



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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HYBRID (IN-PERSON & REMOTE PARTICIPATION) *

COMMUNITY,
ECONOMIC AND
HUMAN DEVELOPMENT
COMMITTEE

In-Person & Remote Participation*
Thursday, September 1, 2022
9:30 a.m. – 11:30 a.m.

****Public Participation: The SCAG offices are currently closed to members of the public. Please see next page for detailed instructions on how to participate in the meeting.***

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PUBLIC ADVISORY

Given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A), the meeting will be held telephonically and electronically.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at aguilarm@scag.ca.gov. Agendas & Minutes are also available at: www.scag.ca.gov/committees.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1420. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



Instructions for Public Comments

You may submit public comments in two (2) ways:

1. **In Writing:** Submit written comments via email to: CEHDPublicComment@scag.ca.gov by 5pm on Wednesday, August 31, 2022. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

All written comments received after 5pm on Wednesday, August 31, 2022, will be announced and included as part of the official record of the meeting.

2. **In Real Time:** If participating in real time via Zoom or phone, during the Public Comment Period (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called, use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer. For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

If unable to connect by Zoom or phone and you wish to make a comment, you may submit written comments via email to: CEHDPublicComment@scag.ca.gov.

In accordance with SCAG’s Regional Council Policy, Article VI, Section H and California Government Code Section 54957.9, if a SCAG meeting is “willfully interrupted” and the “orderly conduct of the meeting” becomes unfeasible, the presiding officer or the Chair of the legislative body may order the removal of the individuals who are disrupting the meeting.

OUR MISSION

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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Instructions for Participating in the Meeting

SCAG is providing multiple options to view or participate in the meeting:

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3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press *9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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CEHD - Community, Economic and Human Development Committee
Members – September 2022

1. **Hon. Frank A. Yokoyama**
CEHD Chair, Cerritos, RC District 23
2. **Hon. David J. Shapiro**
CEHD Vice Chair, Calabasas, RC District 44
3. **Hon. Adele Andrade-Stadler**
Alhambra, RC District 34
4. **Hon. Al Austin**
Long Beach, GCCOG
5. **Hon. David Avila**
Yucaipa, SBCTA
6. **Hon. Megan Beaman-Jacinto**
Coachella, RC District 66
7. **Hon. Claudia Bill-de la Peña**
Thousand Oaks, RC District 46
8. **Hon. Gary Boyer**
Glendora, RC District 33
9. **Hon. Drew Boyles**
El Segundo, RC District 40
10. **Hon. Wendy Bucknum**
Mission Viejo, RC District 13
11. **Hon. Juan Carrillo**
Palmdale, RC District 43
12. **Hon. Ramon Castro**
Imperial County CoC
13. **Hon. Letitia Clark**
Tustin, RC District 17
14. **Hon. Steve DeRuse**
La Mirada, RC District 31
15. **Hon. Diane Dixon**
Newport Beach, RC District 15

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

- 16. Hon. Debra Dorst-Porada**
Ontario, Pres. Appt. (Member at Large)
- 17. Hon. Keith Eich**
La Cañada Flintridge, RC District 36
- 18. Hon. Rose Espinoza**
La Habra, OCCOG
- 19. Hon. Waymond Fermon**
Indio, CVAG
- 20. Hon. Margaret Finlay**
Duarte, RC District 35
- 21. Hon. Alex Fisch**
Culver City, RC District 41
- 22. Hon. Mark Henderson**
Gardena, RC District 28
- 23. Hon. Peggy Huang**
TCA Representative
- 24. Hon. Cecilia Hupp**
Brea, OCCOG
- 25. Hon. Kathleen Kelly**
Palm Desert, RC District 2
- 26. Sup. Matt LaVere**
Ventura County CoC
- 27. Hon. Tammy Kim**
Irvine, RC District 14
- 28. Hon. Jed Leano**
Claremont, SGVCOG
- 29. Hon. Patricia Lock Dawson**
Riverside, RC District 68
- 30. Hon. Anni Marshall**
Avalon, GCCOG
- 31. Hon. Andrew Masiel**
Tribal Govt Regl Planning Board Representative

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

- 32. Hon. Lauren Meister**
West Hollywood, WSCCOG
- 33. Hon. Bill Miranda**
Santa Clarita, SFVCOG
- 34. Hon. John Mirisch**
Beverly Hills, Pres. Appt. (Member at Large)
- 35. George Nava**
Brawley, ICTC
- 36. Hon. Marisela Nava**
Perris, RC District 69
- 37. Hon. Kim Nguyen**
Garden Grove, RC District 18
- 38. Hon. Trevor O'Neil**
Anaheim, RC District 19
- 39. Hon. Ed Paget**
Needles, SBCTA
- 40. Hon. Sunny Park**
Buena Park, OCCOG
- 41. Hon. Ariel Pe**
Lakewood, GCCOG
- 42. Hon. Misty Perez**
Port Hueneme, Pres. Appt. (Member at Large)
- 43. Hon. Michael Posey**
Huntington Beach, RC District 64
- 44. Hon. Nithya Raman**
Los Angeles, RC District 51
- 45. Hon. Gabriel Reyes**
San Bernardino County CoC
- 46. Hon. Rex Richardson**
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- 47. Hon. Sonny Santa Ines**
Bellflower, GCCOG

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

- 48. Hon. Nicholas Schultz**
Burbank, AVCJPA
- 49. Hon. Becky Shevlin**
Monrovia, SGVCOG
- 50. Hon. Andy Sobel**
Santa Paula, VCOG
- 51. Hon. Wes Speake**
Corona, WRCOG
- 52. Hon. Mark Waronek**
Lomita, SBCCOG
- 53. Hon. Acquanetta Warren**
Fontana, SBCTA
- 54. Hon. Christi White**
Murrieta, WRCOG
- 55. Hon. Tony Wu**
West Covina, SGVCOG
- 56. Hon. Frank Zerunyan**
Rolling Hills Estates, SBCCOG

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
Thursday, September 1, 2022
9:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE *(The Honorable Frank Yokoyama, Chair)*

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

This is the time for persons to comment on any matter pertinent to SCAG's jurisdiction that is **not** listed on the agenda. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time. Public comment for items listed on the agenda will be taken separately as further described below.

General information for all public comments: Members of the public are encouraged, but not required, to submit written comments by sending an email to: CEHDPublicComment@scag.ca.gov by 5pm on Wednesday, August 31, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Community, Economic and Human Development Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to aguilarm@scag.ca.gov. Written comments received after 5pm on Wednesday, August 31, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Community, Economic and Human Development Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing *9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.



COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – July 7, 2022

Receive and File

2. CEQA Initiation for the Connect SoCal 2024 Program Environmental Impact Report
3. Connect SoCal CEQA Addendum No. 3 to Programmatic Environmental Impact Report (State Clearinghouse No. 2019011061)
4. Transportation Conformity Determinations of Proposed Final 2023 Federal Transportation Improvement Program (FTIP) and Proposed Final 2020 Connect SoCal Amendment #2
5. Equity Analysis Update (formerly Environmental Justice Analysis) - Performance Measures
6. SCAG Water Action Resolution

INFORMATION ITEMS

7. High Quality Transit Area (HQTa) Analysis Pilot Program 35 Mins.
(Grieg Asher, Program Manager II and Zacharias Gardea, Associate Regional Planner)
8. Demographic Workshop and Demographic Update 15 Mins.
(Kevin Kane, Program Manager I)
9. Connect SoCal 2024 Local Data Exchange and Regional Data Platform Status Update 15 Mins.
(Tom Vo, Program Manager I)
10. CEHD Committee 12-Month Framework and Lookahead 10 Mins.
(Jenna Hornstock, Deputy Director of Planning, Land Use)

CHAIR'S REPORT

(The Honorable Frank Yokoyama, Chair)

STAFF REPORT

(Jonathan Hughes, Regional Affairs Officer, SCAG Staff)



COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
September 1, 2022

**MINUTES OF THE REGULAR MEETING
COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE (CEHD)
THURSDAY, JULY 7, 2022**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE (CEHD). A VIDEO AND AUDIO RECORDING OF THE FULL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

The Community, Human and Development Committee (CEHD) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically), given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A). A quorum was present.

Members Present:

Hon. Frank Yokoyama, Chair	<i>Cerritos</i>	District 23
Hon. David Shapiro, Vice Chair	<i>Calabasas</i>	District 44
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. David Avila	<i>Yucaipa</i>	SBCTA
Hon. Claudia Bill-de la Peña	<i>Thousand Oaks</i>	District 46
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Letitia Clark	<i>Tustin</i>	District 17
Hon. Steve De Ruse	<i>La Mirada</i>	GCCOG
Hon. Diane Dixon	<i>Newport Beach</i>	District 15
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Waymond Fermon	<i>Indio</i>	CVAG
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Alex Fisch	<i>Culver City</i>	District 41
Hon. Mark Henderson	<i>Gardena</i>	District 28
Hon. Cecilia Hupp	<i>Brea</i>	OCCOG
Hon. Kathleen Kelly	<i>Palm Desert</i>	District 2
Hon. Tammy Kim	<i>Irvine</i>	District 14
Sup. Matt LaVere	<i>Ventura County</i>	CoC
Hon. Jed Leano	<i>Claremont</i>	SGVCOG



Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Anni Marshall	<i>Avalon</i>	GCCOG
Hon. Lauren Meister	<i>West Hollywood</i>	WSSCOG
Hon. Bill Miranda	<i>Santa Clarita</i>	SFVCOG
Hon. John Mirisch	<i>Beverly Hills, Pres. Appt.</i>	Member at Large
Hon. Marisela Nava	<i>Perris</i>	District 69
Hon. Kim Nguyen	<i>Garden Grove</i>	District 18
Hon. Trevor O'Neil	<i>Anaheim</i>	District 19
Hon. Edward Paget	<i>Needles</i>	SBCTA
Hon. Ariel Pe	<i>Lakewood</i>	GCCOG
Hon. Michael Posey	<i>Huntington Beach</i>	District 64
Hon. Sonny Santa Ines	<i>Bellflower</i>	GCCOG
Hon. Nicholas Schultz	<i>Burbank</i>	AVCJPA
Hon. Becky Shevlin	<i>Monrovia</i>	SGVCOG
Hon. Wes Speake	<i>Corona</i>	WRCOG
Hon. Acquanetta Warren	<i>Fontana</i>	SBCTA
Hon. Christi White	<i>Murrieta</i>	WRCOG
Hon. Tony Wu	<i>West Covina</i>	SGVCOG

Members Not Present

Hon. Al Austin, II	<i>Long Beach</i>	GCCOG
Hon. Megan Beaman Jacinto	<i>Coachella</i>	District 66
Hon. Juan Carrillo	<i>Palmdale</i>	District 43
Hon. Ramon Castro	<i>Imperial County</i>	CoC
Hon. Debra Dorst-Porada	<i>Ontario, Pres. Appt.</i>	Member at Large
Hon. Rose Espinoza	<i>La Habra</i>	OCCOG
Hon. Peggy Huang		TCA
Hon. Andrew Masiel, Sr.	<i>Tribal Gov't Reg'l Planning</i>	
Hon. George A. Nava	<i>Brawley</i>	ICTC
Hon. Sunny Park	<i>Buena Park</i>	OCCOG
Hon. Misty Perez	<i>Port Hueneme, Pres. Appt.</i>	Member at Large
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Gabriel Reyes	<i>San Bernardino County</i>	CoC
Hon. Rex Richardson	<i>Long Beach</i>	District 29
Hon. Andy Sobel	<i>Santa Paula</i>	VCOG
Hon. Mark Waronek	<i>Lomita</i>	SBCCOG
Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

The Honorable Frank Yokoyama called the meeting to order at 9:35 a.m. and asked Councilmember Margaret Finlay, City of Duarte, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

Chair Yokoyama provided detailed instructions and general information on how to provide public comments. Additionally, he noted that public comments received via email to CEHDPublicComment@scag.ca.gov after 5pm on Wednesday, July 6, 2022, would be announced and included as part of the official record of the meeting.

Chair Yokoyama opened the public comment period and noted that this was the time for members of the public to offer comment for matters that are within SCAG's jurisdiction but are not listed on the agenda.

SCAG staff noted there were no written public comments received via email before or after the 5pm deadline on Wednesday, July 6, 2022. SCAG staff also noted that there were no public comments for matters not listed on the agenda.

Chair Yokoyama closed the public comment period for matters not listed on the agenda.

REVIEW AND PRIORITIZE AGENDA ITEMS

No reprioritizations were made.

CONSENT CALENDAR

Approval Items

1. Minutes of the June 2, 2022 Meeting

Receive and File

2. Connect SoCal Sustainable Communities Program (SCP) Call 4 – Civic Engagement, Equity, and Environmental Justice
 3. Release of Transportation Conformity Analyses of Draft 2023 Federal Transportation Improvement Program (FTIP) and Draft 2020 Connect SoCal Amendment #2
 4. Initial Findings for Connect SoCal CEQA Addendum No. 3 to Programmatic Environmental Impact Report (State Clearinghouse #2019011061)
-

5. 2021-2022 CivicSpark Housing Fellows: Regional Affordable Housing Initiative
6. RHNA Reform Timeline
7. Equity Analysis Update (formerly Environmental Justice Analysis) – Performance Measures
8. Status Update on Transportation Conformity Challenges in SCAG Region

A MOTION was made (Finlay) to approve the Consent Calendar. Motion was SECONDED (Shapiro) and passed by the following roll call vote:

AYES: Andrade-Stadler, Avila, Bucknum, Clark, De Ruse, Dixon, Eich, Finlay, Fisch, Henderson, Hupp, Kelly, Kim, LaVere, Leano, Lock Dawson, Marshall, Meister, Miranda, Mirisch, M. Nava, Nguyen, O’Neil, Paget, Pe, Santa Ines, Schultz, Shapiro, Shevlin, Speake, White, Wu, and Yokoyama (33)

NOES: (0)

ABSTAIN: Posey (1)

There were no public comments on this item.

ACTION ITEMS

9. Regional Early Action Plan (REAP) 2.0 – Draft Subregional Partnership Program Guidelines

Chair Yokoyama provided a brief overview of the Executive/Administration Committee’s recommended approval of the REAP 2021 Program Development Framework that will guide the development of specific funding programs and projects to be included in the full REAP 2.0 program application. He asked Jacob Noonan, SCAG staff, to provide details on the draft guidelines.

Mr. Noonan’s presentation included background information and an overview of the Framework, its core objectives, guiding principles, programmatic areas, application milestones and schedule for allocation of funds availed to SCAG through the REAP 2.0 program. He noted the Program Framework is pending adoption by the Regional Council.

Additional highlights in the presentation included:

- The Subregional Partnership (SRP) 2.0 Program Guidelines were developed with input from the Subregional Councils of Government to align with the SCAG REAP 2021 (REAP 2.0) Draft Program Framework.
- \$23 million of SCAG’s REAP 2.0 funding to be set-aside to support the program. The SRP 2.0 will allocate funding to each subregional partner based on the 6th Cycle RHNA allocation.
- Application Timelines with the final applications due by December 1, 2022.

Staff responded to the comments and questions expressed by the Councilmembers.

The comprehensive staff report, the (Draft) REAP Subregional Partnership 2.0 Program Guidelines, and the PowerPoint presentation were included in the agenda packet.

There were no public comments on this item.

A MOTION was made (Posey) to Recommend that the Regional Council adopt SCAG’s REAP 2.0 Subregional Partnership Program Guidelines. Motion was SECONDED (Lock Dawson) and passed by the following roll call vote:

AYES: Avila, Clark, De Ruse, Dixon, Eich, Finlay, Fisch, Henderson, Hupp, Kelly, Kim, LaVere, Leano, Lock Dawson, Marshall, Meister, Miranda, Mirisch, M. Nava, Nguyen, O’Neil, Paget, Pe, Posey, Santa Ines, Schultz, Shapiro, Shevlin, Speake, White, Wu, and Yokoyama (32)

NOES: (0)

ABSTAIN: (0)

INFORMATION ITEMS

10. SCAG Economic Development Update

Chair Yokoyama asked Victor Negrete and Gigi Moreno, SCAG staff, to provide an overview of SCAG’s role as it relates to the regional economic analysis and economic development efforts in connection with the Inclusive Economic Recovery Strategy (IERS) implementation grant work plan.

Their presentation included an outline of the Economic Analysis in SCAG’s Planning Work. Highlights included discussion on the following topics:

- Defining SCAG's Primary Role in Economic Development
- Overview of the Goods Movement Sector Analysis
- Federal Transportation Improvement Program (FTIP) Impact Analysis
- Communicating through the Annual Economic Summit and Briefing Book
- Deliverables from the one-time funding from the State to implement key recommendations of the IERS

Discussion ensued. Staff responded to the comments and questions expressed by the Councilmembers, including priorities which focused on the connection between job creation numbers to housing ratios, expanding work from home opportunities, employment dynamics/job growth/loss in the region, indicators for migration shifts, development of cluster economies and regulatory reform.

Chair Yokoyama asked staff to email the Briefing Book to the Committee members. Staff noted that most of the Councilmember's comments would also be addressed at the upcoming Demographic Workshop, scheduled for September 2022.

There were no public comments on this item.

The comprehensive staff report and PowerPoint presentation were included in the agenda packet.

11. REAP 1.0 Biannual Program Update

Chair Yokoyama noted staff would provide an overview of the Regional Early Action Planning (REAP 1.0) Biannual Program status and update. He asked Ma'Ayn Johnson, SCAG staff, to present.

Ms. Johnson's presentation included background information and a brief overview of some of the REAP 1.0 program updates:

- Procurement Streamlining
- REAP Program Areas
- Subregional Partnership Program 1.0 (SRP) - \$24 million set aside for planning activities that will accelerate housing production
- REAP Partnership, Outreach Programs, Timelines and Stakeholder Outreach Process
- Sustainable Communities Strategies (SCS) Integration categories, which include Transit Oriented Development (TOD) Work Programs

Chair Yokoyama opened the public comment period and recognized, Ms. Lucy Dunn, member of the public and ex officio business representative to the Regional Council and Executive/Administration

Committee, who commented that performance metrics for building permits issuance would be useful in future housing reports.

Staff responded to the comments and questions expressed by the Councilmembers, including comments regarding continuity of the projects from REAP 1.0 to the REAP 2.0 program.

The comprehensive staff report and PowerPoint presentation were included in the agenda packet.

12. Connect SoCal 2024 – Draft Vision, Goals, and Performance Measures

Chair Yokoyama noted that in preparation for SCAG's next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal 2024, staff have developed a draft vision, goals, and performance measures. He asked Sarah Dominguez to provide highlights of this work, which reflects feedback from multiple stakeholder groups.

Ms. Dominguez provided background information and a brief overview of the Connect SoCal 2024 Draft Vision, Goals and Performance Measures updates. Ms. Dominguez' presentation included an outlook of the purpose and themes for the vision statement and a brief overview of plan goals, draft performance measures, along with federal and state performance requirements, on-going monitoring measures and outreach/engagement and next steps. Ms. Dominguez noted that as Connect SoCal 2024 moves forward, staff will seek to evaluate other emerging issues such as remote work and digital platforms.

There were no public comments on this item.

The comprehensive staff report, PowerPoint presentation, and the 2024 Draft Vision, Goals and Performance Measures report were included in the agenda packet.

CHAIR'S REPORT

Chair Yokoyama announced that on Thursday, December 1, 2022, SCAG would be hosting the 13th annual Southern California Economic Summit.

Chair Yokoyama welcomed the following presidential appointees back to the Committee: Debra Dorst-Porada, City of Ontario; John Mirisch, City of Beverly Hills; and Misty Perez, City of Port Hueneme.

Chair Yokoyama provided a brief overview of the EAC retreat and reported on the two options discussed to facilitate more engagement of SCAG's Regional Council and Policy Committee members. He asked the Committee to look out for more information on this subject.



Lastly, Chair Yokoyama reminded the Committee that all the Committees will be dark in the month of August, reconvening on Thursday, September 1, 2022.

STAFF REPORT

Jonathan Hughes, Regional Affairs Officer, provided a brief report which included the Local Data Exchange (LDC) 1:1 meetings, RHNA reform timeline, availability of technical assistance, and SCAG's receipt of recognition by the National Association of Regional Councils.

FUTURE AGENDA ITEMS

There were no future agenda items requested.

ADJOURNMENT

There being no further business, Chair Yokoyama adjourned the CEHD Committee meeting at 11:29 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE CEHD COMMITTEE]

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE ATTENDANCE REPORT

2022-23

MEMBERS	Representing	2022-23												Total Mtgs Attended To Date	
		Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	April	May		
Andrade-Stadler, Adele	Alhambra, District 34	1	1												2
Austin, II, Al	Long Beach, GCCOG														
Avila, David	Yucaipa, SBCTA	1	1												2
Beaman Jacinto, Megan	Coachella, District 66	1													1
Bill-de la Peña, Claudia	Thousand Oaks, RC District 46	1	1	D											2
Boyles, Drew	El Segundo, District 40	1	1	A											2
Bucknum, Wendy	Mission Viejo, District 13	1	1	R											2
Carrillo, Juan	Palmdale, District 43			K											
Castro, Ramon	Imperial County, CoC														
Clark, Letitia	Tustin, District 17	1	1												2
De Ruse, Steve	La Mirada, District 31	1	1												2
Dorst-Porada, Debra	Ontario, Pres. Appt.														
Dixon, Diane B.	Newport Beach, District 15		1												1
Eich, Keith	La Cañada Flintridge, RC District 36	1	1												2
Espinoza, Rose	La Habra, OCCOG														
Fermon, Waymond	Indio, CVAG		1												1
Finlay, Margaret E.	Duarte, District 35		1												1
Fisch, Alex	Culver City, District 41	1	1												2
Henderson, Mark E.	Gardena, District 28	1	1												2
Huang, Peggy	TCA	1													1
Hupp, Cecilia	Brea, OCCOG	1	1	D											2
Kelly, Kathleen	Palm Desert, District 2	1	1	A											2
Kim, Tammy	Irvine, RC District 14	1	1	R											2
LeVere, Matt	Ventura County, CoC	1	1	K											2
Leano, Jed	Claremont, SGVCOG	1	1												2
Lock Dawson, Patricia	Riverside, District 68		1												1
Marquez, Jorge	Covina, RC District 33	1													1
Marshall, Anni	Avalon, GCCOG	1	1												2
Masiel, Sr., Andrew	Pechanga Band of Luiseno Indians														
Meister, Lauren	West Hollywood, WCCOG	1	1												2
Miranda, Bill	Santa Clarita, SFVCOG	1	1												2
Mirisch, John	Beverly Hills, Pres. Appt.		1												1
Nava, George A.	ICTC														
Nava, Marisela	Perris, District 69	1	1												2
Nguyen, Kim B.	Garden Grove, District 18	1	1												2
O'Neil, Trevor	Anaheim, District 19		1												1
Paget, Edward	Needles, SBCTA/SBCCOG		1												1
Park, Sunny Youngsun	Buena Park, OCCOG														
Pe, Ariel "Ari"	Lakewood, GCCOG	1	1												2
Perez, Misty	Port Hueneme, Pres. Appt.														
Posey, Mike	Huntington Beach, OCCOG		1												1
Raman, Nithya	Los Angeles, District 51			D											
Reyes, Gabriel	San Bernardino County CoC			A											
Richardson, Rex	Long Beach, District 29			R											
Santa Ines, Sonny	Bellflower, GCCOG		1	K											1
Schultz, Nick	Burbank, AVCJPA	1	1												2
Shapiro, David J.	Calabasas, District 44	1	1												2
Shevlin, Becky A.	Monrovia, SGVCOG	1	1												2
Sobel, Andy	Santa Paula, VCOG	1													1
Speake, Wes	Corona, WRCOG	1	1												2
Waronek, Mark	Lomita, SBCCOG														
Warren, Acquanetta	Fontana, SBCTA		1												1
White, Christi	Murrieta, WRCOG		1												1
Wu, Tony	West Covina, SGVCOG	1	1												2
Yokoyama, Frank Aurelio	Cerritos, District 23	1	1												2
Zerunyan, Frank	Rolling Hills Estates, SBCCOG	1													1
TOTAL ATTENDANCE		32	38												

Attachment: CEHD Attendance Sheet FY 2022-23 (Minutes of the July 7, 2022 Meeting)



AGENDA ITEM 2
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
September 1, 2022

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Karen Calderon, Senior Regional Planner
(213) 236-1983, calderon@scag.ca.gov
Subject: CEQA Initiation for the Connect SoCal 2024 Program Environmental
Impact Report

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC, CEHD, TC, AND RC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

At the March 3, 2022 Energy & Environment Committee (EEC) meeting, staff provided the EEC with an overview of the California Environmental Quality Act (CEQA) requirements for SCAG as the Lead Agency responsible for preparing a Program Environmental Impact Report (PEIR) for the upcoming 2024 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024) and what to expect in the Connect SoCal 2024 PEIR (2024 PEIR). The 2024 PEIR will serve as a “first-tier”, programmatic-level CEQA document that will provide a cumulative and regional-scale assessment of potential environmental effects of the transportation improvements and land use developments discussed in Connect SoCal 2024. The 2024 PEIR will be prepared in accordance with CEQA. The purpose of this staff report is to inform the EEC that staff will be initiating the CEQA process and environmental documentation for Connect SoCal 2024. SCAG staff will provide periodic updates on the development of the 2024 PEIR at future EEC meetings.

BACKGROUND:

Connect SoCal is a long-term plan which emphasizes the development and preservation of the region’s transportation system. For a transportation project to become eligible for federal and state funding, it must be included in the financially-constrained portion of the RTP. In addition, per state law, the Plan must include a Sustainable Communities Strategy (SCS) that demonstrates

compliance with California Air Resources Board greenhouse gas (GHG) emission reduction targets from cars and light duty trucks.

CEQA, codified at Pub. Res. Code §21000 et seq., and its implementing regulations, CEQA Guidelines, found at 14 C.C.R. § 15000 et seq., require SCAG as the Lead Agency to prepare an Environmental Impact Report for the Plan because approving or adopting the Plan is a discretionary governmental action (CEQA Guidelines §15002(b)). Connect SoCal is a regional planning document and necessitates preparation of a PEIR as the appropriate CEQA document. A PEIR is a “first-tier” CEQA document designed to consider “broad policy alternatives and program-wide mitigation measures” and may serve as a foundation for subsequent, site-specific environmental review documents for individual transportation and development projects in the region (CEQA Guidelines §§15168 and 15385).

At the March 3, 2022 EEC meeting, staff provided the EEC with an overview the CEQA requirements for SCAG as the Lead Agency responsible for preparing a PEIR for Connect SoCal 2024 and what to expect in the upcoming 2024 PEIR. The PEIR will serve as a programmatic document that provides a region-wide assessment of potential significant environmental effects of Connect SoCal 2024. The PEIR will provide an opportunity to inform decision-makers and the public about these effects. The PEIR will evaluate and disclose region-wide, potential significant environmental effects, including direct and indirect impacts, growth-inducing impacts, and cumulative impacts of the Plan at a programmatic level. The PEIR will propose and evaluate feasible mitigation measures capable of avoiding or reducing the significant effects of the Plan. The PEIR will also consider a range of reasonable alternatives to the Plan, including the no-project alternative and alternatives that could feasibly accomplish most of the basic objectives of the Plan and could avoid or substantially lessen any of the significant adverse environmental effects of the Plan.

CURRENT STATUS OF THE 2024 PEIR:

On June 1, 2022, SCAG’s Executive Administration Committee (EAC), followed by SCAG’s Regional Council (RC) on June 2, 2022, approved the CEQA Consultant’s contract (22-033-C01) to assist SCAG staff with the preparation of a PEIR and associated technical studies to fulfill its CEQA requirements. On July 6, 2022, SCAG’s EAC, followed by SCAG’s RC on July 7, 2022, approved the PEIR Legal Services contract (22-059-C01) to assist SCAG staff with the preparation of a legally defensible document. The consultants will assist SCAG staff in completing the PEIR and provide needed technical and legal knowledge, expertise, and services to ensure compliance with all applicable federal and state planning and environmental laws for the PEIR.

NEXT STEPS:

SCAG staff will be preparing a Notice of Preparation (NOP) of a PEIR for the upcoming Connect SoCal 2024 and come back to the EEC to seek authorization for the release of the NOP, which will formally kick-off the PEIR process. The NOP will undergo a required 30-day public review and



comment period to notify public agencies, organizations, and interested parties that SCAG plans to prepare a PEIR for Connect SoCal 2024 and seek their comments and input with respect to the scope and content of the environmental information to be considered and evaluated in the Draft PEIR. Following the release of the NOP and during the public review phase, SCAG staff will host two (2) public scoping meetings. The public scoping meetings will provide a presentation on Connect SoCal's process and vision and allow for further comments on the environmental information to be included in the PEIR. Comments and input received will be evaluated for incorporation into the Draft PEIR and could potentially serve as a guidance tool to conduct environmental analysis.

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2022/23 Overall Work Program (22-020.0161.04: Environmental Compliance, Coordination & Outreach).



AGENDA ITEM 3
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
September 1, 2022

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Karen Calderon, Senior Regional Planner
(213) 236-1983, calderon@scag.ca.gov
Subject: Connect SoCal CEQA Addendum No. 3 to Programmatic Environmental
Impact Report (State Clearinghouse No. 2019011061)

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council (RC) adopt a Resolution to approve Addendum No. 3 to the Connect SoCal Program Environmental Impact Report (PEIR, SCH No. 2019011061)

RECOMMENDED ACTION FOR CEHD, TC, AND RC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

Since approval of the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS or Connect SoCal) Amendment No. 1 and certification of the Program Environmental Impact Report (State Clearinghouse #2019011061) (PEIR) by the SCAG Regional Council (RC) and Addendums No. 1 and No. 2, SCAG has received requests from several county transportation commissions to amend Connect SoCal to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new projects. Pursuant to the California Environmental Quality Act (CEQA), SCAG staff has prepared Addendum No. 3 to the PEIR, which analyzes the changes documented in the Connect SoCal Amendment No. 2 to the 2020 RTP/SCS (Connect SoCal Amendment No. 2 or Amendment No. 2). SCAG staff finds that the proposed changes resulting from Amendment No. 2 would not result in a substantial change to the region-wide impacts when compared to the certified PEIR with Addendum No. 1 and Addendum No. 2. SCAG staff also finds that the projects identified in Connect SoCal Amendment No. 2 are programmatically consistent with the analysis, mitigation

measures, Findings of Fact, and Statement of Overriding Considerations contained in the previously certified PEIR and Addendum No. 1 and Addendum No. 2.

An informational copy of draft Addendum No. 3 to the PEIR was provided to EEC for review on July 7, 2022. No comments were received. No revisions were made between the draft version, provided to the EEC, and the proposed final version. The proposed final Addendum No. 3 to the PEIR and the proposed final resolution are attached to this staff report. SCAG staff recommends that the EEC recommend that the Regional Council adopt a Resolution to approve Addendum No. 3 to the Connect SoCal Program Environmental Impact Report (PEIR). Following EEC's recommendation, staff will take the proposed final Addendum No. 3 to the PEIR and Resolution to SCAG's Regional Council to consider for approval on October 6, 2022.

BACKGROUND:

At its May 7, 2020 meeting, the RC adopted Connect SoCal for purposes of federal transportation conformity only and certified the associated Program Environmental Impact Report (PEIR). At its September 3, 2020 meeting, the RC adopted Connect SoCal in its entirety and certified the associated PEIR Addendum No. 1. On October 30, 2020, Connect SoCal was certified by the California Air Resources Board (CARB) for compliance with Senate Bill 375, and on June 5, 2020 by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for compliance with the Federal Clean Air Act (transportation conformity). At its November 4, 2021 meeting, the RC adopted Resolution No. 21-637-2 to adopt Addendum No. 2 to the PEIR in association with Connect SoCal Amendment No. 1. Since that time, SCAG staff received requests from several county transportation commissions (CTCs) to amend Connect SoCal to reflect additions or changes to project scopes, costs, and/or schedule for a number of critical transportation projects that are ready to move forward towards the implementation phase.

Connect SoCal Amendment No. 2 consists of 102 new or modified projects. All 102 project changes are for financially constrained RTP/SCS projects, meaning there are no project changes to financially unconstrained RTP/SCS projects. Almost all the project changes, 98 out of 102, are changes to short-term RTP projects. Among the 102 project changes, most of them are modifications to existing projects, including revised project descriptions, schedules, and/or total costs. There are 14 new projects; these are primarily Transportation System Management/Transportation Demand Management projects and minor arterial widenings providing benefits such as improving efficiency of existing systems and reducing congestion. New projects involve new costs and modeling changes for projects that were previously not included in Connect SoCal Amendment No. 1. No projects are removed due to project cancellation or duplicate entries. Of the 102 project changes in Amendment No. 2, 3 of the projects are within Imperial County, 37 of the projects are within Los Angeles County, 4 of the projects are within Orange County, 48 of the projects are within Riverside County, 8 of the projects are within San Bernardino County, 2 of the projects are within Ventura County, and none of

the projects spread across multiple counties. A complete list of the project changes is available in Amendment No. 2.

BASIS FOR A PEIR ADDENDUM:

When an Environmental Impact Report (EIR) has been certified and the project is modified or otherwise changed after certification, additional review may be necessary pursuant to the CEQA. The key considerations for determining the need and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code and CEQA Guidelines Sections 15162, 15163 and 15164. In general, an addendum is the appropriate form of environmental documentation when there are not substantial changes to the project or new information that would require major revisions to the EIR. Substantial changes are defined as those which “will require major revisions of the previous EIR...due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.” An addendum is not required to be circulated for public review. The CEQA Lead Agency for the project shall consider an addendum with the final EIR prior to making a decision on the project.

