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Subject: **CALIFORNIA METROPOLITAN PLANNING ORGANIZATION REGIONAL TRANSPORTATION PLAN REVIEW REPORT DECEMBER 2015**

SUMMARY:

The 2015 Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) Review Report (Report) is to comply with California Government Code Section 14032(a) to review, evaluate, and report on the content of long range Regional Transportation Plans (RTPs) prepared by Regional Transportation Agencies. This review consists of MPOs' first round of RTPs (as of December 2015) which incorporate a Sustainable Communities Strategy (SCS) element to reduce Green House Gases (GHGs) for cars and light trucks in their regions. Reports generated are used to assist with updates of the California RTP Guidelines. The RTP Guidelines are intended to set forth a uniform statewide transportation planning framework which promotes an integrated, multi-modal, and cooperative planning process. The RTP Guidelines are developed by the California Transportation Commission (Commission) through a stakeholder driven public process in cooperation with the California Department of Transportation (Department), the 18 MPOs, and the 26 Regional Transportation Planning Agencies (RTPAs) located throughout the State who prepare RTPs.

The goals are:

- To inform the Commission as to the current status of the recently adopted RTPs since the passing of Senate Bill (SB) 375.
- To present and discuss the content of recently adopted RTPs regarding: SCS, the Public participation process, Tribal Government consultation, performance measures, financial elements and transportation expenditures, with the ultimate goal of identifying areas for improvement in the next iteration of the, RTP Guidelines.

This Report does not represent an evaluation of the RTPs, but rather outlines general observations and recommendations regarding RTP content over five focus areas. The purpose of this effort is to identify changes or additions to improve and clarify the next update of the RTP Guidelines. The Report is intended to serve as a resource for the Commission to inform the update of the 2010 California RTP Guidelines and RTP Checklist. Once updated and adopted by the Commission, the RTP Guidelines and Checklist will be used by MPOs and RTPAs during the development of their next round of RTPs.

BACKGROUND:

The targeted review yielded several general observations regarding RTPs and the post-SB 375 long range planning process.

The SB 375 planning process integrates land use, transportation and housing policy, and has resulted in numerous improvements in the way that regions and local governments plan for the future. The MPOs have collaborated closely with local governments in their regions to develop forecasts of future growth and development, and to formulate a set of strategies by which land use policies can be better integrated with the transportation system.

The regional transportation planning process has become more transparent and inclusive, resulting in the public and stakeholders being much more engaged in the process.

A statewide comparison of pre and post SB 375 MPO investments described in the RTPs was attempted. However, considerable differences between the magnitude and nature of investments between MPOs and a wide variety of designations or categories for funding streams did not allow for one-to-one comparisons.

MPOs with federally-recognized Tribal Governments in their regions included general information within the RTP about the Tribal Governments in their regions. There are many resources available for MPOs that would like additional assistance in this area.

Considerable effort has gone into the development of SCS Performance Measures for MPOs as reflected in the RTPs that were reviewed. The concept of performance measurement is continually evolving and collaboration is underway on performance measures for both the statewide and metropolitan planning processes as the federal Moving Ahead for Progress in the 21st Century (MAP-21) rulemaking process continues, and the 2015 Fixing America's Surface Transportation (FAST) Act is implemented.

Attachment

California Metropolitan Planning Organization Regional Transportation Plan Review Report

DECEMBER 2015

This Report complies with a
request from the
California Transportation Commission to the
California Department of Transportation
pursuant to Government Code Section 14032(a)

CALIFORNIA DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PLANNING

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Purpose and Summary

The purpose of the 2015 Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) Review Report (Report) is to comply with California Government Code Section 14032(a) to review, evaluate, and report on the content of long range Regional Transportation Plans (RTPs) prepared by regional transportation agencies. This review consists of MPOs' first round of RTPs (as of December 2015) which incorporate a Sustainable Communities Strategy (SCS) element to reduce Green House Gases (GHG) for all cars and light trucks in their regions. Reports generated are used to assist with updates of the California RTP Guidelines. The RTP Guidelines are intended to set forth a uniform statewide transportation planning framework which promotes an integrated, multi-modal, and cooperative planning process. The Guidelines are developed by the California Transportation Commission (CTC) through a stakeholder driven public process in cooperation with the California Department of Transportation (Caltrans), the 18 MPOs, and the 26 Regional Transportation Planning Agencies (RTPAs) located throughout the State who prepare RTPs.

The RTP Guidelines were last updated in 2010, due to the passing of Senate Bill 375 (SB 375) (Steinberg 2008) entitled: "The Sustainable Communities and Climate Protection Act of 2008." SB 375 served as landmark legislation establishing the linkage of land use and transportation in long range regional plans to achieve greenhouse gas (GHG) emissions reductions. Pursuant to SB 375, MPOs are now required to develop a Sustainable Communities Strategy (SCS) element within their RTPs. The SCS element must demonstrate how the RTP meets the regional GHG emission reduction targets for cars and light trucks established for all MPOs by the California Air Resources Board (ARB) as mandated by SB 375. The 2010 RTP Guidelines outlined SCS requirements and best practices information for MPOs to use in demonstrating how they meet the GHG emissions reduction targets established for them by ARB for the years 2020 through 2035.

This Report does not represent an evaluation of the plans, but rather outlines general observations and recommendations regarding RTP content over five focus areas. The purpose of this effort is to identify changes or additions to improve and clarify the next update of the RTP Guidelines. The Report is intended to serve as a resource for the CTC to inform the next update of the 2010 California RTP Guidelines and RTP Checklist. Once updated and adopted by the CTC, the Guidelines and Checklist will then be used by MPOs, and RTPAs during the development of their next round of RTPs.

Due to the substantive changes to the metropolitan transportation planning process resulting from SB 375, this Report focuses on review of MPO RTPs. A review of plans prepared by rural RTPAs was not undertaken as part of this Report. It is important to note, however; that improving the RTP Guidelines in areas such as public participation, Tribal consultation, and performance measurement is helpful to both MPOs and RTPAs; therefore, this effort should benefit both types of agencies. In the event there are significant changes to the non-metropolitan planning process in the future, a review report addressing RTPA RTPs may be conducted if needed.

Overview of Focus Areas

Given the complexity of RTPs, five specific focus areas were identified by the CTC and Caltrans to be reviewed in this Report. These focus areas were chosen based on the fact that they address core federal and State planning requirements promoting transparency in the regional transportation planning process. The five focus areas that were targeted for review in this Report include:

1. **Sustainable Communities Strategy**
   The SCS within the RTP integrates transportation, land use, and housing in the planning process which is vital to reducing GHG emissions from cars and light trucks. MPOs work with local land use authorities and other appropriate entities to address regional land uses, regional housing needs, regional resource areas, farmland, and regional transportation needs in the RTP (RTP Guidelines, Chapter 6).

2. **Public Participation Process**
   Consultation and coordination are part of the collaborative process in transportation planning. Public participation and consultation during the development of the RTP is an essential element of the overall planning process. Public participation, public outreach, public awareness and public input are all part of this process (RTP Guidelines, page 61).

3. **Tribal Government Consultation**
   Tribal Government Consultation includes conducting meetings with representatives of the federally recognized Tribal Governments during the preparation of the RTP, prior to taking action, and ensuring consideration of input from the tribes (RTP Guidelines, page 96).

4. **Financial Element and Transportation Expenditures**
   Federal statute and regulations, and state statute require RTPs to contain an estimate of funds available for the 20 year planning horizon. The financial element of the RTP identifies the current and anticipated revenue sources and financing techniques available to fund the planned transportation investments described in the plan (RTP Guidelines, page 96).

5. **Performance Measures**
   Transportation performance measures consist of objective and measurable criteria that are used to evaluate the performance and effectiveness of the transportation system, government policies, plans, and programs. Performance measures use statistical evidence to determine progress toward specific and defined objectives. Performance measures help set goals and outcomes, detect and correct problems, and document accomplishments (RTP Guidelines, Page 117).

Overview of Methodology

To identify improvements for the next update of the RTP Guidelines, Caltrans staff conducted a targeted review of available statewide RTP guidance and MPO RTPs including the following documents:

- The 2010 RTP Guidelines and checklist.
- Sections of each MPO's final RTP-SCS pertaining to the five focus areas.
- MPO responses to requirements outlined in the RTP Checklist.
- Glossaries of terms and related acronyms in each RTP-SCS, technical appendices, and Public Participation Plans.

The review was conducted to achieve the following objectives:

- To inform the CTC as to the current status of the recently adopted RTPs since the passing of SB 375.
- To present and discuss the content of recently adopted RTPs regarding: SCS, the public participation process, Tribal Government consultation, performance measures, financial elements and transportation expenditures, with the ultimate goal of identifying areas for improvement in the next iteration of the Guidelines.

The review focused on answering the following questions:

- How do each of the MPO RTP-SCSs describe and document the: (1) SCS, (2) public participation process, (3) Tribal Government consultation process, (4) financial element and transportation expenditures, and (5) performance measurement? Is this information provided in an accessible and understandable manner?
- Do the RTP Guidelines adequately address federal and State planning requirements and provide sufficient guidance for the areas of SCS, public participation, Tribal Government consultation, financial element and transportation expenditures, and performance measures. How could these areas be improved in the RTP Guidelines?

All information gathered during the review was documented in a series of matrices which are available in Appendices P, Q, R and S. A more detailed description of each focus area review methodology and results is available in Chapters 2–7.

Summary of Results and Recommendations

General Observations

The targeted review yielded the following general observations regarding RTPs and the post-SB 375 long range planning process:

- The SB 375 planning process integrates land use, transportation and housing policy, and has resulted in numerous improvements in the way that regions and local governments plan for the future. The MPOs have collaborated closely with local governments in their regions to develop forecasts of future growth and development, and to formulate a set of strategies by which land use policies can be better integrated with the transportation system.
- The regional transportation planning process has become more transparent and inclusive, resulting in the public and stakeholders being much more engaged in the process.
- A statewide comparison of pre and post SB 375 MPO investments described in the RTPs was attempted. However, considerable differences between the magnitude and nature of investments between MPOs and a wide variety of designations or categories for funding streams did not allow for one-to-one comparisons.
- MPOs with federally-recognized Tribal Governments in their regions included general information within the RTP about the Tribal Governments in their regions. There are many resources available for MPOs that would like additional assistance in this area.
- Considerable effort has gone into the development of SCS Performance Measures for MPOs as reflected in the RTPs that were reviewed. The concept of performance measurement is continually evolving, however; and collaboration is underway on Performance Measures for both the statewide and metropolitan planning processes as the federal Moving Ahead for Progress in the 21st Century (MAP-21) rulemaking process continues, and the 2015 Fixing America's Surface Transportation (FAST) Act is implemented.

Specific Recommendations for the next RTP Guidelines

In addition to the general observations outlined above, review of the RTPs and current guidelines yielded the following 14 recommendations for improvements and considerations during the next RTP Guidelines update (detailed information regarding review results for each focus area is available in Chapters 2-8.):

Recommendation #1: To comply with Assembly Bill 441 (AB 441) (Monning, 2012), the next update of the RTP Guidelines shall include an attachment (pursuant to California Government Code §14522.3) of the policies, practices, or projects that have been employed by MPOs that promote health and health equity.

Recommendation #2: The CTC and Caltrans will need to ensure the next update of the RTP Guidelines addresses any recent federal RTP requirements promulgated since the last update of

the RTP Guidelines in 2010. The guidelines should also include relevant federal requirements when the Federal Highway Administration (FHWA) releases the Final Rules regarding performance measures, as well as any other new planning-related requirements pursuant to the FAST Act and any other federal or State statutory requirements enacted as the guidelines are developed.

Recommendation #3: The CTC should consider developing two separate guidelines, one for MPOs and one for RTPAs. The increased complexity of federal and state requirements for MPOs has created a wider gap between MPO requirements and RTPA requirements.

Recommendation #4: For the MPOs, the CTC should consider changing from a "checklist approach" with "yes/no" responses to a standardized questionnaire organized pursuant to federal and State requirements. The MPO responses would be short narrative summaries that identify how the RTP-SCS addressed the requirements. After the RTPA Review Report is completed, the CTC can determine whether or not to change from a checklist to a questionnaire format for the RTPAs. The standardized questionnaire or checklist should cite the exact federal and state requirements at the end of each question, correct any erroneous statutory citations, and add relevant statutes that are missing. Each checklist item needs the corresponding statutory requirement identified.

Recommendation #5: Expand the RTP checklist to identify the specific federal RTP requirements suggested in Appendix G.

Recommendation #6: Expand the RTP checklist to identify the specific state RTP requirements suggested in Appendix H.

Recommendation #7*:* As the state of practice for developing SCSs has evolved, the CTC should include more SCS element-focused Best Practices in the RTP Guidelines. The CTC should request MPO and stakeholder submittal of Best Practices examples for successful SCS elements as used in their latest RTPs. This recommendation will not be used to establish a baseline for SCS development.

Recommendation #8: As a best practice, the RTP Guidelines could recommend that MPOs add the terms in Appendix T: Suggested Terms to Include in RTP-SCS Glossary, and their definitions to RTP-SCS glossaries to facilitate better public understanding of scenario planning, forecasting, modeling and performance measures concepts.

Recommendation #9: During the development of the next RTP Guidelines update, the CTC and Caltrans should continue to use a facilitated process similar to what was done in the development of the 2010 RTP Guidelines; allowing for the viewpoints of multiple stakeholders during the development of the 2010 RTP Guidelines. There are now numerous stakeholders interested in active participation in the development of the next *RTP Guidelines.* The CTC and Caltrans should schedule multiple workshops, track and document all comments, and develop a transparent process demonstrating that the CTC considered inclusion of all stakeholder comments.

Recommendation #10: The CTC should expand guidance in the RTP Guidelines to assist MPOs in achieving compliance with the federal requirements as they consult and engage with the Tribal Governments in the development and implementation of the public participation plan.

Recommendation #11: The CTC should continue collaboration with MPOs, RTPAs, State agencies, and Tribal Governments to complete the development of a core set of standardized performance measures and indicators that align with federal and state requirements.

Recommendation #12: The CTC should also provide guidance on how current State Transportation Improvement Program (STIP) Guidelines can affect RTPs, and how the new requirements or processes could impact how RTPs are developed and implemented.

Recommendation # 13: Align the RTP Guidelines to reflect changes to the environmental review process and traffic impact analysis methodology resulting from SB 743 and the shift from Level of Service measurement to Vehicle Miles Traveled. It should be noted; however, that SB 743 California Environmental Quality Act (CEQA) guidance is not final at this time and implementation issues still need to be evaluated. Only final SB 743 CEQA guidance will be reflected in the RTP Guidelines.

Recommendation #14: As technological advances in transportation evolve (i.e. shared mobility, autonomous and connected vehicles etc.), the next RTP Guidelines development process should include a discussion of the challenges associated with long range planning to address new infrastructure considerations and needs in this emerging policy area.

Chapter 1—MPOs and RTPs: Then and Now

For over 40 years, federal laws, State statute, and regulations have required that MPOs in California prepare RTPs. An RTP is a long-range planning document (covering a minimum of 20 years) created through extensive public and stakeholder input, along with the cooperation of FHWA, the Federal Transit Administration (FTA), Caltrans, the California ARB and the California Department of Housing and Community Development (HCD).

The purpose of the RTP is to:

- Establish regional goals
- Identify present and future transportation needs, deficiencies, and constraints
- Analyze potential solutions
- Estimate available transportation funding
- Propose investments
- Through the Sustainable Communities Strategy (SCS)identify a forecasted development pattern, integrated with the transportation network and policies, which will reduce regional GHG emissions for cars and light trucks

Per the 2010 California Regional Transportation Plan Guidelines, an RTP is defined as:

"*…a Federal and State mandated planning document prepared by MPOs and RTPAs. The plan describes existing and projected transportation needs, conditions and financing affecting all modes within a 20-year horizon*".

The FHWA defines a Long Range Transportation Plan (LRTP) as:

"A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years."

For some urbanized areas, it may also be referred to as a Metropolitan Transportation Plan (MTP).

Regional planning in California involves unique aspects different from other states. California has 58 counties, each of which has its own local transportation agency or transportation commission. California has some of the largest MPOs in the country (18) in terms of both population and land base. Pursuant to Government Code Section 29532 et seq., 26 RTPAs also exist and prepare RTPs. A total of 21 of the RTPAs represent rural areas and counties and 5 RTPAs are located within MPOs. See Map of California MPOs and Transportation Planning Agencies RTPAs on page 9 (Figure 1).

Two additional features unique to California notably impact the development of contemporary RTPs and their regional transportation improvement programs (RTIPs): 1) SB 375 (Steinberg, 2008), significant State legislation related to GHG emissions reduction goals and strategies; 2)

Transportation funding generated at the local level through the passage of city and county Sales Tax Measures focused on transportation improvements (See Appendix A: California MPOs with Counties that have Local Transportation Sales Tax Measures and Related Transportation Expenditure Plans). It is important to note that the planning requirements specified in SB 375 pertain only to MPOs.

Figure 1: Map of California Metropolitan Planning Organizations (MPOs) and Transportation Planning Agencies (RTPAs)

California MPOs and RTP–A Historical Perspective

MPOs are regional agencies created by federal law passed in the early 1970s. MPOs are typically organized into governance structures called councils of governments and are directed by boards comprised of representatives from local governments and transportation agencies. One of the primary core functions of an MPO is to develop an RTP through a planning process that adheres to federal planning regulations and State statute. The FHWA specifies that the other core functions of an MPO include:

- Establish a setting for regional decision-making
- Involve the public in this decision-making
- Identify and evaluate alternative transportation improvement options; prepare an Overall Work Program (OWP)
- Develop a Federal Transportation Improvement Program (FTIP)[1]

The first RTPs were developed in the mid-1970s by both MPOs and RTPAs. On April 1, 1975, 41 RTPs were submitted to the California Transportation Board, the predecessor to the CTC, to be included in the first CTP. Over half of the RTPs, 23, were prepared by Caltrans for regional agencies. In its July 1975 proposed CTP, Caltrans included plan summaries prepared by the Caltrans districts and planning agencies for each of the RTPs except for the Tahoe MPO. See Appendix L: Brief History of Regional Transportation Planning in California, for additional historical information about the genesis of regional transportation planning in California, and also Appendix M: Map–California Regional Transportation Planning Agencies (1975).[2]

California MPOs and RTPs Today

Since the first California RTPs were generated almost 40 years ago, the number of MPOs and RTPAs required to produce them has increased. Currently, there are 18 MPOs and 26 RTPAs with member jurisdictions of 58 counties and 480 incorporated cities.[3] This Report is a review of the 18 MPOs current RTPs. One MPO, the Metropolitan Transportation Commission (MTC) which encompasses nine counties of the San Francisco Bay Area, has its genesis in California law. Another MPO, the Tahoe Metropolitan Planning Organization (TMPO) is a bi-state agency created by the United States Congress and a compact between California and Nevada, governed by federal, California, and Nevada statutes. Except for TMPO, all California MPO boundaries align along county boundaries; four are multi-county; the remaining ones are located within a single county.

[1] *The Transportation Planning Process: Key Issues,* FHWA, http://www.planning.dot.gov/documents/briefingbook/bbook_07.pdf, accessed July 1, 2014, p. 4.
[2] Caltrans, *California Transportation Plan, Volume 2 – Regional Transportation Plan Summaries*, July 1975.
[3] California Department of Housing and Community Development, Housing Element Compliance Report dated December 29, 2014, http://hcd.ca.gov/hpd/hrc/plan/he/status.pdf, accessed December 30, 2014.

In addition:

- The 18 MPOs represent 84 percent of California's population.
- Four of the largest MPOs in the nation reside in California and represent over three-fourths of the State's total population: Southern California Association of Governments (SCAG), MTC, Sacramento Area Council of Governments (SACOG) and San Diego Association of Governments (SANDAG).
- Thirteen are single-county MPOs that represent 22 percent of total county population.
- Ten are federally-designated Transportation Management Areas (TMAs).
- 61 percent of Federally-recognized Tribal Governments are located within MPO areas.
- 58 percent of Federally-recognized Tribal Governments are located within RTPA areas[4].

Appendix N: California Metropolitan Planning Organizations, provides additional information about California MPOs regarding: year created, population data, member jurisdictions, federally recognized Tribal Governments, and adoption date of current RTP.

The length and content of California RTPs prepared by MPOs have grown gradually in size over the years. However, MPO RTPs have doubled in size following the passage of SB 375 in 2008. SB 375 added the following requirements to an RTP prepared by an MPO:

- Transportation projects identified in the RTP must be modeled to determine their impacts on regional GHG emissions.
- The RTP must contain an SCS that includes a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve, if feasible, the GHG emission reduction target approved for the region by ARB.
- The MPO will need to increase its coordination with cities and counties within the region to work towards strategies that will reduce regional GHG emissions.
- The MPO must prepare an Alternative Planning Strategy (APS) if the SCS is unable to reduce the GHG emissions to achieve the GHG emission reduction targets established by the ARB. The APS shall be a separate document from the RTP, but it may be adopted concurrently with the RTP (not subject to CEQA).

These new requirements must be reflected not only in the RTP itself, but also in the associated appendices, public participation plans, and environmental documents. Additional time and resources were needed to prepare SB 375 compliant RTPs and the new requirements resulted in larger documents. The increase in RTP and supporting documentation length as a result of new content related to SB 375 is reflected in Table 1 on the following page.

RTPs are often used as a planning document to bridge regional land use and transportation because transportation planning recognizes the critical links between transportation and other societal goals. Since the passage of SB 375, RTPs have been further recognized as a vehicle

[4] Percentages of tribes within MPOs and RTPAs areas sum to greater than 100 percent because certain MPOs also include RTPAs, and 7 tribes are in more than one MPO and/or RTPA.

that uses transportation and land use to help shape an area's economic health and quality of life. The transportation system provides for the mobility of people and goods, and influences patterns of growth and economic activity through accessibility to land. The performance of this system affects public policy concerns, including, but not limited to: GHG emissions, natural resources, environmental protection and conservation, social equity, smart growth, affordable housing, jobs/housing balance, economic development, safety, and security.

The following Table (Table 1: Document Pages of 18 MPOs' Pre-SB 375 RTP and Adopted RTP-SCS Reviewed for 2015 MPO RTP Review Report) shows the volume of growth, by the number of increased pages, between the most recent RTPs adopted prior to SB 375 and the first adopted RTP-SCS for the eighteen MPOs. We acknowledge that there are increased costs associated with preparing the RTP-SCS due to the adoption of SB 375.

Table 1: Document Pages of 18 MPOs' Pre-SB 375 RTP and Adopted RTP-SCS Reviewed for 2015 MPO RTP Review Report

MPOs	Pre-SB 375 RTP Number of Pages RTP, Appendices, PPP	Pre-SB 375 RTP Number of Pages Draft and Final PEIR	Most Recent RTP-SCS Adoption Date	Number of Pages RTP-SCS, Appendices, PPP	Number of Pages Draft and Final PEIR
1. Merced County Association of Governments	207	47	9/2014	410	259
2. Kings County Association of Governments	437	326	7/2014	500	478
3. Madera County Transportation Commission	366	497	7/2014	264	1,005
4. Tulare County Association of Governments	332	442	6/2014	516	942
5. San Joaquin Council of Governments	537	669	6/2014	902	1,292
6. Fresno Council of Governments	551	596	6/2014	2,375	966
7. Kern Council of Governments	320	450	6/2014	643	1,183
8. Stanislaus Council of Governments	319	682	6/2014	982	564
9. Association of Monterey Bay Area Governments	181	614	6/2014	544	1,254
10. Santa Barbara County Association of Governments	443	735	8/2013	879	1,212

Table 1: Document Pages of 18 MPOs' Pre-SB 375 RTP and Adopted RTP-SCS Reviewed for 2015 MPO RTP Review Report					
MPOs	**Pre-SB 375 RTP Number of Pages RTP, Appendices, PPP**	**Pre-SB 375 RTP Number of Pages Draft and Final PEIR**	**Most Recent RTP-SCS Adoption Date**	**Number of Pages RTP-SCS, Appendices, PPP**	**Number of Pages Draft and Final PEIR**
11. Metropolitan Transportation Commission	1,355	682	7/2013	3,168	5,754
12. Butte County Association of Governments	204	422	12/2012	447	380
13. Tahoe Metropolitan Planning Organization	218	384	12/2012	306	3,264
14. Southern California Association of Governments	2,583	1,064	4/2012	2,768	642
15. Sacramento Area Council of Governments	932	1,567	4/2012	2,241	1,217
16. San Diego Association of Governments	702	1,088	10/2011	3,793	4,225
17. Shasta County Regional Transportation Agency	232	463	6/2015	386	494
18. San Luis Obispo Council of Governments	356	870	12/2014	3,070	766
TOTAL	**10,275**	**11,598**	**TOTAL**	**24,194**	**25,897**

For many of the MPOs, the FHWA and the FTA provided the majority of planning funds utilized by the MPOs to conduct their respective transportation planning activities. These federal metropolitan planning funds are referred to as PL (FHWA) and 5303 (FTA). Federal planning funds are allocated to MPOs to ensure an annual source of planning funds is available to conduct the federally required planning activities relating to the development of RTPs. MPOs have received over $119 million during FYs 2013–14 and 2014–15 in PL and 5303 funds, administered by Caltrans.

It is critical to note that as California MPOs are now subject to additional State regulations and are required to address the connection between transportation and land use in order to reduce GHG emissions, they must dedicate considerable resources to carry out SB 375 requirements. Within the last five years, MPOs have received one-third ($30 million) of a $90 million allocation of voter approved Proposition 84 funding (Sustainable Communities and Climate Change Reduction) which they have used for SCS development, public outreach, data collection

and increased modeling capacity to support SB 375 implementation.[5] Additional resources specific to SB 375 implementation beyond these funding programs have not been identified. See Appendix J: Proposition 84-Strategic Growth Council Programs and MPOs, for additional information.

RTP Guidelines and Previous Evaluation Reports

The RTP Guidelines have multiple purposes:

1. Promote an integrated, statewide, multi-modal, regional transportation planning process, and effective transportation investments.
2. Set forth a uniform transportation planning framework throughout California by identifying federal and State requirements and statutes impacting the development of the RTPs.
3. Promote a continuous, comprehensive, and cooperative transportation planning process that facilitates the rapid and efficient development and implementation of projects that maintain California's commitment to public health and environmental quality.
4. Promote a planning process that considers the views of all stakeholders.
5. Identify the requirements for development of an SCS to address the integration of land use and transportation to achieve regional GHG reduction as specified by SB 375.

With these basic purposes in mind, and to inform and guide MPOs and RTPAs as they prepare their RTPs, the CTC (and its predecessor the California Transportation Board), has issued RTP Guidelines over the last 40 years.[6] Pursuant to California Gov. Code §14032(a), historically the CTC has periodically requested Caltrans prepare a report for CTC consideration in the development of each successive iteration of RTP Guidelines.

Since its creation in 1978, the CTC has issued nine versions of the RTP Guidelines and one supplement. The first edition in 1978 consisted of 18 pages of guidelines and 55 pages of federal and State laws and regulations in appendices. The current edition, the 2010 RTP Guidelines, consists of a total of 245 pages of guidelines and appendices.

Along with input from MPOs, RTPAs, and other stakeholders, regional planners in the Caltrans Division of Transportation Planning (DOTP) have generated seven RTP evaluation reports since September 1979. The last Report was provided to the CTC in 2003. Appendix O provides a chronology that sets forth RTP Guidelines and RTP adoption timeframes, identifies major

[5] CA Public Resources Code 75065(c) states: The sum of ninety million dollars ($90,000,000) shall be available for planning grants and planning incentives, including revolving loan programs and other methods to encourage the development of regional and local land use plans that are designed to promote water conservation, reduce automobile use and fuel consumption, encourage greater infill and compact development, protect natural resources and agricultural lands, and revitalize urban and community centers. The complete text of Proposition 84 can be found at http://www.parks.ca.gov/pages/1008/files/prop_84_text.pdf, accessed February 28, 2015.

[6] California Gov. Code §14522 provides "[i]n cooperation with the regional transportation planning agencies, the commission may prescribe study areas for analysis and evaluation by such agencies and guidelines for the preparation of the regional transportation plans."

legislation that triggered RTP Guidelines revisions and corresponding RTP updates, and highlights certain key policy and planning areas from respective federal and State legislation.

In addition to drawing upon past RTP Evaluation Reports, the CTC looks to federal and state legislation to initiate its updates to the RTP Guidelines. For example, as discussed earlier, the 2010 RTP Guidelines were updated mainly to reflect California's SB 375 climate change legislative requirements.

Organization of the 2015 MPO RTP Review Report

Consistent with past evaluation reports, over the course of Chapters 2–8, the 2015 RTP Review Report will identify general RTP Guidelines and Checklist improvements as well as outline the background and requirements for each RTP focus area that was reviewed, provide an explanation of the review methodology and results, and outline specific recommendations that have been identified to improve or clarify the RTP Guidelines in these focus areas.

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Chapter 2—General RTP Guidelines and Checklist Improvements

To identify general improvements to the 2010 RTP Guidelines and Checklist, both of these documents and all federal and State requirements referenced therein were carefully reviewed. Next, a master table of every guidelines chapter section and corresponding statutory requirements, recommendations and best practices was created which is provided as Appendix P: Master Review Table of 2010 RTP Guidelines Chapter Sections and Corresponding Requirements, Recommendations, Best Practices. Federal RTP requirements that are not currently specified in the checklist and are recommended to be included in the next update were compiled and are provided in Appendix G. State RTP requirements that are not currently specified in the checklist and are recommended to be included in the next update were also compiled and are provided in Appendix H. This information was used to formulate recommendations to address the following questions:

- What changes/additions to the RTP Guidelines should be made in order to ensure the document identifies all federal and state requirements relating to the development of RTPs?
- What changes/additions should be made to the RTP Checklist contained in the RTP Guidelines to ensure it captures federal and state requirements and facilitates a transparent RTP?
- How can the Guidelines and Checklist be improved to assist the MPOs in their RTP development?

General RTP Guidelines and Checklist Improvements

Detailed review of the 2010 RTP Guidelines, Checklist, and relevant statutes resulted in the following recommendations for suggested improvements to the next iteration of the Guidelines:

Recommendation #1: To comply with Assembly Bill 441 (AB 441) (Monning, 2012), the next update of the RTP Guidelines shall include an attachment (pursuant to California Government Code §14522.3) of the policies, practices, or projects that have been employed by MPOs that promote health and health equity.

Recommendation #2: The CTC and Caltrans will need to ensure the next update of the RTP Guidelines addresses any recent federal RTP requirements promulgated since the last update of the RTP Guidelines in 2010. The guidelines should also include relevant federal requirements when the FHWA releases the Final Rules regarding performance measures, as well as any other new planning-related requirements pursuant to the FAST Act and any other federal or State statutory requirements enacted as the guidelines are developed.

Recommendation #3: The CTC should consider developing two separate guidelines, one for MPOs and one for RTPAs. The increased complexity of federal and state requirements for MPOs has created a wider gap between MPO requirements and RTPA requirements.

Recommendation #4: For the MPOs, the CTC should consider changing from a "checklist approach" with "yes/no" responses to a standardized questionnaire organized pursuant to federal and state requirements. The MPO responses would be short narrative summaries that identify how the RTP-SCS addressed the requirements. After the RTPA Review Report is completed, the CTC can determine whether or not to change from a checklist to a questionnaire format for the RTPAs. The standardized questionnaire or checklist should cite the exact federal and State requirements at the end of each question, correct any erroneous statutory citations, and add relevant statutes that are missing. Each checklist item needs the corresponding statutory requirement identified.

Recommendation #5: Expand the RTP checklist to identify the specific federal RTP requirements suggested in Appendix G.

Recommendation #6: Expand the RTP checklist to identify the specific state RTP requirements suggested in Appendix H.

Table 2 highlights the areas that could be expanded upon:

Table 2: Incorporating Recommendation #5 and Recommendation #6
Appendix G: Federal RTP Checklist Requirements
Metropolitan Planning
Public and Stakeholder Participation
Financial Element
Appendix H: State RTP Checklist Requirements
Full access to public programs and activities
Consistent outreach efforts
Public receipt of notices
Model(s) dissemination determination
Model(s) dissemination process
Best practically available scientific information re. resource areas and farmland

Chapter 3–Focus Area #1: Sustainable Communities Strategy

Focus Area Background

SB 375 (Steinberg, 2008) entitled "The Sustainable Communities and Climate Protection Act of 2008," was passed in California within an overarching climate change and GHG emissions reduction policy context, the goals of which were first articulated in 2005 when then Governor Arnold Schwarzenegger issued Executive Order S3-05. The California State Legislature enacted Assembly Bill (AB) 32 (Nunez, 2006), The Global Warming Solutions Act of 2006, which set up the legal and policy framework to address climate change by reducing GHG emissions to 1990 levels by the year 2020. AB 32 authorized the California Air Resources Board (ARB) to regulate sources of GHG emissions that effect climate change, among other things. SB 375 was crafted to support California climate change policy goals and framework within the context of transportation, land use and metropolitan regional planning.

Under SB 375, the ARB is responsible for setting GHG reduction targets for 2020 and 2035 for each of the eighteen MPOs in California. These targets were established by the Board in 2010 using a metric of per capita GHG emission reductions from passenger vehicles and light trucks. The ARB is also responsible for making a determination as to whether the SCS, if implemented, would achieve the regional targets set by the ARB.

Focus Area Requirements

SB 375 influenced MPO regional planning and RTP development as follows:

- Requires the ARB to set regional targets for each MPO for reducing GHG emissions from light trucks and cars within their region by 2020 and 2035. California Government Code §65080(b)(2)(A).

- Requires CTC, in consultation with Caltrans and ARB, to maintain guidelines for travel demand modeling that MPOs use to develop their RTPs. California Government Code §14522.1.

- Requires MPOs to adopt an SCS, as part of their RTP, which specifies how the GHG emissions reduction target set by ARB would be achieved for the region. California Government Code §65080(b)(2)(B) et seq.

- Requires the SCS to include a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies will reduce the GHG emissions from automobiles and light trucks to achieve, if feasible, the GHG emission reduction target approved for the region by ARB.

- Requires transportation projects identified in the RTP to be modeled to determine their impacts on regional GHG emissions.

- Requires the MPO to increase coordination with jurisdictions in the region to work toward strategies that will reduce regional GHG emissions.

- Requires the ARB to conduct a limited review of each MPO's RTP-SCS to accept or reject the MPO's determination that the RTP-SCS would, if implemented, achieve the region's target. California Government Code §65080(b)(2)(J)(ii)

- Requires an MPO, if it finds that it cannot meet its targets with the SCS, to prepare an APS that identifies the actions that would need to be taken to achieve the targets. The APS is separate from the RTP and does not need to be financially constrained as are the RTP and the SCS.

- Exempts certain projects defined as transit priority projects from CEQA requirements. Such projects need to meet specific criteria and be consistent with an SCS or APS that has been determined to achieve the regional GHG emissions reduction target by the ARB. California Public Resources Code §21155 et seq.

To meet the new SB 375 requirements, additional MPO time and resources were necessary to collaborate with local governments, stakeholders and the public, to model alternative future scenarios, to comply with extensive new public participation requirements, and develop new components in the RTP document, but also in the RTP's appendices, and public participation plans.

Focus Area Review Methodology

This focus area review was conducted through the development of a matrix consisting of questions pulled from the 2010 RTP Checklist related to federal and State requirements for the RTP-SCS as specified in 23 CFR 450.322 and California Government Code Section 65080(b)(2)(B). Utilizing the responses provided by the MPOs to these questions in the RTP-SCS Checklist, the corresponding sections of the RTP-SCS, appendices and public participation plans were reviewed. Observations regarding content for the focus area were then recorded in the review matrix. See Appendix Q: Sustainable Communities Strategy–MPO-RTP Review Questions Matrix for a template of the review matrix used. Completed MPO-RTP Review Questions Matrices for each MPO are on file at the Division of Transportation Planning, Caltrans.

Additionally, a review and inventory was conducted for each adopted RTP-SCS planning scenario, this information is available in Appendix B. Finally, a separate review and inventory was taken of the demographic forecasting and travel demand modeling tools used in the 18 MPOs' RTP-SCS based upon the following 2010 RTP Checklist question: General 5: Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (CA Government Code 14522.2), this information is available in Appendix D.

As the ARB is the responsible entity for determining whether the SCS, if implemented, would achieve the regional targets set by the ARB, a review of ARB staff reports and ARB actions were conducted to determine how SCS requirements were met.

Focus Area Results

ARB Evaluation of SCSs – Did SCSs Achieve Their Targets?

ARB's review of an SCS is limited to a technical evaluation to determine whether the SCS, if implemented, would achieve the regional targets set by the ARB. All 18 MPOs have adopted their first SCS; however, two MPOs were initially unable to meet the ARB's GHG emission reduction targets and are currently planning to, or are in the process of, amending their adopted RTP-SCS, to demonstrate target achievement. As of January 1, 2016, the ARB has completed a technical evaluation of the GHG emission determinations from 16 MPOs, including two SCSs from SANDAG, concluding that they are all able to achieve their regional targets. See Tables 3 and 4 for ARB actions taken regarding GHG quantification and a summary of SCS performance. For a complete historical summary of SB 375 implementation including MPO RTP Adoption and ARB Review please see Appendix C.

It should be noted that RTPs are also subject to thorough review by federal and state agencies through the air quality conformity determination process. This consultation process includes federal and State agencies (US Environmental Protection Agency-US EPA, Federal Highway Administration-FHWA, Federal Transit Administration-FTA, Caltrans and ARB), MPOs and local transit providers. Pursuant to a 2004 Memorandum of Understanding the FHWA and the FTA (in consultation with the US EPA Region 9 Office) jointly review the conformity analysis of an adopted RTP to determine if it conforms to the applicable State Implementation Plan (SIP) pursuant to US EPA's Transportation Conformity Rule, 40 CFR Parts 51and 93. Table 3 includes information on both the RTPs' adoption dates and effective dates. The effective date is pursuant to federal requirements reflecting the date that the FHWA and the FTA issue their joint conformity determination for the 18 MPOs.

Table 3: Adoption Dates and FHWA Conformity Determination Effective Dates for First SCSs			
Metropolitan Planning Organization (MPO)	**MPO Board Adoption Date RTPs with SCS**	**ARB SB 375 GHG Quantification Determination Executive Order or Resolution**	**FHWA Conformity Determination for Nonattainment or Attainment-Maintenance Area (RTP Effective Date)**
Merced CAG	9/2014	Pending amended SCS	12/12/2014
Kings CAG	7/2014	10/22/2015	12/12/2014
Madera CTC	7/2014	Pending amended SCS	12/12/2014
Tulare CAG	6/2014	10/22/2015	12/12/2014
San Joaquin COG	6/2014	5/21/2015	12/12/2014
Fresno COG	6/2014	1/29/2015	12/12/2014
Kern COG	6/2014	7/23/2015	12/12/2014
Stanislaus COG	6/2014	6/25/2015	12/12/2014
AMBAG	6/2014	11/20/2014	*
Santa Barbara CAG	8/2013	11/21/2013	*
MTC-ABAG	7/2013	4/10/2014	8/12/2013
Butte CAG	12/2012	4/25/2013	1/23/2013
Tahoe MPO	12/2012	4/25/2013	1/23/2013
SCAG	4/2012	6/4/2012	6/4/2012
SACOG	4/2012	6/12/2012	5/3/2012
SANDAG	10/2011	11/18/2011	12/2/2011
San Luis Obispo COG	4/2015	6/25/2015	*
Shasta County RTA	6/2015	10/22/2015	*

* Because AMBAG, Santa Barbara CAG, San Luis Obispo COG, and Shasta County RTPA are in attainment maintenance areas, an FHWA conformity determination is not required. These MPOs have the option to update their RTP every 5 years. See Title 23 CFR Part 450.322(c).

Because of the cyclical nature of the RTP-SCS updates, several MPOs have already begun developing and adopting their second SCS. Table 4 summarizes the original targets established by ARB for each of the 18 regions, the dates of adoption of the first SCSs for each region, the forecasted GHG emissions reductions from these SCSs, and the status of ARB's technical evaluations.

Table 4: Summary of SB 375 Targets, SCS Performance, and RTP-SCS Update Cycles						
MPO	Regional Targets[1]		SCS Performance[2]		1st RTP/SCS Adoption	Expected 2nd RTP/SCS Adoption
	2020	2035	2020	2035		
SANDAG*	-7 percent	-13 percent	-14 percent	-13 percent	October 2011	2015
SCAG*	-8 percent	-13 percent	-9 percent	-16 percent	April 2012	2016
SACOG*	-7 percent	-16 percent	-10 percent	-16 percent	April 2012	2016
MTC/ABAG*	-7 percent	-15 percent	-10 percent	-16 percent	July 2013	2017
Butte COG*	1 percent	1 percent	-2 percent	-2 percent	December 2012	2016
Tahoe MPO*	-7 percent	-5 percent	-12 percent	-7 percent	December 2012	2016
Santa Barbara*	0 percent	0 percent	-10 percent	-15 percent	August 2013	2017
Monterey Bay*	0 percent	-5 percent	-3.5 percent	-5.9 percent	June 2014	2018
San Luis Obispo*	-8 percent	-8 percent	9.4 percent	10.9 percent	April 2015	2019
Shasta*	0 percent	0 percent	-4.7 percent	-0.5 percent	June 2015	2019
Stanislaus COG*	-5 percent	-10 percent	-26.0 percent	-22 percent	June 2014	2018
Kern COG*	-5 percent	-10 percent	-14.1 percent	-16.6 percent	June 2014	2018
San Joaquin COG*	-5 percent	-10 percent	-24.4 percent	-23.7 percent	June 2014	2018
Fresno COG*	-5 percent	-10 percent	-8.5 percent	-10.5 percent	June 2014	2018
Tulare CAG*	-5 percent	-10 percent	-17.1 percent	-19.4 percent	June 2014	2018
Madera CTC	-5 percent	-10 percent	13.7 percent	9.1 percent	July 2014	2018
Kings CAG*	-5 percent	-10 percent	-5.1 percent	-12.1 percent	July 2014	2018
Merced CAG	-5 percent	-10 percent	-9.6 percent	-5.9 percent	September 2014	2018

1 Targets were adopted by ARB in 2010 and are expressed as a percent change in per capita greenhouse gas emissions relative to 2005.

2 The term "performance" refers to the MPO's estimate of per capita GHG reductions that would be achieved if the SCS were implemented.

* indicates that ARB has completed a technical evaluation of the MPO's GHG quantification and accepted the MPO's determination that the SCS, if implemented, would achieve the regional targets.

Source: Air Resources Board

The SCSs reviewed by the ARB to date demonstrate the use of several common land use and transportation strategies to meet the regional GHG reduction targets. These include sustainable land use policies such as urban infill, mixed use, and more compact development which locate new jobs and housing closer to existing or planned transit. These land use policies are supported by an increase in the amount of investment in transit and active transportation infrastructure, often by shifting funds away from new roadway capacity expansion projects. Several SCSs also make use of transportation demand management measures to reduce single-occupancy vehicle

travel and encourage alternative modes of travel. These measures include support for vanpool and carpool programs and developing or expanding complete streets and safe routes to school programs.

Overall, the regional transportation planning process has become more transparent and more inclusive, resulting in the public and stakeholders being much more engaged in the process. MPOs are responsible for developing a SCS as an integral part of their regularly updated RTP. The SCS contains land use, housing, and transportation strategies that, if implemented, would achieve the targets set by the ARB. Through collaboration between MPOs and local governments, alternative planning scenarios are evaluated in the development of the RTP/SCS. Once the RTP/SCS is adopted by the MPO, the ARB must determine whether the SCS, if implemented, would achieve its targets. If a region finds that it cannot meet its targets, it must prepare an APS that identifies the actions that would need to be taken to achieve the targets. Ultimately, it is through local land use decisions and project approvals by local governments that many of the policies and strategies of the SCS will be implemented. SB 375 offers CEQA streamlining incentives to developers and local governments for projects that are consistent with the region's SCS.

