5th Cycle RHNA ("Proposed Final RHNA Plan"), which represents the projected housing need for each city and unincorporated county area in the SCAG region for the October 2013-October 2021 housing element planning period. The Proposed Final RHNA Plan was developed from the Draft RHNA Plan, which was approved for distribution by the Regional Council (RC) on February 2, 2012, and revised based upon the results of the revision request and appeals process that concluded on July 24, 2012. After reviewing the proposed Final Allocation Plan at its August 24, 2012 meeting, the RHNA Subcommittee recommended that the CEHD Committee review and recommend approval by the RC. The Proposed Final RHNA Plan is being presented today to the RC for adoption, in conjunction with a public hearing. Subsequent to the anticipated adoption of the Final RHNA Plan by the RC, SCAG will submit the Final RHNA Plan to the California Department of Housing and Community Development (HCD) for approval.

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.

BACKGROUND:

A. Summary of 5th Cycle RHNA process

The California Legislature developed the RHNA process [Government Code Section 65580 *et seq.* (the "RHNA statute")] in 1977 to address the serious affordable housing shortage in California. The expressed intent of the Legislature in enacting the RHNA statute was as follows:

> "(a) To assure that counties and cities recognize their responsibilities in contributing to the attainment of the state housing goal;
>
> (b) To assure that counties and cities will prepare and implement housing elements which, along with federal and state programs, will move toward attainment of the state housing goal;

(c) To recognize that each locality is best capable of determining what efforts are required by it to contribute to the attainment of the state housing goal, provided such a determination is compatible with the state housing goal and regional housing needs; and

(d) To ensure that each local government cooperates with other local governments in order to address regional housing needs." (Govt. Code § 65581).

In accordance with the state law, SCAG has been engaged in the development of the 5th Cycle RHNA Plan for the past few years. Specifically, the 5th Cycle RHNA began in May 2009, when SCAG staff began surveying each of the region's jurisdictions population, household, and employment projections, as part of a collaborative process to develop the Integrated Growth Forecast, which would be used for all regional planning efforts including the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). These surveys continued through August 2011. During this time, SCAG staff engaged in extensive communication and data sharing with each jurisdiction in the SCAG region, including in-person meetings, to ensure the highest participation in gathering local input.

Beginning in January 2011, the RHNA Subcommittee held regular monthly meetings to discuss the RHNA process, policies, and methodology, and to provide recommended actions to the CEHD Committee. In August 2011, SCAG received its RHNA determination from HCD. HCD determined a range of housing need of 409,060 – 438,030 units for the SCAG region for the period between January 1, 2014 and October 1, 2021. HCD stated that "[t]his range considered the extraordinary uncertainty regarding national, State, and local economies and housing markets," and that "[f]or this RHNA cycle only, [HCD] made an adjustment to account for abnormally high vacancies and unique market conditions due to prolonged recessionary conditions, high unemployment, and unprecedented foreclosures." SCAG is required to maintain the regional total need throughout the RHNA process so that it is within the HCD range and is consistent with SCAG's Integrated Growth Forecast.

At its August 26, 2011 meeting, the RHNA Subcommittee recommended the release of the proposed RHNA Allocation Methodology to the CEHD Committee. The CEHD Committee reviewed, discussed and further recommended the proposed methodology to the RC, which approved the proposed Methodology for distribution on September 1, 2011. During the 60-day public comment period, SCAG met with interested jurisdictions and stakeholders to present the process, answer questions, and collect input and held public hearings to receive verbal and written comments on the proposed Methodology. After the close of the public comment period, on November 3, 2011, the RC adopted the RHNA Methodology.

On December 9, 2011, SCAG released the Draft RHNA Plan as part of the agenda for the RHNA Subcommittee meeting. The Draft RHNA Plan was recommended by the RHNA Subcommittee for further approval by the CEHD Committee and the RC. The CEHD Committee reviewed and recommended the Draft RHNA Plan to the RC on January 5, 2012 and the RC reviewed and approved for distribution the Draft RHNA Plan on February 2, 2012. SCAG received various email correspondence from the cities of Calabasas, Ojai, and Oxnard related to revision requests or appeals, which were addressed and responded to as part of the respective revision requests and/or

appeals processes. The Draft RHNA Plan acknowledged a total future housing need of 412,721 units for the SCAG region. In addition, on April 4, 2012, the RC unanimously approved SCAG's 2012-2035 RTP/SCS, including its jurisdictional level Integrated Growth Forecast.

The RHNA revision requests and appeals processes commenced immediately after the RC's approval for distribution of the Draft RHNA Plan. The RC delegated authority to the RHNA Subcommittee to review and to make final decisions on RHNA revision requests and appeals pursuant to the RHNA Subcommittee Charter, which was approved by the RC on June 2, 2011. In this capacity, the RHNA Subcommittee was designated as the RHNA Appeals Board. On February 2, 2012 (and amended on May 3, 2012), the RC also adopted Procedures Regarding Revision Requests, Appeals and Trade & Transfers (the "Appeals Procedure") for jurisdictions wishing to request a revision to their allocated housing need, to appeal their allocated housing need, or to trade and transfer their allocated housing need. The existing law and the procedures defined the parameters and basis for a successful revision or appeal. The Appeals Procedure was made available to all SCAG jurisdictions and posted on SCAG's website.

The RHNA Appeals Board reviewed, discussed and considered the revision requests of 14 jurisdictions and the appeals of 12 jurisdictions. Revision requests to the Draft RHNA Plan were heard by the RHNA Appeals Board on April 19, 2012 while appeals to the Draft RHNA Plan were heard by the RHNA Appeals Board as part of public hearings held over two days on July 12 and July 13, 2012. The RHNA Appeals Board ratified its written determinations on the appeals on July 24, 2012. The RHNA Appeals Board approved a reduction of 544 units in revision requests. The RHNA Appeals Board approved zero reduction of units in appeals, finding that the basis of the appeals could not be supported by the RHNA law. As previously indicated, the RHNA Appeals Board was delegated by the RC to review and make the final decisions regarding revision requests and appeals submitted by jurisdictions. These decisions are final, and are not subject to any further review of the CEHD Committee or the RC.

Additionally, the Final RHNA Plan includes a 40-unit correction to the regional total for the City of Glendora. This correction reflected units already accounted for in Los Angeles County unincorporated land. The result of this correction and the revision requests and appeals processes adjusted the total regional housing need to 412,137 units.

B. Summary of 5th Cycle Proposed Final RHNA

Per Government Code Section 65584.05(h), SCAG is required to adopt a final allocation of regional housing need for each local government in the region based on several processes: (1) the Draft RHNA Allocation Plan, which was approved for distribution by the RC on February 2, 2012; (2) the determinations of the revision requests and appeals process, which concluded on July 24, 2012; and (3) trade and transfer agreements between participating jurisdictions, which were due on August 17, 2012. It is noted that no trade and transfer agreements were received by SCAG.

Staff has developed the Proposed Final RHNA Plan, which represents the proposed regional total housing need and its allocation by income category, for all the cities and unincorporated counties (see attachment). According to the proposed Final RHNA Plan, the regional total housing need for the projection period between January 1, 2014 and October 1, 2021 is 412,137 units.

The Proposed Final RHNA Plan was reviewed by the RHNA Subcommittee at its August 24, 2012 meeting and was recommended by the Subcommittee to the CEHD Committee for further recommendation to the RC. Once the CEHD Committee makes its recommendation, the RC will hold a public hearing to consider adoption of the Final RHNA Plan on October 4, 2012. Assuming the RC's adoption of the Final RHNA Plan, SCAG will therefore submit the Final RHNA Plan to HCD. HCD will review the Final RHNA Plan and determine within 60 days its consistency with the existing and projected housing need for the region.

Following adoption of the Final RHNA Plan by SCAG, jurisdictions in the SCAG region will have one (1) year to complete and adopt their local housing element update based on respective comments and findings by HCD. The deadline for the jurisdictions to submit their 5th Cycle local housing element updates to HCD is October 15, 2013.

FISCAL IMPACT:
Work associated with this item is included in the current FY 12-13 General Fund Budget (13-800.0160.03: RHNA).

ATTACHMENT:
Proposed 5th Cycle RHNA Final Allocation Plan

	Income Category Distribution*					Draft RHNA Components**				Final RHNA Allocation				
County	% very low income households	% low income households	% moderate income households	% above moderate income households	% total	Household Growth (2014-2021)	Base Vacancy Needs	Total Replacement Needs	Vacancy Credit	Number of very low income households	Number of low income households	Number of moderate income households	Number of above moderate income households	Total
Imperial	25.2%	15.8%	15.5%	43.5%	100.0%	17,428	479	49	1,404	4,194	2,553	2,546	7,258	16,551
Los Angeles	25.3%	15.6%	16.8%	42.3%	100.0%	200,572	6,131	1,268	28,297	45,672	27,469	30,043	76,697	179,881
Orange	22.9%	16.8%	18.5%	41.8%	100.0%	41,530	1,143	414	6,150	8,734	6,246	6,971	16,015	37,966
Riverside	23.7%	16.5%	18.3%	41.5%	100.0%	120,308	2,948	175	22,059	24,117	16,319	18,459	42,479	101,374
San Bernardino	23.3%	16.6%	18.4%	41.7%	100.0%	70,623	1,890	469	16,833	13,399	9,265	10,490	24,053	57,207
Ventura	23.5%	16.5%	18.6%	41.4%	100.0%	19,628	523	41	647	4,516	3,095	3,544	8,003	19,158
SCAG	24.3%	16.2%	17.6%	41.9%	100.0%	470,089	13,113	2,416	75,390	100,632	64,947	72,053	174,505	412,137

County	City	% very low income households	% low income households	% moderate income households	% above moderate income households	% total	Household Growth (2014-2021)	Base Vacancy Needs	Total Replacement Needs	Vacancy Credit	Number of very low income households	Number of low income households	Number of moderate income households	Number of above moderate income households	Total
Imperial	Brawley city	24.9%	15.9%	15.4%	43.8%	100%	3,080	90	4	141	760	470	466	1,338	3,034
Imperial	Calexico city	25.3%	15.5%	15.3%	43.9%	100%	3,139	91	8	13	817	489	490	1,428	3,224
Imperial	Calipatria city	25.9%	15.8%	15.5%	42.9%	100%	187	5	0	48	37	22	22	63	144
Imperial	El Centro city	25.2%	15.9%	15.5%	43.3%	100%	2,118	64	8	265	487	300	297	840	1,924
Imperial	Holtville city	25.5%	15.3%	15.4%	43.8%	100%	222	7	1	20	54	31	32	92	209
Imperial	Imperial city	26.5%	16.1%	15.5%	41.9%	100%	1,367	32	1	91	349	205	202	553	1,309
Imperial	Westmorland city	24.2%	15.5%	15.6%	44.6%	100%	230	7	3	8	57	35	36	105	233
Imperial	Unincorporated	25.1%	15.8%	15.5%	43.5%	100%	7,085	182	25	819	1,633	1,001	1,001	2,839	6,474
Los Angeles	Agoura Hills city	27.0%	16.6%	17.1%	39.4%	100%	113	2	0	0	31	19	20	45	115
Los Angeles	Alhambra city	25.4%	15.4%	16.6%	42.6%	100%	1,580	52	0	141	380	224	246	642	1,492
Los Angeles	Arcadia city	26.1%	16.2%	16.9%	40.8%	100%	1,141	30	0	117	276	167	177	434	1,054
Los Angeles	Artesia city	25.5%	15.1%	16.6%	42.8%	100%	112	3	5	0	31	18	20	51	120
Los Angeles	Avalon city	25.5%	15.0%	17.2%	42.3%	100%	149	6	3	79	20	12	14	34	80
Los Angeles	Azusa city	25.4%	15.5%	16.4%	42.7%	100%	868	25	6	120	198	118	127	336	779
Los Angeles	Baldwin Park city	25.3%	15.3%	16.2%	43.1%	100%	528	14	15	0	142	83	90	242	557
Los Angeles	Bell city	24.1%	15.2%	16.7%	44.0%	100%	40	1	6	0	11	7	8	21	47
Los Angeles	Bellflower city	25.3%	15.3%	16.5%	42.9%	100%	91	3	0	115	1	1	0	0	2
Los Angeles	Bell Gardens city	24.5%	15.0%	16.4%	44.1%	100%	33	1	12	0	11	7	8	20	46
Los Angeles	Beverly Hills city	26.0%	16.3%	17.1%	40.7%	100%	271	9	34	324	1	1	1	0	3
Los Angeles	Bradbury city	27.5%	17.1%	17.7%	37.7%	100%	7	0	1	7	1	1	0	0	2
Los Angeles	Burbank city	25.8%	15.8%	16.6%	41.9%	100%	2,767	88	62	234	694	413	443	1,134	2,684
Los Angeles	Calabasas city	26.7%	16.8%	17.5%	39.0%	100%	325	7	0	3	88	54	57	131	330
Los Angeles	Carson city	26.2%	15.9%	16.6%	41.3%	100%	1,662	36	0	0	447	263	280	708	1,698
Los Angeles	Cerritos city	26.5%	16.2%	17.0%	40.2%	100%	84	2	0	0	23	14	14	35	86
Los Angeles	Claremont city	26.2%	16.1%	17.1%	40.6%	100%	372	9	0	8	98	59	64	152	373
Los Angeles	Commerce city	25.1%	15.5%	15.9%	43.6%	100%	44	1	0	0	12	7	7	20	46
Los Angeles	Compton city	25.0%	25.0%	25.0%	25.0%	100%	11	0	4	302	1	1	0	0	2
Los Angeles	Covina city	26.0%	15.6%	16.6%	41.7%	100%	310	9	2	90	60	35	38	97	230
Los Angeles	Cudahy city	25.0%	14.7%	16.1%	44.2%	100%	303	12	3	0	80	46	51	141	318
Los Angeles	Culver City city	26.0%	16.0%	16.9%	41.1%	100%	180	5	0	0	48	29	31	77	185
Los Angeles	Diamond Bar city	26.8%	16.3%	16.7%	40.2%	100%	1,122	23	0	0	308	182	190	466	1,146
Los Angeles	Downey city	25.7%	15.4%	16.6%	42.2%	100%	854	25	19	84	210	123	135	346	814
Los Angeles	Duarte city	25.7%	16.0%	16.3%	42.0%	100%	329	8	0	0	87	53	55	142	337
Los Angeles	El Monte city	24.6%	15.0%	16.5%	43.8%	100%	2,069	67	34	28	529	315	352	946	2,142
Los Angeles	El Segundo city	26.5%	16.0%	17.3%	40.2%	100%	60	2	7	0	18	11	12	28	69
Los Angeles	Gardena city	24.7%	15.4%	16.6%	43.2%	100%	394	12	0	9	98	60	66	173	397
Los Angeles	Glendale city	25.1%	15.7%	16.8%	42.4%	100%	2,291	77	61	411	508	310	337	862	2,017
Los Angeles	Glendora city	26.4%	15.9%	16.8%	40.9%	100%	661	15	9	0	171	100	108	267	646
Los Angeles	Hawaiian Gardens city	24.9%	15.3%	16.4%	43.4%	100%	124	4	3	2	32	19	21	57	129

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Los Angeles	Hawthorne city	24.8%	15.2%	16.5%	43.5%	100%	711	26	0	55	170	101	112	300	683
Los Angeles	Hermosa Beach city	26.8%	16.1%	17.4%	39.7%	100%	1	0	0	0	1	1	0	0	2
Los Angeles	Hidden Hills city	27.6%	17.0%	18.2%	37.2%	100%	18	0	3	2	5	3	3	7	18
Los Angeles	Huntington Park city	24.1%	14.7%	16.7%	44.5%	100%	845	31	18	0	216	128	149	402	895
Los Angeles	Industry city	25.0%	25.0%	25.0%	25.0%	100%	0	0	0	0	0	0	0	0	0
Los Angeles	Inglewood city	24.5%	15.2%	16.6%	43.7%	100%	1,159	39	75	261	250	150	167	446	1,013
Los Angeles	Irwindale city	25.9%	15.8%	16.4%	41.9%	100%	15	0	1	1	4	2	2	7	15
Los Angeles	La Canada Flintridge city	27.0%	16.5%	17.6%	38.8%	100%	110	2	0	0	30	18	20	44	112
Los Angeles	La Habra Heights city	26.8%	16.6%	17.5%	39.1%	100%	117	2	1	1	32	19	21	47	119
Los Angeles	Lakewood city	26.5%	16.0%	16.7%	40.8%	100%	425	10	0	32	107	63	67	166	403
Los Angeles	La Mirada city	26.2%	16.1%	17.0%	40.7%	100%	230	5	0	0	62	37	40	96	235
Los Angeles	Lancaster city	24.9%	15.7%	16.5%	42.9%	100%	3,980	107	33	1,610	627	384	413	1,086	2,510
Los Angeles	La Puente city	25.4%	15.1%	16.5%	43.0%	100%	942	25	0	0	208	121	135	354	818
Los Angeles	La Verne city	26.1%	16.1%	16.8%	41.0%	100%	585	13	3	39	147	88	94	233	562
Los Angeles	Lawndale city	25.0%	15.4%	16.4%	43.3%	100%	368	13	0	0	96	57	62	166	381
Los Angeles	Lomita city	25.8%	15.8%	16.8%	41.6%	100%	36	1	9	0	12	7	8	20	47
Los Angeles	Long Beach city	25.1%	15.5%	16.7%	42.8%	100%	9,487	309	0	2,748	1,773	1,066	1,170	3,039	7,048
Los Angeles	Los Angeles city	24.8%	15.5%	16.8%	42.8%	100%	95,023	3,186	0	16,207	20,427	12,435	13,728	35,412	82,002
Los Angeles	Lynwood city	24.9%	15.0%	16.5%	43.6%	100%	453	14	27	0	123	72	81	218	494
Los Angeles	Malibu city	26.4%	16.5%	17.4%	39.6%	100%	130	3	3	198	1	1	0	0	2
Los Angeles	Manhattan Beach city	26.9%	16.5%	17.5%	39.1%	100%	37	1	0	0	10	6	7	15	38
Los Angeles	Maywood city	24.3%	14.8%	16.7%	44.2%	100%	50	2	1	0	13	8	9	23	53
Los Angeles	Monrovia city	25.8%	15.9%	16.7%	41.6%	100%	388	12	14	25	101	61	65	162	389
Los Angeles	Montebello city	25.2%	15.5%	16.5%	42.8%	100%	1,031	32	3	0	269	161	175	461	1,066
Los Angeles	Monterey Park city	25.0%	15.5%	17.0%	42.5%	100%	755	21	41	2	205	123	137	350	815
Los Angeles	Norwalk city	25.8%	15.7%	16.3%	42.1%	100%	187	5	9	0	52	31	33	85	201
Los Angeles	Palmdale city	25.5%	15.5%	16.6%	42.4%	100%	6,432	158	0	1,139	1,395	827	898	2,332	5,452
Los Angeles	Palos Verdes Estates city	27.3%	16.8%	17.6%	38.3%	100%	3	0	15	2	4	3	3	6	16
Los Angeles	Paramount city	24.7%	15.2%	16.2%	43.9%	100%	151	5	0	51	26	16	17	46	105
Los Angeles	Pasadena city	25.4%	15.9%	16.9%	41.8%	100%	2,051	65	29	812	340	207	224	561	1,332
Los Angeles	Pico Rivera city	25.4%	15.8%	16.6%	42.2%	100%	829	20	0	0	217	131	140	362	850
Los Angeles	Pomona city	25.2%	15.3%	16.4%	43.0%	100%	3,862	110	0	346	919	543	592	1,572	3,626
Los Angeles	Rancho Palos Verdes city	26.9%	16.5%	17.4%	39.2%	100%	30	1	0	0	8	5	5	13	31
Los Angeles	Redondo Beach city	26.5%	16.4%	17.1%	40.0%	100%	1,293	38	121	56	372	223	238	564	1,397
Los Angeles	Rolling Hills city	27.3%	16.5%	17.8%	38.4%	100%	9	0	2	5	2	1	1	2	6
Los Angeles	Rolling Hills Estates city	27.1%	16.6%	17.9%	38.3%	100%	14	0	2	11	1	1	1	2	5
Los Angeles	Rosemead city	25.3%	15.0%	16.5%	43.2%	100%	550	17	35	0	153	88	99	262	602
Los Angeles	San Dimas city	26.1%	15.9%	16.8%	41.1%	100%	457	11	4	9	121	72	77	193	463
Los Angeles	San Fernando city	25.3%	15.3%	16.1%	43.3%	100%	221	6	5	15	55	32	35	95	217
Los Angeles	San Gabriel city	25.3%	15.6%	16.6%	42.4%	100%	958	29	0	57	236	142	154	398	930
Los Angeles	San Marino city	27.0%	16.6%	18.0%	38.4%	100%	2	0	0	0	1	1	0	0	2
Los Angeles	Santa Clarita city	26.4%	16.2%	17.0%	40.3%	100%	8,338	197	2	216	2,208	1,315	1,410	3,389	8,322
Los Angeles	Santa Fe Springs city	25.2%	15.8%	16.5%	42.5%	100%	350	9	0	35	82	50	53	139	324
Los Angeles	Santa Monica city	25.5%	16.1%	17.0%	41.5%	100%	1,745	64	83	218	428	263	283	700	1,674
Los Angeles	Sierra Madre city	26.3%	16.3%	17.1%	40.3%	100%	60	2	0	7	14	9	9	23	55
Los Angeles	Signal Hill city	26.1%	16.2%	16.5%	41.2%	100%	197	6	0	34	44	27	28	70	169
Los Angeles	South El Monte city	24.8%	14.9%	16.4%	43.9%	100%	162	5	6	0	43	25	28	76	172
Los Angeles	South Gate city	24.8%	15.1%	16.3%	43.8%	100%	1,172	37	53	0	314	185	205	558	1,262
Los Angeles	South Pasadena city	26.1%	16.2%	17.0%	40.7%	100%	130	4	3	74	17	10	11	25	63
Los Angeles	Temple City city	26.2%	15.8%	16.5%	41.5%	100%	531	14	61	2	159	93	99	252	603