PRELIMINARY PROGRAMMATIC ENVIRONMENTAL ASSESSMENT:

SCAG staff has conducted a programmatic environmental assessment of the changes to the Connect SoCal Project List documented in Amendment No. 2 pursuant to CEQA. The contents of Draft Addendum No. 3 are as follows:

- **Chapter 1.0, Introduction** describes the purpose and scope of this document and the basis for preparing the addendum. The introduction includes applicable statutory sections of the Public Resources Code and Guidelines.
- **Chapter 2.0, Project Description** summarizes the changes to the Connect SoCal Project List.
- **Chapter 3.0, Environmental Analysis** discusses the extent to which the changes to the Connect SoCal Project List would have effects on the environment as compared to those already identified in the PEIR.
- **Chapter 4.0, Comparison of Alternatives** discusses the extent to which the changes to the Connect SoCal Project List would have effects on the project alternatives previously considered in the certified PEIR including the No Project Alternative; Existing Plans-Local Input Alternative; and Intensified Land Use Alternative.
- **Chapter 5.0, Other CEQA Considerations** discusses the extent to which the changes to the Connect SoCal Project List would have effects on the other CEQA considerations previously considered in the certified PEIR, including an assessment of growth inducing impacts, programmatic level unavoidable impacts, and irreversible impacts.
- **Chapter 6.0, Findings** describes the findings of the Addendum.

Summary of Findings:

Although the new projects identified in the Connect SoCal Amendment No. 2 were not identified in the Connect SoCal PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the Connect SoCal and with the analysis and conclusions presented in the previously certified Connect SoCal PEIR with Addendum No. 1 and Addendum No. 2. See Table 1, below, for a summary of the environmental impacts analyzed in Addendum No. 3.

TABLE 1: SUMMARY OF IMPACTS FROM CONNECT SOCIAL AMENDMENT NO. 2

Environmental Impact	Compared to the Previously Certified Connect SoCal PEIR
Aesthetics	Same; no new impacts
Agriculture and Forestry Resources	Same; no new impacts
Air Quality	Same; no new impacts
Biological Resources	Same; no new impacts
Cultural Resources	Same; no new impacts
Energy	Same; no new impacts
Geology and Soils	Same; no new impacts
Greenhouse Gas Emissions	Same; no new impacts
Hazards and Hazardous Materials	Same; no new impacts
Hydrology and Water Quality	Same; no new impacts
Land Use and Planning	Same; no new impacts
Mineral Resources	Same; no new impacts
Noise	Same; no new impacts
Population, Housing, and Employment	Same; no new impacts
Public Services	Same; no new impacts
Parks and Recreation	Same; no new impacts
Transportation, Traffic, and Safety	Same; no new impacts
Tribal Cultural Resources	Same; no new impacts
Utilities and Service Systems	Same; no new impacts
Wildfire	Same; no new impacts

Cumulative Impacts	Same; no new impacts
Comparison of Alternatives	Same; no new impacts
Other CEQA Considerations	Same; no new impacts

SCAG staff has determined that the changes and additions identified above with respect to Amendment No. 2 would result in impacts that would fall within the range of impacts already identified and addressed in the previously certified Connect SoCal PEIR, PEIR Addendum No. 1 and PEIR Addendum No. 2. Therefore, as reflected in Addendum No. 3 no substantial physical impacts to the environment beyond those already anticipated and disclosed in the Connect SoCal PEIR are anticipated to result from the changes and additions identified in the Connect SoCal Amendment No. 2. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, National Environmental Policy Act (NEPA), and all applicable regulations. No changes to the mitigation measures or alternatives contained in the Connect SoCal PEIR are necessary or proposed. ***The proposed final Addendum No. 3 to the PEIR is attached to this staff report.***

CONCLUSION:

Analysis indicates that the projects identified in Connect SoCal Amendment No. 2 are programmatically consistent with the analysis, mitigation measures, Findings of Fact, and Statement of Overriding Considerations contained in the certified PEIR with Addendum No. 1 and Addendum No. 2 and that adoption of the proposed modifications would not result in either new significant environmental impacts or substantial increase in the severity of previously identified significant impacts in the certified PEIR and Addendum No. 1 and Addendum No. 2. Therefore, it is determined that a subsequent or supplemental EIR is not required and that Addendum No. 3 to the PEIR complies with the CEQA requirements for Connect SoCal Amendment No. 2.

NEXT STEPS:

SCAG staff recommends that the EEC recommend that the RC adopt a Resolution to approve Addendum No. 3 to the Connect SoCal Program Environmental Impact Report (PEIR). Following EEC’s recommendation, staff will take the proposed final Addendum No. 3 to the PEIR and Resolution to SCAG’s Regional Council to consider for approval and adoption on October 6, 2022. **The proposed final Addendum No. 3 to the PEIR and the proposed final resolution that is proposed for recommendation to the RC are attached to this staff report.**

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2022/23 Overall Work Program (22-020.0161.04: Environmental Compliance, Coordination & Outreach).

ATTACHMENT(S):



-
1. Proposed Final Addendum No 3 to the PEIR
 2. Proposed Final Resolution for Approving Addendum No. 3 to the PEIR

THE 2020-2045 REGIONAL TRANSPORTATION PLAN/
SUSTAINABLE COMMUNITIES STRATEGY OF THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



PROPOSED FINAL ADDENDUM #3
TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

SEPTEMBER 1, 2022

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2.0 PROJECT DESCRIPTION	4
3.0 ENVIRONMENTAL ANALYSIS	5
4.0 COMPARISON OF ALTERNATIVES	22
5.0 OTHER CEQA CONSIDERATIONS	23
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PROPOSED FINAL ADDENDUM #3

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

SEPTEMBER 1, 2022

scag.ca.gov/connect-socal
scag.ca.gov/peir

CONNECT SOCAL Proposed Final Addendum #3 to the Program Environmental Impact Report

1.0 INTRODUCTION

Southern California Association of Governments (SCAG) proposes to amend the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (“RTP/SCS,” “Connect SoCal” or “Plan”). The RTP is a long-range vision for regional transportation investments. Using growth forecasts and economic trends, the RTP considers the role of transportation relative to economic factors, environmental issues and quality-of-life goals, and provides an opportunity to identify transportation strategies today that address mobility needs for the future. The RTP is updated every four years to reflect changes in economic trends, state and federal requirements, progress made on projects, and adjustments for population and jobs. The SCS, pursuant to Senate Bill (SB) 375, integrates land use, transportation strategies, and transportation investments within the Plan.

The 2020 Connect SoCal Project List (hereafter referred to as “Project List”) contains thousands of individual transportation projects that aim to improve the region’s mobility and air quality, and revitalize the economy and includes, but is not limited to, highway improvements such as mixed flow lanes, interchanges, ramps, high occupancy vehicle (HOV) lanes, toll lanes, and arterials; transit improvements such as bus, bus rapid transit and various rail upgrades; high speed regional transport; and goods movement strategies. Although the Connect SoCal has a long-term time horizon under which projects are planned and proposed to be implemented, federal and state mandates ensure that the Plan is both flexible and responsive in the near term. Therefore, Connect SoCal is regarded as both a long-term regional transportation blueprint and as a dynamic planning tool subject to ongoing refinement and modification.

As the Lead Agency under the California Environmental Quality Act (CEQA, Cal. Pub. Res. Code Section 21000 et seq.), SCAG prepared the [Final Connect SoCal Program Environmental Impact Report \(PEIR\)](#) for the Connect SoCal Plan to

evaluate the potential environmental impacts associated with implementation of Connect SoCal and to identify practical and feasible mitigation measures.

The Connect SoCal PEIR focuses on a region-wide assessment of existing conditions and potential impacts as well as broad policy alternatives and program-wide mitigation measures (CEQA Guidelines Section 15168(b)(4)). Pursuant to Section 15152 of the CEQA Guidelines, subsequent environmental analyses for separate, but related, future projects may tier off the analysis contained in the Connect SoCal PEIR. The CEQA Guidelines do not require a Program EIR to specifically list all subsequent activities that may be within its scope. For large scale planning approvals (such as the RTP/SCS), where site-specific EIRs or negative declarations will subsequently be prepared for specific projects broadly identified within a Program EIR, the site-specific analysis can be deferred until the project level environmental document is prepared (Sections 15168 and 15152), provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

The Connect SoCal PEIR was certified on May 7, 2020 by the Regional Council (SCH No. 20199011061). SCAG prepared the [Connect SoCal PEIR Addendum #1](#) (PEIR Addendum #1) to address technical refinements to the growth forecast in relation to entitlements and to address two comment letters from the Center of Biological Diversity which were received after the public comment period on May 1, 2020 and May 6, 2020. Upon evaluation, SCAG found that technical refinements¹ resulted in minimal impacts to Connect SoCal's performance results and the Plan would continue to achieve federal air quality conformity and meet the State's per-capita GHG reduction targets for 2020 and 2035. The Connect SoCal PEIR Addendum #1 was approved by the SCAG Regional Council on September 3, 2020, along with Connect SoCal (SCH No. 20199011061).

After the adoption of Connect SoCal, SCAG received requests from several county transportation commissions to amend the Plan to reflect changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new transportation projects contained therein herein referred

to as "Connect SoCal Amendment #1"). As such, SCAG prepared [Connect SoCal PEIR Addendum #2](#) (herein referred to as "PEIR Addendum #2") to assess potential environmental impacts of the proposed updates and revisions to the Project List included in [Connect SoCal Amendment #1](#). Connect SoCal PEIR Addendum #2 was approved by the SCAG Regional Council on November 4, 2021, along with Connect SoCal Amendment #1.

Since the adoption of Connect SoCal Amendment #1, several county transportation commissions have requested to further amend the Plan to reflect changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new transportation projects contained therein (proposed Amendment #2 to Connect SoCal, referred to herein as "Connect SoCal Amendment #2"). Therefore, this PEIR Addendum #3 has been prepared by SCAG to assess potential environmental impacts of the proposed updates and revisions to the Project List included in Connect SoCal Amendment #2. This document is prepared as an addendum to the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2.²

As described in more detail below, an addendum is appropriate because the modifications to the Project List would not result in either new significant environmental effects or substantial increase in the severity of previously identified significant effects and that the modifications would be consistent with the analysis, mitigation measures, alternatives, and Findings of Fact contained in the Connect SoCal PEIR and PEIR Addendums #1 and #2. Therefore, a Subsequent or Supplemental PEIR is not required and this addendum to the Connect SoCal PEIR is sufficient.

In summary, PEIR Addendum #3 serves as an informational document to inform decision-makers and the public of the potential environmental impacts of Connect SoCal Amendment #2 by analyzing the projects and programs on a broad regional scale, not at a site-specific level of analysis. This programmatic analysis shows that Connect SoCal Amendment #2 would not result in either new significant environmental effects or substantial increase in the severity of previously identified

¹ For a summary of model rerun results and more information regarding Plan refinements for Addendum #1, please refer to the September 3, 2020, Regional Council staff report entitled: Final Connect SoCal Technical Refinements.

² It is important to note that when the Connect SoCal PEIR is referenced in the environmental analysis of this document, it also includes all revisions that were part of the Connect SoCal PEIR Addendums #1 and #2.

significant effects. Site specific analysis will occur as each project is defined and goes through individual project-level environmental review.

1.1 BASIS FOR THE ADDENDUM

When an EIR has been certified and the project is modified or otherwise changed after certification, additional CEQA review may be necessary. The key considerations in determining the need for the appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and CEQA Guidelines Sections 15162, 15163 and 15164.

Specifically, CEQA Guidelines Section 15162(a) provides that a Subsequent EIR is not required unless the following occurs:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different

from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

An Addendum to an EIR may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (Section 15164(a)). An Addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164(e)). The Addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (Section 15164(c)). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).

An addendum to the Connect SoCal PEIR is appropriate to address the proposed changes in the Connect SoCal Plan because the proposed updates and revisions do not meet the conditions of Section 15162(a) for preparation of a subsequent EIR. Neither the proposed new projects or changes to existing projects would result in 1) substantial changes to Connect SoCal which will require major revisions of the Connect SoCal PEIR; 2) substantial changes to the circumstances under which the Connect SoCal is being undertaken which will require major revisions in the Connect SoCal PEIR; or 3) new information of substantial importance showing significant effects not previously examined.

While the proposed changes to the Project List documented in Connect SoCal Amendment #2 may arguably represent "new information of substantial importance" at the local project-level, these changes are not substantial at the regional program-level as analyzed in the Connect SoCal PEIR. More specifically, the proposed changes to the Project List documented in Amendment #2 would not result in one or more significant effects (at the regional level) not discussed in the Connect SoCal PEIR, nor result in a substantial increase in the severity of previously identified significant effects disclosed in the Connect SoCal PEIR. Moreover, no changes to the mitigation measures or alternatives contained in the Connect SoCal PEIR are necessary or being proposed that could trigger additional review regarding such measures. Furthermore, as discussed in the Connect SoCal PEIR, the level of detail for individual projects on the Project List is generally insufficient to be able

to analyze local effects. Such analysis is more appropriately undertaken in project-specific environmental documents prepared by the individual CEQA lead agencies proposing each project.

SCAG has assessed potential environmental effects of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, at the regional program-level, and finds that the additional and modified projects contained in PEIR Addendum #3 are consistent with the region-wide environmental impacts analysis, mitigation measures, alternatives, and Findings of Fact discussed in the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2, and do not result in any of the conditions described in CEQA Guidelines Section 15162(a)(1)(2)(3). For these reasons, SCAG has elected to prepare an addendum to the Connect SoCal PEIR rather than a Subsequent or Supplemental EIR, and this PEIR Addendum #3 is prepared in accordance with CEQA Guidelines Section 15164.

1.2 PURPOSE AND SCOPE OF THE ADDENDUM TO THE PEIR

SCAG has prepared this Addendum #3 to the Connect SoCal PEIR to demonstrate that the proposed changes to the Connect SoCal Project List, contained in Connect SoCal Amendment #2, satisfies the requirements contained in Section 15164 of the CEQA Guidelines for the use of an Addendum to an EIR. The proposed changes to the Project List do not require the preparation of a Subsequent or Supplemental EIR pursuant to Sections 15162 and 15163, respectively, of the CEQA Guidelines due to the absence of new or substantially more adverse significant impacts than those analyzed in the certified EIR.

Addendum #3 to the Connect SoCal PEIR neither controls nor determines the ultimate decision for approval for Connect SoCal Amendment #2 and the proposed changes to the Project List contained therein. The information presented in this Addendum #3 to the Connect SoCal PEIR will be considered by SCAG's decision-making body, the Regional Council, prior to deciding on the Connect SoCal Amendment #2.

2.0 PROJECT DESCRIPTION

A major component of Connect SoCal is the Project List, which includes thousands of individual transportation projects and programs that aim to improve the region's mobility and air quality, and to revitalize our economy. More specifically, the Connect SoCal includes approximately 2,500 projects with completion dates spread over a 25 year time period (through 2045).

As part of the RTP/SCS Connect SoCal process, SCAG solicited input from the region's six County Transportation Commissions (CTCs) regarding updates to their individual project lists. The types of changes reflected in the updated Project List include:

- Project is new and not currently included in the Project List;
- Connect SoCal Revisions in the Project List include:
 - Revised description;
 - Revised schedule; and/or
 - Change in total cost;
- Project is a duplicate and needs to be removed or combined with another project in the Project List;
- Project is no longer being pursued and the CTC has requested its removal from the Project List;

Based on input received, Amendment #2 consists of 102 project changes, including 14 new and 88 modified projects. All 102 project changes are for financially constrained RTP/SCS projects, meaning there are no project changes to financially unconstrained RTP/SCS projects. Almost all the project changes, 98 out of 102, involve short-term RTP projects. Among the 102 project changes, most of them are modifications to existing projects, including revised project descriptions, schedules, and/or total costs. The 14 new projects include primarily Transportation System Management/Transportation Demand Management projects and minor arterial widenings providing benefits such as improving efficiency of existing systems and reducing congestion. These new projects involve new costs and modeling changes for projects that were previously not included in Connect SoCal Amendment #1. No projects are removed due to project cancellation or duplicate entries.

Of the 102 project changes in Amendment #2, 3 of the projects are within Imperial County, 37 of the projects are within Los Angeles County, 4 of the projects are within Orange County, 48 of the projects are within Riverside County, 8 of the projects are within San Bernardino County, 2 of the projects are within Ventura County, and none of the projects spread across multiple counties. [A complete list of the project modifications is available in Amendment #2.](#)

3.0 ENVIRONMENTAL ANALYSIS

The changes described above to the Project List identified in Connect SoCal Amendment #2 would not result in a substantial change to the region-wide impacts programmatically analyzed in the Connect SoCal PEIR. The Connect SoCal PEIR broadly identifies several region-wide significant impacts that would result from the numerous transportation policies and projects encompassed by Connect SoCal.

The Connect SoCal PEIR presents analysis at the programmatic level of various types of projects, including both modifications to the existing system as well as new systems such as new highway and transit facilities, goods movement roadway facilities, rail corridors, flyovers, interchanges, and High-Speed Rail.

Although the new projects identified in the Connect SoCal Amendment #2 were not identified in the Connect SoCal PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the Connect SoCal and with the analysis and conclusions presented in the previously certified Connect SoCal PEIR. Modeling results indicate that modifications to the Project List resulted in an overall difference of less than one percent. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, National Environmental Policy Act (NEPA), and all applicable regulations.

No changes to the mitigation measures or alternatives contained in the Connect SoCal PEIR are necessary or proposed. SCAG has determined that the changes and additions identified above would result in impacts that would fall within the range of impacts already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2. Therefore, no substantial physical impacts to the environment beyond those already anticipated and documented in the Connect

TABLE 3-1 Summary of Impacts from Amendment #2

Impact	Compared to the Certified Connect SoCal PEIR
Aesthetics	Same; no new impacts
Agriculture and Forestry Resources	Same; no new impacts
Air Quality	Same; no new impacts
Biological Resources	Same; no new impacts
Cultural Resources	Same; no new impacts
Energy	Same; no new impacts
Geology and Soils	Same; no new impacts
Greenhouse Gas Emissions	Same; no new impacts
Hazards and Hazardous Materials	Same; no new impacts
Hydrology and Water Quality	Same; no new impacts
Land Use and Planning	Same; no new impacts
Mineral Resources	Same; no new impacts
Noise	Same; no new impacts
Population, Housing, and Employment	Same; no new impacts
Public Services	Same; no new impacts
Parks and Recreation	Same; no new impacts
Transportation, Traffic, and Safety	Same; no new impacts
Tribal Cultural Resources	Same; no new impacts
Utilities and Service Systems	Same; no new impacts
Wildfire	Same; no new impacts
Cumulative Impacts	Same; no new impacts
Comparison of Alternatives	Same; no new impacts
Other CEQA Considerations	Same; no new impacts

SoCal PEIR are anticipated to result from the changes and additions identified in the Connect SoCal Amendment #2.

The environmental analysis provided in this Addendum #3 describes the information that was considered in evaluating the questions contained in the Environmental Checklist of the State CEQA Guidelines, Appendix G, consistent with the Connect SoCal PEIR. Potential region-wide environmental impacts from the proposed project changes, documented in the Connect SoCal Amendment #2, as compared to those already identified in the Connect SoCal PEIR are summarized in **TABLE 3-1**, Summary of Impacts from Amendment #2.

3.1 AESTHETICS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to aesthetics beyond those already described in the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified potential significant impacts with respect to substantial adverse effects on a scenic vista, scenic resources, the existing visual character or quality of public views, and creating a new source of substantial light affecting day or nighttime views. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with aesthetics (see Connect SoCal PEIR pp. 3.1-26 – 3.1-42). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to aesthetics. Similarly, aesthetic impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Aesthetics Section and previous addendums, adequately addresses the range of aesthetic impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to aesthetics, or a substantial

increase in the severity of impacts to aesthetics beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.2 AGRICULTURE AND FORESTRY RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to agriculture and forestry resources beyond those already described in the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified potential significant impacts with respect to converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use; conflicting with existing zoning for agricultural use, a Williamson Act contract, forest land or timberland zoned Timberland Production; losing or converting forest land to non-forest use; and changing the existing environment resulting in conversion of Farmland to non-agricultural use or forest land to non-forest use. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with agricultural and forestry resources (see Connect SoCal PEIR pp. 3.2-21 – 3.1-33). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to agriculture and forestry resources. Similarly, agriculture and forestry resource impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the Connect SoCal PEIR Agriculture and Forestry Resources Section and previous addendums adequately addresses the range of agricultural and forestry impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to agriculture and forestry resources, or a substantial increase in the severity of impacts to agriculture and forestry resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.3 AIR QUALITY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to air quality beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified that implementation of the Connect SoCal would result in less than significant impacts with respect to applicable air quality plans and other emissions, such as odors. However, the PEIR identified potential significant impacts with respect to air quality standards violations; cumulative net increase of criteria pollutants for which the region is non-attainment under federal or state ambient air quality standards; and exposure of sensitive receptors to substantial pollutant concentrations. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with air quality (see Connect SoCal PEIR pp. 3.3-51 – 3.3-88). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to air quality.

As described in the Transportation Conformity Section of the Connect SoCal Amendment #2, the Plan would continue to meet the regional emissions and other tests set forth by the federal Transportation Conformity regulations, demonstrating the integrity of the State Implementation Plans prepared pursuant to the federal Clean Air Act for the non-attainment and maintenance areas in the SCAG region.

As shown in **TABLE 3-2**, On-Road Mobile-source Criteria Pollutant Emission By County – (2045) vs. Existing Conditions (2019) - Amendment #2, the Plan conditions (2045) and existing conditions (base year 2019) of the criteria pollutant emissions for the six counties in the SCAG region remain similar to what was analyzed for Connect SoCal with a slightly greater reduction in emissions with the proposed changes to the Project List identified in the Connect SoCal Amendment #2. Therefore, no changes to analyses and air quality findings previously discussed in the certified Connect SoCal PEIR and previous addendums would occur.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the previously certified Connect SoCal PEIR Air Quality Section

and previous addendums adequately addresses the range of air quality impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant air quality impacts or a substantial increase in the severity of air quality impacts beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.4 BIOLOGICAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to biological resources beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified potential significant impacts with respect to species identified as a candidate, sensitive, or special status; riparian habitat or other sensitive natural community; State or Federally Protected Wetlands; the movement of native resident, migratory fish, wildlife species, corridors, or nursery sites; and local policies or ordinances protecting biological resources or approved habitat conservation plans. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with biological resources (see Connect SoCal PEIR pp. 3.4-61 – 3.4-102). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to biological resources. Similarly, biological resource impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by each implementing agency for each individual project.

The analysis in the certified Connect SoCal PEIR and previous addendums, adequately addresses the range of impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to biological resources, or a substantial increase

TABLE 3-2 On-Road Mobile-Source Criteria Air Pollutant Emissions by County - Existing Condition (2019) vs Plan (2045) - Amendment #2

County		(Tons/Day)								
		ROG		NO _x			CO	PM ₁₀	PM _{2.5}	SO _x
		Summer	Annual	Summer	Annual	Winter	Winter	Annual	Annual	Annual
Imperial	Existing	3	3	6	6	7	19	0.5	0.2	0.0
	Plan	2	2	4	4	4	16	0.7	0.3	0.1
	Difference (Amendment #2)	-1	-1	-2	-2	-3	-4	0.3	0.1	0.0
	Previous Difference (PEIR)*	-1	-1	-2	-2	-2	-2	0.3	0.1	0.0
Los Angeles	Existing	52	50	88	95	93	397	14.2	6.3	1.1
	Plan	22	21	33	34	33	136	13.9	5.7	0.8
	Difference (Amendment #2)	-30	-29	-55	-60	-60	-261	-0.2	-0.6	-0.3
	Previous Difference (PEIR) *	-30	-29	-55	-60	-59	-251	0.3	-0.6	-0.3
Orange	Existing	15	15	22	23	23	111	4.7	2.1	0.3
	Plan	7	7	7	8	7	43	4.7	1.9	0.2
	Difference (Amendment #2)	-8	-8	-15	-16	-16	-68	0.1	-0.1	-0.1
	Previous Difference (PEIR) *	-8	-8	-14	-16	-15	-65	0.1	-0.1	-0.1
Riverside	Existing	14	12	32	34	34	86	3.9	1.7	0.3
	Plan	7	6	12	13	12	37	4.7	1.9	0.3
	Difference (Amendment #2)	-7	-6	-20	-21	-21	-49	0.8	0.2	0.0
	Previous Difference (PEIR) *	-7	-6	-20	-21	-21	-47	0.8	0.2	0.0
San Bernardino	Existing	16	14	38	40	39	100	4.1	1.8	0.3
	Plan	7	6	18	19	18	39	5.2	2.1	0.3
	Difference (Amendment #2)	-9	-8	-20	-21	-21	-60	1.1	0.3	0.0
	Previous Difference (PEIR) *	-8	-7	-20	-21	-21	-57	1.1	0.3	0.0
Ventura	Existing	4	4	6	7	7	30	1.1	0.5	0.1
	Plan	1	1	2	2	2	10	1.1	0.5	0.1
	Difference (Amendment #2)	-3	-3	-4	-5	-5	-21	0.0	0.0	0.0
	Previous Difference (PEIR) *	-3	-3	-4	-5	-5	-20	0.0	0.0	0.0

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded.
 * PEIR calculations include the original Final PEIR and the PEIR Addendums #1 and #2

in the severity of impacts to biological resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.5 CULTURAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to cultural resources beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified potential significant impacts with respect to historical or archeological resources and the disturbance of human remains. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with cultural resources (see Connect SoCal PEIR pp. 3.5-33 – 3.5-42). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to cultural resources. Similarly, cultural resource impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Cultural Resources Section and previous addendums, adequately addresses the range of cultural resource impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to cultural resources, or a substantial increase in the severity of impacts to cultural resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.6 ENERGY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase

in the severity of significant impacts to energy beyond those already described in the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified less than significant impacts with respect to wasteful, inefficient, or unnecessary consumption of energy resources and interference with state or local plan for renewable energy or energy efficiency (see Connect SoCal PEIR pp. 3.6-32 – 3.5-43). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to energy. Similarly, energy impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As shown in **TABLE 3-3**, SCAG Region Estimated Transportation Fuel Consumption – Amendment #2), below, the estimated transportation fuel consumption for the SCAG region would remain similar to what was analyzed for the Connect SoCal, with a slight reduction to the estimated daily fuel consumption. The 20.3 percentage reduction of fuel used compared to existing conditions (base year 2019) would remain the same. As such, no new or substantial impacts would occur when

TABLE 3-3 SCAG Region Estimated Transportation Fuel Consumption – Amendment #2

Year	Fuel Consumed		Percentage under Existing
	Billion Gallons per Year	Thousand Gallons per Day	
2019	8.3	22,876	—
2045 Baseline	7.0	19,052	-16.7%
Amendment #2	6.7	18,236	-20.3%
PEIR*	6.7	18,239	-20.3%

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded.
* PEIR calculations include the original Final PEIR and the PEIR Addendums #1 and #2

compared to the previously certified Connect SoCal PEIR and previous addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Energy Section and previous addendums, adequately addresses the range of energy impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to energy, or a substantial increase in the severity of impacts to energy beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.7 GEOLOGY AND SOILS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to geology and soils beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified less than significant impacts with respect to the risk of loss, injury, or death involving: rupture of a known earthquake fault, seismic ground shaking or ground failure (including liquefaction and landslides); geologic units or soils that are unstable or expansive; or soils incapable of supporting the use of septic tanks or alternative wastewater disposal systems. The Connect SoCal PEIR identified potential significant impacts with respect to destruction of a unique paleontological resource or site geologic feature. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with geology and soils (see Connect SoCal PEIR pp. 3.7-31 – 3.7-51). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to geology and soils. Similarly, geology and soil impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Geology and Soils Section and previous addendums, adequately addresses the range of geology and soil impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to geology and soils, or a substantial increase in the severity of impacts to geology and soils beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.8 GREENHOUSE GAS EMISSIONS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to greenhouse gas (GHG) emissions beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identifies two thresholds of significance with respect to GHG emissions: does the Plan (1) generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment and (2) conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The PEIR found that implementation of Connect SoCal would result in significant and unavoidable impacts for both thresholds, but the Plan complied with SB 375 as it would meet the GHG emissions reduction targets determined by the California Air Resources Board (CARB). Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with GHG emissions (see Connect SoCal PEIR pp. 3.8-61 – 3.8-81). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to GHG emissions. Similarly, GHG emissions impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

Based on the analysis for the Connect SoCal PEIR, transportation emissions for this PEIR Addendum #3 include on-road mobile sources such as light and medium duty vehicles, heavy duty trucks, and buses (**TABLE 3-4**, Greenhouse Gas Emissions from On-Road Vehicles in the SCAG Region – Amendment #2) and off-road emission sources such as rail, aviation, and ocean-going vessels (**TABLE 3-5**, Greenhouse Gas

TABLE 3-4 Greenhouse Gas Emissions from On-Road Vehicles in the SCAG Region (Million Metric Tons Per Year) - Amendment #2

On-Road Vehicles	2019 Based Year			2045 (Plan)		
	CO ₂	CH ₄	N _{2O}	CO ₂	CH ₄	N _{2O}
Light and Medium Duty Vehicles	59.46	0.002	0.0009	37.45	0.001	0.0002
Heavy Duty Trucks	15.47	0.000	0.002	24.13	0.001	0.001
Buses	1.50	0.001	0.0002	1.38	0.000	0.0000
On-Road Vehicles (Subtotal) in CO ₂	76.43	0.004	0.003	62.97	0.002	0.001
On-Road Vehicles (Subtotal) in CO _{2e} *	76.43	0.076	0.919	62.97	0.038	0.355
Total GHG Emissions from on-road vehicles in CO_{2e} (Amendment #2)	77.4			63.4		
Previous Total GHG Emissions from on-road vehicles in CO_{2e} (PEIR) **	77.4			63.4		

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded.

*CO₂ was converted to CO_{2e} based on the Global Warming Potential (GWP): <http://www.arb.ca.gov/cc/inventory/background/gwp.htm>

** PEIR calculations include the original Final PEIR and the PEIR Addendums #1 and #2

TABLE 3-5 Greenhouse Gas Emissions from Off-Road Vehicles in the SCAG Region (Million Metric Tons Per Year) - Amendment #2

Off-Road Vehicles	2019 Based Year			2045 (Plan)		
	CO ₂	CH ₄	N _{2O}	CO ₂	CH ₄	N _{2O}
Rail	2.16	0.00	0.00	3.86	0.00	0.00
Aviation	3.15	0.00	0.00	1.97	0.00	0.00
Ocean-going Vessel	1.13	0.00	0.00	3.95	0.00	0.00
Other Transportaton Sources (Subtotal) in CO ₂	6.45	0.00	0.00	9.78	0.00	0.00
Other Transportation Sources (Subtotal) in CO _{2e} *	6.45	0.00	0.49	9.78	0.00	0.29
Total GHG Emissions from off-road vehicles in CO_{2e} (Amendment #2)	6.9			10.1		
Previous Total GHG Emissions from off-road vehicles in CO_{2e} (PEIR) **	6.9			10.1		

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded.

*CO₂ was converted to CO_{2e} based on the Global Warming Potential (GWP): <http://www.arb.ca.gov/cc/inventory/background/gwp.htm>

** PEIR calculations include the original Final PEIR and the PEIR Addendums #1 and #2

Emissions from Off-Road Vehicles in the SCAG Region – Amendment #2).

Similar to Connect SoCal, Connect SoCal Amendment #2 would result in approximately 63.4 million metric tons per year CO_{2e} total GHG emissions from on-road vehicles and 10.1 million metric tons per year CO_{2e} from off-road vehicles in 2045, as shown in **TABLE 3-4** and **TABLE 3-5**, below. According to **TABLE 3-6**, Greenhouse Gas Emissions from On-Road and Off-Road Sources in the Transportation Sector in the SCAG Region – Amendment #2, Connect SoCal Amendment #2 would result in a 15 percent GHG emission reduction when compared to the 2019 baseline, which is a slight increase compared to the 14.9 percent estimated for Connect SoCal. Therefore, the proposed changes from the Connect SoCal Amendment #2 project list would result in similar GHG emissions from on-road and off-road vehicles.

SB 375 requires CARB to develop regional GHG emission reduction targets for cars and light-duty trucks for 2020 and 2035 (compared to 2005 emissions) for each of the state MPOs on a per capita basis. Each MPO is required to prepare an SCS as part of the RTP in order to meet these GHG emissions reduction targets by aligning transportation, land use, and housing strategies with respect to SB 375. For SCAG, the targets are to reduce per capita GHG emissions by 8 percent below 2005 levels

by 2020 and 19 percent below 2005 levels by 2035. Determining the per capita CO₂ emissions requires modeling vehicle miles traveled (VMT) by passenger vehicles and light trucks that emit CO₂ and dividing the number by the total population.