This new planning process integrates land use, transportation, and housing policies and has resulted in numerous improvements in the way that regions and local governments plan for the future. The MPOs have collaborated closely with local governments to develop forecasts of future growth and development, and to formulate a set of strategies by which land use policies can be better integrated with the transportation system. The process has also led to greater collaboration and communication among the MPOs on common technical and policy challenges. MPOs have improved their travel demand models in response to the need for new tools that can evaluate the impact of land use strategies on travel activity. Scenario planning is now widely embraced by the MPOs and the public, and this has encouraged a broader dialogue about many inter-related regional goals and provides the public and decision makers with information to make choices among alternative visions for the future. Some MPOs have established or expanded local funding programs as incentives for local governments to support sustainable land use policies and implementation of the SCS.

ARB Observations Regarding Community Benefits of an SCS

ARB staff observed that regional goals for the RTP/SCSs are evolving in response to SB 375, and with them, the performance measures used by the MPOs to assess achievement of these goals. Public involvement in the SCS development process has helped to expand the list of performance measures beyond the traditional transportation mobility-based metrics to include those that reflect quality of life, public health, social equity, natural resources preservation, among others. While the focus of SB 375 is reducing GHG emissions from cars and light duty trucks, MPOs are finding that the strategies to achieve climate goals are often the same ones that help to achieve other important community goals. These goals include reducing infrastructure costs, increasing access to transportation options, increasing the supply of affordable housing, preserving open space and agricultural land, improving air quality, and improving public health as a result of opportunities for biking and walking.

Review of Demographic Forecasts, Planning Assumptions and Travel Demand Modeling

Regional travel models have been used by MPOs in RTPs planning for decades. They are also a readily available tool for MPOs to quantify GHG emissions reductions for purposes of SB 375. However, most travel models were not designed to be sensitive to variables such as land use. Therefore, MPOs used additional tools, such as land use scenario planning tools, to determine if the SCS would achieve the SB 375 targets. Further, the complexity and variability in the modeling systems used by MPOs across the State make it difficult for the public to engage in discussions about technical issues such as assumptions and forecasts. MPOs have used scenario planning tools to enable better communication with the public throughout the SCS development process.

Federal regulations require adequate technical documentation of the input assumptions and the methods used to develop travel demand forecasts. The FHWA requires that "such documentation should be readily available to all interested parties, consistent with the public involvement provisions in the planning regulations." 23 CFR 450.316 (b) (1)[7]. SB 375 added California Government Code Section 14522.2(a) which reads:

> *"A metropolitan planning organization shall disseminate the methodology, results, and key assumptions of whichever travel demand models it uses in a way that would be useable and understandable to the public."*

The 2010 RTP Guidelines Checklist includes a question regarding the above-referenced State requirement. It would be useful to add an additional question to the checklist that further aligns with both the federal and State requirements, such as:

> How did the MPO disseminate the methodology, results, and key assumptions of the travel demand models it uses in a way that was useable and understandable to the public? 23 CFR Part 450.316(a); 23 CFR 450.316 (d); CA Gov. Code §14522.2(a)

Caltrans staff conducted a review and inventory of the demographic forecasting and travel demand modeling tools used in the eighteen MPOs' RTP-SCSs. This review was conducted based upon the following 2010 RTP Checklist question: General 5: Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process (CA Government Code 14522.2)? The results are located in Appendix D

[7] U.S. Department of Transportation, Federal Highway Administration, Office of Planning, Environment, and Realty, *Certification Checklist for Travel Forecasting Methods*, http://www.fhwa.dot.gov/planning/certcheck.cfm, accessed January 14, 2015. Every four years FHWA California Division and the Federal Transit Administration (FHWA/FTA) conduct a joint review of each California MPO that serves as a transportation management area (TMA) to certify that it is performing the metropolitan planning processes pursuant to Federal statutes and regulations ("Certification Review"). TMAs include an urbanized area of 200,000 persons or larger. Ten of the eighteen California MPOs (56 percent) are TMAs. The remaining eight non-TMA MPOs must self-certify to FHWA/FTA that they are complying with federal requirements. All MPOs are required to submit a signed certification pursuant to the Master Fund Transfer Agreement (MFTA) between the MPO and Caltrans in order to receive their allocation of annual federal planning grant funding.

(California MPO RTP-SCS Regional Demographic Forecasting, Land Use Scenario Planning and TDM Models and Tools) which provides a compilation of the information for each of the MPOs.[8] In addition to the RTP-SCS, technical appendices, and supplemental reports were reviewed. A comprehensive review of the ARB staff reports was also required to find this information.

As shown on the following Table 5, all 18 MPOs have specified and shown how their travel demand modeling methodology, results and key assumptions were developed as part of the RTP process. Table 5 provides the page number or location for this travel demand modeling information, and provides the results and response to the 2010 RTP Checklist General Question No. 5 for each MPO RTP-SCS reviewed for the 2015 MPO RTP Review Report.

Table 5: MPO Response to *2010 RTP Guidelines* Checklist General Question No. 5: Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (Government Code 14522.2)

MPO	Yes/No	Page # - MPO Response
AMBAG	Yes	Appendix F
BCAG	Yes	Page 4-30
Fresno COG	Yes	Pages 1-2 through 1-3
Kern COG	Yes	Pages 1-1 through 1-6; Chapter 5
Kings CAG	Yes	Pages 2-12, 12-18; Appendix B
Madera CTC	Yes	Pages 3-4; Chapter 5 and Chapter 6
Merced CAG	Yes	Page 33
MTC	Yes	Draft Summary of Predicted Traveler Responses
SACOG	Yes	Chapter 5A-5C
SANDAG	Yes	Appendix B; Appendix D; TA 3; TA 15
San Joaquin COG	Yes	Air Quality Document
Santa Barbara CAG	Yes	Section 5.2; Appendix B and C; EIR
SCAG	Yes	Transportation Conformity Appendix
Stan COG	Yes	Chapter 4 and Chapter 6
Tahoe MPO	Yes	Chapter 7 and Appendix A
Tulare CAG	Yes	Pages 3-6 through 3-22
San Luis Obispo COG	Yes	Appendix C
Shasta RTA	Yes	Technical Methodology Appendix

Source: MPO 2010 RTP Checklists, on file with Office of Regional Planning, Division of Transportation Planning, Caltrans.

[8] All MPOs used the current version of ARB's Emission FACtors (EMFAC) model at the time of developing their RTP-SCS, therefore an "EMFAC" column is not included in Table 7. EMFAC is a California specific computer model that calculates daily emissions of air pollutants from on-road motor vehicles operating in California.

Review of RTP-SCS Technical and Supplemental Appendices

The role that technical and supplemental appendices play in the MPO's RTP-SCS varies. Some plans directly refer to the appendices in the body of the RTP-SCS and/or the RTP Checklist while other others make no reference or refer to the appendices as non-binding and for information only. During the next RTP Guidelines update, the MPOs and the CTC should discuss the status of technical and supplemental appendices in an RTP-SCS, and in particular, any uniform formats that they could develop and use in future RTP-SCS preparation to facilitate better public understanding of the information.

Suggested Terms to Add to the RTP-SCS Glossaries

Most of the MPO's RTP-SCS include a helpful glossary of terms either in the main document or as a separate appendix. The glossaries typically include acronyms and terms related to many aspects of transportation and planning, with a wide range of how comprehensive the list is. In order to promote better public understanding of scenario planning, forecasting, modeling, and performance measures, Appendix T: Suggested Terms to Include in RTP-SCS Glossary is a list that can be used as a starting point for discussion to develop a core list of terms that should be included in every RTP-SCS glossary.

Future ARB Target Update

Because of the cyclical nature of RTP-SCS updates, several MPOs have already begun developing and adopting their second SCS. Table 4 has summarized the targets established by the Board for each of the 18 regions, the dates of adoption of the regional SCSs, the forecasted GHG reductions from these SCSs, and the status of ARB's technical evaluations.

The original targets were established by ARB in 20210. SB 375 requires ARB to update the targets every eight years consistent with each MPO's timeframe for updating its RTP under federal law. Under specified circumstances the ARB may update targets every four years. The ARB will begin working on a target update during 2016. As was done during initial target-setting, ARB will encourage the MPOs to recommend updated targets based on new planning scenarios that reflect new data and assumptions, new modeling tools (where applicable) and refined land use, and transportation strategies. The new targets will be informed by past SCS accomplishments and the improved technical capability of models to forecast emission reductions from land use, and transportation strategies. The target update will be conducted through a public process, including the exchange of technical information with affected and expert agencies including the MPOs, Caltrans, local air districts, and local governments.

Focus Area Recommendations

Based on the review of ARB documentation as well as focused review of the RTP-SCSs, the following recommendation was identified to improve the Guidelines regarding the SCS focus area:

***Recommendation #7**:* As the state of practice for developing SCSs has evolved, the CTC should include more SCS element-focused Best Practices in the RTP Guidelines. The CTC should request MPO and stakeholder submittal of Best Practices examples for successful SCS elements as used in their latest RTPs.

Chapter 4–Focus Area #2: Public Participation Process

Focus Area Background

Consultation and coordination are part of the collaborative process in transportation planning. Public participation and consultation during the development of the RTP is an essential element of the overall RTP process. Public participation plans, public outreach, public awareness, and public input are all part of this process (RTP Guidelines, page 61).

Focus Area Requirements

Development of the Public Participation Plan and the RTP shall include consultation and coordination with all interested parties and shall, at a minimum, describe explicit procedures, strategies and desired outcomes. Consultation shall not be limited to a public hearing notice to the general public and stakeholders. Providing access to information to the general public, incorporating public comments and input on plans, programs, and policies should also be embraced (RTP Guidelines, pages 61 and 62).

According to the RTP Guidelines, p. 62, as part of the public participation process, the consultation process shall:

- Provide adequate public notice and the opportunity to comment on proposed RTPs and public participation plans.
- Employ visualization techniques to describe the RTP.
- Make the RTP electronically accessible, such as the internet.
- Hold public hearings at convenient and accessible locations and times.
- Demonstrate explicit consideration and response to public input on the RTP (documentation).
- Seek out, and consider the needs of those traditionally underserved, by existing transportation systems, such as low income and minority households.
- Provide additional opportunities to comment on the RTP and the Federal Transportation Improvement Program, if the final version differs due to additional comments.
- Coordinate with the State transportation planning and public involvement processes.
- Periodically review intended RTP outcomes, products and/or services.

Focus Area Review Methodology

This focus area review was conducted through the development of a matrix consisting of questions pulled from the 2010 RTP Checklist related to federal and state consultation and public participation requirements for the RTP-SCS as specified in 23 CFR 450.322, 23 CFR 450.316, California Government Code Sections 11135, 14522.2, and 65080(b)(2)(B). Utilizing the responses provided by the MPOs to these questions in the RTP-SCS Checklist, the corresponding sections of the RTP-SCS, appendices and public participation plans were reviewed. Observations regarding content for the focus area were then recorded in the review matrix. See Appendix R: Consultation and Public Participation–MPO-RTP Review Questions Matrix for a template of the review matrix used. Completed MPO-RTP Review Questions Matrices for each

MPO are on file at the Division of Transportation Planning, Caltrans. Additionally, a review of the 18 MPOs' RTP-SCS public participation plans and related documentation was conducted pursuant to the FHWA California Division's Planning Finding for the State of California's 2015 FSTIP and all incorporated FTIPs of the California MPOs (2015 FSTIP Planning Finding). In the 2015 FSTIP Planning Finding, FHWA requested that Caltrans and MPOs "pay continued attention in both the statewide and metropolitan planning processes regarding consultation with Indian Tribal Governments."[9]

Focus Area Results

A review of each RTP-SCS public participation plan determined that general public participation requirements for all of the MPOs appeared to be met according to federal and State requirements, even with the added requirements of SB 375 that increased the transparency and public participation requirements for the RTP-SCS development process. Appendix R (Consultation and Public Participation–MPO-RTP Review Questions Matrix) describes in detail the various categories MPOs are required to address to satisfy the federal and State consultation and public participation process. The MPOs and the CTC should discuss the status of technical and supplemental appendices in an RTP-SCS and consider uniform formats that could be developed and used in the future to facilitate better public understanding of the information within the plan. Additionally, in order to promote better public understanding of scenario planning, forecasting, modeling and performance measures, Appendix T: Suggested Terms to Include in RTP-SCS Glossary provides a list that can be used as a starting point for discussion to develop a core list of terms that should be included in every RTP-SCS glossary.

Focus Area Recommendations

Based on the focused review of the RTP-SCSs and public participation plans, the following recommendations were identified to improve the Guidelines and Checklist regarding this focus area:

Recommendation #8: As a best practice, the RTP Guidelines could recommend that MPOs add the terms in Appendix T: Suggested Terms to Include in RTP-SCS Glossary, and their definitions to RTP-SCS glossaries to facilitate better public understanding of scenario planning, forecasting, modeling, and performance measures concepts.

Recommendation #9: During the development of the next RTP Guidelines update, the CTC and Caltrans should continue to use a facilitated process similar to what was done in the development of the 2010 RTP Guidelines; allowing for the viewpoints of multiple stakeholders during the development of the 2010 RTP Guidelines. There are now numerous stakeholders interested in active participation in the development of the next *RTP Guidelines.* CTC and Caltrans should schedule multiple workshops, track and document all comments, and develop a transparent process demonstrating that the CTC considered inclusion of all stakeholder comments.

[9] U.S. Department of Transportation, Federal Highway Administration, California Division, *Planning Finding for the State of California's 2015 FSTIP*, December 15, 2014, p. 3-4,on file, Climate Change and Regional Planning Branch, Office of Regional Planning, Division of Transportation Planning, Caltrans.

Chapter 5 – Focus Area #3: Tribal Government Consultation

Focus Area Background

During the development of the RTP, Tribal Government Consultation can be described as the MPO conducting meetings with representatives of the federally recognized Tribal Government during the preparation of the RTP prior to taking action(s) on the plan and making sure to consider input from the tribe. Tribal Government coordination is the comparison of the MPO's transportation plans, programs, projects and schedules with similar documents prepared by the tribe. The MPO needs to ensure consistency with tribal plans and the RTP (RTP Guidelines, page 71).

There are 110 federally-recognized Tribal Governments, almost 20 percent of the total number in the United States, located in California.[10] A total of 61 (55 percent) of the 110 federally-recognized Tribal Governments in California are located within California MPO areas. As sovereign nations, they are local land use authorities that participate in regional transportation planning, develop their own long-range transportation plans and safety plans, and partner with local, county, regional and state entities to plan, program and deliver transportation projects. Tribal Governments in California significantly contribute to the local economies where they reside.[11] In addition, Tribal Governments with gaming facilities in California significantly contribute to the local economies where they reside.[12]

Focus Area Requirements

The RTP should include a discussion of consultation, coordination and communication with federally recognized Tribal Governments when the tribes are located within the boundary of an MPO. The MPO should establish a government-to-government relationship with each tribe in the region. This refers to the protocol for communicating between the MPOs and the Tribal Governments as a sovereign nation. This consultation process should be documented in the RTP. The initial point of contact for the Tribal Governments should be the Tribe's Chairperson (RTP Guidelines, page 71).

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[10] The number of federally recognized tribal governments for purposes of this Report is 110. The Washoe Tribe of Nevada and California includes the community of Woodfords located in Alpine County which has its own elected council. Representatives from the Washoe Tribe have been engaged in statewide and regional transportation planning with Caltrans and the Tahoe MPO. The most recent Federal Register lists 109 federally recognized tribes in California, http://www.bia.gov/cs/groups/public/documents/text/idc006989.pdf, accessed December 17, 2014.

[11] Chapter 3.1 Native American Freight Connections, *California Freight Mobility Plan*, 2014 http://www.dot.ca.gov/hq/tpp/offices/ogm/CFMP/Dec2014/3-1_123014.pdf#zoom=75; Beacon Economics, LLC., *2014 California Tribal Gaming Impact Study*, http://www.yourtribaleconomy.com/media/uploads/2014-California-Tribal-Gaming-Impact-Study.pdf, accessed January 7, 2015.

[12] Beacon Economics, LLC., 2014 California Tribal Gaming Impact Study: An Updated Analysis of Tribal Gaming Economic and Social Impacts with Expanded Study of RSTF and Charitable Effects, 2014, http://www.yourtribaleconomy.com/media/uploads/2014-California-Tribal-Gaming-Impact-Study.pdf, accessed January 7, 2015.

The MPO should develop protocol and communication methods for outreach and consultation with the Tribal Governments. However, these protocol/communication methods should be re-evaluated if the agencies are unsuccessful in obtaining a response during RTP development. Documentation of the efforts to establish channels of communication is important (RTP Guidelines, on page 71).

Seventy-two percent of California MPOs have federally-recognized Tribal Governments in their regions. Pursuant to 23 CFR 450.316(e), MPOs are required to develop a separate, documented procedure that outlines the roles, responsibilities, and key decision points for consulting with Indian Tribal Governments throughout the regional planning process and development of the RTP-SCS. In the 2015 FSTIP Planning Finding, the FHWA requested that Caltrans and MPOs "pay continued attention in both the statewide and metropolitan planning processes regarding consultation with Indian Tribal Governments." The FHWA further recommended that "Caltrans Regional Planning staff review these requirements with the non-TMA [Transportation Management Area] MPOs within California to ensure documented procedures are established in accordance with the Federal requirements.[13]

Focus Area Review Methodology

This focus area review was conducted through the development of a matrix consisting of questions pulled from the 2010 RTP Checklist related to federal and State consultation and public participation requirements for the RTP-SCS as specified in 23 CFR 450.322, 23 CFR 450.316, California Government Code Sections 11135, 14522.2, and 65080(b)(2)(B). Utilizing the responses provided by the MPOs to these questions in the RTP-SCS Checklist, the corresponding sections of the RTP-SCS, appendices and public participation plans were reviewed. Observations regarding content for the focus area were then recorded in the review matrix. See Appendix R: Consultation and Public Participation–MPO-RTP Review Questions Matrix for a template of the review matrix used. Completed MPO-RTP Review Questions Matrices for each MPO are on file at the Division of Transportation Planning, Caltrans.

A review of each RTP-SCS, public participation plan and related technical appendices was carried out to determine whether the MPOs that have Federally-recognized Tribal Governments in their regions conducted and ***documented*** the federally required, ***separate*** process of meaningful engagement and consultation. The review was conducted with the following questions in mind:

- Did the Federal Public Participation Plan (PPP) include tribal engagement and consultation?
- How was consultation and engagement documented in the RTP?
- How was the consultation and engagement process described in RTP?

[13] U.S. Department of Transportation, Federal Highway Administration, California Division, *Planning Finding for the State of California's 2015 FSTIP*, December 15, 2014, p. 3-4,.on file, Climate Change and Regional Planning Branch, Office of Regional Planning, Division of Transportation Planning, Caltrans.

Focus Area Results

The 12 MPOs with Tribal Governments in their regions represented in their RTP Checklist that they met the federal requirements. Most of the MPOs included general information about the Tribal Governments in their region to varying degrees in their public participation plan and/or in RTP-SCS content. Some of the MPOs referred to the federal requirements, listed required activities, and described how they intended to consult and engage with the Tribal Governments in the public participation plan. Two of the MPOs, SANDAG and MTC, provided good examples of how to achieve compliance with the federal requirements. In their RTP-SCS, SANDAG and MTC set forth how they conducted the separate process of engagement and consultation, and provided the related documentation. SANDAG and MTC's separate process that was conducted, along with the related description and documentation in the RTP-SCS, could serve as models for the remaining MPOs to comply with the federal requirements.[14]

There are many resources available to MPOs for assistance in this area. For example, the Western Tribal Technical Assistance Program (Western TTAP), supported with federal funding, provides not only technical services to California and Nevada Tribes but also to MPOs, RTPAs, Caltrans, and local agencies regarding tribal transportation issues and how to work effectively with Tribal Governments and Native communities.

Regarding general Tribal Government consultation requirements, all of the MPOs with Tribal Governments in their regions documented conducting consultation, and appeared to meet federal and state requirements. It should also be noted that in the 2015 FSTIP Planning Finding, the FHWA requested that Caltrans and MPOs "pay continued attention in both the statewide and metropolitan planning processes regarding consultation with Indian Tribal Governments."[15]

Focus Area Recommendations

Based on the focused review of the RTP-SCSs and public participation plans, the following recommendation was identified to improve the Guidelines regarding this focus area:

Recommendation #10: The CTC should expand guidance in the RTP Guidelines to assist MPOs in achieving compliance with the federal requirements as they consult and engage with the Tribal Governments in the development and implementation of the public participation plan.

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[14] Information regarding SANDAG's ongoing tribal engagement and consultation activities, along with RTP-SCS information can be found at the following links:
http://www.sandag.org/?subclassid=105&fuseaction=home.subclasshome;
http://www.sandag.org/index.asp?classid=19&subclassid=105&projectid=241&fuseaction=projects.detail;
http://www.sandag.org/uploads/2050RTP/F2050rtpC.pdf.
Information regarding MTC's tribal engagement and consultation documented in the RTP-SCS can be found at:
http://www.mtc.ca.gov/get_involved/ppp/Final_PPP_Dec_3_2010.pdf;
http://planbayarea.org/pdf/Draft_Plan_Bay_Area/Draft_PBA_Govt-Govt_Native_American_Tribes.pdf; accessed June 18, 2014. Information regarding Western TTAP can be found at http://www.nijc.org/ttap.html.

[15] U.S. Department of Transportation, Federal Highway Administration, California Division, *Planning Finding for the State of California's 2015 FSTIP*, December 15, 2014, p. 3-4,.on file, Climate Change and Regional Planning Branch, Office of Regional Planning, Division of Transportation Planning, Caltrans.

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Chapter 6–Focus Area #4: Financial Element and Transportation Expenditures

Focus Area Background

Statutes and regulations at the federal and State level require RTPs to contain an estimate of funds available for the 20 year planning horizon. The discussion of financial information is fundamental to the development and implementation of the RTP. The financial portions of the RTP identify the current and anticipated revenue sources and financing techniques available to fund the planned transportation investments described in other portions of the RTP. The intent is to define realistic financing constraints and opportunities. All projects, except illustrative projects (i.e., unconstrained projects), must be fully funded in order to be included in the RTP. With this financing information, alternatives are developed and used by the MPO, local agencies and state decision-makers in funding transportation projects. During programming and project implementation, the total cost of the project is refined and broken out by cost per phase (RTP Guidelines, page 96). Additionally, pursuant to the RTP Guidelines (p. 97), there are six major components that should be addressed in the financial portion of the plans:

- Projected Available Funds
- Projected Costs
- Projected Operation and Maintenance Costs
- Constrained RTP
- Un-Constrained (Illustrative) List of Projects
- Potential Funding Shortfall

Funding for California's transportation network derives from federal, state, and local governments along with private investments. Approximately 25 percent of the State's transportation funding comes from the federal government primarily through federal excise taxes on diesel and gasoline. Exclusive to California are State requirements pursuant to SB 45 (Kopp, 1997) that divide state transportation funding into two programs. A total of 75 percent of those federal and State funds go directly to MPOs and RTPAs that select projects to be included in their Regional Transportation Improvement Program (RTIP), a component of the RTP, which the CTC accepts (or rejects) in its entirety. The remaining 25 percent of this funding goes to the Interregional Transportation Improvement Program (ITIP) which programs projects to "improve state highways, the intercity passenger rail system, and interregional movement of people, vehicles, and goods." Caltrans prepares the ITIP. The State Transportation Improvement Program (STIP), approved by the CTC, includes the RTIPs and the ITIP.

Focus Area Requirements

Federal Requirements

An examination of financial resources is essential to the development and execution of a successful RTP. MPOs are required to meet specific requirements under Title 23 of the Code of Federal Regulations–Highways. The RTP must include a 20-year financial plan that

demonstrates how the transportation investments identified will be implemented, accompanied by clear justification for the project's need. All MPOs must establish the consistency of planned investments with available and reasonably expected funding sources. Revenue must be balanced against costs for the planned investments, including operational and maintenance costs for existing infrastructure. Additionally, all revenue and costs must be expressed in Year-of-Expenditure dollars, meaning MPOs must take into account reasonable levels of forecasted inflation. Existing circumstances and historical trends should also be taken into consideration.

All projects, regardless of short or long-term, must be "fiscally constrained." This means they need to demonstrate "sufficient funds (federal, State, local, and private) to implement proposed transportation systems, as well as operate and maintain the entire system, through the comparison of revenues and costs."

If funding shortfalls are identified, the plan must include recommendations on potential strategies to close the gap. In terms of air quality, MPOs in non-attainment or maintenance areas are also required to identify specific fiscal strategies that allow project implementation while reaching compliance.

While not required, MPOs may also include un-constrained (illustrative) candidate projects within their RTP. If financial resources became available, these projects may then be included in the adopted transportation plan.

State Requirements

California Government Code Section 65080(4) specifies that the RTP must contain a financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues. The State also has additional financial guidelines MPOs should consider. This includes highlighting projects of regional significance along with factors of local significance. Additionally, California statute requires consideration of system preservation, safety, and consistency between the first four years of RTP fund estimates and the first four years of STIP fund estimates, ensuring planning uniformity. Consistency statements between the RTP and ITIP, and RTP and FTIP, are also strongly suggested, depending on the MPO.

For example, while RTPs do not require formal approval from the federal or State government (apart from a federal conformity determination in nonattainment/maintenance areas), those entities work together to provide planning guidance and technical assistance throughout the entire process. On the whole, MPOs take this input into consideration, listening and incorporating suggestions throughout the document's creation. While there are certain core financial areas the MPOs must address in the RTP, the process of how the MPO achieves this can differ greatly.

Focus Area Review Methodology

This focus area review was conducted through the development of a matrix consisting of questions pulled from the 2010 RTP Checklist related to federal and State consultation and

public participation requirements for the RTP-SCS as specified in 23 CFR 450.322, California Government Code Sections 65080(4)(A), 65080(b)(4), and relevant sections of the Statewide Transportation Improvement Program (STIP) Guidelines. Utilizing the responses provided by the MPOs to these questions in the RTP-SCS Checklist, the corresponding sections of the RTP-SCS and appendices were reviewed. Observations regarding content for the focus area were then recorded in the review matrix. See Appendix S: Financial–MPO-RTP Review Questions Matrix for a template of the review matrix used. Completed MPO-RTP Review Questions Matrices for each MPO are on file at the Division of Transportation Planning, Caltrans.

Additionally, a review of the pre- and post- SB 375 MPOs RTP financial elements sections and related appendices was also attempted in order to create a table that would show MPO expenditures by project type/mode type before and after SB 375. However, there is no uniform way that the MPOs report their information so it was impossible to create consistent consolidated information to be used for this Report.

Focus Area Results

Each MPO represented that its RTP-SCS is fiscally constrained, meeting federal and State requirements. However, the CTC may consider adding the questions identified in Appendix G and Appendix S: Financial–MPO-RTP Review Questions Matrix to the next RTP checklist or standardized questionnaire that could assist readers in identifying where the RTP-SCS pages address financial planning requirements.

Statewide Comparison of SB 375 Effect on Investment Decisions

For the 2015 MPO RTP Review Report, Caltrans staff attempted to conduct a statewide comparison of certain pre- and post- SB 375 MPO investments described in the RTPs in order to ascertain possible effects SB 375 now has on investment decisions and project priorities. Staff initially reviewed the funding allocations of four MPOs' that were described in their pre-SB 375 RTP and post- SB 375 RTP-SCS. Staff found that while it was possible in certain instances to look at broad trends on an individual MPO basis, a statewide comparison was unachievable for two reasons:

- The MPOs could not be compared to each other because of differences in their respective funding sources and a wide variety of differences between their designations or assignment of descriptive categories for their funding streams. For example, in some cases operation and maintenance (O and M) is included in the road designation. In other cases, O and M is a distinct funding category. In some instances, MPOs separate local roads from highways, while others do not.

- In several cases, the definition of investment categories has been updated from the definitions used in the pre-SB 375 RTP to reflect changing priorities and investments within the MPO region.

Local Transportation Sales Tax Counties and MPOs in California

As previously mentioned in Chapter 1, in California, a county transportation commission or county transportation authority plays a significant role in developing and programming projects in a Regional Transportation Improvement Program. One-half of California MPOs are affected by local transportation sales taxes because all of the Self-Help Counties are located within MPOs' boundaries. Appendix E shows the RTP-SCS adoption dates for the MPOs included in this 2015 MPO RTP Review Report, their future estimated adoption years, and the terms of corresponding local transportation county sales tax (LTST) measures. Local governments provide half of all transportation funding through sources that include: local sales taxes, transit fares, development and impact fees, and property taxes. In California, voters in 20 of 58 counties have approved these LTST measures that require expenditure plans listing specific projects to be funded by designated sales tax revenues generated over a long period of time, typically 20 to 30 years. The information shows that the longevity of these LTST measures will influence the RTP-SCS of the MPOs for decades to come. With 90 percent of the LTST measures established pre-SB375, the earliest will expire or sunset in 2025. Three counties, Los Angeles, Imperial, and Santa Barbara, passed LTST measures two months after SB 375 was enacted (September 2008). However, the language was approved for publication on the ballot prior to SB 375. As of the date of this Report, post-SB 375 LTST measures have passed in Napa (2012) and Alameda (2014) counties.

Self-Help County transportation commissions and transportation authorities are statutorily authorized to fund and program projects included in the LTST measure expenditure plans. Because of the substantial funding amounts provided by Self-Help Counties to transportation infrastructure in California, Caltrans, Division of Transportation Planning obtained copies of the LTST ballot measure expenditure plans from the Registrar of Voters to provide the information in Appendix A: California MPOs with Counties that have Local Transportation Sales Tax Measures and Related Transportation Expenditure Plans. Based upon the original text of the ballot measures reviewed by voters during the county elections, Appendix A provides a snapshot of the program categories for each expenditure plan and corresponding time period for the duration of each ballot measure.

Focus Area Recommendations

See Recommendation #6: Expand the RTP checklist to identify the specific federal RTP requirements suggested in Appendix G.

The following Tables 6 and 7 summarize Appendix G and Appendix S, and identify federal RTP requirements including suggested financial element questions for the next update of the RTP Guidelines Checklist:

Table 6: Incorporating Appendix G and Appendix S
Appendix G: Federal RTP Checklist Requirements
Metropolitan Planning
Public and Stakeholder Participation
Financial Element

Table 7: Incorporating Appendix S
Appendix S: Financial – MPO-RTP Review Questions Matrix: These financial element questions could be included in the next update of the RTP Guidelines Checklist
Are strategies to ensure availability of new funding sources described in the RTP?
Are long range funding sources reasonably expected to be available?
Is there an assessment of capital investment and other strategies to preserve the existing and projected future metro transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs?
Are the design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in areas subject to conformity determinations? Are all improvements described in sufficient detail to develop cost estimates?
Does the financial plan demonstrate how adopted RTPs can be implemented under fiscal constraint?
Does the RTP consider preservation and safety incentives for resource areas or farmlands?

Since the questions directly align with federal requirements, FHWA could also use them to develop a matrix to use in their review process.

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Chapter 7—Focus Area #5: Performance Measures

Focus Area Background:

Transportation performance measures consist of a set of objective, measureable criteria used to evaluate the performance and effectiveness of the transportation system, government policies, plans and programs. Performance measures use statistical evidence to determine progress toward specific and defined objectives. This includes both evidence of fact, such as measurement of pavement surface smoothness or the percentage of transit service delivered on time (quantitative) and measurement of customer perception determined through customer surveys (qualitative). Performance measures help set goals and outcomes, detect and correct problems, and document accomplishments (RTP Guidelines, page 117).

California MPOs have been working among themselves and together with Caltrans, State agencies, and various stakeholders to try to develop a standardized set of core, California-specific performance monitoring indicators. In June 2013, SANDAG released its *Statewide Performance Monitoring Indicators for Transportation Planning Final Report* (*2013 SANDAG Final Report*), a deliverable pursuant to a Strategic Growth Council grant that supported SANDAG's sustainable communities planning efforts.

Focus Area Requirements:

MAP-21 (Pub.L.112-141) proposed requirements anticipating that the States and MPOs will need to establish targets in key national performance areas to document expectations for future performance. For a number of years prior to MAP-21 (July 2012), California MPOs have worked among themselves and together with Caltrans and other State agencies to identify and develop a standardized set of core performance monitoring indicators that could be used by MPOs and State agencies.[16] This work continues as there are a number of challenges that influence agreement on a core set of indicators such as data availability and accessibility, cost to acquire data, and uncertainty regarding specific requirements under the FAST Act until the Final Rules are issued by the FHWA at a future date.

However, regarding the targeted review related to performance measures, the 2015 FSTIP Planning Finding issued by FHWA specifically requested that Caltrans pay continued attention to this area in both the statewide and metropolitan planning processes. Finding 4.B. states:

> *MAP-21 Implementation: New Performance-Based Transportation Planning Requirements: Sections 1201 and 1202 of MAP-21 require that the metropolitan and statewide transportation planning processes provide for the establishment and use of a*

[16] U.S. Department of Transportation, Federal Highway Administration, California Division, *Planning Finding for the State of California's 2015 FSTIP*, December 15, 2014, p. 3, on file, Climate Change and Regional Planning Branch, Office of Regional Planning, Division of Transportation Planning, Caltrans. On June 2, 2014, the U.S. Department of Transportation issued the proposed rule related to these performance measures and standards: Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Proposed Rule, http://www.gpo.gov/fdsys/pkg/FR-2014-06-02/pdf/2014-12155.pdf, accessed June 2, 2014.

performance-based approach to transportation decision making to support the national goals described in 23 USC 150(b) and 49 USC 5301(c). MAP-21 requires each State and each MPO to establish performance targets that address the performance measures described in 23 USC 150(C) [MAP-21 section 1203] in accord with the following schedule:

i. Pursuant to 23 USC 150(c), the U.S. DOT Secretary, in consultation with the State DOTs, MPOs and other stakeholders, shall promulgate a rulemaking that establishes performance measures and standards.

ii. Not later than 1 year after the U.S. DOT Secretary has promulgated the final rulemaking, each State shall set performance targets that reflect the measures identified in 23 USC 159(d)(3), (4), (5), and (6).

iii. Pursuant to 23 USC 134(h)(2)(C), not later than 180 days after the State or provider of public transportation establishes the performance targets, each MPO shall establish performance targets.[17]

Focus Area Methodology:

This focus area was analyzed through review of each RTP-SCS, technical and supplemental appendices to compile a list of performance measures and/or indicators for the 2015 MPO RTP Review Report that the MPOs identified they are using (See Appendix F: MPOs Adopted RTP-SCS Performance Measures).

Focus Area Results:

Based on the RTP reviews conducted for this focus area, it appears the plans met the intent of the requirements regarding performance measures. It is important to note that performance measurement is a continually evolving area of practice. As such, a FHWA 2015 FSTIP Planning Finding (4.B) specifically requested that Caltrans pay continued attention in both the statewide and metropolitan planning processes to issues regarding performance measures. Appendix F, California MPOs Adopted RTP-SCS Performance Measures, provides a recent list of RTP-SCS performance measures as described by MPOs in their adopted RTP-SCS. The MPOs represent that these performance measures will be used to gauge their progress and steps forward in a number of transportation and land-use planning areas. In addition to reviewing the RTP-SCS, the technical appendices and supplemental reports were reviewed to complete the list for this Report. The information provided in Appendix F confirms that the number and type of measures vary widely across MPOs.

[17] U.S. Department of Transportation, Federal Highway Administration, California Division, *Planning Finding for the State of California's 2015 FSTIP*, December 15, 2014, p. 3, on file, Climate Change and Regional Planning Branch, Office of Regional Planning, Division of Transportation Planning, Caltrans. On June 2, 2014, the U.S. Department of Transportation issued the proposed rule related to these performance measures and standards: Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Proposed Rule, http://www.gpo.gov/fdsys/pkg/FR-2014-06-02/pdf/2014-12155.pdf, accessed June 2, 2014.

Focus Area Recommendations:

As previously mentioned, the number and type of performance measures vary widely across MPOs. However, long before MAP-21 was enacted in 2012, California MPOs have worked among themselves and together with Caltrans, State agencies, and various stakeholders to try to develop a standardized set of core, California-specific performance monitoring indicators. The *2013 SANDAG Final Report* describes the collective efforts that occurred between MPOs, State agencies and others to identify the most commonly used performance measures and indicators that could be monitored using statewide and regional data sources. The Report identifies nine proposed performance monitoring indicators, and offers five additional indicators to consider for future development.[18]

The CTC can build upon the recommendations from the *2013 SANDAG Final Report*, continue to work with State agencies, California Tribal Governments and various stakeholders, and look to recent efforts such as the California Transportation Plan update, CTP 2040 in order to finalize a set of California core performance indicators to include in the next *RTP Guidelines* update.[19]

Anticipated FAST Act and Subsequent Performance Measures impacts:

The CTC can also build upon what is currently known regarding the FAST Act impacts on the MAP 21 proposed Performance Measures. As of the publication of this Report, the FAST Act:

- Makes no significant changes to the performance management policy requirements included in MAP 21. This includes no new national-level performance measures beyond what is currently being developed through the federal rule-making process.
- Expands the scope of the planning process to include addressing resiliency and reliability as well as enhancing travel and tourism of the transportation system.
- Adds language that the long-range transportation plan shall consider public ports and freight shippers.
- Encourages consideration of intermodal facilities that support intercity buses as part of the metropolitan and statewide planning process. [20]

The FAST Act Final Rules include:

- Safety Performance Measure (PM 1)
- Highway Safety Improvement Program
- FHWA/FTA Metropolitan and Statewide Planning
- CMAQ Weighting Factors

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[18] *Statewide Performance Monitoring Indicators for Transportation Planning, Final Report*, June 28, 2013, http://www.dot.ca.gov/hq/tpp/offices/ocp/ATLC/documents/august_15_2013/document_links/indicator.pdf, accessed August 18, 2014.

[19] http://www.dot.ca.gov/hq/tpp/californiatransportationplan2040/Documents/index_docs/CTP_ReportPublicDraft_03022015.pdf#zoom=75, accessed March 3, 2015.

[20] *AASHTO Summary of the new Surface Transportation Bill: Fixing America's Surface Transportation (FAST) Act,* December 16, 2015

- Planning and Environmental Linkage
- Pavement/Bridge Performance Measure (PM2)
- Asset Management Plan
- System Performance Measure (PM3)
- FTA National Transit Safety Program
- FTA Transit Asset Management Plans
- FTA Transit Agency Safety Plans
- FTA Guidance on the National Transit Safety Plan

It is understood that Performance Measures will be developed for all of the above listed Final Rules. However at the publication of this Report, no Final Rules have been released, and no additional information will be available until the Final Rules and the Performance Measures have been published.

Recommendation #2: The CTC and Caltrans will need to ensure that the next update of the RTP Guidelines addresses any recent federal RTP requirements promulgated since the last update of the RTP Guidelines in 2010. The guidelines should also include relevant federal requirements when the FHWA releases the Final Rules regarding performance measures, as well as any other new planning-related requirements pursuant to the FAST Act and any other federal or State statutory requirements enacted as the guidelines are developed.

Recommendation #11: The CTC should continue collaboration with MPOs, RTPAs, State agencies, and Tribal Governments to complete the development of a core set of standardized performance measures, and indicators that align with federal and State requirements.

Chapter 8—Other Areas for Consideration in the RTP Guidelines

During review of the RTP-SCSs, the following additional topic areas and corresponding recommendations were identified as warranting consideration in future updates of the RTP Guidelines.

Governor's Executive Orders and Other Significant Guidelines:

Governor's Executive Orders, such as the recently issued B-32-15 mandating a coordinated statewide freight planning process, have the potential to influence the various RTP elements and the overall process used by MPOs to develop and implement the plans. Additionally, updates to statewide guidelines which may influence the preparation of programming documents that are informed by the RTP (such as the STIP Guidelines) should be incorporated as applicable in the next RTP Guidelines update.

Recommendation #12: The CTC should also provide guidance on how current STIP Guidelines can affect RTPs, and how the new requirements or processes, could impact how RTPs are developed and implemented.

Shifting from Level of Service to Vehicle Miles Traveled Measurements:

SB 743(Steinberg, 2013) requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service for evaluating transportation impacts to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Measurements of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated." Additionally, Caltrans is currently developing a Transportation Analysis Guide (TAG) as well as a Traffic Impact Study Guide (TISG) to develop transportation analysis procedures that are consistent with SB 743. As new CEQA Guidelines and traffic impact analysis guidelines are developed pursuant to SB 743, the environmental analysis and modeling chapters of the RTP Guidelines should be updated as appropriate.

Recommendation # 13: Align the RTP Guidelines to reflect changes to the environmental review process and traffic impact analysis methodology resulting from SB 743 and the shift from Level of Service measurement to Vehicle Miles Traveled. It should be noted, however; that SB 743 CEQA guidance is not final at this time and implementation issues still need to be evaluated. Only final SB 743 CEQA guidance will be reflected in the RTP Guidelines.

Technological Advancement and Long Range Transportation Planning:

Since the last update of the RTP Guidelines in 2010, considerable technological advances in vehicle technology and infrastructure operations have been made. These advancements (autonomous and connected vehicles, intelligent transportation systems innovations etc.) and

their role in the long range planning process warrant discussion in the next version of the RTP Guidelines.

Recommendation #14: As technological advances in transportation evolve (i.e. shared mobility, autonomous and connected vehicles etc.), the next RTP Guidelines development process should include a discussion of the challenges associated with long range planning to address new infrastructure considerations and needs, in this emerging policy area.

