



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  
Clint Lorimore, Eastvale

First Vice President  
Jan C. Harnik, Riverside County  
Transportation Commission

Second Vice President  
Carmen Ramirez, County of Ventura

Immediate Past President  
Rex Richardson, Long Beach

#### COMMITTEE CHAIRS

Executive/Administration  
Clint Lorimore, Eastvale

Community, Economic &  
Human Development  
Jorge Marquez, Covina

Energy & Environment  
David Pollock, Moorpark

Transportation  
Sean Ashton, Downey

## REMOTE PARTICIPATION ONLY

# COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE

***Thursday, September 2, 2021  
9:30 a.m. – 11:30 a.m.***

***To Participate on Your Computer:***  
**<https://scag.zoom.us/j/116153109>**

***To Participate by Phone:***  
**Call-in Number: 1-669-900-6833**  
**Meeting ID: 116 153 109**

***Please see next page for detailed  
instructions on how to participate in the meeting.***

### ***PUBLIC ADVISORY***

Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-08-21, 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](mailto:aguilarm@scag.ca.gov). Agendas & Minutes are also available at: [www.scag.ca.gov/committees](http://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. **Submit written comments via email to: [CEHDPublicComment@scag.ca.gov](mailto:CEHDPublicComment@scag.ca.gov) by 5pm on Wednesday, September 1, 2021.**

All written comments received after 5pm on Wednesday, September 1, 2021 will be announced and included as part of the official record of the meeting.

2. **If participating via Zoom or phone, during the Public Comment Period, 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.**

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](mailto: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.***



## Instructions for Participating in the Meeting

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

### To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/116153109>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
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.

### To Listen and Provide Verbal Comments by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 116 153 109**, followed by #.
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.



**CEHD - Community, Economic and Human Development Committee**  
***Members – September 2021***

- 1. Hon. Jorge Marquez**  
CEHD Chair, Covina, RC District 33
- 2. Hon. Frank A. Yokoyama**  
CEHD Vice Chair, Cerritos, RC District 23
- 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. Drew Boyles**  
El Segundo, RC District 40
- 8. Hon. Wendy Bucknum**  
Mission Viejo, RC District 13
- 9. Hon. Juan Carrillo**  
Palmdale, RC District 43
- 10. Hon. Michael Carroll**  
Irvine, RC District 14
- 11. Hon. Letitia Clark**  
Tustin, RC District 17
- 12. Hon. Paula Devine**  
Glendale, RC District 42
- 13. Hon. Steve DeRuse**  
La Mirada, RC District 31
- 14. Hon. Diane Dixon**  
Newport Beach, RC District 15
- 15. Hon. Rose Espinoza**  
La Habra, OCCOG

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**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**

*Be Open | Lead by Example | Make an Impact | Be Courageous*



## COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

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- 16. Hon. Waymond Fermon**  
Indio, CVAG
- 17. Hon. Margaret Finlay**  
Duarte, RC District 35
- 18. Hon. Alex Fisch**  
Culver City, RC District 41
- 19. Hon. Mark Henderson**  
Gardena, RC District 28
- 20. Hon. Peggy Huang**  
TCA Representative
- 21. Hon. Cecilia Hupp**  
Brea, OCCOG
- 22. Hon. Kathleen Kelly**  
Palm Desert, RC District 2
- 23. Sup. Matt LaVere**  
Ventura County CoC
- 24. Hon. Jed Leano**  
Claremont, SGVCOG
- 25. Hon. Patricia Lock Dawson**  
Riverside, RC District 68
- 26. Hon. Marisela Magana**  
Perris, RC District 69
- 27. Hon. Anni Marshall**  
Avalon, GCCOG
- 28. Hon. Andrew Masiel**  
Tribal Govt Regl Planning Board Representative
- 29. Hon. Lauren Meister**  
West Hollywood, WSCCOG
- 30. Hon. Bill Miranda**  
Santa Clarita, SFVCOG
- 31. Hon. John Mirisch**  
Beverly Hills, Pres. Appt. (Member at Large)

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## COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

