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MEETING OF THE

TECHNICAL WORKING GROUP

Thursday, May 22, 2025
2:00 p.m. – 4:00 p.m.

ZOOM MEETING

[HTTPS://SCAG.ZOOM/US/J/142774637](https://scag.zoom.us/j/142774637)

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If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Kevin Kane at (213) 236-1828 or via email at kane@scag.ca.gov. Agendas and meeting summaries for the Technical Working Group are also available at: <https://scag.ca.gov/technical-working-group>

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1402. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

- 1. Welcome to TWG**
Kevin Kane
15 Minutes
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- 2. Connect SoCal 2024: Update**
Sarah Dominguez
10 Minutes
[Packet Page 5](#)

- 3. SB 375 Target Update**
Sarah Dominguez
15 Minutes
[Packet Page 7](#)

- 4. 2028 RTP/SCS: Modeling Years**
Sarah Dominguez
10 Minutes
[Packet Page 11](#)

- 5. SCS Subregional Guidelines**
Camille Guiriba
10 Minutes
[Packet Page 14](#)

SCAG Working Group Charter

Technical Working Group

PURPOSE

The purpose of the Technical Working Group (TWG) for regional planning and growth is to enhance the quality, data integrity, and transparency of the Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy by providing a venue for SCAG staff to discuss and receive feedback on growth-related technical approaches, data collection, and technical tools associated with the development, implementation, and monitoring of Connect SoCal with local and regional planning partners, regulatory and coordinating agencies, and technical experts. The working group shall not serve as a policy, legislative, or voting body and thus meetings are not subject to the Brown Act.

MEMBERSHIP

TWG shall be composed of members from four core groups:

1. **Land-Use Authorities:** The 191 cities and six counties responsible for land-use planning in the SCAG region. All local jurisdictions will be invited to participate by designating a formal member to serve on the working group. Following an initial solicitation for members, SCAG will target outreach in consultation with sub-regional councils of governments to specific jurisdictions to ensure representation from across SCAG's 69 population-based regional council districts and from jurisdictions of varying size and conditions to reflect the diversity of the SCAG region.
2. **Regional Partners:** Representatives from the subregional councils of governments and county transportation commissions that work closely with SCAG to collect and validate plan data, including assembling information from local land-use plans and county-wide long-range transportation plans to facilitate bottom-up, integrated planning.
3. **Regulatory and Coordinating Agencies:** Key federal, state, and regional agencies that SCAG regularly collaborates with to ensure plans comply with federal and state laws.
4. **Field Experts:** Experts in the technical dimensions of regional growth are invited to participate to bring skill in land use and transportation planning, regional demographics and economics, scenario planning, housing planning, civic data, resource conservation, water and infrastructure, urban development, and other topics as might be needed.

Each of the invited agencies or organizations will be asked to designate a primary member to serve on the working group for a four-year period, commensurate with the Connect SoCal planning cycle. This designee should be available to actively participate in six (bi-monthly) meetings per year. Auxiliary members, or other staff or representatives may also join the TWG email distribution list in addition to accessing meeting materials posted publicly. While TWG meeting materials and access information are publicly available, active participation is intended for the membership groups listed here. Membership and participation will be actively monitored to ensure that diversity across the region and stakeholder groups is maintained.

FOCUS

The focus of the working group will be on growth-related technical approaches related to the development, implementation, and monitoring of Connect SoCal. Core topics will include plan milestones and timelines, the forecasted regional development pattern, local data development and collection, technical tools and technical assistance including SCAG's Regional Data Platform, technical aspects of scenario planning, major plan inputs and assumptions, performance monitoring and reporting, and related items. The TWG is part of SCAG's broader set of stakeholders working and advisory groups and is intended to have a technical focus. Other groups are convened that focus on regional policy issues.

RESPONSIBILITIES

The working group will provide a forum for discussing growth-related technical issues of shared regional importance consistent with identified focus areas. Agendas will be set by SCAG staff based on Connect SoCal development needs, and pertinent stakeholder input and presentations are welcome. SCAG staff will act as meeting facilitator and are also available for one-on-one discussion of any sensitive issues.