According to **TABLE 3-7**, SB 375 Analysis – Amendment #2, per capita CO₂ emissions from cars and light duty trucks (only) from Connect SoCal Amendment #2 would remain at 21.3 pounds per day in 2020. Amendment #2 would result in no change to the Plan’s 8 percent decrease in per capita CO₂ emissions from 2005 to 2020 and would achieve the 8 percent emissions reduction target by 2020 for the region set by SB 375. By 2035, Addendum #3 projects 18.7 pounds per day for per capita CO₂ emissions from cars and light-duty trucks (only), which is the same as the projection in the previously certified Connect SoCal PEIR with PEIR Addendums #1 and #2. Like the Plan, this represents a 19 percent decrease in per capita CO₂ emissions from 2005 to 2035. This 19 percent decrease would achieve the 19 percent emissions reduction target set by CARB for 2035. CARB has not set per capita GHG emission reduction targets for passenger vehicles for the Plan’s horizon year (2045). However, due to the projects and policies proposed by SCAG to reduce GHG emissions through transit improvements, traffic congestion management, emerging technology, and active transportation, the Plan’s GHG emission reduction trajectory is expected to meet more aggressive GHG emission reductions by 2045.

TABLE 3-6 Greenhouse Gas Emissions from On-Road and Off-Road Sources in the Transportation Sector in the SCAG Region – Amendment #2

	2019 Based Year	2045 (Plan)**
Total GHG Emissions from on-road vehicles in CO _{2e} *	77.4	63.4
Total GHG Emissions from other transportation sources in CO _{2e}	6.9	10.1
All Transportation Sector (On-Road and Off-Road Vehicles) in CO _{2e}	84.4	73.4
Amendment #2 vs. 2019 Base Year		-15.0%
PEIR** vs. 2019 Base Year		-14.9%

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded.
 *CO₂ was converted to CO_{2e} based on the Global Warming Potential (GWP): <http://www.arb.ca.gov/cc/inventory/background/gwp.htm>
 ** PEIR calculations include the original Final PEIR and the PEIR Addendums #1 and #2

Additionally, Connect SoCal Amendment #2 would not interfere with the reduction strategies provided in the SCS, including congestion pricing, mileage-based user fees, and co-working at strategic locations. By meeting the SB 375 targets for 2020 and 2035, implementation of Connect SoCal Amendment #2 would continue to achieve SB 375 per capita GHG reduction targets for the SCAG region.

Furthermore, Amendment #2 would result in the same GHG reduction trajectory as the original Plan and would not conflict with the State’s long term GHG emission reduction goals.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Greenhouse Gas Emissions Section and previous addendums, adequately addresses the range of GHG emission impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the

Connect SoCal Amendment #2, would not result in any new significant impacts to GHG emissions, or a substantial increase in the severity of impacts to GHG emissions beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.9 HAZARDS AND HAZARDOUS MATERIALS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2 are not expected to result in any new or a substantial increase in the severity of significant impacts to hazards and hazardous materials beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified potential significant impacts with respect to the routine transport, use, or disposal of hazardous materials; reasonably foreseeable upset and accident conditions involving the release of hazardous materials; emission or handling hazardous materials within one-quarter mile of a school; be located on a hazardous materials site pursuant to Government Code Section 65962.5; result in a safety hazard or excessive noise for people residing or working within two miles of a public airport; interfere with an adopted emergency response plan or emergency evacuation plan; or expose people or structures to a significant risk of loss, injury or death involving wildland fires. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with hazards and hazardous materials (see Connect SoCal PEIR pp. 3.9-39 – 3.9-60). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to hazards and hazardous materials. Similarly, hazards and hazardous material impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Hazards and Hazardous Materials Section and previous addendums, adequately addresses the range of hazard impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the

TABLE 3-7 SB 375 Analysis – Amendment #2

	2005 (Baseline)	2020 (Plan)	2035 (Plan)
Resident population (per 1,000)	17,161	19,194	21,109
CO ₂ emissions (per 1,000 tons)	204.0*	204.5**	197.2***
Per capita emissions (pounds/day)	23.8	21.3	18.7
% difference from Amendment #2 (2020) to Baseline (2005)			-8%****
% difference from Amendment #2 (2035) to Baseline (2005)			-19%****
Previous % difference from Plan (2020) to Baseline (2005)			-8%****
Previous % difference from Plan (2035) to Baseline (2005)			-19%****

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded.
 * Based on EMFAC2007
 ** Based on EMFAC2014
 *** Included off-model adjustments for 2035
 **** Included EMFAC Adjustment

Connect SoCal Amendment #2, would not result in any new significant impacts to hazards and hazardous materials, or a substantial increase in the severity of impacts to hazards and hazardous materials beyond those programatically addressed in the Connect SoCal PEIR and previous addendums.

3.10 HYDROLOGY AND WATER QUALITY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to hydrology and water quality beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified potential significant impacts with respect to water quality standards waste discharge requirements, and groundwater quality; groundwater supplies or interfere substantially with groundwater recharge; existing drainage patterns of the area; runoff water that would exceed the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff; risk of flood hazard, tsunami, or seiches; and conflict with a water quality control plan or sustainable groundwater management plan. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with hydrology and water quality (see Connect SoCal PEIR pp. 3.10-52 – 3.10-72). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to hydrology and water quality. Similarly, hydrology and water quality impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Hydrology and Water Quality Section and previous addendums, adequately addresses the range of hydrology and water quality impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to hydrology and water quality, or a substantial increase in the severity of impacts

to hydrology and water quality beyond those programatically addressed in the Connect SoCal PEIR and previous addendums.

3.11 LAND USE AND PLANNING

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to land use and planning beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified potential significant impacts with respect to physically dividing an established community and land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with land use and planning (see Connect SoCal PEIR pp. 3.11-40 – 3.11-56). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to land use and planning. Similarly, land use and planning impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Land Use and Planning Section and previous addendums, adequately addresses the range of impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to land use and planning, or a substantial increase in the severity of impacts to land use and planning beyond those programatically addressed in the Connect SoCal PEIR and previous addendums.

3.12 MINERAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal

Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to mineral resources beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified potential significant impacts with respect to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state and the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with mineral resources (see Connect SoCal PEIR pp. 3.12-8 – 3.12-13). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to mineral resources. Similarly, mineral resource impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Minerals Section and previous addendums, adequately addresses the range of mineral resource impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to mineral resources, or a substantial increase in the severity of impacts to mineral resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.13 NOISE

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to noise beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified potential significant impacts with respect to ambient noise levels, groundborne vibration or noise levels, and exposure to excessive noise

levels near airports. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with noise impacts (see Connect SoCal PEIR pp. 3.13-33 – 3.13-51). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to noise. Similarly, noise impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Noise Section and previous addendums, adequately addresses the range of noise impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to noise, or a substantial increase in the severity of impacts to noise beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.14 POPULATION, HOUSING AND EMPLOYMENT

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to population, housing, and employment beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified potential significant impacts with respect to unplanned population growth and displacement of substantial numbers of existing people or housing. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with population, housing, and employment (see Connect SoCal PEIR pp. 3.14-21 – 3.14-31). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to population, housing, and employment. Similarly, population, housing, and employment impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the

Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Population, Housing, and Employment Section and previous addendums, adequately addresses the range of population, housing, and employment impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts or a substantial increase in the severity of impacts to population, housing, and employment beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.15 PUBLIC SERVICES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to public services beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified potential significant impacts with respect to fire, police, school, and library facilities and service ratios. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with public services (see Connect SoCal PEIR pp. 3.15.1-15 – 3.15.4-6). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to public services. Similarly, public service impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Public Services Section and previous addendums, adequately addresses the range of public services impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal

Amendment #2, would not result in any new significant impacts to public services, or a substantial increase in the severity of impacts to public services beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.16 RECREATION

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to recreation beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified potential significant impacts with respect to existing neighborhood and regional parks or other recreational facilities, park facilities, and service ratios. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with recreation (see Connect SoCal PEIR pp. 3.16-22 – 3.16-30). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to recreation. Similarly, recreation impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Recreation Section and previous addendums, adequately addresses the range of recreation impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to recreation, or a substantial increase in the severity of impacts to recreation beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.17 TRANSPORTATION, TRAFFIC, AND SAFETY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to transportation, traffic, and security beyond

those already identified in the Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR utilized data from the Regional Travel Demand Model to present a regional analysis for the impacts of the Connect SoCal PEIR on transportation. The Connect SoCal PEIR identified potential significant impacts with respect to: programs, plans, ordinances or policies addressing the circulation system; CEQA Guidelines section 15064.3(b) including per capita Vehicle Miles Traveled (VMT); hazards due to geometric design feature; inadequate emergency access; and emergency response or evacuation plans. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with transportation, traffic, and safety impacts (see Connect SoCal PEIR pp. 3.17-47 – 3.17-79). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to transportation, traffic, and safety. Similarly, transportation, traffic, and safety impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As shown in **TABLE 3-8** Daily Vehicle Miles Traveled in 2019 and 2045 – Amendment #2 and **TABLE 3-9** VMT Per Capita by County – Amendment #2, Connect SoCal Amendment #2 would result in similar daily vehicle miles traveled and vehicle miles traveled per capita throughout the SCAG region as previously disclosed in the PEIR. **TABLE 3-10** Total Daily Hours of Delay in 2019 and 2045 – Amendment #2 and **TABLE 3-11** Percentage of PM Peak Period Work Trips Completed within 45 Minutes – Amendment #2 indicate that there would be a slight decrease in total hours of delay in 2045 and in the percentage of work trips of less than 45 minutes as a result of the Project List changes identified in the Connect SoCal Amendment #2. **TABLE 3-12** Percentage of Mode Share on Transit and Active Transportation – Amendment #2 indicates no change to the percentage of mode share on transit and active transportation would occur. As such, project changes are not expected to result in any new or substantial impacts when compared to the certified Connect SoCal PEIR and previous addendums. Therefore, no changes to analyses and transportation findings previously discussed in the certified Connect SoCal PEIR and previous addendums would occur.

TABLE 3-8 Daily Vehicle Miles Traveled in 2019 and 2045 – Amendment #2

County	In Thousands		
	2019 Base Year	2045 No Project	2045 Plan
Imperial	7,000	11,000	11,000
Los Angeles	231,000	253,000	239,000
Orange	79,000	85,000	83,000
Riverside	61,000	80,000	77,000
San Bernardino	63,000	85,000	81,000
Ventura	19,000	21,000	20,000
SCAG Total (Amendment #2)	460,000	536,000	511,000
Previous SCAG Total (PEIR) *	460,000	536,000	511,000

SOURCE: SCAG Transportation Modeling, 2020 and 2021. NOTE: Numbers are rounded to nearest thousand.
 * PEIR calculations include the original Final PEIR and the PEIR Addendums #1 and #2

TABLE 3-9 VMT Per Capita by County - Amendment #2

County	Light/Medium Duty Vehicles		All Vehicles	
	2019	2045	2019	2045
Imperial	29.69	32.35	35.01	40.94
Los Angeles	21.47	19.22	22.77	20.86
Orange	23.59	22.30	24.73	23.82
Riverside	22.29	20.59	24.95	23.91
San Bernardino	25.34	24.30	28.82	29.34
Ventura	21.30	19.48	22.44	21.07
Regional (Amendment #2)	22.45	20.71	24.18	23.08
Regional (PEIR) *	22.45	20.72	24.18	23.09

SOURCE: SCAG Transportation Modeling, 2020 and 2021. NOTE: Calculations may be rounded.
 * PEIR calculations include the original Final PEIR and the PEIR Addendums #1 and #2

Table 3-10 Total Daily Hours of Delay in 2019 and 2045 - Amendment #2

County	2019 Base Year	2045 No Project	2045 Plan
Imperial	9,529	38,571	26,355
Los Angeles	1,685,849	2,048,956	1,585,581
Orange	438,551	546,434	392,216
Riverside	167,164	373,426	240,339
San Bernardino	151,356	320,519	199,118
Ventura	54,696	76,854	42,858
Regional (Amendment #2)	2,507,144	3,404,759	2,486,467
Regional (PEIR) *	2,507,144	3,404,759	2,491,517

SOURCE: SCAG Transportation Modeling, 2020 and 2021. NOTE: Calculations may be rounded.
 * PEIR calculations include the original Final PEIR and the PEIR Addendums #1 and #2

TABLE 3-11 Percentage of PM Peak Period Work Trips Completed Within 45 Minutes - Amendment #2

County	2019 Base Year	2045 No Project	2045 Plan
AUTOS – SINGLE OCCUPANCY VEHICLES			
Imperial	93.54%	91.72%	91.37%
Los Angeles	79.50%	80.06%	86.01%
Orange	84.97%	86.08%	89.59%
Riverside	71.88%	73.97%	81.31%
San Bernardino	72.18%	74.67%	79.72%
Ventura	81.04%	83.49%	86.52%
Region	79.14%	80.09%	85.36%
AUTOS – HIGH OCCUPANCY VEHICLES			
Imperial	94.93%	92.13%	90.89%
Los Angeles	79.09%	78.09%	83.00%
Orange	85.89%	84.67%	88.88%
Riverside	71.00%	70.68%	79.74%
San Bernardino	73.76%	73.31%	79.86%
Ventura	83.70%	84.30%	88.12%
Region	79.45%	78.33%	83.79%
TRANSIT			
Imperial	66.67%	59.39%	63.64%
Los Angeles	43.62%	42.58%	44.23%
Orange	60.03%	62.18%	59.05%
Riverside	69.74%	69.88%	63.44%
San Bernardino	67.06%	68.58%	62.24%
Ventura	67.91%	63.13%	64.18%
Region (Amendment #2)	47.25%	46.68%	46.90%
Region (PEIR) *	47.25%	46.68%	47.06%

SOURCE: SCAG Transportation Modeling, 2020 and 2021. NOTE: Calculations may be rounded.

* PEIR calculations include the original Final PEIR and the PEIR Addendums #1 and #2

Attachment: Proposed Final Addendum No 3 to the PEIR (Connect SoCal CEQA Addendum No. 3 to the

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Transportation, Traffic, and Safety Section and previous addendums, adequately addresses the range of GHG emission impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to transportation, or a substantial increase in the severity of impacts beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.18 TRIBAL CULTURAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to tribal resources beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal

PEIR identified potential significant impacts with respect to tribal cultural resources defined in Public Resources Code section 21074. SCAG met the requirements of AB 52 by performing the requisite tribal consultation as documented in Appendix 3.5 of the PEIR. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with tribal cultural resources (see Connect SoCal PEIR pp. 3.18-18 – 3.18-21). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to tribal cultural resources. Similarly, tribal cultural resource impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Tribal Cultural Resources Section and previous addendums, adequately addresses the range of tribal cultural resource impacts that could result from Connect SoCal Amendment #2 at the

TABLE 3-12 Percentage of Mode Share on Transit and Active Transportation – Amendment #2

Mode Share	2019	2045 No Project	2045 Plan
Walk	7.8	7.7	8.6
Bike	1.4	1.6	2.1
Transit	2.0	2.4	3.8
Total (Amendment #2)	11.2	11.8	14.5
Previous Total (PEIR) *	11.2	11.8	14.5
Total (Original Plan)	14.0	14.4	18.9

SOURCE: SCAG Transportation Modeling, 2020 and 2021. NOTE: Calculations may be rounded.

* PEIR calculations include the original Final PEIR and the PEIR Addendums #1 and #2

program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts, or a substantial increase in the severity of impacts to tribal cultural resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.19 UTILITIES AND SERVICE SYSTEMS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to utilities and service systems beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified potential significant impacts with respect to generating solid waste in excess of state or local standards or infrastructure capacity; nonattainment of solid waste reduction goals, or federal, state, and local

management and reduction statutes and regulations; result in new or expanded wastewater treatment or storm drainage facilities or water facilities, which could cause significant environmental effects; and inadequate wastewater or water supply capacity. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with utilities and service systems (see Connect SoCal PEIR pp. 3.19.1-12 – 3.19.3-25). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to utilities and service systems. Similarly, utilities and service systems impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As indicated by **TABLE 3-14**, 2045 Plan Lane Miles by County (PM Peak Network) - Amendment #2 minimal changes to lane miles would occur as a result of the proposed changes to the Project List identified in the Connect SoCal Amendment #2. These changes are minor and would not substantially increase impervious surfaces.

TABLE 3-13 2045 Plan Lane Miles by County (PM Peak Network) - Amendment #2

County	Freeway (Mixed-Flow)	Toll*	Truck	Expressway/ Parkway	Principal Arterial	Minor Arterial	Collector	Freeway (HOV)	Ramp	Total (All Facilities)
Imperial	417	-	-	323	315	595	2,464	-	38	4,152
Los Angeles	4,801	354	153	6	8,467	9,066	6,957	380	946	31,130
Orange	1,424	565	16	4	3,844	3,104	1,088	244	379	10,666
Riverside	1,872	269	13	121	1,509	3,594	5,726	45	362	13,511
San Bernardino	2,604	279	55	256	2,075	4,665	6,796	138	350	17,217
Ventura	568	-	-	-	861	1,007	1,059	60	123	3,677
Total (Amendment #2)	11,685	1,467	237	710	17,071	22,030	24,090	866	2,198	80,354
Previous Total (PEIR) *	11,684	1,467	237	710	17,066	22,033	24,086	866	2,197	80,346

SOURCE: SCAG Transportation Modeling, 2020 and 2021. NOTE: Calculations may be rounded.

* PEIR calculations include the original Final PEIR and the PEIR Addendums #1 and #2

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Utilities and Service Systems Section and previous addendums, adequately addresses the range of utility impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to utilities and service systems, or a substantial increase in the severity of impacts to utilities and service systems beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.20 WILDFIRE

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to wildfire beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified potential significant impacts with respect to pollutant concentrations or the uncontrolled spread of a wildfire or a significant risk of loss, injury or death; the installation or maintenance of associated infrastructure that may exacerbate fire risks or impact the environment; and significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with wildfire (see Connect SoCal PEIR pp. 3.20-24 – 3.20-32). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to wildfire. Similarly, wildfire impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Wildfire Section and previous addendums, adequately addresses the range of wildfire impacts that could result

from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts, or a substantial increase in the severity of impacts to wildfire beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.21 CUMULATIVE IMPACTS

The proposed changes to the Project List identified in the Connect SoCal Amendment #2 would not significantly change the scope of the discussion presented in the Cumulative Impacts Chapter of the Connect SoCal PEIR, which includes an assessment of programmatic level unavoidable cumulative impacts (see Connect SoCal PEIR pp. 3.21-1 – 3.21-14). Cumulative impacts from inclusion of the proposed changes to the Project List identified in the Connect SoCal Amendment #2 are reasonably covered by the cumulatively impacts previously discussed in the certified Connect SoCal PEIR.

At the programmatic level, any region-wide cumulative impacts from the proposed projects (as revised by the Connect SoCal Amendment #2) are expected to be approximately equivalent to those previously disclosed in the Connect SoCal PEIR. Overall, the proposed changes to the Project List presented in the Connect SoCal Amendment #2 are within the scope of the broad, programmatic-level region-wide impacts identified and disclosed in the Connect SoCal PEIR and previous addendums. Thus, the Connect SoCal Amendment #2 would not be expected to result in any new cumulative impacts that have not been analyzed in the previous Connect SoCal PEIR and addendums, or cumulative impacts that are considerably different from or inconsistent with those already analyzed in the previous Connect SoCal PEIR and previous addendums.

4.0 COMPARISON OF ALTERNATIVES

The proposed changes to the Project List identified in the Connect SoCal Amendment #2 would not significantly change the comparison of alternatives in the Connect SoCal PEIR. Potential impacts from the proposed changes to the Project List are anticipated to be within the scope of the programmatic-level

comparison among the alternatives already considered in the Connect SoCal PEIR: 1) No Project Alternative; 2) Existing Plans-Local Input Alternative; and 3) Intensified Land Use Alternative.

The Alternatives Chapter of the previously certified Connect SoCal PEIR adequately address the range of alternatives to the proposed projects at the programmatic level. As referenced in the previous addendums, no changes to the alternatives occurred as a result of PEIR Amendment #1. Incorporation of the proposed projects identified in the Connect SoCal Amendment #2 would not require comparison of any new alternatives or alternatives which are considerably different from or inconsistent with those already analyzed in the Connect SoCal PEIR. Therefore, no further comparison is required at the programmatic level.

5.0 OTHER CEQA CONSIDERATIONS

The proposed changes to the Project List identified in the Connect SoCal Amendment #2 would not significantly change the scope of the discussion presented in the Other CEQA Considerations Chapter of the Connect SoCal PEIR, which includes an assessment of growth inducing impacts, programmatic level unavoidable impacts, and irreversible impacts (see Connect SoCal PEIR pp. 5.0-1 – 5.0-12). Unavoidable and irreversible impacts from inclusion of the proposed changes to the Project List identified in the Connect SoCal Amendment #2 are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified Connect SoCal PEIR.

At the programmatic level, any region-wide growth inducing impacts from the proposed projects (as revised by the Connect SoCal Amendment #2) are expected to be approximately equivalent to those previously disclosed in the Connect SoCal PEIR. Overall, the proposed changes to the Project List presented in the Connect SoCal Amendment #2 are within the scope of the broad, programmatic-level region-wide impacts identified and disclosed in the Connect SoCal PEIR and previous PEIR Addendums #1 and #2. Thus, the Connect SoCal Amendment #2 would not be expected to result in any new CEQA impacts that have not been analyzed in the previous Connect SoCal PEIR and addendums, or any long-term impacts that are considerably different from or inconsistent with those already analyzed in the previous Connect SoCal PEIR and previous addendums.

6.0 FINDINGS

After completing a programmatic environmental assessment of the proposed changes described herein to the Project List and when compared to the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2, SCAG finds that the proposed changes identified in the Connect SoCal Amendment #2 would not result in either new significant environmental effects or a substantial increase in the severity of any previously identified significant effect. The proposed changes are not substantial changes on a regional level as those have already been adequately and appropriately analyzed in the Connect SoCal PEIR and previous addendums. The proposed changes to the Project List do not require revisions to the programmatic, region-wide analysis presented in the previously certified Connect SoCal PEIR and addendums.

Further, SCAG finds that the proposed changes to the Project List identified in the Connect SoCal Amendment #2 does not require any new mitigation measures or alternatives previously unidentified in the Connect SoCal PEIR, or significantly affect mitigation measures or alternatives already disclosed in the Connect SoCal PEIR. As such, SCAG has assessed the proposed changes to the Project List included in Connect SoCal Amendment #2 at the programmatic level and finds that inclusion of the proposed changes would be within the range of, and consistent with the findings of impacts analysis, mitigation measures, and alternatives contained in the Connect SoCal PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the Connect SoCal. Therefore, a Subsequent or Supplemental EIR is not required, and SCAG concludes that this Addendum to the previously certified Connect SoCal PEIR fulfills the requirements of CEQA.



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PROPOSED FINAL ADDENDUM #3

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

SEPTEMBER 1, 2022

scag.ca.gov/connect-socal
scag.ca.gov/peir

Attachment: Proposed Final Addendum No 3 to the PEIR (Connect SoCal CEQA Addendum No. 3 to the





RESOLUTION NO. 22-XXX-XX

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING ADDENDUM NO. 3 TO THE PREVIOUSLY CERTIFIED 2020-2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2020 RTP/SCS OR CONNECT SOCIAL) PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS 900 Wilshire Blvd., Ste. 1700 Los Angeles, CA 90017 T: (213) 236-1800 www.scag.ca.gov

REGIONAL COUNCIL OFFICERS

President Jan C. Harnik, Riverside County Transportation Commission

First Vice President Carmen Ramirez, County of Ventura

Second Vice President Art Brown, Buena Park

Immediate Past President Clint Lorimore, Eastvale

COMMITTEE CHAIRS

Executive/Administration Jan C. Harnik, Riverside County Transportation Commission

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Ray Marquez, Chino Hills

WHEREAS, the Southern California Association of Governments (SCAG) adopted and certified the Final Program Environmental Impact Report (PEIR) for the 2020-2045 RTP/SCS (State Clearinghouse # 2019011061) on May 7, 2020, in accordance with applicable provisions of the California Environmental Quality Act ("CEQA"), Cal. Pub. Res. Code Section 21000 et seq.;

WHEREAS, when certifying the Final PEIR for the 2020-2045 RTP/SCS, the SCAG Regional Council approved Resolution 20-261-1 which is incorporated herein by reference (available at https://scag.ca.gov/sites/main/files/file-attachments/resolution-no-20-621-1_connectsocial_peir.pdf?1606004146) to adopt Findings of Fact, a Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program;

WHEREAS, on September 2, 2020, SCAG approved Addendum No. 1 to the 2020-2045 RTP/SCS PEIR in accordance with Cal. Pub. Res. Code Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164;

WHEREAS, when approving Addendum No. 1 to the 2020 RTP/SCS PEIR, the SCAG Regional Council approved Resolution 20-624-1;

WHEREAS, on November 4, 2021, SCAG approved Addendum No. 2 to the 2020-2045 RTP/SCS PEIR in accordance with Cal. Pub. Res. Code Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164;

WHEREAS, when approving Addendum No. 2 to the 2020 RTP/SCS PEIR, the SCAG Regional Council approved Resolution 21-637-2;

WHEREAS, since the certification of the Final PEIR and the approvals of Addendum No. 1 and Addendum No. 2 to the 2020 RTP/SCS PEIR, staff has received requests from all six county transportation commissions in the SCAG region to amend the 2020 RTP/SCS to reflect addition of projects or modifications to project scopes, costs, and/or schedules for critical transportation projects, as well as the addition of some new projects as specified in the Amendment No. 2 to the 2020 RTP/SCS ("Amendment No. 2"), in order to allow such projects to move forward toward the implementation phase;

Attachment: Proposed Final Resolution for Approving Addendum No. 3 to the PEIR (Connect SoCal CEQA Addendum No. 3 to the PEIR)

WHEREAS, when an Environmental Impact Report (EIR) has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary;

WHEREAS, pursuant to CEQA Guidelines Section 15164(a), an addendum may be prepared by the lead agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred set forth under CEQA Guidelines Section 15162 requiring preparation of a subsequent or supplemental EIR;

WHEREAS, SCAG staff determined and for the reasons set forth in Addendum No. 3 to the 2020 RTP/SCS PEIR, an addendum is the appropriate CEQA document for Amendment No. 2 to the 2020 RTP/SCS because the proposed project revisions set forth in Amendment No. 2 do not meet the conditions of CEQA Guidelines Sections 15162 and 15163, for the preparation of a subsequent or supplemental EIR;

WHEREAS, on July 7, 2022, SCAG staff reported to the SCAG’s Energy and Environment Committee (EEC) that a draft of Addendum No. 3 to the 2020 RTP/SCS PEIR was prepared and completed and that an informational copy of the draft of Addendum No. 3 was presented to the EEC for review;

WHEREAS, SCAG has finalized Addendum No. 3 to the 2020-2045 RTP/SCS PEIR, incorporated herein by this reference, in order to address the proposed changes to the 2020-2045 RTP/SCS as described in Amendment No. 2;

WHEREAS, an addendum is not required to be circulated for public review;

WHEREAS, on September 1, 2022, EEC recommended the Regional Council adopt this Resolution to approve Addendum No. 3 to the 2020- 2045 RTP/SCS PEIR (PEIR, SCH No. 2019011061); and

WHEREAS, pursuant to CEQA Guidelines Section 15164(d), the Regional Council has considered Addendum No. 3 to the 2020 RTP/SCS PEIR with the previously certified 2020 RTP/SCS PEIR prior to making a decision on Amendment No. 2 to the 2020 RTP/SCS.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, that the foregoing recitals are true and correct and incorporated by this reference; and

BE IT FURTHER RESOLVED THAT: the SCAG Regional Council finds as follows:

1. Addendum No. 3 to the 2020 RTP/SCS PEIR has been completed in compliance with CEQA.
2. The adoption of the proposed revisions set forth in Amendment No. 2 would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects for the reasons described in Addendum No. 3; such proposed changes in Amendment No. 2 are consistent with the analysis, mitigation measures, Finding of Facts, and Statement of Overriding Considerations contained in the certified 2020 RTP/SCS PEIR; and thus, a subsequent or supplemental EIR is not required and Addendum No. 3 to the 2020 RTP/SCS PEIR fulfills the requirements of CEQA.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 6th day of October, 2022.

Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



AGENDA ITEM 4
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
September 1, 2022

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Energy and Environment Committee (EEC)

From: Rongsheng Luo, Program Manager II
(213) 236-1994, luo@scag.ca.gov

Subject: Transportation Conformity Determinations of Proposed Final 2023
Federal Transportation Improvement Program (FTIP) and Proposed Final
2020 Connect SoCal Amendment #2

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council approve the transportation conformity determinations of the proposed final 2023 FTIP and the proposed final 2020 Connect SoCal Amendment #2; and direct staff to submit to the Federal Highway Administration and Federal Transit Administration for approvals at its October 6, 2022 meeting.

RECOMMENDED ACTION FOR CEHD & TC:

Receive and File.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

Pursuant to federal and state law and in cooperation with County Transportation Commissions (CTCs) and stakeholders, SCAG has developed the Draft 2023 Federal Transportation Improvement Program (FTIP) and the Draft 2020 Connect SoCal (2020 RTP/SCS) Amendment #2 including the associated transportation conformity analyses. At its July 7, 2022 meeting, the Regional Council (RC) authorized the release of the Draft 2023 FTIP and the Draft 2020 Connect SoCal Amendment #2, including the associated transportation conformity analyses for a 30-day public review and comment period. SCAG received a total of 24 comments on the Draft 2023 FTIP. The comments were for the most part technical in nature and do not raise issues that affect the associated conformity analyses. SCAG staff is working closely with the CTCs to address the comments. Based on an initial review and analysis of the comments, SCAG staff does not anticipate significant changes to the proposed final 2023 FTIP. SCAG received no comments on the Draft 2020 Connect SoCal Amendment #2. Staff does not anticipate significant changes to the proposed final

Amendment # 2. In addition, SCAG staff has determined that the proposed final 2023 FTIP and the proposed final 2020 Connect SoCal Amendment #2 meet all federal transportation conformity requirements. At their respective meetings on September 1, 2022, SCAG staff will present a final summary of comments and responses, the proposed final 2023 FTIP, and the proposed final 2020 Connect SoCal Amendment #2 to the Transportation Committee (TC), and the associated transportation conformity analyses to the EEC. Staff will ask the committees to consider recommending that the RC adopt the proposed final 2023 FTIP and the proposed final 2020 Connect SoCal Amendment #2 including the associated transportation conformity determinations at its October 6, 2022 meeting.

BACKGROUND:

SCAG is the federally designated Metropolitan Planning Organization (MPO) for the six (6) county region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the FTIP and RTP/SCS in cooperation with the State (Caltrans), the CTCs, and public transit operators.

In consultation and continuous communication with the CTCs throughout the region, staff has developed the Draft 2023 FTIP. The Draft 2023 FTIP is a programming document totaling \$35.9 billion in programming and containing over 1,700 projects covering a six (6)-year period. The 2023 FTIP includes 56 projects for Imperial County programmed at \$201.2 million; 945 projects for Los Angeles County programmed at \$19.4 billion; 129 projects for Orange County programmed at \$1.5 billion; 319 projects for Riverside County programmed at \$8.0 billion; 201 projects for San Bernardino County programmed at \$5.6 billion; and 157 projects for Ventura County programmed at \$1.1 billion.

Concurrent with the Draft 2023 FTIP, staff has also developed the Draft 2020 Connect SoCal Amendment #2 which serves as a consistency amendment to the 2023 FTIP, allowing for changes to long-range RTP/SCS projects in addition to changes to state and local highway, transit, and passenger rail projects currently in the FTIP that will be carried forward as part of the 2023 FTIP. The 2020 Connect SoCal Amendment #2 consists of 102 project modifications with 14 of those being new projects.

Under the U.S. Department of Transportation's (US DOT) metropolitan planning regulations and the U.S. Environmental Protection Agency's (US EPA) transportation conformity regulations, the 2023 FTIP and 2020 Connect SoCal Amendment #2 must pass five transportation conformity tests: consistency with the adopted 2020 Connect SoCal as previously amended, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement.

Staff had performed the required transportation conformity analyses demonstrating conformity for

the Draft 2023 FTIP and the Draft 2020 Connect SoCal Amendment #2. As recommended by the TC and the EEC at their respective meetings on July 7, 2022, the RC authorized the release of the Draft 2023 FTIP and the Draft 2020 Connect SoCal Amendment #2 including the associated transportation conformity analyses for a 30-day public review and comment period. Public notices were posted in major county newspapers including in Chinese, Korean, Vietnamese, and Spanish newspapers and on SCAG's website. Staff also held two telephonic/videoconference public hearings in July 2022. The 30-day public review and comment period began on July 8, 2022 and ended on August 8, 2022. SCAG received a total of 24 comments on the Draft 2023 FTIP: three general comments, 16 project specific comments, and five comments related to funding/financial plan. The comments were for the most part technical in nature and do not raise issues that affect conformity. Multiple comments were submitted by SCAG's Caltrans Headquarters Liaison responsible for reviewing SCAG's FTIP and FTIP Amendments. Based on an initial review and analysis of the comments, SCAG staff does not anticipate significant changes to the Final 2023 FTIP. SCAG staff is working closely with the CTCs to address the comments and has provided responses to all comments in the proposed Final 2023 FTIP. All minor and technical changes to projects will be addressed in Amendment 1 of the 2023 FTIP. SCAG received no comments on the Draft 2020 Connect SoCal Amendment #2.

Based on the transportation conformity analyses performed pursuant to the US DOT's and US EPA's regulations, SCAG staff has determined that the proposed Final 2023 FTIP and the proposed Final 2020 Connect SoCal Amendment #2 meet all federal transportation conformity requirements and demonstrate conformity.