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- 32. Sup. Holly Mitchell**  
Los Angeles County
- 33. George Nava**  
Brawley, ICTC
- 34. Hon. Kim Nguyen**  
Garden Grove, RC District 18
- 35. Hon. Trevor O'Neil**  
Anaheim, RC District 19
- 36. Hon. Ed Paget**  
Needles, SBCTA
- 37. Hon. Sunny Park**  
Buena Park, OCCOG
- 38. Hon. Ariel Pe**  
Lakewood, GCCOG
- 39. Hon. Michael Posey**  
Huntington Beach, RC District 64
- 40. Hon. Misty Perez**  
Port Hueneme, Pres. Appt. (Member at Large)
- 41. Hon. Nithya Raman**  
Los Angeles, RC District 51
- 42. Hon. Gabriel Reyes**  
San Bernardino County CoC
- 43. Hon. Rex Richardson**  
Imm. Past President, Long Beach, RC District 29
- 44. Hon. Sonny Santa Ines**  
Bellflower, GCCOG
- 45. Hon. Nicholas Schultz**  
Burbank, AVCJPA
- 46. Hon. David J. Shapiro**  
Calabasas, RC District 44
- 47. Hon. Becky Shevlin**  
Monrovia, SGVCOG

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## COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

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

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## COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

Southern California Association of Governments  
Remote Participation Only  
**Thursday, September 2, 2021**  
**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 Jorge Marquez, Chair)*

### **PUBLIC COMMENT PERIOD**

Members of the public are encouraged to submit written comments by sending an email to: [CEHDPublicComment@scag.ca.gov](mailto:CEHDPublicComment@scag.ca.gov) by 5pm on Wednesday, September 1, 2021. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Written comments received after 5pm on Wednesday, September 1, 2021 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 will be allowed up to 3 minutes to speak, 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 reduce the time limit based upon the number of comments received and may limit the total time for all public comments to twenty (20) minutes.

### **REVIEW AND PRIORITIZE AGENDA ITEMS**

### **CONSENT CALENDAR**

#### Approval Items

1. Minutes of the July 1, 2021 Meeting

#### Receive and File

2. Initial Findings for Connect SoCal CEQA Addendum No. 2 to Programmatic Environmental Impact Report (State Clearinghouse #2019011061)
3. California Climate Investments (CCI) 2021 Update

### **ACTION ITEMS**

4. Subregional Sustainable Communities Strategy Framework and Guidelines 15 Mins.  
*(Sarah Dominguez, Senior Regional Planner)*



## COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

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**RECOMMENDED ACTION FOR CEHD:** Recommend that the Regional Council adopt the Subregional Sustainable Communities Strategy Framework and Guidelines for use in the development of the 2024 RTP/SCS.

### INFORMATION ITEMS

5. Regional Growth Forecast Framework and Expert Panel 30 Mins.  
*(Kevin Kane, Senior Regional Planner)*

6. SB 743 Local Implementation – Examples from Across the Region 40 Mins.  
*(Michael Gainor, Senior Regional Planner)*

### CHAIR'S REPORT

*(The Honorable Jorge Marquez, Chair)*

### STAFF REPORT

*(Jonathan Hughes, Regional Affairs Officer, SCAG Staff)*

### FUTURE AGENDA ITEMS

### ANNOUNCEMENTS

### ADJOURNMENT



Southern California Association of Governments  
Remote Participation Only  
September 2, 2021

**MINUTES OF THE REGULAR MEETING  
COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE (CEHD)  
THURSDAY, July 1, 2021**

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, Economic and Human Development (CEHD) Committee of the Southern California Association of Governments (SCAG) held its regular meeting telephonically and electronically given public health directives limiting public gatherings due to COVID-19 and in compliance with the Governor’s Executive Order N-29-20. A quorum was present.