MEETING TIME AND LOCATION

The working group will meet bi-monthly on a regular basis. Meetings are generally held on the third Thursday of odd-numbered months from 10 a.m. to noon virtually or at SCAG's Los Angeles headquarters and are recorded. Additional meetings may be scheduled if circumstances warrant and may occur at the same time during even-numbered months. Attendance and meeting summaries will be prepared, circulated, and posted online by SCAG staff. SCAG staff will aim to distribute and post meeting agendas and materials online at least 48 hours in advance (i.e., Tuesday morning prior to regularly scheduled meetings).

TERM OF MEMBERSHIP

The working group is intended to support the development of Connect SoCal. Members will be invited to serve on the working group for four-year terms, commensurate with each planning cycle. New members may be added during this cycle at SCAG's discretion to allow invited groups to replace a designated member or to maintain diversity across the region and stakeholder groups.



Connect SoCal 2024: Update

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Connect SoCal 2024 SCS Accepted by CARB

- **July 2024:** SCAG submitted Connect SoCal 2024 SCS to CARB staff
- **May 2025:** CARB staff notified SCAG via email that they have accepted SCAG's determination that Connect SoCal 2024 meets the regional GHG emission reduction targets
- **TBD:** CARB will release the evaluation report



SB 375 Target Update

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Target Update Requirement

Pursuant to Government Code Section § 65080(b)(2)(A)(iv)

“The State Air Resources Board shall update the regional greenhouse gas emission reduction targets every eight years consistent with each metropolitan planning organization’s timeframe for updating its regional transportation plan under federal law until 2050...The State Air Resources Board shall exchange technical information with the Department of Transportation, metropolitan planning organizations, local governments, and affected air districts and engage in a consultative process with public and private stakeholders, before updating these targets.”

SCAG’s targets were last updated in 2018:

SCAG’s GHG Targets	Set in 2010	Updated in 2018
2020	-8%	-8%
2035	-13%	-19%

CARB Timeline

- **July 2024:** First public workshop
- **May 2025:** Second public workshop
- **Fall 2025:** Draft target report
- **Spring 2026:** Final target report and environmental assessment
- **Fall 2026:** Targets finalized by CARB Board

SCAG Response

- **October 2024:** SCAG requested that CARB pause the target setting process to allow for a more comprehensive update to the SB 375 Framework
- **October 2024 – February 2025:** SCAG participated in government-to-government dialogue on the SB 375 Framework with staff from CARB, HCD, Caltrans and California CTC.
- SCAG staff will continue to engage with CARB staff and other MPOs to seek a reasonable approach to target setting and seek improvements to the SCS evaluation process.



2028 RTP/SCS: Modeling Years

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Base Year: 2024

- **Purpose:** Defines and bench marks the “existing” conditions for plan analysis
- **Base Year = 2024:** The latest year for which complete data will be available at the time staff begins technical work and data analysis

Baseline and Horizon Year: 2050

- **Purpose:** Defines the future conditions of a “no-build” (Baseline) and implemented plan (Horizon) scenarios

- **Baseline and Horizon Year = 2050**
 - 23 CFR 450.324(a) requires the Horizon Year to be no less than twenty (20) years from the effective date of the RTP/SCS (2028)
 - EMFAC 2021 and EMFAC202Y: include assumptions through 2050

**SUBREGIONAL SUSTAINABLE COMMUNITIES
STRATEGY FRAMEWORK AND GUIDELINES**

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I. INTRODUCTION

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

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

- Submit to the State every four years, a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP). The SCS, when integrated with the transportation network, and other transportation measures and policies, will reduce GHG emissions from automobiles and light trucks to achieve the State-determined regional GHG emission reduction target, if it is feasible to do so.
- Prepare an Alternative Planning Strategy (APS) that is not part of the RTP if the SCS is unable to meet the regional GHG emission reduction target.
- Adopt a public participation process involving all required stakeholders.

Unique to the SCAG region, SB 375 provides that “a subregional council of governments and the county transportation commission may work together to propose the sustainable communities strategy and an alternative planning strategy, if one is prepared pursuant to subparagraph (I), for that subregional area.” Govt. Code §65080(b)(2)(D).