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Los Angeles	Torrance city	26.1%	16.0%	16.8%	41.0%	100%	1,416	40	38	43	380	227	243	600	1,450
Los Angeles	Vernon city	0.0%	0.0%	0.0%	0.0%	0%	0	0	0	0	1	1	0	0	2
Los Angeles	Walnut city	26.9%	16.3%	17.1%	39.6%	100%	892	17	0	0	246	144	155	363	908
Los Angeles	West Covina city	26.0%	15.8%	16.7%	41.5%	100%	806	20	5	0	217	129	138	347	831
Los Angeles	West Hollywood city	24.8%	15.7%	16.9%	42.7%	100%	408	16	0	347	19	12	13	33	77
Los Angeles	Westlake Village city	27.0%	16.3%	17.5%	39.2%	100%	44	1	0	0	12	7	8	18	45
Los Angeles	Whittier city	25.9%	15.8%	16.7%	41.6%	100%	911	25	3	60	228	135	146	369	878
Los Angeles	Unincorporated	25.6%	15.6%	16.8%	42.0%	100%	30,574	804	269	1,503	7,854	4,650	5,060	12,581	30,145
Orange	Aliso Viejo city	23.9%	17.0%	18.2%	40.9%	100%	38	1	0	0	9	7	7	16	39
Orange	Anaheim city	21.9%	16.3%	18.3%	43.5%	100%	6,877	209	0	1,385	1,256	907	1,038	2,501	5,702
Orange	Brea city	22.9%	16.9%	18.2%	42.0%	100%	1,826	47	4	26	426	305	335	785	1,851
Orange	Buena Park city	22.4%	16.1%	18.3%	43.2%	100%	349	10	7	27	76	53	62	148	339
Orange	Costa Mesa city	24.8%	24.8%	25.0%	25.4%	100%	174	6	24	312	1	1	0	0	2
Orange	Cypress city	23.1%	16.8%	18.2%	42.0%	100%	295	7	6	0	71	50	56	131	308
Orange	Dana Point city	23.0%	16.6%	18.6%	41.8%	100%	474	13	17	178	76	53	61	137	327
Orange	Fountain Valley city	23.1%	16.9%	18.2%	41.9%	100%	350	8	0	0	83	59	65	151	358
Orange	Fullerton city	22.2%	16.6%	18.4%	42.8%	100%	2,163	62	32	416	411	299	337	794	1,841
Orange	Garden Grove city	21.9%	16.4%	18.2%	43.5%	100%	715	20	12	0	164	120	135	328	747
Orange	Huntington Beach city	23.0%	16.7%	18.4%	41.9%	100%	1,478	40	11	175	313	220	248	572	1,353
Orange	Irvine city	23.1%	17.1%	18.5%	41.3%	100%	12,686	380	0	918	2,817	2,034	2,239	5,059	12,149
Orange	Laguna Beach city	24.8%	24.8%	25.0%	25.4%	100%	32	1	1	172	1	1	0	0	2
Orange	Laguna Hills city	24.8%	24.8%	25.0%	25.4%	100%	124	3	0	166	1	1	0	0	2
Orange	Laguna Niguel city	23.4%	17.1%	18.5%	41.0%	100%	158	4	21	0	43	30	34	75	182
Orange	Laguna Woods city	24.8%	24.8%	25.0%	25.4%	100%	129	3	0	443	1	1	0	0	2
Orange	La Habra city	22.4%	16.1%	18.1%	43.3%	100%	135	4	0	135	1	1	1	1	4
Orange	Lake Forest city	23.6%	16.9%	18.3%	41.2%	100%	2,663	63	0	0	647	450	497	1,133	2,727
Orange	La Palma city	23.2%	16.8%	18.3%	41.7%	100%	9	0	0	0	2	2	2	3	9
Orange	Los Alamitos city	22.6%	17.1%	17.7%	42.6%	100%	55	2	4	0	14	10	11	26	61
Orange	Mission Viejo city	23.4%	16.9%	18.5%	41.2%	100%	173	4	0	0	42	29	33	73	177
Orange	Newport Beach city	23.3%	17.2%	19.0%	40.6%	100%	533	15	0	608	1	1	1	2	5
Orange	Orange city	22.8%	16.6%	18.4%	42.2%	100%	394	11	7	49	83	59	66	155	363
Orange	Placentia city	22.6%	16.9%	18.3%	42.2%	100%	479	12	1	0	112	81	90	209	492
Orange	Rancho Santa Margarita city	23.9%	16.9%	18.4%	40.7%	100%	12	0	1	31	1	1	0	0	2
Orange	San Clemente city	23.0%	16.8%	18.7%	41.5%	100%	662	17	4	101	134	95	108	244	581
Orange	San Juan Capistrano city	22.9%	16.7%	18.9%	41.5%	100%	625	14	0	2	147	104	120	267	638
Orange	Santa Ana city	21.8%	16.1%	18.1%	44.0%	100%	503	15	25	339	45	32	37	90	204
Orange	Seal Beach city	24.8%	24.8%	25.0%	25.4%	100%	19	0	10	186	1	1	0	0	2
Orange	Stanton city	21.8%	16.1%	18.1%	44.0%	100%	329	10	2	28	68	49	56	140	313
Orange	Tustin city	22.9%	16.3%	18.3%	42.5%	100%	1,219	36	127	155	283	195	224	525	1,227
Orange	Villa Park city	24.5%	17.3%	19.2%	39.1%	100%	14	0	0	0	3	2	3	6	14
Orange	Westminster city	24.8%	24.8%	25.0%	25.4%	100%	110	3	5	297	1	1	0	0	2
Orange	Yorba Linda city	23.8%	17.3%	18.9%	40.1%	100%	633	13	24	0	160	113	126	270	669
Orange	Unincorporated	23.4%	17.1%	18.7%	40.8%	100%	5,094	111	67	0	1,240	879	979	2,174	5,272
Riverside	Banning city	23.0%	16.0%	18.2%	42.8%	100%	4,120	101	8	437	872	593	685	1,642	3,792
Riverside	Beaumont city	24.2%	16.7%	18.5%	40.6%	100%	5,415	122	2	289	1,267	854	969	2,160	5,250
Riverside	Blythe city	22.7%	16.4%	18.7%	42.2%	100%	565	17	15	194	91	64	75	172	402
Riverside	Calimesa city	23.2%	16.8%	18.6%	41.4%	100%	2,439	51	1	150	543	383	433	982	2,341
Riverside	Canyon Lake city	25.3%	17.0%	18.9%	38.7%	100%	141	3	0	61	21	14	16	32	83
Riverside	Cathedral City city	23.5%	16.2%	18.4%	41.8%	100%	1,241	32	19	693	141	95	110	254	600
Riverside	Coachella city	23.0%	16.0%	18.0%	43.0%	100%	6,871	181	1	283	1,555	1,059	1,212	2,945	6,771

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Riverside	Corona city	25.0%	17.0%	18.4%	39.5%	100%	1,081	27	5	343	192	128	142	308	770
Riverside	Desert Hot Springs city	22.6%	16.1%	18.5%	42.8%	100%	4,944	151	3	903	946	661	772	1,817	4,196
Riverside	Eastvale city	25.6%	17.1%	18.7%	38.6%	100%	1,578	32	0	147	374	250	274	565	1,463
Riverside	Hemet city	22.2%	16.3%	18.6%	43.0%	100%	2,797	74	0	2,267	134	96	112	262	604
Riverside	Indian Wells city	25.3%	17.3%	19.2%	38.2%	100%	291	6	1	138	40	27	31	62	160
Riverside	Indio city	23.6%	16.5%	18.4%	41.5%	100%	4,053	103	0	1,131	714	487	553	1,271	3,025
Riverside	Jurupa Valley city	23.9%	16.1%	17.9%	42.1%	100%	1,975	49	0	313	409	275	307	721	1,712
Riverside	Lake Elsinore city	24.3%	16.7%	18.3%	40.8%	100%	5,211	131	11	424	1,196	801	897	2,035	4,929
Riverside	La Quinta city	25.0%	17.1%	18.2%	39.7%	100%	1,336	30	18	1,020	91	61	66	146	364
Riverside	Menifee city	23.9%	16.5%	18.3%	41.3%	100%	6,842	150	0	748	1,488	1,007	1,140	2,610	6,245
Riverside	Moreno Valley city	24.3%	16.5%	18.1%	41.1%	100%	7,114	182	15	1,142	1,500	993	1,112	2,564	6,169
Riverside	Murrieta city	25.1%	17.1%	18.5%	39.3%	100%	2,174	52	4	657	395	262	289	627	1,573
Riverside	Norco city	25.0%	17.0%	18.6%	39.4%	100%	809	17	4	12	205	136	151	326	818
Riverside	Palm Desert city	23.9%	16.5%	18.6%	41.0%	100%	1,960	50	0	1,596	98	67	76	172	413
Riverside	Palm Springs city	23.3%	16.3%	18.5%	42.0%	100%	2,010	55	8	1,802	63	43	50	116	272
Riverside	Perris city	24.0%	16.3%	17.8%	41.9%	100%	4,693	118	4	536	1,026	681	759	1,814	4,280
Riverside	Rancho Mirage city	24.3%	17.1%	18.6%	40.0%	100%	594	12	0	511	23	15	18	39	95
Riverside	Riverside city	24.2%	16.5%	18.2%	41.0%	100%	9,534	270	35	1,556	2,002	1,336	1,503	3,442	8,283
Riverside	San Jacinto city	23.1%	16.6%	18.2%	42.1%	100%	3,000	74	5	646	562	394	441	1,036	2,433
Riverside	Temecula city	25.2%	17.2%	18.2%	39.4%	100%	1,903	46	14	470	375	251	271	596	1,493
Riverside	Wildomar city	24.5%	16.8%	18.3%	40.4%	100%	2,620	60	1	146	621	415	461	1,038	2,535
Riverside	Unincorporated	23.8%	16.6%	18.4%	41.3%	100%	32,994	752	0	3,443	7,173	4,871	5,534	12,725	30,303
San Bernardino	Adelanto city	22.2%	16.5%	18.1%	43.1%	100%	3,276	91	8	534	633	459	513	1,236	2,841
San Bernardino	Apple Valley town	22.8%	16.6%	18.8%	41.8%	100%	4,055	98	0	819	764	541	622	1,407	3,334
San Bernardino	Barstow city	22.2%	16.8%	18.4%	42.6%	100%	1,456	44	4	662	188	138	154	363	843
San Bernardino	Big Bear Lake city	25.0%	25.0%	25.1%	24.8%	100%	188	5	11	776	1	1	0	0	2
San Bernardino	Chino city	24.3%	16.9%	18.5%	40.2%	100%	3,008	73	0	187	707	478	533	1,176	2,894
San Bernardino	Chino Hills city	25.0%	17.6%	19.1%	38.3%	100%	844	18	0	0	217	148	164	333	862
San Bernardino	Colton city	23.0%	16.1%	18.1%	42.8%	100%	2,265	67	17	425	443	302	347	831	1,923
San Bernardino	Fontana city	24.0%	16.7%	18.3%	40.9%	100%	6,385	155	0	564	1,442	974	1,090	2,471	5,977
San Bernardino	Grand Terrace city	23.6%	16.9%	18.4%	41.1%	100%	158	4	0	44	28	19	22	49	118
San Bernardino	Hesperia city	23.1%	16.4%	18.4%	42.1%	100%	2,416	60	7	768	398	274	314	729	1,715
San Bernardino	Highland city	23.2%	16.8%	18.8%	41.2%	100%	1,744	44	3	291	349	246	280	625	1,500
San Bernardino	Loma Linda city	23.1%	16.6%	18.6%	41.7%	100%	1,354	45	3	308	254	177	202	462	1,095
San Bernardino	Montclair city	23.4%	16.7%	18.0%	41.9%	100%	709	19	3	35	164	114	125	294	697
San Bernardino	Needles city	21.0%	16.6%	18.9%	43.4%	100%	359	10	3	191	38	29	34	80	181
San Bernardino	Ontario city	23.8%	16.5%	18.3%	41.5%	100%	10,921	310	22	392	2,592	1,745	1,977	4,547	10,861
San Bernardino	Rancho Cucamonga city	24.5%	17.1%	18.7%	39.8%	100%	1,002	26	9	188	209	141	158	340	848
San Bernardino	Redlands city	23.8%	16.7%	18.7%	40.8%	100%	2,765	74	8	418	579	396	453	1,001	2,429
San Bernardino	Rialto city	23.4%	16.3%	18.3%	42.0%	100%	3,304	85	0	674	636	432	496	1,151	2,715
San Bernardino	San Bernardino city	22.3%	16.3%	18.5%	43.0%	100%	6,116	183	113	2,028	980	696	808	1,900	4,384
San Bernardino	Twentynine Palms city	22.5%	16.3%	18.6%	42.6%	100%	807	28	2	384	103	72	84	195	454
San Bernardino	Upland city	24.0%	16.7%	18.6%	40.7%	100%	1,945	54	3	412	382	260	294	653	1,589
San Bernardino	Victorville city	23.0%	16.8%	18.3%	42.0%	100%	8,679	230	42	1,579	1,698	1,207	1,342	3,124	7,371
San Bernardino	Yucaipa city	23.4%	16.7%	18.7%	41.2%	100%	1,942	44	13	395	376	261	299	669	1,605
San Bernardino	Yucca Valley town	22.4%	16.4%	18.6%	42.6%	100%	1,262	33	2	366	209	149	172	400	930
San Bernardino	Unincorporated	23.0%	16.5%	18.5%	41.9%	100%	3,662	89	197	4,392	9	6	7	17	39
Ventura	Camarillo city	24.1%	16.9%	18.6%	40.4%	100%	2,229	54	0	59	539	366	411	908	2,224
Ventura	Fillmore city	23.0%	16.6%	18.5%	41.9%	100%	714	18	2	40	160	112	128	294	694
Ventura	Moorpark city	24.7%	17.3%	18.7%	39.3%	100%	1,135	25	4	0	289	197	216	462	1,164

	County	% very low income households	% low income households	% moderate income households	% above moderate income households	% total	Household Growth (2014-2021)	Base Vacancy Needs	Total Replacement Needs	Vacancy Credit	Number of very low income households	Number of low income households	Number of moderate income households	Number of above moderate income households	Total
Ventura	Ojai city	23.3%	16.3%	19.0%	41.4%	100%	382	11	0	22	87	59	70	155	371
Ventura	Oxnard city	23.0%	16.3%	18.6%	42.1%	100%	7,090	200	11	0	1,688	1,160	1,351	3,102	7,301
Ventura	Port Hueneme city	23.1%	15.9%	18.2%	42.8%	100%	162	5	0	173	1	1	0	0	2
Ventura	San Buenaventura (Ventura) cit	23.5%	16.6%	18.5%	41.5%	100%	3,706	105	6	163	861	591	673	1,529	3,654
Ventura	Santa Paula city	22.3%	16.0%	18.9%	42.8%	100%	1,261	35	2	14	288	201	241	555	1,285
Ventura	Simi Valley city	24.6%	17.0%	18.4%	40.1%	100%	1,228	28	0	0	310	208	229	509	1,256
Ventura	Thousand Oaks city	24.6%	17.1%	18.8%	39.5%	100%	188	4	0	0	47	32	36	77	192
Ventura	Unincorporated	24.2%	16.9%	18.7%	40.3%	100%	1,534	37	15	177	246	168	189	412	1,015

*Final income category distribution is based on 2005-09 ACS data, HCD's regional income category distribution, 110% social equity adjustment, and adjustments resulting from any incorporation agreements. Due to rounding, the Final RHNA Allocation may not follow the exact percentage.

**The Draft RHNA Allocation components do not total the Final RHNA Allocation due to adjustments resulting from the revision request process (La Puente and County of Ventura), and a correction made due to the inclusion of unincorporated county growth (Glendora). In some local jurisdictions,the sum of the components may not equal to the Final RHNA Allocation.

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REPORT

AGENDA ITEM NO. 3

DATE: October 4, 2012

TO: Community, Economic, and Human Development Committee (CEHD)
Energy and Environment Committee (EEC)
Regional Council (RC)

FROM: Huasha Liu, Director, Land Use and Environmental Planning Division (213) 236-1838, liu@scag.ca.gov

SUBJECT: Support of the SCAG/Metro Joint Work Program Resolution and the Metro Countywide Sustainability Planning Policy

EXECUTIVE DIRECTOR'S APPROVAL: Hasan Ikhrata

RECOMMENDED EEC/CEHD ACTION:
Recommend that the Regional Council support the Los Angeles Country Metropolitan Transportation Authority's (Metro) Resolution authorizing collaboration between Metro and SCAG to implement the 2012-2035 RTP/SCS ("SCAG/Metro Joint Work Program Resolution"); and support the Metro Countywide Sustainability Planning Policy.

RECOMMENDED RC ACTION:
Support the SCAG/Metro Joint Work Program Resolution and support the Metro Countywide Sustainability Planning Policy.

EXECUTIVE SUMMARY:
Metro staff has developed a set of policy recommendations on a Countywide Sustainability Planning Policy for consideration of the Metro Board of Directors at the October 2012 meeting. Further, in close collaboration, SCAG and Metro staff have developed a Joint Work Program Resolution to better coordinate the activities of the two agencies. Both of these efforts are consistent with and support the implementation of the approved 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

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; b) Develop external communications and media strategy to promote partnerships, build consensus and foster inclusiveness in the decision making process; and c) Provide practical solutions for moving new ideas forward

BACKGROUND:
Both SCAG and Metro have been jointly working on sustainability policies, projects, and programs for the past several years. A major goal of these two efforts is to support Metro's Call for Projects toward implementation of the RTP/SCS. Both items were approved at Metro's Ad Hoc Sustainability Committee Meeting on July 18, 2012.

SCAG/Metro Joint Work Program Resolution
SCAG and Metro staff have developed a Joint Work Program consisting of activities that both agencies are interested in planning and implementing, subject to budgetary constraints. The Resolution identifies 11 areas for increased collaboration between SCAG and Metro staff:

1. Regional CEO Working Group
2. Sustainable Transportation Demo projects
3. First-Last Mile Strategic Plan
4. Safe Routes to School
5. Plug-in Electrical Vehicle Plan
6. Conservation Planning Policy
7. Active Transportation Funding
8. High Quality Transit Area Study
9. High Quality Transit Corridors Needs Assessment
10. Sustainability Performance Measurement
11. Develop Legislation Supporting Funding for Implementation Items

On July 18, 2012, the Metro Ad-Hoc Sustainability Subcommittee took action and recommended approval of the Resolution by the Metro Board of Directors. This recommendation will be forwarded to the October Metro Board of Directors meeting.

Metro Countywide Sustainability Planning Policy
Metro staff and consultants have developed a set of policy recommendations for the Metro Board in order to implement a Countywide Sustainability Planning Policy that implements the approved 2012-2035 RTP/SCS. They conducted a public agency workshop for input. It includes:

- Countywide Initiatives to plan and implement a countywide transportation system that increases mobility, fosters walkable and livable communities, and minimizes greenhouse gas and environmental impacts; and
- Sustainable Businesses Practices to minimize environmental impacts from the design, construction, operation, and maintenance of Metro's facilities and operations.

The proposed policy identifies Evaluation Metrics, Place-based Policies, and key Principles and Priorities of a sustainable transportation system. The policy is currently out for additional public review. The Ad-Hoc Sustainability Subcommittee heard a status update on July 18, 2012. The Metro Board of Directors will consider approval of the proposed policy at its October 2012 meeting.