**Members Present:**

**Hon. Jorge Marquez, Chair**  
**Hon. Frank Yokoyama, Vice Chair**  
Hon. Drew Boyles  
Hon. Juan Carrillo  
Hon. Letitia Clark  
Hon. Paula Devine  
Hon. Diane Dixon  
Hon. Rose Espinoza  
Hon. Waymond Fermon  
Hon. Margaret E. Finlay  
Hon. Alex Fisch  
Hon. Mark Henderson  
Hon. Peggy Huang  
Hon. Cecilia Hupp  
Hon. Kathleen Kelly  
Hon. Jed Leano  
Hon. Marisela Magana  
Hon. Lauren Meister  
Hon. Bill Miranda  
Hon. John Mirisch  
Hon. Kim Nguyen

**Covina**  
**Cerritos**  
*El Segundo*  
*Palmdale*  
*Tustin*  
*Glendale*  
*Newport Beach*  
*La Habra*  
*Indio*  
*Duarte*  
*Culver City*  
*Gardena*  
  
*Brea*  
*Palm Desert*  
*Claremont*  
*Perris*  
*West Hollywood*  
*Santa Clarita*  
*Beverly Hills*  
*Garden Grove*

**RC District 33**  
**RC District 23**  
District 40  
District 43  
District 17  
District 42  
District 15  
OCCOG  
CVAG  
District 35  
District 41  
District 28  
TCA  
OCCOG  
District 2  
SGVCOG  
District 69  
WSSCOG  
SFVCOG  
*Pres. Appt., Member-at-Large*  
District 18



Hon. Trevor O’Neil	<i>Anaheim</i>	District 19
Hon. Edward Paget	<i>Needles</i>	SBCTA
Hon. Sunny Park	<i>Buena Park</i>	OCCOG
Hon. Ariel Pe	<i>Lakewood</i>	GCCOG
Hon. Misty Perez	<i>Port Hueneme</i>	<i>Pres. Appt., Member-at-Large</i>
Hon. Rex Richardson	<i>Long Beach</i>	District 29
Hon. Sonny Santa Ines	<i>Bellflower</i>	GCCOG
Hon. David Shapiro	<i>Calabasas</i>	District 44
Hon. Becky Shevlin	<i>Monrovia</i>	SGVCOG
Hon. Andy Sobel	<i>Santa Paula</i>	VCOG
Hon. Wes Speake	<i>Corona</i>	WRCOG
Hon. Mark Waronek	<i>Lomita</i>	SBCCOG
Hon. Acquanetta Warren	<i>Fontana</i>	SBCTA
Hon. Christi White	<i>Murrieta</i>	WRCOG
Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG

**Members Not Present**

Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Al Austin, II	<i>Long Beach</i>	GCCOG
Hon. David Avila	<i>Yucaipa</i>	SBCTA
Hon. Megan Beaman Jacinto	<i>Coachella</i>	District 66
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Michael C. Carroll	<i>Irvine</i>	District 14
Hon. Steve De Ruse	<i>La Mirada</i>	GCCOG
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Anni Marshall	<i>Avalon</i>	GCCOG
Hon. Andrew Masiel, Sr.	<i>Tribal Gov’t Reg’l Planning</i>	
Hon. Holly Mitchell		Los Angeles County
Hon. George Nava	<i>Brawley</i>	ICTC
Hon. Michael Posey	<i>Huntington Beach</i>	District 64
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Nicholas Schultz	<i>Burbank</i>	AVCJPA
Hon. Tony Wu	<i>West Covina</i>	SGVCOG

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

The Honorable Jorge Marquez called the meeting to order at 9:30 a.m. and asked Councilmember Christi White, City of Murrieta, WRCOG, to lead the Pledge of Allegiance.

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### **PUBLIC COMMENT PERIOD**

Chair Marquez opened the public comment period and asked anyone on their computers to speak by using the “raise hand” function on the computer and/or wait for SCAG staff to announce their name or phone number. Additionally, public comments received via email to [CEHDPublicComment@scag.ca.gov](mailto:CEHDPublicComment@scag.ca.gov) after 5pm on June 30, 2021, would be announced and included as part of the official record of the meeting.

SCAG Staff noted there were no public comments received before the 5pm deadline on Wednesday, June 30, 2021, or via hands raised.

Chair Marquez closed the public comment period.

### **REVIEW AND PRIORITIZE AGENDA ITEMS**

No reprioritizations were made.