At their respective meetings today, the TC will consider whether to recommend the RC approve the proposed final 2023 FTIP and the proposed final 2020 Connect SoCal Amendment #2 at its meeting on October 6, 2022; the EEC will consider whether to recommend the RC approve the transportation conformity determinations portion at the same October 6, 2022 meeting.

Upon adoption by the RC, the transportation conformity determinations of the 2023 FTIP and the 2020 Connect SoCal Amendment #2 will be submitted to the FHWA/FTA for final approval. Federal approval of the 2023 FTIP and the 2020 Connect SoCal Amendment #2 is expected to occur in December 2022. Once approved by the federal agencies, the 2023 FTIP and the 2020 Connect SoCal Amendment #2 will allow projects to receive the necessary federal approvals and move forward towards implementation.

The proposed final 2023 FTIP is accessible at:
www.scag.ca.gov/2023-ftip

The proposed final 2020 Connect SoCal Amendment No. 2 is available at:
www.scag.ca.gov/post/amendment-2-0



FISCAL IMPACT:

Work associated with this item is included in the current FY 2022-23 Overall Work Program (23-025.0164.01: Air Quality Planning and Conformity).



AGENDA ITEM 5
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
September 1, 2022

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Anita Au, Senior Planner
(213) 236-1874, au@scag.ca.gov
Subject: Equity Analysis Update (formerly Environmental Justice Analysis) -
Performance Measures

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, TC, and RC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

In July 2020, SCAG’s Regional Council adopted Resolution 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California and subsequently adopted the Racial Equity Early Action Plan (EAP) in May 2021, outlining goals, strategies, and actions to advance equity. Prior to the adoption of the EAP, SCAG’s equity efforts were concentrated in its Environmental Justice (EJ) Program, which has long focused on public outreach, engagement, early and meaningful participation of EJ communities in the decision-making process, and equal and fair access to a healthy environment. SCAG’s EJ Program addresses both state and federal requirements by aiming to protect people of color and low-income communities from incurring disproportionately adverse environmental impacts. The Energy and Environment Committee (EEC) provides policy direction for this work, which aligns with the primary goals of the aforementioned EAP, which are to: 1) center racial equity in regional policy and planning and bring equity into SCAG’s regional planning functions, and 2) encourage racial equity in local planning practices by promoting racial equity in efforts involving local elected officials and planning professionals.

Following staff's April 7, 2022 presentation to EEC on SCAG's approach for Connect SoCal 2024's Equity Analysis (formerly Environmental Justice Analysis), this staff report and the corresponding presentation will provide additional details on SCAG's proposed updates to the Equity Analysis performance measures. These performance measures will help SCAG evaluate how future changes in the region will impact the most vulnerable people and communities. The proposed updates to the performance measures have been developed based on extensive discussions with internal subject matter experts and external stakeholder input. The proposed approach for the Equity Analysis is grounded in best practices and aims to meaningfully evaluate inequities in the region and propose strategies for addressing them.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy; Objective D: Promote and engage partners in a cooperative regional approach to problem-solving.

BACKGROUND:

In July 2020, SCAG's Regional Council adopted Resolution 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California and subsequently adopted the Racial Equity Early Action Plan (EAP) in May 2021, outlining goals, strategies, and actions to advance its commitments. Prior to the adoption of the EAP, SCAG's equity efforts were concentrated in its Environmental Justice (EJ) Program, which is guided by the policy direction of the Energy and Environment Committee, and plays a central role in advancing two of the primary goals of the EAP which are to: 1) center racial equity in regional policy and planning and bring equity into SCAG's regional planning functions, and 2) encourage racial equity in local planning practices by promoting racial equity in efforts involving local elected officials and planning professionals.

SCAG's EJ Program focuses on public outreach, engagement, early and meaningful participation of EJ communities in the decision-making process, and equal and fair access to a healthy environment with the goal of protecting people of color and low-income communities from incurring disproportionately adverse environmental impacts and share benefits of regional investment appropriately. By way of background, the consideration of EJ in the transportation process stems from Title VI of the Civil Rights Act of 1964,¹ and was further enhanced by Executive Order 12898² (1994) which established the need for transportation agencies to disclose to the general public the benefits and burdens of proposed projects on people of color and low-income populations. Executive Order 12898 amplified Title VI by providing protections based on income in addition to

¹ Title VI states that "No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

² Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations, February 11, 1994. <https://www.archives.gov/files/federal-register/executive-orders/pdf/12898.pdf>

race and ordered all federal agencies to consider environmental justice during the planning and decision-making process for all federally funded projects. As a Metropolitan Planning Organization (MPO) that receives federal funding, SCAG is required to conduct early and meaningful outreach to EJ communities and develop an EJ analysis for its regional transportation plans. In addition to federal requirements, SCAG must also comply with California Government Code Section 11135,³ which mandates fair treatment of all individuals for all state-funded programs and activities.

In an effort to further improve upon the next EJ analysis for Connect SoCal 2024, staff conducted a literature review of EJ methodologies from MPOs throughout the nation. Methodologies were reviewed and analyzed for potentially relevant performance metrics and innovative approaches. In addition to evaluating peer agency EJ methodologies, staff are also coordinating and communicating with stakeholders at the federal and state levels to ensure equity efforts are aligned. Because these federal and state tools may be used for future funding programs to prioritize projects in underserved communities, staff want to ensure the region's approach is properly aligned.

More specifically, staff are evaluating the following tools:

- **Council on Environmental Quality's Climate and Economic Justice Screening Tool**⁴ supports federal agencies in identifying communities that are marginalized, underserved, and overburdened by pollution. The current version is still undergoing refinement, but provides socioeconomic, environmental, and climate information to inform decisions that may affect these communities.
- **Environmental Protection Agency's Environmental Justice Screening and Mapping Tool**⁵ provides a nationally consistent dataset and approach for combining environmental and demographic indicators that highlight areas where vulnerable populations may be disproportionately impacted by pollution.
- **Caltrans Transportation Equity Index**⁶ is a forthcoming tool that staff anticipate reviewing later this year. The index aims to identify communities that are underserved and/or burdened by transportation using environmental, accessibility, and socioeconomic indicators.

³ California Government Code Section 11135 states "no person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency that is funded directly by the state, or receives any financial assistance from the state."

⁴ Climate and Economic Justice Screening Tool: <https://screeningtool.geoplatform.gov/en/>

⁵ EJScreen 2.0: <https://ejscreen.epa.gov/mapper/>

⁶ Caltrans Transportation Equity Index: <https://dot.ca.gov/programs/planning-modal/race-equity/eqi>

- **Public Health Alliance of Southern California’s Healthy Places Index (HPI)**⁷ explores community conditions that impact life expectancy in California, such as access to healthcare, housing, education, and more. More than 100 government agencies, health care institutions, and community groups have used the HPI to make more equitable decisions around transportation planning, climate vulnerability, philanthropic grantmaking, and health care needs assessments.
- **California Office of Environmental Health Hazard Assessment’s CalEnviroScreen** is a mapping tool that helps identify SB 535 Disadvantaged Communities (DAC)⁸, which are census tracts receiving the highest 25 percent of overall scores based on pollution burdens and socioeconomic disadvantages. SCAG’s prior EJ Analysis already considered DACs.
- **California Tax Credit Allocation Committee (TCAC)/Department of Housing and Community Development (HCD) Opportunity Map**⁹ identifies areas in every region of the state whose characteristics have been shown by research to support positive economic, educational, and health outcomes for low-income families—particularly long-term outcomes for children. TCAC adopted this map into its regulations to support policies related to increasing access to the Low-Income Housing Tax Credit (LIHTC) program, and HCD uses it to inform their Multifamily Housing Program and the California Debt Limit Allocation Committee’s regulations for 4% LIHTCs.

To the extent that it is possible, SCAG’s approach for Connect SoCal 2024 will be aligned with these tools as well as best practices from extensive research and continued communication with many stakeholders.

At the April 7, 2022 EEC meeting, staff provided a preview of the proposed Connect SoCal 2024 Equity Analysis, a refined approach for developing a more robust equity analysis. The evolved approach includes revisiting the populations and communities analyzed in previous EJ analyses, developing a new community referred to as “Prioritized Equity Populations and Areas” (PEPA). PEPA includes 10 categories and utilizes two methodologies to determine eligibility to capture vulnerable communities and incorporate equity more fully into the analysis. Statutory requirements would continue to be addressed with this shift.

REFINED APPROACH:

SCAG’s long-range plan has long included an EJ analysis that evaluates current conditions and the consequences of the region’s transportation projects on people of color, low-income households, and other vulnerable populations, like older adults, young children, households without vehicles, people with disabilities, people with limited English proficiency, and more. A set of performance measures help SCAG evaluate how future changes in the region will impact the most vulnerable

⁷ Healthy Places Index 3.0: <https://map.healthyplacesindex.org/>

⁸ SB 535 Disadvantaged Communities: <https://oehha.ca.gov/calenviroscreen/sb535>

⁹ TCAC/HCD Opportunity Area Maps: <https://www.treasurer.ca.gov/ctcac/opportunity.asp>

people and communities. These performance measures help SCAG respond to some key questions, including:

- Will our economy function well for all, particularly people of color and low-income households? (focus: economy)
- Will we grow in ways that encourage livability among prioritized equity populations? (focus: communities)
- Will our region become more connected and accessible for everyone, regardless of race/ethnicity, age, gender, disability, income, etc.? (focus: mobility)
- Will people and our environments, particularly areas that have historic and current public health risks, become healthier? (focus: environment)

The EJ analysis has helped SCAG focus answers to these questions on specific populations and areas. Each iteration of SCAG's EJ analysis has included more enhancements to the approach, including new or improved performance measures that are responsive to the evolving vision and goals of each long-range plan. These enhancements contribute to a very comprehensive, yet lengthy report. With the increased availability of online data resources, including SCAG's Regional Data Platform,¹⁰ staff is recommending streamlining and consolidating the performance measures to make the report easier to understand and navigate, while maintaining the robust and comprehensive analysis. Furthermore, as the Environmental Justice Analysis evolves into an Equity Analysis, the performance evaluation will be adapted by adding more racial/ethnic disaggregated data, when it is available; and incorporating more existing conditions analyses, similar to that included in SCAG's Racial Equity: Baseline Conditions Report.¹¹

The proposed refinements to the performance measures are described in more detail below. As previously stated, it is important to note that the statutory requirements would continue to be addressed with the proposed enhancements and updates.

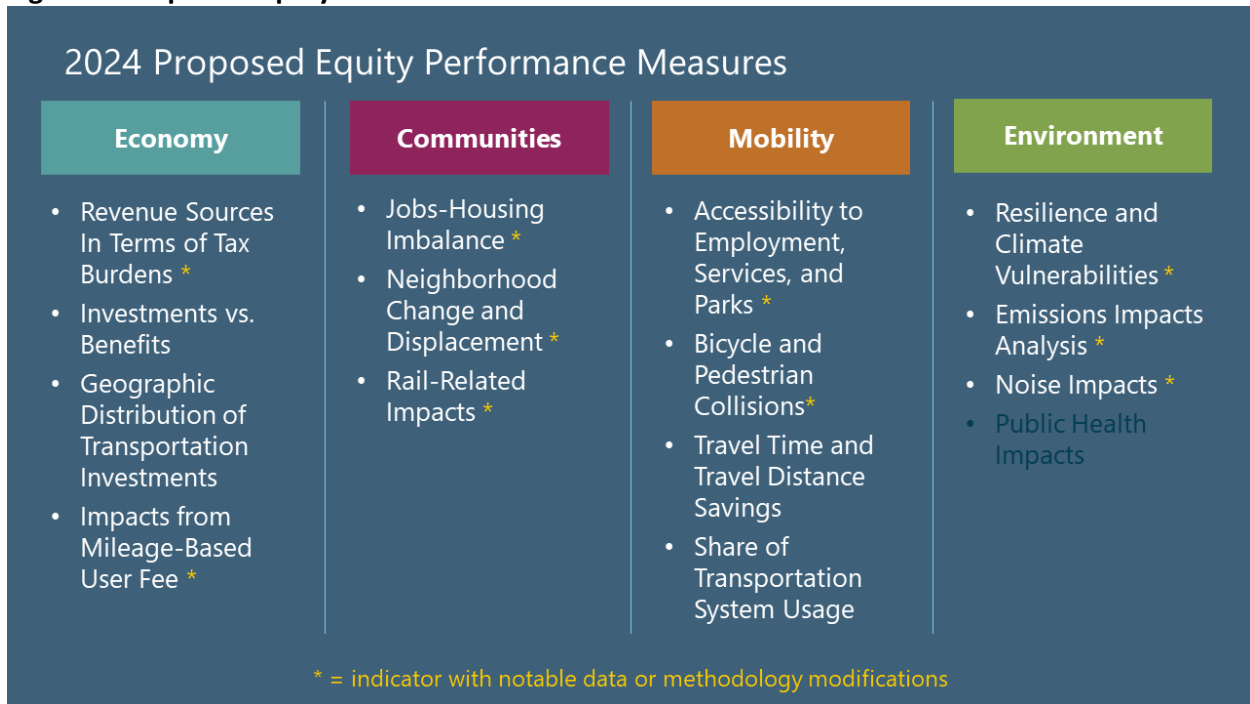
Reorganizing Equity Performance Measures

To start, staff is recommending a reorganization of performance measures under the four core categories of Connect SoCal goals, which include economy, communities, mobility, and environment. The 2020 EJ Technical Report included 18 performance measures organized under four EJ focused questions related to impacts on quality of life, transportation costs, health and safety, and commute. By revisiting the organization of the performance measures, staff can directly reference the Connect SoCal goals, relate these measures to other metrics within the plan, and streamline the introduction of each focus area. Figure 1 provides the proposed organization of equity performance measures under the four core categories of Connect SoCal goals.

¹⁰ SCAG Regional Data Platform: <https://hub.scag.ca.gov/>

¹¹ SCAG Racial Equity: Baseline Conditions Report (March 2021): https://scag.ca.gov/sites/main/files/file-attachments/racialequitybaselineconditionsreport_03242021revision.pdf

Figure 1: Proposed Equity Performance Measures



Proposed Changes for the Equity Performance Measures

To improve and further incorporate equity into the analysis, SCAG staff recommends several changes, both enhancements and consolidations, to the performance measures. In addition to the ideas that emerged from staff’s literature review of EJ methodologies from MPOs from across the nation, SCAG subject matter experts and external members of the Technical and Equity Working Groups contributed valuable input that shaped the following recommendations. Attachment 1 (Proposed Equity Performance Measures) includes a list of the performance measures with definitions and the proposed changes in detail.

In summary, overall enhancements for all equity performance measures include incorporating data from the most recently available data sources and adding existing conditions analyses for all applicable measures. Furthermore, public health impacts will be considered throughout the analysis instead of having a dedicated measure. In addition to updating data where applicable, staff recommends the following enhancements for these specific equity performance measures:

- Add racial/ethnic disaggregation in performance measures that do not currently include a discussion of race/ethnicity, including **Impacts from Mileage-Based User Fee, Revenue Sources in Terms of Tax Burdens, Jobs-Housing Imbalance, and Neighborhood Change and Displacement.**
- Coordinate with Housing Department staff to enhance housing-related performance measures like exploring racial/ethnic changes in **Neighborhood Change and Displacement.**

- Add “railyards” as areas that could impact surrounding communities to **Rail-Related Impacts**.
- Expand on collision data for the **Bicycle and Pedestrian Collisions** performance measure to report the number and rate of collision-related fatalities and serious injuries, including active transportation modes, and add overlays with the regional High Injury Network and bicycle infrastructure.
- Add extreme heat and tree canopy analyses to **Resilience and Climate Vulnerabilities**.
- Update and include new datasets in **Resilience and Climate Vulnerabilities**.

Staff recommends the following consolidations for the equity performance measures:

- Explore cross-referencing other technical reports with housing-related analysis for **Jobs-Housing Imbalance** and **Neighborhood Change and Displacement**.
- Combine and rename previous accessibility performance measures (“Accessibility to Employment & Services” and “Accessibility to Parks & Education Facilities”) into **Accessibility to Employment, Services & Parks**.
- Rename the previous “Climate Vulnerability” performance measure to **Resilience and Climate Vulnerabilities**.
- Rename “Active Transportation Hazards” performance measure to **Bicycle and Pedestrian Collisions**.
- Consolidate the previous “Emissions Impacts Along Freeways and Highly Traveled Corridors” analysis under a single **Emissions Impact Analysis** performance measure.
- Combine the previous “Aviation Noise Impacts” and “Roadway Noise Impact” analyses under **Noise Impacts**.
- Align technical analysis of **Noise Impacts** with analysis included in the Aviation Technical Report and the Program Environmental Impact Report.
- Remove the quantitative analysis of roadway portion of **Noise Impacts** and shift to a qualitative analysis that describes the long-range plan changes in roadway noise impacts.
- Remove a dedicated “Public Health Impacts” performance measure to eliminate repetitive discussion of CalEnviroScreen, which will occur in multiple places of the report.

As a result of the changes developed through internal and external input, staff is proposing the 14 equity performance measures included in Table 1. And as previously stated, the proposed changes are further defined in Attachment 1 (Proposed Equity Performance Measures).

Next Steps

Staff is seeking input from the Energy and Environment Committee on this evolved approach and the shift to a more robust equity analysis. Staff has conducted extensive outreach to internal subject matter experts and will continue to seek input from external stakeholders to ensure the proposed methodology is inclusive of EJ and equity concerns and accurately reflects SCAG



initiatives. Staff will continue to return to the Committee to provide updates on the Connect SoCal 2024 Equity Analysis as part of the Connect SoCal 2024 development process.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2022-2023 Overall Work Program (020.0161.06: Environmental Justice Outreach and Policy Coordination).

ATTACHMENT(S):

1. Proposed Equity Performance Measures
2. PowerPoint Presentation - Equity Analysis Performance Measures



Connect SoCal 2024

Draft Performance Measures: Equity*

Category	Subcategory**	Performance Measures	Plan Evaluation Measure	Definition	New, Existing, Revised, Removed	Changes/Notes
Economy	Revenue Sources In Terms of Tax Burdens	Proportion of Connect SoCal revenue sources		Proportion of Connect SoCal revenue sources (taxable sales, income, and gasoline taxes) generated from low income households and people of color	Revised	Adding racial/ethnic disaggregation
Economy	Investments vs. Benefits	Transportation system investment benefit/cost ratio	X	Analysis of Connect SoCal investments by income quintile and race/ethnicity	Existing	Continue to 2024.
Economy	Geographic Distribution of Transportation Investments	Geographic distribution of transportation investments by mode	X	Evaluation of Connect SoCal transit, roadway, and active transportation infrastructure investments in various communities throughout the region	Existing	Continue to 2024.
Economy	Impacts from Mileage-Based User (MBU) Fee	MBU fee impacts		Examination of potential impacts from implementation of a mileage-based user fee on low income households and people of color in the region	Revised	Adding racial/ethnic disaggregation
Communities	Jobs-Housing Imbalance	Jobs-house balance		Comparison of median earnings for intra-county vs intercounty commuters for each county; analysis of relative housing affordability and jobs throughout the region	Revised	Adding racial/ethnic disaggregation; Improvements pending internal discussion; potentially shifting analysis to housing-related analysis (if applicable)
Communities	Neighborhood Change and Displacement	Neighborhood change trends		Examination of historical and projected demographic and housing trends for areas surrounding rail transit stations	Revised	Adding racial/ethnic disaggregation; Improvements pending internal discussion; Incorporate a greater focus on cultural changes; potentially shifting analysis to housing-related analysis (if applicable)
Communities	Rail-Related Impacts	Proximity to rail corridors		Breakdown of population by demographic group for areas in close proximity to rail corridors	Revised	Adding railyards as a rail-related entity; potentially renaming indicator
Communities	Rail-Related Impacts	Proximity to planned grade separations		Breakdown of population by demographic group for areas in close proximity to planned grade separations	Revised	Adding railyards as a rail-related entity; potentially renaming indicator
Communities	Rail-Related Impacts	Proximity to railyards		Breakdown of population by demographic group for areas in close proximity to railyards	Revised	Adding railyards as a rail-related entity; potentially renaming indicator
Mobility	Accessibility to Employment, Services, and Parks	Job access	X	Share of employment reachable within 30 minutes by automobile or 45 minutes by transit during morning peak period (6 - 9 a.m.)	Revised	Combining and renaming from "Accessibility to Employment and Services" and "Accessibility to Parks and Education Facilities"
Mobility	Accessibility to Employment, Services, and Parks	Shopping access		Share of shopping centers reachable within 30 minutes by automobile or 45 minutes by transit during mid-day period (9 a.m. - 3 p.m.)	Revised	Combining and renaming from "Accessibility to Employment and Services" and "Accessibility to Parks and Education Facilities"
Mobility	Accessibility to Employment, Services, and Parks	Parks access	X	Share of park acreage reachable within 30 minutes by automobile or 45 minutes by transit during mid-day period (9 a.m. - 3 p.m.)	Revised	Combining and renaming from "Accessibility to Employment and Services" and "Accessibility to Parks and Education Facilities"
Mobility	Bicycle and Pedestrian Collisions	Bike and pedestrian collisions	X	Analysis of population by demographic group for areas that experience highest rates of bicycle and pedestrian collisions	Revised	Renamed from "Active Transportation Hazards"; Updating with collision data; overlays with High Injury Network and bicycle infrastructure
Mobility	Travel Time and Travel Distance Savings	Distribution of travel time	X	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel time for 30 minutes auto and 45 minute transit	Existing	Continue to 2024.
Mobility	Travel Time and Travel Distance Savings	Distribution of travel distance	X	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel distance savings for 30 minutes auto and 45 minute transit	Existing	Continue to 2024.
Mobility	Share of Transportation System Usage	Mode share	X	Comparison of transportation system usage by mode for low income and minority households relative to each group's regional population share	Existing	Continue to 2024.
Environment	Resilience and Climate Vulnerabilities	Percentage of population with substandard housing		Population analysis by demographic group for areas potentially impacted by substandard housing (housing without plumbing)	Revised	Updating datasets, adding extreme heat and tree canopy analysis, and renaming from "Climate Vulnerability" indicators
Environment	Resilience and Climate Vulnerabilities	Percentage of population in climate risk areas	X	Population analysis by demographic group for areas potentially impacted by sea level rise, wildfire risk, flood hazard risk, or extreme heat effects related to climate change	Revised	Updating datasets, adding extreme heat and tree canopy analysis, and renaming from "Climate Vulnerability" indicators
Environment	Emissions Impacts Analysis	Emissions impacts (CO and PM2.5)	X	Comparison of Plan and Baseline scenarios; identification of areas that are lower performing as a result of the Plan	Revised	Combining from "Emissions Impact Analysis" and "Emissions Impacts Along Freeways and Highly Traveled Corridors" indicators
Environment	Emissions Impacts Analysis	Proximity to freeways and highly traveled corridors	X	Comparison of Plan and Baseline scenarios; identification of communities in close proximity to freeways and highly traveled corridors	Revised	Combining from "Emissions Impact Analysis" and "Emissions Impacts Along Freeways and Highly Traveled Corridors" indicators
Environment	Noise Impacts	Percentage of population impacted by roadway noise		Comparison of Plan and Baseline scenarios, identification of areas that are low performing due to Connect SoCal investments; breakdown of population for impacted areas by ethnicity and income	Revised	Combining and renaming from "Aviation Noise Impacts" and "Roadway Noise Impacts"; shifting to qualitative analysis
Environment	Noise Impacts	Percentage of population impacted by aviation noise		Comparison of Plan and Baseline scenarios, identification of areas that are low performing due to Connect SoCal investments; breakdown of population for impacted areas by ethnicity and income	Revised	Combining and renaming from "Aviation Noise Impacts" and "Roadway Noise Impacts"; shifting to qualitative analysis
Environment	Public Health	N/A		Summary of historical emissions and health data for areas with high concentrations of minority and low income population	Removed	Public health is addressed in DACs and incorporated throughout the Equity Analysis

*Formerly referenced as "Environmental Justice (EJ)"

**Subcategories are different from the Draft Performance Measures subcategories to account for alignment with previous EJ Analysis Measures.

Attachment: Proposed Equity Performance Measures (Equity Analysis Update (formerly Environmental Justice Analysis) - Performance Measures)



Equity Analysis (formerly EJ Analysis) Performance Measures

September 1, 2022

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Statutory Requirements

Federal

Title VI of the Civil Rights Act of 1964

- "...race, color or national origin..."

Executive Order 12898 (1994)

- "...minority populations and low-income populations..."

State

California Government Code Section 11135

- "...race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability..."

Environmental Justice Research



Conducted extensive research

- Reviewed 20 MPO EJ Methodologies



Grounded in best practices

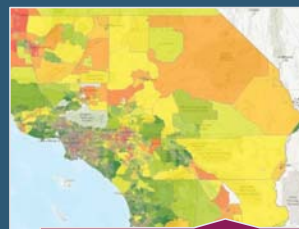
Aligned with Federal and State Equity Efforts



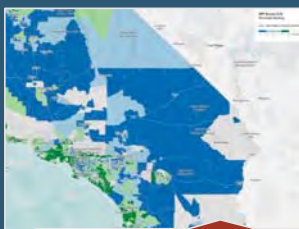
Climate and Economic Justice Screening Tool, Council on Environmental Quality



EJScreen, U.S. Environmental Protection Agency



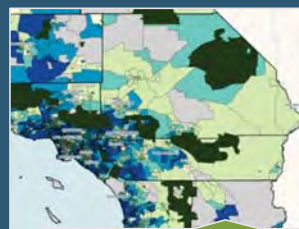
CalEnviroScreen Disadvantaged Communities, OEHA/ Cal EPA



Healthy Places Index, Public Health Alliance of Southern California



Transportation Equity Index, Caltrans [forthcoming]



California TCAC/HCD Opportunity Map

2024 Equity Analysis

Environmental Justice Analysis



Equity Analysis



Incorporate Equity in Analysis



Enhance and Consolidate
Performance Measures



EQUITY ANALYSIS PERFORMANCE MEASURES

2020 Environmental Justice Performance Measures

Transportation Costs

- Share of Transportation System Usage
- Revenue Sources In Terms of Tax Burdens
- Investments vs. Benefits
- Geographic Distribution of Transportation Investments
- Impacts from Mileage-Based User Fee

Quality of Life

- Jobs-Housing Imbalance
- Neighborhood Change and Displacement
- Accessibility to Employment and Services
- Accessibility to Parks and Educational Facilities

Commute

- Travel Time and Travel Distance Savings
- Rail-Related Impacts

Health & Safety

- Active Transportation Hazards
- Climate Vulnerability
- Public Health Analysis
- Aviation Noise Impacts
- Roadway Noise Impacts
- Emissions Impacts Analysis
- Emissions Impacts Along Freeways

Revisiting Equity Performance Measures

CONNECT SOCIAL GOALS



Economy



Communities



Mobility



Environment

14

Equity
Performance
Measures

2024 Proposed Equity Performance Measures

Economy

- Revenue Sources In Terms of Tax Burdens *
- Investments vs. Benefits
- Geographic Distribution of Transportation Investments
- Impacts from Mileage-Based User Fee *

Communities

- Jobs-Housing Imbalance *
- Neighborhood Change and Displacement *
- Rail-Related Impacts *

Mobility

- Accessibility to Employment, Services, and Parks *
- Bicycle and Pedestrian Collisions*
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage

Environment

- Resilience and Climate Vulnerabilities *
- Emissions Impacts Analysis *
- Noise Impacts *
- Public Health Impacts

* = indicator with notable data or methodology modifications

Proposed Changes - Economy

Economy

- Revenue Sources In Terms of Tax Burdens
- Investments vs. Benefits
- Geographic Distribution of Transportation Investments
- Impacts from Mileage-Based User Fee

Enhancements

- Adding racial/ethnic disaggregation for **Impacts from Mileage-Based User Fee and Revenue Sources In Terms of Tax Burdens**

Proposed Changes - Communities

Communities

- Jobs-Housing Imbalance
- Neighborhood Change and Displacement
- Rail-Related Impacts

Enhancements

- Adding racial/ethnic disaggregation for **Jobs-Housing Imbalance** and **Neighborhood Change and Displacement**
- Incorporating greater focus on racial/ethnic changes for **Neighborhood Change and Displacement**
- Adding railyards as areas that could impact surrounding communities for **Rail-Related Impacts**

Proposed Changes - Communities

Communities

- Jobs-Housing Imbalance
- Neighborhood Change and Displacement
- Rail-Related Impacts

Consolidation

- Cross-reference other technical reports with housing-related analyses for **Jobs-Housing Imbalance** and **Neighborhood Change and Displacement**

Proposed Changes - Mobility

Mobility

- Accessibility to Employment, Services, and Parks
- Bicycle and Pedestrian Collisions
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage

Consolidation

- Combining and renaming from "Accessibility to Employment & Services" and "Accessibility to Parks & Education Facilities" to "**Accessibility to Employment, Services & Parks**"

Proposed Changes - Mobility

Mobility

- Accessibility to Employment, Services, and Parks
- **Bicycle and Pedestrian Collisions**
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage

Enhancements

- Renaming "Active Transportation Hazards" to "**Bicycle and Pedestrian Collisions**"
- Adding number and rate of collision-related fatalities & serious injuries, including active transportation modes, for **Bicycle and Pedestrian Collisions**
- Adding overlays with High Injury Network and bicycle infrastructure for **Bicycle and Pedestrian Collisions**

Proposed Changes - Environment

Environment

- Resilience and Climate Vulnerabilities
- Emissions Impacts Analysis
- Noise Impacts
- Public Health Impacts

Enhancements

- Adding extreme heat and tree canopy analyses to **Resilience and Climate Vulnerabilities**
- Updating and adding new datasets for **Resilience and Climate Vulnerabilities**

Proposed Changes - Environment

Environment

- Resilience and Climate Vulnerabilities
- Emissions Impacts Analysis
- Noise Impacts
- Public Health Impacts

Consolidation

- Combining **Emissions Impact Analysis** and **Emissions Impacts Along Freeways and Highly Traveled Corridors** analyses
- Combining **Aviation Noise Impacts** and **Roadway Noise Impact** analyses
- Removing dedicated **Public Health Impacts** measure

2024 Proposed Equity Performance Measures

Economy

- Revenue Sources In Terms of Tax Burdens *
- Investments vs. Benefits
- Geographic Distribution of Transportation Investments
- Impacts from Mileage-Based User Fee *

Communities

- Jobs-Housing Imbalance *
- Neighborhood Change and Displacement *
- Rail-Related Impacts *

Mobility

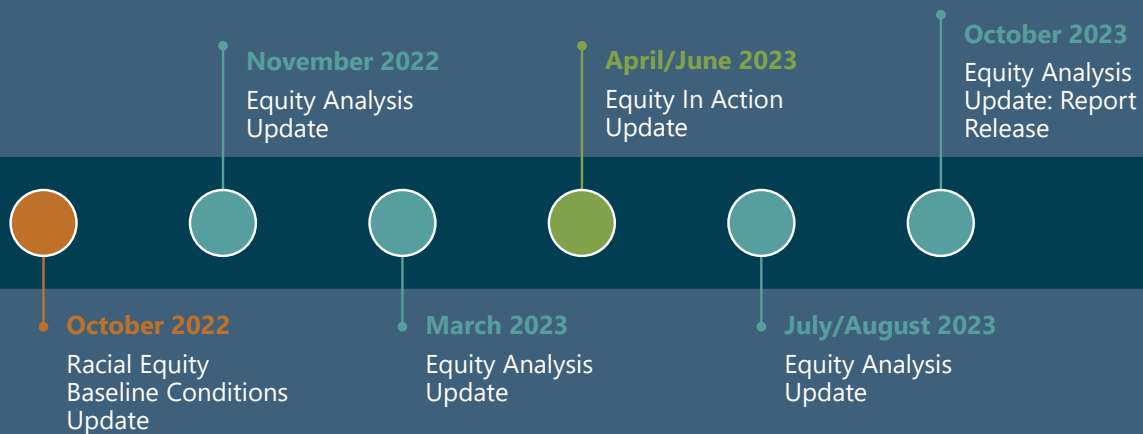
- Accessibility to Employment, Services, and Parks *
- Bicycle and Pedestrian Collisions*
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage

Environment

- Resilience and Climate Vulnerabilities *
- Emissions Impacts Analysis *
- Noise Impacts *
- Public Health Impacts

* = indicator with notable data or methodology modifications

Next Steps





THANK YOU!

For more information, please visit:

<https://scag.ca.gov/environmental-justice>

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AGENDA ITEM 6
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
September 1, 2022

To: Community Economic & Human Development Committee (CEHD)
Energy and Environment Committee (EEC)
From: Kimberly Clark, Program Manager II
(213) 236-1844, clark@scag.ca.gov
Subject: SCAG Water Action Resolution

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:
Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:
As part of the 2022-2023 Executive Administration Committee (EAC) Strategic Plan, the EAC identified water resilience as a core policy area for regional leadership. The Energy & Environment Committee (EEC) has received numerous presentations on the drought; recognizing the urgency of addressing local challenges related to water supply and infrastructure needs, the Energy & Environment Committee recommended that SCAG take formal action. The proposed Water Action Resolution of the Southern California Association of Governments affirms a drought and water shortage emergency in the SCAG Region and calls on local and regional partners to join together to reduce water use; improve water conservation, reuse, and efficiency; enhance water systems' health and resilience; and support investments in water infrastructure and conservation practices that support the region's economic and population growth and fosters planning for the Region's Housing Needs identified in Connect SoCal.