Appendix A: California MPOs with Counties that have Local Sales Tax Measures and Related Transportation Expenditure Plans

The following provides a snapshot of the program categories for each expenditure plan and corresponding time period for the duration of each ballot measure, respectively:

Appendix A : California MPOs with Counties that have Local Transportation Sales Tax Measures and Related Transportation Expenditure Plans						
MPO	**LTST County**	**2014 County Pop. Estimate[a]**	**Passed by 2/3 Voters**	**Measure**	**Time Period**	**Transportation Expenditure Plan Program Categories**
Multiple County MPOs						
SCAG	Los Angeles	10,041,797	11/2008	**Measure R** Synchronize traffic signals, Repair potholes, Extend light rail with airport connections, Improve freeway traffic flow (5,10,14, 60, 101,110, 138, 210, 405, 605, 710), Keep senior/student/disable fares low; Provide clean-fuel buses, Expand subway/Metrolink/bus service, Dedicate millions for community traffic relief. AB 2321 (Feuer, 2008) which authorized LA County Metropolitan Transportation Authority to impose the sales tax also includes a number of projects and corresponding funding amounts. See AB 2321 and related MTA Ordinance for additional information.	30 years 2009-2039	Transit Capital 35 percent New Rail and/or Bus Rapid Transit Capital Projects – Project definition depends on final environmental process Transit Capital 3 percent Metrolink Capital Improvement Projects Within L.A. County (Operations Maintenance and Expansion) Transit Capital 2 percent Metro Rail Capital–System Improvements, Rail Yards, Rail Cars Highway Capital 20 percent Carpool Lanes, Highways, Goods Movement, Grade Separations, Soundwalls Operations 5 percent Rail Operations (New Transit Project Operations and Maintenance Operations 20 percent Bus Operations Local Return 15 percent Major street resurfacing, Rehabilitation and reconstruction, Pothole repair, left turn signals Bikeways, pedestrian improvements, Streetscapes, signal sync, transit
	Orange	3,113,991	11/2006	**Renewed Measure M** (Measure M2) 1st Measure M passed by voters in 1990 for period of 20 years (1991-2011)	30 years 2011 - 2041	New Freeway Construction 43 percent Streets and Roads 32 percent Transit 35 percent

Appendix A : California MPOs with Counties that have Local Transportation Sales Tax Measures and Related Transportation Expenditure Plans

MPO	LTST County	2014 County Pop. Estimate[a]	Passed by 2/3 Voters	Measure	Time Period	Transportation Expenditure Plan Program Categories
	Riverside	2,279,967	11/2002	**Measure A** To Relieve traffic congestion, improve safety and air quality…to extend for 30 years the current ½ cent sales tax to: • Widen/improve routes 10, 15, 60, 71, 79, 86, 91, 111 and the 15/91 and 10/60 Interchanges • Maintain community streets • Expand transit for seniors and persons with disabilities • Expand Metrolink commuter rail 1st Measure A passed by voters in 1988 for period of 20 years (1989-2009)	30 years 2009-2039	State Highways/Regional Road Improvements 50 percent Local Streets and Roads 35 percent Public Transit 15 percent
	San Bernardino	2,085,669	11/2004	**Measure I** Continuation of ½ cent sales tax for local transportation purposes and the transportation expenditure plan 1st Measure A passed by voters in 1989 for period of 20 years (1990-2010)	30 years 2010 - 2040	San Bernardino Valley Subarea Freeway Projects 29 percent Freeway Interchange Projects 11 percent Major Street Projects 20 percent Local Street Projects 20 percent Metrolink/Rail Service 8 percent Senior/Disabled Transit 8 percent Express Bus/BRT Service 2 percent Traffic Mangmt Systems 2 percent Mountain/Desert Local Street Projects 70 percent Major Local Highway Projects 25 percent Senior/Disabled Transit 5 percent Cajon Pass 3 percent
	Imperial	180,672	11/2008	**Measure D** "Safe Roads, Air Quality, Pothole Repair and Continuation Measure" Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance and Expenditure Plan	40 years 2010-2050	State Highway Improvements 5 percent Transit 2 percent Local Street and Road Improvements 97 percent

Appendix A : California MPOs with Counties that have Local Transportation Sales Tax Measures and Related Transportation Expenditure Plans						
MPO	**LTST County**	**2014 County Pop. Estimate[a]**	**Passed by 2/3 Voters**	**Measure**	**Time Period**	**Transportation Expenditure Plan Program Categories**
MTC	Santa Clara	1,868,558	11/2000	**Measure A** To: Connect Bart to Milpitas, San Jose, Santa Clara, Build rail connection from San Jose Airport to BART, Caltrain light rail, Purchase vehicles for disabled access, senior safety, clean air buses, Provide light rail throughout Santa Clara County, Expand, electrify Caltrain, Increase rail, bus service	30 years 2006-2036	Text of Measure A: • Extend BART from Fremont through Milpitas to Downtown San Jose and Santa Clara Caltrain Station • Provide Connections from San Jose International Airport to BART, Caltrain and VTA Light Rail • Extend Light Rail from Downtown San Jose to East Valley • Purchase Low floor Light Rail Vehicles • Improve Caltrain: Double Track to Gilroy and Electrify from Palo Alto to Gilroy • Increase Caltrain Service • Construct New Palo Alto Intermodal Transit Center • Improve Bus Service in Major Bus Corridors • Upgrade Altamont Commuter Express (ACE) • Improve Highway 17 Express Bus Service • Connect Caltrain with Dumbarton Rail Corridor • Purchase Zero Emission Buses and Construct Service Facilities • Develop New Light Rail Corridors • Fund Operating and Maintenance Costs for Increased Bus, Rail and Paratransit Service
	Alameda	1,573,254	11/2000	**Measure B**	20 years 2002-2022	Mass Transit 43 percent Highway Infrastructure 17 percent Local Streets and Roads 24 percent Bike and Ped Safety 6 percent Special Transit – Seniors/Disabled 10 percent
			11/2014	**Measure BB**–extends Measure B to: • Expand and modernize BART in Alameda County • Improve transit connections to jobs and schools • Fix roads, improve highways and increase bike and ped safety • Reduce traffic congestion and improve air quality • Keep senior, student and disabled fares affordable	23 year extension 2022-2045	BART, Bus, Senior/ Youth Transit 48 percent Local Streets Maint. and Safety 30 percent Traffic Relief on Highways 9 percent Bike and Ped Paths and Safety 8 percent Community Development Invest 4 percent Technology 1 percent

Appendix A : California MPOs with Counties that have Local Transportation Sales Tax Measures and Related Transportation Expenditure Plans						
MPO	**LTST County**	**2014 County Pop. Estimate[a]**	**Passed by 2/3 Voters**	**Measure**	**Time Period**	**Transportation Expenditure Plan Program Categories**
	Contra Costa	1,087,008	11/2004	**Measure J** Extends ½ percent cent first established by Measure C 1st transportation Measure C passed by voters in 1988 for period of 20 years (1989-2009)	25 years 2010-2035	Capital Improvement Projects 4.6 percent Countywide Capital/Maint. 26.6 percent Other Countywide Programs 18.3 percent Subregional Projects/Programs 19.6 percent Other 1.0 percent
	San Francisco	836,620	11/2003 Special Election	**Proposition K** Superseded existing Expenditure Plan, implemented New Transportation Expend. Plan	30 years 2004-2034	Transit 65.5 percent Paratransit 8.6 percent Streets and Traffic Safety 24.6 percent Transportation Mangmt System 1.3 percent
	San Mateo	745,193	11/2004	**Extension Measure A** - San Mateo County Safe Roads, Traffic Relief and Public Transportation Measure Original Measure A passed in 1988 that expired 12/31/2008 (20 years) Purpose: Improve, construct, maintain and operate certain transportation projects and facilities contained in the 2004 Transportation Expenditure Plan adopted by County Board of Supervisors and all Cities in the County	25 years 2009-2034	Transit 30.0 percent Highways 27.5 percent Local Streets/Trans 22.5 percent Grade Separations 15.0 percent Pedestrian/Bike 3.0 percent Alternative Congestion Relief 1.0 percent
	Sonoma	490,486	11/2004	**Measure M** Traffic Relief Act for Sonoma County To maintain local streets, fix potholes, accelerate widening Highway 101, restore and enhance transit, support development of passenger rail, and build bike/pedestrian routes	20 years 2005-2025	Fix Potholes, Maintain Streets and Keep Traffic Moving 40 percent Highway 101 Improvements 40 percent Bus, Rail, Bicycle and Pedestrian 19 percent Administration 1 percent
	Marin	255,846	11/2004	**Measure A** Transportation Authority of Marin Traffic Relief and Better Transportation Act	20 years 2005-2025	Develop seamless local bus transit System, serves community needs, including special transit for seniors and disabled 55.0 percent Fully fund/ensure accelerated Completion of Highway 101 Carpool Lane Gap Closure 7.5 percent Maintain, improve, manage local Trans. infrastructure, Incl. roads, bikeways, sidewalks, paths 6.5 percent Reduce school related congestion, Provide safer access to schools 11.0 percent

Appendix A : California MPOs with Counties that have Local Transportation Sales Tax Measures and Related Transportation Expenditure Plans						
MPO	**LTST County**	**2014 County Pop. Estimate[a]**	**Passed by 2/3 Voters**	**Measure**	**Time Period**	**Transportation Expenditure Plan Program Categories**
	Napa	139,255	11/2012	**Measure T** Napa Countywide Road Maintenance Act	25 years 2018-2043	Local Streets and Roads Maintenance Program Total 99.00 percent Distribution: American Canyon 7.70 percent Calistoga 2.70 percent City of Napa 40.35 percent Napa County 39.65 percent St. Helena 5.90 percent Yountville 2.70 percent Administration 1.00 percent
SACOG	Sacramento	1,454,406	11/2004	**Measure A** To relieve traffic congestion, improve safety, and match state/federal funds by: Improving I-5, I-80, US 50, SR 99; Constructing a new road connecting I-5/SR 99/US 50; Maintaining/improving local roads; Increasing transit for seniors and disabled; Expanding/planning for light rail and commuter rail	30 years 2009–2039	Local Road Maintenance, Safety and Congestion Relief Program 38.00 percent Transit Congestion Relief Prog. 38.25 percent Senior/Disabled Trans.Services 4.50 percent Freeway Safety, Congestion Relief Program 12.00 percent Safety, Streetscaping, Pedestrian and Bicycle Facilities 5.00 percent Trans-Related Air Quality 1.50 percent General Program Admin .75 percent
Single County MPOs						
SANDAG	San Diego	3,194,362	11/2004	**Proposition A** San Diego County Transportation Improvement Program (TransNet Extension) To relieve traffic congestion, improve safety, and match federal/state funds by: • Expanding I-5, I-8, I-15, SR 52, SR 54, SR 56, SR 67, SR 76, SR 78, SR 94, SR 125, I-805; • Maintaining/improving local roads • Increasing transit for seniors/disabled persons • Expanding commuter express bus, trolley, Coaster services	40 years 2008-2048	Congestion Relief Program–Highway and transit capital projects 42.40 percent Congestion Relief Program–Operating Support for the BRT/Rail Transit Capital Improvements 8.10 percent Congestion Relief Program–Transit System Service Improvements 6.50 percent Local Programs 33.00 percent

Appendix A : California MPOs with Counties that have Local Transportation Sales Tax Measures and Related Transportation Expenditure Plans						
MPO	**LTST County**	**2014 County Pop. Estimate[a]**	**Passed by 2/3 Voters**	**Measure**	**Time Period**	**Transportation Expenditure Plan Program Categories**
SBCAG	Santa Barbara	433,398	11/2008	**Measure A** Santa Barbara County Road Repair, Traffic Relief Purpose: Repair potholes Provide safe routes to school Widen Highway 101 south of Santa Barbara to relieve congestion Implement local street/highway safety improvements Expand public bus services/passenger rail, with increased senior/disable accessibility Synchronize traffic signals Earthquake retrofit bridges/overpasses Increase pedestrian/bike safety Continuation of 1989 measure that expired 2010	30 years 2010-2040	Highway 101 Widening: Carpinteria to Santa Barbara 13.4 percent High Priority Transportation Projects: North County Subregion 43.3 percent South County Subregion 43.3 percent
Fresno COG	Fresno	964,040	11/2006	**Measure C** Fresno County Transportation, Safety, Road Repair Measure Extension of a 1986 measure that expired in 2007	20 years 2007-2027	Local Transportation Program 34.6 percent Regional Transportation Prog. 30.4 percent Regional Public Transit Prog. 24.0 percent Alternative Transportation Prog 6.0 percent Environmental Enhance Program 3.5 percent Administration/Planning Prog. 1.5 percent
San Joaquin COG	San Joaquin	710,731	11/2006	**Measure K Renewal** Traffic Relief, Safety, Transit, and Road Maintenance Program • Widening/improving Routes I-5, I-205, 99, 12, and 120 • Expanding ACE commuter rail and seniors/disabled transit services • Fixing potholes/resurfacing local roads • Reducing high accident locations countywide 1st Measure K for 20 years 1991-2011	30 years 2011-2041	Local Street Repair/Road Safety 35.0 percent Congestion Relief Projects 32.5 percent Railroad Crossing Safety Projects 2.5 percent Passenger Rail, Bus, Bicycles 30.0 percent

Appendix A : California MPOs with Counties that have Local Transportation Sales Tax Measures and Related Transportation Expenditure Plans						
MPO	**LTST County**	**2014 County Pop. Estimate[a]**	**Passed by 2/3 Voters**	**Measure**	**Time Period**	**Transportation Expenditure Plan Program Categories**
Tulare CAG	Tulare	459,446	11/2006	**Measure R** Regional - Major new projects to: • Improve freeway interchanges • Add additional lanes • Increase safety • Improve and reconstruct major commute corridors Local transportation program potential uses: • Pothole repair • Repave streets • Bridge repair or replacement • Traffic signals • Add additional lanes to existing streets/roads • Improve sidewalks • Separate street traffic from rail traffic Multi-modal mitigation program • New routes to enhance existing transit • Low emission buses • Night/weekend service • Bus shelters • Regional bike routes • Preliminary light rail investment	30 years 2007-2037	Regional Projects 50 percent Local Programs 35 percent Transit/Bicycle/Environmental 14 percent Administration/Planning 1 percent
Madera CTC	Madera	153,897	11/2006	**Measure T** Madera County Transportation Investment Measure To leverage federal and state matching funds; maintain, improve, make streets and roads safer (including maintenance districts); Extend Route 41 freeway, construct passing lanes; improve Avenue 12, Gateway, Cleveland, Route 99/23 interchange; improve access to schools, hospitals, farm to market operations; increase senior/disabled transportation 1st Measure A - 15 years, 1990-2005	20 years	Commute Corridors/Farm to Market Program 51.00 percent • 26 percent to Regional Streets/Highways • 25 percent Regional Rehab/Reconstruct/Maint Safe Routes to Schools and Jobs 44 percent • 13 percent Street Maintenance • 8.75 percent City Street Supplemental • 21.75 percent Flexible Program • .5 percent ADA compliance Street Maintenance Program 13 percent Transit Enhancement Program 2 percent Environmental Enhancement 2 percent Transportation Authority Salaries 1 perce

[a]California Department of Finance estimates were used for consistency, http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php, accessed June 3, 2014.
Sources: County of Alameda, Registrar of Voters. 2014 Measure BB, http://www.acgov.org/rov/elections/20141104/documents/MeasureBB-v5.pdf, accessed November 7, 2014; County of Contra Costa Transportation Authority. *2004 Measure J – Contra Costa's Transportation Sales Tax Expenditure Plan*, http://www.ccta.net/sources/detail/2/1, accessed January 30, 2015; County of Fresno, Registrar of Voters. *2006 Measure C – Fresno County Transportation, Safety, Road Repair Measure and Measure C Extension Expenditure Plan;* County of Imperial. Registrar of Voters. *2008 Measure D Renewal – Safe Roads, Air Quality, Pothole Repair Continuation Measure and Expenditure Plan;* County of Los Angeles. Registrar of Voters. *2008 County Measure R – Traffic Relief, Rail Extensions, Reduce Foreign Oil Dependence; Proposed Ordinance of Measure R and Expenditure Plan;* County of Madera, Elections Department. *2006 Voter's Pamphlet – Madera County Transportation Investment Measure T;* County of Marin, Department of Elections. *2004 Measure A - Traffic Relief and Better Transportation Act and Marin County Transportation Sales Tax Expenditure Plan;* County of Napa. Elections Division. *2012 Authority Ordinance No. 2012-01 – Napa Countywide Maintenance Act and Expenditure Plan;* County of Orange. Registrar of Voters. *2006 Measure "M" Transportation Improvement Plan;* County of Riverside. Registrar of Voters. *2002 Measure A to Relieve Traffic Congestion, Improve safety and Air Quality, and Expenditure Plan;* County of Sacramento. Voter Registration and Elections. *2004 Measure A and Sacramento County Transportation Expenditure Plan 2009-2039;* County of San Bernardino, Elections Office of the Registrar of Voters. *2004 Measure I - San Bernardino County Transportation Authority Ordinance No. 04-01 and Transportation Expenditure Plan;* County of San Diego, Registrar of Voters. *2004 Proposition A – San Diego County Transportation Improvement Program and TransNet Extension Ordinance and Expenditure Plan;* County of San Francisco. Registrar of Voters. *2003 Measure K – Sales Tax for Transportation and Expenditure Plan;* County of San Joaquin. Registrar of Voters Department. *2006 Measure K Renewal – San Joaquin Local Transportation Improvement Plan: Traffic Relief, Safety, Transit, and Road Maintenance Program;* County of San Mateo, Office of Assessor-County Clerk-Recorder and Chief Elections. *2004 Measure A – San Mateo County Safe Roads, Traffic Relief and Public Roads Transportation Measure and Transportation Expenditure Plan;* County of Santa Barbara, Registrar of Voters. *2008 Measure A – Santa Barbara County Road Repair, Traffic Relief and Transportation Safety Measure and Transportation Investment Plan;* County of Santa Clara, Registrar of Voters*, Official Ballot, County of Santa Clara, November 2000, Complete Text of Measure A;* County of Sonoma. Registrar of Voters. *2004 Quarter Cent Sales Tax- Measure M – Traffic Relief Act for Sonoma County and Expenditure Plan;* County of Tulare, Registrar of Voters. *2006 ½ Cent Transportation Sales Tax Measure Expenditure Plan.*

Appendix B: California MPOs Adopted RTP-SCS Scenario

A review and inventory was conducted for each adopted RTP-SCS planning scenario. With information from each of the MPO's adopted RTP document, the following tables show a compilation of the adopted RTP-SCS planning scenarios for the eighteen MPOs included in the 2015 MPO RTP Review Report.

Appendix B: California MPOs Adopted RTP-SCS Scenario	
MPO	**Adopted RTP-SCS Scenario**
Shasta RTA 6/2015	Future Land Use Scenarios (page 81 to 82) Scenario A: Rural and Peripheral Growth Scenario B: Urban Core and Corridors Scenario C: Distinct Cities and Towns Melding Scenarios B (Urban) and C (Distinct Cities) The three scenarios were tested using the 'UPlan' urban growth model. UPlan geographically allocates forecast growth and associated development throughout the region based on numerically weighted growth 'attractors' (such as transportation accessibility, infrastructure capacity, and enterprise zones); growth 'discouragers' (such as flood zones, severe topography, and environmentally sensitive lands); and growth 'masks' (such as bodies of water). Land is developed within the model in order of highest attraction value, until all growth has been accommodated within the region. Following an extensive public engagement effort, during which approximately one in seventy adult residents in Shasta County participated, near-equal preference was expressed for Scenario B and Scenario C. Viewed together, these two Scenarios captured nearly 90 percent of the community's votes. The final report recommended that a melding of Scenario B and Scenario C be used to inform implementation efforts.
San Luis Obispo COG 4/2015	Future Land Use Scenarios (page 2-22 to 2-25) 2020 Scenario: New Housing: 44 percent Multi-family housing New Employment: 93 percent in urbanized areas (cities and unincorporated urban communities) 2035 Scenario 1: Current Trends: New Housing: 25 percent Multi-family housing New Employment: 85 percent in urbanized areas (cities and unincorporated urban communities) 2035 Scenario 2: Preferred Growth Scenario New Housing: 35 percent Multi-family housing New Employment: 90 percent in urbanized areas (cities and unincorporated urban communities) 2035 Scenario 3: High Intensity Scenario New Housing: 45 percent Multi-family housing

Appendix B: California MPOs Adopted RTP-SCS Scenario	
MPO	**Adopted RTP-SCS Scenario**
	New Employment: 95 percent in urbanized areas (cities and unincorporated urban communities)
Merced CAG 9/2014	Scenario B: Blueprint, new growth at approximately 35 percent more density than historical pattern (pp. 62- 64) RTP states none of the scenarios meet CARB 2035 target of-10 percent GHG emissions reduction per capita; will be preparing an Sustainable Communities Strategy (p. 64)
Kings CAG 7/2014	Scenario No.2 : 10-15 percent transit investment with associated land use recommendations (12-16)
Madera CTC 7/2014	Hybrid Scenario (1-18, 6-27) States "based upon results of alternative scenario development process, Madera County is not able to meet the SCS GHG 5 and 10 percent GHG emission reduction targets." (1-18)
Tulare CAG 6/2014	Blueprint scenario (SCS-10) Based on application of development principles adopted as part of the 2009 Tulare County Regional Blueprint: 25 percent higher overall density for new development compared to Trend scenario and increased emphasis on transit
San Joaquin COG 6/2014	Scenario C–Enhanced–"Region-specific, balanced multi-modal plan" (Appendix M, p. 8-9) • Future growth aligned with recent general plan updates, climate/sustainability action plans and regional studies that identify mixed-use neighborhoods and shift greater proportion of growth to existing/planned Bus Rapid Transit (BRT) and transit corridors • Increased use of horizontal and vertical mixed-use • Increased use of development in select corridors to promote increased biking, walking, transit • Shift to smaller lot homes and attached housing types • Greater reinvestment in downtown and infill opportunities • Transportation investment to begin to focus more on TSM and TDM strategies

Appendix B: California MPOs Adopted RTP-SCS Scenario	
MPO	**Adopted RTP-SCS Scenario**
Fresno COG 6/2014	Scenario B: current planning assumptions proposed by membership agencies (RTP-SCS 4-6) "Hybrid" concept based on elements of several alternative growth scenarios developed originally by Fresno COG Blueprint Roundtable-May 29, 2008 (RTP-SCS 4-5)
Kern COG 6/2014	Vision: "Maintain, Fix and Finish What We Have" (ES-2) No preferred scenario stated per se but the foundation of the SCS is the Kern Regional Blueprint (2008) based on the local General Plans of the cities and county (4-5, 4-6) Utilized Directions to 2050 community engagement program that built upon Kern Regional Blueprint. Identified 3 priorities incorporated into SCS: • Enhance economic vitality • Provide adequate and equitable services • Conserve energy and natural resources, develop alternatives (2-12; 4-6) The Policy Element consists of 7 stated policy goals with related strategic action element aligned with each goal (2-1 - 11) Performance measures are aligned with each goal (2-16; D-9)
Stanislaus COG 6/2014	Scenario 3: Moderate Change (p. 66) • Emphasizes pattern of development comprised of compact, mixed-use neighborhoods and infill development, especially in downtowns • Greater mix of housing types • Higher percentage of new multi-family, mixed-use housing within and adjacent to downtowns/urban centers • Limited lower density, large-lot, single-family development • Transportation investment: 61 percent roadway, 33 percent transit, 5 percent Bike/ped

Appendix B: California MPOs Adopted RTP-SCS Scenario	
MPO	**Adopted RTP-SCS Scenario**
AMBAG 6/2014	The Preferred SCS Scenario is a combination Hybrid Scenario A and Hybrid Scenario B (4-6; E-6, F-23). Projects from both hybrids were included in mix that provides investment in safety, maintenance, operations, transit, complete streets and active transportation (E-6) Land Use • Focus additional growth within existing neighborhood communities in and adjacent to existing commercial corridors • Encourage/facilitate better jobs/housing balance • Encourage mixed use development within existing commercial corridors that have high quality transit service in order to support walkability and convenient access to services Transportation • A greater investment in bicycle and pedestrian infrastructure such that people can chose to walk or bike for shorter distance trips • Focus on creating more "Complete Streets" and encouraging "active transportation such as walking, and biking that are commonly associated with first and last mile of travel • Increase investment in local rapid/express bus services or rail service along high quality transit corridors • Focus transportation funding on safety, maintenance, and rehabilitation of existing roadway, and transit facilities throughout the region
Santa Barbara CAG 8/2013	Scenario 3+ Enhanced transit Strategy- Variation on and Combination of Scenarios 3 and 7 which is a Transit-Oriented Development (TOD)/Infill plan (1-2; 6-6) Consists of 3 core, inter-related components: • Land use plan, including residential densities and building intensities sufficient to accommodate projected population, household and employment growth • Multi-modal transportation network to serve the region's transportation needs • "Regional Greenprint" cataloguing open space, habitat, and farmland as constraints to urban development

Appendix B: California MPOs Adopted RTP-SCS Scenario	
MPO	**Adopted RTP-SCS Scenario**
MTC 7/2013	Plan Bay Area Preferred Scenario (PBA p. 26) Land Use Pattern–Jobs-Housing Connections Strategy • Focuses 78 percent of new housing and 62 percent of new jobs in Priority Development Areas • Reduces GHG emissions, limits growth outside of the region's core, and preserves natural resources and open space Transportation Network–Preferred Transportation Investment Strategy • Devotes 87 percent of funding to operate and maintain existing transportation network • Directs remaining funding to next-generation transit projects and other high-performing projects, to programs aimed at supporting focused growth and reducing GHG emissions, and to county-level agencies for locally designated priorities
Butte CAG 12/2012	Scenario 1: Balanced (4-6, 4-7) • Balanced share of new housing within the center, established, and new growth areas • Contains reasonable levels of infill development • Consistent with local and general plans and draft habitat conservation plan • Consistent with BCAG long-term regional growth forecasts by jurisdiction
Tahoe MPO 12/2012	Alternative 3–low development and highly incentivized redevelopment and RTP Transportation Strategy Package C (CARB Staff April 2013 Tech Eval, p. 2-3) • Changes existing land use designation for commercial/public services to mixed-use • Focuses on environmental redevelopment of existing built environment, such as community centers that provide sidewalks, trails, and transit access, with streamlined regulatory process • Variety of bicycle and pedestrian strategies, revitalization projects, Lake Tahoe Waterborne Transit Project, enhanced inter-regional transit operations

Appendix B: California MPOs Adopted RTP-SCS Scenario	
MPO	**Adopted RTP-SCS Scenario**
SCAG 4/2012	RTP-SCS is the Preferred Alternative B (p. 32-34); CARB May 2012 Staff Report, p. 39-40 Based on the Guiding Principles listed below, "three alternatives were defined and compared against a 'No Project Baseline' representing projects in the 2011 FTIP that…received full environmental clearance. Out of this evaluation, a preferred alternative was selected for the 2012-2035 RTP/SCS. The preferred alternative builds on the region's success over the last four years in implementing the previous 2008 RTP and moves the region forward in meeting mobility, air quality, public health, integrated land use and transportation strategies, and other regional goals." (p. 34) Guiding Principles used to develop Preferred Alternative: • Alternatives should strongly consider regional economic competitiveness and overall econ development to help region recover, prosper • Transportation investment commitments made by CTCs through local sales tax expenditure plans, adopted long-range plans, and board-adopted resolutions will be fully respected • Sub-regional SCS submitted by the Gateway COG and the Orange County COG will be respected and integrated into the alternatives • New investment strategies proposed over and beyond the CTC commitments will be funded only through new funding sources identified and approved by the Regional Council • Ensuring an appropriate level of funding for system preservation will be given a priority • Each of the alternatives will be evaluated using a set of accepted performance measures According to CARB May 2012 Staff Report (p. 39-40), two major policy objectives drive the alternative: • Greater focus on regional growth around High Quality Transit Areas (HQTA) • Accommodating future housing market demand

Appendix B: California MPOs Adopted RTP-SCS Scenario	
MPO	**Adopted RTP-SCS Scenario**
SACOG 4/2012	Appears Scenario 3 was chosen as preference at Sacramento County and regional workshops; Scenario 2 was preferred in Sutter and Placer counties. However, in the adopted MTP/SCS it is not clearly stated anywhere, including the appendices exactly what are the attributes of the scenario that was actually chosen as the MTP/SCS. (p. 16-23) Scenario 3: Land Use: • Highest share of new compact housing (75 percent) • Highest share of growth in Transit Priority Areas (TPAs) • Least dispersed development pattern/fewest developed acres Transportation • Highest amount of transit service • Highest amount of BRT, streetcar and rail • Least amount of new roads and road expansions • Same road maintenance and rehabilitation as Scenario ? [incomplete sentence in document–p. 16) • Most bicycle, pedestrian street, and trail projects Scenario 2: Land Use: • Higher share of new compact housing (68 percent, same as Blueprint) • More growth in TPAs • Less dispersed development pattern than Scenario 1/fewer developed acres Transportation: • More transit service Scenario • More BRT, streetcar and LRT Scenario • Less new road capacity and road expansion Scenario • More bicycle and pedestrian street and trail projects

Appendix B: California MPOs Adopted RTP-SCS Scenario	
MPO	**Adopted RTP-SCS Scenario**
SANDAG 10/2011	Hybrid Scenari –Preferred Revenue Constrained Transportation (Technical Appendix 9–SANDAG Board Agenda Item 10-12-13, December 17, 2010) Goal of developing scenarios: "attempt to build and operate as much of the Unconstrained Transportation Network as possible, given revenue availability and flexibility, and project priorities." Merged 2 of 4 proposed scenarios: Fusion and Highway Emphasis Scenarios. See Technical Appendix 9 for detailed information. Hybrid Scenario was then developed as preferred scenario versus no additional expansion of the regional transportation network-No Build Alterative (2-4, 2-5) RTP-SCS "building blocks" include: (3-4) • Land use pattern that accommodates region's future employment and housing needs, and protects sensitive habitats and resource areas • Transportation network of public transit, managed lanes, and highways, local streets, bikeways and walkways built and maintained with reasonably expected funding • Managing demands on transportation system (TDM) in ways that reduce or eliminate traffic congestions during peak periods of demand • Managing transportation system (TSM) through measures that maximize efficiency of transportation network • Innovative pricing policies and other measures designed to reduce VMT and traffic congestion during peak periods of demand
Sources: 18 MPOs' RTP-SCS, related Technical Appendices and Supplemental Reports on file, Office of Regional Planning, Division of Transportation Planning, Caltrans; CARB Technical Evaluations of the Greenhouse Gas Emission Reduction Quantifications (CARB Staff Reports) issued as of January 29, 2015, http://www.arb.ca.gov/cc/sb375/sb375.htm	

Appendix C: Historical Summary of SB 375 Implementation

The following Appendix is a historical summary of the implementation of SB 375 focusing on the first round of the MPOs' adoption of their RTP-SCSs and the related CARB review:

Appendix C: Historical Summary of SB 375 Implementation: MPO RTP Adoption and ARB Review		
Date	**Responsible Party**	**Action**
09/23/2010	CARB	Set GHG passenger and light truck reduction targets for 2020 and 2035 for 18 MPOs
04/2011	SANDAG	Draft RTP with SCS for public review
07/2011-09/2011	CARB	Review and technical evaluations of SANDAG draft RTP-SCS
10/28/2011	SANDAG	Board adopts RTP-SCS
11/01/2011	CARB	Accepts SANDAG's quantification of GHG emission reductions from its Final RTP-SCS
11/2011	SACOG	Draft RTP with SCS for public review
12/2011	SCAG	Draft RTP with SCS for public review
04/04/1012	SCAG	Board adopts RTP-SCS
04/19/2012	SACOG	Board adopts RTP-SCS
05/2012	CARB	Review and technical evaluation of Final SACOG RTP-SCS
05/2012	CARB	Review and technical evaluation of Final SCAG RTP-SCS
06/04/2012	CARB	Accepts SCAG's quantification of GHG emission reductions from its Final RTP-SCS
6/12/2012	CARB	Accepts SACOG's quantification of GHG emission reductions from its Final RTP-SCS
08/2012	TMPO/TRPA	Draft RTP with SCS for public review
09/2013	Butte CAG	Draft RTP with SCS for public review
12/12/2012	TMPO/TRPA	Board adopts RTP-SCS
12/13/2012	Butte CAG	Board adopts RTP-SCS
03/2013	MTC	Draft RTP with SCS for public review
04/2013	SBCAG	Draft RTP with SCS for public review
04/2013	CARB	Review and technical evaluation of Butte CAG Final RTP-SCS
04/2103	CARB	Review and technical evaluation of TMPO/TRPA Final RTP-SCS
04/25/2013	CARB	Accepts Butte CAG's quantification of GHG emission reductions from its Final RTP-SCS
04/25/2013	CARB	Accepts TMPO/TRPA's quantification of GHG emission reductions from its Final RTP-SCS
07/18/2013	MTC/ABAG	Board adopts RTP-SCS
08/15/2013	SBCAG	Board adopts RTP-SCS
11/2013	CARB	Review and technical evaluation of SBCAG Final RTP-SCS
11/21/2013	CARB	Accepts SBCAG's quantification of GHG emission reductions from its Final RTP-SCS
04/2014	CARB	Review and technical evaluation of MTC/ABAG Final RTP-SCS
04/10/2014	CARB	Accepts MTC/ABAG's quantification of GHG emission reductions from its Final RTP-SCS
6/11/2014	AMBAG	Board adopts RTP-SCS
6/18/2014	Stanislaus COG	Board adopts RTP-SCS
6/19/2014	Kern COG	Board adopts RTP-SCS
6/26/2014	Fresno COG	Board adopts RTP-SCS
6/26/2014	San Joaquin COG	Board adopts RTP-SCS
6/30/2014	Tulare CAG	Board adopts RTP-SCS
7/11/2014	Madera CTC	Board adopts RTP-SCS
7/30/2014	Kings CAG	Board adopts RTP-SCS
8/2014	CARB	Preliminary Draft Staff Report on SB 375 Greenhouse Gas Reduction Target Update Process
9/25/2014	Merced CAG	Board adopts RTP-SCS

Appendix C: Historical Summary of SB 375 Implementation: MPO RTP Adoption and ARB Review		
10/2014	CARB	Staff Report on SB 375 Greenhouse Gas Emissions Reduction Target Update Process
11/2014	CARB	Review and technical evaluation of AMBAG Final RTP-SCS
1//29/2015	CARB	Accepts Fresno COG's quantification of GHG emission reductions from its Final RTP-SCS
2/2015	CARB	Review and technical evaluation of Fresno COG Final RTP-SCS
4/2015	San Luis Obispo COG	Board adopts RTP-SCS
5/2015	CARB	Review and technical evaluation of San Joaquin COG Final RTP-SCS
6/2015	CARB	Review and technical evaluation of Stanislaus COG Final RTP-SCS
6/2015	CARB	Review and technical evaluation of San Luis Obispo COG Final RTP-SCS
6/2015	Shasta RTA	Board adopts RTP-SCS
7/2015	CARB	Review and technical evaluation of Kern COG Final RTP-SCS
10/2015	CARB	Review and technical evaluation of Tulare CAG Final RTP-SCS
10/2015	CARB	Review and technical evaluation of Kings COG Final RTP-SCS
10/2015	CARB	Review and technical evaluation of Shasta County RTPA Final RTP-SCS
Sources: California Environmental Protection Agency, Air Resources Board, Climate Change - SB 375 Implementation, Sustainable Communities, http://www.arb.ca.gov/cc/sb375/sb375.htm, accessed February 28, 2015; Office of Regional Planning, Division of Transportation Planning, Caltrans.		

Appendix D: California MPOs RTP-SCS Regional Demographic Forecasting, Land Use Scenario Planning and TDM Tools

This Appendix inventories the MPOs' response to Gov. Code 14522.2 and 2010 RTP Checklist question (General 5): Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? In addition to the RTP-SCS, technical appendices and supplemental reports were reviewed to compile this information. It should be noted that this table applies only to the first round of the MPOs' SCSs. The following table lists the demographic forecasting, land use scenario and TDM tools used by each of the MPOs[20]:

Appendix D: California MPO RTP-SCS Regional Demographic Forecasting, Land Use Scenario Planning and TDM Models and Tools			
MPO ***2010 RTP Guidelines* Chapter 3 - Modeling Group Designation**	**Regional Demographic Forecasting**	**Land Use Scenario Planning**	**Travel Demand Modeling (TDM)**
Shasta RTA **B**	Shasta SIM (page 86)	UPlan Urban Growth Model (page 81)	Shasta SIM (page 95)
San Luis Obispo COG **B**	• 2040 Regional Growth Forecast (AECOM, 2011) • SLOCOG Regional Land Use Model (RLUM) and CommunityViz Indicators (page 2-27)	SLOCOG Regional Land Use Model (RLUM) and CommunityViz Indicators (page 2-21)	Regional Traffic Model (RTM) (page 2-34)
Merced CAG **B**	*SJV Demographic Forecasts: 2010 to 2050*	Envision Tomorrow (SJVRPA's Director's Committee 2/4/2014 letter to CARB, p.7)	Updated three county travel demand model (MCAG, StancOG and SJCOG)Tri-county TDM (StanCOG and SJCOG)
Kings CAG **B**	*SJV Demographic Forecasts: 2010 to 2050*	GIS and a spreadsheet tool to allocate future land use	KCAG travel demand model was developed under San Joaquin Valley Model Improvement Program (SJVMIP) (12-18)
Madera CTC **B**	*SJV Demographic Forecasts: 2010 to 2050*	UPlan (SJVRPA's Director's Committee 2/4/2014 letter to CARB, p. 10)	San Joaquin Valley Model Improvement Program (SJVMIP)

[20] All MPOs used ARB's Emission FACtors (EMFAC) model available at the time of developing their RTP-SCS, therefore an "EMFAC" column is not included in Table 7. EMFAC is a California specific computer model that calculates daily emissions of air pollutants from on-road motor vehicles operating in California.

Appendix D: California MPO RTP-SCS Regional Demographic Forecasting, Land Use Scenario Planning and TDM Models and Tools			
MPO ***2010 RTP Guidelines* Chapter 3 - Modeling Group Designation**	**Regional Demographic Forecasting**	**Land Use Scenario Planning**	**Travel Demand Modeling (TDM)**
Tulare CAG **C**	*SJV Demographic Forecasts: 2010 to 2050*	Envision Tomorrow–business as usual scenario UPlan–alternative scenario development (SJVRPA's Director's Committee 2/4/2014 letter to CARB, p.11)	TCAG travel demand model was developed under San Joaquin Valley Model Improvement Program (SJVMIP)
San Joaquin COG **D**	Population and household projections were based on SJV Demographic Forecasts: 2010 to 2050. Employment projections: University of the Pacific; employment forecasts: HIS-Global Insight regional forecasting models using Aremos forecasting software Forecast based upon UOP's San Joaquin County specific econometric model with drivers linked to state and national forecasts to account for macro trends. (SJVRPA' Director's Committee 2/4/2014 letter to CARB, p.5)	Envision Tomorrow to allocate the project number and types of housing and employment locations (SJVRPA' s Director's Committee 2/4/2014 letter to CARB, p.7)	Three county travel demand model (MCAG, StanCOG and SJCOG) was developed under San Joaquin Valley Model Improvement Program (SJVMIP)
Fresno COG **D**	*SJV Demographic Forecasts: 2010 to 2050*	Envision Tomorrow to allocate the projected number and types of housing and employment locations (SJVRPA's Director's Committee 2/4/2014 letter to CARB, p.7)	FresnoCOG travel demand model was developed under San Joaquin Valley Model Improvement Program (SJVMIP)
Kern COG **D**	2009 KernCOG Forecast (G-8)	Updated KernCOG UPlan to allocate the projected number and types of housing and employment locations (SJVRPA' Director's Committee 2/4/2014 letter to CARB, p.9)	KernCOG travel demand model developed under San Joaquin Valley Model Improvement Program (SJVMIP)
Stanislaus COG **D**	*SJV Demographic Forecasts: 2010 to 2050* (Appendix J)	Envision Tomorrow to allocate the projected number and types of housing and employment locations (SJVRPA's Director's Committee 2/4/2014 letter to CARB, p.7)	Three county travel demand model (MCAG, StanCOG and SJCOG) was developed under San Joaquin Valley Model Improvement Program (SJVMIP)
AMBAG **C**	Center for Continuing Study of the California Economy developed regional growth projections, used same method as "other MPOs" (ABAG, SACOG, SCAG, SBCAG per CARB November 2014 Staff Report, p. 6) which emphasizes employment as primary driver of long-term population change at regional scale vs. cohort component	UPlan Cluster model (F-13)	Trip-based, four-step Regional Travel Demand Model (RTDM) run in TransCAD version 6.0 platform, includes Monterey, San Benito, Santa Cruz counties (F-5)

Appendix D: California MPO RTP-SCS Regional Demographic Forecasting, Land Use Scenario Planning and TDM Models and Tools			
MPO ***2010 RTP Guidelines* Chapter 3 - Modeling Group Designation**	**Regional Demographic Forecasting**	**Land Use Scenario Planning**	**Travel Demand Modeling (TDM)**
	method which assumes birth, death, migration rates to project growth (A-6)		
Santa Barbara CAG **C**	SBCAG 2012 Regional Growth Forecast (CARB November 2013 Staff Report, p. 7)	UPlan (D-1)	Upgraded "4D" multi-modal travel model; variable add-on can account for Density, Diversity, Design and Destination – four Ds (D-6) CARB November 2013 Staff Report, p. 11)
MTC **E**	Prepared by Center for Continuing Study of the California Economy (CCSCE); assumes job growth is driving force behind regional population and household growth; Microsoft Excel-based model utilizing Microsoft Access, ESRI and ESRO ArcGIS databases to process, refine, and consolidate large datasets. Final regional forecast validated by CCSCE, UC Berkeley, CA Dept. of Finance and CA HCD (Final Forecast of Jobs, Population and Housing, p. 2)	Urban Simulation (UrbanSim) developed by UC Berkeley (CARB April 2014 Staff Report, p. 53)	Coordinated Travel Regional Activity-Based Modeling Platform (CT_RAMP) called Travel Model One (CARB April 2014 Staff Report, p. 53)
Butte CAG **B**	2010-2035 BCAG Regional Growth Forecast	BCAG Regional Land Use Allocation Model (CARB April 2013 Staff Report, p. 22)	3-step BCAG Regional Travel Demand Model (CARB April 2013 Staff Report, p. 22-23)
Tahoe MPO **B**	Based upon 2010 U.S. Census tract level data from eastern El Dorado County and for eastern Placer County to derive population estimates	Crowdbrite–map-based computer technology; online crowd-sourcing tool (7-5)	Lake Tahoe Activity-Based Transportation Model - resident model and visitor model (C-1; CARB Staff April 2013 Tech Eval, p. 18) Trip Reduction Impact Analysis (TRIA) model (C-1, 10) Calculation of share of VMT attributable to California portion of Lake Tahoe Region (C-1)
SCAG **E**	SCAG Integrated Growth Forecast (CARB May 2012 Staff Report, p. 30-32)	SCAG Sketch Planning Model (CARB May 2012 Staff Report, p. 36-40)	SCAG Travel Demand Model uses TransCAD to calculate changes in travel demand based on number of different modeling inputs; is an aggregation of different sub-models, including an Auto Availability Model and 4D Model (CARB May 2012 Staff Report, p. 17-19, 27-28)
SACOG **E**	Prepared by Center for Continuing Study of the California Economy (CCSCE) and DB Consulting (CARB May 2012 Staff Report, p. 38)	I-PLACE3S Model (CARB May 2012 Staff Report, p. 21)	Sacramento Activity-Based Travel Simulation Model (SACSIM) (CARB May 2012 Staff Report, p. 22)

Appendix D: California MPO RTP-SCS Regional Demographic Forecasting, Land Use Scenario Planning and TDM Models and Tools			
MPO ***2010 RTP Guidelines* Chapter 3 - Modeling Group Designation**	**Regional Demographic Forecasting**	**Land Use Scenario Planning**	**Travel Demand Modeling (TDM)**
SANDAG **E**	2050 Regional Growth Forecast which consists of 3 models: • Demographic and Economic Forecasting Model (DEFM) • Inter-regional Commute Model (IRCM) • Urban Development Model (UDM)	Envision 2050 (9-9)	4-step SANDAG TRM based on TransCAD platform (CARB Staff Info Report September 2011, p. 12)
Sources: 18 MPOs' RTP-SCS, related Technical Appendices and Supplemental Reports on file, Office of Regional Planning, Division of Transportation Planning, Caltrans; CARB Technical Evaluations of the Greenhouse Gas Emission Reduction Quantifications (CARB Staff Reports) issued as of January 29, 2015, http://www.arb.ca.gov/cc/sb375/sb375.htm.			