### **CONSENT CALENDAR**

#### Approval Item

1. Minutes of the June 3, 2021 Meeting
2. Transfer of Regional Housing Needs Assessment (RHNA) Units from County of Orange to City of Placentia

#### Receive and File

3. 2020 Sustainable Communities Program – Smart Cities & Mobility Innovations Call for Applications – Proposed Project List
4. California Air Resources Board (CARB) 2022 Scoping Plan Update

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

**AYES:** BOYLES, CARRILLO, CLARK, DIXON, FERMON, FINLAY, FISCH, HENDERSON, HUANG, HUPP, KELLY, LEANO, MAGANA, MARQUEZ, MEISTER, MIRANDA, MIRISCH, NGUYEN, PAGET, PE, PEREZ, SANTA INES, SHAPIRO, SHEVLIN, SOBEL, SPEAKE, WARREN, WHITE, YOKOYAMA AND ZERUNYAN (30).

NOES: (0).

ABSTAIN: (0).

**ACTION/DISCUSSION ITEM**

5. Inclusive Economic Recovery Strategy – Final Report and Recommendations

Chair Marquez introduced Jenna Hornstock, SCAG staff, who provided an overview of the final report and priority recommendations of the Inclusive Economic Recovery Strategy (IERS). Ms. Hornstock provided background information on the initial work developed for the IERS Workplan. Highlights of the presentation focused on the following priority recommendations:

- IERS – Guiding Principles and IERS Focus Areas – Inter-connected and equally important;
- Housing Production, including development of accessory dwelling units (ADUs);
- Transportation and Infrastructure, including aid to bridge the digital divide and support for active transportation;
- Sector-Based Strategies - working with partners to seek legislative solutions, including support for regional data resources that can support and inform policies around economic development; and
- Next Steps, including tracking state and federal funding sources that support economic recovery and economic growth; and support for subregional partners in securing funding.

Ms. Hornstock responded to the comments and questions expressed by Committee members, including questions regarding housing and factors for where housing is likely to be built to address accessibility for people of color. Additional comments expressed strong support for prioritizing economic development programs and implementation, including broadband for all, and identifying commercial areas that can accommodate more affordable housing. Support for adding “affordable” as a type of housing production was discussed. Councilmembers also focused on implementation and public administration principles to achieve goals that uplift all communities and may also generate wealth through housing.

The Committee expressed appreciation for Ms. Hornstock’s thorough presentation and requested that some of the focus areas discussed be added to the list of top priority recommendations.

The comprehensive staff report along with the PowerPoint Presentation – Inclusive Economic Recovery Strategy (IERS) – Work Plan, were included in the agenda packet.

A MOTION was made (Kelly) to approve staff's recommendation to recommend to the Regional Council the adoption of the Final Report and Recommendations. Motion was SECONDED (Huang) and passed by the following roll call vote:

**AYES:** BOYLES, CARRILLO, CLARK, DEVINE, DIXON, ESPINOZA, FERMON, FINLAY, FISCH, HENDERSON, HUANG, HUPP, KELLY, LEANO, MAGANA, MARQUEZ, MEISTER, MIRANDA, MIRISCH, NGUYEN, PAGET, PARK, PE, PEREZ, RICHARDSON, SANTA INES, SHAPIRO, SHEVLIN, SOBEL, SPEAKE, WARREN, WHITE, YOKOYAMA AND ZERUNYAN (34).

**NOES:** (0).

**ABSTAIN:** (0).

### **INFORMATION ITEMS**

#### 6. 2020-21 CivicSpark Housing Fellows Capstone Presentation

Chair Marquez introduced the 2020-21 CivicSpark Housing Fellows team: Clare Blackwell, Angelica Gonzalez and Aman Patheja. He noted that each would provide an overview of the CivicSpark Americorps Program, which included an overview and outline of the CivicSpark program, SCAG's Partnership and SCAG's Housing program. The presentation focused on their work over the first-year service term and highlight their research and identified best practices in affordable housing policies, programs, and practices. These initiatives help advance the goals and key connections of Connect SoCal as well as planning for the 2024 regional plan. Some of the topics presented were:

- Overview of the CivicSpark program
- SCAG Housing Fellowship Gap Assessments and Goals
- Subregional Partnership Program
- Accessory Dwelling Units (ADUs) and Transit-Oriented Development Partnerships
- Next Steps: Presenting deliverables to CivicSpark and continuing to support SCAG's housing program

Mr. Patheja addressed the comments expressed by Committee members including recommendations for CivicSpark, in its future work, to research the potential of remote work and electrifying the fleet and commuter rail to help reduce vehicle miles traveled (VMT) and carbon emissions.