In addition, SB 375 provides that SCAG “may adopt a framework for a subregional sustainable communities strategy or a subregional alternative planning strategy to address the intraregional land use, transportation, economic, air quality, and climate policy relationships.” *Id.*

Finally, SB 375 requires SCAG to “develop overall guidelines, create public participation plan pursuant to subparagraph (F), ensure coordination, resolve conflicts, make sure that the overall plan complies with applicable legal requirements, and adopt the plan for the region.” *Id.*

The intent of this Subregional Sustainable Communities Strategy Framework and Guidelines (also referred to herein as the “Framework and Guidelines” or the “Subregional Framework and Guidelines”) is to facilitate a subregion’s option to develop the SCS (and potential APS) as described in SB 375. The Framework and

Guidelines offers SCAG's subregional agencies the highest degree of autonomy, flexibility, and responsibility in developing a program and set of implementation strategies for their subregional areas while still achieving the goals of the regional SCS.

Subregional strategies should address the issues, concerns, and future vision of the region's collective jurisdictions with the input of the widest range of stakeholders. This Framework and Guidelines establishes guidance to assist in the development of subregional strategies and sets forth SCAG's role in facilitating and supporting the subregional effort with data, tools, and other assistance. Note that the Framework and Guidelines herein may be administratively amended, at any time, subject to changes in applicable federal and/or state planning laws, regulations, and guidance.

II. ELIGIBILITY AND PARTICIPATION

The option to develop a subregional SCS (and APS, as appropriate) is available to any subregional council of governments.

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

For the 20284 Regional Transportation Plan/Sustainable Communities Strategy (20284 RTP/SCS) cycle, subregional agencies should indicate to SCAG, in writing by ~~TBD~~Friday, October 29, 2021, if they intend to exercise their option to develop their own subregional SCS (see other major milestones for the 20284 RTP/SCS attached here as Appendix A.)

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

III. FRAMEWORK

The Framework portion of this document covers regional objectives and policy

considerations and provides general direction to the subregions in preparing a sub- regional SCS (and APS, as appropriate).

A. SCAG's Goals

In complying with SB 375, SCAG's goals include:

- Update the 2028⁴ RTP/SCS with an emphasis on documenting the region's progress in implementing the strategies and actions described in the 2024²⁰-2050⁴⁵ RTP/SCS, Connect SoCal 2024.
- ~~Demonstrate continued reasonable progress in implementing the 2020 RTP/SCS.~~
- Prepare an SCS that will achieve the targets set for cars and light trucks as determined by the California Air Resources Board (CARB).
- Fully integrate SCAG's planning processes for transportation, growth, land use, housing, and the environment.
- Seek areas of cooperation with the subregions, CTCs, and any local jurisdictions that go beyond the procedural statutory requirements, but that also result in regional plans and strategies that achieve co-benefits.
- Build trust by providing an interactive, participatory, and collaborative process for all stakeholders. Provide for the robust participation of local jurisdictions, subregions, and CTCs in the development of the SCAG regional SCS and facilitate the development of any subregional SCSs and/or APSs.
- Ensure that the SCS adopted by SCAG and submitted to CARB reflects the region's collective growth strategy and the shared vision for the future.
- Develop strategies that incorporate and are respectful of local and subregional priorities, plans, and projects.
- Incorporate the goals and policies reflected in regional resolutions adopted by the SCAG Regional Council including but not limited to:
 - Resolution 20-623-2¹ declaring racism a public health crisis;
 - Resolution 21-628-1 on Climate Change Action²; and
 - Resolution 21-629-2³ to bridge the digital divide in underserved communities;
 - Resolution 22-647-3⁴ to address the drought and water shortage emergency;
 - Resolution 23-653-⁵1 to ensure a safe, resilient, and efficient supply chain and goods movement system; and
 - Resolution 23-653-2⁶ establishing a Regional Complete Streets Policy.

¹ https://scag.ca.gov/sites/main/files/file-attachments/rcresolution206232_0.pdf?1605039926

² <https://scag.ca.gov/sites/main/files/file-attachments/rc010721resolution21-628-1.pdf?1610072923>

³ <https://scag.ca.gov/sites/main/files/file-attachments/rc020421fullpacket.pdf?1612231563>

⁴ <https://scag.ca.gov/sites/default/files/2024-05/scag-resolution-22-647-3-water-final.pdf>

⁵ <https://scag.ca.gov/sites/default/files/2024-05/rc030223fullpacket.pdf>

⁶ Ibid.