CONCLUSION:
Both of the attached activities have been developed to support implementation of the approved 2012-2035 RTP/SCS. Staff recommends support of the Draft Resolution by Metro that authorizes the collaboration between SCAG and Metro with respect to the Joint Work Program and recognizes Metro's leadership in

developing the county policy. Staff believes that these principles could be used as a model for other County Transportation Commissions contemplating similar actions.

FISCAL IMPACT:
None

ATTACHMENTS:
1. Draft "Resolution Authorizing Collaboration between Metro and SCAG to Implement 2012-2035 RTP/SCS"
2. Draft Metro Countywide Sustainability Planning Policy

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RESOLUTION AUTHORIZING COLLABORATION BETWEEN LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) AND THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) TO IMPLEMENT THE 2012-2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS)

Whereas, the development of a regional Sustainable Communities Strategy is required by state law under California's Sustainable Communities Strategy and Climate Protection Act, commonly referred to as Senate Bill 375, and is a critical element of achieving statewide greenhouse gas (GHG) reduction goals established in the Global Warming Solutions Act of 2006 (Núñez, Chapter 488, Statutes of 2006);

Whereas, a regional Sustainable Communities Strategy is a component of the Regional Transportation Plan that specifies how the GHG reduction targets established for a region by the California Air Resources Board (CARB) will be achieved;

Whereas, on April 4, 2012 the Southern California Association of Governments (SCAG) Regional Council unanimously approved the region's first RTP/SCS;

Whereas, the adopted RTP/SCS includes land-use and transportation strategies that will support the region in meeting the established GHG reduction targets of 8% per capita by 2020 and 13% per capita by 2035;

Whereas the Air Resource Board on June 4, 2012 accepted the Sustainable Communities Strategy as having met the GHG target;

Whereas, by virtue of having met the state established GHG target, local governments in the SCAG region may choose to access a streamlined process under the California Environmental Quality Act (CEQA) for certain types of qualifying development projects;

Whereas, the RTP/SCS provides additional co-benefits including reducing land consumption, infrastructure costs, household costs, health incidences as well as improving mobility and creating jobs;

Whereas, SCAG developed the RTP/SCS in collaboration with the LACMTA, other County Transportation Commissions, and local governments from the six county Southern California region through a bottoms-up, collaborative process that engaged a wide range of stakeholder groups, elected officials, special interest groups, and the general public through a series of workshops and public meetings;

Whereas, the RTP/SCS addresses many challenges including projected growth, changing demographics, climate change adaptation, housing needs, and transportation demands;

Whereas, the RTP/SCS includes a land-use strategy and growth forecast that focuses growth in High-Quality Transit Areas and along main streets, downtowns and other appropriate infill locations; shifts development from single-family towards multi-family residential development to reflect recent market trends; and promotes the implementation of Compass Blueprint Demonstration projects and other supportive land use implementation;

Whereas, the RTP/SCS includes transportation policies and investments that reflect the investments being made by the County Transportation Commissions through 2035; triple the amount of funding available in the previous RTP to support Active Transportation; emphasize and provide additional resources for transportation demand management strategies and transportation systems management; maintain a focus on efficient goods movement; and establish a financial plan that addresses deferred maintenance and includes new revenue sources and innovative financing techniques to transition our fuel tax-based system to a more direct, user fee approach;

Whereas, while SCAG develops the RTP/SCS, the land-use and transportation changes within it are largely driven by the actions of local governments and County Transportation Commissions, like the LACMTA, that program the majority of transportation funds flowing into the region;

Whereas, it is therefore critical that the LACMTA be engaged in the implementation of the plan in order for the plan's benefits to be realized, as well as, to ensure the region continues to make progress that can be reflected in the 2016 RTP/SCS;

Whereas, CARB through the AB 32 Cap-and-Trade Program will be providing funding for programs and projects throughout the state that reduce GHG emissions and help implement local climate action plans;

Whereas, the LACMTA Board approved a motion (September 23, 2010) endorsing the GHG reduction targets established by CARB, committed staff support in the development of the RTP/SCS, and submitted a letter in support of the final plan;

Whereas, the LACMTA has demonstrated leadership and strong support for advancing sustainable transportation options in the region through a broad range of actions including: investing in transit, establishing an Ad Hoc Sustainability Committee, maintaining a strong commitment to clean fuel buses, programming additional funding through the Call for Projects for bicycle infrastructure, advancing bicycle policies, promoting the inclusion of sustainability as a criteria in the Call for Projects program, directing for the development of an Active Transportation Agenda, approving applications for sustainability grant programs, and adopting policies that reduce the agency's environmental footprint as well as promote cleaner air, GHG reduction,

healthier communities, and a stronger economy through transportation planning and programming, among others;

Whereas, to continue to demonstrate countywide leadership on sustainability issues, the LACMTA Ad Hoc Sustainability Committee has endorsed and is providing direction on the development of a Countywide Sustainability Planning Policy to better integrate sustainability principles and priorities into the agency's planning functions and to provide a framework for fostering the implementation of federal, state, regional, and local sustainability policies and plans—including the RTP/SCS—across Los Angeles County;

Whereas, implementation of the LACMTA's Countywide Sustainability Planning Policy, in conjunction with the implementation of the RTP/SCS, will advance the LACMTA's mission of creating a more efficient and effective transportation system in concert with a broad set of sustainability priorities that are increasingly important to the LACMTA's funders and constituents;

Whereas, the LACMTA and SCAG currently collaborate on a broad range of initiatives to advance common transportation objectives, and it is in the interest of both agencies to continue to leverage resources toward achieving the common goals expressed in the RTP/SCS and the LACMTA's Countywide Sustainability Planning Policy and toward creating a more sustainable transportation system.

Now, therefore, be it resolved by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that the CEO is authorized to initiate and/or continue the following RTP/SCS implementation activities, to be referred to collectively as the **RTP/SCS Joint-Work Program:**

1. Appoint a representative to the **Regional Sustainability Working Group**, an effort initiated by the CEOs of County Transportation Commissions and led by SCAG, to actively work on the implementation of the RTP/SCS, document and monitor progress, and develop recommendations for opportunities in upcoming 2016-2040 RTP/SCS.
2. Develop and seek funding for a joint SCAG-LACMTA **Sustainable Transportation Demonstration Program** that will provide local agencies with planning, programming, and/or capital funds to implement Compass Blueprint projects or other innovative, multimodal approaches that exemplify the guidance in the LACMTA's Countywide Sustainability Planning Policy.
3. Continue with implementation of the **First-Last Mile Strategic Plan** to "extend" the station area and expand the reach of transit in the transit catchment area and at transit stops. The plan will include policies and guidelines that serve as a resource for local governments seeking to partner with the LACMTA and SCAG on improvements in transit catchment areas and inform the types and sizing of intermodal facilities (such as bicycle parking) that the LACMTA should aim to provide at its stations/stops. Additional funding will be sought for a second phase of the plan to implement demonstration projects that advance the guidance from the plan and to quantify the impact of these investments. Opportunities to

optimize access through programmatic, technology and/or marketing solutions in the transit catchment area will also be explored in future phases of the plan.

4. Continue to develop a **Countywide Safe Routes to School Strategic Plan** to identify a strategy to help local communities establish new Safe Routes to School (SRTS) programs and to sustain and enhance existing efforts. The strategic plan will include assessing current SRTS efforts and needs; coordinating with agencies, organizations, and stakeholders for exchange of information and ideas; identifying data needs and performance metrics; pursuing additional funding sources to increase SRTS investment in Los Angeles County and to provide technical resources to communities; and connecting agencies and organizations involved in SRTS with resources and information.
5. Continue to support SCAG and collaborate with regional stakeholders on the **Regional Plug-In Electric Vehicle (PEV) Readiness Plan,** to identify the best locations for charging infrastructure based on market demand and travel patterns. The Regional PEV Readiness Plan will become part of a larger effort to support regional sustainability while promoting economic development within the green technology sector. SCAG will continue to work with a diverse group of stakeholders to serve as a clearinghouse for zero and near-zero emission vehicle resources and implementation strategies. The key deliverables include a Regional PEV Readiness Plan and two model Subregional PEV Readiness Plans (South Bay and Western Riverside COGs). This effort is funded with grants obtained from the California Energy Commission and the U.S. Department of Energy.
6. Support SCAG in developing a **Conservation Planning Policy**, as recommended in the 2012-2035 RTP/SCS. This policy is intended to build upon already-established programs that assist with more efficient transportation project delivery, including but not limited to, OCTA's Measure M Environmental Mitigation Program and Riverside County's Multiple Species Habitat Conservation Plans (MSHCP). The policy will explore opportunities to optimize the use of transportation mitigation funds to support natural land restoration, conservation, protection and acquisition, and offers GHG emissions reduction benefits. The deliverables will likely include identification of priority conservation areas and the development of regional mitigation policies or approaches for the 2016 RTP/SCS.
7. Support SCAG to in exploring opportunities to **Expedite Active Transportation Funding** planned in the RTP/SCS to ensure local infrastructure is in place to support the expansion of the rail system at the time when new stations come on-line. This will include building off the First-Last Mile Strategic Plan to identify needs around new station areas and developing new financial tools to support these investments.
8. Support SCAG in conducting a **High Quality Transit Area Study** to review the incentive programs offered by the LACMTA and SCAG that could be better linked or leveraged to realize the RTP/SCS vision for reducing GHG emissions and capturing growth in High Quality Transit Areas (as defined in the RTP/SCS). The study should document existing rules and practices, consider best practices, and

provide recommendations for program modifications. The study will be initiated when additional funding or staff resources become available.

9. Support SCAG in pursuing funding for **High Quality Transit Corridors Needs Assessment** studies to better understand transit needs and transit capacity enhancements that will be required to accommodate additional growth planned for in the RTP/SCS.
10. Continue collaborative efforts to improve **Performance Measurement and Monitoring** of the benefits and co-benefits (health, greenhouse gas reduction, etc.) of transportation projects and plans through efforts such as the bicycle data clearinghouse and the Countywide Sustainability Planning Policy. Develop strategy to improve **Performance Measurement and Monitoring** of transportation projects and plans to provide a basis for quantifying the benefits of investments proposed in future RTP/SCSs.
11. Work with state and federal representatives to **Develop Legislation** in support of the above activities and the broader goals of the RTP/SCS.

Progress on these items shall be reported to the LACMTA Ad Hoc Sustainability Committee and SCAG's Energy and Environment Committee on a quarterly basis starting January 2013. A final report on the RTP/SCS Joint-Work Program shall be prepared by January 2014 and include recommendations to the LACMTA Board and SCAG Regional Council for inclusion in the 2016 RTP/SCS.

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Metro Countywide Sustainability Planning Policy

PUBLIC REVIEW DRAFT

July 11, 2012

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SECTION 1: OVERVIEW, PURPOSE & BACKGROUND

1.1 OVERVIEW

The Los Angeles County Metropolitan Transportation Authority (Metro) is dedicated to the sustainability of Los Angeles County's people, environment, and economy. Many people and organizations share these goals and are pursuing visions of sustainability in their own households, neighborhoods, businesses, cities, and region-wide. Metro's unique role in achieving a sustainable future is to plan, fund, construct, and operate a transportation system that improves residents' health and well-being, strengthens the economy, and enhances the natural environment.

The policy is a complement to Metro's efforts to improve air quality and increase transportation choices that have been underway for more than two decades. It is a tool for better defining the agency's long-term, desired sustainability outcomes in order to facilitate greater coordination and collaboration across transportation modes, planning disciplines (land-use, housing, environment, economic development, health, utilities), and government agencies.

The policy's focus on coordination and collaboration with respect to sustainability comes at a time of great opportunity, when Metro is significantly expanding its transit system and implementing highway improvements to enhance efficiency and effectiveness. To successfully implement these projects and gain support for future projects, Metro will be increasingly called upon to quantify its contributions to society, not just in terms of mobility, but with respect to a broad range of social, economic, and environmental indicators. This is evident from the Livability Principles[1] that influence funding decisions made by federal agencies, the addition of climate change metrics in Regional Transportation Plans (per Senate Bill 375), and the increased interest from local stakeholders in assessing the health impacts of transportation projects. The policy was developed in consideration of these factors to establish a planning framework for advancing the mission and goals of the agency in concert with a broader set of sustainability priorities.

1.2 PURPOSE

The Countywide Sustainability Planning Policy is a guide to:

- More fully integrate sustainability into the agency's planning functions,
- Complement and provide a framework for building upon federal, state, regional and local sustainability policies and plans, and
- Foster collaboration and inspire partnerships that will lead to more sustainable communities.

The policy demonstrates the agency's continued commitment to sustainability as a core business value and as a strategy for enhancing the quality, efficiency, and value of the transportation system for constituents.

[1] http://www.sustainablecommunities.gov/aboutUs.html#2

The policy is organized into five sections:

1. Overview, Purpose & Background
2. Planning a Sustainable Transportation System
3. Planning Guidance
4. Policy Implementation & Impact
5. Conclusion

1.3 BACKGROUND

Metro is responsible for the continuous improvement of an efficient and effective transportation system for Los Angeles County. Adhering to this mission, one of Metro's principal values is a commitment to sustainability, encompassing reducing, re-using, and recycling internal resources and reducing greenhouse gas ("GHG") emissions. This commitment to sustainability is reinforced in the agency's business goals, which include sustaining the environment by reducing greenhouse gas emissions and increasing energy efficiency. "Sustainability" became an official part of the agency's work program in 2007 when the Board of Directors, with guidance from the Ad Hoc Sustainability Committee, adopted the Sustainability Implementation Plan. The Plan included the following Sustainability Mission and Vision, accompanied by a list of short-term and long-term projects through Fiscal Year 2012.

> **Mission:** We will provide leadership in sustainability within the Los Angeles region without compromising our core mission of moving people efficiently and effectively.
>
> **Vision:** We will be the leader in maximizing the sustainability efforts and its benefits to Los Angeles County's people, finances, and environment.

Within this overarching guidance, the Ad Hoc Sustainability Committee and supporting staff have generally focused on advancing strategies in three primary areas:

1. Leadership, Coordination, and Outreach: Lead the region's sustainability efforts by supporting internal coordination and by collaborating with regional stakeholders.
2. Sustainable Agency and Practices: Minimize environmental impacts from the design, construction, operation, and maintenance of Metro's facilities and operations.
3. Sustainable Regional Transportation System: Plan and implement a regional transportation system that increases mobility, fosters walkable and livable communities, and minimizes GHG emissions and environmental impacts.

The Countywide Sustainability Planning Policy is intended to define outcomes and establish measurements related to the third focus area: developing a Sustainable Regional Transportation System and as a result will further the first focus area related to

Leadership, Coordination and Outreach. The policy broadens Metro's approach to sustainability from focusing on a particular project or transportation mode to developing a more holistic and system-based framework for sustainability analysis and planning. It also more fully embraces the social and economic elements of sustainability, in addition to the environmental dimensions.

SECTION 2: PLANNING A SUSTAINABLE TRANSPORTATION SYSTEM

2.1 PRINCIPLES & PRIORITIES

Sustainability is broadly understood as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The Countywide Sustainability Planning Policy refines this definition in the context of transportation planning through endorsement of the principles and priorities below. Metro's policy will be to use these principles and priorities to bring greater clarity, meaning, and consistency to its approach for implementing the "sustainability" commitments currently reflected in its principal values, business goals, and sustainability mission and vision.

The policy is based on the three themes of "Connect, Create, and Conserve." These themes are the summation of the principles and priorities discussed below. The principles align with the areas of responsibility within which Metro's planning practices have the opportunity to influence sustainability outcomes—as a regional mobility provider (Connect), a project manager (Create), and a steward of public funds (Conserve). As illustrated in Figure 2.1, there are three priorities associated with each principle that highlight key social, economic, and environmental dimensions of sustainability to be advanced through the transportation planning process. Over time, these principles and priorities will increasingly be embedded in planning activities to:

- Align and optimize transportation strategies implemented through various planning programs toward a common vision of sustainability
- Evaluate proposals
- Inspire project design, creativity, innovation, and
- Guide and communicate sustainability performance

Successful implementation of all of these actions will require additional engagement with regional stakeholders to optimize the countywide benefits of Metro's programs and plans.

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Figure 2.1 Principles and Priorities

Connect

Connect People and Places

Access. Better integrate land-use and transportation planning to reduce trip lengths and increase travel choices.

Prosperity. Reduce transportation costs for residents and provide the mobility necessary to increase economic competitiveness.

Green Modes. Promote clean mobility options to reduce criteria pollutants, greenhouse gas emissions, and dependence on foreign oil.

Create

Create Community Value

Healthy Neighborhoods. Improve public health through traffic safety, reduced exposure to pollutants, and design for walking and biking.

Community Development. Design and build transportation facilities that promote infill development, build community identity, and support social and economic activity.

Urban Greening. Enhance and restore natural systems to mitigate the impacts of transportation projects on communities and wildlife.

Conserve

Conserve Resources

Context Sensitivity. Build upon the unique strengths of Los Angeles County's communities through strategies that match local and regional context and support investment in existing communities.

System Productivity. Increase the efficiency and ensure the long-term viability of the multimodal transportation system.

Environmental Stewardship. Plan and support transportation improvements that minimize material and resource use through conservation, re-use, re-cycling, and re-purposing.

2.2 KEY CONCEPTS

Several inter-related key concepts underlie the policy and its approach to achieve priority outcomes. These are introduced in this section.

Green Modes

The policy and supporting documentation use the term "Green Modes" to describe a growing category of clean mobility options. These include walking, biking, rideshare, transit, and clean fueled vehicles. All of these options will be part of sustainable planning approaches, and have varying ability to achieve the full range of sustainability aims. For example, accidents involving pedestrians and bicyclists must be reduced for healthy community objectives to be achieved, all vehicles should increasingly be zero or near-zero emissions to achieve climate and environmental aims, and greater transit ridership will be required from a system productivity perspective to maximize mobility while limiting congestion growth. Emerging technologies that complement or even replace conventional travel modes are also considered part of the Green Modes range of choices.

Transportation and Land Use Integration

Transportation is such a familiar part of our lives that we can easily take its complexity for granted. Going to school or work, visiting a friend or going to the doctor's office, enjoying the beach or the mountains – all of these require moving about in a complicated web of inter-related systems. Land-use patterns and the dispersion of places we travel, shape people's need to travel and inform investments in the transportation network. In turn, transportation investments impact land-use by providing mobility options that may accommodate growth and heightened activity in existing communities or open up new land for development.

The interactions of these two systems—and the resulting impacts on travel demand—have significant implications for the sustainability of communities. For this reason, greater coordination and strategic planning between transportation and land-use agencies is required to achieve the priorities of the policy. In an effort to be inclusive and fully capture the diverse communities within Los Angeles County, the policy introduces a place-based planning framework as a tool for integrated planning and policy development at Metro in addition to more universally applicable strategies. The framework is described in Section 2.3.

Focusing on integrated planning to achieve sustainability outcomes is supported by State climate change regulations and is required at the regional level under Senate Bill 375 (SB 375). SB 375 establishes a process to help achieve statewide greenhouse gas reduction goals required as part of Assembly Bill (AB) 32. The legislation charges each Metropolitan Planning Organization (MPO) with developing a Sustainable Communities Strategy (SCS) to specifically address how integrated land use, housing, and transportation planning will lead to greenhouse gas emissions reductions from passenger vehicles within their respective regions. The Southern California Association of Governments (SCAG), the MPO for this region, has prepared a SCS as part of the 2012 Regional Transportation Plan (RTP). The RTP presents a growth vision for the region, which compiles local land-use data for 2020 and 2035. This growth vision

supports greater transit-use, walking, and biking by increasing opportunities for people to live and work in transit corridors and more compact communities.

This RTP/SCS provides a strong foundation upon which Metro and its partners can build. While SCAG assembles the RTP/SCS, the land-use and transportation changes within it are largely driven by the actions of local governments and County Transportation Commissions, like Metro, that control the majority of transportation funds flowing into the region. This policy and the place-based framework it presents are resources to facilitate continued progress within Los Angeles County toward reducing the climate impacts of the transportation network and meeting SB 375 requirements.

Bundling Strategies for Greatest Impact

"Bundling" strategies refers to the practice of implementing complementary strategies together in order to have a cumulative impact and create multiple benefits. Bundling recognizes the complexity of transportation and land use systems by addressing multiple factors in unified programs. An extensive body of travel performance research conducted over decades has established the fact that multiple-strategy approaches are most effective in terms of reliability and magnitude of positive change. Combined scenarios involving land use, transit, and pricing strategies are consistently shown to result in greater reductions in vehicle miles traveled (VMT) than single-strategy scenarios, in both the short and long term. A synthesis of regional modeling outputs undertaken for the California Air Resources Board reported that combined strategies in the three arenas of land use, transit, and auto pricing policies demonstrated the long-term potential for VMT reduction with results ranging from -14.5% (10 years) to -24.1% (40 years).[2] Bundling is also supported by the results of the original data analysis performed by Metro to support development of this policy, which is documented in a supplemental Technical Document. These findings support Metro's participation in a full range of strategies at various scales in order to derive the greatest return on major investments.