Appendix E: RTP-SCS Adoption Dates, Future Estimated Adoption Years, and Local Transportation County Sales Tax Measure Terms

The information shows that the longevity of these LTST measures will influence the RTP-SCS of the MPOs for decades to come. As of December 2015, the following table is intended to show only those MPOs with LTST measures. The following tables show the RTP-SCS adoption dates for the MPOs included in this Report, their future estimated adoption years, and the terms of corresponding local transportation county sales tax (LTST) measures:

Appendix E: *2015 MPO RTP Review Report* RTP-SCS Adoption Dates, Future Estimated Adoption Years, and Local Transportation County Sales Tax Measure Terms

MPO	LTST County	2014 County Population Estimate[a]	Passed by 2/3 Voters	Local Transportation Sales Tax Measure	LTST Measure Term
SCAG RTP-SCS Adoption Date: 4/2012 Estimated: 2016, 2020 2024, 2028 2032, 2036 2040	Los Angeles	10,041,797	11/2008	Measure R	30 years 2009–2039
	Orange	3,113,991	11/2006	Measure M (Measure M2)	30 years 2011–2041
	Riverside	2,279,967	11/2002	Measure A	30 years 2009–2039
	San Bernardino	2,085,669	11/2004	Measure I	30 years 2010–2040
	Imperial	180,672	11/2008	Measure D	40 years 2010–2050
MTC RTP-SCS Adoption Date: 7/2013 Estimated: 2017, 2021 2025, 2029 2033, 2037	Santa Clara	1,868,558	11/2000	Measure A	30 years 2006–2036
	Alameda	1,573,254	11/2000	Measure B	20 years 2002–2022
			11/2014	Measure BB Extends Measure B	23 year extension 2022–2045
	Contra Costa	1,087,008	11/2004	Measure J	25 years 2010–2035
	San Francisco	836,620	11/2003	Proposition K	30 years 2004–2034
	San Mateo	745,193	11/2004	Extension Measure	25 years 2009–2034
	Sonoma	490,486	11/2004	Measure M	20 years 2005–2025
	Marin	255,846	11/2004	Measure A	20 years 2005–2025
	Napa	139,255	11/2012	Measure T	25 years 2018–2043

Appendix E: *2015 MPO RTP Review Report* RTP-SCS Adoption Dates, Future Estimated Adoption Years, and Local Transportation County Sales Tax Measure Terms					
MPO	**LTST County**	**2014 County Population Estimate[a]**	**Passed by 2/3 Voters**	**Local Transportation Sales Tax Measure**	**LTST Measure Term**
SACOG RTP-SCS Adoption Date: 4/2012 Estimated: 2015, 2019 2023, 2027 2031, 2035 2039	Sacramento	1,454,406	11/2004	Measure A	30 years 2009–2039
SANDAG RTP-SCS Adoption Date: 10/2011 Estimated: 2015, 2019 2023, 2027 2031, 2035 2039, 2043 2047	San Diego	3,194,362	11/2004	Proposition A	40 years 2008–2048
SBCAG RTP-SCS Adoption Date: 8/2013 Estimated: 2017, 2021 2025, 2029 2033, 2037	Santa Barbara	433,398	11/2008	Measure A	30 years 2010–2040
Fresno COG RTP-SCS Adoption Date: 6/2014 Estimated: 2018, 2022 2026	Fresno	964,040	11/2006	Measure C	20 years 2007–2027
San Joaquin COG RTP-SCS Adoption Date: 6/2014 Estimated: 2018, 2022 2026, 2030	San Joaquin	710,731	11/2006	Measure K	30 years 2011–2041

Appendix E: *2015 MPO RTP Review Report* RTP-SCS Adoption Dates, Future Estimated Adoption Years, and Local Transportation County Sales Tax Measure Terms					
MPO	**LTST County**	**2014 County Population Estimate[a]**	**Passed by 2/3 Voters**	**Local Transportation Sales Tax Measure**	**LTST Measure Term**
2034, 2038					
Tulare CAG Adoption Date: 6/2014 Estimated: 2018, 2022 2026, 2030 2034	Tulare	459,446	11/2006	Measure R	30 years 2007–2037
Madera CTC RTP-SCS Adoption Date: 6/2014 Estimated: 2018, 2022 2026	Madera	153,897	11/2006	Measure T	20 years 2007–2027

[a]California Department of Finance estimates were used for consistency, http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php, accessed June 3, 2014.
Sources: Office of Regional Planning, Division of Transportation Planning, Caltrans; County of Alameda, Registrar of Voters. 2014 Measure BB, http://www.acgov.org/rov/elections/20141104/documents/MeasureBB-v5.pdf, accessed November 7, 2014; County of Contra Costa Transportation Authority. *2004 Measure J – Contra Costa's Transportation Sales Tax Expenditure Plan*, http://www.ccta.net/sources/detail/2/1, accessed January 30, 2015; County of Fresno, Registrar of Voters. *2006 Measure C – Fresno County Transportation, Safety, Road Repair Measure and Measure C Extension Expenditure Plan;* County of Imperial. Registrar of Voters. *2008 Measure D Renewal – Safe Roads, Air Quality, Pothole Repair Continuation Measure and Expenditure Plan;* County of Los Angeles. Registrar of Voters. *2008 County Measure R – Traffic Relief, Rail Extensions, Reduce Foreign Oil Dependence; Proposed Ordinance of Measure R and Expenditure Plan;* County of Madera, Elections Department. *2006 Voter's Pamphlet – Madera County Transportation Investment Measure T;* County of Marin, Department of Elections. *2004 Measure A - Traffic Relief and Better Transportation Act and Marin County Transportation Sales Tax Expenditure Plan;* County of Napa. Elections Division. *2012 Authority Ordinance No. 2012-01 – Napa Countywide Maintenance Act and Expenditure Plan;* County of Orange. Registrar of Voters. *2006 Measure "M" Transportation Improvement Plan;* County of Riverside. Registrar of Voters. *2002 Measure A to Relieve Traffic Congestion, Improve Safety and Air Quality, and Expenditure Plan;* County of Sacramento. Voter Registration and Elections. *2004 Measure A and Sacramento County Transportation Expenditure Plan 2009-2039;* County of San Bernardino, Elections Office of the Registrar of Voters. *2004 Measure I - San Bernardino County Transportation Authority Ordinance No. 04-01 and Transportation Expenditure Plan;* County of San Diego, Registrar of Voters. *2004 Proposition A – San Diego County Transportation Improvement Program and TransNet Extension Ordinance and Expenditure Plan;* County of San Francisco. Registrar of Voters. *2003 Measure K – Sales Tax for Transportation and Expenditure Plan;* County of San Joaquin. Registrar of Voters Department. *2006 Measure K Renewal – San Joaquin Local Transportation Improvement Plan: Traffic Relief, Safety, Transit, and Road Maintenance Program;* County of San Mateo, Office of Assessor-County Clerk-Recorder and Chief Elections. *2004 Measure A – San Mateo County Safe Roads, Traffic Relief and Public Roads Transportation Measure and Transportation Expenditure Plan;* County of Santa Barbara, Registrar of Voters. *2008 Measure A – Santa Barbara County Road Repair, Traffic Relief and Transportation Safety Measure and Transportation Investment Plan;* County of Sonoma. Registrar of Voters. *2004 Quarter Cent Sales Tax- Measure M – Traffic Relief Act for Sonoma County and Expenditure Plan;* County of Tulare, Registrar of Voters. *2006 ½ Cent Transportation Sales Tax Measure Expenditure Plan.*

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Appendix F: MPOs Adopted RTP-SCS Performance Measures

This recent list of RTP-SCS performance measures are selected by the MPOs and described in their adopted RTP-SCS. The MPOs represented that these performance measures will be used to gauge their progress and steps forward in a number of transportation and land-use planning areas. This confirms that the number and type of measures vary widely across MPOs. The following tables show the Adopted RTP-SCS Performance Measures:

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**
Shasta RTA 6/2015 Regional Performance Measures and Draft MAP 21 Performance Measures	2015-2035 Regional Performance Measures (page 75 to 79) When considering performance measures, the following criteria are used: • -Is it required by federal or State law? • Is it instrumental when competing for transportation planning and capital funds? -Is it tied to RTP goals and objectives? • Is data readily available (e.g. no additional cost to generate or acquire data) and routinely updated so that performance can be tracked over time? • Is it analogous to that which is used by other regions and state departments (i.e. is it consistent with accepted methodology and data standards to allow for comparison)? The prominence of performance measures has been elevated in the most recent federal transportation bill (MAP 21). MAP 21 is now a performance and outcome-based program that looks to invest resources in projects that best address a set of national goals. Performance measures selected for the 2015 RTP are tentative pending the final outcome of federal performance measure rulemakings. Results will be incorporated into the scheduled 2018 RTP update. 2015 RTP and SCS Performance Measures: Transportation System Utilization and Mode Share • Average Daily VMT • Average Daily SB 375 VMT • Miles of roadway at LOS ‘D’, ‘E’, and ‘F’ • Daily Transit Boardings • # of miles of bikeways • Class I • Class II • Percentage of trips by mode

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**

	• Drive alone
	• Shared ride (2 persons)
	• Shared ride (3+ persons)
	• School bus
	• Transit
	• Bike
	• Walk
	
	Mobility/Accessibility
	• Number of Households within ½ mile of transit
	• Number of Jobs within ½ mile of transit
	• Average commute time (minutes) by workers
	• Average trip duration (minutes) by mode
	  • Drive alone
	  • Shared Ride 2
	  • Shared Ride 3+
	  • School bus
	  • Transit
	  • Bike
	  • Walk
	  • All Modes
	
	Safety
	• Number of fatalities
	• Number of injuries
	• Number of bicycle and pedestrian collisions
	
	Environment
	• Pounds of CO2/year/captia–Passenger Vehicles Only
	• GHG Reductions (SB 375) per capita
	• Prime agricultural lands saved from conversion (acres)
	• Environmentally sensitive lands saved from conversion (acres)
	
	Draft MAP 21 Performance Measures:
	• Serious injuries per VMT
	• Number of serious injuries
	• Fatalities per VMT
	• Number of fatalities
	• Pavement condition on the Interstate System
	• Pavement condition on the non-Interstate National Highway System

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**
	• Bridge condition on the National Highway System • Traffic congestion • On-road mobile sources emissions • Freight movement on the Interstate system • Performance of the Interstate system • Performance of the non-Interstate NHS Note: The proposed methodology for each MAP 21 performance measure has not been finalized. The final measures and methodology will not be official until the FHWA and FTA post Notices of Final Rulemakings (tentatively late 2015/early 2016). Targets to be developed by Caltrans in 2016 (tentatively).
San Luis Obispo COG 12/2014 Performance Monitoring Indicators	Performance Monitoring Indicators and MAP 21 Categories (page 7-5 to 7-6) **Congestion Reduction** • Vehicle Miles Traveled per capita • Percentage of Congested Freeway • Mode Share **Infrastructure Condition** • State of Good Repair **System reliability** • Freeway/Highway Buffer Index (PeMS) **Safety** • Fatalities/Serious Injuries per capita • Fatalities/Serious Injuries per VMT **Economic Vitality** • Transit Accessibility • Travel time to Jobs **Environmental Sustainability** • Change in Ag land • CO_2 Emissions

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**
Merced CAG RTP-SCS 9/2014	Goal Area and Measure (p. 63) Congestion–percentage of time delayed Transit–daily bus riders Air Quality–tons per day of pollutants Climate Change–reduction in GHG from 2005 to… Farmland–farm acres developed
Kings CAG RTP-SCS 7/2014	RTP-SCS (p. 12-19) • Preservation of Agricultural and Resource Lands • Environmental, Economic Opportunities, and Equity in Access • Reduce Emissions • Improve Public Health • System Preservation • Economic Development

Madera CTC
RTP-SCS 7/2014
 	
50 Measures/Indicators
7 – Land Use
8 – Transportation
6 - Healthy Environment
25 - Social Equity
4 – Resource Conserve
	RTP-SCS Performance Measures of Modeled Scenarios (p. 6-18)
	• Residential density (LU)
	• Percent of work trips less than 10 miles (LU)
	• Work trip length distribution – Minutes (Miles) (LU)
	• Percent of work trips crossing county boundaries (LU)
	• Housing (LU)
	• Compact development (LU)
	• Access to transit line (LU)
	• (Recurrent) person delay per capita (T)
	• Average distance for work trips in minutes and miles (T)
	• Percent of work trips accessible in 30 minutes (T)
	• Percent of non-work trips accessible in 15 minutes (T)
	• VMT (T)
	• Congested VMT (T)
	• Commute travel (work trip) mode share (T)
	• Criteria pollutants emissions (HE)
	• GHG reduction (HE)
	• Fuel consumption (HE)
	• Active transportation and transit travel (HE)
	• Near-roadway exposures (HE)
	• Percent investment in active transportation (HE)
	• Accessibility (SE)
	• All Zones to All Zones: (SE)
	  ○ Peak Drive Alone Travel Time (SE)
	  ○ Peak Shared Ride Travel Time (SE)
	  ○ Peak Transit Travel Time (SE)
	  ○ Off-Peak Drive Alone Travel Time (SE)
	  ○ Off-Peak Shared Ride Travel Time (SE)
	  ○ Off-Peak Transit Travel Time (SE)
	• All Zones to EJ Zones: (SE)

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**
	○ Peak Drive Alone Travel Time (SE) ○ Peak Shared Ride Travel Time (SE) ○ Peak Transit Travel Time (SE) ○ Off-Peak Drive Alone Travel Time (SE) ○ Off-Peak Shared Ride Travel Time (SE) ○ Off-Peak Transit Travel Time (SE) • EJ Zones to All Zones: ○ Peak Drive Alone Travel Time (SE) ○ Peak Shared Ride Travel Time (SE) ○ Peak Transit Travel Time (SE) ○ Off-Peak Drive Alone Travel Time (SE) ○ Off-Peak Shared Ride Travel Time (SE) ○ Off-Peak Transit Travel Time (SE) • Equity (SE) • Transit person miles travel (PMT) for all zones–Daily PMT (SE) • Transit PMT for EJ zones–Daily PMT (SE) • Land consumption (RC) • Important farmland (RC) • Environmental resource land (RC) • Water consumption (RC) Note: All links to RTP documents broken on 1/18/2015; ORP reviewed hard copy of adopted RTP-SCS obtained by District 6
Tulare CAG RTP-SCS 6/2014	RTP-SCS Performance Results (p. SCS-10) • Per Capita GHG Reduction • Reduced VMT • Reduced Criteria Air Emissions • Reduced Commute Times • Proximity of Housing to Jobs • Decreased Consumption of Important Farmland to Accommodate Growth • Improved Reliability of Road System • Increased Use of Active Transportation Modes • Expanded Use of Transit • Reduced Impact on Environmental Resources

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**

San Joaquin COG
RTP-SCS 6/2014
	Chapter 5 – Performance of SCS
	Appendix M – Performance Measures Tables M.1 and M.2
	Land Use Mix:
	• Percent of New Growth in Transit-Oriented Development/Infill Sites (Acres)
	• Percent of New Growth in Existing Urbanized Area (Acres)
	• Acres of Prime Farmland Consumed:
	  o Percent of Total New Development
	• Energy Use per Household (in Million BTUs/Year/Household)
	• Water Consumption per Household (in Gallons/Day/Household)
	Improve Air Quality and Reduce Greenhouse Gases:
	• GHG Emissions percent Change From 2005
	• VMT daily per capita
	Maximize Mobility and Accessibility
	• Average Trip Length
	• Congested Travel Time (Vehicle Hours of Delay in Millions)
	• Transit Ridership (Boardings)
	• Bike and Walk Trips
	• Average Travel Time (in minutes)
	Increase Safety and Security
	• Accident Rate Per 100,000 VMT
	Preserve Efficiency of Existing Transportation System
	Housing and Employment near Major Transit Routes and Stations
	• All Bus Transit (2+ Buses per Hour)
	  o Housing
	  o Employment
	• High-Quality Transit Areas (Routes, Hubs and Stations
	  o Housing
	  o Employment
	• Total Land Consumed for New Development
	Support Economic Vitality–Job Creation
	• Direct, Indirect and Induced Employment from Transportation
	Improve Public Health and Build on Active Transportation
	• Residential Density (Units/Net Acre) for New Growth
	• Total Miles of New Bikeways (in Lane Miles)
	• Trip Mode Share
	  o Drive Alone
	  o Shared Ride 2
	  o Shared Ride 3
	  o Transit (Walk + Drive)
	  o Walk
	  o Bike
	• Criteria Pollutants per Capita (In Tons Daily)

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**
Fresno COG RTP-SCS 6/2014	Focus Groups Top 10 SCS Performance Indicators (p. 4-11) • Criteria Pollutant Emissions • Transit Oriented Development • VMT • GHG Emission Reduction • Land Consumption • Compact Development • Residential Density • Important Farmland • Housing by Types • Active Transportation and Public Transit Note: Unable to read Appendix J–Item 8 PMs either online or in print, but the 10 are listed in SCS chapter
Kern COG RTP-SCS 6/2014	Integrated Performance Measures, Smart Mobility and Environmental Justice Analysis (p. D-9) • Average Travel Time- Peak Highway Trips, Peak Transit Trips • Average Travel Time to Job Centers-Highway Trips, Transit Trips • Average Level of Congestion Hours • Annualized Accident Statistics for Annual Average Daily Traffic • Average Daily Investment per Passenger Mile Traveled–Highways, Transit • Average Trip Delay Time in Hours • Percentage Change NOx/PM by Air Basin • Percentage Change in Households within ¼ mile of Roadway Volumes Greater than 100,000 • Percentage Change in Maintenance Dollars Per Lane Miles • Percentage of Expenditures versus Passenger Miles Traveled in 2035–Highways, Transit • Percentage of Farmland outside City Spheres of Influence
Stanislaus COG RTP-SCS 6/2014 28 measures, 4 categories 14 transportation related 8 land use based 6 EJ related	2014 RTP/SCS Performance Measures (SCS p. 19; 31-32; 87-90; 120-121) **Quality of Life** • Jobs-housing balance (LUB) • Affordability of new housing stock (LUB) • Vehicle hours of congestion (TR) • Average bike or walk trip length (TR) • Percent of housing within 1/2 mile of parks and open space (LUB) • Percent of housing within 500 feet of major transportation corridor (LUB) **Mobility and Accessibility** • Percent of low-income and/or minority persons benefitting from roadway expenditures (TR) • Percent of housing within ½ mile of frequent transit service (TR)

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**

	• Percent of low-income housing within ½ mile of frequent transit service (TR)
	• Peak period transit ridership (TR)
	• Percentage of congested lane miles (TR)
	• Congested lane miles on goods movement corridors (TR)
	• Weekday vehicle miles of travel per capita (TR)
	• Injury or fatality rate per 1000,000 vehicle miles traveled (TR)
	Environment and Sustainability
	• Housing mix by housing type (LUB)
	• Total bikeway improvement funding (TR)
	• Roadway maintenance (TR)
	• GHG emissions per capita (TR)
	• Health-based criteria pollutant emissions
	• Overall residential density (LUB)
	• Acres of land consumed per 1,000 new residents (LUB)
	• Total acres of land consumed by new development (LUB)
	• Total acres of Prime Farmland consumed by new development (LUB)
	Environmental Justice PM Summary, p. 120-122
	• Percentage of low-income housing/population within ½ mile of frequent transit
	• Percentage of low-income and/or minority population benefiting from roadway expenditures
	• Percent of housing within 500 feet of a major transportation corridor
	• Disparity in countywide housing-type stock
	  ○ Average income for single-family housing
	  ○ Average income for attached housing
	• Comparison of investments by minority versus non-minority and low-income populations

AMBAG MTP-SCS 6/2014	MTP-SCS Regional Performance Measures (p. 5-4, G-2)

	Access and Mobility
	• Work Trips Within 30 Minutes (percent)
	  ○ Drive Alone
	  ○ Carpool
	  ○ Transit
	• Commute Travel Time (minutes)
	Economic Vitality
	• Jobs Near High Quality Transit (percent)
	• Daily Truck Delay (hours)
	Environment
	• GHG Reductions (Percent reduction from 2005 baseline)
	• Open Space Consumed (acres)
	• Farmland Converted (acres)

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**

	Healthy Communities
	• Alternative Transportation Trips (percent)
	• Air Pollution–all vehicles (tons/day)
	• Peak Period Congested Vehicle Miles of Travel (miles)
	Social Equity
	• Distribution of MTP/SCS Investments (percent)
	  ○ Low income population
	  ○ Non low income population
	  ○ Minority population
	  ○ Non minority population
	  ○ Poverty population
	  ○ Non poverty population
	System Preservation and Safety
	• Maintain the Transportation System (percent)
	• Fatalities and Injuries per capita

Santa Barbara CAG RTP-SCS 8/2013 31 PMs for Goals and Objectives 20 Performance Results – Preferred Scenario	RTP-SCS Goals, Objectives, and Performance Measures (p. 4-15) **Environment** • GHG emissions per capita from autos/light trucks • VMT per capita • On-road fuel consumption per capita • Criteria pollutant emissions per capita • Percent Ag land and open space retained per year in incorporated areas • Percent Ag land and open space retained per year in unincorporated areas • Percent alternative transportation trips • New zoning capacity >20 du/acre within ½ mile of frequent and reliable transportation corridor • Percent of new housing unit capacity accommodated by infill development • Cost per unit of VMT reduction • Cost per unit of GHG reduction **Mobility and System Reliability** • Roadway Level of Service (LOS) • Average travel distance (all trips and work trips) • Average travel time • Average commute time (workers) • Transit ridership • Transit accessibility (percent population and jobs within ½ mile of bus stop with frequent and reliable transit service) • Percent mode share (all trips) • Percent mode share (workers)

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**
	Equity • New affordable and workforce housing units by affordability level • New affordable and workforce housing units within ½ mile of frequent and reliable transit corridor • Transit accessibility (percent of low income and minority population with 12 mile of bus stop with frequent and reliable transit service) • Average trip time for low income and minority communities **Health and Safety** • Accident Data on State Highways (SWITRS) • Percent bike and walk trips to total trips • Measure effectiveness of outreach **Prosperous Economy** • Net commuter savings (time) • Net commuter cost avoided (money) • Percent increase in affordable and workforce housing near jobs • Percent increase in affordable and workforce housing near transit • Percent of agricultural land conserved Performance Results – Preferred Scenario (6-42) **Environment** • GHG Emissions Per Capita (Lbs. per day) • Percent alternative Transportation Trips (No School Bus) • Percent alternative Transportation Trips (Includes School Bus) **Mobility and System Reliability** • Average Travel Distance (All Trips) [Miles] • Average Travel Time (All Trips) [Minutes] • Average Commute Time (Workers) [Miles] • Daily Transit Ridership • Transit Accessibility (percentage of Jobs Within ½ Mile of Bus Stop with 15 minute or less headways) • Percent drive-Alone Mode Share (All Trips) • Percent drive-Alone Mode Share (Workers) **Equity** • Average Trip Time for Low Income and Minority Communities • Transit Accessibility for Low Incomes (percentage of Population within ½ Mile of Bus Stop with 15 minute or less headways) Health and Safety • Percent bike and Walk Trips to Total Trips Prosperous Economy • Net Commuter Savings (Time) [Minutes]

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**
MTC RTP-SCS 7/2013	Adopted Plan Bay Area Performance Targets (PBA p. 19-20) • Reduce per-capita CO_2 emissions from cars and light-duty trucks by 15 percent (Statutory requirement is for year 2035, per SB 375) • House 100 percent of the region's projected growth (from a 2010 baseline year) by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents (Statutory requirement, per SB 375) • Reduce premature deaths from exposure to particulate emissions • Reduce premature deaths from exposure to fine particulates ($PM_{2.5}$) by 10 percent • Reduce coarse particulate emissions (PM_{10}) by 30 percent • Achieve greater reductions in highly impacted areas • Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrians) • Increase the average daily time walking or biking per person for transportation by 70 percent (for an average of 15 minutes per person per day) • Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries) (Note: Base year is 2010) • Decrease by 10 percentage points (to 56 percent, from 66 percent) the share of low-income and lower-middle income residents' household income consumed by transportation and housing • Increase gross regional product (GRP) by 110 percent–an average annual growth rate of approximately 1 percent (in current dollars) • - Increase non-auto mode share by 10 percentage points (to 26 percent of trips) – Decrease automobile vehicle miles traveled per capita by 10 percent • Maintain the transportation system in a state of good repair – Increase local road pavement conditions index (PCI) to 75 or better – Decrease distressed lane-miles of state highways to less than 10 percent of total lane–miles – Reduce share of transit assets past their useful life to 0 percent (Note Baseline year is 2012) • Equity Issues and Performance Measures • Housing and Transportation Affordability • Percent of income spent on housing and transportation by low-income households • Potential for Displacement • Percent of rent-burdened households in high-growth areas • Healthy Communities

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**
	• Average daily vehicle miles traveled per populated square mile within 1, 000 feet of heavily used roadways • Access to Jobs • Average travel time in minutes for commute trips • Equitable Mobility • Average travel time in minutes for non-work-based trips
Butte CAG RTP-SCS 12/2012	BCAG 2012 MTP – Performance Indicators and Measures (p. 3-27) **Safety and Public Health** • Fatalities per VMT • Fatalities per Passenger Mile by Transit Mode Share • Percentage of Trips by Pedestrian and Bicycle Mode Share **Mobility and Accessibility** • Average Peak Period Travel Time • Percentage of Population within 2 miles of State Highway • Percentage of Population within ¼ of Existing Transit Route **Reliability** • Congested Vehicle Miles of Travel **Productivity** • Average Peak Period Vehicle Trips • Transit Passengers per Vehicle Revenue Mile **System Preservation** • Total Number of Distressed Lane Miles by Jurisdiction • Percentage of Distressed Lane Miles by Jurisdiction **Environmental Stewardship** • Air Quality Conformity (non-attainment pollutants) • Per Capita Vehicle Miles of Travel • Per Capita Acres of Developed Land • Acres of Prime Farmland Avoided • Percentage of Development Occurring within Butte Regional Conservation Plan–Urban Permit Areas **Social Equity** • Percentage of Higher Density Low Income Housing within ¼ mile of Existing Transit Route • Percentage of Higher Density Low Income Housing • Percentage of Minority Area Population within 1/3 mile of Existing Transit Route

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**
Tahoe MPO RTP-SCS 12/2012	Transportation Trends and Performance Measures (p. 1-8) **System Usage and Mode Share** • Mode Share (within, to, and from the Region) • Mode Share (to commercial and recreation sites) **Access** • Share of dwelling units with access to transit, bike, and pedestrian facilities • Share of recreation areas served by transit, bike, and pedestrian facilities • Share of commercial core areas meeting pedestrian and transit-oriented development design standards • Quality of Service **Environmental Impact** • VMT • Traffic Volume • GHG **Safety** • Vehicle Collisions • Bicycle and Pedestrian Collisions
SCAG RTP-SCS 4/2012	Adopted 2012-2035 RTP/SCS Outcomes and Performance Measures /Indicators (RTP/SCS p. 166) **Location Efficiency** • Share of growth in HQTA • Land Consumption • Average distance for work or non-work trips • Percent of work trips less than 3 miles • Work trip length distribution **Mobility and Accessibility** • Person delay per capita • Person delay by facility type (mixed flow, HOV, arterials) • Truck Delay by facility type (highway arterials) • Travel time distribution for transit, SOV, HOW for work and non-work trips **Safety and Health** • Collision/accident rates by severity by mode • Criteria pollutants emissions **Environmental Quality** • Criteria pollutant and greenhouse gas emissions **Economic Well-Being** • Additional jobs supported by improving competitiveness • Additional jobs supported by transportation investment • Net contribution to gross regional product

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**
	Investment Effectiveness • Benefit/cost ratio System Sustainability • Cost per capita to preserve multimodal system to current and state of good repair conditions
SACOG MTP-SCS 4/2012 71 Specific Measures for 30 Indicators 18 - Land Use Measures 33 – Transportation 9- Environmental 11 – Environmental Justice	Appendix G-6 – Performance Measures for the MTP/SCS **Housing** • Growth in housing units by Community Type • Change in housing product mix, 2008 to 2035, and by Community Type • Housing growth through reinvestment **Employment** • Employment growth in different Community Types by sector • Employment growth by Community Type • Employment growth through reinvestment **Land Usage** • Compact development: growth in population compared with acres developed • Farmland acres developed–total and per capita • Vernal pool acres developed • Developed acres by Community Type **Mix of Uses** • Jobs-Housing balance within four-mile radius of employment centers • Mix of use by Community Type **Transit-oriented development** • Growth in dwelling units within half-mile of quality transit (in TPA) by county • Growth in employees within half-mile of quality transit (in TPA) by county • New housing product mix in TPAs by county • Proximity to transit by Community Type **Urban Design** • Change in street pattern in different Community Types • Change in residential density by Community Type **Driving access** • Total jobs within 30-minute drive by Community Type **Vehicle Miles Traveled (VMT)** • Total weekday VMT and average annual growth rates–regionally, by county, and per capita • Weekday VMT by source and total • Commute share of household-generated VMT • Weekday VMT by source per capita or per job

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**
	• Total VMT per capita • Percent change in VMT per capita or per job compared to 2008 • Weekday household-generated VMT per capita by Community Type • Weekday household-generated VMT per capita by TPA • Household-generated commute VMT by Community Type and regional total • Commute VMT per worker by Community type and regional total **Congested Vehicle Miles Traveled (VMT)** • Congested VMT total and per capita • Congested VMT by source–total, per capita, per job • Congested VMT for household-generated travel by Community Type **Transit Service** • Increases in transit vehicle service hours per day by transit type **Transit productivity** • Weekday transit vehicle service hours • Weekday passenger boardings • Weekday boardings per service hour • Farebox revenues as percent of operating costs (farebox recovery rate) **Bicycle Infrastructure** • Increases in miles of bicycle route mileage by county • Bike route miles per 100,000 population **Transit, Walk and bike travel** • Weekday person trips by transit, walk, and bike modes • Transit, walk, and bike trips per capita • Transit, bike, and walk trips per capita by Community Type • Transit trips per capita by Transit Priority Area (TPA) **Roadway Utilization/Optimal Use** • Underutilized, optimally utilized, over-utilized roadways by roadway type **Commute Travel** • Weekday commute tours by mode • Commute mode share **Non-Commute Travel** • Weekday non-commute person trips by mode • Non-commute mode share **Safety** • Percent reduction in accident rates **Farmland Impacts** • Farmland conversion • Acres of impact from growth and transportation projects by type of farmland • Percent of Williamson Act contract acres impacted

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**
	Habitat Impacts • Percent of habitat and land cover impacted • Acres of impact from growth and transportation projects by type of wildland habitat/land cover **Floodplain development** • Percent of housing units expected to be constructed in 200-year floodplain **Toxic air contaminants** • Percent of population within 500 feet of high-volume roadway by county, region **Greenhouse gas emissions** • GHG emissions by sector • GHG emission reduction per capita by pounds per day, percentage **Environmental Justice** **EJ – Land Use** • Percent of EJ Area and Non-EJ Area population in Community Types • Percent of EJ Area and Non-EJ Area population in TPAs by county **EJ – Housing** • Housing product mix in EJ and Non-EJ Areas by Community Type **EJ – Transit service** • Increases in daily transit vehicle service hours in EJ Areas **EJ – Transit accessibility** • Accessibility from EJ and Non-EJ Areas within 30 minutes by car to jobs, retail jobs, medical jobs, higher education, park acres **EJ – Mode share** • EJ and Non-EJ Area transit mode share • Bike and Walk mode share in EJ and Non-EJ Areas **EJ- Auto accessibility** • Accessibility from EJ and Non-EJ Areas within 30 minutes by car to jobs, retail jobs, medical jobs, higher education, park acres **EJ – Comparison of transit and auto accessibility** • Percent of jobs, retail jobs, medical jobs, higher education enrollments, park acres accessible within 30 minutes by transit vs. car from EJ and Non-EJ Areas **EJ – Toxic air contaminants** • Percent of population in EJ and Non-EJ areas within 500 feet of high volume roadway by county, region

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**
SANDAG RTP-SCS 10/2011 6 Goals, 38 Regional PMs 4–System Preservation and Safety 7–Mobility 2–Prosperous Economy 4–Reliability 11–Health Environment 10–Social Equity	2050 RTP Goals and Regional Performance Measures (TA 3-3) **System Preservation and Safety** 1. Annual projected number of vehicle injury/fatal collisions per 1,000 persons 2. Annual projected number of bicycle/pedestrian injury/fatal collisions per 1,000 persons 3. Percent of transportation investments toward maintenance and rehabilitation 4. Percent of transportation investments toward operational improvements **Mobility** 5. Average work trip travel time (in minutes) 6. Average work trip travel speed by mode (in m.p.h) - Drive alone - Carpool - Transit 7. Percent of work and higher education trips accessible in 30 minutes in peak periods by mode - Drive alone - Carpool - Transit 8. Percent of non work-related trips accessible in 15 minutes by mode - Drive alone - Carpool - Transit 9. Out-of-pocket user costs per trip 10. Number of interregional transit routes by service type 11. Network enhancements by freight mode - Freight capacity acreage - Freight capacity mileage **Prosperous Economy** 12. Benefit/Cost Ratio 13. Economic Impacts - Job Impacts (average number per year) - Output Impacts (gross regional product in millions-average amount per year) - Payroll Impacts (in millions- average amount per year) **Reliability** 14. Congested VMT - Percent of total auto travel in congested conditions (peak periods) - Percent of total auto travel in congested conditions (all day) - Percent of total transit travel in congested conditions (peak periods) - Percent of total transit travel in congested conditions (all day)

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**
	15. Daily vehicle delay per capita (minutes) 16. Daily truck hours of delay 17. Percent of freeway VMT by travel speed by mode - Drive alone o Percent of VMT traveling from 0 to 35 mph o Percent of VMT traveling from 35 to 55 mph o Percent of VMT traveling greater than 55 mph - Carpool o Percent of VMT traveling from 0 to 35 mph o Percent of VMT traveling from 35 to 55 mph o Percent of VMT traveling greater than 55 mph - Truck o Percent of VMT traveling from 0 to 35 mph o Percent of VMT traveling from 35 to 55 mph o Percent of VMT traveling greater than 55 mph **Healthy Environment** 18. Gross acres of constrained lands consumed for transit and highway infrastructure 19. On-road fuel consumption (all day) in gallons per capita 20. Smog-forming pollutants for all vehicle types (daily pounds per capita) 21. System wide VMT (all day) for all vehicle types per capita 22. Transit passenger miles (all day) per capita 23. Percent of peak-period trips within ½ miles of a transit stop 24. Percent of daily trips within ½ miles of transit stop 25. Work trip mode share (peak periods) - Drive alone - Carpool - Walk - Transit - Bike/Walk 26. Work trip mode share (all day) - Drive alone - Carpool - Walk - Transit - Bike/Walk 27. Non work trip mode share (peak periods) - Drive alone - Carpool - Walk - Transit - Bike/Walk 28. Non work trip mode share (all day) - Drive alone

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**
	- Carpool - Walk - Transit - Bike/Walk Social Equity 29. Total bike and walk trips 30. CO2 emissions for all vehicle types (daily pounds) 31. Average travel time per person trip (in minutes) - Low Income Community of Concern - Non-Low Income population - Minority Community of Concern - Non-Minority population - Low Mobility Community of Concern - Non-Low Mobility population - Low Community Engagement Community of Concern - Non-Low Community Engagement population 32. Percent of work trips accessible in 30 minutes in peak periods by mode - Low Income Community of Concern o Drive alone o Carpool o Transit - Non-Low Income population o Drive alone o Carpool o Transit - Minority Community of Concern o Drive alone o Carpool o Transit - Non-Minority population o Drive alone o Carpool o Transit - Low Mobility Community of Concern o Drive alone o Carpool o Transit - Non-Low Mobility population o Drive alone o Carpool o Transit

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**
	33. Percent of homes within ½ mile of a transit stop - Low Income Community of Concern - Non-Low Income population - Minority Community of Concern - Non-Minority population - Low Mobility Community of Concern - Non-Low Mobility population - Low Community Engagement Community of Concern - Non-Low Community Engagement population 34. Percent of population within 30 minutes of schools - Low Income Community of Concern o Drive Alone o Transit - Non-Low Income population o Drive Alone o Transit - Minority Community of Concern o Drive Alone o Transit - Non-Minority population o Drive Alone o Transit - Low Mobility Community of Concern o Drive Alone o Transit - Non-Low Mobility population o Drive Alone o Transit - Low Community Engagement Community of Concern o Drive Alone o Transit - Non-Low Community Engagement population o Drive Alone o Transit 35. Percent of population within 30 minutes of the San Diego International Airport - Low Income Community of Concern o Drive Alone o Transit - Non-Low Income population o Drive Alone o Transit - Minority Community of Concern o Drive Alone o Transit

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**

	- Non-Minority population
	  ○ Drive Alone
	  ○ Transit
	- Low Mobility Community of Concern
	  ○ Drive Alone
	  ○ Transit
	- Non-Low Mobility population
	  ○ Drive Alone
	  ○ Transit
	- Low Community Engagement Community of Concern
	  ○ Drive Alone
	  ○ Transit
	- Non-Low Community Engagement population
	  ○ Drive Alone
	  ○ Transit
	36. Percent of population within 15 minutes of healthcare
	- Low Income Community of Concern
	  ○ Drive Alone
	  ○ Transit
	- Non-Low Income population
	  ○ Drive Alone
	  ○ Transit
	- Minority Community of Concern
	  ○ Drive Alone
	  ○ Transit
	- Non-Minority population
	  ○ Drive Alone
	  ○ Transit
	- Low Mobility Community of Concern
	  ○ Drive Alone
	  ○ Transit
	- Non-Low Mobility population
	  ○ Drive Alone
	  ○ Transit
	- Low Community Engagement Community of Concern
	  ○ Drive Alone
	  ○ Transit
	- Non-Low Community Engagement population
	  ○ Drive Alone
	  ○ Transit
	37. Percent of population within 15 minutes of parks or beaches
	- Low Income Community of Concern
	  ○ Drive Alone

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	**Adopted RTP-SCS Performance Measures**
	○ Transit - Non-Low Income population ○ Drive Alone ○ Transit - Minority Community of Concern ○ Drive Alone ○ Transit - Non-Minority population ○ Drive Alone ○ Transit - Low Mobility Community of Concern ○ Drive Alone ○ Transit - Non-Low Mobility population ○ Drive Alone ○ Transit - Low Community Engagement Community of Concern ○ Drive Alone ○ Transit - Non-Low Community Engagement population ○ Drive Alone ○ Transit 38. Distribution of RTP expenditures per capita - Low Income Community of Concern - Non-Low Income population - Minority Community of Concern - Non-Minority population - Low Mobility Community of Concern - Non-Low Mobility population - Low Community Engagement Community of Concern - Non-Low Community Engagement population

Appendix G: Federal RTP Checklist Requirements

Appendix G provides a list of federal RTP requirements that are recommended to be included in the next update of the checklist for the RTP Guidelines. These questions directly align with federal requirements:

Metropolitan Planning Questions:
1. Was projected transportation demand of persons and goods in the Metropolitan Planning Area over the period of RTP described? §450.322 (f)(1)
2. Were operational and management strategies to improve performance of existing transportation facilities to relieve vehicular congestion and maximize safety/mobility of people and goods described? §450.322 (f)(3)
3. Was assessment made of capital investment and other strategies to preserve the existing and projected future metro transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs? Did RTP consider projects/strategies that address areas or corridors where current/projected congestion threatens efficient functioning of key elements of metro area's transportation system? §450.322 (f)(5)
4. Were design concept and design scope descriptions of all existing and proposed transportation facilities in described in sufficient detail, regardless of funding source, in non-attainment and maintenance areas for conformity determinations? In all areas, all proposed improvements shall be described in sufficient detail to develop cost estimates. §450.322 (f)(6)
5. Was transportation and transit enhancement described? §450.322 (f)(9)
6. Does RTP-SCS include a safety element? §450.322(h)

Public Participation Questions:
1. Did MPO provide timely notice and reasonable access to information about transportation issues and processes? §450.316(a)(1)(ii)
2. Did MPO employ visualization techniques to describe the RTP and RTIPs? Did MPO clearly articulate what were the techniques and how were they used? §450.316(a)(1)(iii)
3. Did MPO make public information (technical information and meeting notices) available in electronically accessible formats and means – i.e. on the web? §450.316(a)(1)(iv)
4. Did MPO hold any public meetings at convenient and accessible locations and times? §450.316(a)(1)(v)
5. Did MPO seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services? §450.316(a)(1)(vii)

6.	Did MPO provide an additional opportunity for public comment, if the final RTP or RTIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably foreseen from public involvement efforts? §450.316(a)(1)(viii)
7.	Did MPO coordinate with the statewide transportation planning public involvement and consultation processes pursuant to §450 Subpart B—Statewide Transportation Planning and Programming**,** §450.210 **-** Interested parties, public involvement, and consultation**?** §450.316(a)(1)(ix)
8.	Did MPO provide a 45 calendar day public comment period of 45 calendar days before the initial or revised participation plan was adopted? Did MPO post approved participation plan on its website? §450.316(a)(3)
9.	Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities pursuant to 23 CFR Part 450.316(3)(b)? (this is for MPO non-attainment and maintenance areas only) [2003 Eval Report]
10.	Did MPO, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d), which may be included in the agreement(s) developed under §450.314**.** How did MPO document this process? §450.316(e)

Financial Element Questions:	
1.	Does the financial plan include recommendations on any additional financial strategies to fund projects and programs included in the RTP? In the case of new funding sources, were strategies identified for ensuring their availability? 450.322(f)(10)(iii)
2.	For the outer years of the RTP (i.e. beyond first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands. Is the future funding source(s) reasonably expected to be available? 450.322(f)(10)(v)
3.	Is there an assessment of capital investment and other strategies to preserve the existing and projected future metro transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs? RTP may consider projects/strategies that address areas or corridors where current/projected congestion threatens efficient functioning of key elements of metro area's transportation system. §450.322 (f)(5)
4.	Are the design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in non-attainment and maintenance areas for conformity determinations? Are areas, proposed improvements described in sufficient detail to develop cost estimates? §450.322 (f)(6)
5.	Does the financial plan demonstrate how adopted RTP can be implemented? §450.322 (f)(10)

Appendix H: State RTP Checklist Requirements

Appendix H provides a list of State RTP requirements that are recommended to be included in the next update of the checklist for the RTP Guidelines, California Government Code addresses specific requirements for both RTPAs and MPOs.

1. Was a description of how RTP took steps to comply with Gov Code §11135 provided? Gov Code §11135 states: No person …shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, …be unlawfully denied full and equal access to…any program or activity that is conducted, operated, or administered by the state or by any state agency, is funded directly by the state, or receives any financial assistance from the State.
2. Were outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency's adopted Federal Public Participation Plan, including but not limited to , affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations? Gov. Code §65080(b)(2)(F)(i)
3. Is there a process for enabling members of the public to provide a single request to receive notices, information and updates? Gov. Code §65080(b)(2)(F)(vi)
4. Did MPO disseminate model(s) it used in a way that would be useable and understandable to the public? How was this described in RTP? Did MPO disseminate the methodology, results, and key assumptions of whichever travel demand models it used in a way that would be useable and understandable to the public? Gov. Code §14522.2 (a)
5. How did MPO disseminate the methodology, results, and key assumptions of whichever travel demand models it uses in a way that was useable and understandable to the public? 23 CFR Part 450.316(a); 23 CFR 450.316 (d); CA Gov. Code §14522.2(a)
6. Did MPO gather/consider best practically available scientific information re: resource areas and farmland in the region as defined in 65080.01 a and b? How was this documented in RTP? Gov. Code §65080(b)(2)(B)(v)
7. Did MPO consider financial incentives for cities and counties that have resource areas or farmland or financial assistance for counties to address countywide service responsibilities in counties that contribute to greenhouse gas emissions reductions by implementing policies for growth to occur in cities? Gov. Code §65080(4)(C)

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Appendix I: Senate Bill (SB) 375 (Steinberg 2008) entitled: "The Sustainable Communities and Climate Protection Act of 2008"

Appendix I is the text of the landmark 2008 SB 375 legislation now incorporated into the California Government Code requiring Metropolitan Planning Organizations to develop a SCS element within their RTPs to reduce GHG emissions for cars and light trucks within their regions to meet the targets established by the ARB.
The bill text is also available via the California Legislature's webpage via the link: www.leginf.ca.gov/billinfo.html .