B. Flexibility, Targets and Adoption

Subregions may develop an appropriate strategy to address the region's GHG goals, the intent of SB 375, and the GHG targets for the SCAG region as established by CARB. Subregions may employ any combination of land use policy change, transportation policy, and transportation investment, within the specific parameters described in the Guidelines.

SCAG will not issue subregional GHG or any other subregional performance targets.

C. Outreach Effort and Principles

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

D. Communication and Coordination

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

E. Planning Concepts

SCAG, its subregions, and member cities have established a successful track record on a range of land use and transportation planning approaches up through and including planning approaches that are reflected in Connect SoCal 2024, the 2024-2050~~2020-2045~~ RTP/SCS. The subregional SCS should consider the 2024-2050~~2020-2045~~ RTP/SCS and build off from its policies and concepts, including emphasis on the Vision, Goals, and Regional Planning Policies~~Core Vision and Key Connections~~. Statutory requirements are further discussed in Section IV.A(1).

IV. GUIDELINES

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

A. Subregion Role and Responsibilities

(1) Subregional Sustainable Communities Strategy

Subregions may choose to exercise their option under SB 375 to develop and adopt a subregional Sustainable Communities Strategy. That subregional strategy must contain all required elements, and follow all procedures, as described in SB 375 and outlined below:

- (i) identify the general location of uses, residential densities, and building intensities within the subregion;
 - (ii) identify areas within the subregion sufficient to house all the population of the sub-region, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation and employment growth;
 - (iii) identify areas within the subregion sufficient to house an eight-year projection of the regional housing need for the subregion pursuant to Section 65584⁴;
 - (iv) identify a transportation network to service the transportation needs of the subregion;
 - (v) gather and consider the best practically available scientific information regarding resource areas and farmland in the subregion as defined in subdivisions (a) and (b) of Section 65080.01;
 - (vi) consider the state housing goals specified in Sections 65580 and 65581;
 - (vii) set forth a forecasted development pattern for the subregion, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the CARB; and
 - (viii) allow the RTP to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).
- [Government Code §65080(b)(2)(B).]

SCAG strongly encourages that the subregion participates and partners in SCAG's growth forecasting process to ensure that any recommendations or insights are included in the development process. In preparing the subregional SCS, the subregion and respective CTC should consider feasible strategies, including local land use policies, transportation infrastructure investment (e.g., transportation projects), and other transportation policies such as Transportation Demand Management (TDM) (which includes pricing), and Transportation System Management (TSM) strategies.

⁴ Note that the 6th cycle of the regional housing needs assessment (RHNA) (wherein SCAG allocated the regional housing need as determined by the Department of Housing and Community Development) aligned with the 2020 RTP/SCS and that the next RHNA cycle (7th cycle) will align with the 2028 RTP/SCS.

Subregions need not constrain land use strategies considered for the SCS to current General Plans. In other words, the adopted strategy need not be fully consistent with currently adopted local General Plans, but it should be noted that a sustainable communities strategy does not supersede the exercise of the land use authority of cities and counties within the region [Government Code §65080(b)(2)(K)]. If the land use assumptions included in the final subregional SCS depart from General Plans, it is recommended that subregions include a finding as part of their adoption action (e.g., adopting resolution) that concludes that the land uses are feasible and may be implemented. Technological measures and strategies, such as electric vehicle charging, may be included if they can be demonstrated to exceed measures captured in other state and federal requirements (e.g., AB 32 Scoping Plan).