BACKGROUND:
The SCAG region is expected to grow by 1.7 million residents between years 2019 and 2050 and jurisdictions must plan for a regional housing need of 1.3 million new housing units by 2029. Climate change continues to impact the SCAG region's health, safety and economic welfare as extended dry heat days and persistent aridity worsen severe drought in California, and these in turn the ability to manage and support healthy growth.

Although many Southern Californians and water suppliers have made progress in reducing water use and improving efficiency, water use is outpacing water replenishment and reducing water supply at unsustainable rates. Clean, safe, and reliable water supply is central to Southern California’s people, economy, and natural systems, and additional conservation actions as well as new infrastructure investments are needed to address the region’s water challenges. With the past 22 years having been the driest period in the southwestern United States within 1200 years, planning for water resilience at regional and local scales has become increasingly important¹. Although Southern California water systems and planning do not yet account for persistent aridity, a shift towards greater local water reliance and efficiency can help mitigate and adapt to changing water supply and climate. Local water solutions include building upon underutilized resources, such as rainwater, grey water, stormwater, and water reuse and efficiency, as well as supporting the conservation and replenishment of water supplies, mitigating future water supply shortages, and investing in sustainable water infrastructure to ensure the health, safety, and welfare of communities, agriculture, and the environment can be sustained to support the projected economic and population growth of the region.

Additionally, extreme heat and ensuing periods of drought exacerbate challenges for both energy and water management and is a growing threat to lives and livelihoods across the state - especially for disadvantaged communities. The water-energy nexus was first recognized by the California Energy Commission in the 2005 Integrated Energy Policy Report in which it was found that 19 percent of California’s total statewide electricity use – a third of non-power plant natural gas consumption and 88 billion gallons of diesel consumption -- are related to water. Water management and regional collaboration can play a prominent role in reducing energy demand and is a key part of the suite of solutions needed to help drive the clean energy transition forward.

In SCAG’s role to bring Southern California’s diverse residents and local partners together with unifying regional plans, policies, and programs that result in healthy, livable, sustainable, and economically resilient communities, the following actions are proposed for inclusion in the Resolution to reduce water use; improve water conservation, reuse, and efficiency; enhance water systems’ health and resilience; and support investments in water infrastructure and conservation practices that support the region’s economic and population growth and fosters planning for the Region’s Housing Needs identified in Connect SoCal:

1. SCAG shall support best practices in resource conservation as well as an integrated planning approach to help local jurisdictions meet housing production needs in drier environment.

¹ Williams, A.P., Cook, B.I. & Smerdon, J.E. Rapid intensification of the emerging southwestern North American megadrought in 2020–2021. *Nat. Clim. Chang.* 12, 232–234 (2022). <https://doi.org/10.1038/s41558-022-01290-z>

2. SCAG shall continue to work with local jurisdictions to encourage planning for context sensitive infill and multifamily housing development, which shows lower per capita water consumption rates than alternative housing types².
3. SCAG shall, through the Resilience & Resource Conservation Subcommittee, further explore regional water challenges and solutions and report findings for consideration by SCAG's Energy & Environment Committee.
4. SCAG's Energy & Environment Committee shall make recommendations to SCAG's Legislative Communications & Membership Committee to support legislative advocacy for increased resources for water infrastructure that can serve community and regional needs of Southern California.
5. SCAG shall coordinate with local jurisdictions, water agencies, and the State to foster adoption of alternative groundwater recharge technologies and best practices to increase and maintain a sustainable water supply for the region.
6. SCAG will explore opportunities to support implementation of green infrastructure, greywater usage systems and policy, as well as urban cooling infrastructure with a focus on improving groundwater recharge and reducing water usage in urban areas.
7. SCAG shall hold an Industry Forum and seek national expertise on investments in sustainable water infrastructure (and other horizontal utilities) that support housing production goals identified in the region's 6th Cycle Housing Elements.
8. SCAG shall identify, recommend and integrate into Connect SoCal 2024 policies and strategies to align investments in water infrastructure with the adopted growth forecast and development pattern.
9. SCAG shall advocate with partners such as the United States Conference of Mayors, the National Association of Regional Councils, and other stakeholders for additional flexibility in the use of state and federal resources to support integrated planning and technical assistance for groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater and air quality, as well as advocate for projects that expand water resources and infrastructure.
10. SCAG staff shall prepare a white paper on the state of water in the region that addresses multiple sectors; addresses issues related to water supply, demand and quality; identifies challenges and opportunities to support sustainable and resilient regional development in an increasingly arid environment; and includes recommendations for practical ways to support implementing agencies.
11. SCAG staff shall periodically update the Energy & Environment Policy Committee and seek guidance on the implementation of these aforementioned actions.

FISCAL IMPACT:

Work for this item is covered under OWP item 065.4858.01, Regional Resiliency Analysis.

² Keifer, J. and Krentz, L.(2018). *Water Use in the Multi-Family Housing Sector*.



ATTACHMENT(S):

1. Draft Water Action Resolution
2. PowerPoint Presentation - Water Resolution ECC_Presentation_Sept22



RESOLUTION NO. XX-XXX-X

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AFFIRMING A DROUGHT AND WATER SHORTAGE EMERGENCY IN THE SCAG REGION AND CALLING ON LOCAL AND REGIONAL PARTNERS TO JOIN TOGETHER TO REDUCE WATER USE; IMPROVE WATER CONSERVATION, REUSE, AND EFFICIENCY; ENHANCE WATER SYSTEMS' HEALTH AND RESILIENCE; AND SUPPORT INVESTMENTS IN WATER INFRASTRUCTURE AND CONSERVATION PRACTICES THAT SUPPORT THE REGION'S ECONOMIC AND POPULATION GROWTH AND FOSTERS PLANNING FOR THE REGION'S HOUSING NEEDS IDENTIFIED IN CONNECT

SOCAL

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS 900 Wilshire Blvd., Ste. 1700 Los Angeles, CA 90017 T: (213) 236-1800 www.scag.ca.gov

REGIONAL COUNCIL OFFICERS

- President Jan C. Harnik, Riverside County Transportation Commission
First Vice President Carmen Ramirez, County of Ventura
Second Vice President Art Brown, Buena Park
Immediate Past President Clint Lorimore, Eastvale

COMMITTEE CHAIRS

- Executive/Administration Jan C. Harnik, Riverside County Transportation Commission
Community, Economic & Human Development Frank Yokoyama, Cerritos
Energy & Environment Deborah Robertson, Rialto
Transportation Ray Marquez, Chino Hills

WHEREAS, the Southern California Association of Governments (SCAG) is the largest metropolitan planning organization (MPO) in the United States covering six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura), and serving approximately 19 million people within 197 jurisdictions pursuant to 23 USC § 134 et seq. and 49 USC § 5303 et seq.; and

WHEREAS, SCAG is responsible for bringing Southern California's diverse residents and local partners together with unifying regional plans, policies, and programs that result in healthy, livable, sustainable, and economically resilient communities; and

WHEREAS, clean, safe, and reliable water supply is central to Southern California's people, economy, and natural systems; and

WHEREAS, the conservation and replenishment of water supplies, mitigation of future water supply shortages, and investment in sustainable water infrastructure are essential to ensuring the health, safety, and welfare of communities, agriculture, and the environment, and to supporting the projected economic and population growth of the region; and

WHEREAS, investments in sustainable water infrastructure are required to support the 1.3 million units of housing required in the 6th cycle Regional Housing Needs Allocation (RHNA) including recycled water systems; greywater capture and reuse; groundwater recharge; and urban runoff capture; and

WHEREAS, climate change will continue to threaten California's water supply and water quality resulting from a combination of persistent and extreme drought conditions, increased volatility in precipitation, continued reductions in snowpack, unsustainable use of groundwater, decreased soil moisture, and higher overall in-stream temperatures1; and

1 Governor's Office of Planning and Research, California Energy Commission, and California Natural Resources Agency (2019). California's Fourth Climate Change Assessment Statewide Summary Report.

Attachment: Draft Water Action Resolution (SCAG Water Action Resolution)

WHEREAS, higher temperatures associated with climate-related extreme heat conditions will continue to increase demand for water use, reduce available water supply and groundwater replenishment rates due to environmental factors² ; and

WHEREAS, infill and multifamily development generally require less water than expansive regional development patterns, and the type of new development has a significant bearing on more water use to maintain lawns and other landscaping³; and

WHEREAS, in July 2020 the State released a Water Resilience Portfolio that includes a set of actions to meet California’s water needs through the 21st century, with principles that include prioritizing multi-benefit approaches that meet several needs at once; utilizing natural infrastructure such as forests and floodplains; embracing innovation and new technologies; encouraging regional approaches among water users sharing watersheds; and incorporating successful approaches from other parts of the world; and

WHEREAS, in August 2022 the State released a Water Supply Strategy that lays out a series of actions aimed at preparing for an estimated 10% decrease in California’s water supply by 2040 due to higher temperatures and decreased runoff by developing new water through recycling and desalination; capturing and saving more stormwater, above ground and below ground; reducing use of water in cities and on farms; and improving all water management actions with better data, forecasting, conveyance, and administration of water rights; and

SUPPLY THREATS

WHEREAS, on April 21, May 10, July 8, and October 19, 2021, Governor Newsom issued proclamations that a state of emergency exists statewide due to severe drought conditions and directed state agencies to take immediate action to preserve critical water supplies and mitigate the effects of drought⁴; and

WHEREAS, on January 18, 2022 and June 10, 2022, the State Water Resources Control Board adopted two emergency regulations to help conserve water as climate change continues to disrupt California’s water system⁵; and

WHEREAS, the Colorado River Basin supplies approximately 55 percent of Southern California’s water⁶, and, on August 16, 2021, the US Department of the Interior declared the first-ever water shortage declaration in history for the Colorado River Basin as water flows and reservoir levels have dramatically declined due to climate change; and

² Ibid.

³ SCAG (2020). *Connect SoCal, Sustainable Communities Strategy Technical Report*,

⁴ State Water Resources Control Board (May 24, 2022). *Resolution 2022-0018 TO ADOPT AN EMERGENCY REGULATION TO REDUCE WATER DEMAND AND IMPROVE WATER CONSERVATION* State Water Resources Control

⁵ State Water Resources Control Board (2022). *Water Conservation Portal, Water Conservation Emergency Regulations*.

WHEREAS, groundwater is a critical resource that accounts for 40 percent of California’s total annual water supply in normal years and almost 60 percent in drought years when surface water is less available, but California’s current groundwater levels are strained with approximately 63 percent of monitoring wells at historic lows⁷ and groundwater overdraft has led to land subsidence and damage to infrastructure, drying up of local wells, depletion of streamflows, and decreased water quality⁸; and

ECONOMIC THREATS

WHEREAS, recent analysis from University of California, Davis estimates that the 2016 drought in California resulted in over \$600 million in direct economic damages (annual losses) and resulted in the loss of 4,700 jobs⁹; and

WHEREAS, pressures from climate change, sanitation and water quality needs, and necessary infrastructure upgrades are placing increasing strain on water prices. Estimates of the cost to replace aging infrastructure in the United States are projected to be over \$1 trillion dollars in the next 20 years to replace outdated systems and could triple the cost of household water bills¹⁰; and

WHEREAS, projected increases in water rates over the next five years estimate that the percentage of U.S. households who will find water bills unaffordable could triple from roughly 12 percent to over 35 percent¹¹; and

AGRICULTURE/NATURAL LAND/HEAT THREATS

WHEREAS, agriculture is an invaluable asset to the SCAG region but agricultural production is increasingly vulnerable to drought impacts, water shortages, and over-reliance on groundwater to withstand droughts¹²; and

WHEREAS, the direct economic impacts of prolonged drought on water quality and agriculture at national level are estimated to be greater than \$3 billion annually¹³; and

WHEREAS, climate change related increases in extreme heat days reduce available water supply through evapotranspiration, and can lead to deadly pathogens in freshwater sources¹⁴;

⁷ State of California Department of Water Resources. *California’s Groundwater Live Current Groundwater Conditions*.

⁸ Cooley, H. et al.(Apr. 2022). *The Untapped Potential of California’s Urban Water Supply: Water Efficiency, Water Reuse, and Stormwater Capture*.

⁹ Medellín-Azuara, J. et al.. (2016). *Economic Analysis of the 2016 California Drought on Agriculture*.20.

¹⁰ Mack, E, and Wrase, S (2017). *A Burgeoning Crisis? A Nationwide Assessment of the Geography of Water Affordability in the United States*.

¹¹ Ibid.

¹² Governor’s Office of Planning and Research, California Energy Commission, and California Natural Resources Agency (2019). *California’s Fourth Climate Change Assessment Statewide Summary Report*.

¹³ Governor’s Office of Planning and Research, California Energy Commission, and California Natural Resources Agency (2019). *California’s Fourth Climate Change Assessment Statewide Summary Report*.

¹⁴ UNICEF (Mar. 18, 2022). *Water and the global climate crisis: 10 things you should know*. w

WHEREAS, extreme heat increases demand for potable drinking water to offset certain heat-related health impacts¹⁵; and

OPPORTUNITIES

WHEREAS, conserving water and local water supplies can support climate change mitigation and adaptation, as saving water and replacing imported water with water reuse and stormwater capture requires less energy and reduces greenhouse gas emissions¹⁶; and

WHEREAS, natural areas play an important role in groundwater recharge, protecting watershed and riparian areas, and ensuring clean drinking water for the region, and on October 7, 2020, Governor Newsom issued the Nature-Based Solutions Executive Order N-82- 20, that committed California committed to the goal of conserving 30 percent of our lands and coastal waters by 2030¹⁷; and

WHEREAS, water conservation is the easiest, most efficient, and most cost-effective way to quickly reduce water demand and extend limited water supplies¹⁸; and

WHEREAS, within Metropolitan Water District of Southern California’s service area, the percentage of local water supplies has increased, providing over 50 percent of the water used in 2020 through use of groundwater, local surface water, recycled water, and recovered groundwater¹⁹; and

WHEREAS, many Southern Californians and water suppliers have made progress in reducing water use and improving efficiency; however, water use is outpacing water replenishment and reducing water supply at unsustainable rates, and additional conservation actions are needed to address the region’s water challenges²⁰; and

WHEREAS, the United States Conference of Mayors adopted a resolution in June 2022 clarifying that current state and federal funding of Metropolitan Planning Organizations (MPO) primarily supports transportation planning and related land use, stormwater and air quality considerations, and restricts use of funds for planning and technical assistance on may water related issues, which inhibits MPOs from holistically planning for water systems, including groundwater resources and associated infrastructure, resulting in a missed opportunity to integrate the program funding more effectively²¹; and

WHEREAS, SCAG has adopted mitigation measures for its most recent long-range plan, Connect SoCal 2020, related to coordinating and working with local jurisdictions and water agencies; encouraging

¹⁵ Gisolfi, C. (1993). [Water Requirements During Exercise in the Heat.](#)

¹⁶ Davis, M. (Jun. 2, 2022). *SCAG Energy and Environment Committee, The Evolving Role of Water in Regional Resilience Planning.* 96.

¹⁷ Executive Department State of California (Oct. 7, 2020). *Executive Order N-82-20.*

¹⁸ State Water Resources Control Board (May 24, 2022). *Resolution 2022-0018 TO ADOPT AN EMERGENCY REGULATION TO REDUCE WATER DEMAND AND IMPROVE WATER CONSERVATION.*

¹⁹ Davis, M. (Jun. 2, 2022). *SCAG Energy and Environment Committee, The Evolving Role of Water in Regional Resilience Planning.* 92.; Cooley, H. et al. (Apr. 2022). *The Untapped Potential of California’s Urban Water Supply: Water Efficiency, Water Reuse, and Stormwater Capture.*

²⁰ Mount, J., Ellen Hanak, et. al. (May, 2019). *Water Use in California.* Public Policy Institute of California.

²¹ United States Conference of Mayors (June 2022). *Breaking Silos to Use the BIL Funding for Transportation, Land Use, and Water Planning.*

regional-scale planning for improved stormwater management, groundwater recharge, wastewater and stormwater management, water quality management, pollution prevention, and drainage patterns; and fostering the implementation of urban greening, greenbelts, and community separator land use strategies that promote improved water quality, groundwater recharge, watershed health, reduced urban runoff, stormwater and rainwater collection²²; and

WHEREAS, SCAG is developing a Regional Resilience Framework to help local agencies adapt to persistently arid and drought conditions in the region, with guidance and policy direction from the Resilience & Conservation Subcommittee and Energy & Environment Policy Committee; and

NOW, THEREFORE, BE IT RESOLVED that the Regional Council of SCAG affirms a commitment to support implementing agencies plan for reduced water use; improved water conservation, reuse, and efficiency; enhanced water systems' health and resilience; and invest in sustainable water infrastructure and conservation practices that support the region's economic and population growth and fosters planning for the region's housing needs identified in Connect SoCal.

BE IT FURTHER RESOLVED:

1. SCAG shall support best practices in resource conservation as well as an integrated planning approach to help local jurisdictions meet housing production needs in drier environment.
2. SCAG shall continue to work with local jurisdictions to encourage planning for context sensitive infill and multifamily housing development, which shows lower per capita water consumption rates than alternative housing types²³.
3. SCAG shall, through the Resilience & Resource Conservation Subcommittee, further explore regional water challenges and solutions and report findings for consideration by SCAG's Energy & Environment Committee.
4. SCAG's Energy & Environment Committee shall make recommendations to SCAG's Legislative Communications & Membership Committee to support legislative advocacy for increased resources for water infrastructure that can serve community and regional needs of Southern California.
5. SCAG shall coordinate with local jurisdictions, water agencies, and the State to foster adoption of alternative groundwater recharge technologies and best practices to increase and maintain a sustainable water supply for the region.
6. SCAG will explore opportunities to support implementation of green infrastructure, greywater usage systems and policy, as well as urban cooling infrastructure with a focus on improving groundwater recharge and reducing water usage in urban areas.

²² SCAG (May 2020). *Connect SoCal Certified Final Program Environmental Impact Report*.

²³ Keifer, J. and Krentz, L.(2018). *Water Use in the Multi-Family Housing Sector*.

7. SCAG shall hold an Industry Forum and seek national expertise on investments in sustainable water infrastructure that support housing production goals identified in the region's 6th Cycle Housing Elements.
8. SCAG shall identify, recommend and integrate into Connect SoCal 2024 policies and strategies to align investments in water infrastructure with the adopted growth forecast and development pattern.
9. SCAG shall advocate with partners such as the United States Conference of Mayors, the National Association of Regional Councils, and other stakeholders for additional flexibility in the use of state and federal resources to support integrated planning and technical assistance for groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater and air quality, as well as advocate for projects that expand water resources and infrastructure.
10. SCAG staff shall prepare a white paper on the state of water in the region that addresses multiple sectors; addresses issues related to water supply, demand and quality; identifies challenges and opportunities to support sustainable and resilient regional development in an increasingly arid environment; and includes recommendations for practical ways to support implementing agencies.
11. SCAG staff shall periodically update the Energy & Environment Policy Committee and seek guidance on the implementation of these aforementioned actions.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this XX day of XXX, 2022.

Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel

DRAFT

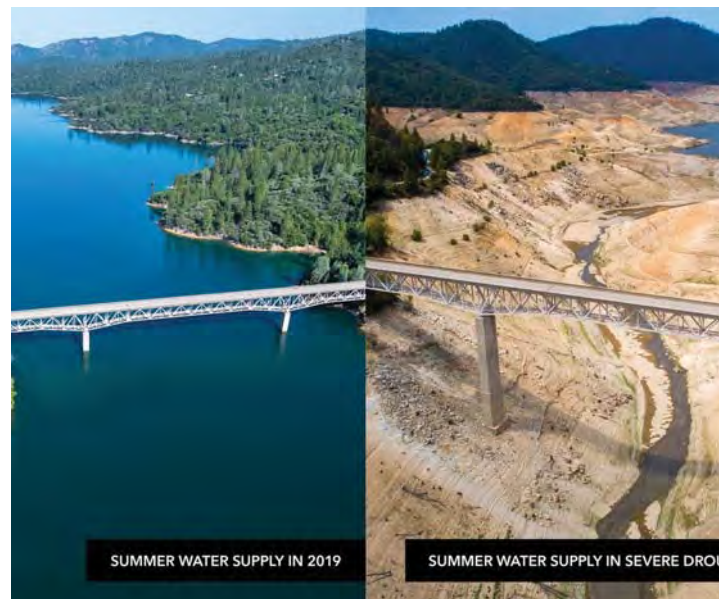
SCAG Proposed Water Action Resolution

September 2022

WWW.SCAG.CA.GOV

Background On Drought Conditions in California

- 2021 & 2022 water years have been the second-driest two-year period since state-wide recording began in 1895
- 98% of California is in drought
- More than 44% is in the most extreme condition – known as “exceptional drought”
- Department of the Interior declared first-ever water shortage declaration for the Colorado River Basin
- 60% of the state’s water needs are met by groundwater, up from 40% in normal conditions



Impacts to Local Agencies

- Homeowners required to cut back water usage by 30%
- Water shortage emergency declared by many water districts, including the Metropolitan Water District (MWD)
- Current local water infrastructure may fall short of meeting needs for growth in many localities
- Local water agencies must submit Drought Response Plans

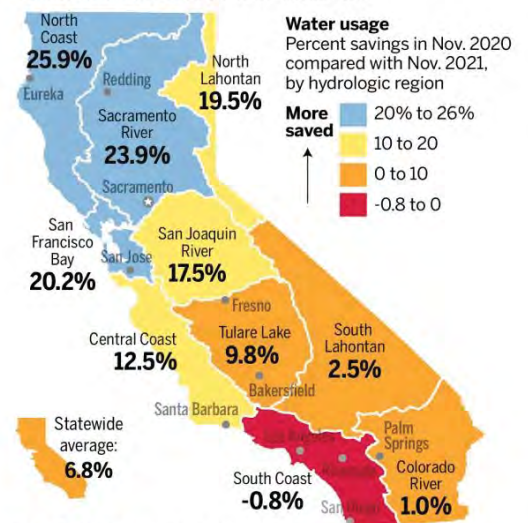


3

Potential Local Actions to Reduce Water Demand

- Water conservation
- Increasing groundwater capture
- Improving urban water runoff capture
- Adoption of new technology and approaches
- Water infrastructure resource support needed for local action
- Sustainable land use patterns
- Collaboration to tackle issues for regional solutions and advocacy

WHO SAVED THE MOST WATER?



Note: Excludes agricultural use
Source: State Water Resources Control Board BAY AREA NEWS GROUP

SCAG Water Action Resolution Proposed Direction (#1-3)

1. SCAG shall support best practices in resource conservation as well as an integrated planning approach to help local jurisdictions meet housing production needs in drier environment.
2. SCAG shall continue to work with local jurisdictions to encourage planning for context sensitive infill and multifamily housing development, which shows lower per capita water consumption rates than alternative housing types.
3. SCAG shall, through the Resilience & Resource Conservation Subcommittee, further explore regional water challenges and solutions and report findings for consideration by SCAG's Energy & Environment Committee.

5

SCAG Water Action Resolution Proposed Direction (#4-5)

4. SCAG's Energy & Environment Committee shall make recommendations to SCAG's Legislative Communications & Membership Committee to support legislative advocacy for increased resources for water infrastructure that can serve community and regional needs of Southern California.
5. SCAG shall coordinate with local jurisdictions, water agencies, and the State to foster adoption of alternative groundwater recharge technologies and best practices to increase and maintain a sustainable water supply for the region.

6

SCAG Water Action Resolution Proposed Direction (#6-7)

6. SCAG will explore opportunities to support implementation of green infrastructure, greywater usage systems and policy, as well as urban cooling infrastructure with a focus on improving groundwater recharge and reducing water usage in urban areas.
7. SCAG shall hold an Industry Forum and seek national expertise on investments in sustainable water infrastructure that support housing production goals identified in the region's 6th Cycle Housing Elements.
8. SCAG shall identify, recommend and integrate into Connect SoCal 2024 policies and strategies to align investments in water infrastructure with the adopted growth forecast and development pattern.

7

SCAG Water Action Resolution Proposed Direction (#9-11)

9. SCAG shall advocate with partners such as the United States Conference of Mayors and other stakeholders for additional flexibility in the use of state and federal resources to support integrated planning and technical assistance for groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater and air quality, as well as advocate for projects that expand water resources and infrastructure.
10. SCAG staff shall prepare a white paper on the state of water in the region that addresses multiple sectors; addresses issues related to water supply, demand and quality; identifies challenges and opportunities to support sustainable and resilient regional development in an increasingly arid environment; and includes recommendations for practical ways to support implementing agencies.
11. SCAG staff shall periodically update the Energy & Environment Policy Committee and seek guidance on the implementation of these aforementioned actions.

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THANK YOU!

For more information, please visit:

www.scag.ca.gov



AGENDA ITEM 7
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
September 1, 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Zacharias Gardea, Associate Regional Planner
(213) 630-1446, gardea@scag.ca.gov

Subject: High Quality Transit Area (HQTA) Analysis Pilot Program

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

The High Quality Transit Area (HQTA) Analysis Pilot Program was created by SCAG in 2017 to help implement the goals and objectives of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal. The 2016 RTP/SCS, the 30-year plan for the Southern California Region, forecasts that 46% of future household growth will be located in HQTAs, which comprise just 3% of land area. HQTAs are areas within easy walking distance to current or anticipated transit service with 15-minute or better service.

Three (3) panelists from the project team will be sharing presentations which include findings, recommendations, and tools that provide a high-level analysis of existing conditions, transit-oriented developments (TOD) opportunity sites, and potential public realm improvements that could catalyze future development activity within HQTAs from our six (6) Pilot Projects.

BACKGROUND:

In the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the Southern California Association of Governments (SCAG) established a vision for future investment in the communities of the Southern California region: to develop sustainable communities where people enjoy increased mobility, greater economic opportunity, and a higher quality of life. This vision was developed through years of community planning, incorporating all the diverse physical forms and individual perspectives of the region. The core physical elements of that vision include:

- Compact and walkable communities, seamlessly connected with public transportation, that allow people to live active and healthy lifestyles;
- Well maintained transportation networks that effectively utilize public tax dollars;
- Sustainable, multi-modal transportation system that improves air quality and reduces the region's climate change contribution; and,
- Housing supply that is affordable and sufficient to meet the needs of a growing population, and provides equal economic opportunity to diverse neighborhoods across the region.

In 2017, SCAG launched the first round of the HQTAs Pilot Project. The Pilot Project offered technical assistance and planning services to six (6) station areas across the region that have a high potential for transit-supportive development patterns and future growth. Through the project, SCAG and its consultant developed a Toolkit for guiding the development of Station Area Vision Plans and their implementation. It includes strategies and investments for people who walk, bike, and take public transportation, while balancing considerations for drivers and other modes. Specifically, this document provides a range of physical investments and strategies to construct and measure the impacts of well-designed TOD.

This Toolkit is meant to be used as a resource for SCAG, municipalities, and individual developers to build quality TOD within the region's HQTAs in order to address a number of regional issues and achieve the following regional goals and objectives:

- Implement the RTP/SCS for future jobs and housing near high quality transit through actionable TOD projects
- Promote development and active transportation within HQTAs
- Reduce Greenhouse Gases (GHG) and Vehicle Miles Traveled (VMT) by 21% over 2005 levels

The Station Area Vision Plans present a 30-year vision for a transit-supportive HQTAs. It includes a redevelopment strategy, specific infrastructure investments, active transportation projects, and placemaking amenities that will help to make the area more livable, walkable, and accessible to transit and boost the economic vitality.

The three panelists include Orlando Gonzalez, Gruen Associates project manager, and Kamille Parks, Gruen Associates planner, who will summarize the Pilot Project selection process, Station Area Vision Plans, Toolkit development, and outreach achievements. Jennifer Savage, Planner at the City of San Clemente, will then share specific findings and recommendations as a case study, and how the Pilot Project has informed future planning endeavors at the City of San Clemente.

To find each Pilot Project's final report and Vision Plan – as well as the HQTAs Toolkit – please visit <https://scag.ca.gov/hqta-pilot-project>. For any questions on the HQTAs Analysis Pilot Program, please contact Grieg Asher, Program Manager, at asher@scag.ca.gov.

You can read a brief biography of the panelists below.

Orlando Gonzalez - Gruen Associates

Orlando Gonzalez is a Senior Urban Planner/Designer at Gruen Associates and served as Project Manager for Phase II of the SCAG HQTAs Analysis Pilot Program.

Kamille Parks, AICP – Gruen Associates

Kamille Parks is an Associate Urban Planner/Designer at Gruen Associates and served as Project Planner for Phases I and II of the SCAG HQTAs Analysis Pilot Program.

Jennifer Savage – City of San Clemente

Jennifer Savage is currently the Assistant to the City Manager in San Clemente. Prior to her current role, she was the Senior Planner for the Long Range Planning team, where she served as the City's contact for the SCAG HQTAs Pilot Project. Jennifer has worked for local government and special districts for 17 years, largely in land use planning. She has her AICP and CTP certifications from the American Planning Association. Jennifer has a combined Bachelor's degree in Economics and Environmental Studies, and an MBA with a Finance concentration.

FISCAL IMPACT:

Staff's work budget and funding for the selected consulting team were included in the FY 2018-2022 Overall Work Programs (OWP) 150.4093.02 and 290-4852.01 – HQTAs/Sustainable Communities Initiative.

Attachments:

HQTAs Analysis Pilot Program Presentation to CEHD on September 1st, 2022

ATTACHMENT(S):

1. PowerPoint Presentation - HQTAs Analysis Pilot Program



HQTA Pilot Project Overview

Community, Economic and Human Development Committee



September 1, 2022

Introductions

SCAG

Jason Greenspan

Grieg Asher

Zacharias Gardea

Gruen Associates

Orlando Gonzalez, Consultant Project Manager

Kamille Parks, Planner

City of San Clemente

Jennifer Savage



Pilot Project Overview

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Project Goals

1) Implement the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)

- HQTAs represent 3% of land area
- 46% of future growth

2) Promote Transit-Oriented Development and Active Transportation near HQTAs

- Support Growth, including Economic Growth
- Compact Mix of Uses, Alternative Modes of Transportation
- Accomplished through Vision Plans

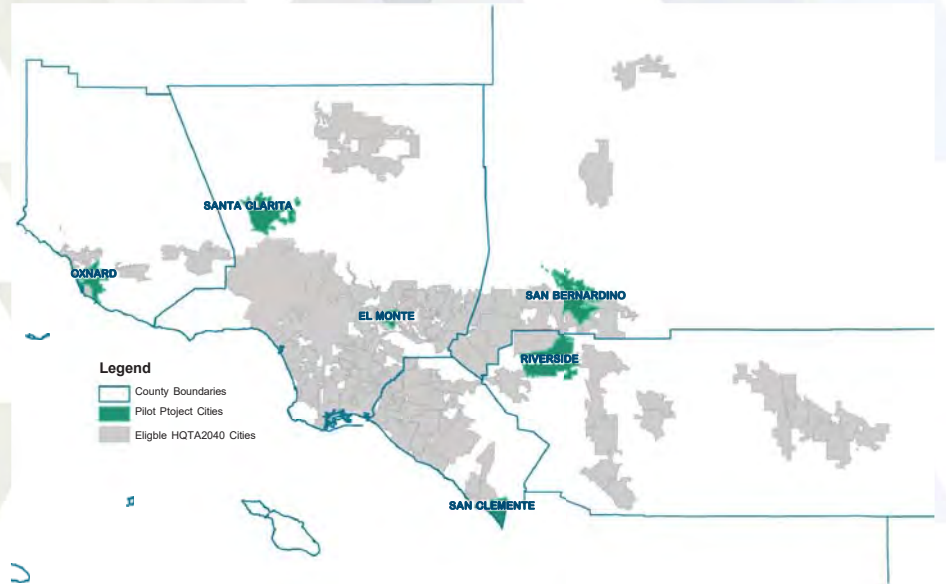
3) Reduce Greenhouse Gases (GHG) and Vehicle Miles Traveled (VMT)

- Regional Goal of 21% reduction in GHG over 2005 levels
- Lower vehicle miles traveled, increased walking, biking, use of transit
- Trackable Metrics once Vision Plans are created

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HQTA Eligibility

- 1) 15 minutes or Better During Peak Commuting Hours
- 2) Half Mile from Transit Line In Place or Identified in 2040 RTP
- 3) 137 SCAG Jurisdictions in 5 Counties have QTAs (Imperial County does not have QTAs)
- 4) 6 pilot project cities were chosen through a robust selection process



5

Selection Process

- 1) Collect applications from eligible communities
- 2) Analyze Place Types, current population, job density, development potential, etc.
- 3) Review submitted applications in 3 phases with scaled criteria
- 4) Select top 5 scoring QTAs in Round 1, then 1 more QTA for Round 2

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HQTA Toolkit

7

HQTA Components

Complete Streets



Open Space



Building Types



8

HQTA Components

Complete Streets

Cost Estimates for each component

Part I Introduction Part II Complete Streets Open Space/Placemaking Building Types & Precedents Part III Funding Sources Additional Resources

Complete Streets

ROUGH ORDER OF MAGNITUDE (ROM) COST ESTIMATES FOR COMPLETE STREET AMENITIES

SCAG HQTA Toolkit II-A-3

Complete Street Treatments	Lower Limit (\$)	Upper Limit (\$)	Unit
Street Reconstruction to achieve transit lanes or protected bike lanes, new curbs, wider sidewalks, new street/pedestrian lighting, street trees, street furniture, storm water management	\$15,000,000	\$28,000,000	/mile
Transit Lanes (no-striping only, no new curb, no color)	\$25	\$30	LF
Bicycle Lanes (no-striping only, no new curb)	\$25	\$28	SF
Signposts (new posts)	\$25	\$40	SF
Bus Bulbs (at intersection)	\$25,000	\$32,000	each
Speed Table	\$50,000	\$150,000	each
Round Crosswalk	\$8,000	\$15,000	each
Traffic Circle	\$20,000	\$100,000	each
Diverber	\$25,000	\$50,000	each
Median Refuge Island	\$15,000	\$30,000	each
Curb Extension (each corner)	\$12,000	\$18,000	each
Curb Extension- Mid-block	\$7,000	\$12,000	each
Protected Bicycle Intersection	\$75,000	\$150,000	each
Enhanced Crosswalk	\$2,500	\$5,000	each
High-intensity Activated Crosswalk (HAWK) Beacon	\$60,000	\$150,000	each
Scramble Crosswalk	\$15	\$20	SF
Curb Ramp	\$3,000	\$5,300	each
Chicana	\$10,000	\$25,000	each
Street Trees: General	\$1,500	\$2,500	each
Street Trees: Palms	\$4,000	\$5,000	each
Trailet	\$3,000	\$10,000	each
Greenway Planter / Bioswale	\$50	\$60	SF
Pavement Seams	\$25	\$50	each
Lighting- Street (30' tall)	\$30,000	\$50,000	each
Lighting- Pedestrian (10' tall)	\$5,000	\$6,000	each
Wayfinding Signage (excludes monument signage)	\$2,000	\$3,000	each
Street Furniture: Benches	\$1,200	\$2,200	each
Street Furniture: Waste Receptacle	\$1,500	\$2,500	each
Street Furniture: Bicycle Racks	\$600	\$1,800	each
Street Furniture: Bicycle Fix-it Station	\$3,500	\$4,000	each
Transit Shelter (new custom)	\$25,000	\$50,000	each
Demonstration Projects: Bollards	\$6,000	\$2,500	each
Demonstration Projects: Planters	\$3,000	\$4,000	each

Descriptions, guidelines, diagrams, and precedent imagery

Part I Introduction Part II Complete Streets Open Space/Placemaking Building Types & Precedents Part III Funding Sources Additional Resources

Complete Streets

ENHANCED CROSSWALK

Installing crosswalks at controlled and mid-block help pedestrians to identify ideal locations at which to cross a street. Marked crosswalks also indicate to motorists where pedestrians have right-of-way and where to yield. Crosswalks should be highly visible to both drivers and pedestrians and can be installed with basic striping or decorative pavers. Crosswalks can also be supplemented with in-ground flashing lights, elevated "table crosswalks," or free-standing beacons to increase visibility, which is particularly important for mid-block crossings.