Senate Bill No. 375

CHAPTER 728

An act to amend Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, and 65588 of, and to add Sections 14522.1, 14522.2, and 65080.01 to, the Government Code, and to amend Section 21061.3 of, to add Section 21159.28 to, and to add Chapter 4.2 (commencing with Section 21155) to Division 13 of, the Public Resources Code, relating to environmental quality.

[Approved by Governor September 30, 2008. Filed with Secretary of State September 30, 2008.]

legislative counsel's digest

SB 375, Steinberg. Transportation planning: travel demand models: sustainable communities strategy: environmental review.

(1) Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law authorizes the California Transportation Commission, in cooperation with the regional agencies, to prescribe study areas for analysis and evaluation.

This bill would require the commission to maintain guidelines, as specified, for travel demand models used in the development of regional transportation plans by metropolitan planning organizations. The bill would require the commission to consult with various agencies in this regard, and to form an advisory committee and to hold workshops before amending the guidelines.

This bill would also require the regional transportation plan for regions of the state with a metropolitan planning organization to adopt a sustainable communities strategy, as part of its regional transportation plan, as specified, designed to achieve certain goals for the reduction of greenhouse gas emissions from automobiles and light trucks in a region. The bill would require the State Air Resources Board, working in consultation with the metropolitan planning organizations, to provide each affected region with

greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 by September 30, 2010, to appoint a Regional Targets Advisory Committee to recommend factors and methodologies for setting those targets, and to update those targets every 8 years. The bill would require certain transportation planning and programming activities by the metropolitan planning organizations to be consistent with the sustainable communities strategy contained in the regional transportation plan, but would state that certain transportation projects programmed for
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funding on or before December 31, 2011, are not required to be consistent with the sustainable communities strategy process. To the extent the sustainable communities strategy is unable to achieve the greenhouse gas emission reduction targets, the bill would require affected metropolitan planning organizations to prepare an alternative planning strategy to the sustainable communities strategy showing how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. The bill would require the State Air Resources Board to review each metropolitan planning organization's sustainable communities strategy and alternative planning strategy to determine whether the strategy, if implemented, would achieve the greenhouse gas emission reduction targets. The bill would require a strategy that is found to be insufficient by the state board to be revised by the metropolitan planning organization, with a minimum requirement that the metropolitan planning organization must obtain state board acceptance that an alternative planning strategy, if implemented, would achieve the targets. The bill would state that the adopted strategies do not regulate the use of land and are not subject to state approval, and that city or county land use policies, including the general plan, are not required to be consistent with the regional transportation plan, which would include the sustainable growth strategy, or the alternative planning strategy. The bill would also require the metropolitan planning organization to hold specified informational meetings in this regard with local elected officials and would require a public participation program with workshops and public hearings for the public, among other things. The bill would enact other related provisions.

Because the bill would impose additional duties on local agencies, it would impose a state-mandated local program.

(2) The Planning and Zoning Law requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Existing law requires the housing element to identify the existing and projected housing needs of all economic segments of the community.

Existing law requires the housing element, among other things, to contain a program which sets forth a 5-year schedule of actions of the local government to implement the goals and objectives of the housing element. Existing law requires the program to identify actions that will be undertaken to make sites available to accommodate various housing needs, including, in certain cases, the rezoning of sites to accommodate 100 percent of the need for housing for very low and low-income households.

This bill would instead require the program to set forth a schedule of actions during the planning period, as defined, and require each action to have a timetable for implementation. The bill would generally require rezoning of certain sites to accommodate certain housing needs within specified times, with an opportunity for an extension time in certain cases,

and would require the local government to hold a noticed public hearing within 30 days after the deadline for compliance expires. The bill would, under certain conditions, prohibit a local government that fails to complete a required rezoning within the timeframe required from disapproving a housing development project, as defined, or from taking various other actions that would render the project infeasible, and would allow the project applicant or any interested person to bring an action to enforce these provisions. The bill would also allow a court to compel a local government to complete the rezoning within specified times and to impose sanctions on the local government if the court order or judgment is not carried out, and would provide that in certain cases the local government shall bear the burden of proof relative to actions brought to compel compliance with specified deadlines and requirements.

Existing law requires each local government to review and revise its housing element as frequently as appropriate, but not less than every 5 years.

This bill would extend that time period to 8 years for those local governments that are located within a region covered by a metropolitan planning organization in a nonattainment region or by a metropolitan planning organization or regional transportation planning agency that meets certain requirements. The bill would also provide that, in certain cases, the time period would be reduced to 4 years or other periods, as specified.

The bill would enact other related provisions. Because the bill would impose additional duties on local governments relative to the housing element of the general plan, it would thereby impose a state-mandated local program.

(3) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.

This bill would exempt from CEQA a transit priority project, as defined, that meets certain requirements and that is declared by the legislative body of a local jurisdiction to be a sustainable communities project. The transit priority project would need to be consistent with a metropolitan planning organization's sustainable communities strategy or an alternative planning strategy that has been determined by the State Air Resources Board to achieve the greenhouse gas emission reductions targets. The bill would provide for limited CEQA review of various other transit priority projects.

The bill, with respect to other residential or mixed-use residential projects meeting certain requirements, would exempt the environmental documents for those projects from being required to include certain information regarding growth inducing impacts or impacts from certain vehicle trips.

The bill would also authorize the legislative body of a local jurisdiction to adopt traffic mitigation measures for transit priority projects. The bill would exempt a transit priority project seeking a land use approval from compliance with additional measures for traffic impacts, if the local jurisdiction has adopted those traffic mitigation measures.

(4) The California Constitution requires the state to reimburse local

agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

The people of the State of California do enact as follows:

SECTION 1. The Legislature finds and declares all of the following:

(a) The transportation sector contributes over 40 percent of the greenhouse gas emissions in the State of California; automobiles and light trucks alone contribute almost 30 percent. The transportation sector is the single largest contributor of greenhouse gases of any sector.

(b) In 2006, the Legislature passed and the Governor signed Assembly Bill 32 (Chapter 488 of the Statutes of 2006; hereafter AB 32), which requires the State of California to reduce its greenhouse gas emissions to 1990 levels no later than 2020. According to the State Air Resources Board, in 1990 greenhouse gas emissions from automobiles and light trucks were 108 million metric tons, but by 2004 these emissions had increased to 135 million metric tons.

(c) Greenhouse gas emissions from automobiles and light trucks can be substantially reduced by new vehicle technology and by the increased use of low carbon fuel. However, even taking these measures into account, it will be necessary to achieve significant additional greenhouse gas reductions from changed land use patterns and improved transportation. Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32.

(d) In addition, automobiles and light trucks account for 50 percent of air pollution in California and 70 percent of its consumption of petroleum. Changes in land use and transportation policy, based upon established modeling methodology, will provide significant assistance to California's goals to implement the federal and state Clean Air Acts and to reduce its dependence on petroleum.

(e) Current federal law requires regional transportation planning agencies to include a land use allocation in the regional transportation plan. Some regions have engaged in a regional "blueprint" process to prepare the land use allocation. This process has been open and transparent. The Legislature intends, by this act, to build upon that successful process by requiring metropolitan planning organizations to develop and incorporate a sustainable communities strategy which will be the land use allocation in the regional transportation plan.

(f) The California Environmental Quality Act (CEQA) is California's premier environmental statute. New provisions of CEQA should be enacted so that the statute encourages developers to submit applications and local governments to make land use decisions that will help the state achieve its climate goals under AB 32, assist in the achievement of state and federal air quality standards, and increase petroleum conservation.

(g) Current planning models and analytical techniques used for making transportation infrastructure decisions and for air quality planning should be able to assess the effects of policy choices, such as residential development patterns, expanded transit service and accessibility, the walkability of communities, and the use of economic incentives and

disincentives.

(h) The California Transportation Commission has developed guidelines for travel demand models used in the development of regional transportation plans. This act assures the commission's continued oversight of the guidelines, as the commission may update them as needed from time to time.

(i) California local governments need a sustainable source of funding to be able to accommodate patterns of growth consistent with the state's climate, air quality, and energy conservation goals.

SEC. 2. Section 14522.1 is added to the Government Code, to read:

14522.1. (a) (1) The commission, in consultation with the department and the State Air Resources Board, shall maintain guidelines for travel demand models used in the development of regional transportation plans by federally designated metropolitan planning organizations.

(2) Any revision of the guidelines shall include the formation of an advisory committee that shall include representatives of the metropolitan planning organizations, the department, organizations knowledgeable in the creation and use of travel demand models, local governments, and organizations concerned with the impacts of transportation investments on communities and the environment. Before amending the guidelines, the commission shall hold two workshops on the guidelines, one in northern California and one in southern California. The workshops shall be incorporated into regular commission meetings.

(b) The guidelines shall, at a minimum and to the extent practicable, taking into account such factors as the size and available resources of the metropolitan planning organization, account for all of the following:

(1) The relationship between land use density and household vehicle ownership and vehicle miles traveled in a way that is consistent with statistical research.

(2) The impact of enhanced transit service levels on household vehicle ownership and vehicle miles traveled.

(3) Changes in travel and land development likely to result from highway or passenger rail expansion.

(4) Mode splitting that allocates trips between automobile, transit, carpool, and bicycle and pedestrian trips. If a travel demand model is unable to forecast bicycle and pedestrian trips, another means may be used to estimate those trips.

(5) Speed and frequency, days, and hours of operation of transit service.

SEC. 3. Section 14522.2 is added to the Government Code, to read:

14522.2. (a) A metropolitan planning organization shall disseminate the methodology, results, and key assumptions of whichever travel demand models it uses in a way that would be useable and understandable to the public.

(b) Transportation planning agencies other than those identified in paragraph (1) of subdivision (a) of Section 14522.1, cities, and counties are encouraged, but not required, to utilize travel demand models that are consistent with the guidelines in the development of their regional transportation plans.

SEC. 4. Section 65080 of the Government Code is amended to read:

65080. (a) Each transportation planning agency designated under Section 29532 or 29532.1 shall prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad,

maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. The plan shall be action-oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance to local and state officials. The regional transportation plan shall consider factors specified in Section 134 of Title 23 of the United States Code. Each transportation planning agency shall consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies.

(b) The regional transportation plan shall be an internally consistent document and shall include all of the following:

(1) A policy element that describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, and pragmatic objective and policy statements. The objective and policy statements shall be consistent with the funding estimates of the financial element. The policy element of transportation planning agencies with populations that exceed 200,000 persons may quantify a set of indicators including, but not limited to, all of the following:

(A) Measures of mobility and traffic congestion, including, but not limited to, daily vehicle hours of delay per capita and vehicle miles traveled per capita.

(B) Measures of road and bridge maintenance and rehabilitation needs, including, but not limited to, roadway pavement and bridge conditions.

(C) Measures of means of travel, including, but not limited to, percentage share of all trips (work and nonwork) made by all of the following:

(i) Single occupant vehicle.

(ii) Multiple occupant vehicle or carpool.

(iii) Public transit including commuter rail and intercity rail.

(iv) Walking.

(v) Bicycling.

(D) Measures of safety and security, including, but not limited to, total injuries and fatalities assigned to each of the modes set forth in subparagraph (C).

(E) Measures of equity and accessibility, including, but not limited to, percentage of the population served by frequent and reliable public transit, with a breakdown by income bracket, and percentage of all jobs accessible by frequent and reliable public transit service, with a breakdown by income bracket.

(F) The requirements of this section may be met utilizing existing sources of information. No additional traffic counts, household surveys, or other sources of data shall be required.

(2) A sustainable communities strategy prepared by each metropolitan planning organization as follows:

(A) No later than September 30, 2010, the State Air Resources Board shall provide each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035, respectively.

(i) No later than January 31, 2009, the state board shall appoint a Regional Targets Advisory Committee to recommend factors to be considered and methodologies to be used for setting greenhouse gas emission reduction targets for the affected regions. The committee shall be composed of representatives of the metropolitan planning organizations, affected air districts, the League of California Cities, the California State Association

of Counties, local transportation agencies, and members of the public, including homebuilders, environmental organizations, planning organizations, environmental justice organizations, affordable housing organizations, and others. The advisory committee shall transmit a report with its recommendations to the state board no later than September 30, 2009. In recommending factors to be considered and methodologies to be used, the advisory committee may consider any relevant issues, including, but not limited to, data needs, modeling techniques, growth forecasts, the impacts of regional jobs-housing balance on interregional travel and greenhouse gas emissions, economic and demographic trends, the magnitude of greenhouse gas reduction benefits from a variety of land use and transportation strategies, and appropriate methods to describe regional targets and to monitor performance in attaining those targets. The state board shall consider the report prior to setting the targets.

(ii) Prior to setting the targets for a region, the state board shall exchange technical information with the metropolitan planning organization and the affected air district. The metropolitan planning organization may recommend a target for the region. The metropolitan planning organization shall hold at least one public workshop within the region after receipt of the report from the advisory committee. The state board shall release draft targets for each region no later than June 30, 2010.

(iii) In establishing these targets, the state board shall take into account greenhouse gas emission reductions that will be achieved by improved vehicle emission standards, changes in fuel composition, and other measures it has approved that will reduce greenhouse gas emissions in the affected regions, and prospective measures the state board plans to adopt to reduce greenhouse gas emissions from other greenhouse gas emission sources as that term is defined in subdivision (i) of Section 38505 of the Health and Safety Code and consistent with the regulations promulgated pursuant to the California Global Warming Solutions Act of 2006 (Division 12.5 (commencing with Section 38500) of the Health and Safety Code).

(iv) The state 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 board may revise the targets every four years based on changes in the factors considered under clause (iii) above. The state 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 prior to updating these targets.

(v) The greenhouse gas emission reduction targets may be expressed in gross tons, tons per capita, tons per household, or in any other metric deemed appropriate by the state board.

(B) Each metropolitan planning organization shall prepare a sustainable communities strategy, subject to the requirements of Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, including the requirement to utilize the most recent planning assumptions considering local general plans and other factors. The sustainable communities strategy shall (i) identify the general location of uses, residential densities, and building intensities within the region; (ii) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region,

population growth, household formation and employment growth; (iii) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Section 65584; (iv) identify a transportation network to service the transportation needs of the region; (v) gather and consider the best practically available scientific information regarding resource areas and farmland in the region 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 region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board; and (viii) allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506). Within the jurisdiction of the Metropolitan Transportation Commission, as defined by Section 66502, the Association of Bay Area Governments shall be responsible for clauses (i), (ii), (iii), (v), and (vi), the Metropolitan Transportation Commission shall be responsible for clauses (iv) and (viii); and the Association of Bay Area Governments and the Metropolitan Transportation Commission shall jointly be responsible for clause (vii).

(C) In the region served by the multicounty transportation planning agency described in Section 130004 of the Public Utilities Code, 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 (H), for that subregional area. The metropolitan planning organization 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. The metropolitan planning organization shall include the subregional sustainable communities strategy for that subregion in the regional sustainable communities strategy to the extent consistent with this section and federal law and approve the subregional alternative planning strategy, if one is prepared pursuant to subparagraph (H), for that subregional area to the extent consistent with this section. The metropolitan planning organization shall develop overall guidelines, create public participation plans pursuant to subparagraph (E), ensure coordination, resolve conflicts, make sure that the overall plan complies with applicable legal requirements, and adopt the plan for the region.

(D) The metropolitan planning organization shall conduct at least two informational meetings in each county within the region for members of the board of supervisors and city councils on the sustainable communities strategy and alternative planning strategy, if any. The metropolitan planning organization may conduct only one informational meeting if it is attended by representatives of the county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county. Notice of the meeting shall be sent to the clerk of the board of supervisors and to each city clerk. The purpose of the meeting shall be to present a draft of the sustainable communities strategy to the members of the board of supervisors and the city council members in that county and to solicit and consider their input and recommendations.

(E) Each metropolitan planning organization shall adopt a public participation plan, for development of the sustainable communities strategy and an alternative planning strategy, if any, that includes all of the following:

(i) Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency's adopted Federal Public Participation Plan, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations.

(ii) Consultation with congestion management agencies, transportation agencies, and transportation commissions.

(iii) Workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices. At least one workshop shall be held in each county in the region. For counties with a population greater than 500,000, at least three workshops shall be held. Each workshop, to the extent practicable, shall include urban simulation computer modeling to create visual representations of the sustainable communities strategy and the alternative planning strategy.

(iv) Preparation and circulation of a draft sustainable communities strategy and an alternative planning strategy, if one is prepared, not less than 55 days before adoption of a final regional transportation plan.

(v) At least three public hearings on the draft sustainable communities strategy in the regional transportation plan and alternative planning strategy, if one is prepared. If the metropolitan transportation organization consists of a single county, at least two public hearings shall be held. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.

(vi) A process for enabling members of the public to provide a single request to receive notices, information, and updates.

(F) In preparing a sustainable communities strategy, the metropolitan planning organization shall consider spheres of influence that have been adopted by the local agency formation commissions within its region.

(G) Prior to adopting a sustainable communities strategy, the metropolitan planning organization shall quantify the reduction in greenhouse gas emissions projected to be achieved by the sustainable communities strategy and set forth the difference, if any, between the amount of that reduction and the target for the region established by the state board.

(H) If the sustainable communities strategy, prepared in compliance with subparagraph (B) or (C), is unable to reduce greenhouse gas emissions to achieve the greenhouse gas emission reduction targets established by the state board, the metropolitan planning organization shall prepare an alternative planning strategy to the sustainable communities strategy showing how those greenhouse gas emission targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. The alternative planning strategy shall be a separate document from the regional transportation plan, but it may be adopted concurrently with the regional transportation plan. In preparing the alternative planning strategy, the metropolitan planning organization:

(i) Shall identify the principal impediments to achieving the targets within the sustainable communities strategy.

(ii) May include an alternative development pattern for the region pursuant to subparagraphs (B) to (F), 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 greenhouse gas emission reduction targets approved by the state board.

(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.

(I) (i) Prior to starting the public participation process adopted pursuant to subparagraph (E) of paragraph (2) of subdivision (b) of Section 65080, the metropolitan planning organization shall submit a description to the state board of the technical methodology it intends to use to estimate the greenhouse gas emissions from its sustainable communities strategy and, if appropriate, its alternative planning strategy. The state board shall respond to the metropolitan planning organization in a timely manner with written comments about the technical methodology, including specifically describing any aspects of that methodology it concludes will not yield accurate estimates of greenhouse gas emissions, and suggested remedies. The metropolitan planning organization is encouraged to work with the state board until the state board concludes that the technical methodology operates accurately.

(ii) After adoption, a metropolitan planning organization shall submit a sustainable communities strategy or an alternative planning strategy, if one has been adopted, to the state board for review, including the quantification of the greenhouse gas emission reductions the strategy would achieve and a description of the technical methodology used to obtain that result. Review by the state board shall be limited to acceptance or rejection of the metropolitan planning organization's determination that the strategy submitted would, if implemented, achieve the greenhouse gas emission reduction targets established by the state board. The state board shall complete its review within 60 days.

(iii) If the state board determines that the strategy submitted would not, if implemented, achieve the greenhouse gas emission reduction targets, the metropolitan planning organization shall revise its strategy or adopt an alternative planning strategy, if not previously adopted, and submit the strategy for review pursuant to clause (ii). At a minimum, the metropolitan planning organization must obtain state board acceptance that an alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets established for that region by the state board.

(J) Neither a sustainable communities strategy nor an alternative planning strategy regulates the use of land, nor, except as provided by subparagraph (I), shall either one be subject to any state approval. Nothing in a sustainable communities strategy shall be interpreted as superseding the exercise of the land use authority of cities and counties within the region. Nothing in this

section shall be interpreted to limit the state board's authority under any other provision of law. Nothing in this section shall be interpreted to authorize the abrogation of any vested right whether created by statute or by common law. Nothing in this section shall require a city's or county's land use policies and regulations, including its general plan, to be consistent with the regional transportation plan or an alternative planning strategy. Nothing in this section requires a metropolitan planning organization to approve a sustainable communities strategy that would be inconsistent with Part 450 of Title 23 of, or Part 93 of Title 40 of, the Code of Federal Regulations and any administrative guidance under those regulations. Nothing in this section relieves a public or private entity or any person from compliance with any other local, state, or federal law.

(K) Nothing in this section requires projects programmed for funding on or before December 31, 2011, to be subject to the provisions of this paragraph if they (i) are contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, (ii) are funded pursuant to Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2, or (iii) were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects. Nothing in this section shall require a transportation sales tax authority to change the funding allocations approved by the voters for categories of transportation projects in a sales tax measure adopted prior to December 31, 2010. For purposes of this subparagraph, a transportation sales tax authority is a district, as defined in Section 7252 of the Revenue and Taxation Code, that is authorized to impose a sales tax for transportation purposes.

(L) A metropolitan planning organization, or a regional transportation planning agency not within a metropolitan planning organization, that is required to adopt a regional transportation plan not less than every five years, may elect to adopt the plan not less than every four years. This election shall be made by the board of directors of the metropolitan planning organization or regional transportation planning agency no later than June 1, 2009, or thereafter 54 months prior to the statutory deadline for the adoption of housing elements for the local jurisdictions within the region, after a public hearing at which comments are accepted from members of the public and representatives of cities and counties within the region covered by the metropolitan planning organization or regional transportation planning agency. Notice of the public hearing shall be given to the general public and by mail to cities and counties within the region no later than 30 days prior to the date of the public hearing. Notice of election shall be promptly given to the Department of Housing and Community Development. The metropolitan planning organization or the regional transportation planning agency shall complete its next regional transportation plan within three years of the notice of election.

(M) Two or more of the metropolitan planning organizations for Fresno County, Kern County, Kings County, Madera County, Merced County, San Joaquin County, Stanislaus County, and Tulare County may work together to develop and adopt multiregional goals and policies that may address interregional land use, transportation, economic, air quality, and climate relationships. The participating metropolitan planning organizations may also develop a multiregional sustainable communities strategy, to the extent consistent with federal law, or an alternative planning strategy for adoption by the metropolitan planning organizations. Each participating metropolitan planning organization shall consider any adopted multiregional goals and

policies in the development of a sustainable communities strategy and, if applicable, an alternative planning strategy for its region.

(3) An action element that describes the programs and actions necessary to implement the plan and assigns implementation responsibilities. The action element may describe all transportation projects proposed for development during the 20-year or greater life of the plan. The action element shall consider congestion management programming activities carried out within the region.

(4) (A) A financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues. The financial element shall also contain recommendations for allocation of funds. A county transportation commission created pursuant to Section 130000 of the Public Utilities Code shall be responsible for recommending projects to be funded with regional improvement funds, if the project is consistent with the regional transportation plan. The first five years of the financial element shall be based on the five-year estimate of funds developed pursuant to Section 14524. The financial element may recommend the development of specified new sources of revenue, consistent with the policy element and action element.

(B) The financial element of transportation planning agencies with populations that exceed 200,000 persons may include a project cost breakdown for all projects proposed for development during the 20-year life of the plan that includes total expenditures and related percentages of total expenditures for all of the following:

(i) State highway expansion.

(ii) State highway rehabilitation, maintenance, and operations.

(iii) Local road and street expansion.

(iv) Local road and street rehabilitation, maintenance, and operation.

(v) Mass transit, commuter rail, and intercity rail expansion.

(vi) Mass transit, commuter rail, and intercity rail rehabilitation, maintenance, and operations.

(vii) Pedestrian and bicycle facilities.

(viii) Environmental enhancements and mitigation.

(ix) Research and planning.

(x) Other categories.

(C) The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall consider financial incentives for cities and counties that have resource areas or farmland, as defined in Section 65080.01, for the purposes of, for example, transportation investments for the preservation and safety of the city street or county road system and farm to market and interconnectivity transportation needs. The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall also consider financial assistance for counties to address countywide service responsibilities in counties that contribute towards the greenhouse gas emission reduction targets by implementing policies for growth to occur within their cities.

(c) Each transportation planning agency may also include other factors of local significance as an element of the regional transportation plan, including, but not limited to, issues of mobility for specific sectors of the community, including, but not limited to, senior citizens.

(d) Except as otherwise provided in this subdivision, each transportation planning agency shall adopt and submit, every four years, an updated regional transportation plan to the California Transportation Commission

and the Department of Transportation. A transportation planning agency located in a federally designated air quality attainment area or that does not contain an urbanized area may at its option adopt and submit a regional transportation plan every five years. When applicable, the plan shall be consistent with federal planning and programming requirements and shall conform to the regional transportation plan guidelines adopted by the California Transportation Commission. Prior to adoption of the regional transportation plan, a public hearing shall be held after the giving of notice of the hearing by publication in the affected county or counties pursuant to Section 6061.

SEC. 5. Section 65080.01 is added to the Government Code, to read:

65080.01. The following definitions apply to terms used in Section 65080:

(a) "Resource areas" include (1) all publicly owned parks and open space; (2) open space or habitat areas protected by natural community conservation plans, habitat conservation plans, and other adopted natural resource protection plans; (3) habitat for species identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies or protected by the federal Endangered Species Act of 1973, the California Endangered Species Act, or the Native Plan Protection Act; (4) lands subject to conservation or agricultural easements for conservation or agricultural purposes by local governments, special districts, or nonprofit 501(c)(3) organizations, areas of the state designated by the State Mining and Geology Board as areas of statewide or regional significance pursuant to Section 2790 of the Public Resources Code, and lands under Williamson Act contracts; (5) areas designated for open-space or agricultural uses in adopted open-space elements or agricultural elements of the local general plan or by local ordinance; (6) areas containing biological resources as described in Appendix G of the CEQA Guidelines that may be significantly affected by the sustainable communities strategy or the alternative planning strategy; and (7) an area subject to flooding where a development project would not, at the time of development in the judgment of the agency, meet the requirements of the National Flood Insurance Program or where the area is subject to more protective provisions of state law or local ordinance.

(b) "Farmland" means farmland that is outside all existing city spheres of influence or city limits as of January 1, 2008, and is one of the following:

(1) Classified as prime or unique farmland or farmland of statewide importance.

(2) Farmland classified by a local agency in its general plan that meets or exceeds the standards for prime or unique farmland or farmland of statewide importance.

(c) "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

(d) "Consistent" shall have the same meaning as that term is used in Section 134 of Title 23 of the United States Code.

(e) "Internally consistent" means that the contents of the elements of the regional transportation plan must be consistent with each other.

SEC. 6. Section 65400 of the Government Code is amended to read:

65400. (a) After the legislative body has adopted all or part of a general plan, the planning agency shall do both of the following:

(1) Investigate and make recommendations to the legislative body regarding reasonable and practical means for implementing the general plan

or element of the general plan, so that it will serve as an effective guide for orderly growth and development, preservation and conservation of open-space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the general plan.

(2) Provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes all of the following:

(A) The status of the plan and progress in its implementation.

(B) The progress in meeting its share of regional housing needs determined pursuant to Section 65584 and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing pursuant to paragraph (3) of subdivision (c) of Section 65583.

The housing element portion of the annual report, as required by this paragraph, shall be prepared through the use of forms and definitions adopted by the Department of Housing and Community Development pursuant to the rulemaking provisions of the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2). Prior to and after adoption of the forms, the housing element portion of the annual report shall include a section that describes the actions taken by the local government towards completion of the programs and status of the local government's compliance with the deadlines in its housing element. That report shall be considered at an annual public meeting before the legislative body where members of the public shall be allowed to provide oral testimony and written comments.

(C) The degree to which its approved general plan complies with the guidelines developed and adopted pursuant to Section 65040.2 and the date of the last revision to the general plan.

(b) If a court finds, upon a motion to that effect, that a city, county, or city and county failed to submit, within 60 days of the deadline established in this section, the housing element portion of the report required pursuant to subparagraph (B) of paragraph (2) of subdivision (a) that substantially complies with the requirements of this section, the court shall issue an order or judgment compelling compliance with this section within 60 days. If the city, county, or city and county fails to comply with the court's order within 60 days, the plaintiff or petitioner may move for sanctions, and the court may, upon that motion, grant appropriate sanctions. The court shall retain jurisdiction to ensure that its order or judgment is carried out. If the court determines that its order or judgment is not carried out within 60 days, the court may issue further orders as provided by law to ensure that the purposes and policies of this section are fulfilled. This subdivision applies to proceedings initiated on or after the first day of October following the adoption of forms and definitions by the Department of Housing and Community Development pursuant to paragraph (2) of subdivision (a), but no sooner than six months following that adoption.

SEC. 7. Section 65583 of the Government Code is amended to read:

65583. The housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and shall make adequate provision for the existing and projected needs of all economic segments of the community. The element shall contain all of the following:

(a) An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs. The assessment and inventory shall include all of the following:

(1) An analysis of population and employment trends and documentation of projections and a quantification of the locality's existing and projected housing needs for all income levels, including extremely low income households, as defined in subdivision (b) of Section 50105 and Section 50106 of the Health and Safety Code. These existing and projected needs shall include the locality's share of the regional housing need in accordance with Section 65584. Local agencies shall calculate the subset of very low income households allotted under Section 65584 that qualify as extremely low income households. The local agency may either use available census data to calculate the percentage of very low income households that qualify as extremely low income households or presume that 50 percent of the very low income households qualify as extremely low income households. The number of extremely low income households and very low income households shall equal the jurisdiction's allocation of very low income households pursuant to Section 65584.

(2) An analysis and documentation of household characteristics, including level of payment compared to ability to pay, housing characteristics, including overcrowding, and housing stock condition.

(3) An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites.

(4) (A) The identification of a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. The identified zone or zones shall include sufficient capacity to accommodate the need for emergency shelter identified in paragraph (7), except that each local government shall identify a zone or zones that can accommodate at least one year-round emergency shelter. If the local government cannot identify a zone or zones with sufficient capacity, the local government shall include a program to amend its zoning ordinance to meet the requirements of this paragraph within one year of the adoption of the housing element. The local government may identify additional zones where emergency shelters are permitted with a conditional use permit. The local government shall also demonstrate that existing or proposed permit processing, development, and management standards are objective and encourage and facilitate the development of, or conversion to, emergency shelters. Emergency shelters may only be subject to those development and management standards that apply to residential or commercial development within the same zone except that a local government may apply written, objective standards that include all of the following:

(i) The maximum number of beds or persons permitted to be served nightly by the facility.

(ii) Off-street parking based upon demonstrated need, provided that the standards do not require more parking for emergency shelters than for other residential or commercial uses within the same zone.

(iii) The size and location of exterior and interior onsite waiting and client intake areas.

(iv) The provision of onsite management.

(v) The proximity to other emergency shelters, provided that emergency shelters are not required to be more than 300 feet apart.

(vi) The length of stay.

(vii) Lighting.

(viii) Security during hours that the emergency shelter is in operation.

(B) The permit processing, development, and management standards applied under this paragraph shall not be deemed to be discretionary acts within the meaning of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

(C) A local government that can demonstrate to the satisfaction of the department the existence of one or more emergency shelters either within its jurisdiction or pursuant to a multijurisdictional agreement that can accommodate that jurisdiction's need for emergency shelter identified in paragraph (7) may comply with the zoning requirements of subparagraph (A) by identifying a zone or zones where new emergency shelters are allowed with a conditional use permit.

(D) A local government with an existing ordinance or ordinances that comply with this paragraph shall not be required to take additional action to identify zones for emergency shelters. The housing element must only describe how existing ordinances, policies, and standards are consistent with the requirements of this paragraph.

(5) An analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the types of housing identified in paragraph (1) of subdivision (c), and for persons with disabilities as identified in the analysis pursuant to paragraph (7), including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures. The analysis shall also demonstrate local efforts to remove governmental constraints that hinder the locality from meeting its share of the regional housing need in accordance with Section 65584 and from meeting the need for housing for persons with disabilities, supportive housing, transitional housing, and emergency shelters identified pursuant to paragraph (7). Transitional housing and supportive housing shall be considered a residential use of property, and shall be subject only to those restrictions that apply to other residential dwellings of the same type in the same zone.

(6) An analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction.

(7) An analysis of any special housing needs, such as those of the elderly, persons with disabilities, large families, farmworkers, families with female heads of households, and families and persons in need of emergency shelter. The need for emergency shelter shall be assessed based on annual and seasonal need. The need for emergency shelter may be reduced by the number of supportive housing units that are identified in an adopted 10-year plan to end chronic homelessness and that are either vacant or for which funding has been identified to allow construction during the planning period.

(8) An analysis of opportunities for energy conservation with respect to residential development.

(9) An analysis of existing assisted housing developments that are eligible to change from low-income housing uses during the next 10 years due to termination of subsidy contracts, mortgage prepayment, or expiration of restrictions on use. "Assisted housing developments," for the purpose of this section, shall mean multifamily rental housing that receives governmental assistance under federal programs listed in subdivision (a) of

Section 65863.10, state and local multifamily revenue bond programs, local redevelopment programs, the federal Community Development Block Grant Program, or local in-lieu fees. "Assisted housing developments" shall also include multifamily rental units that were developed pursuant to a local inclusionary housing program or used to qualify for a density bonus pursuant to Section 65916.

(A) The analysis shall include a listing of each development by project name and address, the type of governmental assistance received, the earliest possible date of change from low-income use and the total number of elderly and nonelderly units that could be lost from the locality's low-income housing stock in each year during the 10-year period. For purposes of state and federally funded projects, the analysis required by this subparagraph need only contain information available on a statewide basis.

(B) The analysis shall estimate the total cost of producing new rental housing that is comparable in size and rent levels, to replace the units that could change from low-income use, and an estimated cost of preserving the assisted housing developments. This cost analysis for replacement housing may be done aggregately for each five-year period and does not have to contain a project-by-project cost estimate.

(C) The analysis shall identify public and private nonprofit corporations known to the local government which have legal and managerial capacity to acquire and manage these housing developments.

(D) The analysis shall identify and consider the use of all federal, state, and local financing and subsidy programs which can be used to preserve, for lower income households, the assisted housing developments, identified in this paragraph, including, but not limited to, federal Community Development Block Grant Program funds, tax increment funds received by a redevelopment agency of the community, and administrative fees received by a housing authority operating within the community. In considering the use of these financing and subsidy programs, the analysis shall identify the amounts of funds under each available program which have not been legally obligated for other purposes and which could be available for use in preserving assisted housing developments.

(b) (1) A statement of the community's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing.

(2) It is recognized that the total housing needs identified pursuant to subdivision (a) may exceed available resources and the community's ability to satisfy this need within the content of the general plan requirements outlined in Article 5 (commencing with Section 65300). Under these circumstances, the quantified objectives need not be identical to the total housing needs. The quantified objectives shall establish the maximum number of housing units by income category, including extremely low income, that can be constructed, rehabilitated, and conserved over a five-year time period.

(c) A program which sets forth a schedule of actions during the planning period, each with a timeline for implementation, which may recognize that certain programs are ongoing, such that there will be beneficial impacts of the programs within the planning period, that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls, the provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing

and subsidy programs when available and the utilization of moneys in a low- and moderate-income housing fund of an agency if the locality has established a redevelopment project area pursuant to the Community Redevelopment Law (Division 24 (commencing with Section 33000) of the Health and Safety Code). In order to make adequate provision for the housing needs of all economic segments of the community, the program shall do all of the following:

(1) Identify actions that will be taken to make sites available during the planning period of the general plan with appropriate zoning and development standards and with services and facilities to accommodate that portion of the city's or county's share of the regional housing need for each income level that could not be accommodated on sites identified in the inventory completed pursuant to paragraph (3) of subdivision (a) without rezoning, and to comply with the requirements of Section 65584.09. Sites shall be identified as needed to facilitate and encourage the development of a variety of types of housing for all income levels, including multifamily rental housing, factory-built housing, mobilehomes, housing for agricultural employees, supportive housing, single-room occupancy units, emergency shelters, and transitional housing.

(A) Where the inventory of sites, pursuant to paragraph (3) of subdivision (a), does not identify adequate sites to accommodate the need for groups of all household income levels pursuant to Section 65584, rezoning of those sites, including adoption of minimum density and development standards, for jurisdictions with an eight-year housing element planning period pursuant to Section 65588, shall be completed no later than three years after either the date the housing element is adopted pursuant to subdivision (f) of Section 65585 or the date that is 90 days after receipt of comments from the department pursuant to subdivision (b) of Section 65585, whichever is earlier, unless the deadline is extended pursuant to subdivision (f). Notwithstanding the foregoing, for a local government that fails to adopt a housing element within 120 days of the statutory deadline in Section 65588 for adoption of the housing element, rezoning of those sites, including adoption of minimum density and development standards, shall be completed no later than three years and 120 days from the statutory deadline in Section 65588 for adoption of the housing element.

(B) Where the inventory of sites, pursuant to paragraph (3) of subdivision (a), does not identify adequate sites to accommodate the need for groups of all household income levels pursuant to Section 65584, the program shall identify sites that can be developed for housing within the planning period pursuant to subdivision (h) of Section 65583.2. The identification of sites shall include all components specified in subdivision (b) of Section 65583.2.

(C) Where the inventory of sites pursuant to paragraph (3) of subdivision (a) does not identify adequate sites to accommodate the need for farmworker housing, the program shall provide for sufficient sites to meet the need with zoning that permits farmworker housing use by right, including density and development standards that could accommodate and facilitate the feasibility of the development of farmworker housing for low- and very low income households.

(2) Assist in the development of adequate housing to meet the needs of extremely low, very low, low-, and moderate-income households.

(3) Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons

with disabilities. The program shall remove constraints to, and provide reasonable accommodations for housing designed for, intended for occupancy by, or with supportive services for, persons with disabilities.

(4) Conserve and improve the condition of the existing affordable housing stock, which may include addressing ways to mitigate the loss of dwelling units demolished by public or private action.

(5) Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.

(6) Preserve for lower income households the assisted housing developments identified pursuant to paragraph (9) of subdivision (a). The program for preservation of the assisted housing developments shall utilize, to the extent necessary, all available federal, state, and local financing and subsidy programs identified in paragraph (9) of subdivision (a), except where a community has other urgent needs for which alternative funding sources are not available. The program may include strategies that involve local regulation and technical assistance.

(7) The program shall include an identification of the agencies and officials responsible for the implementation of the various actions and the means by which consistency will be achieved with other general plan elements and community goals. The local government shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort.

(d) (1) A local government may satisfy all or part of its requirement to identify a zone or zones suitable for the development of emergency shelters pursuant to paragraph (4) of subdivision (a) by adopting and implementing a multijurisdictional agreement, with a maximum of two other adjacent communities, that requires the participating jurisdictions to develop at least one year-round emergency shelter within two years of the beginning of the planning period.

(2) The agreement shall allocate a portion of the new shelter capacity to each jurisdiction as credit towards its emergency shelter need, and each jurisdiction shall describe how the capacity was allocated as part of its housing element.

(3) Each member jurisdiction of a multijurisdictional agreement shall describe in its housing element all of the following:

(A) How the joint facility will meet the jurisdiction's emergency shelter need.

(B) The jurisdiction's contribution to the facility for both the development and ongoing operation and management of the facility.

(C) The amount and source of the funding that the jurisdiction contributes to the facility.

(4) The aggregate capacity claimed by the participating jurisdictions in their housing elements shall not exceed the actual capacity of the shelter.

(e) Except as otherwise provided in this article, amendments to this article that alter the required content of a housing element shall apply to both of the following:

(1) A housing element or housing element amendment prepared pursuant to subdivision (e) of Section 65588 or Section 65584.02, when a city, county, or city and county submits a draft to the department for review pursuant to Section 65585 more than 90 days after the effective date of the amendment to this section.

(2) Any housing element or housing element amendment prepared pursuant to subdivision (e) of Section 65588 or Section 65584.02, when the city, county, or city and county fails to submit the first draft to the department before the due date specified in Section 65588 or 65584.02.

(f) The deadline for completing required rezoning pursuant to subparagraph (A) of paragraph (1) of subdivision (c) shall be extended by one year if the local government has completed the rezoning at densities sufficient to accommodate at least 75 percent of the sites for low- and very low income households and if the legislative body at the conclusion of a public hearing determines, based upon substantial evidence, that any of the following circumstances exist:

(1) The local government has been unable to complete the rezoning because of the action or inaction beyond the control of the local government of any other state federal or local agency.

(2) The local government is unable to complete the rezoning because of infrastructure deficiencies due to fiscal or regulatory constraints.

(3) The local government must undertake a major revision to its general plan in order to accommodate the housing related policies of a sustainable communities strategy or an alternative planning strategy adopted pursuant to Section 65080.

The resolution and the findings shall be transmitted to the department together with a detailed budget and schedule for preparation and adoption of the required rezonings, including plans for citizen participation and expected interim action. The schedule shall provide for adoption of the required rezoning within one year of the adoption of the resolution.

(g) (1) If a local government fails to complete the rezoning by the deadline provided in subparagraph (A) of paragraph (1) of subdivision (c), as it may be extended pursuant to subdivision (f), except as provided in paragraph (2), a local government may not disapprove a housing development project, nor require a conditional use permit, planned unit development permit, or other locally imposed discretionary permit, or impose a condition that would render the project infeasible, if the housing development project (A) is proposed to be located on a site required to be rezoned pursuant to the program action required by that subparagraph; and (B) complies with applicable, objective general plan and zoning standards and criteria, including design review standards, described in the program action required by that subparagraph. Any subdivision of sites shall be subject to the Subdivision Map Act. Design review shall not constitute a "project" for purposes of Division 13 (commencing with Section 21000) of the Public Resources Code.

(2) A local government may disapprove a housing development described in paragraph (1) if it makes written findings supported by substantial evidence on the record that both of the following conditions exist:

(A) The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

(B) There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project

upon the condition that it be developed at a lower density.

(3) The applicant or any interested person may bring an action to enforce this subdivision. If a court finds that the local agency disapproved a project or conditioned its approval in violation of this subdivision, the court shall issue an order or judgment compelling compliance within 60 days. The court shall retain jurisdiction to ensure that its order or judgment is carried out. If the court determines that its order or judgment has not been carried out within 60 days, the court may issue further orders to ensure that the purposes and policies of this subdivision are fulfilled. In any such action, the city, county, or city and county shall bear the burden of proof.

(4) For purposes of this subdivision, "housing development project" means a project to construct residential units for which the project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of at least 49 percent of the housing units for very low, low-, and moderate-income households with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing.

(h) An action to enforce the program actions of the housing element shall be brought pursuant to Section 1085 of the Code of Civil Procedure.

SEC. 8. Section 65584.01 of the Government Code is amended to read:

65584.01. (a) For the fourth and subsequent revision of the housing element pursuant to Section 65588, the department, in consultation with each council of governments, where applicable, shall determine the existing and projected need for housing for each region in the following manner:

(b) The department's determination shall be based upon population projections produced by the Department of Finance and regional population forecasts used in preparing regional transportation plans, in consultation with each council of governments. If the total regional population forecast for the planning period, developed by the council of governments and used for the preparation of the regional transportation plan, is within a range of 3 percent of the total regional population forecast for the planning period over the same time period by the Department of Finance, then the population forecast developed by the council of governments shall be the basis from which the department determines the existing and projected need for housing in the region. If the difference between the total population growth projected by the council of governments and the total population growth projected for the region by the Department of Finance is greater than 3 percent, then the department and the council of governments shall meet to discuss variances in methodology used for population projections and seek agreement on a population projection for the region to be used as a basis for determining the existing and projected housing need for the region. If no agreement is reached, then the population projection for the region shall be the population projection for the region prepared by the Department of Finance as may be modified by the department as a result of discussions with the council of governments.