Subregions will need to provide additional information to facilitate the CARB Strategy-Based SCS Evaluation Process as documented in the CARB 2019 Final Sustainable Communities Strategy Program and Evaluation Guidelines.⁵ or any newer guidance that may be released by CARB during the SCS development process. The strategy-based SCS Evaluation Process consists of the following four components: Tracking Implementation (SB 150), Policy Commitments, Incremental Progress, and Equity. These four components evaluate RTP/SCS strategies that are classified into four broad categories:

1. Land use and housing;
2. Transportation;
3. Local/regional pricing; and
4. New mobility

The information and data necessary for this evaluation includes land use and transportation system characteristics as well as performance indicators for 2005, the RTP/SCS base year, 2020, 2035 and the RTP/SCS horizon year.⁶

Land Use Characteristics include:

- Residential densities (total regional and by place type or sub-regional geography as defined by the MPO)
- Employment densities (total regional and by place type or sub-regional geography as defined by the MPO)
- Total regional housing product type/mix (single-family/multi-family)
- Total regional developed acres
- Total housing units and employment within ½ mile of a High-Quality Transit Station

Transportation System Characteristics include:

⁵ <https://ww2.arb.ca.gov/sites/default/files/2019-11/Final%20SCS%20Program%20and%20Evaluation%20Guidelines%20Report.pdf>

⁶ See pg. 31-34 of CARB Final Sustainable Communities Strategy Program and Evaluation Guidelines (above link) for further details

- Lane miles of roadway by functional classification
- Transit headways
- Transit operation miles
- Transit service hours
- Class I, II, and IV bike lane miles
- Average toll rate/congestion pricing per unit

Performance Indicators include:

- Household vehicle ownership
- Mode split
- Average travel time by mode
- Transit ridership
- Average vehicle trip length
- Seat utilization or Load factor
- Household VMT (external-external [XX] trips excluded)
- Per capita VMT (external-external [XX] trips excluded)

(2) Subregional Alternative Planning Strategy

SB 375 provides regions and subregions the option to further develop an APS, according to the procedures and requirements described in SB 375, if the combined regional SCS does not meet GHG emission reduction targets established by CARB. If the regional SCS does not meet the targets, subregions will be involved in the formation of an APS - either through their development of a subregional APS or through their participation and contribution in SCAG's regional APS. SCAG will not require subregions to complete a subregional APS; delegated subregions opting to complete their own subregional APS must first complete a subregional SCS. Written records reflecting the feedback between local jurisdictions and delegated subregions on the development of a regional or subregional APS must also be submitted to SCAG.

Subregions are encouraged to focus their efforts on feasible measures that can be included in an SCS. Any timing or submission requirements for a subregional APS will be determined based on further discussions. If a subregion opts to prepare an APS, the content of a subregional APS should be consistent with state requirements (See Government Code §65080(b)(2)(I)), as follows:

- (i) Shall identify the principal impediments to achieving the subregional sustainable communities strategy.
- (ii) May include an alternative development pattern for the subregion pursuant to subparagraphs (B) to (G), inclusive.
- (iii) Shall describe how the greenhouse gas emission reduction targets would be achieved by the alternative planning strategy, and why the development pattern,

measures, and policies in the alternative planning strategy are the most practicable choices for achievement of the greenhouse gas emission reduction targets.

(iv) An alternative development pattern set forth in the alternative planning strategy shall comply with Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, except to the extent that compliance will prevent achievement of the regional greenhouse gas emission reduction targets approved by the CARB.

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

(3) Subregional SCS Outreach

SCAG shall fulfill all of the statutory outreach requirements under SB 375 for the regional SCS/APS, which will include outreach regarding any subregional SCS/APS. SCAG's Public Participation Plan will incorporate the outreach requirements of SB 375, integrated with the outreach process for the 2028⁴ RTP/SCS development. See Section IV.C(2) below for more information on SCAG's public participation plan.

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

Subregions that elect to prepare their own SCS are encouraged to present their subregional SCS (and potential APS), in coordination with SCAG, at all meetings, workshops and hearings held by SCAG in their respective counties. Additionally, the subregions are encouraged to either provide SCAG with their mailing lists so that public notices and outreach materials may also be posted and sent out by SCAG; or coordinate with SCAG to distribute notices and outreach materials to the subregions' stakeholders. Additional outreach may be performed by subregions.

(4) Subregional SCS Approval

The governing board of the subregional agency and the respective CTC board (at their option) shall approve the subregional SCS prior to submission to SCAG. SCAG recommends that the governing board of the subregion adopt a resolution approving the subregional SCS with a finding that the land use strategies included in the subregional SCS are feasible and based upon consultation with the local jurisdictions in the respective subregion. Subregions should consult with their legal counsel as to compliance with the California Environmental Quality Act (CEQA). In SCAG's view, the subregional SCS (and potential APS) is not a "project" for the purposes of CEQA

because the RTP, which will include the regional SCS is the actual “project” that will be reviewed by SCAG under state law for environmental impacts pursuant to CEQA. As such, the regional SCS, which will include the subregional SCSs and is part of the RTP, will undergo a thorough CEQA review.