The Committee thanked the CivicSpark Fellows for an excellent presentation and asked that they each provide a brief profile of their education.

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

#### 7. SCAG's Regional Early Action Program (REAP) Bi-Annual Status Report

Chair Marquez asked Jenna Hornstock, SCAG staff, to provide highlights of the REAP Bi-Annual status report. Ms. Hornstock's presentation included background information and updates of the grant administrative process for the \$47 million funding allocated to the Regional Early Action Planning (REAP) program. Additional highlights included the bi-annual status updates and overview of the REAP program areas and types:

- Subregional Partnership Program
- REAP Partnership & Outreach Programs
- Regional Housing Policy Solutions, including RHNA Methodology/Allocations
- Transit Oriented Development Work Program; LA Metro and Metrolink Partnerships

Chair Marquez thanked Ms. Hornstock for an excellent presentation.

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

#### **CHAIR'S REPORT**

Chair Marquez welcomed Councilmember Waymond Fermon, City of Indio, representing CVAG to the CEHD Committee.

#### **STAFF REPORT**

Jonathan Hughes, SCAG staff, announced that there are no Regional Council/Policy Committee meetings in August; the next meeting of the CEHD will be held on Thursday, September 2<sup>nd</sup> at 9:30 a.m. He also reported that SCAG is preparing for a return to in-person Regional Council and Policy Committee meetings. He noted that the first date of in-person meetings will be September 2<sup>nd</sup>, with a remote/hybrid approach. Additional details and information to assist in planning will be forthcoming and will be provided well in advance of the September meeting.

#### **FUTURE AGENDA ITEM**

There were no future agenda items requested.

#### **ADJOURNMENT**

There being no further business, Chair Marquez adjourned the CEHD Committee meeting at 10:44 a.m.

Respectfully submitted by:

Carmen Summers

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Community, Economic and Human Development Committee Clerk

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE CEHD COMMITTEE]

**COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE ATTENDANCE REPORT**

2021-22

MEMBERS	Representing	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	April	May	Total Mtgs Attended To Date
Andrade-Stadler, Adele	Alhambra, District 34	1												1
Austin, II, Al	Long Beach, GCCOG													0
Avila, David	Yucaipa, SBCTA													0
Beaman Jacinto, Megan	Coachella, District 66													0
Boyles, Drew	El Segundo, District 40	1	1											2
Bucknum, Wendy	Mission Viejo, District 13	1												1
Carrillo, Juan	Palmdale, District 43	1	1											2
Carroll, Michael C.	Irvine, District 14													0
Clark, Letitia	Tustin, District 17	1	1											2
De Ruse, Steve	La Mirada, District 31	1												1
Devine, Paula	Glendale, District 42	1	1											2
Dixon, Diane B.	Newport Beach, District 15		1											1
Espinoza, Rose	La Habra, OCCOG	1	1											2
Fermon, Waymond	Indio, CVAG		1											1
Finlay, Margaret E.	Duarte, District 35	1	1											2
Fisch, Alex	Culver City, District 41	1	1											2
Henderson, Mark E.	Gardena, District 28	1	1											2
Huang, Peggy	TCA	1	1											2
Hupp, Cecilia	Brea, OCCOG	1	1											2
Kelly, Kathleen	Palm Desert, District 2	1	1											2
Leano, Jed	Claremont, SGVCOG	1	1											2
Lock Dawson, Patricia	Riverside, District 68	1												1
Magana, Marisela	Perris, District 69	1	1											2
Marquez, Jorge	Covina, District 33	1	1											2
Marshall, Anni	Avalon, GCCOG													0
Masiel, Sr., Andrew	Pechanga Band of Luiseno Indians													0
Meister, Lauren	West Hollywood, WCCOG	1	1											2
Miranda, Bill	Santa Clarita, SFVCOG	1	1											2
Mirisch, John A.	Beverly Hills, Pres. Appt.	1	1											2
Mitchell, Holly	Los Angeles County													0
Nava, George A.	ICTC	1												1
Nguyen, Kim B.	Garden Grove, District 18	1	1											2
O'Neil, Trevor	Anaheim, District 19	1	1											2
Paget, Edward	Needles, SBCTA/SBCCOG	1	1											2
Park, Sunny Youngsun	Buena Park, OCCOG	1	1											2
Pe, Ariel "Ari"	Lakewood, GCCOG	1	1											2
Perez, Misty	Port Hueneme, Pres. Appt.	1	1											2
Posey, Mike	Huntington Beach, OCCOG	1												1
Raman, Nithya	Los Angeles, District 51													0
Richardson, Rex	Long Beach, District 29	1	1											2
Santa Ines, Sonny	Bellflower, GCCOG	1	1											2
Schultz, Nick	Burbank, AVCJPA	1												1
Shapiro, David J.	Calabasas, District 44	1	1											2
Shevlin, Becky A.	Monrovia, SGVCOG	1	1											2
Sobel, Andy	Santa Paula, VCOG	1	1											2
Speake, Wes	Corona, WRCOG	1	1											2
Waronek, Mark	Lomita, SBCCOG	1	1											2
Warren, Acquanetta	Fontana, SBCTA	1	1											2
White, Christi	Murrieta, WRCOG	1	1											2
Wu, Tony	West Covina, SGVCOG													0
Yokoyama, Frank Aurelio	Cerritos, District 23	1	1											2
Zerunyan, Frank	Rolling Hills Estates, SBCCOG	1	1											2
<b>TOTAL ATTENDANCE MATCH</b>		<b>41</b>	<b>36</b>											