Network Optimization

The success of the technology industry has been driven by advances in computing hardware that exponentially increase system connectivity and performance within the same physical envelope, for example, a microchip. To serve a growing population with increasingly scarce resources, the transportation industry is similarly challenged to take a new look at its hardware—a complex network of local roads, arterials, highways and rights-of-way—and find ways to improve connectivity and performance within largely the same footprint. Complete streets, transit-oriented development, congestion pricing, signal prioritization, real-time ride share matching, and smart technologies are leading us to a more efficient and effective transportation system. These advancements respond to the demands of a 21st century lifestyle where connectivity and time saving are highly prized and can be achieved by many different means.

[2] Rodier, Caroline J. (2009). A Review of the International Modeling Literature: Transit, Land Use and Auto Pricing Strategies to Reduce Vehicle Miles Traveled and Greenhouse Gas Emissions. Institute of Transportation Studies, University of California, Davis, Research Report UCD-ITS-RR-09-39.

Act Regionally and Locally

As a countywide agency serving millions of people per day, many of Metro's planning activities have focused on regionally significant trips and corridors that span many miles and may cross city boundaries. However, an increased focus on sustainable communities and on improved accessibility suggests that Metro's direct or indirect sponsorship of localized strategies may also be needed to advance regional goals. By adopting the principles in Section 2.1, Metro is committing itself to supporting initiatives aimed at intermodal connectivity, green modes, urban greening, and healthy neighborhoods. These priorities require implementation and attention to detail at the local level. Desired outcomes include a higher number of trips made by walking or cycling and growth in transit trips that benefit from more attractive walk and bike access. Land use changes for greater connectivity similarly support a higher number of non-drive trips and shorter trips across all modes for travelers in the region. These changes reduce vehicle miles traveled overall, taking local trips off the regional roadway network, and increasing active travel with commensurate health benefits. How these objectives are met will be largely based on the local conditions, extent of transit investments serving local communities, and innovative local solutions informed by regional and national experience.

2.3 PLANNING FRAMEWORK

The policy is based on a planning framework that organizes guidance and strategies into two elements: universal and place-based. This section describes the analysis that informed the development of the place-based portion of the framework and discusses applications in the context of the policy.

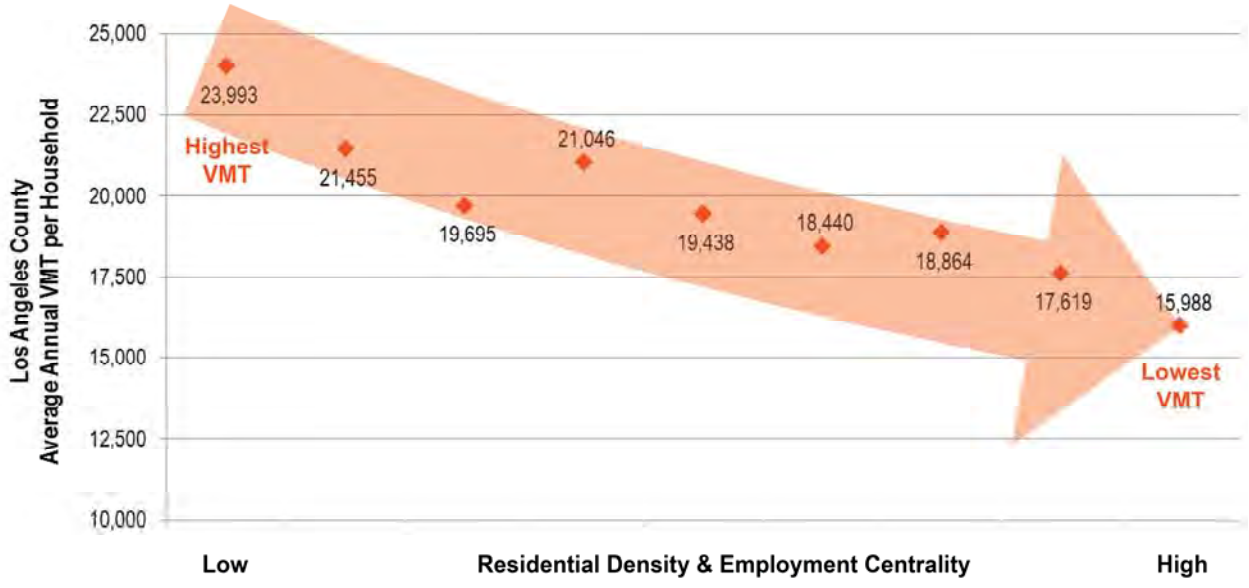
Place Types as a Tool for Integrated Planning

It is acknowledged that a county as large and diverse as Los Angeles County cannot and should not attempt to achieve sustainability outcomes through a prescriptive "one size fits all" approach. Recognizing this diversity the use of "place types" seeks to find solutions that are appropriate for areas with common characteristics. The place type is an increasingly popular foundation for better integrating transportation and land use planning. It allows planners to categorize a large number of places (e.g. station areas or neighborhoods) based on shared characteristics. The shared characteristics of neighborhoods grouped within a given place type can help illuminate shared issues or barriers, strategies to overcome these barriers, typical or desired performance on a range of measures, and particular types of investments that are needed.

Accessibility Clusters

This policy was developed using a place-sensitive approach that categorizes locations at the census tract level into four Accessibility Clusters. The clusters are defined by land-use conditions that were identified, through original local analysis, to have the greatest impact on travel behavior, as defined by vehicle miles traveled. These characteristics include net residential density (number of households per census tract) and job centrality (calculation based on the number of jobs and their distance from each tract). In general, the higher the residential density and job centrality for a given location, the less people need to drive to achieve their daily needs, as reflected in Figure 2.2.

Figure 2.2 Average Annual VMT for Typical Los Angeles County Household



The four clusters are illustrated below in Figure 2.3 and described in greater detail in Figure 2.4. Additional information on the methodology and analysis used to develop the clusters is included in Appendix A.

Figure 2.3 Accessibility Clusters

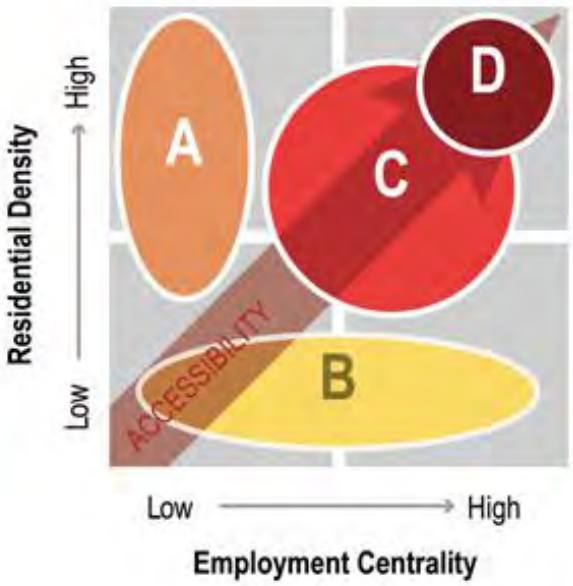


Figure 2.4 Summary of Accessibility Clusters

	Summary	Residential Density (HH/Res. Acre)	Job Centrality	Av. Annual VMT Per HH
Cluster A	Small districts and corridors with a higher density residential pattern, often serving as centers in lower density communities. While not as well-connected to the region's economic centers and the wide array of economic activity in the county, these areas are good candidates for sustainable local travel. **Claremont, Pomona, Northeast Pasadena, many communities in the South Bay Cities**	**Medium-High**	**Low**	**20,477**
Cluster B	All locations in Cluster B have low average residential density. The job centrality of these places is varied, as shown to the right. Low density makes these places predominantly auto-oriented. Nearby downtowns and compact neighborhoods may be appropriate places for transit investments. **Avocado Heights, Claremont-Indian Hill, Montebello, most communities in Palmdale**	**Low**	**Low-High**	**23,275**
Cluster B *Special Use Areas*	High job centrality places where there is no housing or where housing is a minor component, such as large industrial zones, warehousing, ports, and airports. Also includes places serving recreational or entertainment purposes. **Port of Long Beach**	**None/ Very Low**	**High**	
Cluster C	Both residential and mixed-use areas near centers of economic activity and characterized by sufficient density to support growing use of walk, bike, and transit. Includes predominantly traditional single-family residential areas and historic downtown-adjacent neighborhoods with a compact feel. **Venice, Van Nuys, Commerce, much of eastern San Fernando Valley**	**Medium-High**	**Medium-High**	**18,717**
Cluster D	Unique concentrations of economic, entertainment, and cultural activity, drawing large volumes of commuters and visitors every day. Host to a full range of horizontally- and vertically-mixed land uses, often with high capacity transit stations and corridors (present or planned). **Downtown Long Beach, Downtown Los Angeles, Old Town Pasadena**	**High**	**High**	**15,988**

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Understanding a place's "accessibility" –residential density and job centrality—can help define appropriate sustainability strategies. For example, while walking to work may be a great option for more sustainable living in a location where many residents and jobs are close together (Clusters C and D); this option will likely not be widely available in locations where residents and jobs are far apart (Clusters A and B).

Applying the Framework to Real Places

The Accessibility Clusters are general. The policies presented in relation to each cluster will be relevant in many cases, but variation and a greater level of differentiation may be justified in particular circumstances. Any given corridor may traverse multiple Accessibility Clusters and judgment, data, and creativity will be needed to craft solutions and to customize strategies appropriate to the local community. Empirical data at a finer geographic scale should be used to confirm the relevance of the Accessibility Clusters and strategies.

SECTION 3: PLANNING GUIDANCE

3.1 INTRODUCTION

This section presents guidance to support Metro in implementing the principles and achieving the priorities established by the policy. The guidance recognizes that many of the priorities can be achieved simply by providing the opportunity for more people to drive less, and in more efficient vehicles. A reduction in vehicle miles traveled (VMT) is associated with the following benefits:

1. Reduced vehicular, bicycle, and pedestrian accidents
2. Reduced fuel use
3. Reduced traffic congestion, particularly during rush hour
4. Reduced emissions or criteria pollutants, resulting in reduced respiratory ailments especially for young children and older adults
5. Reduced greenhouse gas emissions (GHG)
6. Increased transit use, walking, and biking
7. Increased physical activity contributing to a reduction in diseases related to a sedentary lifestyle, such as obesity
8. Economic benefits through reduced transportation costs

When measures to reduce VMT are complemented by actions to increase the efficiency of vehicles, the whole range of sustainability priorities presented in the policy can be achieved. Even urban greening and environmental stewardship are optimized by providing opportunities for people to drive less, because reduced VMT allows for communities to build less infrastructure reducing energy, waste, land and water use, and emissions.

Demographic and market trends suggest that more people would choose to drive less, if they had attractive alternatives. According to the 2012 RTP/SCS, as the Baby Boomer generation gets older (the share of the population 65 years or older will increase from 11 percent in 2010 to 18 percent in 2035), there will be a greater demand and need for alternative transportation to serve non-drivers. Additionally recent studies, such as a joint report conducted by the Frontier Group and the U.S. PIRG Education Foundation, have highlighted an emerging trend that young people are driving less. Reasons for this are many, but include improvements that support alternative transportation. From 2001 to 2009, the average annual number of vehicle miles traveled by young people (16 to 34-year-olds) decreased from 10,300 miles to 7,900 miles per capita—a drop of 23 percent.[3]

While helping more people to drive less, and in more efficient vehicles is a fairly simple goal, the size of the county and its diversity of land-use patterns make achieving this goal complex. The guidance addresses this complexity by presenting "universal" policies (3.2) that should be considered in all types of locations and "place-based" policies (3.3) that provide alternative strategies for improving the sustainability of the transportation system in differing types of locations. The Planning Framework, Section 2.3 provides greater detail on the Accessibility Clusters as well as Appendix A.

3.2 UNIVERSAL POLICIES

The universal policies have relevance in many locations throughout the county, regardless of accessibility. The policy topics as presented do not reflect an order of importance.

The following policies should guide Metro's activities countywide:

Policy Topic	Universal Policy (UP)
Implementation of SCAG Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)	UP I: Promote regional compliance with state climate change law by supporting SCAG's efforts to implement the regionally-adopted, land-use and transportation vision in the Regional Transportation Plan/Sustainable Communities Strategy (and outlined below), and encourage local jurisdictions to adopt supportive local policies. *(Metro does not have jurisdiction over land-use, but can advance regionally adopted land-use strategies through incentive programs, like TOD planning grants, and supportive transportation investments).* a) Support SCAG's efforts to advance the following regionally adopted land-use strategies: i) Focus growth in areas well served by transit (also referred to as High-Quality Transit Areas). ii) Focus growth along main streets, downtowns, and other appropriate infill locations iii) Shift development from single-family towards multi-family residential development to reflect recent market trends,

[3]Frontier Group and U.S. PIRG Education Fund. (2012). Transportation and the New Generation: Why Young People Are Driving Less and What it Means for Transportation Policy. Retrieved June 15, 2012 from http://www.uspirg.org/reports/usp/transportation-and-new-generation.

	and iv) Promote supportive land use implementation activities, including Compass Blueprint Demonstration projects, which are planning efforts led by local jurisdictions and funded by SCAG b) Support SCAG's efforts to advance the following <u>regionally adopted transportation strategies</u> i) Continue investments to improve the transportation system through 2035 as reflected in the plans of the County Transportation Commissions ii) Implement regional funding strategy to triple the resources available for Active Transportation, as compared to the 2008 Regional Transportation Plan iii) Emphasize and provide additional resources for transportation demand management strategies to reduce solo driving, including carpooling, transit, biking, walking, and flexible work schedules iv) Emphasize and provide additional strategies to support improved transportation systems management, including Express Lanes, tolling, and signal synchronization v) Maintain a focus on efficient goods movement to support the growth of the regional economy vi) Advance financial policies that emphasize system preservation to address deferred maintenance and that consider new revenue sources and innovative financing techniques to transition the fuel tax-based system to a more direct, user fee approach. UP II: Draw from the recommendations included in the RTP/SCS to implement appropriate transportation mitigation measures for all projects.
Green Design	UP III: Implement and encourage local incorporation of green design techniques that minimize the environmental impact of transportation projects and/or support local urban greening; consider requiring green design techniques as a condition of funding when these techniques can be implemented without additional cost to project sponsors (i.e. native landscaping).
Vehicle Technology	UP IV: Leverage project development to facilitate the early adoption of zero and near-zero emission vehicles (fleet services, transit vehicles, clean trucks, passenger vehicles) and promote supportive regional and local policies.
Local Access	UP VI: Encourage and support land-use policies and transportation projects that seek to reduce trip lengths by reconnecting the street grid, increasing the mix of land-uses, providing mid-block crossings, reducing set-backs, and breaking up superblocks in new or (re)development projects, among other strategies.
Performance Measurement	UP VII: Pursue alternatives and/or supplements to the use of level of service and delay metrics, which prioritize mobility for the single occupancy automobile, in project evaluation and encourage regional and local agencies to consider a broader range of metrics to assess multimodal impacts.
System Productivity	UP VIII: Encourage through regional planning, funding policies, infrastructure investments, and promotion of supportive local policies (including parking management policies, road pricing, and other demand management and systems

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	management policies/projects) strategies that seek to optimize transit service by increasing its competitiveness with automobiles.
Complete Streets	UP IX: Consistent with state law, explore opportunities in all projects to increase access for all users by making streets more "complete" and promote complete streets at the local level through partnerships and incentive programs.
Transit-Oriented Development	UP X: Pursue opportunities to realize appropriately-scaled, transit-oriented development in rail and bus corridors as part of corridor studies, project development, incentive programs and the promotion of supportive local policies (TOD Ordinances, land use and zoning changes, General Plan updates, etc).
Virtual Access	UP XI: Leverage project development to facilitate the early adoption of emerging technologies that complement or even replace conventional travel modes through virtual access, and promote supportive regional and local policies (telecommute programs).

3.3 PLACE-BASED POLICIES

Cluster A

Areas in Cluster A have moderate to high residential density with low job centrality. People living in these areas generally benefit from relatively short trip distances to local retail and services, but their limited access to major job centers and disparate geography often require long commutes to work. Some locations within this cluster include small commercial districts with higher density residential that serve as activity centers and/or sub-regional transportation hubs for surrounding low density communities. Areas falling into this cluster include many of the South Bay Cities, portions of the eastern San Fernando Valley such as the Reseda corridor, historic downtowns in places like Monrovia, and the area around the Newhall Metrolink station in Santa Clarita.

Residents in these communities should be able to easily access alternative commute options like commuter rail or bus, carpooling, and vanpooling. In many cases, residents should be able to take advantage of nearby retail districts without a car. Residents living along compact corridors such as Reseda can (and do) take rapid buses for their daily needs. However, in some cases walking and biking are unpleasant choices due to nearby auto-oriented corridors and a more suburban block pattern. Making these corridors more supportive of biking, walking, and reduced-speed vehicles can foster last mile connections to nearby regional transit options or commercial districts and may support community and economic development aims to capture a greater share of local spending.

Cluster A has the second-lowest rate of transit ridership (4.9%) for commute mode; 76% of commuters drive alone to work. These locations have the highest carpool share in LA County relative to locations within other clusters. If an additional 2% of solo driving commuters were to shift to 2-person carpools, nearly 10,000 single-occupant vehicle trips would come off the roads at peak hours. If the shift were to 3-person carpools, over 13,000 peak hour trips would come off the roads, compared to 2009 conditions.

The following policies should guide Metro's activities in Cluster A:

Policy Topics	Cluster A: Place-based Policies
Sustainable Transportation	A I: Support growing use of active and green modes through development and sponsorship of facilities and services promoting safe walking and biking, rideshare, transit, and low impact vehicles.
Local Government Planning	A II: Support local governments in planning and development activities that result in Transit-Oriented Development at select locations, focusing on mixed use centers.
Transit Services (Metro, Municipal and Local Transit Providers)	A III: Provide and encourage transit services reflecting area densities and design characteristics, focusing on commute and lifeline services to employment centers, key corridors, and feeder services.
Street Operations	A IV: Implement, encourage and sponsor projects that create safe, attractive, and efficient conditions for walking, biking, transit-use, and slow speed vehicles. A V: In project development and sponsorship, prioritize efficiency projects that seek to better utilize existing capacity by all modes (i.e. signal timing, complete streets) over general capacity improvements.

Cluster B

Cluster B includes locations that have in common an overall housing density lower than seven units per net acre. Within this classification are two distinct types:

- **Suburban/Rural Communities:** Communities meeting the low residential density criteria with low or medium job centrality, and
- **Special Use Areas:** Large industrial zones, ports and airports, and open space areas

This category includes places with a wide variety of conditions – from open space areas with almost no population, to low density outlying communities like most of Palmdale, to industrial areas such as the Port of Long Beach. These varied conditions require diverse transportation strategies, sometimes focused on goods movement, sometimes on responding to travel needs of residents and workers. Locations within Cluster B have the lowest rate of transit ridership (2.3%) for commute trips, less than half the rate of the Cluster A. Approximately, 83% of commuters within this cluster drive alone, while approximately 12% carpool to work.

Suburban/Rural Communities

Automobile travel will likely continue to be the most efficient means of local mobility for low density communities in Cluster B. Nonetheless, opportunities to drive less and in more efficient vehicles should be encouraged and supported by a variety of transportation policies and investments. Most of these communities have nearby compact neighborhoods, which can be the focal point for transit and ride-share opportunities.

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Actions to support telecommuting and the use of cleaner vehicles may be the most promising sustainable alternative for many low-density neighborhoods. This cluster has relatively high numbers of people working at home, and increasing the proportion of people working at home is an important strategy. Additionally, given the high percentage of drive alone work trips for this cluster, focusing on use of cleaner vehicles, including hybrids and electric, can have a considerable impact on emissions. If 5% of 2009 households in "B" cluster locations were to switch from conventional gasoline vehicles to electric or hybrid passenger cars, over 2.3 million daily and over 857 million annual vehicle miles would be driven in less carbon-intensive vehicles. Over 144,000 metric tons of CO2 would be saved annually if these miles were traveled in hybrid cars, and over 284,000 metric tons if with electric cars (based on 2012 model year passenger vehicle averages).

Integrated land-use and transportation planning is of particular importance in these areas, where the transportation system may be less built out. If there is a local desire for greater development, Metro, through its partnership with SCAG, should support cities in undertaking visioning exercises in advance of capacity enhancements to determine the most effective strategies for limiting congestion and providing the transportation choices communities desire. Metro should discourage road capacity enhancements that may proceed or be inconsistent with the local land-use plans and the Regional Sustainable Communities Strategy.