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

(5) Incorporation of the Subregional SCS into the Regional SCS

The regional RTP/SCS, of which the SCS is a component, is required to be internally consistent. Therefore, for transportation investments included in a subregional SCS to be valid, they must also be included in the corresponding RTP/SCS. As such, subregions will need to collaborate with the respective CTC in their area to coordinate the subregional SCS with future transportation investments.

SCAG shall include the subregional SCS ~~for the subregion~~ in the regional SCS to the extent consistent with SB 375 and federal law and approve the sustainable subregional alternative planning strategy, if one is prepared for that subregional area to the extent it is consistent with SB 375.

More information on SCAG’s subregional SCS incorporation process is included below in Section IV.C(4)

(6) Data Standards

Subregions will be required to submit subregional SCSs in GIS-based format, with data elements identified in Section IV.A(1) broken down to small area level (in a fashion specified by SCAG for each element, to be established through consultation with the subregion during the MOU process). This will enable SCAG to better integrate subregional submissions with the regional SCS and will allow subregions to prepare alternative scenarios if they so choose. SCAG will provide tools, and necessary training, free of charge for subregions and jurisdictions. Tools and training related to SCAG’s Regional Data Platform (RDP) are available ~~and additional functionality will be released through early 2022~~. See Section IV.C(10) below for more information.

SCAG will distribute draft data to subregions and local jurisdictions via the region-wide local agency data validation process for the 202~~84~~ RTP/SCS. More information regarding the data development process is discussed below in Section IV.C(9).

(7) Documentation

Subregions are expected to maintain full and complete records related to the development of the subregional SCS, and to ~~use~~ refer to the most recent adopted

local general plans and other locally approved planning documents. Subregions should also keep records of all electronic, in-person, and written feedback from local jurisdictions on the development of the socioeconomic estimates and projections for the SCS and the base land use data⁷ required for consideration in the development of the subregional SCS (and APS as appropriate).

(8) Implementation Monitoring

Delegated subregions for the 2028⁴ RTP/SCS will be required to provide progress reporting on the implementation of policies included in their subregional SCS. SCAG will, likewise, monitor implementation of the regional SCS. This information will assist SCAG in preparing future plan updates and is consistent with SCAG's intended approach for developing the 2028⁴ RTP/SCS, which will emphasize progress reporting, monitoring and updating. The intent is for SCAG to ensure that progress and success for our subregions and local jurisdictions are documented and recognized.

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

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

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

(9) Timing

An overview schedule of the major milestones of the 2028⁴ RTP/SCS process is attached herein as Appendix A, which may be further delineated or adjusted in MOUs with delegated subregions.

B. County Transportation Commissions' Roles and Responsibilities

Subregions that develop a subregional SCS will need to work closely with the CTCs

⁷ "Base land use data" consists of local general plan land use, zoning, existing land use, planned entitlements, recent demolitions, and other resource areas datasets required for consideration in the development of an SCS as described in section 65080 of SB 375

in their respective subregional area in order to coordinate and integrate transportation projects and policies as part of the subregional SCS, as it is the role of CTCs to make transportation planning decisions. As discussed above (under “Subregional Sustainable Communities Strategy”), any transportation projects identified in the subregional SCS must also be included in the associated RTP/SCS in order to be considered as a feasible strategy. SCAG can help to facilitate communication between subregions and CTCs.

C. SCAG Roles and Responsibilities

SCAG’s roles in supporting the subregional SCS development process are as follows:

(1) Preparing and adopting the Framework and Guidelines

SCAG will update these Framework and Guidelines for adoption by the SCAG Regional Council each RTP/SCS cycle in order to assure regional consistency and the region’s compliance with law.

(2) Public Participation Plan

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

(3) Technical Methodology

As required by SB 375, prior to the start of the public participation process, SCAG will prepare and submit to CARB a description of the technical methodology it intends to use to estimate GHG emissions from the SCS. SCAG will work with CARB on this methodology until CARB concludes that the technical methodology operates accurately. Estimated GHG emissions will be analyzed at the regional level.