Best Design Practices / Guidelines

- A continental crosswalk has wide highly visible longitudinal strips paired with a stop line setback from the crosswalk.
- Curb ramps shall be designed to align with cross walks.
- Vertical elements such as street trees should not block visibility of pedestrians in the crosswalk.

SCAG HQTA Toolkit II-A-15

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HQTA Components

Open Space

Public and semi-public open space examples with guidelines & precedent imagery

Part I Introduction Part II Complete Streets Open Space/Placemaking Building Types & Precedents Part III Funding Sources Additional Resources

Open Space / Placemaking

PARKLET

Parklets connect curb side lanes and curb extensions into viable community spaces for recreation, seating and outdoor dining. By connecting one or two parking spaces into gathering spaces, the sidewalk is extended for public use and enhances the neighborhood. San Francisco, Boston, Los Angeles, Long Beach, all have Parklet programs. In Long Beach, the City has a pilot program with local restaurants to create these spaces. On Broadway and Spring Street in downtown Los Angeles, there are many parklets.

Best Design Practices / Guidelines

- Parklets should not encroach into the walking path and should be flush with the sidewalk.
- Parklets should not interfere with the storm water drainage of the street and electrical wires should not be exposed.
- A buffer should be provided from the parklet of at least 2 ft from the travel lanes.
- If there are multiple parklets on a street, the programming of the activities should vary between public uses and public/private uses, such as outdoor dining connected to restaurants.

SCAG HQTA Toolkit II-B-3

Part I Introduction Part II Complete Streets Open Space/Placemaking Building Types & Precedents Part III Funding Sources Additional Resources

Open Space / Placemaking

PASEO

A paseo is a landscaped public place containing a path designed for walking and strolling and could also be for biking. Paseos could be a mid-block pedestrian connection or part of a larger trail system connecting neighborhoods, parks, schools, and city sidewalks.

Best Design Practices / Guidelines

- Paseos are wider than normal sidewalks as they contain a wide pathway (15' to 20') with landscaping on either side of the pathway. Typically they contain pedestrian scaled lighting, an occasional bench for resting, trash receptacle, artwork, and could contain pet waste bag dispensers.
- Pathways could be serpentine or straight and in some communities are grade separated from major streets.
- For security and to create an active edge, portions of buildings and local streets should front on the paseo rather than continuous walls and fences.

SCAG HQTA Toolkit II-B-5

10

HQTA Components

Building Types

Building types grouped in four intensity tiers: detached residences, attached residences, multiplexes, and towers

Part I Introduction **Part II Complete Streets** **Open Space/Placemaking** **Building Types & Precedents** **Part III Funding Sources** **Additional Resources**

Building Types

Meeting residential and job density targets that support transit intensity and walkable communities can be achieved through a wide variety of building types. The HQTA Toolkit recognizes the diversity of building stock throughout Southern California by organizing building types into six typologies listed below. The typologies are informed by the following considerations:

- Primary means of access to units and habitable spaces (from courtyard, internal hall)
- Orientation to street, internal open space
- Construction type (Wood frame construction, concrete block, etc.)
- Parking configurations (Surface lot, underground, podium, on-street, partial excavation)

Each Vision Plan includes a draft Regulating Concept Plan that generally specifies the typologies that are appropriate for each district. As the HQTA areas are developed, building types from each typology can be selected, allowing for a great degree of architectural flexibility while enabling cities to meet the density/intensity targets set forth in each Vision Plan.

The following pages include:

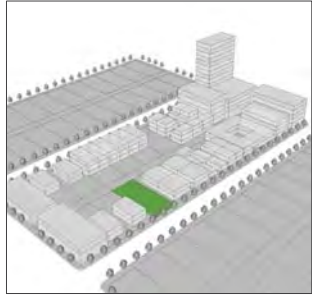
Typologies
A profile of each typology, including the general density/intensity range, mix of land uses, parking and circulation assumptions, and key design considerations.

Building Types
Specific building types for each typology with precedent imagery and diagrams.

Transit-Oriented Development Precedents
Profiles of built TOD projects from throughout California and the United States.

A summary table of TOD precedent attributes can be found in the "Additional Resources" section of this Toolkit.

As future rounds of the HQTA program move forward, this Toolkit will be continuously updated with additional building types and precedents that reflect creative and innovative ways to build walkable, transit-supportive communities.



Typologies

- A Detached Residence**
 - 1 Accessory Dwelling Unit (ADU)
 - 2 Shotgun House
 - 3 Bungalow/Courtyard
 - 4 Rowwalk
- B Attached Residence**
 - 1 Attached Townhouse
 - 2 Hybrid Courtyard
 - 3 Duplex
 - 4 Live/Work Lofts
 - 5 Small Lot Subdivision
- C Multiplex**
 - 1 Triplex/Fourplex
 - 2 Stacked Flats
 - 3 Flex Apartment/Mixed Use
 - 4 LIHER Structure
- D Mid/Hi-Rise Tower**
 - 1 Mid-Rise Tower
 - 2 High Rise Tower

SCAG HQTA Toolkit

Part I Introduction **Part II Complete Streets** **Open Space/Placemaking** **Building Types & Precedents** **Part III Funding Sources** **Additional Resources**

Typology: Attached Residence

DUPLEX
A structure that consists of two side-by-side or stacked dwelling units, both facing the street and within a single building, with the appearance of a single-family home. It is appropriately scaled to fit within primarily single-family neighborhoods or medium-density neighborhoods.

Vehicle Access: Vehicle access is provided from an alley. If no alley is present, a driveway for single car width along one edge of the lot is acceptable.

Parking: Surface parking is located behind the building, or located along an alley, and should be hidden from the street. On-street parking should also be utilized to reduce amount of on-site parking.


Pedestrian / Bicycle Access: Pedestrian access can be from the front of the building, or from the side driveway. Side yard duplex should have entrance facing both streets.

LIVE/WORK LOFTS
Live-work lofts are a unit type that can be integrated into duplexes, detached/attached townhomes, and small lot projects. These units are typically two or three stories, face the primary street, and include second and/or third levels that open to the main living space below. Living spaces may be converted to workspace for small retail or office operations, artist studios, or other low volume commercial uses. They help to activate the street in areas where traditional retail is not feasible.

Vehicle Access: Commercial patrons park on-street and access units from the sidewalk.

Parking: Garages can be provided in shared spaces or as tuck-under stalls facing the alley.

Pedestrian / Bicycle Access: Pedestrians and cyclists can access units from the sidewalk. Convenient bicycle parking (typically a pole or rack) should be provided for guests.



Los Angeles, Los Angeles, Los Angeles, City of Phoenix, Santa Fe

SCAG HQTA Toolkit

HQTA Components

TOD Precedents

Part I Introduction **Part II Complete Streets** **Open Space/Placemaking** **Building Types & Precedents** **Part III Funding Sources** **Additional Resources**

TOD Precedents

Project	Year	City	Typology	Units	Jobs	Area (sq ft)	Area (acres)	Population	Notes
600 Olive Street	2010	San Diego	Attached Residence	100	100	100,000	2.3	1,000	Transit-oriented development near light rail station.
1500 Creative Center	2012	San Diego	Multiplex	150	150	150,000	3.4	1,500	Converted industrial building.
1000 Broadway	2015	San Diego	Attached Residence	200	200	200,000	4.5	2,000	Transit-oriented development near light rail station.

SCAG HQTA Toolkit

Funding Sources Categorized by Project Type

Part I Introduction **Part II Complete Streets** **Open Space/Placemaking** **Building Types & Precedents** **Part III Funding Sources** **Additional Resources**

Summary of Funding Sources

Project	Applicant	Disbursement Agency	Source	Funding Type	Process
1500 Creative Center	City of San Diego	City of San Diego	Local Government	Capital	Construction
1000 Broadway	City of San Diego	City of San Diego	Local Government	Capital	Construction
600 Olive Street	City of San Diego	City of San Diego	Local Government	Capital	Construction

SCAG HQTA Toolkit

HQTA Vision Plans

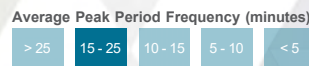
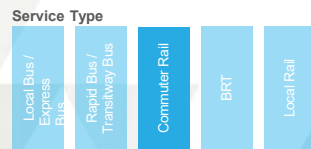
13

Vision Plan Components

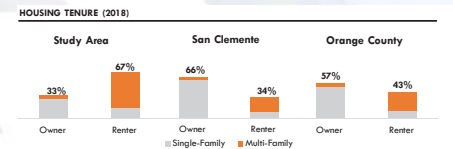
HQTA Profile

- Inventory of station conditions
- Demographic and socioeconomic profile
- Identification of potential market opportunities
- Summaries of adopted planning documents

Station Profile (El Monte HQTAs)

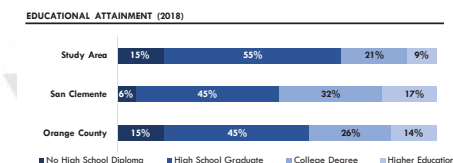
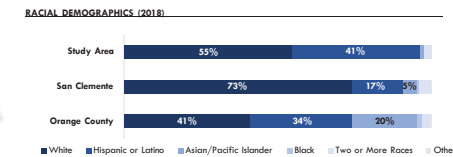


Demographic Profile (San Clemente HQTAs)



MOBILITY (2018)

	Study Area	San Clemente	Orange County
Average Commute Time	-	30	28
Cars per household	1.9	2.1	2.0
Public Transit users	4%	2%	2%
Solo Drivers	72%	75%	79%
Other	25%	23%	19%



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Vision Plan Components

Opportunities & Constraints

Mobility:

- Pedestrian circulation, parking, transit connectivity

Land Use:

- Historic resources, housing typologies, commercial character

Urban Design:

- Streetscape improvements, gateways, view corridors

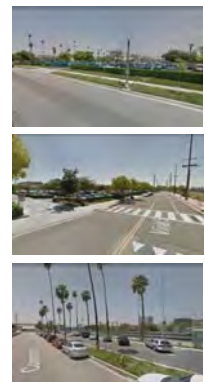
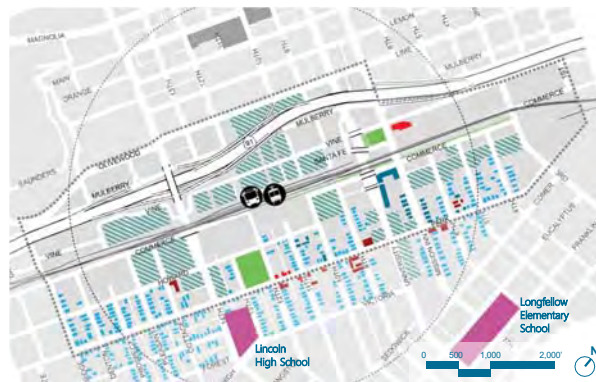
Land Use Opportunities (Riverside HQT)

Opportunities

- Single-family Residential:** Eastside neighborhood has quality housing stock, variety of styles, affordable, and at transit-supportive densities. This mix provides the backbone for an engaged neighborhood, and starting point for building a more attractive neighborhood for families to live.
- Multi-family Residential:** The multi-family residential maintains a similar character to the single-family residential and provides housing types that accommodate residents other than families that can support a mixed-income and intergenerational neighborhood.
- Park / Open Space:** Existing parks provide neighborhood anchors and could be elevated in importance and use. Areas include a planned redesign of North Park on the existing surface parking lot and a potential Parkway along Commerce Street.

LAND USE

- Community Institutions:** Market properties include churches, schools, local shops and markets, and other organizations that increase the social capital of the Eastside neighborhood. Preserve existing neighborhood-serving uses. (1) Churches (2) Local Retail, and (3) Schools
- Major Redevelopment Opportunities:** Large vacant land properties and publicly-owned properties have the greatest potential for redevelopment. Development opportunities should plan for reestablishing the street grid through properties where applicable. There are several opportunities along Commerce, north of Mission Inn, and along Vine Street between 14th Street and University Avenue.



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Vision Plan Components

Area Vision

- Framework Plan
- 2048 Potential Buildout Scenario

Land Use Strategy

- Opportunity Sites & Regulating Plan
- Sub-District Profiles

Infrastructure & Public Realm Strategy

- Network Plans and Projects
- Key Improvements
- Corridor Plans

2048 Framework Plan (San Clemente HQT)

Goal #1: Promote safety, collision reduction, and expanded economic vitality with pedestrian improvements to critical corridors

Goal #2: Encourage economic development through focused redevelopment projects

Goal #3: Identify select locations where infill housing may be incorporated to balance of commercial and non-commercial uses

Major Development Areas (MDA)

Focused areas of development proposed in the buildout with catalytic priority projects.

- MD 1** Transit Station Area Infill
- MD 2** El Camino Real Infill
- MD 3** Los Molinos Industrial Village
- MD 4** Pico Plaza Infill
- MD 5** Outlets Infill

Corridors

Roadways with envisioned traffic calming, pedestrian amenities, or other improvements.

- C-1** El Camino Real
- C-2** Calle de Los Molinos
- C-3** Via Pico Plaza



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Vision Plan Components

Area Vision

- Framework Plan
- **2048 Potential Buildout Scenario**

Land Use Strategy

- Opportunity Sites & Regulating Plan
- Sub-District Profiles

Infrastructure & Public Realm Strategy

- Network Plans and Projects
- Key Improvements
- Corridor Plans

2048 Potential Buildout Scenario (Oxnard HQTA)



Vision Plan Components

Area Vision

- Framework Plan
- 2048 Potential Buildout Scenario

Land Use Strategy

- **Opportunity Sites & Regulating Plan**
- Sub-District Profiles

Infrastructure & Public Realm Strategy

- Network Plans and Projects
- Key Improvements
- Corridor Plans

Regulating Plan (Oxnard HQTA)

The Regulating Concept Plan is illustrative, and is consistent with the development standards allowed by the December 2018 Draft Oxnard Downtown Code, which is expected to be adopted in 2019.

New Streets

Appropriate Building Types	Bldg. Height (stories)	Toolkit Page
Podium Mid-Rise	4-6	II-C-D-2
Flex/ Hybrid	4-6	II-C-C-3
Commercial Block/ Liner	1-3	II-C-C-3
Townhouse/ Small Lot Subdivision	up to 3	II-C-B-2
Live/ Work	up to 3	II-C-B-3

View the Toolkit to learn more about the following building types. PDF: [click to navigate](#).



Vision Plan Components

Area Vision

- Framework Plan
- 2048 Potential Buildout Scenario

Land Use Strategy

- Opportunity Sites & Regulating Plan
- **Sub-District Profiles**

Infrastructure & Public Realm Strategy

- Network Plans and Projects
- Key Improvements
- Corridor Plans

Sub Districts (El Monte HQTa)



Vision Plan Components

Area Vision

- Framework Plan
- 2048 Potential Buildout Scenario

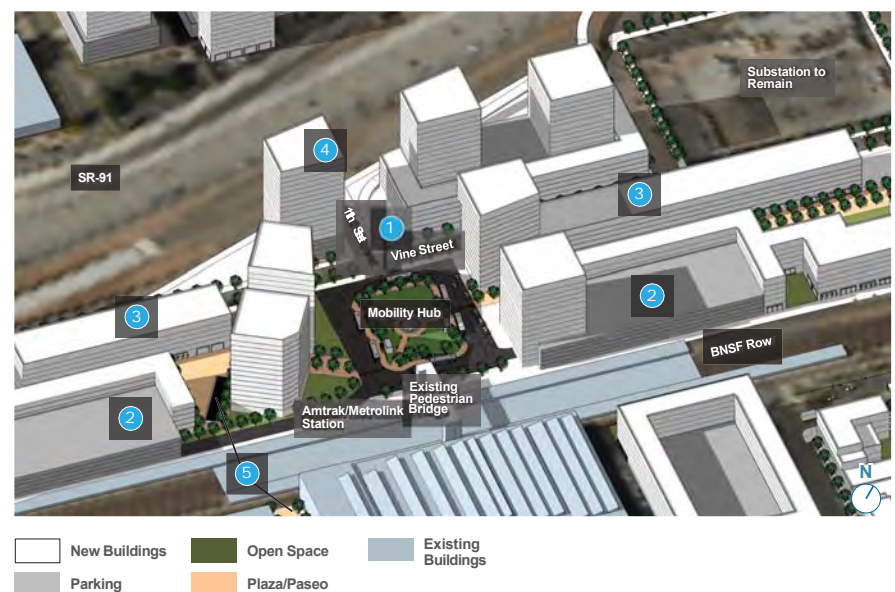
Land Use Strategy

- Opportunity Sites & Regulating Plan
- **Sub-District Profiles**

Infrastructure & Public Realm Strategy

- Network Plans and Projects
- Key Improvements
- Corridor Plans

Transit Core Sub District (Riverside HQTa)



Vision Plan Components

Area Vision

- Framework Plan
- 2048 Potential Buildout Scenario

Land Use Strategy

- Opportunity Sites & Regulating Plan
- **Sub-District Profiles**

Infrastructure & Public Realm Strategy

- Network Plans and Projects
- Key Improvements
- Corridor Plans

Meta Housing Sub District (Oxnard HQTA)



Vision Plan Components

Area Vision

- Framework Plan
- 2048 Potential Buildout Scenario

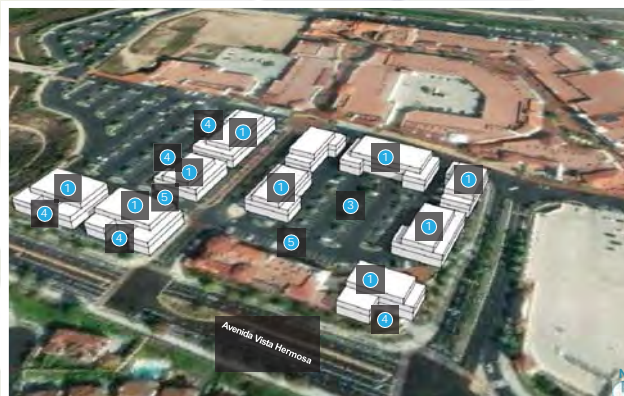
Land Use Strategy

- Opportunity Sites & Regulating Plan
- **Sub-District Profiles**

Infrastructure & Public Realm Strategy

- Network Plans and Projects
- Key Improvements
- Corridor Plans

Outlets Infill Major Development Area (San Clemente HQTAs)



Illustrative Base Buildout Model

The Outlets at San Clemente is a major destination in the area. This Vision Plan envisions the relatively new Outlets remaining intact, with additional development of a similar style in the surface parking lots along Avenida Vista Hermosa. Surface parking lost to enable this development could be replaced over time with additional parking structures.

Residential Units*	116 units	1	New Mixed-use (retail + housing/office)
Land Use Mix*		2	New Retail Pad
Residential	127,105 sq. ft.	3	New Surface Lot/Open Space
Office	69,330 sq. ft.	4	New Open Space Courtyards serving Mixed-use (cafe, outdoor dining, restaurants, employment)
Retail	34,665 sq. ft.	5	New Streets
Parking Capacity*	350 - 400 stalls		

* All numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.



Vision Plan Components

Area Vision

- Framework Plan
- 2048 Potential Buildout Scenario

Land Use Strategy

- Opportunity Sites & Regulating Plan
- Sub-District Profiles

Infrastructure & Public Realm Strategy

- Network Plans and Projects
- **Key Improvements**
- Corridor Plans

Key Improvements (Riverside HQTAs)

PT 2 Layover Facility



Vision Plan Components

Area Vision

- Framework Plan
- 2048 Potential Buildout Scenario

Land Use Strategy

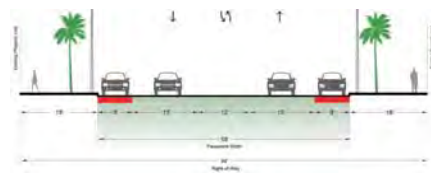
- Opportunity Sites & Regulating Plan
- Sub-District Profiles

Infrastructure & Public Realm Strategy

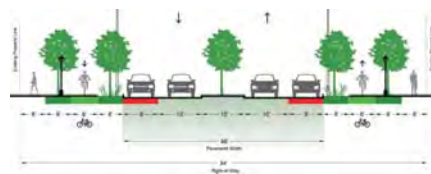
- Network Plans and Projects
- Key Improvements
- **Corridor Plans**

Corridor Plans (Riverside HQTAs)

Existing - Typical Section

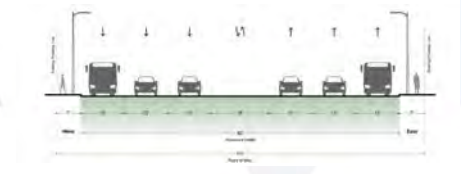


Proposed - Typical Section



** All cross sections to be refined through public input.

Corridor Plans (El Monte HQTAs)

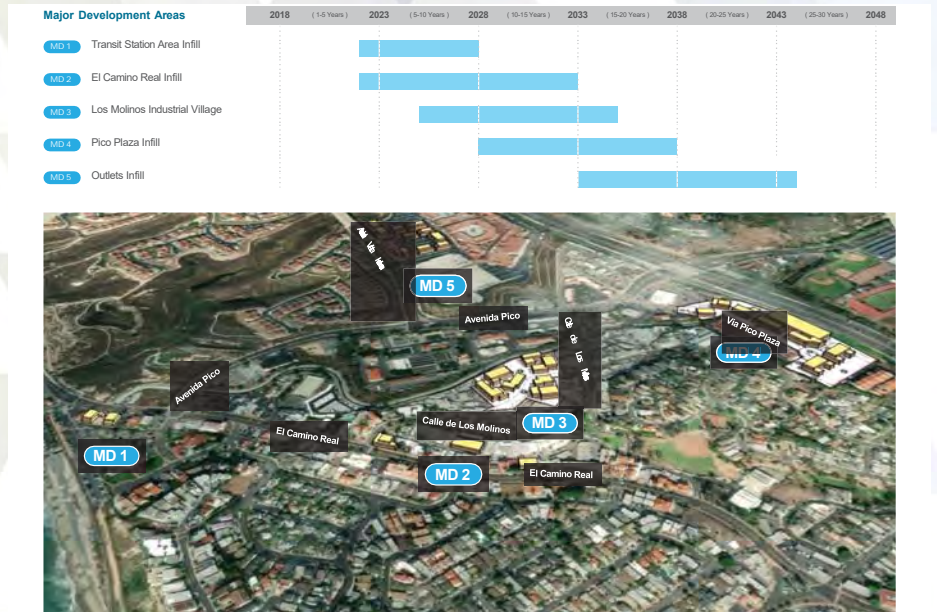


Vision Plan Components

Implementation Plan

- Phasing Strategy
- Potential Project Funding Sources Strategy
- Metrics

Major Development Areas Phasing (San Clemente HQTa)



Vision Plan Components

Implementation Plan

- Phasing Strategy
- Potential Project Funding Sources Strategy
- Metrics

Priority Projects Funding Sources and Phasing (Oxnard HQTa)

Priority Projects	General Timeline	Stakeholders	Cost Estimate*	Cost Estimate Assumptions	Potential Funding Sources
BP 5 East-West Bicycle Connection Bike lanes and amenities along 5th Street. For more details see Project CS 3 .	Start 2022 End 2024	- City of Oxnard	Cost of project included in cost estimation for Project CS 3 .	Lane re-striping for bicycle lanes estimated at \$25 - \$30 per linear foot	BP Active Transportation Program (ATP) BP Surface Transportation Block Grant UG Infill Infrastructure Grant Program (IG) VCT TIP/EIFD
PR 5 Infill Public Parks New landscaping, pavement, lighting, seating, signage, etc.	Start 2024 End 2030	- City of Oxnard	More detailed design documentation is required to provide accurate cost estimates	N/A	UG Urban and Community Forestry Program UG Urban Greening Grant Program UG Infill Infrastructure Grant Program (IG)
PR 6 Rail Bicycle Path Greening Site cleanup, new landscaping, pavement, lighting, seating, signage, etc.	Start 2025 End 2035	- City of Oxnard			
PR 7 Tree Canopy Gap Closure New landscaping (tree wells).	Start 2020 End 2024	- City of Oxnard			
PT 2 Transit Priority Corridors Enhanced bus stops and shelters along Oxnard Boulevard. Cost estimate may vary if C Street is selected as the north-south Transit Priority Corridor.	Start 2020 End 2028	- City of Oxnard - VCTO - Gold Coast Transit	Cost of project included in cost estimation for Projects CS 3 and CS 4 .	Enhanced bus shelters and lane restriping	PT SB-325 State Transit Assistance PT Buses and Bus Facilities Grant Program
PT 3 Arterial Bus Rapid Transit Facilities for a bus rapid transit (BRT) stop at or around the Oxnard Boulevard / 4th Street Intersection. Cost estimate may vary if C Street is selected as the north-south Transit Priority Corridor.	Start 2020 End 2028	- City of Oxnard	More detailed design documentation is required to provide accurate cost estimates	N/A	

* All rough order of magnitude cost estimates are conceptual and assume no modifications to utilities or cost escalation beyond 2018. The cost of Amenity Zones and other private property improvements have not been included.

Vision Plan Components

Implementation Plan

- Phasing Strategy
- Potential Project Funding Sources Strategy
- **Metrics**

Overall Metrics

HQTA Analysis Program | Final Report

Outcomes and Metrics

Outcomes and Metrics

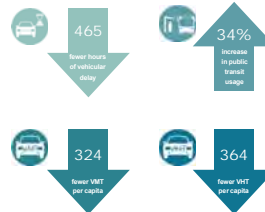


For each Vision Plan, the Project Team evaluated how the proposed vision would affect the future growth of the HQTA area. The current 2040 SCAG Model scenario Socio-economic data (SED) is considered as the "No Build" (i.e., business as usual) condition for the purposes of evaluating the effectiveness of the HQTA Vision Plan on transportation metrics. The HQTA Vision Plan land uses were converted to SED (households, population, employment) for use in the model, using industry standard factors. Residential dwelling units were used to calculate the estimated population, and office and retail square footage was used to calculate employment. The Vision Plan SED was then proportionally added to the appropriate TAZs based on the district, thus creating a 2040 With Vision Plan scenario, considered the "Build" scenario.

The following pages compare the No Build scenario to the HQTA Vision Plan using the following metrics: vehicular delay (in hours), transit mode share (in % of total travel trips), public transit usage, vehicular miles traveled (VMT), and vehicular hours traveled (VHT). Across all 5 complete vision plans (Riverside, El Monte, Oxnard, Santa Clarita, and San Clemente), the Project Team projected significant reductions in VMT and VHT and increases to public transit usage. The cumulative affect of these vision plan metrics are summarized to the right.

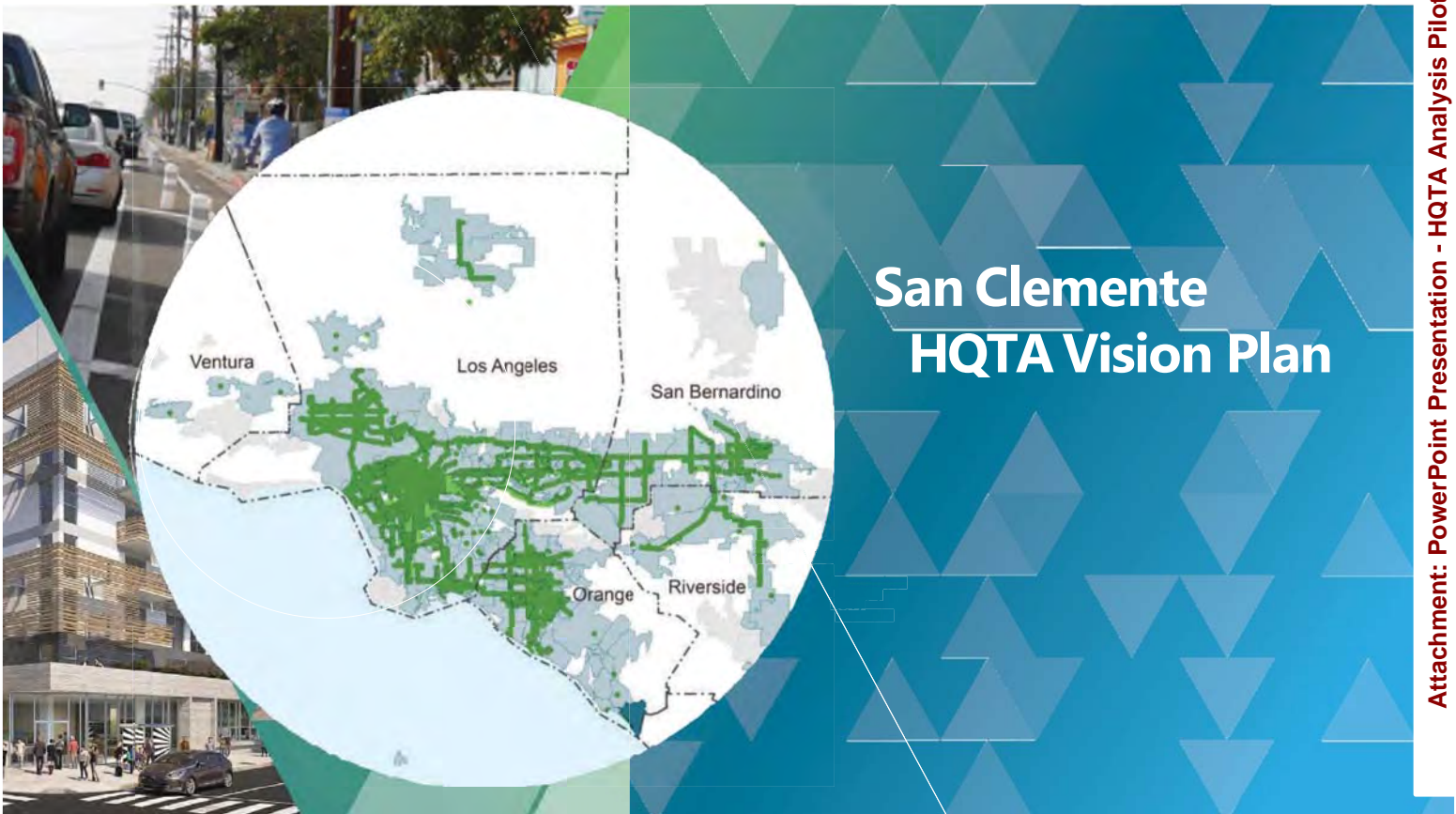
As described, with the increased density resulting from buildout of the 5 complete HQTA Vision Plans, several long-range transportation benefits enumerated in the 2016 RTP/SCS have the potential to be achieved.