The following policies should guide Metro's activities in the Cluster B (Suburban/Rural Communities):

Policy Topics	Cluster B: Place-based Policies for Suburban/Rural Communities
Sustainable Transportation	B I: Support growing use of active modes for local trips and motorized green modes (rideshare, transit, clean fuel vehicles) for longer-distance trips through development and sponsorship of facilities and services.
Local Government Planning	B II: Work with local governments to identify specific transportation needs that can be met with green modes as well as opportunities to improve efficiency and safety of both goods movement and passenger travel. B III: Where greater development is desired, encourage cities to undertake planning exercises in advance of road capacity enhancements to determine the most effective strategies for limiting congestion and providing the transportation choices communities' desire.
Transit Services (Metro, Municipal and Local Transit Providers)	B IV: Provide and encourage transit services reflecting area densities and design characteristics, focusing on lifeline services and commute services to employment centers, subregional transportation hubs, and feeder services.
Street Operations	B V: Implement, encourage, and sponsor projects that create safe, attractive, and efficient conditions for walking, biking, and transit use. B VI: In project development and sponsorship, prioritize efficiency projects that seek to better utilize existing capacity by all modes (i.e. signal timing, complete streets) over general capacity improvements.

Special Use Areas

Many areas of the county fall into the Special Use Areas category. These represent high job centrality places where there is no housing or where housing is a minor component of the place. Special Use Areas may include large industrial zones, ports, and airports, the latter of which has additional transit needs for users. The distinct mobility needs of these places, often focusing on goods movement, are recognized in the text below.

Sensitivity is needed to provide for goods movement in the more industrial areas in this cluster and related place type, particularly as trucks enter and exit these areas near population centers that are accommodating high volumes of people using all modes. As many of these industrial areas also fall adjacent to existing or planned fixed-guideway transit corridors, addressing these numerous mobility objectives is a high priority.

While mitigating potential mobility conflicts adjacent to centers or communities such as the Alameda Corridor, it is also critical to maximize the efficiency of major freeway and freight corridors in order to advance goals for economic prosperity. These places are more difficult to serve with transportation alternatives for commuters, but encouraging such alternatives can provide critical job access and support workforce development objectives.

It is important to note that open space areas are included in this category. While this type includes warehousing and manufacturing districts such as the City of Industry and areas around Los Angeles International Airport, it can also include a number of places serving recreational or entertainment purposes, such as the Arroyo Seco / Rose Bowl area of Pasadena.

Due to the unique nature of areas within the Cluster B: Special-Use Areas, the following policies should guide Metro's activities in Cluster B only as they relate to industrial areas and goods movement corridors. No additional guidance for other types of Special Use Areas is provided beyond that recommended in the Universal Policies given the distinctiveness and specific characteristics of these locations.

Policy Topics	**Cluster B: Place-based Policies for Special Use Areas (Industrial Areas and Goods Movement Corridors)**
Sustainable Transportation	B VII: Support growing use of motorized green modes (clean fuel vehicles) through development and sponsorship of facilities and services.
Local Government Planning	B VIII: Work with local governments to identify specific transportation needs that can be met with green modes as well as opportunities to improve efficiency and safety of both goods movement and passenger travel. B IX: Where greater development is desired, encourage cities to undertake planning exercises in advance of road capacity enhancements to determine the most effective strategies for limiting congestion and

	maximizing the efficiency of freight movement.
Transit Services (Metro, Municipal and Local Transit Providers)	B X: Provide and encourage transit services reflecting area densities and design characteristics, focusing on commute services to employment centers and subregional transportation hubs, and feeder services to fixed-guideway transit corridors.
Street Operations	B XI: Implement, encourage, and sponsor projects that give priority to goods movement through designated routes and corridors, while creating safe and efficient conditions for walking, biking, and transit use to address mobility conflicts in areas adjacent to population centers and nearby communities. B XII: In project development and sponsorship, prioritize efficiency projects that seek to better utilize existing capacity over general capacity improvements.

Cluster C

Cluster C includes sub-regional centers, neighborhoods, and districts where employment centers are nearby and residential densities are high enough to support local commercial activity. People living in these areas generally benefit from relatively short trip lengths, which make walking, biking, and transit use for a wide range of activities possible. The predominant development pattern in many of these places is the single-family detached home. As a result of its historic pre-war growth boom, Los Angeles County has a much higher single-family residential density pattern than most counties in major metropolitan regions and across the nation. These areas may be either residential or more mixed-use in nature. Cluster C includes historic downtown-adjacent neighborhoods with a compact feel like the Mid-City District of Los Angeles and the eastern San Fernando Valley including most of the City of Burbank.

Residents and workers in this cluster benefit from frequent and predictable transit service – including very high quality commute services. Transit-oriented development is a good fit in these communities with their established mix of relatively high housing density and proximity to jobs. Transit, walking, and biking facilities will help support the vibrant mix of uses that is possible in these places due to their density and proximity to jobs and other amenities.

Cluster C has the second-highest rate of transit ridership (7.1%) and second lowest rate of driving alone (76%) for commute travel. Nearly 11% of commuters in this cluster do not take an automobile to work. Households and businesses in these locations should see continued growth in attractive multimodal travel options, with a growing share of neighborhoods well-served by high quality all-day transit connecting to a wide variety of destinations.

Home to nearly 40% of the county's residents, or 3.8 million people, locations within this cluster serve an important role in achieving the sustainability principles and priorities advanced by the policy. With wide participation, even small changes in travel behavior could lead to significant countywide progress. For example, if a 5 percent increase in transit commuters were achieved through a shift from solo drivers living in these

locations, over 10,000 daily drive alone commute trips would be reduced, with a proportional increase in transit ridership.

The following policies should guide Metro's activities in the Cluster C:

Policy Topics	Cluster C: Place-based Policies
Sustainable Transportation	C I: Provide mobility options to support car-free and one-car living through development and sponsorship of facilities and services promoting high levels of walk, cycling, and transit use for all types of trips.
Local Government Planning	C II: Support local governments in planning and development activities to create transit supportive densities and design features, with a focus on mixed use corridors and districts.
Transit Services (Metro, Municipal and Local Transit Providers)	C III: Provide and encourage local transit coverage, frequency, and reliability within close proximity to homes and businesses and with short headways or timed transfers, all-day; connect local service to high-quality transit investments (Bus Rapid Transit, Light and Heavy Rail) that provide access to destinations across LA County, Southern California, and the State.
Street Operations	C IV: Implement, encourage, and sponsor projects that give priority to transit and active modes except on key segments of through routes and goods movement corridors. C V: Implement, encourage, and sponsor projects that seek to increase the share of transit services operating in exclusive rights of way.

CLUSTER D

This cluster includes regional centers with concentrated economic, entertainment, and cultural activity. They are major destinations to which hundreds of thousands of commuters travel every day, and that also draw the region's residents for more occasional activities like nightlife, cultural events, shopping, and dining. In some, but not all cases they offer 24-hour districts, where people can live, work, and play without ever stepping into a car. These places have a full range of horizontally- and vertically-mixed land uses with high capacity transit stops and corridors (present or planned). The urban character of residential and business districts in regional centers should complement the highest levels of multimodal connectivity at the local, regional, and statewide scale.

High levels of congestion are typical in regional centers, and peak hour conditions can last for much of the day. Relief comes when people can opt out of congestion by walking, biking, and taking transit operating in dedicated rights-of-way and given operating priority. Accessibility, which is the benefit of having places one needs to go located close by, is abundant, though mobility – conventionally understood as the ability to travel quickly in a private vehicle – may be in short supply.

This cluster covers areas with significant urban office centers such as the downtowns of Los Angeles, Pasadena, Century City, Glendale, Santa Monica, and Warner Center.

This designation also includes more mixed-use but high-density locations such as Hollywood. A number of higher intensity industrial and entertainment areas such as Downtown Burbank – with large clusters of movie studio jobs - are also included.

Cluster D has the highest rate of transit ridership (17%--more than double the next cluster) and lowest rate of driving alone (66.2%) for commute travel. Additionally, over a quarter (23.7%) either walk, bike, or take transit to work. While households in these places also have the lowest VMT (15,988) in the county, these places don't consistently provide the mobility choices needed to make car-free and one-car living attractive and easy for all residents. Strategies in this cluster should emphasize increasing the attractiveness of walking and cycling, because of public health and environmental benefits and low cost relative to other transportation options. If solo drivers were to shift to those active travel modes so that the share of both walk and bike commute trips doubled relative to 2009 conditions, the drive alone commute would be reduced by over 62,000 people, nearly 10% of the number of drive alone commuters in this cluster in 2009.

The following policies should guide Metro's activities in Cluster D:

Policy Topics	Cluster D Place-Based Policy
Sustainable Transportation	D I: Provide mobility options to support car-free and one-car living through development and sponsorship of facilities and services promoting very high levels of walk, cycling, and transit use for all types of trips as well as carshare and rideshare.
Local Government Planning	D II: Support local governments in planning and development activities resulting in transit supportive densities and design features throughout Cluster D areas.
Transit Services (Metro, Municipal and Local Transit Providers)	D III: Provide and encourage local transit coverage, frequency, and reliability within close proximity to homes and businesses and with short headways or timed transfers, all-day (and potentially night owl service); connect local service to high-quality transit investments (Bus Rapid Transit, Light and Heavy Rail) that provide access to destinations across LA County, Southern California and the State.
Street Operations	D IV: Implement, encourage, and sponsor projects that give priority to transit and active modes, except on key segments of through routes and goods movement corridors. D V: Implement, encourage, and sponsor projects that seek to increase the share of transit services operating in exclusive right of way.

SECTION 4: POLICY IMPLEMENTATION AND IMPACT

4.1 INTRODUCTION

As a core business value, sustainability should touch every aspect of transportation planning. This section provides direction for implementing the policy and evaluating its impact.

4.2 IMPLEMENTATION PLAN

The following implementation plan, though focused on Metro actions, will integrate sustainability into the agency's planning functions and foster collaboration and inspire partnerships that will lead to more sustainable communities.

Countywide Sustainability Planning Policy Implementation Plan	Initiation Timeframe	Participants
1. Performance Measurement and Monitoring		
1.1 Develop/Refine Sustainability Assessment Tools to evaluate the sustainability of projects and plans.	0-2 year	Countywide Planning
1.2 Include sustainability performance metrics in the Sustainability section of the Short Range Transportation Plan.	0-1 year	Countywide Planning
1.3 Evaluate and report on progress toward achieving policy goals by developing an annual report on the program and countywide performance metrics.	Annual	Countywide Planning
1.4 Include sustainability performance metrics in the Sustainability section of the Long Range Transportation Plan.	Next Cycle	Countywide Planning
1.5 Conduct before and after studies of projects funded through the Call for Projects to quantify impact.	Next Cycle	Countywide Planning, Highway Program
2. Integration of Sustainability Principles into Metro's Planning Functions		
2.1 Strengthen Call for Projects link to Metro's sustainability commitments.	0-1 years	Countywide Planning, Highway Program
2.2 Continue to offer the Transit Oriented Development Planning Grant Program and provide related technical support and resources to cities and the county, including a model TOD ordinance, to optimize the transit and sustainability benefits of land-use changes.	0-2 years	Countywide Planning
2.3 Per Board Direction, continue development of an Active Transportation and Design Policy that will advance the Context Sensitivity, Green Modes and Healthy Neighborhoods policy priorities.	0-2 years	Countywide Planning

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2.4 Organize staff webinars and briefings, as needed, to highlight trends and promote continuous learning within the department, as well as between departments, on sustainability issues.	Ongoing	Countywide Planning, Other Depts as applicable
2.5 Per Board Direction, develop Countywide Safe Routes to School initiative to promote active transportation among school-age children.	1-3 years	Countywide Planning
2.6 Per Board Direction, develop safe routes to transit programs that target youth, senior, and low-income populations.	1-4 years	Countywide Planning
3. Pilot Projects & Community Partnerships		
3.1 Subject to management and board approval, develop a Sustainable Transportation Grant Program to support city partners in implementing innovative capital or operations improvements that apply guidance from the policy. Seek funding from SCAG, AQMD, State Strategic Growth Council, and federal/state grants.	0-2 years	Countywide Planning
3.2 Per Board Resolution, partner with the Department of Public Health and Tree People to develop a Systemwide Urban Greening Plan to improve placemaking, increase environmental stewardship, and create livable streets around transit stations with funds awarded by the State Strategic Growth Council.	0-2 years	Countywide Planning
4. Outreach/Education		
4.1 External: Disseminate information on the policy, associated strategies, and tools to regional stakeholders and the greater public.	0-2 years	Countywide Planning
4.2 Internal: Disseminate information on the policy, associated strategies, and tools for inter- and intra-department coordination and collaboration.	0-2 years	Countywide Planning
4.3 Organize forums and workshops to promote and inform cities, industry professionals, and other stakeholders of best practices in the areas of active transportation, transportation demand management, and other sustainability topics.	Ongoing	Countywide Planning
5. Regional Planning & Policy Development		
5.1 Partner with SCAG to conduct a First-Last Mile Strategic Plan to explore opportunities to increase ridership through access improvements in the transit catchment area.	0-2	Countywide Planning
5.2 Serve on advisory committees to develop regional policies and plans that seek to implement the 2012 Regional Transportation Plan/Sustainable Communities Strategy.	0-4	Countywide Planning
5.3 Continue efforts to coordinate a Countywide Zero-Emissions Truck Collaborative to accelerate market adoption of zero and near-zero vehicles in Los Angeles County.	0-2	Highway Program, Countywide Planning

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	5.4 Provide leadership for the development of the 2016 Regional Transportation Plan/Sustainable Communities Strategy by working with SCAG and engaging other County Transportation Commissions to share best practices, advance innovation, and develop coalitions to advocate for greater federal and state funding.	0-4	CEO's Office, Countywide Planning
6. Funding			
	6.1 Seek federal, state, and local funds to implement planning guidance and strategies to advance both Metro's sustainability goals and those of the RTP/SCS.	0-4	Countywide Planning
Policy Updates			
	7.1 Review and consider updates to the policy at least every five years.		Metro Board, Countywide Planning

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4.3 EVALUATION METRICS

The policy includes a performance evaluation component that will track progress toward achieving Metro's policies and priorities. Because of the many factors involved in advancing these aims, the performance evaluation has several key parts:

- Tracking Metro's success at implementing strategies to advance the policy, to be accomplished through **Program Metrics**
- Tracking outcomes across the county, to be accomplished through **Countywide Performance Metrics**

The time frame for influencing outcomes can be lengthy, and full strategy implementation can likewise take several years. Therefore, the monitoring program will have a set of metrics that are monitored annually, and another set that are monitored less frequently.

Metro will evaluate and report on progress toward policy goals by monitoring the program activities and performance metrics shown in Figure 4.1. Evaluation metrics track key indicators that reflect progress toward multiple priorities.

Program Metrics

In years 1-5 following adoption of the policy, program metrics will track progress in integrating the framework into Metro activities through the completion of activities in the Implementation Plan. In subsequent years, program metrics will track system change – for example, programming of funds for projects including green mode or urban greening components.

Countywide Performance Metrics

Performance metrics will also track the countywide outcomes, which are influenced by Metro's activities as well as factors beyond the agency's direct control. The majority of these will be tracked annually (e.g., accidents and fatalities; and VMT). Other candidate performance metrics could be tracked on a five-year basis, such as the percent of housing and jobs near transit. The candidate metrics will be finalized based on data availability.

Figure 4.1: Preliminary Program and Performance Metrics

	Metrics	Connect	Create	Conserve	Measurement Interval
Program Metrics					
1	Actions Completed on Implementation Plan	X	X	X	Annual
2	Projects Incorporating Strategies in Appropriate Accessibility Clusters	X	X	X	Annual
Countywide Performance Metrics					
3	Vehicle Miles Traveled	X	X	X	Annual
4	Accidents	X	X	X	Annual
5	Transportation Fuel Usage	X		X	Annual
6	Congestion	X		X	Annual
7	Emissions	X	X	X	Annual
8	Transit Ridership	X		X	Annual
9	Walking/Biking Trips	X		X	TBD
10	Environmental Enhancements		X	X	Annual
11	Jobs Adjacent to Transit	X	X		TBD
13	Population Adjacent to Transit	X	X		3-5 years
14	Transit Service in Accessibility Clusters C and D	X		X	Annual
15	Population and Employment in Accessibility Clusters C and D			X	3-5 years

SECTION 5: CONCLUSION

Metro is committed to being a leader in sustainability for the region, while also providing for the continuous improvement of an efficient and effective transportation system for Los Angeles County. Adhering to these roles presents a multitude of challenges and opportunities. The Countywide Sustainability Planning Policy responds to these challenges and opportunities with principles, priorities, and strategies for advancing sustainability in transportation, based on the following key ideas:

1. The projects implemented through Measure R in the coming decades should be complemented by regional and local strategies that will help get the greatest possible benefit from these once-in-a-generation investments.
2. Every opportunity should be taken to leverage and highlight the collective benefits of efforts underway to achieve a more sustainable countywide transportation system, including, but not limited to, implementation of Measure R projects, Transit-Oriented Development (TOD) Planning Grants, Call for Projects funding, etc.
3. LA County's innumerable distinctive places require strategies that are customized and tailored to local circumstance.
4. Despite the importance of recognizing the different characteristics of different locations, commonalities point the way to appropriate choices of transportation strategies as Metro works to move millions of people throughout the county as well as advance the recommendations included in the RTP/SCS.
5. Partnerships with regional, subregional, and local agencies are essential to optimize the countywide benefits of Metro's programs and plans.

Application and successful implementation of the policy will require ongoing communication and partnering with regional and local stakeholders as well as support from Metro staff and the Board of Directors. Recognizing the importance of coordination and collaboration, Metro has carried out an extensive internal and external review process as part of the development of this policy. Over the course of the creation of the policy and its related research and analysis, Metro staff has actively engaged the Ad Hoc Sustainability Committee and enlisted feedback and support from its members. Additionally, staff from different Metro Departments has been pivotal in providing input to enhance the policy. Through an external outreach process, Metro has also reached out to local, subregional, and regional agencies and hosted broader stakeholder workshops to solicit feedback on the policy.

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APPENDIX A

Accessibility Clusters and Index (AI)

The Accessibility Clusters are based on an Accessibility Index (AI) that gauges the extent to which community characteristics enable local residents and workers to drive less, either by reducing trip lengths, or by taking transit, walking, and biking. Improving accessibility and the attractiveness of trips by walk, bike, rideshare, and transit is critical to advancing many of the policy's principles and priorities.

The index measures community characteristics at the census tract level based on two features: *net residential density* and *job centrality.*

- *Residential density* is calculated using the number of households in each census tract divided by the total net acreage of residential land. Data sources are the 2009 U.S. Census American Community Survey 5-year estimates and SCAG's 2008 parcel level land use data.
- *Job Centrality* is a measure of employment accessibility calculated for each census tract. For use in the Accessibility Index, job centrality was derived using a gravity model which considered both number of jobs and their distance from each tract, with jobs in or near the tract having more weight than those at further distance. The model uses 2007 Longitudinal Employer Dynamics (LED) data provided by the U.S. Census.

Both characteristics have a strong influence on average annual distance driven –known as vehicle miles traveled (VMT) – as demonstrated by national and international academic research. Residential density and proximity to jobs are two of the most significant built environment characteristics influencing VMT in Los Angeles County.

In an effort to establish a meaningful set of Accessibility Indexes to assign to each census tract in the county, census tracts are divided into three categories based on residential density and job centrality as shown in Figure 1. The thresholds for the "high," "medium," or "low" categories are shown in the Figure.