(4) Incorporation, Modification and Conflict Resolution

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

For incorporation in the regional RTP/SCS, SCAG may adjust subregional growth

totals, jurisdictional totals, and ~~land use data at the~~ sub-jurisdictional growth level for a number of reasons including compliance with statutory requirements, adherence with SCAG's expertly-informed growth projections and growth forecast process, compliance with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506) and assurance that SCAG's regional SCS meets the regional GHG targets. Specifically, the thresholds for SCAG to adjust subregional SCS data are as follows:

- Jurisdictional growth totals: for purposes of adhering to regional and county level growth projections
- Jurisdictional (within County) or Sub-jurisdictional land use data (within jurisdiction): for purposes of complying with the federal Clean Air Act or meeting SCAG's regional GHG targets.

The intent of this provision is to allow SCAG to maintain flexibility in preparing the regional SCS to meet federal and/or state requirements. In the event that SCAG indicates the need to alter the location and distribution of population, household, and employment growth for delegated subregions, SCAG staff will work directly with delegated subregions to review any proposed revisions through a collaborative and iterative process. First, SCAG staff will meet with the subregional staff to outline the incorporation issues (jurisdictional, sub-jurisdictional, or both). The subregion will identify and propose solutions to the issue. Feedback will be sought to gauge the availability of growth capacity at the local level, and adjustments will be made to the highest extent possible based on input received, with consideration of the goal to fulfill SCAG's statutory requirements and GHG emission reduction targets. Delegated subregions will need to seek input from local jurisdictions on any potential revision to sub-jurisdictional growth estimates and projections and will need to keep records of all feedback on these figures or the base land use data for the 2028⁴ RTP/SCS. Delegated subregions, however, will not be required to revise their SCS to reflect any such revisions.

The development of a subregional SCS does not exempt the subregion from other regional GHG emission reduction strategies not directly related to land use included in the regional SCS. All regional measures needed to meet the regional target will be subject to adoption by the SCAG Regional Council.

The draft regional SCS, including incorporated subregional SCSs, is subject to a public review process, potential revisions, and final adoption by the SCAG Regional Council.

SCAG will develop an MOU with each subregion to define a process and timeline whereby subregions would submit a draft subregional SCS to SCAG for review and comments, so that any inconsistencies may be identified and resolved early in the process. SCAG will also establish a conflict resolution process as part of the MOU between SCAG and the subregion to address the potential modification or adjustments that may occur during the incorporation process. This process will be the same for all delegated subregions.

(5) Modeling

SCAG currently uses an Activity Based Model (ABM) and CARB's Emission Factor (EMFAC) model for emissions purposes. SCAG will compile and disseminate performance information on the preliminary regional SCS and its components in order to facilitate regional dialogue.

(6) Regional Performance Measures.

Below is a general description of the process for developing and finalizing formal Performance Measures.

SCAG is in the process of compiling two complete lists of performance measures and monitoring: one will be used for evaluating regional-level scenarios in support of development of the 2028~~4~~ RTP/SCS. The other will be used for monitoring implementation of the 2024~~0~~ RTP/SCS. The monitoring of implementation may include, for example, tracking local general plan updates, specific plan adoption in Transit Priority Areas, active transportation plan adoption, and housing element compliance. Building on the foundation of the performance measures developed in support of the 2024~~0~~ RTP/SCS, the 2028~~4~~ RTP/SCS performance measures will also include the set of federally designated MAP-21 performance measures, as well as any other updates adopted by the SCAG Regional Council. Most update related activities for the 2028~~4~~ RTP/SCS performance measures will be expected to occur between January 2026~~2~~ and May 2027~~3~~. These updates will be addressed through discussions with SCAG regional stakeholders, and the SCAG Policy Committees.

(7) Adoption/Submission to State

After the incorporation of subregional strategies, the Regional Council will finalize and adopt the 2028~~4~~ RTP/SCS. SCAG will submit the regional SCS, including all subregional SCSs, to CARB for review as required in SB 375. The subregion will provide relevant documentation to support SCAG in complying with the CARB Evaluation Guidelines, referenced above in section IV.A(1).