(c) (1) At least 26 months prior to the scheduled revision pursuant to Section 65588 and prior to developing the existing and projected housing need for a region, the department shall meet and consult with the council of governments regarding the assumptions and methodology to be used by the department to determine the region's housing needs. The council of governments shall provide data assumptions from the council's projections, including, if available, the following data for the region:

(A) Anticipated household growth associated with projected population increases.

(B) Household size data and trends in household size.

(C) The rate of household formation, or headship rates, based on age, gender, ethnicity, or other established demographic measures.

(D) The vacancy rates in existing housing stock, and the vacancy rates for healthy housing market functioning and regional mobility, as well as housing replacement needs.

(E) Other characteristics of the composition of the projected population.

(F) The relationship between jobs and housing, including any imbalance between jobs and housing.

(2) The department may accept or reject the information provided by the council of governments or modify its own assumptions or methodology based on this information. After consultation with the council of governments, the department shall make determinations in writing on the assumptions for each of the factors listed in subparagraphs (A) to (F), inclusive, of paragraph (1) and the methodology it shall use and shall provide these determinations to the council of governments.

(d) (1) After consultation with the council of governments, the department shall make a determination of the region's existing and projected housing need based upon the assumptions and methodology determined pursuant to subdivision (c). The region's existing and projected housing need shall reflect the achievement of a feasible balance between jobs and housing within the region using the regional employment projections in the applicable regional transportation plan. Within 30 days following notice of the determination from the department, the council of governments may file an objection to the department's determination of the region's existing and projected housing need with the department.

(2) The objection shall be based on and substantiate either of the following:

(A) The department failed to base its determination on the population projection for the region established pursuant to subdivision (b), and shall identify the population projection which the council of governments believes should instead be used for the determination and explain the basis for its rationale.

(B) The regional housing need determined by the department is not a reasonable application of the methodology and assumptions determined pursuant to subdivision (c). The objection shall include a proposed alternative determination of its regional housing need based upon the determinations made in subdivision (c), including analysis of why the proposed alternative would be a more reasonable application of the methodology and assumptions determined pursuant to subdivision (c).

(3) If a council of governments files an objection pursuant to this subdivision and includes with the objection a proposed alternative determination of its regional housing need, it shall also include documentation of its basis for the alternative determination. Within 45 days of receiving an objection filed pursuant to this section, the department shall consider the objection and make a final written determination of the region's existing and projected housing need that includes an explanation of the information upon which the determination was made.

SEC. 9. Section 65584.02 of the Government Code is amended to read:

65584.02. (a) For the fourth and subsequent revisions of the housing element pursuant to Section 65588, the existing and projected need for

housing may be determined for each region by the department as follows, as an alternative to the process pursuant to Section 65584.01:

(1) In a region in which at least one subregion has accepted delegated authority pursuant to Section 65584.03, the region's housing need shall be determined at least 26 months prior to the housing element update deadline pursuant to Section 65588. In a region in which no subregion has accepted delegation pursuant to Section 65584.03, the region's housing need shall be determined at least 24 months prior to the housing element deadline.

(2) At least six months prior to the department's determination of regional housing need pursuant to paragraph (1), a council of governments may request the use of population and household forecast assumptions used in the regional transportation plan. This request shall include all of the following:

(A) Proposed data and assumptions for factors contributing to housing need beyond household growth identified in the forecast. These factors shall include allowance for vacant or replacement units, and may include other adjustment factors.

(B) A proposed planning period that is not longer than the period of time covered by the regional transportation improvement plan or plans of the region pursuant to Section 14527, but a period not less than five years, and not longer than six years.

(C) A comparison between the population and household assumptions used for the Regional Transportation Plan with population and household estimates and projections of the Department of Finance.

(b) The department shall consult with the council of governments regarding requests submitted pursuant to paragraph (2) of subdivision (a). The department may seek advice and consult with the Demographic Research Unit of the Department of Finance, the State Department of Transportation, a representative of a contiguous council of governments, and any other party as deemed necessary. The department may request that the council of governments revise data, assumptions, or methodology to be used for the determination of regional housing need, or may reject the request submitted pursuant to paragraph (2) of subdivision (a). Subsequent to consultation with the council of governments, the department will respond in writing to requests submitted pursuant to paragraph (1) of subdivision (a).

(c) If the council of governments does not submit a request pursuant to subdivision (a), or if the department rejects the request of the council of governments, the determination for the region shall be made pursuant to Sections 65584 and 65584.01.

SEC. 10. Section 65584.04 of the Government Code is amended to read:

65584.04. (a) At least two years prior to a scheduled revision required by Section 65588, each council of governments, or delegate subregion as applicable, shall develop a proposed methodology for distributing the existing and projected regional housing need to cities, counties, and cities and counties within the region or within the subregion, where applicable pursuant to this section. The methodology shall be consistent with the objectives listed in subdivision (d) of Section 65584.

(b) (1) No more than six months prior to the development of a proposed methodology for distributing the existing and projected housing need, each council of governments shall survey each of its member jurisdictions to request, at a minimum, information regarding the factors listed in subdivision

(d) that will allow the development of a methodology based upon the factors established in subdivision (d).

(2) The council of governments shall seek to obtain the information in a manner and format that is comparable throughout the region and utilize readily available data to the extent possible.

(3) The information provided by a local government pursuant to this section shall be used, to the extent possible, by the council of governments, or delegate subregion as applicable, as source information for the methodology developed pursuant to this section. The survey shall state that none of the information received may be used as a basis for reducing the total housing need established for the region pursuant to Section 65584.01.

(4) If the council of governments fails to conduct a survey pursuant to this subdivision, a city, county, or city and county may submit information related to the items listed in subdivision (d) prior to the public comment period provided for in subdivision (c).

(c) Public participation and access shall be required in the development of the methodology and in the process of drafting and adoption of the allocation of the regional housing needs. Participation by organizations other than local jurisdictions and councils of governments shall be solicited in a diligent effort to achieve public participation of all economic segments of the community. The proposed methodology, along with any relevant underlying data and assumptions, and an explanation of how information about local government conditions gathered pursuant to subdivision (b) has been used to develop the proposed methodology, and how each of the factors listed in subdivision (d) is incorporated into the methodology, shall be distributed to all cities, counties, any subregions, and members of the public who have made a written request for the proposed methodology. The council of governments, or delegate subregion, as applicable, shall conduct at least one public hearing to receive oral and written comments on the proposed methodology.

(d) To the extent that sufficient data is available from local governments pursuant to subdivision (b) or other sources, each council of governments, or delegate subregion as applicable, shall include the following factors to develop the methodology that allocates regional housing needs:

(1) Each member jurisdiction's existing and projected jobs and housing relationship.

(2) The opportunities and constraints to development of additional housing in each member jurisdiction, including all of the following:

(A) Lack of capacity for sewer or water service due to federal or state laws, regulations or regulatory actions, or supply and distribution decisions made by a sewer or water service provider other than the local jurisdiction that preclude the jurisdiction from providing necessary infrastructure for additional development during the planning period.

(B) The availability of land suitable for urban development or for conversion to residential use, the availability of underutilized land, and opportunities for infill development and increased residential densities. The council of governments may not limit its consideration of suitable housing sites or land suitable for urban development to existing zoning ordinances and land use restrictions of a locality, but shall consider the potential for increased residential development under alternative zoning ordinances and land use restrictions. The determination of available land suitable for urban development may exclude lands where the Federal Emergency Management Agency (FEMA) or the Department of Water Resources has determined that the flood management infrastructure designed to protect that land is not adequate to avoid the risk of flooding.

(C) Lands preserved or protected from urban development under existing federal or state programs, or both, designed to protect open space, farmland, environmental habitats, and natural resources on a long-term basis.

(D) County policies to preserve prime agricultural land, as defined pursuant to Section 56064, within an unincorporated area.

(3) The distribution of household growth assumed for purposes of a comparable period of regional transportation plans and opportunities to maximize the use of public transportation and existing transportation infrastructure.

(4) The market demand for housing.

(5) Agreements between a county and cities in a county to direct growth toward incorporated areas of the county.

(6) The loss of units contained in assisted housing developments, as defined in paragraph (9) of subdivision (a) of Section 65583, that changed to non-low-income use through mortgage prepayment, subsidy contract expirations, or termination of use restrictions.

(7) High-housing cost burdens.

(8) The housing needs of farmworkers.

(9) The housing needs generated by the presence of a private university or a campus of the California State University or the University of California within any member jurisdiction.

(10) Any other factors adopted by the council of governments.

(e) The council of governments, or delegate subregion, as applicable, shall explain in writing how each of the factors described in subdivision (d) was incorporated into the methodology and how the methodology is consistent with subdivision (d) of Section 65584. The methodology may include numerical weighting.

(f) Any ordinance, policy, voter-approved measure, or standard of a city or county that directly or indirectly limits the number of residential building permits issued by a city or county shall not be a justification for a determination or a reduction in the share of a city or county of the regional housing need.

(g) In addition to the factors identified pursuant to subdivision (d), the council of governments, or delegate subregion, as applicable, shall identify any existing local, regional, or state incentives, such as a priority for funding or other incentives available to those local governments that are willing to accept a higher share than proposed in the draft allocation to those local governments by the council of governments or delegate subregion pursuant to Section 65584.05.

(h) Following the conclusion of the 60-day public comment period described in subdivision (c) on the proposed allocation methodology, and after making any revisions deemed appropriate by the council of governments, or delegate subregion, as applicable, as a result of comments received during the public comment period, each council of governments, or delegate subregion, as applicable, shall adopt a final regional, or subregional, housing need allocation methodology and provide notice of the adoption of the methodology to the jurisdictions within the region, or delegate subregion as applicable, and to the department.

(i) (1) It is the intent of the Legislature that housing planning be coordinated and integrated with the regional transportation plan. To achieve this goal, the allocation plan shall allocate housing units within the region consistent with the development pattern included in the sustainable communities strategy.

(2) The final allocation plan shall ensure that the total regional housing need, by income category, as determined under Section 65584, is maintained, and that each jurisdiction in the region receive an allocation of units for low- and very low income households.

(3) The resolution approving the final housing need allocation plan shall demonstrate that the plan is consistent with the sustainable communities strategy in the regional transportation plan.

SEC. 11. Section 65587 of the Government Code is amended to read:

65587. (a) Each city, county, or city and county shall bring its housing element, as required by subdivision (c) of Section 65302, into conformity with the requirements of this article on or before October 1, 1981, and the deadlines set by Section 65588. Except as specifically provided in subdivision (b) of Section 65361, the Director of Planning and Research shall not grant an extension of time from these requirements.

(b) Any action brought by any interested party to review the conformity with the provisions of this article of any housing element or portion thereof or revision thereto shall be brought pursuant to Section 1085 of the Code of Civil Procedure; the court's review of compliance with the provisions of this article shall extend to whether the housing element or portion thereof or revision thereto substantially complies with the requirements of this article.

(c) If a court finds that an action of a city, county, or city and county, which is required to be consistent with its general plan, does not comply with its housing element, the city, county, or city and county shall bring its action into compliance within 60 days. However, the court shall retain jurisdiction throughout the period for compliance to enforce its decision. Upon the court's determination that the 60-day period for compliance would place an undue hardship on the city, county, or city and county, the court may extend the time period for compliance by an additional 60 days.

(d) (1) If a court finds that a city, county, or city and county failed to complete the rezoning required by subparagraph (A) of paragraph (1) of subdivision (c) of Section 65583, as that deadline may be modified by the extension provided for in subdivision (f) of that section, the court shall issue an order or judgment, after considering the equities of the circumstances presented by all parties, compelling the local government to complete the rezoning within 60 days or the earliest time consistent with public hearing notice requirements in existence at the time the action was filed. The court shall retain jurisdiction to ensure that its order or judgment is carried out. If the court determines that its order or judgment is not carried out, the court shall issue further orders to ensure that the purposes and policies of this article are fulfilled, including ordering, after considering the equities of the circumstances presented by all parties, that any rezoning required by subparagraph (A) of paragraph (1) of subdivision (c) of Section 65583 be completed within 60 days or the earliest time consistent with public hearing notice requirements in existence at the time the action was filed and may impose sanctions on the city, county, or city and county.

(2) Any interested person may bring an action to compel compliance with the deadlines and requirements of paragraphs (1), (2), and (3) of subdivision (c) of Section 65583. The action shall be brought pursuant to Section 1085 of the Code of Civil Procedure. An action may be brought pursuant to the notice and accrual provisions of subdivision (d) of Section 65009. In any such action, the city, county, or city and county shall bear the burden of proof.

SEC. 12. Section 65588 of the Government Code is amended to read:

65588. (a) Each local government shall review its housing element as frequently as appropriate to evaluate all of the following:

(1) The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal.

(2) The effectiveness of the housing element in attainment of the community's housing goals and objectives.

(3) The progress of the city, county, or city and county in implementation of the housing element.

(b) Except as provided in paragraph (7) of subdivision (e), the housing element shall be revised as appropriate, but not less than every eight years, to reflect the results of this periodic review, by those local governments that are located within a region covered by (1) a metropolitan planning organization in a region classified as nonattainment for one or more pollutants regulated by the federal Clean Air Act or (2) a metropolitan planning organization or regional transportation planning agency that is required, or has elected pursuant to subparagraph (L) of paragraph (2) of subdivision (b) of Section 65080, to adopt a regional transportation plan not less than every four years, except that a local government that does not adopt a housing element within 120 days of the statutory deadline for adoption of the housing element shall revise its housing element as appropriate, but not less than every four years. The housing element shall be revised, as appropriate, but not less than every five years by those local governments that are located within a region covered by a metropolitan planning organization or regional transportation planning agency that is required to adopt a regional transportation plan not less than every five years, to reflect the results of this periodic review. Nothing in this section shall be construed to excuse the obligations of the local government to adopt a revised housing element no later than the date specified in this section.

(c) The review and revision of housing elements required by this section shall take into account any low- or moderate-income housing provided or required pursuant to Section 65590.

(d) The review pursuant to subdivision (c) shall include, but need not be limited to, the following:

(1) The number of new housing units approved for construction within the coastal zone after January 1, 1982.

(2) The number of housing units for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, required to be provided in new housing developments either within the coastal zone or within three miles of the coastal zone pursuant to Section 65590.

(3) The number of existing residential dwelling units occupied by persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, that have been authorized to be demolished or converted since January 1, 1982, in the coastal zone.

(4) The number of residential dwelling units for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, that have been required for replacement or authorized to be converted or demolished as identified in paragraph (3). The location of the replacement units, either onsite, elsewhere within the locality's jurisdiction within the coastal zone, or within three miles of the coastal zone within the locality's jurisdiction, shall be designated in the review.

(e) Notwithstanding subdivision (b) or the date of adoption of the housing

elements previously in existence, each city, county, and city and county shall revise its housing element according to the following schedule:

(1) Local governments within the regional jurisdiction of the Southern California Association of Governments: June 30, 2006, for the fourth revision.

(2) Local governments within the regional jurisdiction of the Association of Bay Area Governments: June 30, 2007, for the fourth revision.

(3) Local governments within the regional jurisdiction of the Council of Fresno County Governments, the Kern County Council of Governments, and the Sacramento Area Council of Governments: June 30, 2002, for the third revision, and June 30, 2008, for the fourth revision.

(4) Local governments within the regional jurisdiction of the Association of Monterey Bay Area Governments: December 31, 2002, for the third revision, and June 30, 2009, for the fourth revision.

(5) Local governments within the regional jurisdiction of the San Diego Association of Governments: June 30, 2005, for the fourth revision.

(6) All other local governments: December 31, 2003, for the third revision, and June 30, 2009, for the fourth revision.

(7) (A) All local governments within a metropolitan planning organization in a region classified as nonattainment for one or more pollutants regulated by the federal Clean Air Act (42 U.S.C. Sec. 7506), except those within the regional jurisdiction of the San Diego Association of Governments, shall adopt the fifth revision of the housing element no later than 18 months after adoption of the first regional transportation plan to be adopted after September 30, 2010.

(B) All local governments within the regional jurisdiction of the San Diego Association of Governments shall adopt their fifth revision no more than five years from the fourth revision and their sixth revision no later than 18 months after adoption of the first regional transportation plan to be adopted after the fifth revision due date.

(C) All local governments within the regional jurisdiction of a metropolitan planning organization or a regional transportation planning agency that has made an election pursuant to subparagraph (L) of paragraph

(2) of subdivision (b) of Section 65080 shall be subject to the eight-year planning period pursuant to subdivision (b) of Section 65588 and shall adopt its next housing element 18 months after adoption of the first regional transportation plan following the election.

(f) For purposes of this article, “planning period” shall be the time period for periodic revision of the housing element pursuant to this section.

SEC. 13. Section 21061.3 of the Public Resources Code is amended to read:

21061.3. “Infill site” means a site in an urbanized area that meets either of the following criteria:

(a) The site has not been previously developed for urban uses and both of the following apply:

(1) The site is immediately adjacent to parcels that are developed with qualified urban uses, or at least 75 percent of the perimeter of the site adjoins parcels that are developed with qualified urban uses, and the remaining 25 percent of the site adjoins parcels that have previously been developed for qualified urban uses.

(2) No parcel within the site has been created within the past 10 years unless the parcel was created as a result of the plan of a redevelopment agency.

(b) The site has been previously developed for qualified urban uses.
SEC. 14. Chapter 4.2 (commencing with Section 21155) is added to Division 13 of the Public Resources Code, to read:

Chapter 4.2. Implementation of the Sustainable Communities Strategy

21155. (a) This chapter applies only to a transit priority project that is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

(b) For purposes of this chapter, a transit priority project shall (1) contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75; (2) provide a minimum net density of at least 20 dwelling units per acre; and (3) be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor.

21155.1. If the legislative body finds, after conducting a public hearing, that a transit priority project meets all of the requirements of subdivisions (a) and (b) and one of the requirements of subdivision (c), the transit priority project is declared to be a sustainable communities project and shall be exempt from this division.

(a) The transit priority project complies with all of the following environmental criteria:

(1) The transit priority project and other projects approved prior to the approval of the transit priority project but not yet built can be adequately served by existing utilities, and the transit priority project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.

(2) (A) The site of the transit priority project does not contain wetlands or riparian areas and does not have significant value as a wildlife habitat, and the transit priority project does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered

Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), and the project does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.

(B) For the purposes of this paragraph, "wetlands" has the same meaning as in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).

(C) For the purposes of this paragraph:

(i) "Riparian areas" means those areas transitional between terrestrial and aquatic ecosystems and that are distinguished by gradients in biophysical conditions, ecological processes, and biota. A riparian area is an area through which surface and subsurface hydrology connect waterbodies with their adjacent uplands. A riparian area includes those portions of terrestrial ecosystems that significantly influence exchanges of energy and matter with aquatic ecosystems. A riparian area is adjacent to perennial, intermittent, and ephemeral streams, lakes, and estuarine-marine shorelines.

(ii) "Wildlife habitat" means the ecological communities upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection.

(iii) Habitat of "significant value" includes wildlife habitat of national, statewide, regional, or local importance; habitat for species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531, et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code); habitat identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies; or habitat essential to the movement of resident or migratory wildlife.

(3) The site of the transit priority project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.

(4) The site of the transit priority project is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.

(A) If a release of a hazardous substance is found to exist on the site, the release shall be removed or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.

(B) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.

(5) The transit priority project does not have a significant effect on historical resources pursuant to Section 21084.1.

(6) The transit priority project site is not subject to any of the following:

(A) A wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.

(B) An unusually high risk of fire or explosion from materials stored or used on nearby properties.

(C) Risk of a public health exposure at a level that would exceed the

standards established by any state or federal agency.

(D) Seismic risk as a result of being within a delineated earthquake fault zone, as determined pursuant to Section 2622, or a seismic hazard zone, as determined pursuant to Section 2696, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake fault or seismic hazard zone.

(E) Landslide hazard, flood plain, flood way, or restriction zone, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.

(7) The transit priority project site is not located on developed open space.

(A) For the purposes of this paragraph, "developed open space" means land that meets all of the following criteria:

(i) Is publicly owned, or financed in whole or in part by public funds.

(ii) Is generally open to, and available for use by, the public.

(iii) Is predominantly lacking in structural development other than structures associated with open spaces, including, but not limited to, playgrounds, swimming pools, ballfields, enclosed child play areas, and picnic facilities.

(B) For the purposes of this paragraph, "developed open space" includes land that has been designated for acquisition by a public agency for developed open space, but does not include lands acquired with public funds dedicated to the acquisition of land for housing purposes.

(8) The buildings in the transit priority project are 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations and the buildings and landscaping are designed to achieve 25 percent less water usage than the average household use in the region.

(b) The transit priority project meets all of the following land use criteria:

(1) The site of the transit priority project is not more than eight acres in total area.

(2) The transit priority project does not contain more than 200 residential units.

(3) The transit priority project does not result in any net loss in the number of affordable housing units within the project area.

(4) The transit priority project does not include any single level building that exceeds 75,000 square feet.

(5) Any applicable mitigation measures or performance standards or criteria set forth in the prior environmental impact reports, and adopted in findings, have been or will be incorporated into the transit priority project.

(6) The transit priority project is determined not to conflict with nearby operating industrial uses.

(7) The transit priority project is located within one-half mile of a rail transit station or a ferry terminal included in a regional transportation plan or within one-quarter mile of a high-quality transit corridor included in a regional transportation plan.

(c) The transit priority project meets at least one of the following three criteria:

(1) The transit priority project meets both of the following:

(A) At least 20 percent of the housing will be sold to families of moderate income, or not less than 10 percent of the housing will be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income.

(B) The transit priority project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued

availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing. Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.

(2) The transit priority project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to paragraph (1).

(3) The transit priority project provides public open space equal to or greater than five acres per 1,000 residents of the project.

21155.2. (a) A transit priority project that has incorporated all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports and adopted in findings made pursuant to Section 21081, shall be eligible for either the provisions of subdivision (b) or (c).

(b) A transit priority project that satisfies the requirements of subdivision (a) may be reviewed through a sustainable communities environmental assessment as follows:

(1) An initial study shall be prepared to identify all significant or potentially significant impacts of the transit priority project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The initial study shall identify any cumulative effects that have been adequately addressed and mitigated pursuant to the requirements of this division in prior applicable certified environmental impact reports. Where the lead agency determines that a cumulative effect has been adequately addressed and mitigated, that cumulative effect shall not be treated as cumulatively considerable for the purposes of this subdivision.

(2) The sustainable communities environmental assessment shall contain measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.

(3) A draft of the sustainable communities environmental assessment shall be circulated for public comment for a period of not less than 30 days. Notice shall be provided in the same manner as required for an environmental impact report pursuant to Section 21092.

(4) Prior to acting on the sustainable communities environmental assessment, the lead agency shall consider all comments received.

(5) A sustainable communities environmental assessment may be approved by the lead agency after conducting a public hearing, reviewing the comments received, and finding that:

(A) All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed.

(B) With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:

(i) Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.

(ii) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be,

adopted by that other agency.

(6) The legislative body of the lead agency shall conduct the public hearing or a planning commission may conduct the public hearing if local ordinances allow a direct appeal of approval of a document prepared pursuant to this division to the legislative body subject to a fee not to exceed five hundred dollars ($500).

(7) The lead agency's decision to review and approve a transit priority project with a sustainable communities environmental assessment shall be reviewed under the substantial evidence standard.

(c) A transit priority project that satisfies the requirements of subdivision (a) may be reviewed by an environmental impact report that complies with all of the following:

(1) An initial study shall be prepared to identify all significant or potentially significant effects of the transit priority project other than those that do not need to be reviewed pursuant to Section 21159.28 based upon substantial evidence in light of the whole record. The initial study shall identify any cumulative effects that have been adequately addressed and mitigated pursuant to the requirements of this division in prior applicable certified environmental impact reports. Where the lead agency determines that a cumulative effect has been adequately addressed and mitigated, that cumulative effect shall not be treated as cumulatively considerable for the purposes of this subdivision.

(2) An environmental impact report prepared pursuant to this subdivision need only address the significant or potentially significant effects of the transit priority project on the environment identified pursuant to paragraph (1). It is not required to analyze off-site alternatives to the transit priority project. It shall otherwise comply with the requirements of this division.

21155.3. (a) The legislative body of a local jurisdiction may adopt traffic mitigation measures that would apply to transit priority projects. These measures shall be adopted or amended after a public hearing and may include requirements for the installation of traffic control improvements, street or road improvements, and contributions to road improvement or transit funds, transit passes for future residents, or other measures that will avoid or mitigate the traffic impacts of those transit priority projects.

(b) (1) A transit priority project that is seeking a discretionary approval is not required to comply with any additional mitigation measures required by paragraph (1) or (2) of subdivision (a) of Section 21081, for the traffic impacts of that project on intersections, streets, highways, freeways, or mass transit, if the local jurisdiction issuing that discretionary approval has adopted traffic mitigation measures in accordance with this section.

(2) Paragraph (1) does not restrict the authority of a local jurisdiction to adopt feasible mitigation measures with respect to the effects of a project on public health or on pedestrian or bicycle safety.

(c) The legislative body shall review its traffic mitigation measures and update them as needed at least every five years.

SEC. 15. Section 21159.28 is added to the Public Resources Code, to read:

21159.28. (a) If a residential or mixed-use residential project is consistent with the use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board pursuant to subparagraph (I) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code has accepted the metropolitan

planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets and if the project incorporates the mitigation measures required by an applicable prior environmental document, then any findings or other determinations for an exemption, a negative declaration, a mitigated negative declaration, a sustainable communities environmental assessment, an environmental impact report, or addenda prepared or adopted for the project pursuant to this division shall not be required to reference, describe, or discuss (1) growth inducing impacts; or (2) any project specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network.

(b) Any environmental impact report prepared for a project described in subdivision (a) shall not be required to reference, describe, or discuss a reduced residential density alternative to address the effects of car and light-duty truck trips generated by the project.

(c) "Regional transportation network," for purposes of this section, means all existing and proposed transportation system improvements, including the state transportation system, that were included in the transportation and air quality conformity modeling, including congestion modeling, for the final regional transportation plan adopted by the metropolitan planning organization, but shall not include local streets and roads. Nothing in the foregoing relieves any project from a requirement to comply with any conditions, exactions, or fees for the mitigation of the project's impacts on the structure, safety, or operations of the regional transportation network or local streets and roads.

(d) A residential or mixed-use residential project is a project where at least 75 percent of the total building square footage of the project consists of residential use or a project that is a transit priority project as defined in Section 21155.

SEC. 16. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

Appendix J: Proposition 84 - Strategic Growth Council Programs and MPOs

The Strategic Growth Council Sustainable Communities Planning Grants and Incentives Program is a competitive grants program created under the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 (Proposition 84), administered by the Department of Conservation, on behalf of the Strategic Growth Council.

The following tables provide information from the Strategic Growth Council and California Natural Resources Agency Bond Accountability websites regarding funding awarded to MPOs to support SB 375 implementation:

Proposition 84 SGC - Sustainable Communities Planning Grant and Incentive Program (2010-2014)				
MPO	Award Date	Project	Description	Amount
ABAG	6/2014	Plan Bay Area Implementation	The Association of Bay Area Governments and the Metropolitan Transportation Commission propose to continue implementation of Plan Bay Area-the region's first Sustainable Communities Strategy. This grant will allow ABAG and MTC partnership with local jurisdictions, to support development of complete communities within Priority Development Areas that are healthy, sustainable and equitable. It will also allow regional agencies to link planning and implementation to accomplish the goals of SB 375.	$983, 541
AMBAG	6/2014	AMBAG Sustainable Communities Strategy Implementation Project (SCSI	The goal of the SCSIP is to implement the 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) by making it possible for infill development to become a reality in high quality transit corridors. High quality transit corridors are corridors with rail or transit service at 15 minute headways or better. Opportunity Areas are within a half mile of transit stops along high quality transit corridors. To create consistency with the SCS at the local level the SCSIP will remove barriers to mixed use infill development in Opportunity Areas via revised local policies and ordinances that implement innovative transportation strategies and create incentives for transit oriented development. This will create consistency with the land use pattern envisioned in the 2035 MTP/SCS in local policies. Additionally, the SCSIP will result in economic development strategies that revitalize cities as well as build strong stakeholder buy-in, particularly in disadvantaged communities.	$491,770

Proposition 84 SGC - Sustainable Communities Planning Grant and Incentive Program (2010-2014)				
MPO	Award Date	Project	Description	Amount
SCAG	6/2014	Sustainable Communities Strategy Implementation in Southern California Through Sustainability Projects	SCAG and six co-applicant cities submitted a Joint Proposal with Project Title above. This Proposal is a critical component to fully implement the adopted 2012-2035 RTP/SCS to achieve GHG reduction and other sustainability goals. This Proposal includes six sustainability projects focusing on implementing key SCS strategies across a diverse SCAG region. These projects include: Mixed-Use Development Standards (Burbank), Downtown Specific Plan (Hemet), Complete Streets Master Plan (Lancaster), Form-Based Street Design Guidelines (Pasadena); Healthy RC Sustainability Action Plan (Rancho Cucamonga), and Climate Action Plan (Seal Beach). In addition, the proposal also includes using regional forums to share the tools developed and lessons learned among all local jurisdictions in the region.	$983,541
SACOG	6/2014	Accelerating Local Implementation of Sacramento Region Metropolitan Transportation Plan/Sustainable Communities Strategy	This is a collaborative project of SACOG and its member agencies. It provides an innovative, 3-year assistance program to help jurisdictions overcome barriers and accelerate implementation of local infill/revitalization plans to help realize regional GHG reduction targets. Based on jurisdictions' interests, the project: *Continues a pilot assistance program on strategies to revitalize and intensify central cores, commercial corridors, and established suburbs through the Urban Sustainability Accelerator Program in Portland - a laboratory of successful infill implementation for small- and mid-sized cities. *Leverages local expertise from policy and implementation work of Sacramento County and WALKSacramento to help jurisdictions and developers implement active design/transportation improvements and promote public health. *Engages renowned experts from the Center for Public Interest Design to help build resident capacity for community revitalization in South Sacramento EJ areas.	$885,186
ABAG	5/2012	Plan Bay Area Implementation	Support the implementation of the San Francisco region's "Plan Bay Area", the first SCS to be integrated into an RTP (adopted in July 2013). ABAG/MTC monitors the performance of programs that support of the SCS, provides assistance to local governments implementing the strategy, and incorporates lessons learned into future SCS development.	$1,000,000

Proposition 84 SGC - Sustainable Communities Planning Grant and Incentive Program (2010-2014)				
MPO	Award Date	Project	Description	Amount
BCAG	5/2012	BCAG MTP/SCS Transit and Non-Motorized Transportation Plan	This long-range plan integrates into the region's 2016-2040 MTP/SCS by coordinating local plans into one regional bike, transit and pedestrian plan, identifying improvements to the bike, pedestrian and transit networks, compiling the goals, policies, and objectives in place for alternative transportation modes, incorporate a thorough public involvement process, and quantify project objectives.	$300,000
FresnoCOG	5/2012	San Joaquin Valley Greenprint, Modeling and SCS Completion Project	Complete Greenprint Integration, Valley – wide Model Refinement, and Sustainable Communities Strategy implementation to accomplish the strategies developed the Blueprint Roadmap aimed at protecting, preserving and enhancing environmental, agricultural, natural and recreational lands and resources, encouraging location and resource efficient development and promoting in-fill development within existing communities.	$1,000,000
SANDAG	5/2012	Implementing the SANDAG Sustainable Communities Strategy	Expands the region's ability to collaborate with other California MPOs in order to more efficiently carry out activities necessary to implement SB 375. Develops strategic initiatives and generates outcomes for developing regional transit oriented development strategies, preparing active transportation early action programs, organizing 'safe routes to transit' programs, and constructing alternative land use/transportation scenarios.	$1,000,000
SLOCOG	5/2012	SLOCOG Prop 84-2012 Grant Application	Develop a SCS as part of the County's next RTP update. Provide outreach to the public, federal, state and member agencies and communities of interest, develop and integrate its RHNA, GIS mapping and modeling of land use patterns and development of alternative scenarios, measure traffic impacts, and design a comprehensive planning effort for analysis of GHG generation.	$333,716
SBCAG	5/2012	Sustainable Strategy for Jobs, Housing, and Commuting	Proposals develops in collaboration with local member jurisdictions an intensive Transit-Oriented Development plan, including enhanced regional transit options and commuter rail, as part of the SCS. Addresses central issues the region faces: a significant jobs/housing imbalance and a geographically constrained transportation network and development pattern, which together have resulted in steadily increasingly long-distance commuting patterns and regional economic disparities.	$229,515

Proposition 84 SGC - Sustainable Communities Planning Grant and Incentive Program (2010-2014)				
MPO	Award Date	Project	Description	Amount
Shasta RTPA	5/2012		Building on collaborative regional efforts toward a comprehensive growth and development plan, this collaborative will result in a jointly developed SCS, provide missing links bring SCS into reality, create the ability to measure, track, and report progress toward program objectives, and, refine implementation strategies over time.	$528,570
SCAG	5/2012	Building Sustainable Communities in Southern California	Employing three initiatives to support local jurisdictions' efforts to implement the 2012 RTP/SCS: General Plan Update assistance (technical and financial), SCS implementation performance monitoring tools, assessments and reports, and, development of the SCS Implementation Guidebook, best practices resources and a regional learning network.	$1,000,000
TahoeMPO	5/2012	Enhancing the Tahoe Basin Sustainable Communities Program	This TMPO collaboration with local governments implements SB 375 and AB 32 at the local, state, and regional level and furthers the Tahoe Sustainable Communities efforts already underway. The Program serves as a bridge between planning and implementation for regional and local stakeholders.	$875,000
ABAG-MTC	12/2010	One Bay Area: A Community Strategy for a Sustainable Region	Successfully adopt a Sustainable Communities Strategy (SCS) that meets the region's greenhouse gas reduction target established by the California Air Resources Board and future housing demand for all income categories.	$1,000,000
AMBAG	12/2010	Joint Work Program for the Sustainable Communities Strategy	Implements a program that ensures the region's cities and counties are more actively engaged in the Sustainable Communities Strategy planning process and can articulate its implications on a local level. Provides respective Boards with an informed framework to refer to when considering significant policy decisions.	$750,000
BCAG	12/2010	Coordinated development of the RTP, SCS and RHNA	Coordinates the County's Regional Transportation Plan, Sustainable Communities Strategy and Regional Housing Needs Assessment to meet the goals of Senate Bill 375 and the Grant Program. Integrates and aligns regional land use, affordable housing, resource protection, and transportation planning to meet the State's GHG reduction targets.	$100,000

Proposition 84 SGC - Sustainable Communities Planning Grant and Incentive Program (2010-2014)				
MPO	Award Date	Project	Description	Amount
SACOG	12/2010	Integrating and Implementing the Sustainable Communities Strategy and the Rural Urban Connections Strategy	These strategies address the region's vision for sustainable communities to promote equity, strengthen the economy, protect the environment, and promote safety and health. They adapted the region's Greenprint (Rural-Urban Connections Strategy) to advance rural sustainability, and the region's Blueprint for smart growth and land use in the development of SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy.	$750,000
SANDAG	12/2010	SANDAG Sustainable Communities Planning Grant and Incentive Program: Regional SB375 Plus Funding	Supported the region as they prepared workplans for updating the Regional Comprehensive Plan (RCP) to address policy gaps; implemented visualization tools to enhance the RCP Update public involvement process, partnered with local jurisdictions to implement procedures that enable CEQA streamlining benefits, and incorporated new indicators into the RCP Monitoring Report that measure progress toward RCP and SCS implementation.	$750,000
San JoaquinCOG	12/2010	San Joaquin Valley Blueprint Roadmap Program	This program aims to integrate local planning efforts with the Sustainable Communities Strategy (SCS) by enabling small and medium-size city and county staffs to gain the skills, knowledge, and tools to update their general plan and/or prepare a climate action plan in-house with a minimum of outside assistance. As part of the SCS development program, the COG is working with valley cities and counties to update their general plans and/or to prepare climate action plans to address climate change, reduce greenhouse gas emissions, and align with the Strategic Growth Council objectives.	$1,000,000
SLOCOG	12/2010	SLOCOG 375+	The County's refined program details housing and commercial demand, and increases community participation and understanding of a compliant Sustainable Communities Strategy (SCS). It develops compelling, educational, visioning materials; resource inventories and land use implementation strategies and priorities, guidelines and recommended regulations that promote sustainable, affordable, mixed-use, infill development. It will implement adopted principles that integrate housing, healthy communities, land, and transportation issues while analyzing potential economic impacts of the SCS vs. business-as-usual development.	$239,000

Proposition 84 SGC - Sustainable Communities Planning Grant and Incentive Program (2010-2014)				
MPO	Award Date	Project	Description	Amount
SBCAG	12/2010	Enhanced Sustainable Communities Strategy	Development of an enhanced Sustainable Communities Strategy including identification of greenways for agricultural preservation, wildlife/open space corridors, targeted outreach to economically disadvantaged areas, best practices, simulation modeling and use of three dimensional tools and the Internet, evaluation of economic growth scenarios.	$125,000
Shasta RTPA	12/2010	Shasta County Beta-SCS and Regional GIS/Climate Change Accountability Platform	This project capitalizes on the momentum and interest generated through the Regional Blueprint toward regional planning and sustainability by developing a suite of GIS-based urban spatial analysis tools, rural/ small town growth management tools, a Complete Streets Level of Service and Non-Motorized Network Integration study, an intelligent transportation systems network planning and integration strategy for travel-related performance measures, and implementing an internet accessible Regional GIS/Climate Change Accountability platform.	$300,000
SCAG	12/2010	Sustainable Communities Planning Grant and Incentives Program	Developed a multi-faceted approach for addressing the challenges of implementing SB 375 consisting of: conducting outreach throughout the region in the development of its sustainable communities strategy, preparing a regional economic development strategy, constructing planning tools and applying visualization techniques, and assisting jurisdictions interested in developing local sustainable plans.	$1,000,000
Tahoe MPO	12/2010	Tahoe Basin Partnership for Sustainable Communities	The Regional Plan Update (RPU) is transforming outdated, rigid regulatory framework by integrating environmental, land use, transit and housing programs, while encouraging redevelopment as a means to meet economic, community and natural resource goals. It identifies redevelopment solutions that can transform areas from declining, seasonal, casino-based economies to a vibrant, year-round, ecotourism and environmental innovation-based economies.	$995,000
			TOTAL	**$15,636,298**

Source: Strategic Growth Council, http://sgc.ca.gov/docs/SCPGIP_Awards_Rounds_1__2.pdf; http://www.sgc.ca.gov/docs/Sustainable-Communities-Planning-Grant-Round-3-Awards.pdf; http://sgc.ca.gov/s_modelingincentiveawards.php; California Natural Resources Agency Bond Accountability, http://bondaccountability.resources.ca.gov/Program.aspx?ProgramPK=121&Program=SGC%20Sustainable%20Communities%20Planning%20Grants%20-%20DOC&PropositionPK=4, accessed 2/28/2015.

The Strategic Growth Council Modeling Incentives Program is a competitive program created under the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 (Proposition 84). The program, defined by the Legislature in the Budget Act of 2009 (AB 1 Section 45, Item 0540-101-6051) and further defined by the Strategic Growth Council, has been administered by the California Department of Transportation (Caltrans), with assistance from the California Natural Resources Agency.[21]

Proposition 84 – SGC Modeling Incentives Program			
Implementing MPO	**Grant Reference #**	**Project Description**	**Amount**
AMBAG	0540-Caltrans/Resources #OCA09008-4 (8/12/2013)	Data collection and model development to meet the ARB regional GHG emission reduction targets required by SB 375. Data gathering and model development to comply with SB 375.	$400,000
BCAG	0540-Caltrans/Resources #OCA09008-1 (8/12/2013)	Data collection and model development to meet the ARB regional GHG emission reduction targets required by SB 375.	$400,000
MTC	0540-Caltrans/Resources #OCA09008-3 (8/12/2013)	Data collection and model development to meet the ARB regional GHG emission reduction targets required by SB 375.	$800,000
SACOG	0540-Caltrans/Resources #OCA09008-9 (8/12/2013)	Data collection and model development to meet the ARB regional GHG emission reduction targets required by SB 375.	$400,000
SANDAG	0540-Caltrans/Resources #OCA09008-10 (8/12/2013)	Data collection and model development to meet the ARB regional GHG emission reduction targets required by SB 375.	$400,000
San Joaquin Valley MPOs	0540-Caltrans/Resources #OCA09008-2 (8/12/2013)	Data collection and model development to meet the ARGB regional GHG emission reduction targets required by SB 375.	$2,500,000
SLOCOG	0540-Caltrans/Resources #OCA09008-7 (8/12/2013)	Data collection and model development to meet the ARGB regional GHG emission reduction targets required by SB 375.	$413, 931
SBCAG	0540-Caltrans/Resources #OCA09008-11 (8/12/2013)	Data collection and model development to meet the ARB regional GHG emission reduction targets required by SB 375.	$399,998
Shasta RTPA	0540-Caltrans/Resources #OCA09008-8 (8/12/2013)	Data collection and model development to meet the ARGB regional GHG emission reduction targets required by SB 375.	$399,999
SCAG	0540-Caltrans/Resources #OCA09008-6 (8/12/2013)	Data collection and model development to meet the ARB regional GHG emission reduction targets required by SB 375.	$1,000,000
Tahoe MPO	0540-Caltrans/Resources #OCA09008-5 (8/12/2013)	Data collection and model development to meet the ARGB regional GHG emission reduction targets required by SB 375.	$338,061
AMBAG	0540-OCA09017-2 (10/13/2009)	Proposition 84 Modeling Incentive funds were allocated to the SGC by the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. AMBAG will establish a regional GIS system, develop a land use and scenario analysis tool, and integrate the land use model with the 4-step conventional regional travel demand model.	$400,000
BCAG	0540-OCA09017-3 (10/13/2009)	Proposition 84 Modeling Incentive funds were allocated to the SGC by the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. This project provides funds to BCAG to acquire business data, traffic counts, and highway speed data. The agency will also develop GIS data and make improvements to their travel model and land use sketch model. The project will enable the BCAG to gather data and allow for the model development necessary to comply with SB 375, in order to reduce GHGs.	$400,000

[21] http://bondaccountability.resources.ca.gov/Program.aspx?ProgramPK=105&Program=SGC%20Modeling%20Incentives%20-%20CNRA&PropositionPK=4, accessed February 28, 2015.