Figure 1: Accessibility Index Performance Thresholds

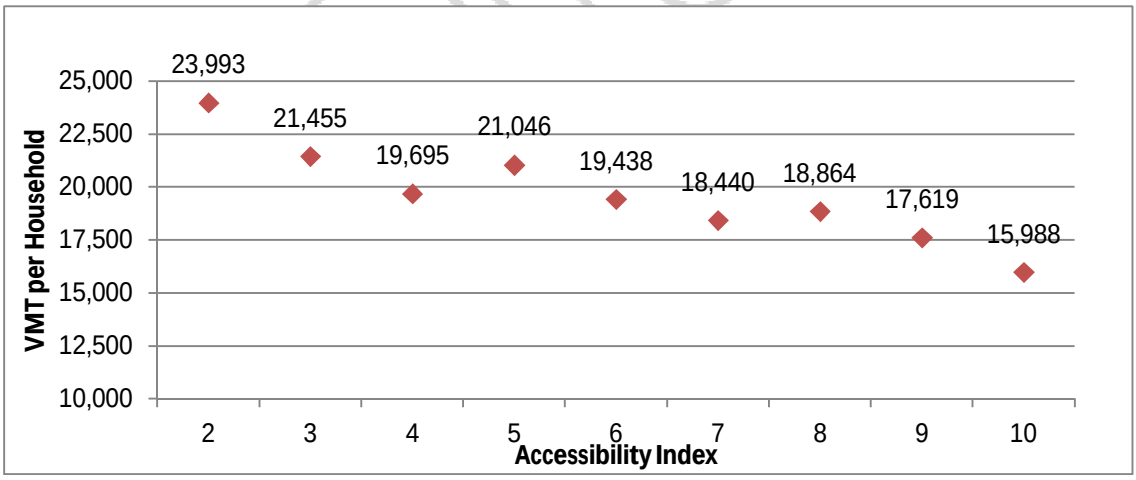
Bracket Threshold	**Net Residential Density** *Households / Res Acre*	**Job Centrality** *Gravity Model Index*
Low	0 to 7	0 to 52,300
Medium	7 to 14	52,300 to 71,500
High	14 and greater	71,500and greater

Each census tract is assigned an Index of 2 through 10, based on its residential density and job centrality characteristics. As shown in Figure 2, tracts can receive a maximum residential density score of 7 and a maximum job centrality score of 3. The scoring weighs residential density more strongly than job centrality because the analysis conducted for this policy indicates that it is more influential in reducing vehicle miles traveled. Figure 2 details how scores are assigned for each characteristic. Each of the Accessibility Index scores exhibits distinct average annual vehicle miles traveled for the typical Los Angeles County household (based on modeled results). The general trend is a negative correlation—as the Index increases to reflect higher density and greater job centrality, annual VMT decreases. This is shown in Figure 3.

Figure 2. Accessibility Index Calculation

Density	Centrality	Residential Density Points	Employment Centrality Points	Accessibility Index
High	High	7	3	**10**
	Medium	7	2	**9**
	Low	7	1	**8**
Medium	High	4	3	**7**
	Medium	4	2	**6**
	Low	4	1	**5**
Low	High	1	3	**4**
	Medium	1	2	**3**
	Low	1	1	**2**

Figure 3: Average Annual VMT for the Typical Los Angeles County Household by AI



Accessibility Clusters

The Accessibility Index serves as the foundation for grouping together the nine AI values into four clusters, as shown in Figure 4. The clusters are: A, B, C, D. The clusters are necessarily broad and cannot capture many important variations in local conditions. Subareas of local character are not well represented by the clusters given the county's large size. Unique design, economic, cultural, and historic factors must be considered through the local planning process.

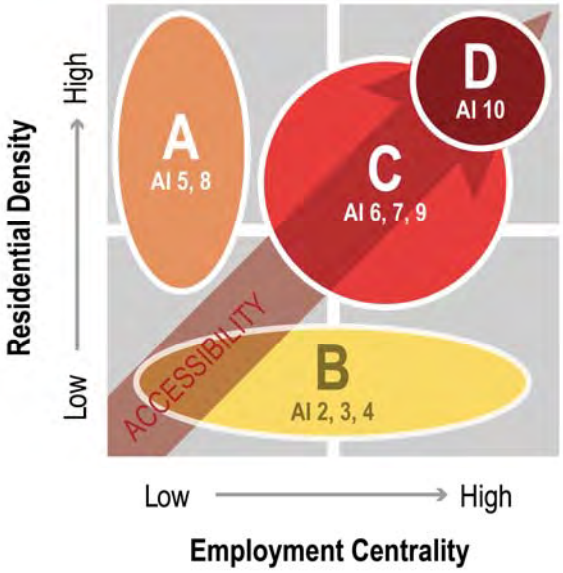


Figure 4: Accessibility Clusters

Each cluster matches distinct residential density and job centrality scores. Census tracts within each type are broadly characterized in Figure 4. The objective of the policy is not to move areas from lower to higher accessibility index clusters necessarily. Rather, it is to characterize clusters in such a way that "best fit" strategies can be identified that help advance the policy's principles and priorities.

Figure 5: Summary of Accessibility Clusters

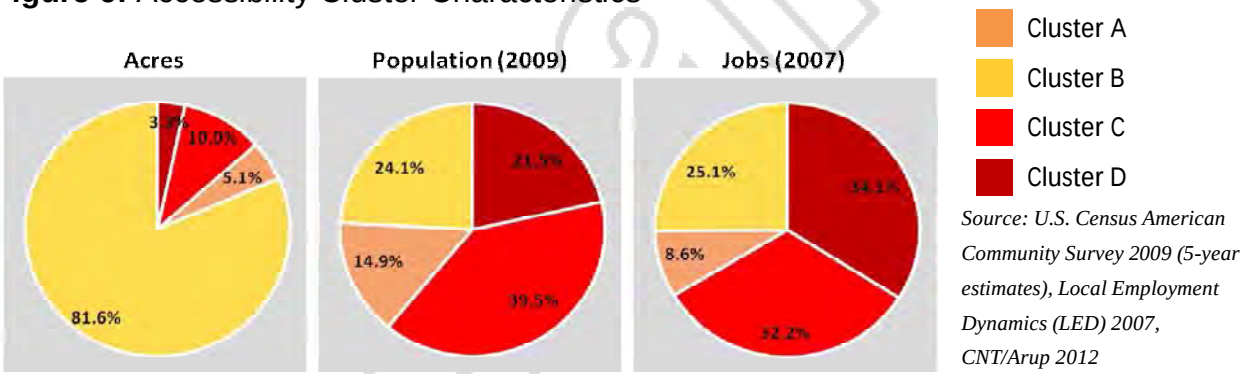
Cluster	Summary	AI	Residential Density (Hhd/Res. Acre)		Job Centrality	
Cluster A	Small districts and corridors with a higher density residential pattern, often serving as centers in lower density communities. While not as well-connected to the region's economic centers and the wide array of economic activity in the county, these areas are good candidates for sustainable local travel.	5	7-14	**Medium**	**Low**	0-52,300
		8	14+	**High**	**Low**	0-52,300
Cluster B	All locations in this cluster have low average residential density. The job centrality of these places is varied, as shown in the data to the right and in Figure 2.4. Low density makes these places predominantly auto-oriented. Nearby downtowns and compact neighborhoods may be appropriate places for transit investments.	2	0-7	**Low**	**Low**	0-52,300
		3	0-7	**Low**	**Medium**	52,300-71,500
		4a	0-7	**Low**	**High**	71,500+
Cluster B *Special Use Areas*	High job centrality places where there is no housing or where housing is a minor component, such as large industrial zones, warehousing, ports, and airports. Also includes places serving recreational or entertainment purposes.	*4b*	0-7	**None/ Very low**	**High**	71,523+

Cluster C	Both residential and mixed-use areas near centers of economic activity and characterized by sufficient density to support growing use of green modes, including predominantly traditional single-family residential areas. Includes historic downtown-adjacent neighborhoods with a compact feel.	6	14+	**High**	**Medium**	52,300-71,500
		7	7-14	**Medium**	**High**	71,500+
		9	7-14	**Medium**	**Medium**	52,300-71,500
Cluster D	Unique concentrations of economic, entertainment, and cultural activity, drawing large volumes of commuters and visitors every day. Host to a full range of horizontally- and vertically-mixed land uses, with high capacity transit stations and corridors present or planned.	10	14+	**High**	**High**	71,500+

Source: CNT, Arup 2012

Each cluster represents a different share of the county's area, population, and jobs, as described by Figure 6. The clusters vary significantly across these metrics. For instance, areas in Cluster B cover over 81% of the county's land area but contain only about a quarter of the county's population and jobs. In contrast, areas in Cluster D contain over 34% of the jobs and 21.5% of the population, yet represent less than 3.3% of the acreage.

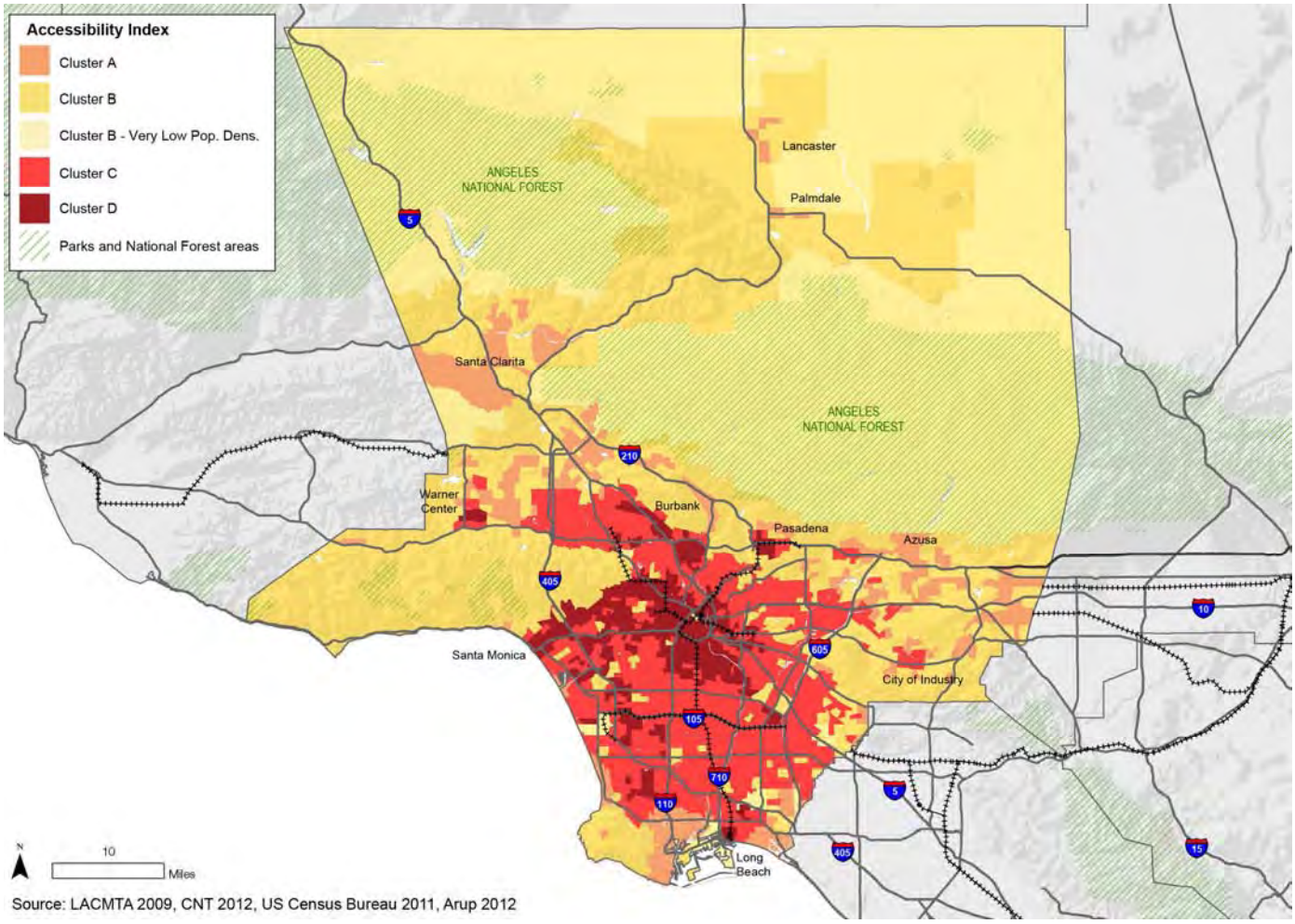
Figure 6: Accessibility Cluster Characteristics



Source: U.S. Census American Community Survey 2009 (5-year estimates), Local Employment Dynamics (LED) 2007, CNT/Arup 2012

The four Accessibility Clusters are mapped below, in Figure 7, using residential density and employment centrality data at the census tract level. Residential density and employment centrality are dynamic and will change overtime. Metro and its partners should consider both current and future land-use plans when applying place-based policies. Empirical data at a finer geographic scale may also be necessary to confirm the relevance of Accessibility Clusters and associated strategies, especially in locations where census tracts cover large land areas.

Figure 7: 2009 Snapshot: Accessibility Clusters Across Los Angeles County



APPENDIX B

Sources

The planning framework offers an evidence-based approach to selecting transportation strategies based on policy objectives and on physical context. It relies on original analysis conducted specifically for the Metro Sustainable Community Planning Framework (SCPF) by the Chicago-based Center for Neighborhood Technology in order to establish the place types and Accessibility Index, and to illuminate the relationship between built environment, travel behavior, and socioeconomic factors. This analysis was conducted in the 4th quarter of 2011 and the first quarter of 2012, using data from a variety of sources. Further information can be found in the Metro Countywide Sustainability Planning Policy Technical Document.

The policy relies heavily on the following research and analysis, in addition to the original analysis undertaken for this effort:

LA County and SCAG regional activities focusing on implementation SB 375 and AB 32 as well as activities generally supporting improved transportation and land use integration. These include the many activities associated with the SCAG Sustainable Community Strategy and the Compass Blueprint, as well as sub-regional efforts such as the South Bay Cities Council of Government's *South Bay Sustainable Strategy: An Integrated Land Use and Transportation Strategy*.

Published research results that report on original analysis, such as Brian Taylor et al's, " Nature and/or nurture? Analyzing the determinants of transit ridership" in Transportation Research Part A: Policy and Practice, Volume 43, Issue 1, January 2009, in which the authors apply basic consumer economics theory to transit ridership, using the U.S. Census as a source for socioeconomic data, and the National Transit Database (NTD) compiled annually by the Federal Transit Administration as a source of transit data for 265 urbanized areas analyzed. Another study examining data from multiple regions is Garrick and Marshall's "Effect of Street Network Design on Walking and Biking" included in the Transportation Research Board's *Pedestrians 2010*.

Published professional guidance aimed specifically at providing an evidence-based foundation for application of an integrated transportation and land use strategy, such as the California Air Pollution Control Officers Association (CAPCOA) 2010 publication, *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures*.

Published syntheses of prior work that draw conclusions based on multiple sources in order to support policy and implementation choices. This project benefits from the growth in this category of work following adoption in California of the Sustainable Communities and Climate Protection Act of 2008 (SB 375) which has led to sponsorship of a very useful body of synthesis research by the State of California. Work by Carolyn Rodier, Susan Handy, Marlon Boarnet, and others is included in this category and was commissioned specifically to support SB 375 implementation. There are a growing number of this type of publication, sometimes with a specific focus on supporting efforts aimed at the growing use of green modes. One valuable example is the article by Ann Forsyth and Kevin Krizek, "Promoting Walking and Bicycling:

Assessing the Evidence to Assist Planners" in *Journal of the Built Environment* VOL 36 NO 4. While many recent compilations focus on strategies to reduce vehicle miles traveled in support of climate-related goals, others focus on objectives that relate to SCPF objectives. These include the UC Transportation Center's 2009 *Performance Measures for Complete, Green Streets: A Proposal for Urban Arterials in California,* by Elisabeth MacDonald, Rebecca Sanders and Alia Anderson.

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REPORT

AGENDA ITEM NO. 4

DATE: October 4, 2012

TO: Community, Economic and Human Development Committee (CEHD)

FROM: Ping Wang, GIS Lead, Research and Analysis, 213-236-1909, wangp@scag.ca.gov

SUBJECT: SCAG Geographic Information Systems (GIS) Services Program

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
For Information Only - No Action Required.

EXECUTIVE SUMMARY:
Staff will provide a status report on SCAG's GIS Services Program.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies); Objective c: Maintain a leadership role in the modeling and planning data/GIS communities.

BACKGROUND:
Since 2010, SCAG has implemented a GIS Services Program (the Program) in response to the needs of jurisdictions for more meaningful local input for, and participation in, the regional planning process. The objectives of the Program are to promote GIS technology, data sharing, data updating, and standardization of GIS data for improved local and regional planning.

The Program is free to SCAG member agencies and entails SCAG staff assisting member agencies with GIS projects to "fill in the gaps" in these difficult fiscal times. To date, individualized scopes of work for 79 jurisdictions have been executed, which covered GIS training, data sharing, data conversion, application development, and other services to meet each agency's needs.

The tangible benefits to local jurisdictions include: (1) enabling more efficient operations in local jurisdictions' day-to-day activities involving GIS and (2) providing over 200 participants with free customized GIS trainings, software, equipment, data, and other services, such that local jurisdictions can better leverage their resources and/or provide new services to their constituents.

Building on the current foundation, staff will further improve the Program through the following: (1) provide more GIS training and follow-up visits to participating members; (2) implement assistance programs for all counties in the region; (3) outreach to all jurisdictions about the Program; (4) implement a GIS Portal for data sharing; (5) provide transportation modeling training (in Transcad); and (6) release a quarterly program newsletter.

In conclusion, SCAG staff is committed to collaborating with all member jurisdictions and other program participants to better utilize GIS to improve local and regional planning.

FISCAL IMPACT:
Staff resources are included in the Overall Work Program (OWP) under work element 13-045.SCG0694.03.

ATTACHMENT:
Participating Jurisdictions

Participating Jurisdictions

County	Name	GIS Rollout
Imperial	Brawley	Rollout
Imperial	Calexico	Rollout
Imperial	Calipatria	Rollout
Imperial	El Centro	-
Imperial	Holtville	Rollout
Imperial	Imperial	-
Imperial	Imperial County	-
Imperial	Imperial County Transportation Commission	Rollout
Imperial	Westmorland	Rollout
Los Angeles	Arcadia	-
Los Angeles	Artesia	-
Los Angeles	Avalon	-
Los Angeles	Baldwin Park	-
Los Angeles	Bellflower	-
Los Angeles	Cerritos	-
Los Angeles	Compton	-
Los Angeles	Duarte	-
Los Angeles	El Monte	Rollout
Los Angeles	Gardena	-
Los Angeles	Glendale	-
Los Angeles	Glendora	-
Los Angeles	Hidden Hills	-
Los Angeles	La Canada Flintridge	-
Los Angeles	La Mirada	Rollout
Los Angeles	La Puente	-
Los Angeles	Lakewood	-
Los Angeles	Lancaster	-
Los Angeles	Lawndale	-
Los Angeles	Long Beach	-
Los Angeles	Los Angeles	-
Los Angeles	Lynwood	-
Los Angeles	Malibu	-
Los Angeles	Montebello	-
Los Angeles	Palmdale	-
Los Angeles	Pasadena	-
Los Angeles	Pico Rivera	Rollout
Los Angeles	Rosemead	-
Los Angeles	San Gabriel	-
Los Angeles	Santa Fe Springs	-
Los Angeles	Signal Hill	-
Los Angeles	South Gate	-
Los Angeles	South Pasadena	-
Los Angeles	West Covina	-
Los Angeles	West Hollywood	-
Orange	Buena Park	Rollout
Orange	Irvine	-
Orange	La Habra	-
Orange	Laguna Hills	-
Orange	Lake Forest	-
Orange	Los Alamitos	Rollout

Orange	San Clemente	-
Orange	Santa Ana	-
Orange	Yorba Linda	-
Riverside	Canyon Lake	Rollout
Riverside	Coachella	-
Riverside	Coachella Valley Association of Governments	-
Riverside	Desert Hot Springs	-
Riverside	Indian Wells	-
Riverside	Indio	-
Riverside	La Quinta	-
Riverside	Menifee	Rollout
Riverside	Palm Desert	-
Riverside	Perris	Rollout
Riverside	Rancho Mirage	-
Riverside	Redlands	-
Riverside	San Jacinto	-
San Bernardino	Apple Valley	Rollout
San Bernardino	Barstow	-
San Bernardino	Big Bear Lake	-
San Bernardino	Highland	-
San Bernardino	Loma Linda	-
San Bernardino	Needles	Rollout
San Bernardino	Norco	-
San Bernardino	Rialto	-
San Bernardino	San Bernardino County	-
San Bernardino	Twentynine Palms	-
San Bernardino	Yucaipa	-
San Bernardino	Yucca Valley	-
Ventura	Fillmore	-
Ventura	Ojai	-
Ventura	Santa Paula	-

Note: The GIS Rollout offers computer, GIS software, and data free to 16 selected participating jurisdictions.