A comparison of the 2040 "Build" versus "No Build" model results show the following cumulative anticipated projections for the HQTAs with full buildout of the Vision Plans:



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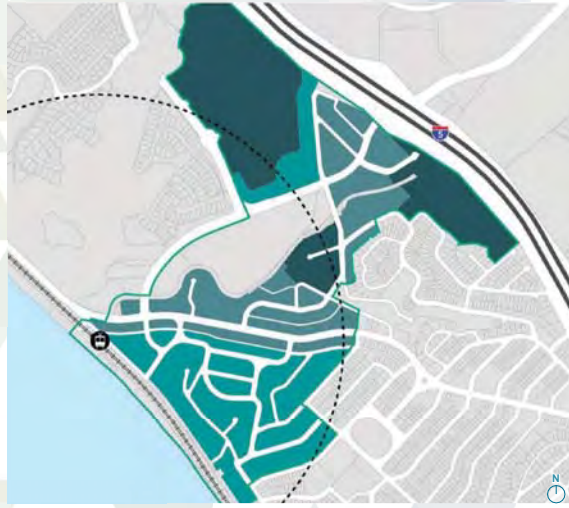
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San Clemente HQTA Vision Plan

Land Use Strategy - Regulating Concept Plan

- Outlines the proposed height, density, intensity, and development guidelines for key redevelopment areas in the Pilot Project Area.
- Each of the building types below, keyed to the plan at right, shows a target range of building mass and intensities.



Appropriate Building Types	Blgd. Height (stories)	Toolkit Page
View the Toolkit to learn more about the following building types. PDF: click to navigate.		
Podium Mid-Rise	2-4+	II-C-D-2
Flex/ Hybrid	2-4+	II-C-C-3
Commercial Block/ Liner	1-3	II-C-C-3
Commercial Block/ Liner	up to 2	II-C-C-3
Townhouse/ Small Lot Subdivision	up to 2	II-C-B-2
Live/ Work	up to 3	II-C-B-3

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Potential Buildout

- Illustrative buildout scenario takes into account adopted land use regulations and parking requirements, and modifies densities and typologies to achieve SCAG's TOD goals for HQTAs.
- This 30-year Vision Plan presents a buildout scenario that allows for flexibility.
- The ultimate buildout will be determined through a specific plan(s) update and further discussions with property owners and interested developers.



Cumulative Land Use Mix and Buildout Potential

Major Development Area	Total		Office		Residential		Parking	
	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Units	Units	Stalls	
MD 1 Transit Station Area infill	15,800	7,900	7,900	-	-	-	TBD	
MD 2 El Camino Real infill	30,600	15,300	15,300	-	-	75 - 100 stalls		
MD 3 Los Molinos Industrial Village	141,300	21,195	84,780	35,325	39	TBD		
MD 4 Pico Plaza infill	192,800	48,200	48,200	96,400	88	450 - 500 stalls		
MD 5 Outlets infill	231,100	34,665	69,330	127,105	116	350 - 400 stalls		

* These numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

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Urban

The Urban section features six photographs of local landmarks and a map of the pilot project area. The photographs are: 1. Restaurant with historic character (red awnings), 2. Casino (large sign), 3. Pico Plaza sign & landscaping on Avenida Pico, 4. Avenida Vista Hermosa (wide sidewalk), 5. Housing character near transit station, and 6. Transit Station Environment (modern architecture).

The map shows the pilot project area in red, with various street improvements and transit station locations marked. A legend on the right lists the following items:

- Constrained ROW (Red line)
- Access and Visibility to Pico Plaza (Blue arrow)
- Limited Pedestrian Crossings (Purple double arrow)
- Architecture Overlay (Light blue square)
- Transit Station Environment (Pink square)
- Historic Resources (Yellow square)
- Streetscape Improvements and Greening / Environmental Benefits (Green dashed line)
- Gateways (Red starburst)

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Public Realm Improvements: Overview Map

- Recommends several improvements to the public realm along major corridors and near activity centers.
- Compliment improvements previously recommended or constructed by other adopted or proposed public realm plans.
- Create a pedestrian-friendly, more walkable environment along major corridors to promote safety and encourage economic activity along major streets.

The Overview Map shows the pilot project area with various public realm improvements marked. A legend on the right lists the following items:

- MetroLink Station and Corridor (Black circle with 'M')
- 1/2 Mile Radius (MetroLink Station) (Dotted line)
- Pilot Project Area (Red outline)
- Potential Parking Structure Location (not to scale) (Black square)
- Wayfinding Signage (Purple square)
- Curb Extension + New/Enhanced Crosswalk (Blue circle)
- Curb Extension + Pedestrian Push Button (mid-block crossing) + New/Enhanced Crosswalk (Red circle)
- New/Enhanced Crosswalk (Yellow line)
- Miscellaneous Street Improvements (Blue dashed line)
- New Street or Street Extension (Purple line)
- Street Trees, shade providing (parkway, curb extension, or treelet) (Green dashed line)
- Street Trees, accent (i.e. Palms) (Black dotted line)

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Phasing and Financial Strategy: Cost Estimates and Funding Sources

Phasing Strategy

The Implementation Plan generally identifies the order by which priority projects, grouped by MDA, can be approached between 2018 and 2048.

Cost Estimates

All order of magnitude cost estimates are conceptual and assume no modifications to utilities or escalation beyond 2018.

Costs of private property improvements have not been estimated.

Metrics

The Implementation Plan uses the SCAG 2016 RTP/ SCS to establish baseline conditions and evaluates the impact of the Pilot Project Buildout through a series of metrics.

MDA	Corridor	Priority Projects	Cost Estimate* (see Toolkit pg I(A)-3)	Stakeholders	Potential Funding Sources
Bicycle and Funding Projects					
MD-1	n/a	BP-1 Calle Dehecha / Avenida Pico Intersection Improvements - Curb Extension - Enhanced Crosswalk	\$58k - \$84k	- City of San Clemente	(ATP) Active Transportation Program (ATP) (BP) Surface Transportation Block Grant (FAST Act) (VC) Special Assessment District (VC) Development Impact Fees (VC) EIFD
MD-2	MD-3	BP-2 El Camino Real / Boca de la Playa Intersection Improvements - Curb Extension - Enhanced Crosswalk	\$53k - \$74k	- City of San Clemente	(VC) Special Assessment District (VC) Development Impact Fees (VC) EIFD
Urban Greening Projects					
MD-2	MD-3	UG-1 El Camino Real Tree Canopy Gap Closure & Landscaping - Shade trees in treelets/parklets	(**)	- City of San Clemente	(UG) CCI Grants - Urban and Communities Forestry Grants Program
MD-4	MD-3	UG-2 Via Pico Plaza Tree Canopy Gap Closure & Landscaping - Palm trees at western end near Avenida Pico	(**)	- City of San Clemente	(UG) California Urban Greening Grant Program (VC) Special Assessment District
Parking and Transit Projects					
MD-1	n/a	PT-1 Shared Parking Structure at Transit Station	(**)	- City of San Clemente - Private Developers	(PT) FTA Section - 5310, 5316, 5317 Programs (PT) California Urban State Revolving Loan Fund (SRLF) (PT) Buses and Bus Facilities Grant Program - 5559
MD-3	n/a	PT-2 Shared Parking Structure at near El Camino Real	(**)	- City of San Clemente - Private Developers	(PT) Urbanized Area Formula Grants - 5307 (VC) Parking Fees (VC) Special Assessment District (VC) Development Impact Fees (VC) EIFD (VC) Joint Development

The Priority Projects Cost Estimates and Funding Sources table shown here are example projects per category.

Please see the final Vision Plan report for the full comprehensive table.

Q & A Session



Thank You!



AGENDA ITEM 8
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
September 1, 2022

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Community, Economic and Human Development Committee (CEHD)
From: Kevin Kane, Program Manager I
(213) 236-1828, kane@scag.ca.gov
Subject: Demographic Workshop and Demographic Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Information Only—No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

This item will provide an update of recently released demographic data for the SCAG region in the context of long-term trends, with a focus on their relationship to Connect SoCal 2024 development. In addition, the 33rd Annual Demographic Workshop will be jointly hosted by SCAG and the USC Sol Price School of Public Policy on September 14 and September 21, 2022.

BACKGROUND:

Summary

Goal 3 of SCAG’s current strategic plan emphasizes that SCAG “Be the foremost data and information hub in the region.” SCAG is Southern California’s official regional affiliate to the Census Bureau’s State Data Center program. Broadly distributing demographic data and trends is important in developing understanding of “who we’re planning for,” a key early step in the development of long-range regional plans such as Connect SoCal 2024. Finally, for over a decade, SCAG and USC Sol Price School of Public Policy Professor Dowell Myers have collaborated to host the Annual Demographic Workshop which has become the state’s premier event for sharing the latest data and research in regional demographics. This presentation will provide an overview of recent demographic data availability, a comparison of short- and long-term trends in the SCAG region and link them to the development of Connect SoCal 2024.

Data: What do we know now?

Since the beginning of the COVID-19 pandemic in early 2020, most data releases have indicated that the SCAG region and California as a whole have grown more slowly than expected, or lost population. Gauging whether immediate events reflect major shifts or one-time events is crucial in long-range planning. While there is no single answer to this question, assessing the components of population change – immigration, migration, births, and deaths – can help frame this assessment.

A secondary consideration is the unique current situation regarding data availability. Census 2020 aims to count the US population as of April 1, 2020 and is broadly understood to have done a robust job despite numerous challenges, especially in California where additional state funding aided count efforts. The first major data release from Census 2020 came on August 12, 2021 in the form of the P.L. 94-171 Redistricting File, which provides basic population and housing details for the purpose of drawing new districts for the US House of Representatives. However, the Census Bureau now estimates that the complete, detailed housing and demographics file will not be released until May 2023 – approximately one year later than the equivalent release following Census 2010.

In addition, the Census Bureau's American Community Survey (ACS) which is released annually and includes topics such as household income, crowding, vehicle ownership, and transportation preferences, was not available in 2020 with the exception of limited, experimental estimates due to sampling challenges caused by the pandemic.

The result is that, while a robust count of the population as of April 1, 2020 is available from the Census, limited additional detail exists today. In addition, it is important to verify whether recent population estimates (e.g. the population in 2021 or 2022) or future-year projections (e.g. those in Connect SoCal 2024) rely on the available data from Census 2020 or are awaiting updates based on the next ACS or detailed Census 2020 data release. The California Department of Finance's population estimates as of January 2022 (E-5) as well as SCAG's preliminary Connect SoCal projections have been "benchmarked" to the newest available Census 2020 information.

Short-term vs. Long-term

Proceeding carefully, it's possible to gain an understanding of trends over the last two years, during which the SCAG region has experienced population decline. Much of this decline can be attributed to a roughly threefold drop in immigration to California and excess deaths attributable to COVID-19. This is a marked contrast to growth in the SCAG region over the last century – while in every Census from 1910 to 1990 the SCAG region's growth rate exceeded the US growth rate, the opposite has been true in the last three Censuses. Southern California's history—and perhaps part of its cultural identity—may be built on fast growth, but this has not been the case for a generation.

Migration trends since 1990 provide an insight into this more current dynamic. While international migration slowed dramatically during the pandemic, the region has consistently been a landing point for immigrants, contributing to a stable and modestly growing population over the last generation. However, while domestic migration ebbs and flows based on economic cycles and relative home prices, Southern California has lost more people to other parts of the state and nation than it has gained back in 28 of the last 30 years. Put differently, “losing” residents is not a recent, pandemic-fueled phenomenon—it has been part of the region’s dynamic for some time.

The US Postal Service provides an untraditional yet timely way to isolate very recent migration trends using address change requests by ZIP code. Comparing July 2019-20 (“pre-pandemic”) versus July 2020-21 (“peak pandemic”), the net migration *away* from Southern California ZIP codes did increase substantially. However in the year ending June 2022 (“late pandemic”) net loss slowed noticeably, suggesting a partial reversal.

Connect SoCal: A Balanced 2050

A consistent challenge for the region has been a high rate of household overcrowding and an acute housing shortage. While the historical roots of this can be traced back to the 1990s during which population growth rates far outpaced housing growth rates, the last 2 ½ years of housing production data show a steady increase which is taking place against the backdrop of slow or negative short-term population growth.

A chief concern of Connect SoCal’s 2050 expert-supported projections is to ensure a future balance of population, households, and employment in the region. Recent increases in housing production, supported by pro-housing policies, increase the confidence in the projection that housing growth can continue to increase. While net out-migration is still likely, over the long-term this is expected to stabilize. The region’s natural amenities and strong economic base are factors in the retention of existing population and a draw for educated, working-age people from elsewhere.

County-level projections provide an underpinning to Connect SoCal development and begin to consider the notion of balance within the region. Generally, areas with a historical job surplus (e.g. Orange and Los Angeles counties) are expected to experience higher rates of household growth than employment growth, recognizing that there are practical limits to growth without being able to house the working population. Notably Riverside County, which historically has provided space to house workers whose jobs are elsewhere, is expected to have a slightly higher rate of job growth than household growth.

Achieving better relationships between the location of jobs and housing, and resultant transportation benefits, is a much larger matter than just county-level projections. Nonetheless

these projections provide a starting point for a more balanced vision of 2050 which will require more policies, strategies, and investments in order to achieve the desired jobs/housing balance.

Demographic Workshop

The 33rd Annual Demographic Workshop will provide more information, data, research, and expert-led roundtables on these and related topics. This year's theme of "Forecasting the New Normal" is centered around the challenges and opportunities of developing plans in a time of uncertainty and potential.

This year's keynote speaker is USC Provost Professor of Economics and Spatial Sciences Matthew Kahn, whose new book *Going Remote: How the Flexible Work Economy Can Improve our Lives and our Cities* was published by the University of California Press in April 2022. Dr. Kahn's research focuses on urban and environmental economics.

The workshop is free and will be held virtually over two afternoons – Wednesday, September 14th and Wednesday, September 21st. Part 1 will include a demographic check-up panel covering the latest trends in population with an eye toward their policy implications. A second panel will discuss the latest research in housing and migration including additional detail on topics presented above. Day 2 will begin with Dr. Kahn's keynote address, which will be followed by a panel titled "Back to whose normal?" investigating transportation, environmental, and equity implications of the new normal. Following the panels, each day will feature a choice of a one-hour roundtable led by experts in demographics, and related areas covering the latest data, tools, and best practices. More detail can be found at www.scag.ca.gov/demographics.

FISCAL IMPACT: Work for this item is funded under OWP items 055.4856.01 Regional Growth & Policy Analysis and 055.0133.06 University Partnership & Collaboration.

ATTACHMENT(S):

1. PowerPoint Presentation - Demographic Update



Demographic Update & Demographic Workshop

Kevin Kane, PhD
Program Manager, Demographics and Growth Vision
September 1, 2022

WWW.SCAG.CA.GOV

Outline

- Data: what do we know now
- Short-term vs. long-term
- Relationship to Connect SoCal 2024
- 33rd Annual Demographic Workshop



Attachment: PowerPoint Presentation - Demographic Update (Demographic Workshop and Demographic Update)

Data Release Schedule

AUGUST 12, 2021
 Census 2020 Redistricting File Released (PL-94)

SEPTEMBER 15, 2022
 American Community Survey (ACS) 1-year data released

FEBRUARY 3, 2022
 SCAG releases preliminary county & regional projections to 2050*

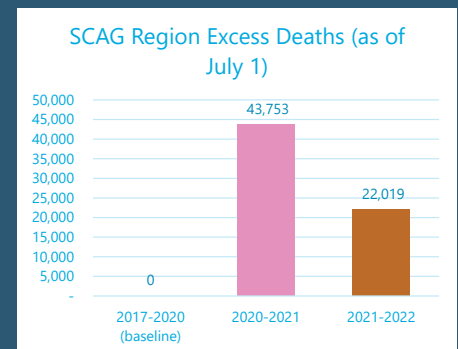
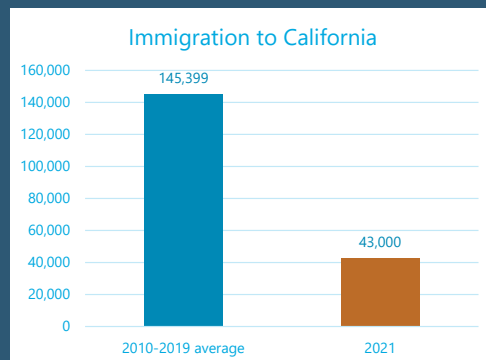
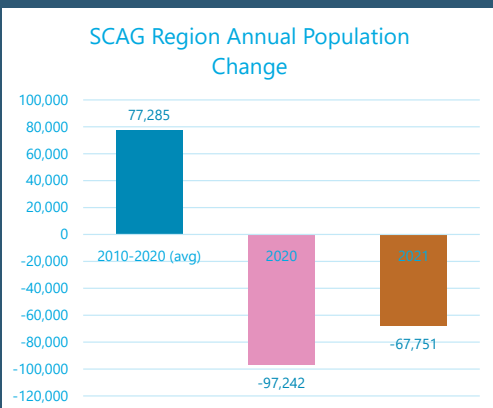
OCTOBER 20, 2022
 2021 ACS Public Use Microsample (PUMS) data released

MAY 2, 2022
 State Department of Finance E-5 population estimates released*

MAY 2023
 Estimated release of Census 2020 detailed demographic/housing data

* Benchmarked to 2020 Census Redistricting File

The Last Two Years



DEPARTMENT OF FINANCE
 Gavin Newsom • Governor
 915 L Street • Sacramento CA • 95814-3706 • www.dof.ca.gov

SLOWING STATE POPULATION DECLINE PUTS LATEST POPULATION AT 39,185,000

FOR IMMEDIATE RELEASE: May 2, 2022

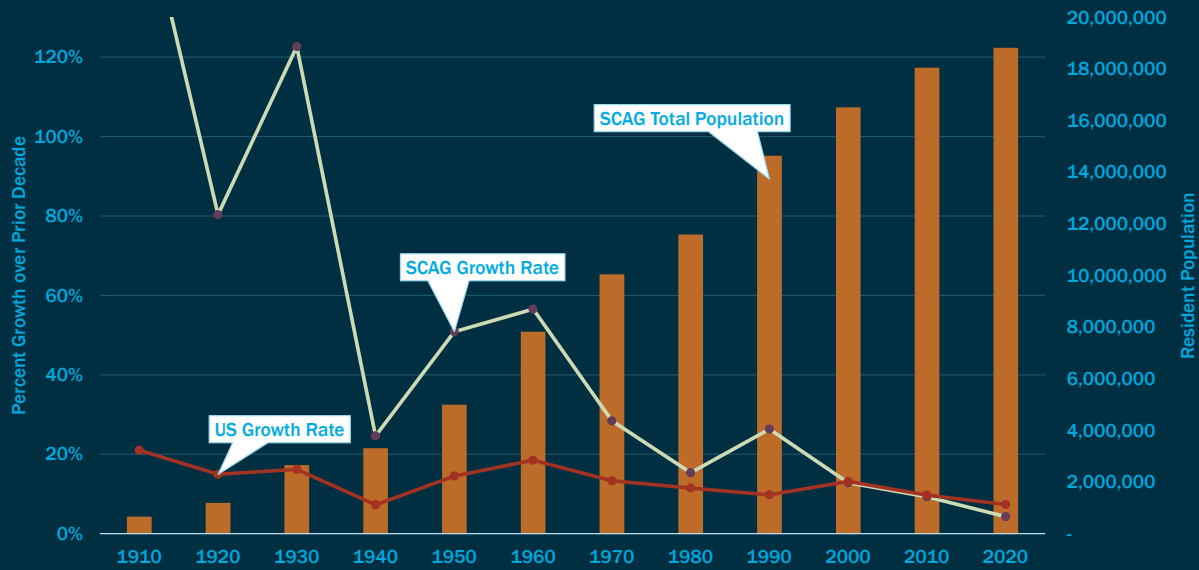
CONTACT: Walter Schworm (916) 323-4086
 H.D. Palmer (916) 323-0648

SACRAMENTO— California's population dipped slightly by 117,552 residents last year, bringing the state's total to 39,185,605 people as of January 1, 2022, according to new population estimates and housing data released today by the California Department of Finance.

Sources: Population change expressed using decennial Census as of 4/1/2010 and 4/1/2020 and DOF E-5 estimates as of 1/1/2021 and 1/1/2022. Change expressed over 12-month periods between available data points. DOF Legal Immigration to California By County 1984-2019 (Dec. 2020) and May 2, 2022 DOF press release. Excess deaths calculated by SCAG using historical DOF E-2 plus CA DPH CalViDa

The Last One Hundred Years

SCAG vs. US Population Growth, 1910-2020

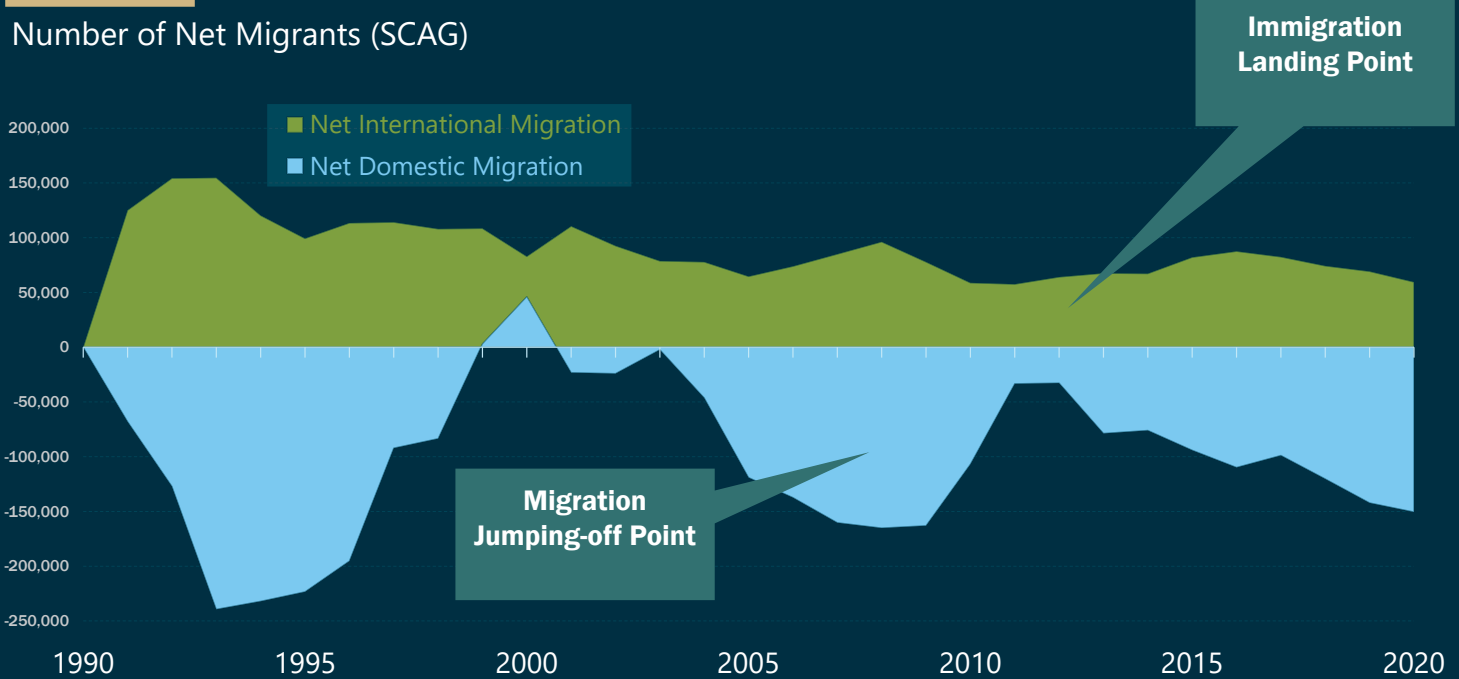


"Fast growth" may be part of SoCal's cultural identity – but has not been the case for population for a generation!

Source: US Decennial Census

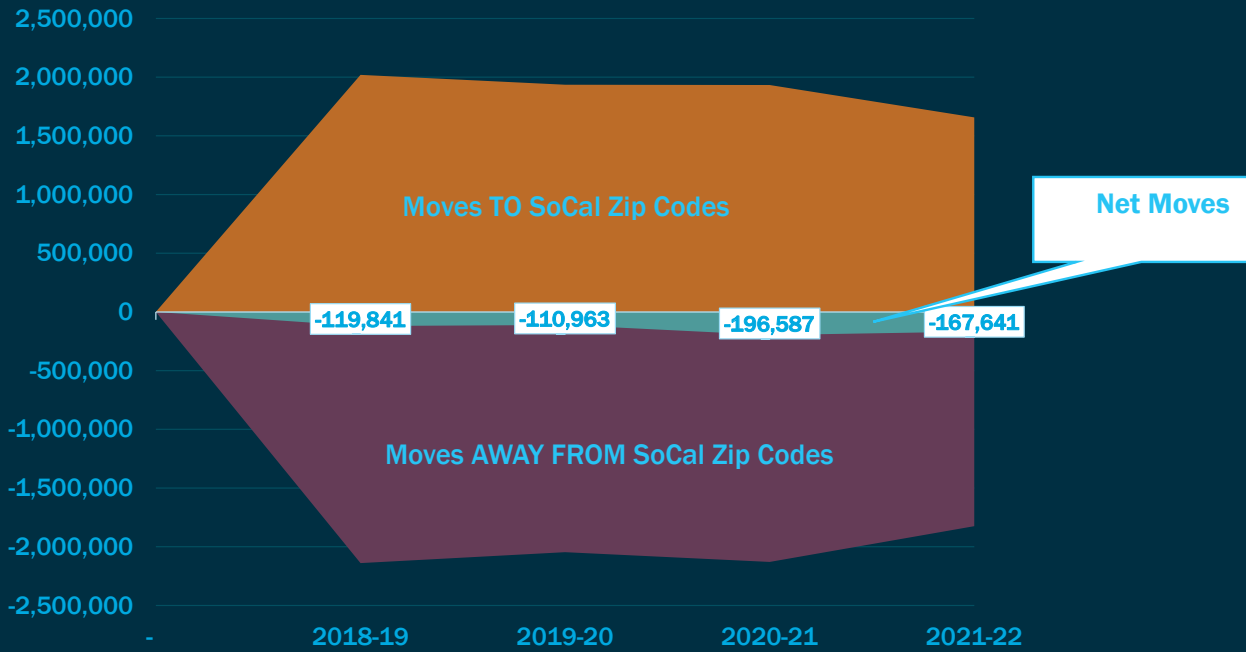
The Last Thirty Years: Migration

Number of Net Migrants (SCAG)



Source: CA DOF

The Last Four Years: Migration

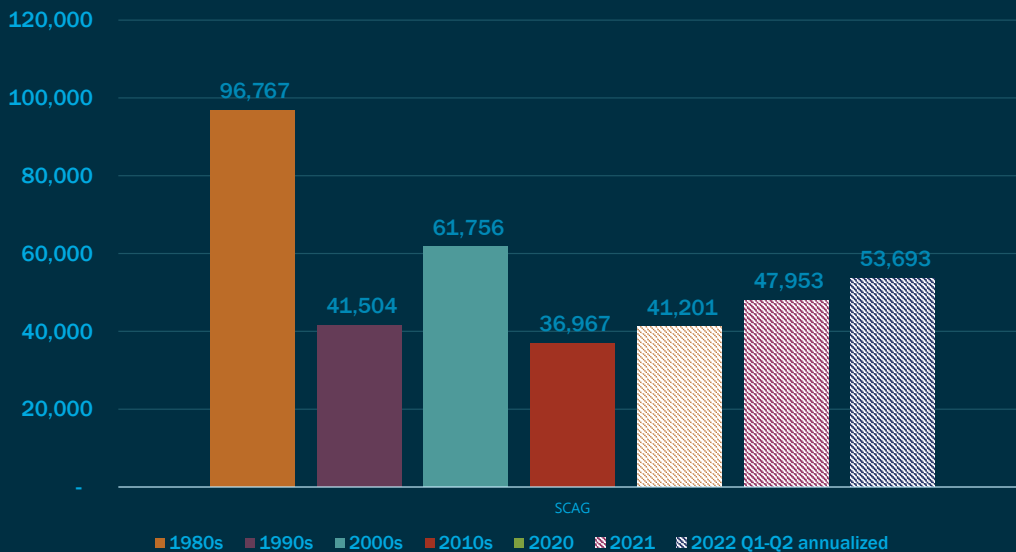


Source: US Postal Service Change of Address FOIA Data. Years ending June 30.

SCAG REGION DEMOGRAPHIC UPDATE

Latest housing data: Might we be on track?

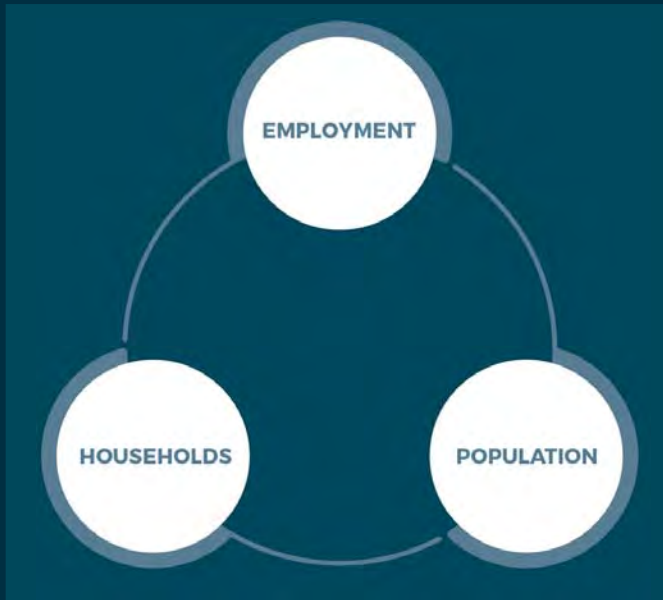
Annual New Units - Comparing 2020-2022 to previous levels



ADUs likely undercounted in this data source. HCD APR data suggest regional ADU production doubled from 2018-2022.

Source: California Construction Industry Research Board New Units from Permits. First half of 2022 prorated based on historical share of annual housing growth taking place 1/1-6/30.

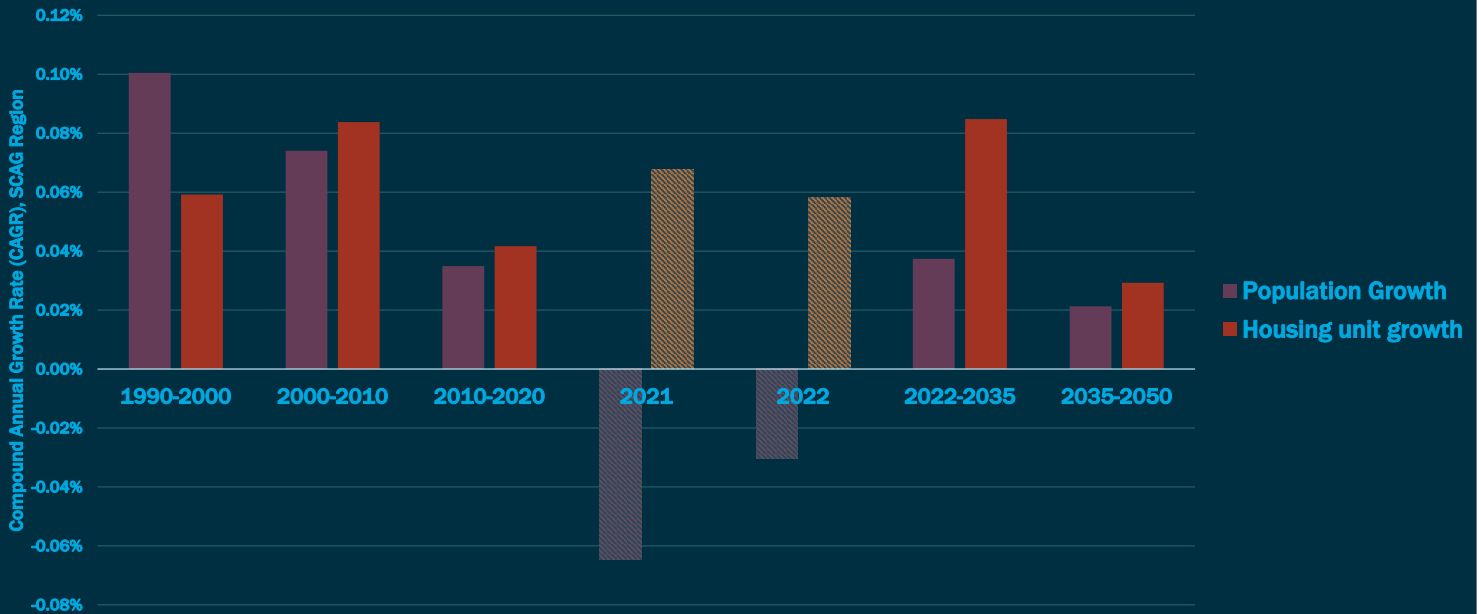
Preliminary Connect SoCal 2024 Projections



Source:

The last thirty years... and the next thirty

Comparing Population and Housing Unit Growth Rates, 1990-2050

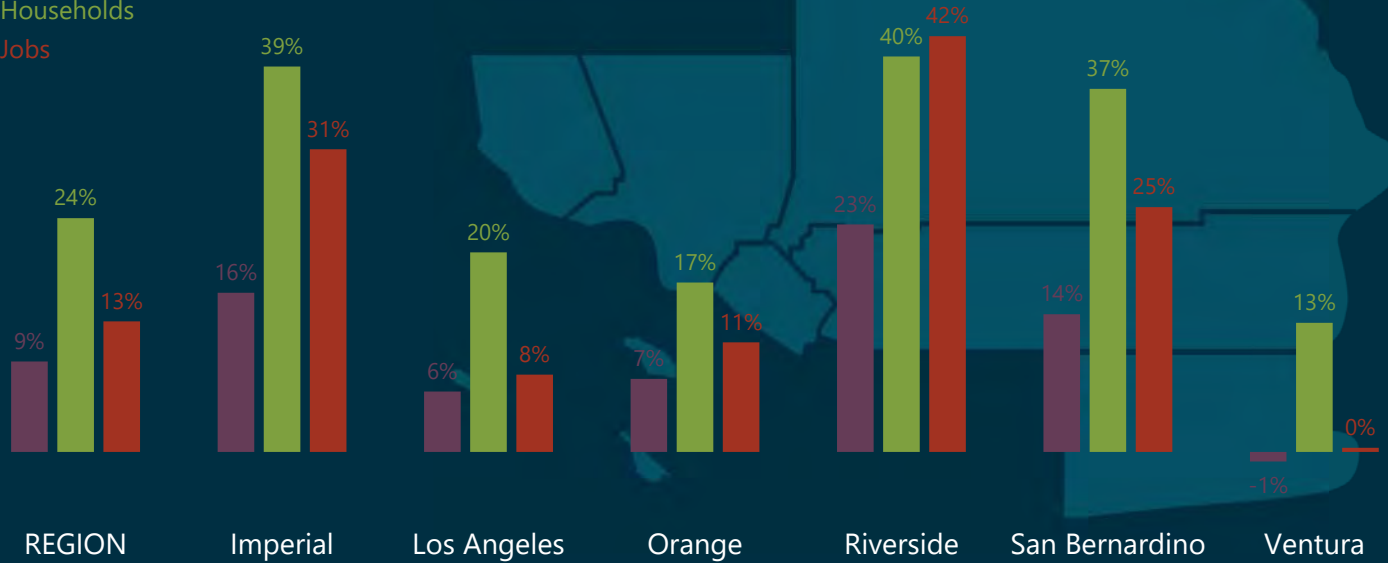


Source: Decennial Census, CA DOF E-5 estimates, SCAG Connect SoCal 2024 Preliminary Projections.