Proposition 84 – SGC Modeling Incentives Program			
Implementing MPO	**Grant Reference #**	**Project Description**	**Amount**
MTC	0540-OCA09017-5 (10/13/2009)	Proposition 84 Modeling Incentive funds were allocated to the SGC by the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. This project provides funds to the MTC for work on an activity-based travel model, PECAS model development, and to collect land use data. Project will improve the modeling capacity of the MTC in order to meet the requirements of SB 375, aimed at reducing GHG.	$800,000
SACOG	0540-OCA09017-6	Proposition 84 Modeling Incentive funds were allocated to the SGC by the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. This project provides funds to the SACOG to enhance its capacity to model various pricing policies and transit sub-modes. Tasks include enhancing and refining inputs, re-programming, calibrating, validating and testing.	$400,000
San Joaquin Valley MPOs	0540-OCA09017-7 (10/13/2009)	Proposition 84 Modeling Incentive funds were allocated to the SGC the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. This project will enable the SJCOG to update and improve their transportation models and integrate the 4D elasticity process into each model. This project will improve the modeling capacity of MPOs in order to meet the requirements of SB 375, aimed at reducing GHG.	$2,500,000
SBCAG	0540-OCA09017-8	Proposition 84 Modeling Incentive funds were allocated to the SGC by the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. This project provides funds to the SBCAG to update their transit network, integrate transit survey and traffic count data, select a land use modeling method, develop a sketch planning tool, and integrate land use scenario testing and applications. This project improves the modeling capacity of the SBCAG in order to meet the requirements of SB 375, aimed at reducing GHG.	$400,000
SLOCOG	0540-OCA09017-11 (10/13/2009)	Proposition 84 Modeling Incentive funds were allocated to the SGC by the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. This project provides funds to SLOCOG to improve and develop data. The data will improve the land use dataset to more accurately reflect current uses. SLOCOG will improve the travel model by refining the traffic analysis zone structure and adding performance indicators. This project improves the modeling capacity of the SLOCOG in order to meet the requirements of SB 375, aimed at reducing GHG.	$400,000
Shasta RTPA	0540-OCA09017-10 (10/13/2009)	Proposition 84 Modeling Incentive funds were allocated to the SGC by the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. This project provides funds to the Shasta RTPA to enhance their existing model and the modeling sensitivities (4-Ds). The agency will work on completing the parcel-based disaggregated analysis tool and collect and merge spatial and attribute data.	$490,000
SCAG	0540-OCA09017-9 (10/13/2009)	Proposition 84 Modeling Incentive funds were allocated to the SGC by the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. This project provides funds to SCAG to develop a sustainability tool, survey and analyze sustainable land use practices, develop a 2010 travel survey, and enhance the activity-based model and the 4-D model. This project improves the modeling capacity of the SCAG in order to meet the requirements of SB 375, aimed at reducing GHG.	$1,000,000

Proposition 84 – SGC Modeling Incentives Program			
Implementing MPO	**Grant Reference #**	**Project Description**	**Amount**
Tahoe MPO	0540-OCA09017-1 (10/13/2009)	Proposition 84 Modeling Incentive funds were allocated to the SGC by the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. This project enables the TMPO to update the TransCAD to analyze proposed land use and population impacts on transportation for the region. The project will also collect data on inter-regional travel patterns. The project will gather data and allow for the model development necessary to comply with SB 375, aimed at reducing GHG.	$352,000
		TOTAL	**14,593,989**
Source: California Natural Resources Agency Bond Accountability Website, SGC Modeling Incentives Program: http://bondaccountability.resources.ca.gov/Program.aspx?ProgramPK=105&Program=SGC%20Modeling%20Incentives%20-%20CNRA&PropositionPK=4, accessed February 28, 2015.			

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Appendix K: Significant California Legislation and Policies that Triggered *2010 RTP Guidelines*

Key State GHG Reduction Laws and Policies that Affect Regional Planning in California			
Date	**Bill/Order Number**	**Responsible Party**	**Action/Requirement**
06/01/2005	Executive Order S3-05	CalEPA Secretary	Reduce statewide GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 by 2050 Coordinate oversight efforts to meet targets with Secretaries of CalSTA, Dept. of Food and Ag, CNRA; Chairpersons of CARB, CEC; President of CPUC Report to Governor and Legislature biannually the impacts of global warming on California
09/27/2006	AB 32 – California Global Warming Solutions Act		Enacted, signed by Governor Arnold Schwarzenegger Identifies GHGs as specific air pollutants responsible for climate change Directs CARB)to develop actions to reduce GHG Directs CARB to prepare scoping plan for achieving the maximum technologically feasible and cost-effective reductions in GHG emissions from sources/categories of sources by 2020 Update the scoping plan at least once every 5 years
01/25/2007	AB 32	CARB	Developed list of discrete early actions to begin reducing GHG Assembled inventory of historic emissions Established GHG reporting requirements Set 2020 emissions limit
09/20/2007	CA Government Code §14522	Caltrans, CTC	*2007 RTP Guidelines* Update
10/25/2007	AB 32	CARB	Adopted augmented list of early action measures
12/6/2007	AB 32	CARB	Adopted Mandatory Reporting regulations for GHG Set Target for 2020 GHG emissions
05/13/2008	CA Government Code §14522	Caltrans, CTC	2007 RTP Guidelines Update Addendum addressing climate change and GHG emission reductions
09/30/2008	SB 375 – Sustainable Communities and Climate Protection Act		Enacted, signed by Governor Arnold Schwarzenegger Requires CARB develop regional GHG emission reduction targets for cars and light trucks for 18 MPO regions Requires each MPO develop a SCS in RTP Synchronized regional housing needs assessment (RHNA) process with RTP process

Key State GHG Reduction Laws and Policies that Affect Regional Planning in California			
Date	**Bill/Order Number**	**Responsible Party**	**Action/Requirement**
			Requires local governments to update housing element of general plans and other related requirements Requires CTC maintain guidelines for use of travel demand models used in development of RTPs
09/30/2008	AB 1358 California Complete Streets Act	Local Transportation Agencies	In order to reduce GHG, must: Find innovative ways to reduce VMT, shift from short trips in cars to biking, walking, public transit use. Identify how general plans will accommodate safe and convenient travel of pedestrians, bicyclists, children, persons with disabilities, seniors, and transit riders.
12/11/2008	AB 32	CARB	Climate Change Scoping Plan approved; framework for meeting AB 32's GHG reduction goal of returning to 1990 levels by 2020
2009	SB 375	CARB/RTAC	Recommendations of the Regional Targets Advisory Committee Pursuant to SB 375
04/12/2010	CA Government Code §14522	Caltrans, CTC	*2010 RTP Guidelines* Update
09/23/2010	SB 375	CARB	Set GHG passenger and light truck reduction targets for 2020 and 2035 for 18 MPOs; CARB may revise targets every 4 years, at a minimum must update every 8 years
12/17/2010		CARB	Decision to pursue Cap and Trade Program
Feb 2011	SB 375	CARB	No actions
July 2011	SB 375	CARB	Issued Description of Methodology for ARB Staff Review of Greenhouse Gas Reductions from Sustainable Communities Strategy (SCS) Pursuant to SB 375
10/20/2011	Subchapter 10 Climate Change, Article 5, Sections 95800 to 96023, Title 17, California Code of Regulations	CARB	Adopted Cap and Trade Program final regulations
01/01/2012	Cap and Trade Regulations		GHG rules effective date
09/12/2012	Cap and Trade Regulations amendment	CARB	No actions

Key State GHG Reduction Laws and Policies that Affect Regional Planning in California			
Date	**Bill/Order Number**	**Responsible Party**	**Action/Requirement**
09/30/2012	AB 1532 California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund		Enacted Created GHG Reduction Fund Investment Plan Authorized the CARB to include use of market-based compliance mechanisms for achieving GHG emissions reductions. Requires Department of Finance (DOF), in consultation with the CARB and any other relevant state entity, to develop a three-year investment plan to be submitted to the Legislature
09/30/2012	SB 535 California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund		Enacted Requires State Environmental Protection Agency to identify disadvantaged communities for investment opportunities. Requires DOF to allocate a specified percentage of available monies in the GHG Reduction Fund to projects that provide benefits to and are located within disadvantaged areas. Requires DOF develop funding guidelines that include how administering agencies should maximize benefits for disadvantaged communities
October 2012	AB 32		Final Regulations for Cap and Trade Program
11/14/2012	AB 32	CARB	First Cap and Trade Program auction held
01/01/2013		CARB	Cap-and-Trade Program rules effective date–compliance obligations begin
May 2014	AB 32	CARB	First Update to the Climate Change Scoping Plan
06/20/2014	SB 852 Budget Bill		Cap and Trade Fiscal Year (FY) 2014-15 one-time appropriations: High Speed Rail $250,000,000 Clean Vehicle Program $200,000,000 Housing/Sustainable Communities $130,000,000 Transit $50,000,000 Other $242,000,000
06/20/2014	SB 862 Budget Trailer Bill		Established long-term Cap and Trade funding programs. Continuous appropriations for life of the Cap and Trade program commencing FY 2015-16: Transit and Intercity Rail Program 10 Percent Low Carbon Transit Operations Program 5 Percent Affordable Housing/Sustainable Communities Program 20 Percent

Key State GHG Reduction Laws and Policies that Affect Regional Planning in California			
Date	**Bill/Order Number**	**Responsible Party**	**Action/Requirement**
August 2014	SB 375	CARB	Preliminary Draft Staff Report–SB 375 GHG Emissions Reduction Target Update Process
Sources: Assembly Bill 32 Fact Sheet, http://www.arb.ca.gov/cc/factsheets/ab32factsheet.pdf, accessed on June 17, 2014; California Cap-and-Trade Program Summary Table, November 2012, Center for Climate and Energy Solutions, http://www.c2es.org/docUploads/California-Cap-Trade-Summary.pdf, accessed on May 14, 2014; California Global Warming Solutions Act Background, Center for Climate and Energy Solutions, http://www.c2es.org/us-states-regions/action/california/ab32, accessed on June 17, 2014.			

Appendix L: Brief History of Regional Transportation Planning in California

The following provides a brief history of how regional transportation planning in California happened, and highlights federal and State legislation that intersects with RTP and *RTP Guidelines* development in California up to but not including the most recent changes in State law related to climate change initiatives enacted through AB 32, the California Global Warming Solutions Act (Nunez, 2006), and SB 375, the Sustainable Communities and Climate Protection Act (Steinberg, 2008). The climate change legislation has been described elsewhere in this Report.

The 1970s: AB 69 (Deddeh, 1972) and AB 402 (Alquist-Ingalls, 1977)

In response to exponential cost increases to build and maintain new and existing public transit and highways, along with increased single occupancy vehicle use, and public "skepticism about the benefits of fashionable public transportation investments,"[22] in 1972, the California legislature passed AB 69 (Deddeh, 1972), codified at Chapter 1253 (1972) . Even though the first California Transportation Plan was ultimately rejected, this far-reaching legislation established fundamental components to regional transportation planning in California that exist today.

AB 69 (Deddeh, 1972):

- Created the California State Transportation Board (Section 13990.1 et al)
- Created the Department of Transportation (Caltrans), including the Division of Transportation Planning effective July 1, 1973 (Sections 14001; 14007)
- Established the Transportation Planning and Research Account to provide planning funds to transportation planning agencies (Section 13995)
- Required Caltrans prepare a California Transportation Plan adopted by the State Transportation Board and transmitted to the Legislature by January 1, 1976, that included regional transportation plans (RTPs) (Section 14040 et seq.)
- Required each regional transportation planning agency prepare, adopt, and transmit an RTP to Caltrans by April 1, 1975 (Section 14040.2; Section 65080(b)
- Provided that in addition to its other responsibilities, the State Transportation Board may adopt policy guidelines RTPAs should use to prepare their RTPs (Section 65083)

Pursuant to AB 69, RTPs were an integral component of the state transportation plan developed by the State Transportation Board. Over the next five-years, $64 million of federal and State funding was spent for transportation planning in California, $42 million of which was budgeted to the newly created California Department of Transportation (Caltrans, in 1973) in a single allocation that was distributed as planning grants to 41 regions by the State Transportation Board (Board) for the purpose of creating RTPs. In April 1973, the Board published the first Regional Transportation Plans Guidelines that provided general instructions and plan content description,

[22] Ross D. Eckert, *California Transportation Planning: Examining the Entrails*, International Institute for Economic Research , Original Paper 19, February 1979, 7.

statutory authority, and required that the RTPs must be adopted and submitted to Caltrans no later than April 1, 1975.

By April 1, 1975, 41 regional transportation planning agencies submitted their adopted RTPs to Caltrans which included plans from four major urban areas, seven from small urban areas, and 30 from rural areas. Two of the RTPs for Santa Cruz and Monterey Local Transportation Commissions fell under the purview of AMBAG, a multi-county MPO. A total of 23 of the RTPs were prepared by Caltrans as requested by the RTPAs. At that time, two were small urban area MPOs (Butte COG and Stanislaus COG), two were small urban area RTPAs (Monterey and Santa Cruz), and the remaining were rural area RTPAs.[23] See Appendix M, Map - California Regional Transportation Planning Agencies (1975).

In March 1977, the Legislature rejected the inaugural California Transportation Plan for a number of reasons. Shortly thereafter, in September 1977, Governor Edmund G. Brown signed AB 402, the California Transportation Reform Act of 1977 (Alquist-Ingalls, 1977), which had the objective to provide a unified transportation policy. AB 402 abolished the California Transportation Board, along with the State Aeronautics Board, State Highway Commission and the California Toll Bridge Authority. AB 402 created the CTC effective February 1, 1978 to implement California transportation policy. In addition, the legislation created requirements that remain in varying forms today:

- Caltrans must submit a recommended proposed five-year state transportation improvement program (PSTIP) to CTC and all MPOs and RTPAs.
- MPOs must adopt and submit regional transportation improvement programs (RTIPs) to Caltrans and CTC.
- RTPAs in all other areas of the state must adopt comments regarding the STIP and submit them to Caltrans and CTC.
- The CTC must adopt a five-year STIP annually by July 1, and submit it to the Legislature and the Governor.
- The CTC must adopt guidelines to prepare the STIP and RTIPs, i.e. STIP Guidelines, which are developed in cooperation with Caltrans, MPOs and RTPAs.
- The CTC must provide a biennial report to the Legislature by December 31.
- The CTC may prescribe guidelines for the preparation of regional transportation plans in cooperation with the RTPAs.
- Each RTPA must prepare and adopt a regional transportation plan (RTP) by October 1, 1978
- The CTC may request evaluation report.[24]

From the mid-1970s forward, state revenue limitations, high inflation rates and a decrease of the federal Highway Trust Fund funded by gas taxes, significantly impacted planning and programming of transportation projects in California. As a result, planning, and funding emphasis shifted to federal programs that focused mainly on completion of the interstate system

[23] Eckert, ibid; Caltrans, California Transportation Plan: Regional Transportation Plan Summaries, Volume 2 (July 1975).
[24] Division of Transportation Planning, Caltrans, "AB-402 (Ingalls) Chapter 1106, Stats. 77 DOTP Analysis", September 28, 1977, Caltrans Library and History Center Archives…California Transportation Commission file.

by the end of the decade. During this period, State investment in transportation infrastructure was used as matching funds for the federal programs.

In California, public transit districts first sought voter approved LTST as a means to finance bus services, transit operation and capital improvements during the mid-1970s to 1982. During this time, voters in three counties, Los Angeles, Santa Cruz, and Santa Clara approved permanent sales taxes for these purposes. In the mid-1980s, the legislature started to sanction county-specific sales taxes for transportation projects. In 1984, the first county local transportation sales tax measure was approved by voters in Santa Clara County. Shortly thereafter, the legislature empowered all counties with the ability to adopt LTSTs which triggered numerous ballot proposals. Successful ballot measures have waxed and waned over the years depending upon the impacts related to anti-tax initiatives (Proposition 62), economic downturns decreasing both sales tax and fuel tax revenues, and increasing costs to repair, maintain and replace transportation infrastructure. Researchers claim there are four principle reasons why county LTST measures succeed in California: 1) the taxes must be approved directly by the voters; 2) the funds are raised and spent within the counties that enact them, so that voters experience the benefits of their tax expenditures directly in their own communities; 3) most of the LTSTs are temporary (typically lasting 15 or 20 years), after which they automatically expire or "sunset," unless specifically reauthorized by another vote of the citizenry; and 4) the measures that the voters have approved most often contain lists of specific transportation projects to be financed.[25]

The first Transportation Blueprint in California was created in 1989 through a series of related legislation, primarily SB 300 and its trailer bill, AB 471, along with AB 680 and AB 973. The collective legislation significantly altered state-level transportation policy and expenditure priorities. Specifically the changes:

- Directed a considerable amount of estimated increased revenues to a broad range of new programs such as: Interregional Roads System, Commuter and Urban Rail Transit Intercity Rail, Traffic System Management, Flexible Congestion Relief, State-Local Transportation Partnership, Environmental Enhancement and Mitigation, and Highway Systems Operation and Protection Plan (predecessor to current State Highway Operation and Protection Program–SHOPP)
- Established a 10-year state transportation funding plan intended to provide a reliable, long-term funding stream
- Created one new capital program, a privatization program that included four demonstration projects[26]

The mid-1990s saw additional State requirements (SB 45, 1997) that divided state transportation funding into two programs which have been briefly explained in the Introduction of this Report.

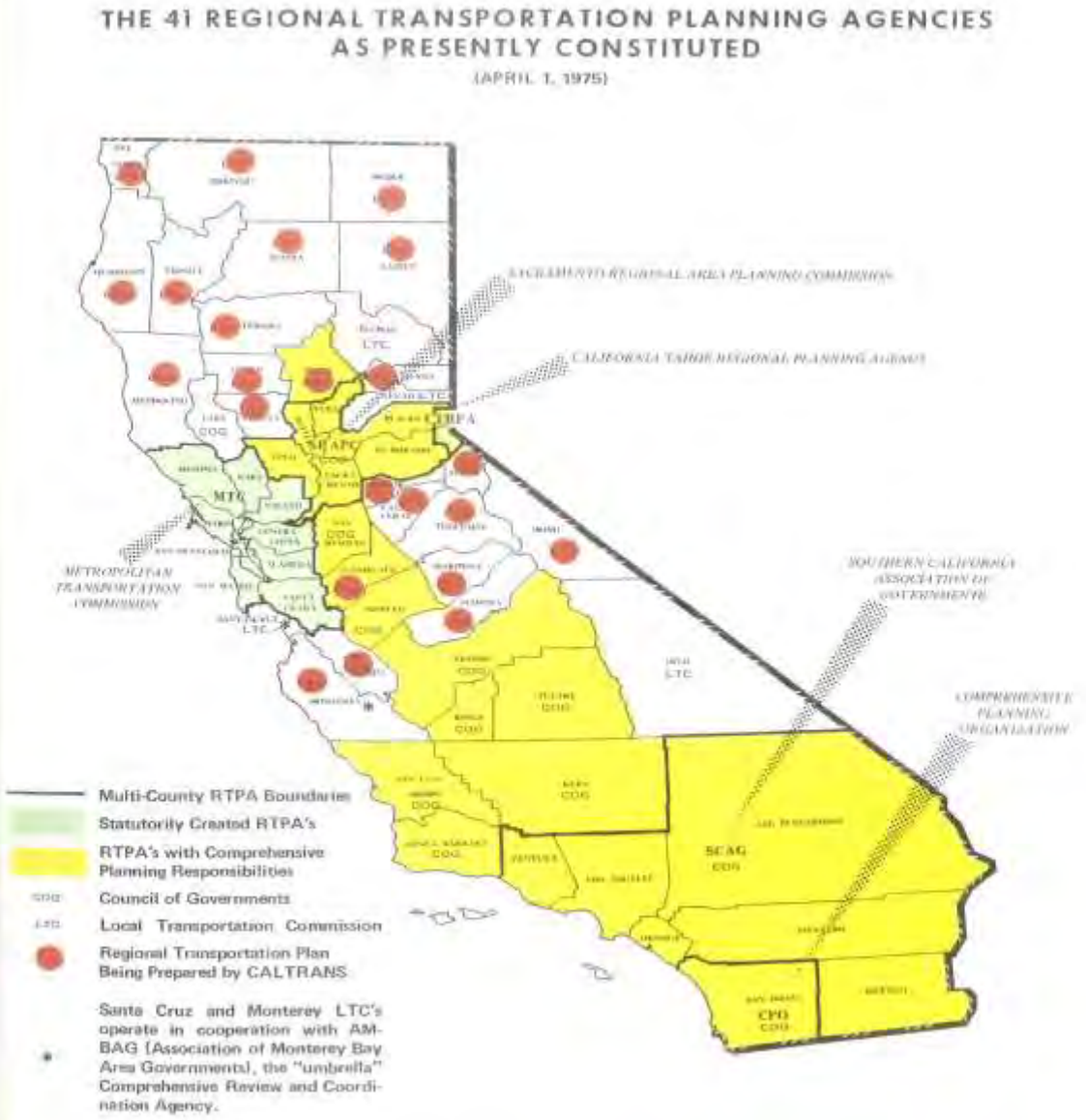
During the 1990s urban growth outpaced transportation and land use planning policies throughout California. Out of this state of affairs, a shift to "blueprint planning" occurred from

[25] Amber E. Crabbe, Rachel Hiatt, Susan D. Poliwka and Martin Wachs, "Local Transportation Sales Taxes: California's Experiment in Transportation Finance," *Public Budgeting and Finance* Fall 2005, 96.
[26] Reno Damonkosh Giordano, *Statutory Policy and Financing from 1977 through 2006: Thirty Years of California Transportation Legislation,* 2007. Master's Thesis, University of California, Davis, 36-38; 58-67.

the late 1990s, forward. In 2005, the term "blueprint planning" was adopted by the State when the California Regional Blueprint Planning Program was established by Caltrans. The Caltrans planning grants were provided to MPOs to facilitate extensive scenario planning, consensus–building and coordination of long-range planning surrounding transportation investment, air quality, and land use.[27]

[27] See generally, Elisa Barbour and Michael Tietz, Blueprint Planning in California: Forging Consensus on Metropolitan Growth and Development, Occasional Papers, Public Policy Institute of California, June 21, 2006, http://www.ppic.org/content/pubs/op/OP_606EBOP.pdf, accessed October 26, 2014.

Appendix M: Map–California Regional Transportation Planning Agencies (1975)



Source: Caltrans, California Transportation Plan, Volume 2: Regional Transportation Plan Summaries, July 1975.

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Appendix N: California Metropolitan Planning Organizations

Officially Designated MPO[a]	Year Created[b]	2014 percent of CA Population[c]	2014 County Population Estimate[c]	Member Jurisdictions[d]	Federally Recognized Tribal Governments[e] *Denotes Tribe in more than one MPO/RTPA	Current RTP-SCS Adoption Date[f]
San Diego Association of Governments (SANDAG)	1972	8.3 percent	3,194,362	San Diego County and 18 cities: • Carlsbad • Chula Vista • Coronado • Del Mar • El Cajon • Encinitas • Escondido • Imperial Beach • La Mesa • Lemon Grove • National City • Oceanside • Poway • San Diego • San Marcos • Santee • Solana Beach • Vista	• Barona/Capitan Grande Band • Campo Band of Digueño Mission Indians • Ewiiaapaayp Band of Kumeyaay Indians • Iipay Nation of Santa Ysabel • Inaja Band of Digueño Mission Indians • Jamul Indian Village • La Jolla Band of Luiseño Mission Indians • La Posta Band of Cahuilla and Cupeño Indians • Manzanita Band of the Kumeyaay Nation • Mesa Grande Band of Digueño Mission Indians • Pala Band of Luiseño Mission Indians • Pauma Band of Luiseño Mission Indians • Rincon Band of Luiseño Mission Indians • San Pasqual Band of Digueño Mission Indians • Sycuan Band of the Kumeyaay Nation • Viejas Tribal Government	10/2011
Sacramento Area Council of Governments (SACOG)	1967	6.2 percent	1,454,406 95,733 206,381 73,682 182,404 366,115	Counties of Sacramento, Sutter, Yolo, Yuba, parts of El Dorado, Placer Counties, 22 cities and towns: • Auburn • Citrus Heights • Colfax • Davis • Elk Grove • Folsom • Galt • Isleton • Lincoln • Live Oak • Loomis • Marysville • Placerville • Rancho Cordova • Rocklin • Roseville • Sacramento	• Wilton Rancheria • Yocha Dehe Wintun Nation	4/2012

Officially Designated MPO[a]	Year Created[b]	2014 percent of CA Population[c]	2014 County Population Estimate[c]	Member Jurisdictions[d]	Federally Recognized Tribal Governments[e] *Denotes Tribe in more than one MPO/RTPA	Current RTP-SCS Adoption Date[f]
				• West Sacramento • Wheatland • Winters • Woodland • Yuba City		
Southern California Association of Governments (SCAG)	1965	48 percent	10,041,797 3,113,991 2,279,967 2,085,669 842,967 180,672	Six Counties (Los Angeles, Orange, Riverside, San Bernardino, Ventura, Imperial) that serve as County Transportation Commissions and 191 cities*	**Riverside County:** • Agua Caliente Band of Cahuilla Indians • Augustine Band of Cahuilla Indians • Cabazon Band of Mission Indians • Cahuilla Band of Mission Indians • Colorado River Indian Tribes* • Morongo Band of Mission Indians • Pechanga Band of Luiseño Indians • Ramona Band of Cahuilla Indians • Santa Rosa Band of Cahuilla Indians • Soboba Band of Luiseño Indians • Torres Martinez Desert Cahuilla Indians **San Bernardino County:** • Chemehuevi Indian Tribe • Colorado River Indian Tribes* • Fort Mojave Indian Tribe • San Manuel Band of Mission Indians • Twenty Nine Palms Band of Mission Indians **Imperial County:** • Quechan Tribe of the Fort Yuma Indian Reservation • Torres Martinez Desert Cahuilla Indians*	4/2012
Tahoe Metropolitan Planning Organization (TMPO)	1969	.14 percent	55,000[g]	Portions of El Dorado and Placer Counties, CA, portions of Washoe and Douglas Counties, NV	• Washoe Tribe of Nevada and California	12/2012
Butte County Association of Governments (BCAG)	1969	.6 percent	222,316	Butte County, cities of Biggs, Chico, Gridley, Oroville, Town of Paradise	• Berry Creek Rancheria of Maidu Indians • Enterprise Rancheria • Mechoopda Indian Tribe of Chico Rancheria • Mooretown Rancheria of Maidu Indians	12/2012

Officially Designated MPO[a]	Year Created[b]	2014 percent of CA Population[c]	2014 County Population Estimate[c]	Member Jurisdictions[d]	Federally Recognized Tribal Governments[e] *Denotes Tribe in more than one MPO/RTPA	Current RTP-SCS Adoption Date[f]
Metropolitan Transportation Commission	1970	14.5 percent	1,573,254 1,087,008 255,846 139,255 836,620 745,193 1,868,558 424,233 490,486	Nine counties of the Bay Area: • Alameda • Contra Costa • Marin • Napa • San Francisco • San Mateo • Santa Clara • Solano • Sonoma • 101 municipalities*	• Cloverdale Rancheria of Pomo Indians • Dry Creek Rancheria of Pomo Indians • Federated Indians of Graton Rancheria • Koi Nation • Lytton Rancheria • Kashia Band of Pomo Indians of the Stewarts Point Rancheria	7/2013
Santa Barbara County Association of Governments (SBCAG)	1966	1.13 percent	433,398	Santa Barbara County and eight incorporated cities: • Buellton • Carpenteria • Goleta • Guadelupe • Lompoc • Santa Barbara • Santa Maria • Solvang	Santa Ynez Band of Chumash Indians	8/2013
Association of Monterey Bay Area Governments (AMBAG)	1968	2.0 percent	425,756 57,517 271,595	Three Counties (Monterey, San Benito, Santa Cruz) and 18 cities: • Capitola • Carmel-By-the-Sea • Del Rey Oaks • Gonzales • Greenfield • Hollister • King City • Marina • Monterey • Pacific Grove • Salinas • San Juan Bautista • Sand City • Santa Cruz • Scotts Valley • Seaside • Solidad • Watsonville	No Federally-recognized Tribal Governments	6/2014

Officially Designated MPO[a]	Year Created[b]	2014 percent of CA Population[c]	2014 County Population Estimate[c]	Member Jurisdictions[d]	Federally Recognized Tribal Governments[e] *Denotes Tribe in more than one MPO/RTPA	Current RTP-SCS Adoption Date[f]
Fresno Council of Governments (FCOG)	1969	2.5 percent	964,040	Fresno County and 15 incorporated cities: • Clovis • Coalinga • Firebaugh • Fowler • Fresno • Huron • Kerman • Kingsburg • Mendota • Orange Cove • Parlier • Reedley • San Joaquin • Sanger • Selma	• Big Sandy Rancheria of Mono Indians • Cold Springs Rancheria of Mono Indians • Table Mountain Rancheria	6/2014
Kern Council of Governments (KCOG)	1967	2.3 percent	873,092	Kern County and 11 incorporated cities: • Arvin • Bakersfield • California City • Delano • Maricopa • McFarland • Ridgecrest • Shafter • Taft • Tehachapi • Wasco	• Tejon Indian Tribe	6/2014
San Joaquin Council of Governments	1968	1.9 percent	710,731	San Joaquin County and seven cities: • Escalon • Lathrop • Lodi • Manteca • Ripon • Stockton • Tracy	No Federally-recognized Tribal Governments	6/2014
Stanislaus Council of Governments (StanCOG)	1971	1.4 percent	526,042	Stanislaus County and nine incorporated cities: • Ceres • Hughson • Modesto • Newman • Oakdale • Patterson • Riverbank • Turlock • Waterford	No Federally-recognized Tribal Governments	6/2014

Officially Designated MPO[a]	Year Created[b]	2014 percent of CA Population[c]	2014 County Population Estimate[c]	Member Jurisdictions[d]	Federally Recognized Tribal Governments[e] *Denotes Tribe in more than one MPO/RTPA	Current RTP-SCS Adoption Date[f]
Tulare Council Association of Governments (TCAG)	1971	1.2 percent	459,446	Tulare County and eight cities: • Dinuba • Exeter • Farmersville • Lindsay • Porterville • Tulare • Visalia • Woodlake	Tule River Indian Tribe	6/2014
Kings County Association of Governments (KCAG)	1967	.4 percent	150,181	Kings County and cities of: • Avenal • Corcoran • Hanford • Lemoore	• Santa Rosa Rancheria Tachi Tribe	7/2014
Merced Association of Governments (MCAG)	1967	.7 percent	264,922	Merced County and cities of: • Merced • Los Banos • Atwater • Livingston • Gustine • Dos Palos	No Federally-recognized Tribal Governments	9/2014
Madera County Transportation Commission (MCTC)	2000	.4 percent	153,897	Madera County and cities of: • Madera • Chow Chilla	• North Fork Rancheria of Mono Indians • Picayune Rancheria of Chukchansi Indians	7/2014
San Luis Obispo Council of Governments (SLOCOG	1968	.7 percent	272,357	San Luis Obispo County and seven cities: • Arroyo Grande • Atascadero • Grover Beach • Morrow Bay • Paso Robles • Pismo Beach • San Luis Obispo	No Federally-recognized Tribal Governments	4/2015

Officially Designated MPO[a]	Year Created[b]	2014 percent of CA Population[c]	2014 County Population Estimate[c]	Member Jurisdictions[d]	Federally Recognized Tribal Governments[e] *Denotes Tribe in more than one MPO/RTPA	Current RTP-SCS Adoption Date[f]
Shasta Regional Transportation Agency (RTA)	1981*	.5 percent	179,412	Shasta County and cities of: • Anderson • Redding • Shasta Lake	• Redding Rancheria • Pit River Tribe* (includes Likely Rancheria, Lookout Rancheria, XL Ranch, Montgomery Creek and Roaring Creek Rancheria)	6/2015

*For a current list of the member jurisdictions for MTC and SCAG, along with the rest of the MPOs see California Department of Housing and Community Development, Housing Elements and Regional Housing Need Allocation, http://www.hcd.ca.gov/hpd/hrc/plan/he/.

Sources:

[a]The Federal-Aid Highway Act of 1978 first stipulated the requirements for designating a metropolitan planning organization as "by agreement among the units of general purpose local government and the Governor." (23 U.S.C. 134 (b)(2), PL 95-599, November 6, 1978). In April 1983, the Business, Transportation and Housing Secretary informed U.S. Department of Transportation of the continuing designation of the then existing thirteen MPOs in California: Kern COG; Fresno COG; SCAG; Stanislaus CAG; AMBAG; SANDAG; MTC; Santa Barbara County-Cities Area Planning Council; San Joaquin COG; Butte CAG; Shasta RTPA; and Tulare CAG. Letter to Elizabeth Dole, Secretary of U.S. Department of Transportation from Kirk West, Secretary, BT and H Agency, dated April 20, 1983, on file, Climate Change and Regional Planning Branch, ORP, DOTP, Caltrans. The City of Madera qualified as a new urban area in 2000; the Madera metropolitan boundary covers the entire County of Madera. With the exception of Madera County Transportation Commission, all California MPOs are Councils of Governments (COGs).

[b]Elisa Barbour. *Metropolitan Growth Planning in California, 1900-2000*. San Francisco: Public Policy Institute of California, 2002, 159-164, and MPO websites see [d] below.

[c]California Department of Finance estimates were used for consistency, http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php, accessed June 3, 2014.

[d] http://www.sandag.org/; http://sacog.org/; http://www.scag.ca.gov; http://www.tahoempo.org/; http://www.bcag.org/; http://www.mtc.ca.gov/; http://www.sbcag.org/; http://www.ambag.org/; http://www.fresnocog.org/; http://www.maderactc.org/; http://www.mcagov.org/; http://www.sjcog.org/; http://www.stancog.org/; http://www.tularecog.org/; http://www.slocog.org/; http://www.srta.ca.gov/; http://www.mtc.ca.gov/library/abcs_of_mtc/MTC-ABCs.pdf, accessed on June 3, 2014.

[e] Federal Register, January 15, 2015, http://www.gpo.gov/fdsys/pkg/FR-2015-01-14/pdf/2015-00509.pdf, and Governor's Office of Tribal Advisor, http://tribalgovtaffairs.ca.gov/, accessed January 20, 2015.

[f] Office of Regional Planning, Division of Transportation Planning, Caltrans, http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index_files/MPO_RTP_Status_Chart_Website_2014-05-16.pdf, accessed June 3, 2014.

[g]http://www.tahoempo.org/rtp_final/TAHOE%20RTP%2001%20Trends%20and%20Perf%20Meas.pdf, page 1-2, accessed June 9, 2014.

Appendix O: *RTP Guidelines* Timeline and Major Legislation Triggers to *RTP Guidelines* Updates

Date	Legislation or Policy Trigger	Outcome(s)	Document(s)
4/1973	AB 69 (Deddeh, 1972) Ch. 1253	First guidelines, prepared by Caltrans submitted to California Transportation Board (CTB), predecessor of CTC	*Regional Transportation Plan (RTP) Guidelines*
4/01/1975		First RTPs prepared by RTPAs, submitted to CTB to be included in California Transportation Plan	Regional Transportation Plans
12/1975			Revised *RTP Guidelines*
3/1977		1st California Transportation Plan (CTP) Included 41 RTPs Rejected by California Legislature	California Transportation Plan
9/1977	AB 402 California Transportation Reform Act of 1977 (Alquist-Ingalls, 1977)	Abolished CTB, Created California Transportation Commission Abolished California Transportation Plan, CTC instead to provide biennial report to the Legislature Replaced AB 69 (1972) requirements of RTPs Set forth policy, action, and financial element requirements to implement long- and short-term transportation goals of RTP in Gov. Code §65081	
5/1978	AB 402 (Alquist-Ingalls, 1977)		*RTP Guidelines* 18 guidelines pages 55 pages of appendices
11/1978		First RTPs to California Transportation Commission (CTC) and Caltrans under AB 402, to be submitted biennially thereafter	Regional Transportation Plans (RTPs) due to CTC and Caltrans
9/1979		First evaluation report prepared by Caltrans to CTC Recommended *RTP Guidelines* Update which didn't happen	Regional Transportation Plans Evaluation Report
1979/80		No *RTP Guidelines* Update	
11/1980		RTPs due to CTC and Caltrans	Second round of RTPs to CTC and Caltrans after AB 402

Date	Legislation or Policy Trigger	Outcome(s)	Document(s)
11/1981		Deleted purpose "to review the usefulness of the regional transportation planning process" Deleted language re: federal regulatory requirements to develop prospectus, TSME and long-range element, staged multi-year TIP reviewed annually by each urbanized RTPA to confirm its validity Changes to MPOs vs. "urbanized RTPA" in 1978 report Provided brief recap of 1978 Evaluation Summary, Caltrans' recommendations, with statement CTC did not update the 1978 *RTP Guidelines* Set forth findings re: RTP policy, action, and financial elements Made 3 recommendations for future *RTP Guidelines* update	RTP Evaluation Report of the 11/80 RTPs
11/1982			RTPs due to CTC and Caltrans
11/5/1982		Caltrans held workshop for RTPAs to gather additional comments/suggestions on guidelines revisions	
12/1982			*Regional Transportation Plan Guidelines* (21 pages)
11/1984			RTPs due to CTC and Caltrans
8/1986			Evaluation Report of the 1984 California RTPs 9 pages with Appendix of 1-2 page evaluation of each of 43 RTPAs RTPs
4/2/1987	Surface Transportation and Uniform Relocation Act of 1987 Federal-Aid Highway Act of 1987		
09/21/1987	AB 84 (Lancaster, 1987)	Added action element to RTP to include: Program for developing intra-city and intercity bicycle programs Optional list of State Highway System (SHS) projects prioritized re: increasing future capacity	
10/1987		First Guidelines to provide list of state and federal legislative authorities (in Appendix N)	*RTP Guidelines* and Appendices 22 pages total
11/1988			RTPs due to CTC and Caltrans
12/1989			Evaluation Report of the 1988 California RTPs 39 pages, plus appendix of 1-2 page summary for each RTPA in alphabetical order

Date	Legislation or Policy Trigger	Outcome(s)	Document(s)
11/1990			RTPs due to CTC and Caltrans
12/18/1991	Intermodal Surface Transportation Efficiency Act (ISTEA)	Expired 1997	
7/1991		Asked CTC staff and DOTP managers if they have a copy; no copy in Caltrans Library; reviewed CTC Meeting books, there were no Guidelines updates in 1991. (6/4/14)	*Regional Transportation Plan Guidelines* Update – [can't find a copy even though cited in subsequent updates and RTP Evaluation Reports]
11/1992			RTPs due to CTC and Caltrans
12/1992	SB 1435 (Kopp, 1992) Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991	RTP must be submitted to CTC, CT by 6/1/93 and by 12/1 – even years thereafter (p. 3) look for CTC letter that highlights Update changes	*Regional Transportation Plan Guidelines* 31 pages total
06/01/1993	CA Gov Code Section §65080(b),	Code section referenced in 1992 RTP Guidelines	RTPs and RTIPs due to CTC and Caltrans
09/1/1993			RTP Evaluation Report due to CTC per 1992 Guidelines Update never prepared
12/1/1993	CA Government Code §§65070-65073 ISTEA	Must be consistent with federal and state law, prepared by Caltrans	California Transportation Plan to Governor
11/1994		Prepared "to achieve conformance with transportation planning legislation, specifically ISTEA – 1991 and SB 1435 (Kopp) implementing ISTEA in California (p.1, 1999 Guidelines)	*Regional Transportation Plan Guidelines* 28 pages of Guidelines; 29 pages of appendices
12/1/1994			RTPs/RTIPs due to CTC and Caltrans
4/1995			Evaluation Report of the 1994 California RTPs
12/1/1996			RTPs/RTIPs due to CTC and Caltrans
10/1/1997	ISTEA Expired	6-month extension to March 31, 1998	
10/2/1997	SB 45 (Kopp, 1997)	Eliminated Gov. Code §65081, RTP content description shifted to §65080 Restructured the State Transportation Improvement Program (STIP) process Folded the Transportation Blueprint of the late 1980s to mid-1990s (SB 300, 1989 and related legislation) into regional (RTIP) and interregional (ITIP) programs STIP period changed from 7 to 4 years	
6/9/1998	Transportation Equity Act for the 21st Century (TEA-21)	6-year reauthorization to 2003	

Date	Legislation or Policy Trigger	Outcome(s)	Document(s)
10/10/1999	SB 532 (Committee on Transportation, 1999)	Changed RTP submission timeframe from 2 years to 3 years RTPAs to start submitting RTPs: Urban – every 3 years (September 1, 2004) Non-urban – every 4 years (September 1, 2005)	
12/1999	SB 45 (Kopp, 1997) TEA-21 SB 532, (Committee on Transportation, 1999)	Shift in federal transportation policy from reliance on roads/vehicles to multimodal approach (p.2) Beginning September 1, 2001: MPOs must submit RTP every 3 years (urban areas) RTPAs must submit RTP every 4 years (non-urban) CTC adopted policy that beginning in 2002, RTPAs required to have a current RTP that addresses *RTP Guidelines* as a condition of accepting the RTIP (p. 45, Vol. II, 1999 Annual Report to CA Legislature)	*Regional Transportation Plan Guidelines* 26 pages 8 appendices 1st time RTP Checklist included, based upon federal and state requirements
9/28/2000	AB 2140 (Keeley, 2000)	Amended Gov. Code §65080 to change RTP policy element content MPO optional to quantify set of transportation indicators without requirements for new data sources in number of areas: mobility/traffic congestion; road and bridge maintenance/rehab; means of travel and mode share measures; safety and security; equity and accessibility Changed financial element for MPO RTPs Added §65080.3 that provided MPOs could prepare and "alternative planning scenario" in RTP	
9/01/2001	AB 133 (Alquist, 2001)	Added the following §65080 (c): "Each regional transportation agency may also include other factors of local significance as an element of the regional transportation plan, including, but not limited to issues of mobility for specific sectors of the community, including but not limited to senior citizens."	
04/2003		Two Focus Areas: Assessed how well the plans conformed to the 1999 CTC guidelines Checklist Made 19 recommendations to improve regional transportation planning process	Evaluation Report of the 2001/02 California RTPs
12/2003		Based upon 2003 RTP Evaluation Report Results and 19 recommendations	Supplement to 1999 *RTP Guidelines* 27 pages 2 appendices

Date	Legislation or Policy Trigger	Outcome(s)	Document(s)
09/01/2004	SB 532, (Committee on Transportation, 1999)	Due every 3 years	MPOs RTPs due to CTC and Caltrans
09/01/2005	SB 532, (Committee on Transportation, 1999)	Due every 4 years	RTPA RTPs due to CTC and Caltrans
08/10/2005	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)	Key planning features: Safety and security of transportation system considered separate planning factors Long range transportation planning developed in consultation with State, tribal, local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation MPO RTP/MTP must contain: operational and management strategies to improve performance of existing transportation facilities; investment and other strategies that provide for multimodal capacity increases based on regional priorities and needs; proposed transportation and transit enhancement activities Specifically added pedestrian, bicycle, disabled representatives as parties provided with opportunity to participate in planning processes Enhanced public participation - public meetings held at convenient and accessible locations, times; visualization techniques used to describe plans; public information available in an electronically accessible format Also: Changed conformity updates to every 4 years Established Highway Safety Improvement Program as a formula program that significantly increased safety funding Established Equity Bonus Program Increased funding and added new programs focused on the environment Established tolling and innovative financing programs Added streamlined environmental process	

Date	Legislation or Policy Trigger	Outcome(s)	Document(s)
09/27/2006	AB 32 (Nunez, 2006) California Global Warming Solutions Act	Identified GHGs as specific air pollutants responsible for climate change Directed California Air Resources Board (CARB) to develop actions to reduce GHG Directed CARB to prepare scoping plan for achieving the maximum technologically feasible and cost-effective reductions in GHG emissions from sources/categories of sources by 2020 CARB must update scoping plan at least once every five years	
09/29/2006	SB 1587 (Lowenthal, 2006)	MPOs to update RTP every four years, except RTPAs in federally designated air quality attainment areas that do not contain an urbanized area may submit every 5 years	
09/20/2007	SB 1587 (Lowenthal, 2006) SAFETEA-LU	Performance Measures as best practices p. 61-62 Transportation Modeling federal requirements p.67-68	*Regional Transportation Plan Guidelines* 79 pages 9 appendices
05/2008	AB 32 (Nunez, 2006)	Performance Measures Transportation Modeling requirements p.4	Addendum to *2007 RTP Guidelines* 9 pages
9/30/2008	SB 375 (Steinberg, 2008) Sustainable Communities and Climate Protection Act	Empowered CARB to set regional targets for each MPO for reducing GHG emissions from light trucks and cars within their region Requires CTC, in consultation with Caltrans and CARB to maintain guidelines for travel demand modeling that MPOs use to develop their RTPs Requires MPOs adopt a SCS or an APS as part of their RTP that specifies how the GHG emissions reduction target set by CARB will be achieved for the region Requires CARB to conduct a limited review of each MPO's RTP-SCS to accept or reject the MPO's determination that the RTP-SCS will achieve the region's target. Exempts certain projects defined as transit priority projects from CEQA requirements when such projects meet certain requirements and are consistent with an SCS or APS that has been determined to achieve the regional GHG emissions reduction target by CARB.	