SUMMARY

COUNTY	Participating Jurisdictions	Total Jurisdiction	Participation Rate by County	Total Rate
Imperial	8	8	100%	10%
Los Angeles	35	89	39%	44%
Orange	9	35	26%	11%
Riverside	12	29	41%	15%
San Bernardino	12	25	48%	15%
Ventura	3	11	27%	4%
SCAG Region	79	197	40%	100%

Does not include CVAG or ICTC

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REPORT

AGENDA ITEM NO. 5

DATE: October 4, 2012

TO: Community, Economic & Human Development (CEHD) Committee

FROM: Huasha Liu, Director, Land Use and Environmental Planning, 213-236-1838, liu@scag.ca.gov

SUBJECT: California Department of Housing and Community Development (HCD)'s Clarification Regarding Housing Element Planning and Regional Housing Needs Assessment (RHNA) Projection Periods, and Eligibility of Jurisdictions to Take RHNA Credit

EXECUTIVE DIRECTOR'S APPROVAL: Hasan Ikhrata

RECOMMENDED ACTION:
For Information Only – No Action Required

EXECUTIVE SUMMARY:
As SCAG nears conclusion of the 5th Cycle RHNA process, staff is providing a letter with information from HCD on the eligibility for jurisdictions to receive RHNA credit for recent housing activity. In a letter addressed to SCAG on May 21, 2012 (attached), HCD outlined the 5th Cycle housing element "planning" period and RHNA "projection" period and clarified credit eligibility. Due to the statutory definitions of the housing element planning and RHNA projection periods, the adoption date of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the overlap of the 4th and 5th RHNA and housing element cycles, the start date of 5th housing element planning period (October 15, 2013) occurs three (3) months before the start of the 5th Cycle RHNA projection period (January 1, 2014). Per state law, residential units approved, permitted, or produced during the 4th Cycle RHNA cannot be credited towards the 5th Cycle RHNA, which starts on January 1, 2014. This information was previously made available to SCAG jurisdictions by posting the HCD letter on the SCAG website and distributed electronically to SCAG-region planning directors, city managers, and county executive officers.

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.

BACKGROUND:
Attached is a letter dated May 21, 2012 from HCD that clarifies housing element planning and RHNA projection periods and the eligibility of jurisdictions to receive RHNA credit. This information was also presented as an information item to the RHNA Subcommittee at its August 24, 2012 meeting.

FISCAL IMPACT:
Work associated with this item is included in the current FY 12-13 General Fund Budget (13-800.0160.03: RHNA).

ATTACHMENT:
Letter from HCD on Eligibility of Jurisdictions to Take RHNA Credit, May 21, 2012

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT
1800 Third Street, Suite 430
P. O. Box 952053
Sacramento, CA 94252-2053
(916) 323-3177 / FAX (916) 327-2643
www.hcd.ca.gov

May 21, 2012

Ms. Huasha Liu
Planning Director, Land Use & Environmental Planning Department
SCAG
818 West 7th Street
Los Angeles, CA 90017

RE: Clarification of Housing Element (HE) Planning Period and Due Date, Regional Housing Need Assessment (RHNA) Projection Period, and Eligibility of Jurisdictions to Take RHNA Credit

Dear Ms. Liu:

The Department is responding to your recent request, on behalf of some members of the Southern California Association of Governments (SCAG), for the Department (HCD) to address (a) specific statutory changes regarding the HE "planning" period and due date and the RHNA "projection" period applicable to SCAG jurisdictions for the 5th RHNA and HE update cycle, and (b) jurisdictions' eligibility to take RHNA credit for housing units approved, permitted, or produced.

The brief answers to your questions are that SCAG's RHNA "projection" period is from January 2014 through October 2021, whereas the HE due date is October 15, 2013 for the "planning" period from October 2013 through October 2021. The anomaly of the HE due date for SCAG jurisdictions (October 2013) preceding the RHNA start date (January 2014) by three (3) months is due to (a) legislative changes and statutory definitions described below and (b) the date that SCAG adopted its Regional Transportation Plan. Statutory changes applicable for the 5th and subsequent HE update cycles specify the HE due date to be 18 months from the RTP adoption date. The October 2013 HE due date for SCAG jurisdictions follows 18 months from SCAG's April 5, 2012 RTP adoption date.

Regarding jurisdictions taking RHNA credit, nothing has changed. The jurisdiction authorized to permit a particular housing development can take RHNA credit for "new" units approved, permitted, or produced to accommodate "new" housing need projected since the <u>start date of the "new" RHNA projection</u> period. Units approved, permitted, or produced before the start of the "new" RHNA projection period relate to the previous housing need and can only be credited and reported for the previous RHNA and HE update cycle.

Legislative Changes to RHNA Projection Period and HE Planning Period and Due Date

Senate Bill 375 (Steinberg, Chapter 728, 2008 Statutes and Senate Bill 575 (Steinberg, Chapter 354, 2009 Statutes) added Government Code (GC) Sections defining HE planning period and due date and RHNA projection period per below italicized text:

RHNA Projection Period

The new projection period shall begin on the date of December 31 or June 30 that most closely precedes the end of the previous projection period." [GC 65588(e)(6)]

"Projection Period" shall be the time period for which the regional housing need is calculated. [GC 65588(f)(2)]

Note: HCD uses January 1 or July 1 dates for RHNA determination start date purposes as these are the effective dates used by Department of Finance (DOF) in updating DOF housing estimates and population projections. Also, once HCD has determined the RHNA, there is no statutory authority to make any revision to the RHNA projection period or RHNA determination.

HE Planning Period and Due Date

"Planning Period" shall be the time period between the due date for one housing element and the due date for the next housing element. [GC 65588(f)(1)]

For purposes of determining the existing and projected need for housing within a region pursuant to Sections 65584 to 65584.08, inclusive, the date of the next scheduled revision of the housing element shall be deemed to be the estimated adoption date of the regional transportation plan update described in the notice provided to the Department of Transportation plus 18 months. [GC 65588(e)(5)]

Note: For HE due dates falling before and after the 15th day of a month, HCD rounds "up" the HE due date to fall on either the 15th day or last day of a month. Also, while a change in the "actual" adoption date of the RTP from the "estimated" adoption date of the RTP (after HCD has determined the RHNA and identified the HE due date) can subsequently cause a change to the HE due date and HE "planning" period, it would not change the RHNA determination or "projection" period.

Thank you for the opportunity to address questions raised by SCAG's membership. If SCAG or its members have questions, please contact Anda Draghici, Housing Policy Specialist, by email (adraghici@hcd.ca.gov) or telephone (916.327-2640).

Sincerely,

Glen A. Campora
Acting Deputy Director

REPORT

AGENDA ITEM NO. 6

DATE: October 4, 2012

TO: Community, Economic & Human Development (CEHD) Committee
Regional Council (RC)

FROM: Huasha Liu, Director, Land Use and Environmental Planning, 213-236-1838, liu@scag.ca.gov

SUBJECT: Existing Housing Needs Statistics Data to Support Local Jurisdictions' Housing Element Updates

EXECUTIVE DIRECTOR'S APPROVAL: Hasan Ikhrata

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
To comply with California state housing law, jurisdictions within California must update their housing element every eight (8) years. In addition to providing a sites and zoning analysis to accommodate projected housing need as determined by the Regional Housing Needs Assessment (RHNA), jurisdictions are required to assess their existing housing needs. Housing elements for the 5th planning cycle (October 2013 to October 2021) must be submitted by jurisdictions to the California Department of Housing and Community Development (HCD) by October 15, 2013.

As part of member services, SCAG staff has processed data from the 2010 decennial Census, 2005-2009 American Community Survey along with housing related statistics from other sources. The SCAG region specific data provides value-added information to our member jurisdictions and other stakeholders. Specifically, the data will help local jurisdictions prepare updates to their housing elements, particularly with respect to the information on the existing housing needs. The data sets were distributed as part of the technical appendix to the adopted Final RHNA Methodology, which was approved by the SCAG RC on November 3, 2011. These data will be made available on SCAG webpage at: http://rtpscs.scag.ca.gov/Pages/Housing-Elements-2012.aspx following the October 4, 2012 CEHD and RC meetings.

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.

BACKGROUND:
SCAG has processed data from the 2010 decennial Census, 2005-2009 American Community Survey along with housing related statistics from other sources for the purpose of providing value-added information to member jurisdictions and other stakeholders.

FISCAL IMPACT:
Work associated with this item is included in the current FY 12-13 Web Development Budget (13-045.0142.20).

ATTACHMENT: PowerPoint presentation: "Housing Element Assistance: Existing Housing Needs Data"

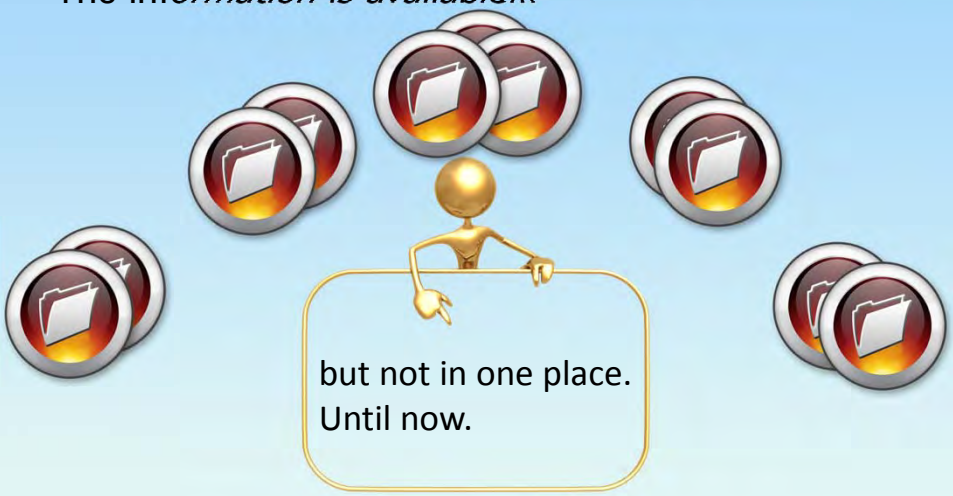
Local Housing Element Assistance: Existing Housing Needs Data

October 4, 2012

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

SCAG Website Home Page

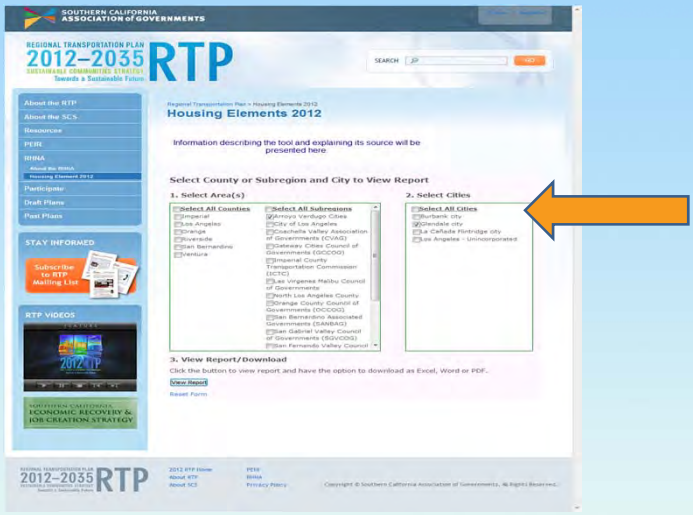
The information is available…



SCAG Website Home Page

Housing Element Landing Page

Housing Element Landing Page



Report Page

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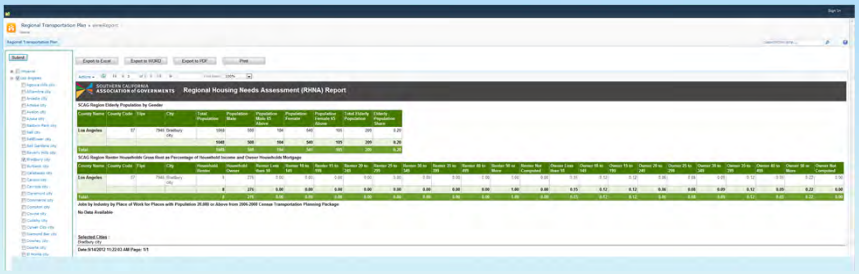

Thank you for your attention

For more information, please contact:

Ma'Ayn Johnson
213-236-1975
johnson@scag.ca.gov

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

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REPORT

AGENDA ITEM NO. 7

DATE: October 4, 2012

TO: Community, Economic and Human Development (CEHD) Committee

FROM: Hasan Ikhrata, Executive Director, (213) 236-1800, ikhrata@scag.c a.gov

SUBJECT: Draft Subcommittees Work Plans

RECOMMENDED ACTION:
For Information Only; No Action Required.

EXECUTIVE SUMMARY:
Six (6) new Subcommittees were created by the Regional Council as part of the implementation strategy of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Their Charters were approved at the July 5, 2012 meeting. One of the key deliverables for the Subcommittees is the development of a Work Plan, which will include action steps for implementation of the 2012-2035 RTP/SCS.

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 c: Provide practical solutions for moving new ideas forward.

BACKGROUND:
At the April 5, 2012 meeting, the RC unanimously approved a motion to form various Subcommittees as part of the implementation strategy for the 2012-2035 RTP/SCS. These Subcommittees are: 1) Active Transportation; 2) Goods Movement; 3) High-Speed Rail and Transit; 4) Public Health; 5) Sustainability; and 6) Transportation Finance.

These Subcommittees will facilitate information exchange and policy development around their respective emphasis areas; identify regional priorities; and help facilitate the implementation of the 2012-2035 RTP/SCS. Purview of the Subcommittees will not be restricted as they may consider other related tasks.

The RC approved the charters of the subcommittees at its meeting on July 5, 2012. SCAG President Glen Becerra plans to announce the appointments for the subcommittees at today's meeting. Staff has prepared draft Work Plans consistent with their approved Charters for review by the Subcommittees. Key deliverables for the Subcommittees have been proposed for their review and discussion. The attached Work Plans are subject to revisions once the Subcommittees convene.

FISCAL IMPACT:
Funds are included in the FY2012-2013 budget.

ATTACHMENTS:
1. Draft Active Transportation Subcommittee Work Plan
2. Draft Goods Movement Subcommittee Work Plan
3. Draft High-Speed Rail & Transit Subcommittee Work Plan
4. Draft Public Health Subcommittee Work Plan
5. Draft Sustainability Subcommittee Work Plan
6. Draft Transportation Finance Subcommittee Work Plan

ACTIVE TRANSPORTATION SUBCOMMITTEE

Deliverables:

1. Action plan for moving forward implementation of key Active Transportation strategies identified in the 2012–2035 RTP/SCS
2. Recommendations to Policy Committees, which may include the following:
   - Policy Recommendations
   - Updated Methods, processes and performance measures
   - Technical Studies and projects
   - Funding Strategies
   - Stated roles for local government agencies and stakeholders.

Meeting #1

Overview of Goals/Objectives

Objective: Introduce The Goals and Objectives of committee. There will also be an overview of existing active transportation infrastructure, planned infrastructure, and what other cities/countries are doing.

- Overview of existing and planned system
- Changes in federal /State laws and Regulations
- Overview of success stories in other metro areas/cities

Action: Develop Initial suite of policy recommendations for 2016 RTP/SCS development

Potential Presenters: Hasan Ikhrata, Allen Crawford (Long Beach), Greg Nord (OCTA), SCAG

Meeting #2—Joint Meeting

The 2012-2035 RTP/SCS (Joint Meeting with Public Health and Sustainability Subcommittees)

Objective: Review 2012 RTP/SCS and implementation actions and strategies

- Current SCAG policies and planned programs and projects related to addressing Active Transportation, Public Health, and Sustainability (HQTAs, future call for projects, etc.)
- Reauthorization of transportation funding as it applies to Active Transportation, Public Health, and Sustainability programs
- Current and possible performance measures for Active Transportation, Public Health, and Sustainability

Potential Presenters: SCAG Staff, Compass Blueprint Grantees

Meeting #3

Safety, Active Transportation and the Built Environment

Objective: Identify practices to increase safety and increase active transportation usage

- The Four Types of Bicyclists
- Review of California Strategic Highway Safety Plan strategies for Active Transportation
- Review of Safe Routes to School programs and childhood obesity
- Review of First Mile/Last Mile Transit options such as "Bike Share"

Action: Establish performance measures linking Active Transportation to Environmental Justice

Potential Presenters: Brian Alconcel (Caltrans). Rye Baerg (SRTS), Derek Fretheim (BikeNation),

Meeting #4—Joint Meeting

Sustainability and Equity (Joint meeting with Public Health and Sustainability Subcommittees)

Objective: Identify the impacts of sustainability-focused planning on environmental justice and equity

- Copenhagen—Case Study in Active Transportation; Reclaiming Streets for People (Cyclovia); Active Transportation and immigrant communities
- Address comments on the need to adequately address affordable housing and public health issues for low-income and underserved communities
  - *Is there a correlation between transit-oriented development and gentrification?*
  - *Post redevelopment, is there an effective model of affordable housing provision?*
  - *What are the connections between jobs housing balance and housing affordability?*

Potential Presenters: Andrea Hricko (USC), Michael Woo (Cal Poly Pomona), Cecilia Estolano (Estolano LeSar Perez), Shelley Poticha (HUD), Representative from Housing Authority of LA, Representative from Affordable Housing Developer, Derek Freithem (BikeNation), SANBAG, Allison Mannos (City of Lights/Multicultural Communities for Mobility)

Meeting #5—Joint Meeting

Financing and Implementation (Joint Meeting with Transportation Finance Subcommittee)

Objective: Understand options for leveraging transportation funding for Active Transportation; other innovative financing options; and strategies for biking/walking

- MAP-21 provisions for Active Transportation and implications for regional initiatives

Other revenue sources to support Active Transportation opportunities for project delivery and system preservation

Action: Establish recommendations for Active Transportation Implementation funding

Potential Presenters: SCAG Staff

Meeting #6

2012-2035 RTP/SCS Implementation Action Plan and 2016 RTP/SCS Development

Objective: Review and recommend steps for implementation of 2012-2035 RTP/SCS and framework for development of 2016 RTP/SCS

- Review policies and recommendations developed during previous meetings make final recommendations to SCAG Policy Committees

Action: Develop Report delineating recommendations to Policy Committees

Potential Presenters: SCAG

DRAFT

GOODS MOVEMENT SUBCOMMITTEE

Deliverables:

1. Action Plan for moving forward implementation of key strategies identified in the 2012-2035 RTP/SCS (e.g., next steps for East West Freight Corridor)
2. Framework for the development of the goods movement plan for the upcoming 2016 RTP/SCS
   - Emphasis on funding/financing opportunities for critical regional goods movement initiatives

Meeting #1

Overview of Goods Movement Plan, Emerging Issues, and Work Plan

Objective: Introduce critical components of the goods movement plan and establish subcommittee work plan

- Review Comprehensive Regional Goods Movement Plan and Implementation Strategy
- Review of Border Crossing Study
- Present work plan for subcommittee and steps to achieve deliverables
- Review 2016 RTP/SCS development schedule

Action: Approve Goods Movement Subcommittee Work Plan

Potential Presenters: SCAG, Cambridge Systematics, ICTC, HDR

Meeting #2

Key Functions and Markets, and Economic Impacts of Goods Movement

Objective: Understand key functions and markets, and economic impacts of goods movement

- Identify opportunities to improve competitiveness of Southern California goods movement
  - Understand supply chain strategies to improve key nodes of the transportation system
  - Understand local jurisdiction policies impacting goods movement
  - Identify warehousing/manufacturing location and workforce development strategies
- Evaluate economic benefits of goods movement

Potential Presenters: SCAG, POLA/POLB, CSULB, John Husing, John Isbell, Gill Hicks, Majestic Realty, BCOs, terminal operators, CTA, railroads, labor representatives, manufacturing, NAIOP

Meeting #3

: Goods Movement Environmental Action Plan and Emerging Technologies

Objective: Identify next steps to implement Goods Movement Environmental Action Plan

- Overview of Goods Movement Environmental Action Plan
- Update on Zero-Emission Demonstration Project and Regional Zero-Emission Collaborative
- Review of partner agency initiatives (CARB, AQMD, POLA/POLB Technology Advancement Program)

Potential Presenters: SCAG, Metro, AQMD, CARB, POLB/POLA, Siemens, other OEMs

Meeting #4—Joint Meeting

Public-Private-Partnerships, Innovative Financing, and Strategies for Goods Movement

Objective: Understand options for leveraging private sector participation; other innovative financing options; and strategies for good movement

- MAP-21 provisions for TIFIA and implications for regional initiatives
- Viable revenue sources to support PPP opportunities for project delivery and system preservation
  - Goods movement funding and financing options

Potential Presenters: Nossaman, FHWA Office of Innovative Finance, financial institutions, county transportation commissions, SCAG, California Finance Authority, Tioga Group (NCFRP Report 15), POLA/POLB

Meeting #5

Regional Freight Corridor Planning and Next Steps

Objective: Review regional freight corridor planning efforts and identify next steps

- Overview of regional freight corridor network planning efforts
  - I-710 South EIR/EIS and East-West Freight Corridor
- Identify emerging issues and considerations for a regional freight corridor network through the Inland Empire

Potential Presenters: SCAG, SANBAG, SGVCOG, Metro, City of Industry, City of Diamond Bar, City of Ontario, CTA

Meeting #6

2012-2035 RTP Implementation Action Plan and 2016 RTP Goods Movement Framework

Objective: Identify action plan for regional goods movement planning and integration of key strategies into 2016 RTP/SCS

- Review Action Plan for moving forward implementation of key strategies
- Discuss emerging issues for consideration in 2016 RTP/SCS