County Projections

Percent Change 2019-2050

■ Population
 ■ Households
 ■ Jobs



Source: SCAG Connect SoCal 2024 Preliminary Projections



33RD ANNUAL DEMOGRAPHIC WORKSHOP

FORECASTING THE NEW NORMAL

PART 1

September 14, 2022
 1:30 - 4:45 p.m.

PART 2

September 21, 2022
 1:30 - 4:45 p.m.

REGISTER scag.ca.gov/demographics

Forecasting the New Normal—Program

PART 1 – SEPTEMBER 14

Panel 1: Demographic Check-Up

- Walter Schwarm, Chief, California Department of Finance Demographic Research Unit
- Beth Jarosz, Program Director, Population Reference Bureau

Panel 2: Housing and Geographic Mobility

- Dowell Myers, Professor of Policy, Planning, and Demography, USC
- Kevin Kane, Demographics Program Manager, SCAG
- Elora Raymond, Assistant Professor of City & Regional Planning, Georgia Tech

PART 2 – SEPTEMBER 21

Keynote

- Matthew Kahn, Provost Professor of Economics and Spatial Sciences, USC

Panel 3: Back to *whose* normal?

- Giovanni Circella, Director, 3 Revolutions Future Mobility Program, UC-Davis
- Ganga Shreedhar, Assistant Professor of Behavioural Science, London School of Economics
- Shaun Harper, Provost Professor and Director, Race and Equity Center, USC



Afternoon Roundtables (following the panels each day)

“Navigating data.census.gov.”

- Armando Mendoza, Data Dissemination Specialist, US Census Bureau.

“HCD Annual Progress Report Dashboard.”

- Tom Brinkhuis, California Department of Housing and Community Development.

“Census 2020 and Differential Privacy.”

- Jonathan Buttle, California Department of Finance Demographic Research Unit.

“Creating trends on ACS data.”

- Armando Mendoza, Data Dissemination Specialist, US Census Bureau.

“Working with race and ethnicity data from the ACS and 2020 Census.”

- Alicia Van Orman, Senior Research Associate, Population Reference Bureau.

“SCAG’s Regional Data Platform and Local Data Exchange.”

- Jonah Pellecchia, Regional Planner, SCAG.



THANK YOU!

For more information, please visit:

scag.ca.gov/demographics

Kevin Kane, PhD

Program Manager, Demographics and Growth Vision

kane@scag.ca.gov



AGENDA ITEM 9
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
September 1, 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Tom Vo, Program Manager I
(213) 236-1930, vo@scag.ca.gov

Subject: Connect SoCal 2024 Local Data Exchange and Regional Data Platform
Status Update

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 3: Be the foremost data information hub for the region. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

On May 23, 2022, SCAG officially launched the Local Data Exchange (LDX) process, which is a local jurisdiction's opportunity to provide input related to the future growth of employment, household, and land use to help the development of Connect SoCal 2024 (i.e., Regional Transportation Plan/Sustainable Communities Strategy or RTP/SCS). The LDX process aims to gather the most updated land use, growth, and other information from local jurisdictions to link local planning with regional plan goals and objectives—namely, the extent to which SCAG is meeting its climate, mobility, economy, and sustainability goals. Throughout 2022, SCAG's Local Information Services Team (LIST) plans to virtually meet one-on-one, with all 197 jurisdictions to provide background on the development of Connect SoCal 2024, discuss the maps in their local context, and provide training on available tools in the Regional Data Platform (RDP). To date, LIST has met and scheduled one-on-one LDX meetings with 90 jurisdictions. Feedback from local jurisdictions is due on December 2, 2022.

BACKGROUND:**Introduction of Connect SoCal and the Local Data Exchange Process**

A principal requirement of RTP is to meet various transportation conformity requirements. In addition, Senate Bill 375 mandates the integration of land use and housing planning, known as the Sustainable Communities Strategy (SCS) as part of RTP. Under SB 375, the California Air Resources Board (CARB) issues a greenhouse gas (GHG) emissions reduction target for the region and requires metropolitan planning organizations (MPO), SCAG, to develop an SCS that demonstrates target achievement in alignment with RTP and housing planning. SCAG region GHG target in 2035 is unchanged from the last planning cycle, which is a 19 percent per capita reduction in GHG emissions from light and medium-duty vehicles below 2005 levels.

SCAG relies on input and collaboration from local agencies in developing the RTP/SCS—namely, the projects list that is provided to SCAG by each County Transportation Commission (CTC) and local land use and growth data from each of the 191 cities and 6 counties. SCAG also engages with other major stakeholders through working groups, technical advisory committees, and direct engagement throughout the development of the plan.

To develop a sound regional plan—Connect SoCal 2024— that can meet both federal and state requirements, the region’s vision, goals, and objectives, and to prepare for the engagement of local jurisdictions through the LDX process, staff prepared a set of GIS maps for each of the region’s 197 local jurisdictions to review (available at <https://scag.ca.gov/local-data-exchange> and an interactive RDP-LDX web (at <https://hub.scag.ca.gov/pages/ldx>) to communicate the design of LDX process and goals, objectives, and information needed to facilitate local jurisdictions’ participation. The key LDX datasets in these maps fall into three categories: data on which SCAG is requesting local updates and revisions, data that is provided to local jurisdictions as an optional editing opportunity, and third-party data which are related to plan development requirements and are provided by SCAG for informational purposes as a consideration during LDX.

Throughout 2022, SCAG’s LIST plans to virtually meet one-on-one with all 197 jurisdictions to provide background on the development of Connect SoCal 2024, discuss the maps in their local context, and provide training on available tools in the RDP-LDX web. Maps are available in the data/map book and digital versions are available to local jurisdictions through the portal.

Introduction of the Regional Data Platform and Local Data Exchange Portal

The Regional Data Platform (<https://scag.ca.gov/RDP>) is a collaborative data sharing and planning system designed to facilitate better planning for cities and counties of all levels across the region. RDP is intended:

- To strengthen local planning practices through the provision of modern planning tools and the sharing of best practices to support the local General Plan update process
- To enhance the regional planning process by streamlining the collection and integration of data between local agencies and SCAG

- To promote transparency and interagency collaboration to foster a more inclusive, equitable, and sustainable regional planning practice

RDP has been designed with three major components—*Accessible Data and Information*, *Planning and Engagement Tools*, and *Data Sharing Tools and Workflows*. Tools and resources have been produced in each of these categories with the assistance of ten pilot jurisdictions.

Under *Accessible Data and Information*, the RDP's Regional Hub is a one-stop location for data, tools, reports, and collaboration. SoCal Atlas is a web-based application providing the ability to explore commonly used data, statistics, and maps across topics (e.g., demographics, employment, housing) and geographies (e.g., county, city, census tracts). *Planning and Engagement Tools* include the Housing Element Parcel Tool (HELPR) and Parcel Locator applications for public use. Additionally, local jurisdictions have access to several pieces of off-the-shelf Environmental System Research Institute (Esri) software (i.e., ArcGIS Pro, Urban, Community Analyst, Online, Hub) and a local General Plan update site template to easily create a website to facilitate and engage residents during a General Plan update.

The *Data Sharing Tools and Workflows* component has been centered around the LDX process. The LDX web (<https://hub.scag.ca.gov/pages/ldx>) was designed to enable secured two-way data exchange between local jurisdictions and SCAG using Esri's latest technology. The LDX portal allows local jurisdiction users who have requested access to view, provide feedback, or directly edit the Connect SoCal-related data and maps described above in three ways:

- Accessing & Inputting LDX Data – A space dedicated to tools and resources for local jurisdictions and key stakeholders to exchange data shared by and with SCAG in the LDX process (<https://youtu.be/MsRVyPGIOXI>)
- LDX Editor – A web application that allows for viewing and direct editing of data without any GIS knowledge or software required (<https://youtu.be/15aHogCHfrI>)
- LDX Upload Portal – A secured uploading system for jurisdictions to upload GIS files that they have developed or processed (<https://youtu.be/O78ur9sp1MU>)
- LDX Backend – Provides local jurisdictions with an optional 2-step process which includes a staff contributor and a manager-level review prior to submitting to SCAG (<https://youtu.be/FY2If3Jkd4M>)

In addition, a brief planning survey has been developed for local jurisdictions to collect additional qualitative input to Connect SoCal's implementation, challenges, opportunities, and others. The survey is available at <https://www.surveymonkey.com/r/LDX24>.

Introduction of the Local Information Services Team

Responding to jurisdictions’ requests for further technical assistance on the available tools and resources, SCAG launched the Local Information Services Team (LIST) comprised of technical staff able to provide customized one-on-one technical and information services and tool demos. LIST aims to (1) link SCAG’s available information products (e.g., data, applications, model policies and best practices, topical white papers, etc.) to help address local needs, (2) provide local jurisdiction staff an opportunity to offer feedback on how SCAG can improve its products to facilitate better collaboration, and (3) coordinate one-on-one meetings with local jurisdictions during the LDX process. LIST is focusing on delivering technical assistance on the LDX process and RDP. Requests can be submitted through list@scag.ca.gov.

Local Data Exchange Timeline and Status Update

By Fall 2022, LIST plans to virtually meet one-on-one, up to 90 minutes, with all 197 jurisdictions. The soft launch of LDX took place on February 23 and made land use, priority development, transportation, environmental, and boundary data available to and reviewable by local jurisdictions. On May 23, the complete version of LDX was released, which added preliminary growth forecast data at the jurisdiction and transportation analysis zone (TAZ) levels, the LDX Survey, and cartographic improvements to the environmental data in response to feedback received from SCAG’s Technical Working Group (TWG).

LIST is currently meeting with jurisdictions in Imperial, Los Angeles, and Ventura counties. For jurisdictions in Riverside and San Bernardino counties, LIST is coordinating with their subregional Council of Government (COG) representatives to schedule the one-on-one meetings starting in September 2022. **The deadline to provide inputs back to SCAG is December 2;** this timeline provides adequate time for SCAG to proceed onto the next step of Connect SoCal 2024 development process. The table below provides a detailed timeline of the LDX process:

LOCAL DATA EXCHANGE (LDX) TIMELINE	DATE
LDX Soft Launch. Non-growth data available for local review.	February 23, 2022
Outreach and trainings. Local Information Services Team (LIST) available for questions and consultation.	February – May 2022
LDX Complete Launch including preliminary growth forecast data and LDX Survey.	May 23, 2022
One-on-one meetings with local jurisdictions to review the data and review opportunity.	May – October 2022
Deadline for local jurisdictions to provide feedback for possible inclusion in Connect SoCal 2024.	December 2, 2022
Continued development of Connect SoCal 2024 strategies with stakeholders, working groups, and the general public.	Early 2023

SCAG, in collaboration with subregional COGs and key stakeholders, has been reaching out and meeting with local jurisdictions since the launch of the LDX process and RDP since February 2022. In addition to the one-on-one meetings, SCAG has also been making presentations at various subregional Planning Directors and Technical Advisory Committee meetings on RDP and the LDX process. The table below provides a summary of key statistics regarding RDP and the LDX process in terms of the number of jurisdictions that received a set of complementary ArcGIS licenses, have access to the LDX portal, and scheduled one-on-one LDX meetings. As of August 2022, LIST members have scheduled with a total of 89 jurisdictions and met with 75 jurisdictions.

County	Jurisdictions	RDP License	RDP-LDX Account	Scheduled 1:1 Formal LDX	Completed 1:1 Formal LDX
Imperial	8	5	0	5	5
Los Angeles	89	61	15	45	40
Orange	35	27	11	35	35
Riverside	29	19	3	1	1
San Bernardino	25	17	2	0	0
Ventura	11	10	3	4	4
TOTAL	197	139	34	90	85

This table is updated as of 8/25/2022.

Notes:

- Jurisdictions – the total number of jurisdictions in each county
- RDP License – the number of jurisdictions that received ArcGIS licenses from RDP
- RDP-LDX Account – the number of jurisdictions that received access to the RDP-LDX web
- Scheduled 1:1 Formal LDX – the number of jurisdictions that scheduled 1-on-1 LDX meetings
- Completed 1:1 Formal LDX – the number of jurisdictions that completed 1-on-1 LDX meetings

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year Overall Work Program (LIST— General Plan, RDP, or LDX Technical Assistance): 235.4900.01.

ATTACHMENT(S):

1. PowerPoint Presentation - List_LDX_Status_CEHD_09012022



Connect SoCal 2024 **Local Data Exchange** and **Regional Data Platform** Status Update

Community Economic and Human Development – September 1, 2022

Tom Vo, Kevin Kane, Jung Seo, and Jonah Pellecchia

Planning Division, Southern California Association of Governments

WWW.SCAG.CA.GOV

Presentation Outline

- Connect SoCal 2024 Local Data Exchange Process
- Regional Data Platform Tools and Resources
- Local Information Services Team
- Local Data Exchange Meetings Status Update
- Next Steps

What is Connect SoCal?

- Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) - <https://scag.ca.gov/connect-socal>
 - A 20+ year plan with 6,000+ transportation projects, a forecasted regional development pattern and many supportive programs and strategies



MOBILITY

- Build and maintain a robust transportation network

ENVIRONMENT

- Develop, connect, and sustain communities that are livable and thriving.

COMMUNITIES

- Create a healthy region for the people of today & tomorrow

ECONOMY

- Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all

Connect SoCal 2020

County Transportation Commissions Project List

Local Jurisdictions Land use data through Local Data Exchange Process

CORE VISION

Land use & transportation strategies established over several plan cycles to increase mobility options and achieve a more sustainable growth pattern

KEY CONNECTIONS

Strategies and initiatives that augment the Core Vision



Connect SoCal 2020

County Transportation
Commissions
Project List

Local Jurisdictions
Land use data through
**Local Data Exchange
Process**

CORE VISION

Land use & transportation strategies established over several plan cycles to increase mobility options and achieve a more sustainable growth pattern

KEY CONNECTIONS

Strategies and initiatives that augment the Core Vision



Local Data Exchange (LDX) Process

- Collaborate with local jurisdictions to provide input into Connect SoCal 2024 development:
 - Soliciting **local updates and corrections** on land use layers and preliminary growth forecast
 - **Feedback and editing opportunities** on additional data layers
 - Third-party data related to regional growth objectives included **for reference**
 - **LDX Survey**



SCAG Data/Map Book and RDP-LDX Web Contents

- Data/Map Book (static)- <https://scag.ca.gov/local-data-exchange>
- RDP-LDX Web (interactive) - <https://hub.scag.ca.gov/pages/ldx>

CATEGORY	LAYER NAME	REVIEW TYPE
Land Use	General Plan	Update/Corrections
	Zoning	Update/Corrections
	Existing Land Use	Update/Corrections
	Specific Plan Land Use	Update/Corrections
	Key Entitlements	Update/Corrections
Priority Development	Neighborhood Mobility Areas	Optional
	Livable Corridors	Optional
	Job Centers	Optional
	Housing Trajectory	Update/Corrections and site inventory upload
Transportation	High Quality Transit Areas	Reference Only
	Transit Priority Areas	Reference Only
	Regional Bikeways	Optional
	Regional Truck Routes	Optional

LDX planning survey also available at <https://www.surveymonkey.com/r/LDX24>

CATEGORY	LAYER NAME	REVIEW TYPE
Green Region Resource Areas (SB 375)	Resilience (Flood areas, coastal inundation, wildfire risk)	Reference Only
	Open Space/Habitat (Open space and parks, endangered species and plants, sensitive habitat areas, natural community and habitat conservation plans)	Reference Only
	Administrative/Working Lands (Tribal nations, military installations, farmlands)	Reference Only
Geographical Boundaries	City Boundary and Sphere of Influence	Reference Only
	Census Tract	Reference Only
	Transportation analysis zones (Tier2)	Reference Only
Preliminary Growth Forecasts	Jurisdiction-level projections of households and employment (2019, 2035, 2050)	Update/Corrections
	Tier 2 TAZ-level projections of households and employment (2019, 2035, 2050)	Update/Corrections

SCAG Data/Map Book and RDP-LDX Web Contents

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	Tier 2 TAZ-level projections of households and employment (2019, 2035, 2050)	Update/Corrections

Connect SoCal 2024/LDX Timeline

Foundations & Frameworks

Data Collection & Policy Development

Outreach & Analysis

Draft Plan & Adoption

COMPLETED

- ✓ Regional & County Forecast
- ✓ Relunched Working Groups
- ✓ Regional Data Platform (RDP)

LDX MILESTONES

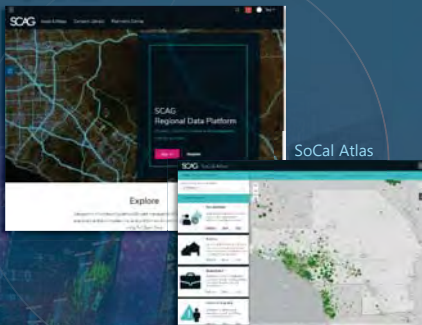
- ✓ Soft Launch – February 23
- ✓ Complete Launch – May 23
- **Input Deadline – December 2**

RDP – LDX Web

<https://hub.scag.ca.gov/pages/ldx>

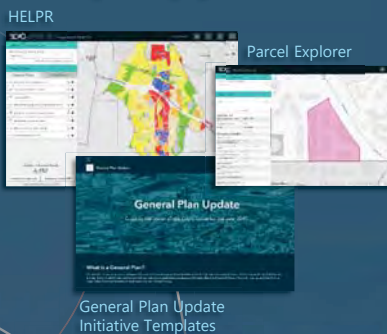
Accessible Data and Information

Regional Hub



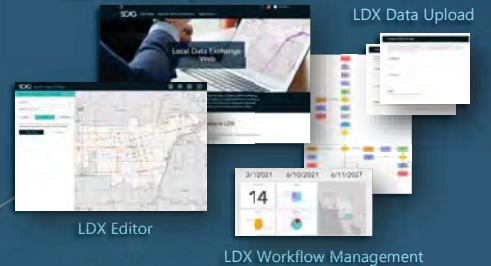
SCAG Regional Data Platform (RDP)

Planning & Engagement Tools



Data Sharing Tools & Workflows

Local Data Exchange (LDX) Web



Local Information Services Team (LIST) Introduction

- Purpose – Coordinate, plan, and develop a system to
 - 1) Link SCAG’s value-added products (e.g., RDP, HELPR, LDX web, etc.) to help address local information needs,
 - 2) Deliver technical assistance, and
 - 3) Provide local staff an opportunity to offer feedback on how SCAG can improve our products to facilitate better collaboration, regionally and locally
- Focusing on the **RDP and Local Data Exchange (LDX)** process to obtain inputs from local jurisdictions
- Contact us at list@scag.ca.gov for any questions/suggestions!



LDX Current Status (as of 8/25/2022)

- Completed LDX 1:1 meetings with **75** jurisdictions

County	Jurisdictions	RDP License	RDP-LDX Account	Scheduled 1:1 Formal LDX	Completed 1:1 Formal LDX
Imperial	8	5	0	5	5
Los Angeles	89	61	15	45	40
Orange	35	27	11	35	35
Riverside	29	19	3	1	1
San Bernardino	25	17	2	0	0
Ventura	11	10	3	4	4
TOTAL	197	139	34	90	85

- Jurisdictions – the total number of jurisdictions in each county
- RDP License – the number of jurisdictions that received ArcGIS licenses from RDP
- RDP-LDX Account – the number of jurisdictions that received access to the RDP-LDX web
- Scheduled 1:1 Formal LDX – the number of jurisdictions that scheduled 1-on-1 LDX meetings
- Completed 1:1 Formal LDX – the number of jurisdictions that completed 1-on-1 LDX meetings

LDX Schedule

Task Name	Feb 23, 2022	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec 2, 2022
RDP/LDX Soft Launch	Yellow	Yellow	Yellow								
LDX 1:1 with jurisdictions in OC		Yellow									
LDX Full Launch				Yellow							
LDX 1:1 with jurisdictions in IM, LA, and VN County				Yellow	Yellow	Yellow	Yellow				
LDX 1:1 with jurisdictions in SB and RV County							Yellow	Yellow	Yellow		
Input deadline											Yellow with X

What's Next?

- Sign-up for 1-on-1 LDX meeting at <https://form.jotform.com/SCAGweb/rdp-ldx-meetings>
- Sign-up for LDX Web at <https://hub.scag.ca.gov/pages/ldx>
- Sign-up for ArcGIS licenses at <https://hub.scag.ca.gov/pages/planners-corner#licenses>
- Provide inputs by **December 2, 2022**



scag.ca.gov/connect-socal
scag.ca.gov/local-data-exchange
scag.ca.gov/RDP



Local Info Services Team (LIST)
LIST@scag.ca.gov



AGENDA ITEM 10
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
September 1, 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Jenna Hornstock, Deputy Director of Planning, Land Use
(213) 630-1448, hornstock@scag.ca.gov

Subject: CEHD Committee 12-Month Framework and Lookahead

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

The draft Policy Development Framework (“Framework”) for Connect SoCal 2024 was presented to the Community Economic and Human Development Committee (CEHD) on April 7, 2022. Following the Regional Council adoption of the Framework, staff has developed a 12-month look ahead for the CEHD, in order to realize the goals and discussions committed to in the Framework and develop consensus around the policy priorities and land use strategies that will become final recommendations in Connect SoCal 2024. The look-ahead was also provided to the Executive Administration Committee (EAC) at the 2022 EAC Retreat.

BACKGROUND:

What is Connect SoCal 2024?

SCAG prepares a long-range RTP/SCS every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable growth.

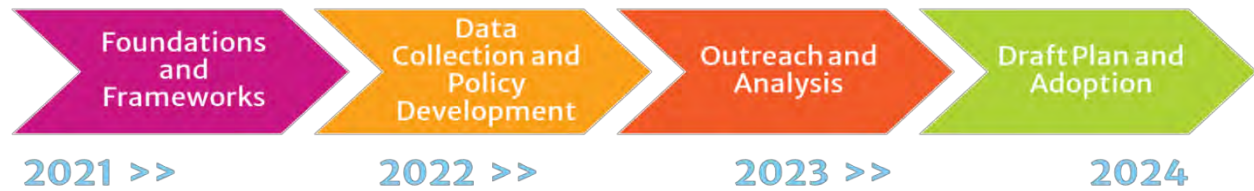
SCAG’s next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data as well as enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. The pillars of Connect SoCal—the *Core Vision* and *Key Connections*—are anticipated to continue into the next plan. The *Core Vision* centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and

increasing investment in transit and complete streets. The *Key Connections* augment the *Core Vision* of the plan to address trends and emerging challenges. These *Key Connections* lie at the intersection of land use, transportation and innovation to accelerate progress on regional planning goals. For this plan development cycle, SCAG staff will focus on process improvements and data updates and refinements. However, in developing Connect SoCal, SCAG must continue to monitor and reexamine trends and emerging issues in order to put forth a plan that addresses the region’s evolving needs, challenges and opportunities. Thus the plan will be augmented with consideration of emerging issues, to be discussed through three Policy Subcommittees in Fall and Winter 2022.

Connect SoCal 2024: Status Update

Throughout 2022, staff will be continuing with research to better understand the trends and existing conditions in the region. This phase also includes steps to understand the existing conditions and planning occurring at the local jurisdiction level through the Local Data Exchange process and engagement with County Transportation Commissions on the Project List later this year. Over the course of the next year and in the first half of 2023, SCAG staff will be seeking direction from our policy makers, through the relevant Policy Committees and three special Policy Subcommittees, on the priorities and strategies for Connect SoCal 2024 to augment and help better align plans and investments across the region.

Phases of Connect SoCal 2024 Development



Policy Development Framework for Connect SoCal 2024

In July 2021, the Executive Administration Committee convened for a strategic planning session. One action identified during that session was to create a Policy Development Framework for Connect SoCal 2024, in particular as a strategy to engage SCAG’s Policy Committees in the data, emerging issues and policy recommendations that will be presented in the plan. The draft Policy Development Framework (“Framework”) for Connect SoCal 2024 was presented to the Community Economic and Human Development Committee (CEHD) on April 7, 2022 and was adopted by the Regional Council at the June 2, 2022 meeting. In furtherance of the adopted Policy Development Framework, staff have developed “look aheads” for each of the three Policy committees (CEHD, TC and EEC) organized around three areas: Connect SoCal, Local Assistance Program and Regional Updates.

CEHD COMMITTEE 12-MONTH LOOK AHEAD AND FRAMEWORK

Building on the Policy Framework and the commitment to creating more transparency and engagement in the policy development process, staff developed a 12-month look ahead for the Community, Economic and Housing Development (CEHD) Policy Committee to provide a framework and approach to the committee's agenda from July 2022 through July 2023, and to present an overview of future topics.

The framework organizes content into three programmatic areas:

- 1. *Connect SoCal:*** Items within this area will center on efforts to implement Connect SoCal 2020, updates on the plan development process for 2024, and discussion of key policy issues and emerging trends for the 2024 Sustainable Communities Strategy portion of Connect SoCal. Presentations will offer best practices, lessons learned and emerging trends in key policy areas centered on land use, housing and economic development. Throughout 2022, presentations will focus on current implementation efforts for Connect SoCal 2020 as well as status updates on the development of Connect SoCal 2024.

Through the Local Data Exchange process currently underway, staff are conducting one on one meetings with each of the 197 cities and counties in the SCAG region and also asked cities and counties to complete a survey to identify opportunities, barriers and challenges to meeting the growth projections and GhG reduction targets in Connect SoCal. The results of this survey will be presented to the CEHD Committee in February 2023, likely through the Joint Policy Committee meeting. Based on the findings of this process, the Connect SoCal programmatic area of the CEHD agenda will focus on exploration of policy ideas and identification of solutions to address opportunities and challenges raised by cities and counties. These policies and strategies will be developed with input from the CEHD committee and included as the land use strategies in Connect SoCal 2024.

- 2. *Local Assistance Program:*** In this programmatic area, staff will present informational and action items related to programs that provide assistance to local partners. Currently, the main programs that will be highlighted through the CEHD committee are: the in-progress \$47 million REAP (Regional Early Action Planning) Grant program and the development and implementation of REAP 2, with a focus on the Housing Supportive Infrastructure Program component.
- 3. *Regional Updates:*** This programmatic area will focus on regional policy issues, such as upcoming RHNA reform effort, Connect SoCal strategies such as Neighborhood Mobility Areas, implementation of the Inclusive Economic Recovery Strategy (IERS) through SCAG's one-time state funding, and the related coordination with the State's new Community Economic Resiliency Fund (CERF) program. Committee members may also recommend other policy topics for exploration.



The look ahead is tracked to when the draft 2024 Connect SoCal will be published. Staff will ensure that the various policy and strategy recommendations in Connect SoCal 2024 will be reviewed and discussed by SCAG's policy committees by July 2023, as the draft plan will be seeking feedback through broader public participation channels beyond that date. This look ahead is a draft, and topics and panels may change based on speaker availability, progress on the targeted programs, and other requests from the Committee Chair and Vice Chair as well as members.

The 12-Month Look Ahead is included as Attachment 1.

FISCAL IMPACT:

Work associated with this item is included in the FY 22-23 Overall Work Program (810.0120.20: Planning Policy Development).

ATTACHMENT(S):

1. CEHD_12Month_LookAhead
2. PowerPoint Presentation - CEHD 12 Month LookAhead_2022

CEHD 12-Month Look-Ahead

Date	Connect SoCal	Local Assistance Program	Regional Updates
July - Sept	<ul style="list-style-type: none"> • Draft Goals & Performance Measures • LDX and LIST Status Update 	<ul style="list-style-type: none"> • REAP 1 Program Bi-Annual Status report • Panel on HQTAs Projects 	<ul style="list-style-type: none"> • Economic Development Work • CEHD 12-month look-ahead • Demographic Workshop update
Oct - Nov	<ul style="list-style-type: none"> • Final Performance Measures and Monitoring • LDX and LIST Status Update 	<ul style="list-style-type: none"> • Call for Collaboration update • Housing Trust Fund panel (REAP 2 development) • REAP 2 <ul style="list-style-type: none"> • Draft HSIP Program • Program development update • Final Program Application • REAP 1 HSD Program Summary Report 	<ul style="list-style-type: none"> • Neighborhood Mobility Areas and Smart Centers
Jan - Mar	<ul style="list-style-type: none"> • LDX and LIST Status Update • New Key Connections - land use Strategy Panel #1 • Update on draft Forecasted Regional Development Pattern 	<ul style="list-style-type: none"> • REAP 1 Panel of HPLA participants • REAP 1 Bi-Annual Progress Report • Panel on EIFD Program • REAP 2 Program Development Progress Report 	<ul style="list-style-type: none"> • Inclusive Economic Growth Progress Update

CEHD 12-Month Look-Ahead

Feb	Special Joint Policy Committee Recommendations, LDX Findings and Survey Results, SB375 Workshop update		
Apr - June	<ul style="list-style-type: none"> • New Key Connections - Land Use Strategy Panel #2&3 • Discuss possible approval of Forecasted Regional Development Pattern (SB375) • Approval of Key Connections and Land Use Strategies 	<ul style="list-style-type: none"> • REAP 2 Report on Housing and Utilities Industry Forum • REAP 2 Program Development Progress Report 	<ul style="list-style-type: none"> • Inclusive Economic Growth Progress Report



CEHD 12-Month Agenda Outlook

September 1, 2022

Jenna Hornstock
Deputy Director of Planning, Land Use

WWW.SCAG.CA.GOV

Policy Development Framework Overview

- **Draft Vision and Goals**
 - Mobility, Communities, Environment, Economy
- **Policy Priorities**
 - Core Vision
 - Key Connections
 - Emerging Issues
- **Policy Development: Leadership & Outlook**

Policy Priorities

CORE VISION

- Sustainable Development
- System Preservation & Resilience
- Demand & System Management
- Transit Backbone
- Complete Streets
- Goods Movement

KEY CONNECTIONS

- Smart Cities & Job Centers
- Housing Supportive Infrastructure
- Go Zones
- Accelerated Electrification
- Shared Mobility & Mobility as a Service (MaaS)

EMERGING ISSUES

- Equity
- Resilience
- Economy

Policy Committees: Core Vision & Key Connections

TRANSPORTATION COMMITTEE

COMMUNITY, ECONOMIC, HUMAN DEV COMMITTEE

ENERGY & ENVIRONMENT COMMITTEE

CORE VISION

- System Preservation & Resilience
- Demand & System Management
- Transit Backbone
- Complete Streets
- Goods Movement

- Sustainable Development

- Sustainable Development

KEY CONNECTIONS

- Smart Cities & Job Centers
- Shared Mobility & Mobility as a Service (MaaS)
- Go Zones

- Smart Cities & Job Centers
- Housing Supportive Infrastructure

- Accelerated Electrification

ENVIRONMENTAL COMPLIANCE

- PEIR
- Transportation Conformity
- Environmental Justice
- SB 375 Technical Methodology

CEHD Committee Lookahead: Programmatic Areas

1. Connect SoCal

- Current efforts to implement Connect SoCal 2020
- Data and progress reports on Connect SoCal 2024 development
- Discuss emerging trends and policies that will drive land use strategies in Connect SoCal 2024

2. Local Assistance Program

- Highlight programs, best practices, lessons learned
- Current (FY23) programs:
 - REAP 1
 - REAP 2
 - Sustainable Communities Program (SCP) Implementation

3. Regional Updates

- RHNA Reform
- Inclusive Economic Growth / CERF
- Other policy issues upon request

CEHD Committee Agenda Outlook for FY2023

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July - Sept	<ul style="list-style-type: none"> • Draft Goals & Performance Measures • LDX and LIST Status Update 	<ul style="list-style-type: none"> • REAP 1 Program Bi-Annual Status report • REAP 2 Draft SRP 2 Guidelines • Panel on HQTAs Projects 	<ul style="list-style-type: none"> • Economic Development Work • CEHD 12-month lookahead • Demographic Workshop update
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CEHD Committee Agenda Outlook for FY2023

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