Date	Legislation or Policy Trigger	Outcome(s)	Document(s)
10/11/2009	SB 575 (Steinberg, 2009)	Changed §65080 (b)(2)(E) to include: The purpose of the [two informational] meetings shall be to present a draft of the SCS and alternative planning strategy, if any including the key land use planning assumptions…"	
4/7/2010	SB 375 (Steinberg, 2008) SB 575 (Steinberg, 2009)	Incorporated SB 375 requirements and 2007 RTP Guidelines Addendum	*Regional Transportation Plan Guidelines* 142 pages of guidelines 11 appendices 247 pages total
Sources: *Caltrans RTP Guidelines* and *RTP Evaluation Reports*, Caltrans Library and History Center; Certain legislative history materials for the California State Legislature can be found in the Witikin Law Library, California State Library (Pre-1993) and online at www.leginfo.ca.gov; Ross, D. Eckert, *California Transportation Planning: Examining the Entrails, Original Paper 19*. Los Angeles: International Institute for Economic Research, 1979; Reno Damokosh Giordano, *Statutory Policy and Financing from 1977 through 2006: Thirty Years of California Transportation Legislation*, Master's Thesis, University of California, Davis, 2007.			

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Appendix P: Master Review Table of *2010 RTP Guidelines* Chapter Sections and Corresponding Federal and State Requirements; Recommendations; Best Practices

2010 RTP Guidelines Chapter Sections' Requirements, Recommendations, Best Practices			
Chapter 2 – The RTP Process			
Chapter Sections	**Shall - Requirements**	**Should - Recommendations**	**Best Practices**
2.1-State Requirements	Government Code §65080.1		
	Government Code §65080.3		
	Government Code §65080.5		
	Government Code §65081.1		
2.2-Background – Blueprint and Climate Change Legislation			
State:	Government Code §65080		
2.3-Federal Requirements			
	Title 23 CFR Part 450		
	Title 49 CFR Part 613		
Conformity requirements:	42 USC 7506(c) 23 USC 109(j) Title 23 CFR 93 Subpart A		
	Title VI – Civil Rights Act of 1964		
2.4-Relationship between RTP, OWP, FTIP STIP (RTIP and ITIP)			
MPO TIP - Federal:	Title 23 CFR Part 450.324(a)		
State:	Government Code §65082		
	Government Code §14526		
	Government Code §14527		
	Government Code §14529		
2.5-Consistency with Other Planning Documents	No requirements, except noted federal regs. require MPOs to consult with resource agencies during RTP development. (p. 23)		
2.6-Coordination with Other Planning Processes • Smart Mobility Framework • Complete Streets • Context Sensitive Solutions • Corridor System Management Planning		Complete Streets CSMP	Complete Streets CSMP
2.7-RTP Development Sequencing Process			
Federal:	Title 23 CFR Part 450		
State:	Government Code §65080		
2.8-RTP Adoption – Update Cycles and Amendments			
Federal MPOs : five years for attainment	Title 23 CFR Part 450.322(a), (c)		Coordinate with CT Districts

2010 RTP Guidelines Chapter Sections' Requirements, Recommendations, Best Practices			
four years for non-attainment–RTP effective on date of conformity determination issued by FHWA/FTA			
4 years for RTPAs – State:	Government Code §65080(d)		
2.9-RTP Checklist			
State: CTC is authorized to request an evaluation of all RTPs statewide, conducted by Caltrans. All MPOs/RTPAs required to submit RTP Checklist with Draft and Final RTP when submitted to Caltrans and CTC	Government Code §14032(a)		
Chapter 3 - Modeling			
Chapter Sections	**Requirements**	**Recommendations**	**Best Practices**
3.1-Transportation Modeling - Projecting Future Demand			
3.2-RTP Modeling Requirements and Recommendations			
MPOs only – Federal:	Title 23 CFR Part 450.322(a) Title 23 CFR Part 450.322(e) Title 23 CFR Part 450.322(f)(1) Title 40 CFR Part 93.111(a)		
Federal: Non-attainment ozone or CO, MPOs only >200K pop	Title 40 CFR Part 93.122(b)(1)(i)-(vi) Title 40 CFR Part 93.122(b)(2)		
State:	Government Code §14522.2 Government Code §65080(b)(2)(G)	Government Code §65080(b)(1) gives MPOs with a population of over 200,000 option to quantify various indicators of their regional transportation needs.	
3.3-Regional Economic and Land Use Model Requirements and Recommendations			
Federal:	Title 23 USC §109(h) Federal-Aid Highways		
	Executive Order No. 12898 (1994)		
	U.S. DOT Order Section 5610.2		
	U.S. DOT Order Section 6640.23		
3.4-RTP Modeling Quality Control and Consistency			
State	Government Code §14522.2		

2010 RTP Guidelines Chapter Sections' Requirements, Recommendations, Best Practices			
3.5-RTP Modeling as a Policy Tool			
3.6-Modeling References			Web Resources
Chapter 4 – Consultation and Coordination			
Chapter Sections	**Requirements**	**Recommendations**	**Best Practices**
4.1-Consultation and Coordination			
Federal: Regional and permit agencies	23 CFR Part 450.322(g)(1)		
Federal Conformity Regulations (US EPA):	Title 40 CFR Part 93 105(b) Title 40 CFR Part 51	Title 23 Part 450.316	Yes
SIP Development	Title 42 § 7504(b)		
4.2-Social Equity and Environmental Justice Considerations in the RTP			
Federal:	Title 23 CFR Part 450.316 (a)(1)(vii)		Yes
	Title VI, Civil Rights Act of 1964		
	Title 49 CFR Part 21.5		
	Title 42 USC Chapter 21 Section 20000(d)		
	U.S. DOT Order 5610.2 (1997)		
	U.S. DOT Order 6640.23 (1998)		
Presidential:	Executive Order 12898 on Environmental Justice, and related implementing orders		
State:	Government Code §11135		
4.3-Participation Plan [there is additional SCS component per SB 375]			
Federal:	Title 23 CFR Part 450.316		Yes, web links
Visualization techniques linked to SCS process Gov. Code §65080(b)(2)(B)	Title 23 CFR Part 450.316(a)(1)(iii)		
MPOs must adopt PPP for SCS development - State:	Government Code §65080(b)(2)(F)(i)-(vi)		
MPO shall disseminate model(s) it uses in a way that would be useable and understandable to the public	Government Code §14522.2(a)		
4.4-Private Sector Involvement			
Federal:	Title 23 USC §134(g)(4)		
	Title 23 USC §135(e)		
	Title 23 CFR Part 450.316(a)		
State:		Gov. Code §14000(d)	
4.5-Consultation with Interested Parties			
Federal:	Title 23 CFR Part 450.316(a)		Yes, web links
	Title 23 CFR Part 450.316(d)		
	Title 23 CFR Part 450.322(g)		
4.6-Input and consultation with Local Elected Officials on MPOs' SCS Development			

2010 RTP Guidelines Chapter Sections' Requirements, Recommendations, Best Practices			
State:	Gov. Code §65080(b)(2)(E) and (F)		
	Gov. Code §65080(B)(2)(G)		
4.7-Interagency Coordination on SCS Development			
4.8-Native American Tribal Government Consultation and Coordination			
Federal:	Title 23 CFR Part 450.316(c)		US DOT Order 5301.1
	Title 23 CFR Part 450.316(a)(1)		
4.9-Consultation with Resource Agencies			
Federal:	Title 23 CFR Part 450.322(g)(1 and (g)(2)		Yes, web links
State:	Gov Code §65080(b)(2)(B)(v)		
	Gov. Code §65080.01 (a) and (b)		
4.10-Coordinated Public Transit/Human Services Transportation Plans			
Federal:		Title 23 CFR Part 450.306(g) coordinated, consistent with prep	
Chapter 5 – RTP Environmental Considerations			
Chapter Sections	**Requirements**	**Recommendations**	**Best Practices**
5.1-Introduction			
5.2-Environmental Documentation			
State:	Public Resources Code 21000 et seq. Environmental Protections		Yes, web links
	CEQA Guidelines §15000 et seq.		
5.3-SAFETEA-LU Environmental Requirements			
Federal:	Title 23 CFR Part 450.322(f)(7)		Yes, web links
	Title 23 CFR Part 450.322(g)(1) and (2)		
	Title 23 CFR Part 450.306(a)(5)		
5.4-SAFETEA-LU Environmental Recommendations			
Federal:		23 CFR Part 450.300	
5.5-Key Environmental Considerations for Best Practices • Wetlands • Parks, Refuges, Historic Sites • Threatened/endangered species • California Coastal Trail • Growth-related Indirect Impacts			
Federal:	23 CFR Part 450.306(a)(5)	23 CFR 450.300	

2010 RTP Guidelines Chapter Sections' Requirements, Recommendations, Best Practices			
State:	Gov. Code §65080(b)(2)(B)(v)		
	Gov. Code §65080.01		
5.6-Project Intent Statements/Plan Level Purpose and Need Statements			
5.7-Air Quality and Transportation Conformity			
Federal:	Title 42 USC Section 7506(c) Title 40 CFR Part 93 Subpart A 2009 EPA Policy Guidance – EPA420-B-09-002	Title 42 USC Section 7506(c)(7)(A) Title 40 CFR Part 93.106	Web links
Chapter 6 – Regional Transportation Plan Contents			
Chapter Sections	**Requirements**	**Recommendations**	**Best Practices**
6.1-Summary of RTP Components			
Internally consistent document Elements: • Policy • SCS • Action • Financial			
Federal:	Title 23 CFR Part 450.322		
State:	Gov. Code §65080(b)(2)(L)		
	Gov. Code §65080(b)(4)(C)		
6.2-Financial Overview			
• Projected Available funds • Projected costs • Projected O and M costs • Constrained RTP • Un-constrained (illustrative) list of projects • Potential Funding Shortfall			
Federal:	23 USC §134(i)(2)(C) 23 USC §134(j)(2)(B) Title 23 CFR Part 450.322(f)(10)		Web links
State:	Government Code §65080(b)		
6.3-Fiscal Constraint			
Federal:	Title 23 CFR Part 450.322(f)(10)		Web links
State:	Government Code §65080(b)		
6.4-Listing of Constrained and Unconstrained Projects			
Federal:	Title 23 CFR Part 450.322(f)(10)	Title 23 CFR Part 450.322(f)(10)(vii)	Web links
State:	None		
6.5-Revenue Identification and Forecasting			

2010 RTP Guidelines Chapter Sections' Requirements, Recommendations, Best Practices			
Federal:	Title 23 CFR Part 450.322(f)(10)	Title 23 CFR Part 450.322(f)(10)(vii)	
State:	Government Code §65080(b)		
6.6-Estimating Future Transportation Costs			
• Trend analysis • Cost/unit of service			
Federal:	Title 23 CFR Part 450.322(f)(10)	Title 23 CFR Part 450.322(f)(10)(v)	Web links
State:	Government Code §65080(b)		
6.7-Asset Management			
Federal:		Title 23 CFR Part 450.306(e)	Web links
Modal Discussion			
6.8-Highways			
Federal:	Title 23 CFR Part 450.322(b)		Web links
State:	Government Code §65080(a)		
6.9-Local Streets and Roads			
Federal:	Title 23 CFR Part 450.322(b)		
State:	Gov. Code §65080(a)		
6.10-Transit			
Federal:	Title 23 CFR Part 450.322(b)		
State:	Government Code §65080(a)		
6.11-Goods Movement			
Federal:	Title 23 CFR Part 450.322(b) Title 23 CFR Part 450.322(f)(1) Title 23 CFR Part 450.322(f)(3) Title 23 CFR Part 450.322(h)(i) Title 23 CFR Part 450.316(a)		Web links
State:	Government Code §65080(a)		
6.12-Regional Aviation System			
Federal:	Title 23 CFR Part 450.322(b)		Web links
State:	Government Code §65080(a) Government Code §65081.1(a), (b)		
6.13-Bicycle and Pedestrian and California Coastal Trail			
Federal:	Title 23 CFR Part 450.322(f)(8) Title 23 USC §217(g)		Web links
State:	Government Code §65080(a)		
	Government Code §65080.1		
Programming/Operations			
6.14-Transportation System Operations and Management			
Federal:	Title 23 USC §134		Web links
	Title 23 CFR Part 450.322(f)(3)		
6.15-Coordination with Programming Documents - FTIP			
Federal:	Title 23 CFR Part 450.324(a)		
	Title 23 CFR Part 450.216(k)		
	Title 23 CFR Part 450.214		
	Title 23 CFR Part 450.322		

2010 RTP Guidelines Chapter Sections' Requirements, Recommendations, Best Practices			
6.16-Transportation Projects Exempted from SB 375			
State:	Government Code §65080(b)(2)(H) and (L)		
6.17-Regionally Significant Projects			
Federal:	Title 40 CFR Part 93.101		Web links
	Title 23 CFR Part 450.324(d)		
6.18-Regional ITS Architecture			
Federal:	Title 23 CFR Part 940		
	Title 23 CFR Part 450.306(f)		
6.19-Performance Measures			
State:	Government Code §14530.1(b)(5)		
6.20-Transportation Safety			
Federal:	Title 23 CFR Part 450.306(a)(2)	Title 23 CFR Part 450.306(h)	
		Title 23 CFR Part 450.322(h)	
6.21-Transportation Security			
Federal:	Title 23 CFR Part 450.306(a)(3)	Title 23 CFR Part 450.322(h)	
6.22-Congestion Management Process			
Federal:	Title 23 CFR Part 450.320(c)	Title 23 CFR Part 450.320(b)	
Regional Greenhouse Gas Emissions Requirements and Considerations in the RTP			
6.23-GHG Emissions and Targets Background			
6.24-Contents of the Sustainable Communities Strategy (SCS)			
Federal:	Title 23 CFR Part 450		
	Title 23 CFR Part 93		
State:	Government Code §65080		
	Government Code §65584.04(i)(1)		
6.25-SCS Development			
State:	Gov. Code §65080(b)(2)(H)		
• Visualization and Mapping			
Federal:	23 CFR Part 450.316(a)		
State:	Gov. Code §65080(b)(2)(F)(iii)		
	Gov. Code §65080(b)(2)(B)		
• SCS Planning Assumptions			
Federal:	42 USC Section 7506 – air quality conformity requirements		
State:	Gov. Code §65080(b)(2)(B)(i) and (vii)		
	Gov. Code §65080(b)(2)(B)(viii)		

2010 RTP Guidelines Chapter Sections' Requirements, Recommendations, Best Practices			
• Housing Needs in SCS – RHNA			
State:	Gov. Code §65588(e)(4)		
	Gov. Code §65080(b)(2)(M)		
	Gov. Code §65584		
	Gov. Code §65080		
	Gov. Code §65081		
	Gov. Code §65080(b)(2)(B)(iii)		
• Resource Areas and Farmland			
State:	Gov. Code §65080(b)(2)(B)(v)		Web links
	Gov. Code §65080.01(a) and (b)		
• Forecasted Development Pattern	MPOs required to develop to reach GHG emission reduction targets set by CARB		
• Social Equity			
• MPOs in Multi-County Regions			
Federal:	Title 23 CFR Part 450		
	Title 23 CFR Part 93		
State:	Gov. Code §65080		
	Gov. Code §11135		
San Joaquin:	Gov. Code §65080(b)(2)(C), (D), (N)		
San Francisco Bay Area:	Gov. Code §65080(b)(2)(C)(i)		
SCAG:	Gov. Code §65080(b)(2)(C)		
6.26 SCS Process, Review and Acceptance			
• Public Participation			
• See Sections 4.3 and 4.6			
6.27 – Land Use and Transportation Strategies to Address GHG Emissions			
6.28 Alternative Planning Strategy (APS) Overview			
6.29 – Non-MPO Rural RTPA Addressing GHG Emissions			
6.30 – Adaptation of the Regional Transportation System to Climate Change			

Appendix Q: Sustainable Communities Strategy–MPO-RTP Review Questions Matrix

Federal Requirement: 23 CFR §450.322 – Development and Content of RTP-SCS
State Requirement: Government Code Section 65080(b)(2)(B).
The State requires that each MPO shall prepare a SCS subject to the requirements of Part 450 of Title 23, and Part 93 of Title 40 of CFRs - CA Gov Code §65080(b)(2)(B).

This Matrix consists of questions from the 2010 RTP Checklist related to federal and State requirements for the RTP-SCS. Using the responses provided by the MPOs to these questions in the RTP-SCS portion of the Checklist, the corresponding sections of the RTP-SCS and appendices were reviewed and recorded. There are also a number of SCS related questions that may be considered to be included in the next update of the RTP Guidelines Checklist.

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
Federal Requirements – Development and Content of RTP-SCS			
Does process include 20-year planning horizon as effective date? §450.322(a)		General 1.	
What are examples of both long-range and short-range strategies/actions in RTP-SCS that support an integrated multimodal transportation system in the region to address current/future demand? §450.322(b)		General 2.	
Did MPO coordinate development of RTP-SCS with process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)? §450.322(d)		Programming/Ops 1. Environmental 2.	
How did MPO validate data used for other modal plans used to update RTP-SCS? §450.322(e)		General 4.g.	
What available estimates/assumptions did MPO use? Did MPO use the most recent planning assumptions §450.322(e)		General 4.g.	
Did RTP-SCS include the ten (10) minimum federal requirements pursuant to §450.322 (f)(1) through (10) which are:	Existing list of 2010 checklist questions for core federal requirements pursuant to 450.322(f)(1) through (10) below Add the following subpart questions to next checklist as noted below		
1. Was projected transportation demand of persons and goods in the MPA over period of RTP described? §450.322 (f)(1)	Add question to next checklist		
2. Existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, ped, walkways and bike facilities,		Modal 1.	

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
intermodal connectors) that should function as integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over period of RTP? §450.322 (f)(2)			
3. Were operational and management strategies to improve performance of existing transportation facilities to relieve vehicular congestion and maximize safety/mobility of people and goods described? §450.322 (f)(3)	Add question to next checklist		
4. Consideration of results of congestion management process in TMAs that meet requirements of this subpart, including i.d. of SOV projects that result from CMP in TMAs that are nonattainment for ozone or CO2? §450.322 (f)(4) and §450.320(c)(1)-(6)		Programming/Ops 1.	
5. Was assessment made of capital investment and other strategies to preserve the existing and projected future metro transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs? Did RTP consider projects/strategies that address areas or corridors where current/projected congestion threatens efficient functioning of key elements of metro area's transportation system? §450.322 (f)(5)	Add question to next checklist		
6. Were design concept and design scope descriptions of all existing and proposed transportation facilities in described in sufficient detail, regardless of funding source, in non-attainment and maintenance areas for conformity determinations? In all areas, all proposed improvements shall be described in sufficient detail to develop cost estimates. §450.322 (f)(6)	Add question to next checklist		
7. Discussed types of potential environmental mitigation and potential areas to carry out; consulted fed, state, tribal, land management, wildlife and reg agencies? §450.322 (f)(7)	For consultation review, see Consultation Matrix		

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
8. Pedestrian walkway and bicycle transportation facilities in accordance with 23 USC 217 (g)? §450.322 (f)(8)		Modal 5. Modal 6.	
9. Was transportation and transit enhancement described? §450.322 (f)(9)	Add question to next checklist		
10. Financial plan that demonstrates how adopted RTP can be implemented? §450.322 (f)(10)	See Financial Matrix		
Does RTP-SCS include a safety element? §450.322(h)	Add question to next checklist		
Did MPO make a conformity determination in accordance with 40 CFR part 93? §450.322(l)	Yes, FHWA conformity letter dated_____	Environmental 3.	
Did RTP-SCS consider local plans and other plans? 40 CFR part §450.322(e)and CA Gov Code §65080(b)(2)(B)		General 4.g.	
State Requirements – Development and Content of RTP-SCS			
Important Note: Each MPO shall prepare a SCS subject to the requirements of Part 450 of Title 23, and Part 93 of Title 40 of CFRs -CA Gov Code §65080(b)(2)(B)			
Government Code Section 65080(b)(2)(B) below:			
Did MPO-SCS capture eight (8) components of CA Government Code Section 65080(b)(2)(B)?	See specific questions below		
1. Identify the general location of uses, residential densities and building intensities within region? §65080(b)(2)(B)(i)		General 4.a.	
2. Did RTP-SCS identify areas within region sufficient to house all population of the region; including all economic segments of the population over the course of the planning period of the RTP taking into account net migration into region, population growth, household formation and employment growth? §65080(b)(2)(B)(ii)		General 4.b.	
3. Did RTP-SCS identify areas within region sufficient to house an eight-year projection of regional housing need for region per Section 65584? §65080(b)(2)(B)(iii)		General 4.c.	
4. Did RTP-SCS identify a transportation network to service transportation needs of region? §65080(b)(2)(B)(iv)		General 4.d.	
5. Did RTP-SCS gather and consider best practically available scientific info re: resource areas and farmland in 65080.01(a) and (b)? §65080(b)(2)(B)(v)		General 4.e.	

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
6. Did RTP-SCS consider state housing goals in Sections 65580, 65581? §65080(b)(2)(B)(vi)		General 4.f.	
7. Did RTP-SCS set forth a forecasted development pattern for region, which when integrated with transportation network, and other transportation measures and policies, will reduce GHG emissions from cars and light trucks to achieve, if there is a feasible way to do so, GHG emission reduction targets approved by CARB? §65080(b)(2)(B)(vii)		General 4.h.	
8. Did RTP-SCS comply with 43 USC 7506 – Section 176 of CAA – Federal air quality conformity regulations or 42 USC 7506? §65080(b)(2)(B)(viii)		General 4.j.	
Did RTP-SCS provide consistency between the development pattern and allocation of housing units within the region? §65584.(i)(1)		General 4.i.	

Appendix R: Consultation and Public Participation– MPO–RTP Review Questions Matrix

Federal Requirements: 23 CFR §450.316; 23 CFR Part 450.322(g)
State Requirements: Gov. Code §65080(b)(2)(F)(i)-(vi); Gov. Code §65080(b)(2)(E); Gov. Code §65080(b)(2)(G); Gov Code §11135; Gov. Code §14522.2 (a)

This Matrix consists of questions from the 2010 RTP Checklist related to federal and state requirements for the RTP-SCS. Using the responses provided by the MPOs to these questions in the public participation portion of the Checklist, the corresponding sections of the public participation plan and appendices were reviewed and recorded. There are also a number of consultation and public participation related questions that may be considered to be included in the next update of the RTP Guidelines Checklist.

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
Federal Requirements			
Federal Public Participation Plan:			
Did MPO develop and use a documented participation plan that defines a process for process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, public transportation users representatives, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other communities reps. §450.316(a) i.e.: Did MPO develop and use documented participation plan that defines the process and describes explicit procedures, strategies, and desired outcomes such as:	Too broad a question because there are 10 subsections related to the requirements in §450.316(a)(1); (a)(2) and (a)(3) Add specific questions for each of the 10 subsections not included in the 2010 RTP Checklist to the next checklist as noted below.	Consultation/Co-op 1.	
Does MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including reasonable opportunity to comment on draft RTP/RTIP? §450.316(a)(1)(i)		Consultation/Co-op 7.	
Did MPO provide timely notice and reasonable access to info about transportation issues and processes? §450.316(a)(1)(ii)	Add question to next checklist		
Did MPO employ visualization techniques to describe RTP and RTIPs? Did MPO clearly articulate what were the techniques and how were they used? §450.316(a)(1)(iii)	Add question to next checklist		
Did MPO make public information (technical information and meeting notices) available in electronically accessible formats and means – i.e. on the web? §450.316(a)(1)(iv)	Add question to next checklist		

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
Did MPO hold any public meetings at convenient and accessible locations and times? §450.316(a)(1)(v)	Add question to next checklist		
Did MPO demonstrate explicit consideration and response to public input received during the development of the RTP and RTIP? §450.316(a)(1)(vi)	Add question to next checklist		
Did MPO seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services? §450.316(a)(1)(vii)	Add question to next checklist		
Did MPO provide an additional opportunity for public comment, if the final RTP or RTIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonable have foreseen from public involvement efforts? §450.316(a)(1)(viii)	Add question to next checklist		
Did MPO coordinate with the statewide transportation planning public involvement and consultation processes pursuant to §450 Subpart B—Statewide Transportation Planning and Programming**,** §450.210 **-** Interested parties, public involvement, and consultation**?** §450.316(a)(1)(ix)	Add question to next checklist		
Does MPO periodically review the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process? How is review documented? §450.316(a)(1)(x)	Add question to next checklist		
Does RTP/RTIP include a summary, analysis, and report on the disposition of comments, i.e. significant written and oral comments that have been received on the draft RTP/RTIP as a result of the participation process or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93)? §450.316(a)(2)		Consultation/Coop 9.	
Did MPO provide a 45 calendar day public comment period of 45 calendar days before the initial or revised participation plan was adopted? Did MPO post approved participation plan on its website? §450.316(a)(3)	Add question to next checklist		
Did the MPO/RTPA consult with the appropriate state and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP pursuant to 23 CFR 450.316(3)(b)? [2003 Eval Report]		Consultation/Co-op 2.	
Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities	Add question to next checklist		

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
pursuant to 23 CFR Part 450.316(3)(b)? (this is for MPO non-attainment and maintenance areas only) [2003 Eval Report]			
In addition, RTPs/RTIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by: (1) Recipients of assistance under title 49 U.SC. Chapter 53 [Public Transportation] (2) Governmental agencies and non-profit organizations (including reps of the agencies/orgs) that receive Federal assistance from a source other than U.S. DOT to provide non-emergency transportation services (3) Recipients of assistance under 23 U.S.C. 204 [Federal Lands Highways Program] 23 CFR 450.316(3)(b)(1) through (3)		Consultation/Co-op 3	
Did the MPO/RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of the Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s) pursuant to 23 CFR Part 450.316(c)? [2003 Eval Report]		Consultation/Co-op 6.	
Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan pursuant to 23 CFR Part 450.316(l)? [2003 Eval Report]		Consultation/Co-op 8.	
Did the MPA include Federal public lands, and appropriately involve the Federal land management agencies in the development of the RTP/RTIP? §450.316(d)		Consultation/Co-op 3.	
Did MPO, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d), which may be included in the agreement(s) developed under §450.314. How did MPO document this process? §450.316(e)	Add question to next checklist		
The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the RTP. Consultation shall involve, as appropriate:		Consultation/Co-op 4. Consultation/Co-op 5.	

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
(1) Comparison of transportation plans with State conservation plans or maps, if available; or (2) Comparison of transportation plans or inventories of natural or historic resources, if available. §450.322(g)			
Where does the RTP specify that the appropriate state and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted pursuant to 23 CFR Part 450.322(g)? [2003 Eval Report]		Consultation/Co-op 4.	
Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources pursuant to 23 CFR Part 450.322(g)? [2003 Eval Report]		Consultation/Co-op 5.	
Was the RTP published or otherwise made readily accessible by the MPO for public review, including (to the extent practicable) in electronically accessible formats and means, such as world wide web? §450.322(j)		Consultation/Co-op 11.	
Was the preparation of the coordinated public transit-human services transportation plan, as required by 49 USC 5310, 5316, and 5317, coordinated with the RTP process? §450.306(g)		Consultation/Co-op 10.	
State Requirements:			
Was a description of how RTP took steps to comply with Gov Code §11135 provided? Gov Code §11135: No person …shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, …be unlawfully denied full and equal access to…any program or activity that is conducted, operated, or administered by the state or by any state agency, is funded directly by the state, or receives any financial assistance from the state.	Add question to next checklist		
Did MPO adopt PPP for SCS development? Did it use federal PPP? Did PPP include all of the following? Gov. Code §65080(b)(2)(F)(i)-(vi)	Statutory citation in checklist question is wrong, fixed citation. Checklist Question Consultation/Cooperation 13. is too broad. Add specific questions for each of the subsections not included in the 2010 RTP Checklist to the next checklist as noted below.	Consultation/Co-op 13	
Were outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency's adopted Federal Public Participation Plan, including but not limited to , affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial	Add question to next checklist		

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
property interests, and homeowner associations? Gov. Code §65080(b)(2)(F)(i)			
Did MPO consult with congestion management agencies, transportation agencies, and transportation commissions? Gov. Code §65080(b)(2)(F)(ii)			
Did workshops throughout region provide public with info and tools necessary to provide a clear understanding of the issues and policy choices? Was at least one workshop held in each county in the region? For counties with population > 500,000, were least 3 workshops held? Did each workshop, to the extent practicable, include urban simulation computer modeling to create visual representations of the SCS and the APS? Gov. Code §65080(b)(2)(F)(iii)			
Did MPO prepare and circulate draft SCS and APS at least 55 days before final RTP adopted? Gov Code §65080(b)(2)(F)(iv)			
Were at least 3 public hearings held on draft SCS in the RTP and APS? If MPO consists of a single county, were at least 2 public hearings held? Were hearings in different parts of the region to maximize the opportunity for participation by members of public throughout the region? Gov. Code §65080(b)(2)(F)(v)			
Is there a process for enabling members of the public to provide a single request to receive notices, information and updates? Gov. Code §65080(b)(2)(F)(vi)	Add question to next checklist		
Did MPO conduct at least two information meetings in each county within the region for members of the board of supervisors and city councils on the SCS? Gov. Code §65080(b)(2)(E)		Consultation/Co-op 12?	
Did MPO consider spheres of influence that have been adopted by the local agency formation commissions within its region? How documented? Gov. Code §65080(b)(2)(G)		Consultation/Co-op 12?	
Did MPO disseminate model(s) it used in a way that would be useable and understandable to the public? How was this described in RTP? Did MPO disseminate the methodology, results, and key assumptions of whichever travel demand models it used in a way that would be useable and understandable to the public? Gov. Code §14522.2 (a)	Add question to next checklist		
Did MPO gather/consider best practically available scientific information re: resource areas and farmland in the region as defined in 65080.01 a and b? How was this documented in RTP? Gov. Code §65080(b)(2)(B)(v)	Add question to next checklist		

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Appendix S: Financial–MPO-RTP Review Questions Matrix

Federal Requirements: 23 CFR Part 450.314(a); 23 CFR Part 450.322(f)(5); 23 CFR Part 450.322(f)(6); 23 CFR Part 450.322(f)(10)(i) through (viii)
State Requirements: Gov. Code §65080(b)(4)(A); Gov. Code §65080(b)(4)(B); Gov. Code §65080(b)(4)(C); Gov. Code §14524

This Matrix consists of questions from the 2010 RTP Checklist related to federal and State requirements for the RTP-SCS. Using the responses provided by the MPOs to these questions in the financial portion of the Checklist, the corresponding sections of the financial element and appendices were reviewed and recorded. There are also a number of financial element related questions that may be considered to be included in the next update of the RTP Guidelines Checklist.

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
Federal Requirements			
Did RTP-SCS financial plan include the requirements pursuant to §450.322(f)(10)(i) through (viii)	One very broad 2010 Checklist question related to 8 important federal requirements in subparts of regulation, some of which are addressed by additional checklist questions Add remaining subpart questions to next checklist as noted	Financial 1.	
For purposes of transportation system operations and maintenance, does the financial plan contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation? 450.322(f)(10)(i) [2003 Eval Report question]		Financial 6.	
After 12/11/07, does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region pursuant to 23 CFR Part 450.322(f)(10)(i) [2003 Eval Report question]		Financial 6.	
For the purpose of developing the RTP, the MPO, have the public trans operators and State cooperatively developed estimates of funds that will be available to support RTP implementation, as required under 450.314(a). All necessary financial resources from public/private sources that are reasonably expected to be made available to carry out the RTP shall be identified. 450.322(f)(10)(ii)		Financial 3.	
Do the projected revenues in the RTP reflect Fiscal Constraint pursuant to 23 CFR Part 450.322(f)(10)(ii) [2003 Eval Report question]			

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
Does the financial plan include recommendations on any additional financing strategies to fund projects and programs included in the RTP? In the case of new funding sources, were strategies identified for ensuring their availability? 450.322(f)(10)(iii)	Add question to next checklist		
In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under 23 USC title 49, USC 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the RTP must use an inflation rate(s) to reflect "year of expenditure dollars" based on reasonable financial principles and information, developed cooperatively b the MPO, State(s), and public transit operators. 450.322(f)(10)(iv)		Financial 5.	
Do the cost estimates for implementing the projects identified in the RTP reflect "year of expenditure dollars" to reflect inflation rates pursuant to 23 CFR Part 450.322(f)(10)(iv) [2003 Eval Report question]		Financial 5.	
For the outer years of the RTP (i.e. beyond first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands. Is the future funding source(s) reasonably expected to be available? 450.322(f)(10)(v)	Add question to next checklist		
For nonattainment and maintenance areas, does the financial plan address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP? 450.322(f)(10)(vi)		Financial 9.	
For illustrative purposes, the financial plan may (but it is not required) include additional projects that would be included in the adopted RTP if additional resources beyond those identified in the financial plan were to become available. 450.322(f)(10)(vii) No requirement	Not a requirement	No question	
In cases that the FHWA/FTA find a RTP to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e. by legislative or administrative actions), the FHWA/FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA/FTA will not act on an updated or amended RTP that does not reflect the changed revenue situation. 450.322(f)(10)(viii) Statement – no requirement	N/A; statement, not a requirement	No question	
Is there an assessment of capital investment and other strategies to preserve the existing and projected	Add question to next checklist		

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
future metro transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs? RTP may consider projects/strategies that address areas or corridors where current/projected congestion threatens efficient functioning of key elements of metro area's transportation system. §450.322 (f)(5)			
Are the design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in non-attainment and maintenance areas for conformity determinations? Are all areas, all proposed improvements described in sufficient detail to develop cost estimates? §450.322 (f)(6)	Add question to next checklist		
Does the financial plan demonstrate how adopted RTP can be implemented? §450.322 (f)(10)	Add question to next checklist		
State Requirements			
Does RTP have a financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues? Does financial element also contain recommendations for allocation of funds? Is the first five years of the financial element based on the five-year estimate of funds developed pursuant to Section 14524? Not required but…does financial element recommend development of new sources of revenue, consistent with the policy element and action element? Gov Code §65080(b)(4) (A) Gov Code §14524		Financial 4.	
Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified pursuant to Government Code Section 65080(4)(A). [superceded by SB 375 language] [2003 Eval Report question]		Financial 4.	
The financial element of transportation planning agencies with populations >200,000 persons may include a project cost breakdown for all projects proposed for development during the 20-year life of the plan that includes total expenditures and related percentages of total expenditures for all of the following: (i) State highway expansion (ii) State highway rehabilitation, maintenance, and operations (iii) Local road and street expansion (iv) Local road and street rehabilitation, maintenance, and operation	Not a requirement	No question	

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
(v) Mass transit, commuter rail, and intercity rail expansion (vi) Mass transit, commuter rail, and rail rehab, M and O (vii) Pedestrian and bike facilities (viii) Environmental enhancements and mitigation (ix) Research and planning (x) Other categories Gov Code 65080(b)(4)(B)			
The MPO or county transportation agency, whichever entity is appropriate, shall consider financial incentives for cities and counties that have resource areas or farmland, as defined in 65080.01, for the purposes of, for example, transportation investments for the preservation and safety of the city street or county road system and farm-to-market and interconnectivity transportation needs. The MPO or county transportation agency…shall also consider financial assistance for counties to address countywide service responsibilities in counties that contribute toward the GHG emission reduction targets by implementing policies for growth to occur within their cities. Gov Code 65080(b)(4)(C)	Add question to next checklist		
STIP Guidelines			
Does the RTP contain a statement re: consistency between projects in the RTP and ITIP? Section 33		Financial 7.	
Does RTP contain a statement re: consistency between the projects in the RTP and the FTIP? Section 19		Financial 8.	
Does the RTP contain a consistency statement between first 4 years of the fund estimate and the 4-year STIP fund estimate? Section 19		Financial 2.	
Does the RTP contain a list of un-constrained projects?		Programming/Operations 4.	

Appendix T: Suggested Terms to Include in the RTP–SCS Glossary

The wide variety of the following definitions cover a large spectrum of areas and ideas that could be useful to stakeholders who are new to the RTP development process, and who are reviewing a draft RTP for the first time, as well as to those stakeholders who have reviewed many RTPs and clearly understand the development and implementation phases necessary to adopt an RTP. These definitions are only suggestions or "starting points" for an MPO to consider, and are not inclusive or complete for each unique region throughout the State. To assist with the consultation and coordination that is part of the collaborative process in the development of their RTP documents, each MPO should incorporate those definitions that would best inform and assist the stakeholders in their region to understand the general terms and the technical terms that are incorporated in the body of the text of the RTP document as well as the RTP Appendices.

- **Assumption**–complex forecasts of human behavior and economic conditions as it relates to transportation planning.
- **Baseline**–future scenario which includes only those projects that are existing, undergoing right-of-way acquisition or construction, come from the first year of the previous RTP or RTIP, or have completed the NEPA process. The Baseline is based upon the adopted FTIP. The Baseline functions as the "No Project" alternative used in the RTP Program EIR.
- **Best Management Practice**–a practice, or combination of practices, that is determined to be effective and practicable.
- **Calibrate/calibration**–adjust (experimental results) to take external factors into account or to allow comparison with other data.
- **Coding**–the process of assigning a code to something for the purpose of classification or identification.
- **Cohort**–a group of people who share one or more similar characteristics.
- **Cohort-component model**–technique used to project future populations.
- **Congestion management**–systematic approach required in transportation management areas (TMAs) that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under Title 23 U.S.C. and Title 49 U.S.C., through the use of operational management strategies.
- **Control target**–the power to direct or influence a person, object, or place selected as an aim of an attack or study.
- **Control total**–a result of summing specific fields in a computer file to provide error detection.
- **Criteria**–a principle or standard by which something may be judged or decided.
- **CUBE**–a modeling platform that covers all aspects related to transportation planning, engineering, and land use.
- **Curve fitting techniques**–is the process of constructing a curve or mathematical function that has the best fit to a series of data points, possibly subject to constraints.
- **Data**–facts and statistics collected together for reference or analysis.

- **Design-based model**–is a mathematical and visual method of addressing problems associated with designing complex control, signal processing and communication systems.
- **Design Methodology**–refers to the development of a system or method for a unique situation.
- **Development driver**–the process of developing or being developed by a factor that causes a particular phenomenon to happen.
- **Disaggregate**–separate something into its component parts.
- **Elasticity**–the ability of something to change and adapt
- **Emission Factor (EMFAC)**–the average emission rate of a given GHG for a given source, relative to units of activity.
- **Environmental Justice**–is the fair treatment and meaningful involvement of all people with respect to the development, implementation, and enforcement of laws, regulations, and policies.
- **Equity**–the quality of being fair and impartial.
- **Free-Flow Speed**–the rate at which traffic traverses a road segment, in vehicles per hour or passenger cars per hour.
- **Fiscal Constraint**–expenditures are said to be financially constrained if they are within limits of anticipated revenues.
- **Forecast**–predict or estimate a future event or trend.
- **Forecast Model**–planning tool used to determine the direction of future trends.
- **Geographic Information System (GIS)**–powerful mapping software that links information about where things are with information about what things are like. GIS allows users to examine relationships between features distributed unevenly over space, seeking patterns that may not be apparent without using advanced techniques of query, selection, analysis, and display.
- **Goods Movement**–refers to the transportation of for-sale products from the location of their manufacture or harvest to their final retail destination.
- **Infill development**–is the re-use of land or existing developed sites within an urban/suburban area.
- **Input**–what is put in, taken in, or operated on by any process or system.
- **Jobs-housing balance**–refers to the approximate distribution of employment opportunities and workforce population across a geographic area.
- **Land-use scenario**–using knowledge and experience as a means to represent the future.
- **Link Capacity**–the maximum number of vehicles that can traverse a given roadway within a time period at a given speed.
- **Local Agency Formation Commission (LAFCO)**–regulates the formation and development of local government subdivisions and other agencies within California.
- **Mean absolute percentage error (MAPE)**–is a measure of prediction accuracy of a forecasting method in statistics.
- **Methodology**–a system of methods used in a particular area of study or activity.
- **Metric**–a system or standard of measurement.
- **Mode**–a particular form of travel (e.g., walking, traveling by automobile, traveling by bus, or traveling by train).
- **Model**–a mathematical description of a real-life situation that uses data on past and present conditions to make a projection.

- **Model Calibration**–is the process of adjustment of model parameters to satisfy pre-agreed criteria.
- **Model validation**–the process of determining the accurate representation of the real world from the perspective of the intended uses of a model.
- **Off model/off-model adjustment**–somewhat deviant from the original source material or model sheets.
- **Paint**–is a GIS based tool used to develop demographic forecasts at a municipal and regional level.
- **Performance Measure**–objective, quantifiable measures used to evaluate the performance of the transportation system, and to determine how well planned improvements to the system are achieving established objectives.
- **Performance Measurement**–is the process of collecting, analyzing and/or reporting information regarding the performance of an individual, group, organization, system, or component.
- **Planning assumption**–are those factors that are considered true, real, or certain for the purpose of creating a shared understanding of the plan.
- **Ported**–the process of transferring software from one system or machine to another.
- **Post-processing**–processing after other processes have been completed.
- **Predictive tool**–relating to or having the effect of predicting an event or result.
- **Preferred scenario/scenario development planning**–a postulated sequence or development of events.
- **Projection**–an estimate or forecast of a future situation or trend based on a study of present ones.
- **Regional Demographic Forecast**–prediction or estimate relating to the structure of populations in a given area.
- **Regional Growth Forecast**–prediction or estimate relating to the process of increasing in size in a given area.
- **Regional Housing Needs Assessment**–quantifies the need for housing within each jurisdiction of a particular region based on population growth projections. Communities then address this need through the process of completing the housing elements of their General Plans.
- **Regional Housing Needs Plan**–establishes numerical targets for the development of housing units within a given area.
- **Regional Income Parity**–the money received for work or through investments being equal within a given area.
- **Revenue Forecast Assumption**–prediction or estimate relating to income.
- **Regression Analysis**–is a statistical process for estimating the relationships among variables.
- **Rule-based growth model**–a tool used to model intended growth for a region, particularly related to land-use.
- **Scenario-** a postulated sequence or development of events.
- **Scenario Layer**–one of several postulated events.
- **Scenario Planning**–is a strategic planning method that some organizations use to make flexible long-term plans.
- **Script (computer code)**–a program or sequence of instructions that is interpreted or carried out by another program rather than by the computer processor.

- **Social Equity–**means ensuring that all people are treated fairly and are given equal opportunity to participate in the planning and decision-making process, with an emphasis on ensuring that traditionally disadvantaged groups are not left behind.
- **Sustainability–**the ability to continue a defined behavior indefinitely.
- **Transportation Investment Strategies–**a framework for the distribution of funds that target problems related to transportation.
- **Transportation Model–**a tool in analyzing and modifying existing transportation systems or implementation of new ones.
- **Trend methodology–**a form of analysis that allows for the development of robust scenario content.
- **Trend Scenario–**a glimpse into the future of a particular company, industry, and/or market conditions.
- **Validate/validation—(static validation, dynamic validation) –**is to prove that something is based on truth or fact, or is acceptable.
- **Visioning–**the development of a plan, goal, or vision for the future.

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