Action Item: Recommend action plan steps for regional goods movement planning and integration of key strategies into 2016 RTP/SCS

Potential Presenters: County Transportation Commissions, POLA/POLB, BNSF/UP Railroads, private and community stakeholders, AQMD, CARB, EPA, SCAG

DRAFT

HIGH-SPEED RAIL AND TRANSIT (HSRT) SUBCOMMITTEE

Deliverables:

1. Action Plan for implementation of key strategies identified in the 2012-2035 RTP/SCS
2. Reports on transit/rail best practices and broad policy framework related to HSRT for the 2016 RTP/SCS
3. Road Map for the development of the passenger rail and transit element of the 2016 RTP/SCS

Meeting #1

Overview of Work Plan and Update on Rail/Transit Issues

Objective: Review current rail planning efforts, discuss recent and upcoming legislation and implications, and establish subcommittee work plan

- 2016 RTP/SCS development schedule; work plan for subcommittee and steps to achieve deliverables
- Regional rail update, including review of RTP blended approach to CA HSR
- Updates on MAP-21 and Measure R Extension

Action: Approve High-Speed Rail and Transit Subcommittee Work Plan

Potential Presenters: CA HSRA, LOSSAN, Metrolink, Metro, FTA, SCAG

Meeting #2

Southern California High-Speed Rail MOU

Objective: Initiate development of a coordinated regional vision for passenger rail service

- Southern California High-Speed Rail MOU
  - Presentation of projects and improvements, costs and benefits
  - MOU Working Group: Next Steps
- SCAG regional rail planning, coordination, and vision

Potential Presenters: county transportation commissions, Metrolink, SCAG

Meeting #3

Public Transit Best Practices and Issue Areas for 2016 RTP/SCS

Objective: Review best practices for public transit and identify key issues and policy areas for further evaluation as part of the development of the 2016 RTP/SCS

- Regional public transit update and future service plans
- Increasing transit ridership and attracting new riders
  - Presentation of nation-wide best practices (e.g. first-mile/last-mile, smart cards & e-tickets, inter-modal and inter-agency coordination)
  - Draft strategies and recommendations for further evaluation

Potential Presenters: SCAG, county transportation commissions, transit operators

Meeting #4

Transit-Oriented Development

Objective: Understand opportunities and constraints, and identify key strategies, for successful Transit Oriented Development (TOD) in a post redevelopment environment

- TOD / land use nexus
- Economic development and job creation
- Rail and transit planning at the city level in the post CRA environment

Potential Presenters: Roger Moliere/Metro and other county transportation commissions, cities, Center for Transit-Oriented Development, Cecilia Estolano/ELP

Meeting #5—Joint Meeting

Revenue Strategies—Joint Subcommittee Meeting

Objective: Understand options and identify strategies to fund specific modal initiatives (e.g., commuter rail, transit, active transportation, transportation demand management)

- Trends, emerging tools, and opportunities for funding modal initiatives
- Funding high-speed rail
- Update on Express Travel Choices Study and emerging regional congestion pricing strategies

Potential Presenters: APTA, FTA, Denny Zane, HSRT, Metrolink, county transportation commissions, financial institutions, cities, City of Portland, New York City DOT, SCAG

Meeting #6

Wrap Up and 2016 RTP/SCS HSRT Framework

Objective: Identify key issues and policy areas for integration into the passenger rail and transit elements of the 2016 RTP/SCS

- Presentation of draft subcommittee deliverables
- Discuss emerging issues for consideration in 2016 RTP/SCS

Action: Approve framework for development of passenger rail and transit elements of the 2016 RTP/SCS

Potential Presenters: SCAG

DRAFT

PUBLIC HEALTH SUBCOMMITTEE

Deliverables:

1. Action Plan for moving forward implementation of key strategies identified in the 2012–2035 RTP/SCS
2. Recommendations to Policy Committees, which may include the following:
   - Policy recommendations
   - Updated methods, processes, and performance measures
   - Technical Studies and projects
   - Funding strategies
   - Stated roles for local government agencies and stakeholders

Meeting #1

Why Public Health Matters

Objective: Introduce current public health issues and its importance in regional and local planning

- Overview of the common mission and perspectives of planning and public health, which include improving the quality of life, assessing existing and future needs, and relying on a variety of stakeholders to develop supportive policies and programs

Action: Approve Sustainability Subcommittee Work Plan

Potential Presenters: Dr. Robert K. Ross (The California Endowment), Amy Buch (Orange County Health Care Agency), Manal Aboealta (Prevention Institute), Julia Caplan (Public Health Institute), Linda Rudolph (California Department of Public Health)

Meeting #2–Joint Meeting

The 2012–2035 RTP/SCS (Joint Meeting with Active Transportation and Sustainability)

Objective: Review 2012–2035 RTP/SCS and implementation actions and strategies

- Current SCAG policies and planned programs and projects related to addressing Active Transportation, Public Health, and Sustainability (HQTAs, future call for projects, etc.)
- Reauthorization of transportation funding as it applies to Active Transportation, Public Health, and Sustainability programs
- Current and possible performance measures for Active Transportation, Public Health, and Sustainability

Potential Presenters: SCAG Staff, Compass Blueprint Grantees

Meeting #3

Public Health and the Built Environment

Objective: Understand the intersections between public health and the built environment

- Links between health risks and particular aspects of the built environment, including transportation infrastructure, infill development, sustainable design, open space, etc.
- Review how transportation decision-making can better support public health objectives, including reduced crashes and pollution emissions and increased physical activity

Potential Presenters: Dr. Richard Jackson (UCLA School of Public Health), Jonathan Fielding (LA County Department of Health), Tina Zenzola (Safe and Healthy Communities Consulting), Representative from STAR Community Index

Meeting #4–Joint Meeting

Sustainability and Equity (Joint Meeting with Active Transportation and Sustainability)

Objective: Identify the impacts of sustainability-focused planning on environmental justice and equity

- Copenhagen—Case Study in Active Transportation; Reclaiming Streets for People (Cyclovia); Active Transportation and immigrant communities
- Address comments on the need to adequately address affordable housing and public health issues for low-income and underserved communities
  - Is there a correlation between transit-oriented development and gentrification?
  - Post redevelopment, is there an effective model of affordable housing provision?
  - What are the connections between jobs housing balance and housing affordability?

Potential Presenters: Andrea Hricko (USC), Michael Woo (Cal Poly Pomona), Cecilia Estolano (Estolano LeSar Perez), Shelley Poticha (HUD), Representative from Housing Authority of LA, Representative from Affordable Housing Developer, Derek Freithem (BikeNation), SANBAG, Allison Mannos (City of Lights/Multicultural Communities for Mobility)

Meeting #5

Healthy Places, Healthy Regions

Objective: Understand other aspects of healthy communities beyond the built environment

- Current innovative policies and programs policymakers are developing in order to increase access to a variety of healthier options in their communities
- Address current issues related to encouraging physical activity, Safe Routes to Schools, open space and recreation, and other ways to promote public health beyond the built environment

Potential Presenters: Lark Galloway-Gilliam (Community Health Councils), Alexa Delwiche (L.A. Food Policy Council), Dr. Goetz Wolff (UCLA), Representative from American Lung Association ; Representative from Robert Wood Johnson Foundation, Representative from Safe Routes to Schools

Meeting #6

Recommendations

Objective: Review and recommend steps for implementation of 2012-2035 RTP/SCS and framework for development of 2016 RTP/SCS

- Review list of initial proposals and finalize recommendations to policy committees

Action: Recommend steps for moving forward key strategies from 2012-2035 RTP/SCS and framework for development of 2016 RTP/SCS

Potential Presenters: SCAG Staff

DRAFT

SUSTAINABILITY SUBCOMMITTEE

Deliverables:

1. Action Plan for implementation of key land-use & local development strategies identified in the 2012–2035 RTP/SCS

2. Recommendations to Policy Committees, which may include the following:

- Policy recommendations
- Updated methods, processes, and performance measures
- Technical Studies and projects
- Model Ordinances

Meeting #1

Defining and Measuring Sustainability

Objective: Introduce the tools, and data needs for modeling regional sustainable scenario development.

- Overview of the data needs and current challenges regarding modeling sustainable scenario systems
- Update on demographic changes in transportation choices and settlement patterns
- Work plan for subcommittee and steps to achieve deliverables

Action: Approve Sustainability Subcommittee Work Plan

Potential Presenters: Peter Calthorpe (CA), Marlon Boarnet (USC), Randall Crane (UCLA), Steven Finnegan (Automobile Club of Southern California)

Meeting #2—Joint Meeting

The 2012-2035 RTP/SCS (Joint Meeting with Active Transportation, and Public Health)

Objective: Review 2012–2035 RTP/SCS and implementation actions and strategies

- Current SCAG policies and planned programs and projects related to addressing Active Transportation, Public Health, and Sustainability (HQTAs, future call for projects, etc.)
- Reauthorization of transportation funding as it applies to Active Transportation, Public Health, and Sustainability programs
- Current and possible performance measures for Active Transportation, Public Health, and Sustainability

Potential Presenters: SCAG staff, Compass Blueprint Grantees

Meeting #3

The Future of the Real Estate and Building Industries

Objective: Understand new trends in real estate development and sustainable building practices

- Review the challenges and opportunities facing both greenfield and infill development
- Discuss the factors that influence locational choices for firms and households
- Strategies for subregions to address workforce housing issues

Potential Presenters: Lucy Dunn (OCBC), Mott Smith (Infill Builders Association), Devon Hartman (Every Watt Matters), Walker Wells (Green Alliance), Representative from (US Green Building Council), Representative from (Building Industry Association), Representatives from (CBRE)

Meeting #4—Joint Meeting

Sustainability and Equity (Joint Meeting with Active Transportation, and Public Health)

Objective: Understand the impacts of sustainability-focused planning on environmental justice and equity

- Copenhagen—Case Study in Active Transportation; Reclaiming Streets for People (Cyclovia); Active Transportation and immigrant communities
- Address comments on the need to adequately address affordable housing and public health issues for low-income and underserved communities
  - Is there a correlation between transit-oriented development and gentrification?
  - Post redevelopment, is there an effective model of affordable housing provision?
  - What are the connections between jobs housing balance and housing affordability?

Potential Presenters: Andrea Hricko (USC), Michael Woo (Cal Poly Pomona), Cecilia Estolano (Estolano LeSar Perez), Shelley Poticha (HUD), Representative from Housing Authority of LA, Representative from Affordable Housing Developer, SANBAG, Allison Mannos (City of Lights/Multicultural Communities for Mobility)

Meeting #5

Sustainability and the Regional Economy

Objective: Discuss the relationship between regional sustainable development strategies, and economic development strategies

- Discuss the relative benefits and costs of regional sustainability
- Discuss performance monitoring of economic growth and sustainable development
- Understand the relationship between livability, quality of life and economic desirability

Potential Presenters: Wally Baker (GLUE Council) , Steve Levy (Center for the Continuing Study of the CA Economy), Chris Thornberg (Beacon Economics), April Economides (Green Octopus Consulting), Bob Bunyan (Orange County Workforce Investment Board)

Meeting #6

Recommendations

Objective: Review and recommend steps for implementation of 2012-2035 RTP/SCS and framework for development of 2016 RTP/SCS

- Review and recommend steps for 2012-2035 RTP/SCS implementation and identify emerging issue to address in development of 2016 RTP/SCS

Action: Recommend steps for moving forward key strategies from 2012-2035 RTP/SCS and framework for development of 2016 RTP/SCS

Potential Presenters: SCAG,

DRAFT

TRANSPORTATION FINANCE SUBCOMMITTEE

Deliverables:

1. Action Plan for moving forward implementation of key strategies identified in the 2012–2035 RTP/SCS
2. Identify economic benefits for expediting RTP/SCS projects delivery
3. Framework for the development of the financial plan for the upcoming 2016 RTP/SCS

Meeting #1

Overview of Financial Plan, Emerging Issues, and Work Plan

Objective: Introduce critical components impacting ability to achieve fiscal constraint and establish subcommittee work plan

- Overview of the financial plan and discussion of key emerging issues (costs and revenues)
- Update on statewide needs assessment and associated revenue options
- Review 2016 RTP/SCS development schedule
- Work plan for subcommittee and steps to achieve deliverables

Action: Approve Transportation Finance Subcommittee Work Plan

Potential Presenters: Marty Wachs/Brian Taylor, Lucy Dunn, California Transportation Commission staff, USDOT Office of Transportation Policy, CBO/LAO, SCAG

Meeting #2

Managing System Costs and Expediting Project Delivery

Objective: Understand components of system costs and identify strategies to better manage costs

- Review of system cost components—trends, risks, and economic implications
  - Incorporating full life-cycle costs in planning, programming, and financing
- Strategies to better manage costs and expedite project delivery

Potential Presenters: Dr. Wallace Walrod (SCAG economic consultants), Caltrans economic division, ENR, OCTA, SANBAG, SCAG

Meeting #3

System Preservation Needs

Objective: Understand the cost of system preservation and identify adequate, reliable revenue sources to achieve a state of good repair

- Investment in system preservation as a cost containment strategy
  - Assessment of highways, local streets and roads, transit, and other modal system preservation needs
- Funding options for system preservation

Potential Presenters: Caltrans SHOPP, AASHTO, City of Ontario, Pat DeChellis (Deputy Director LACDPW), OCTA, Metrolink, SCAG

Meeting #4—Joint Meeting

Public-Private-Partnerships, Innovative Financing, and Strategies for Goods Movement

Objective: Understand options for leveraging private sector participation; other innovative financing options; and strategies for good movement

- MAP-21 provisions for TIFIA and implications for regional initiatives
- Viable revenue sources to support PPP opportunities for project delivery and system preservation
  - Goods movement funding and financing options

Potential Presenters: Nossaman, FHWA Office of Innovative Finance, financial institutions, county transportation commissions, SCAG, California Finance Authority, Tioga Group (NCFRP Report 15), POLA/POLB

Meeting #5—Joint Meeting

Revenue Strategies—Joint Subcommittee Meeting

Objective: Understand options and identify strategies to fund specific modal initiatives (e.g., commuter rail, transit, active transportation, transportation demand management)

- Trends, emerging tools, and opportunities for funding modal initiatives
- Funding high-speed rail
- Update on Express Travel Choices Study and emerging regional congestion pricing strategies

Potential Presenters: APTA, FTA, Denny Zane, HSRT, Metrolink, county transportation commissions, financial institutions, cities, City of Portland, New York City DOT, SCAG

Meeting #6

2012-2035 RTP/SCS Implementation Action Plan and 2016 RTP/SCS Financial Plan Framework

Objective: Review and recommend steps for implementation of 2012-2035 RTP/SCS and framework for development of 2016 RTP/SCS

- Review and recommend steps for 2012-2035 RTP/SCS implementation and identify emerging issue to address in development of 2016 RTP/SCS

Action: Recommend steps for moving forward key strategies from 2012-2035 RTP/SCS and framework for development of 2016 RTP/SCS

Potential Presenters: County transportation commissions, Metrolink, Caltrans, FHWA/FTA, SCAG

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REPORT

AGENDA ITEM NO. 8

DATE: October 4, 2012

TO: Community, Economic and Human Development (CEHD) Committee

FROM: Hasan Ikhrata, Executive Director, (213) 236-1800, ikhrata@scag.ca.gov

SUBJECT: Preliminary Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Development Schedule

RECOMMENDED ACTION:
For Information Only; No Action Required.

EXECUTIVE SUMMARY:
SCAG staff has developed a preliminary draft schedule for stakeholder input that provides a summary of development and phasing for the 2016-2040 RTP/SCS.

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.

BACKGROUND:
On April 4, 2012, the Regional Council of SCAG adopted the 2012-2035 RTP/SCS: Towards a Sustainable Future. Staff has conducted a review of the public participation and stakeholder participation process and determined that there are opportunities for improving the participation process for the 2016 update. As a result, the attached draft schedule has been prepared for stakeholder input.

This schedule provides a preliminary summary of development and phasing for the 2016-2040 RTP/SCS and both the technical framework and timeline for collaboration with regional stakeholders are presented. The schedule was designed to highlight the major actions and policy areas that will require RC input.

FISCAL IMPACT:
Funds are included in the FY2012-2013 budget.

ATTACHMENT:
2016-2040 RTP/SCS Draft Preliminary Development Schedule

SCAG's DRAFT Preliminary Schedule for Development of the 2016-2040 RTP/SCS as of August 2012

On April 4, 2012, the Regional Council of the Southern California Association of Governments (SCAG) adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. The RTP/SCS was the culmination of a multi-year effort involving stakeholders from across the SCAG Region. SCAG plans to build upon the success of its recent efforts and continue the vision for sustainable growth in the next planning cycle. 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.

2012
Basic Approach/Framework and Program Set up

SEPTEMBER 2012-MARCH 2013
New SCAG Subcommittees to begin policy development around their respective emphasis areas and identify regional priorities

JULY-SEPTEMBER 2012
- Determine the basics: What will be the base year/horizon year? How will this match up with available data from national and state-wide resources?
- Development of Draft Framework and Approach/Methodology: How will we get there?
- Data/GIS, Model/Tool Development: What will be the tools used to quantify outcomes?
- Identify uncertainties: What factors are outside our control? (e.g. ARB GHG Target revisions, planning for jurisdictions that require 4 year housing element cycle?)

OCTOBER-DECEMBER 2012
Roll out the framework and methodology for development of the 2016-2040 RTP/SCS

2013
Establishing Technical Bases and Data Collection

JANUARY-MARCH 2013
Work with local jurisdictions to collect necessary data for use in the 2016-2040 RTP/SCS (general plan, existing land use, zoning, housing unit demolitions, etc.)

FEBRUARY-MAY 2013
Findings from the Subcommittees will be presented at SCAG's Regional Council, Policy Committees, and General Assembly

APRIL-JUNE 2013
Communicate with jurisdictions and stakeholders about the implementation of SCAG's work plan for the 2016-2040 RTP/SCS

DECEMBER 2013
Complete preliminary calibrations to SCAG's technical models

2014
Focus on Major Policy Directions

JANUARY-SEPTEMBER 2014
Obtain input from cities and counties for SCAG's Growth Forecast and develop list of local scenario planning options, through one-on-one meetings and subregional workshops, as applicable

JANUARY 2014
Subregions sign letter of intent to accept SCS delegation and submit this document to SCAG

APRIL-MAY 2014
SCAG submits its regional GHG reduction methodology and GHG Reduction Targets to ARB (pending further discussion)

MAY 2014
SCAG's General Assembly & Regional Council

SEPTEMBER 2014
Deadlines for input from local jurisdictions on SCAG's Growth Forecast, and for County Transportation Commissions (CTCs) to provide preliminary input on all planned projects to SCAG for the RTP/SCS

OCTOBER-DECEMBER 2014
Seek policy input/direction from Policy Committees and Regional Council on: the Scope of the Program Environmental Impact Report and RTP/SCS Strategies

DECEMBER 2014
Growth Forecast, Land Use Patterns, and Preliminary Financial Assumptions for the RTP/SCS to be completed

2015
Establishing the Plan and Engaging the Public

JANUARY-MARCH 2015
Development of alternatives for achieving SCAG's regional GHG reduction targets, as set by ARB, and conformity emission budgets set in applicable State Implementation Plans

MARCH 2015
Delegated Subregions complete their Sustainable Communities Strategies and submit their plans to SCAG

MARCH 2015
Final input on planned projects from the CTCs for the Draft 2016-2040 RTP/SCS

APRIL-JUNE 2015
Conduct county-specific Draft 2016-2040 RTP/SCS Planning Workshops to fulfill SB 375 outreach requirements (16 workshops minimum, including extensive outreach for public participation)

MAY 2015
SCAG's General Assembly & Regional Council

SEPTEMBER 2015
Joint Policy Committees recommend Regional Council to release the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment

OCTOBER 2015
RC approves the release of the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment

OCTOBER 2015
Conduct extensive outreach to cities, counties, stakeholders, and the public on the Draft 2016-2040 RTP/SCS and PEIR to fulfill State & Federal requirements. Start of public input on the Draft RTP/SCS document

OCTOBER 2015-MARCH 2016
Conduct workshops with Elected Officials and other appropriate outreach to fulfill State & Federal outreach requirements

2016
Finalizing the 2016-2040 RTP/SCS

FEBRUARY 2016
Conclude and finalize Economic & Job Creation Analysis Component of the 2016-2040 RTP/SCS

MARCH 2016
Joint Policy Committees recommend approval to Regional Council of proposed Final PEIR, conformity determination, and 2016-2040 RTP/SCS

MAY 2016
Regional Council certifies Final PEIR and approves conformity determination and 2016-2040 RTP/SCS

Public Outreach and Input from Local Jurisdictions

SCS Development for Delegated Subregions

Staff Actions in Relation to Policy/Plan Development

Regional Council Policy Committees/Subcommittees Milestones

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