(8) Funding

Funding for subregional SCS/APS activities is not currently available. Any specific parameters for future funding are speculative. While there is no potential future funding at this time, it is advisable for subregions to track and record their expenses and activities associated with these efforts.

(9) Data

SCAG will distribute data to subregions and local jurisdictions for review and input for the 2028~~4~~ RTP/SCS. This involves a bottom-up approach for developing the base land use data, growth forecast, scenarios, and integrates SCAG's other efforts

(e.g., plan implementation, performance monitoring) to improve local jurisdictions' competitiveness for funding that helps implement the RTP/SCS.

SCAG will work with delegated subregions during the MOU process, and before prior to the local review and input process, to outline responsibilities for generating and refining the datasets required for consideration under SB 375. It is anticipated that the delegated subregion will take a leadership role in both outreach to local jurisdictions and data development, with SCAG offering support as needed.

(10) Tools

SCAG ~~is in the process of building~~ built a comprehensive Regional Data Platform (RDP) to standardize regionally significant datasets, provide opportunities for local partners to update their data in real-time, and draw insights from local trends. The platform ~~will also feature~~ a data-driven collaboration hub, called the Local Data Exchange (LDX), for local jurisdictions to engage with stakeholders for individual projects, such as local and regional land use planning, active transportation planning, greenhouse gas reduction strategies, and development impact assessments. The RDP Planner's Corner houses specific resources to assist local jurisdictions with general plan updates, such as the Local General Plan Update Site template hosted on ArcGIS Hub, and a collection of training resources. The RDP also contains information about how to access StreetLight Insight, a big data transportation planning platform. SCAG is providing complimentary licenses through June 2026 and training resources to local jurisdictions and other regional partners as part of the StreetLight Insight Big Data Program. The RDP ~~and LDX are~~ intended as ~~a~~ resources for general plan updates, technical tools and resources, as well as two-way data sharing between jurisdictions and SCAG.

~~Beginning in Fall 2020, In developing~~ the RDP, ~~SCAG began~~ engaged with ten pilot jurisdictions to fine tune workflows, products, and data requirements ~~and made~~ ~~ESRI licenses available to all local jurisdictions.~~ Since then, SCAG has developed several The first major RDP tools including; the Housing Element Parcel Tool (HELPR), the Parcel Locator, and the SoCal Atlas. ~~was released in fall 2020~~ HELPR was recently updated to version 3.0 to better align with the adoption of Connect SoCal 2024 and includes updated and curated parcel-level land use data and other datasets. SCAG continues to update the RDP Apps & Maps page and Content Library with updated data and tools. More tools will continue to be rolled out through 2021 and into 2022. SCAG's Local Information Services Team (LIST) ~~provides~~ aims to 1-on-1 training to local jurisdictions in the use of RDP tools, and provide data guidance, respond to data requests, and provide technical assistance.

The use of SCAG tools is not mandatory and is advisory only. Use of the tools is at the discretion of subregions and local jurisdictions. SCAG will consider providing guidance and training on additional tools based on further discussions with subregional partners.

(11) Resources and technical assistance

SCAG will assist the subregions by making available technical tools as described above. SCAG staff can participate in subregional workshops, meetings, and other processes at the request of the subregion, and pending funding and availability. Further, SCAG will prepare materials for its own process in developing the regional SCS, and will make these materials available to subregions.

D. Milestones/Schedule

- Deadline for subregions to communicate intent to prepare a subregional SCS – ~~TBD~~ October 29, 2021
- SCAG and Subregional Council of Governments establish Memorandum of Understanding – Early 20262
- Subregional SCS development – Early 20262 through Fall 20262
- Draft dataset delivery to SCAG – Summer 20262
- Final dataset delivery to SCAG – Fall 20262
- Draft subregional SCS to be incorporated into regional SCS – Winter 20273
- Release Draft 20284 RTP/SCS for public review – Fall 20273
- Regional Council adopts 20284 RTP/SCS – Spring 20284

For more context on the process schedule and milestones, refer to the attached Appendix A. Further detailed milestones will be incorporated into the MOU between SCAG and the subregion.

APPENDIX A

[Process and milestone schedule still in development]

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