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**Attachment: CEHD Attendance Sheet JULY 2021-22 (Minutes of the July 1, 2021 Meeting)**



Southern California Association of Governments  
Remote Participation Only  
September 2, 2021

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Karen Calderon, Associate Regional Planner  
(213) 236-1983, calderon@scag.ca.gov

**Subject:** Initial Findings for Connect SoCal CEQA Addendum No. 2 to Programmatic  
Environmental Impact Report (State Clearinghouse #2019011061)

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

Receive and File

**RECOMMENDED ACTION FOR EEC:**

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:**

*Since approval of the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS or Connect SoCal) and certification of the Program Environmental Impact Report (State Clearinghouse #2019011061) (PEIR) by the SCAG Regional Council at its September 3, 2020 meeting, 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 Draft Addendum No. 2 to the PEIR, which analyzes the changes documented in the Connect SoCal Amendment No. 1. SCAG staff finds that the proposed changes would not result in a substantial change to the region-wide impacts when compared to the certified PEIR with Addendum No. 1. SCAG staff also finds that the projects identified in Connect SoCal Amendment No. 1 are programmatically consistent with the analysis, mitigation measures, and Findings of Fact contained in the previously certified PEIR with Addendum No. 1.*

***An informational copy of draft Addendum No. 2 to the PEIR is attached to this staff report. This staff report and draft addendum is for informational purposes only. Staff will return to the EEC for approval of the final Addendum No. 2 to the PEIR on October 7, 2021 and to SCAG's Regional Council for certification on November 4, 2021.***

**BACKGROUND:**

At its September 3, 2020 meeting, the RC adopted Connect SoCal and certified the associated Program Environmental Impact Report (PEIR) and 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). 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. 1 consists of 296 project modifications. Specific changes include 149 project modifications to financially constrained RTP/SCS projects, 4 project modifications to financially unconstrained RTP/SCS projects, and 143 project modifications to short-term RTP projects. A total of 60 projects were added and 31 projects were removed due to project cancellation or duplicate entries. With respect to financially constrained and unconstrained RTP/SCS projects and modifications to short-term RTP projects, 6 of the projects are within Imperial County, 111 of the projects are within Los Angeles County, 15 of the projects are within Orange County, 122 of the projects are within Riverside County, 38 of the projects are within San Bernardino County, 2 of the projects are within Ventura County, and 2 of the projects spread across multiple counties.

**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 Section 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.

**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. 1 pursuant to CEQA. The contents of Draft Addendum No. 2 are as follows:

- **Chapter 1.0, Introduction** describes the purpose and scope of this document and the basis for 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. 1 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. Additionally, modeling results indicate that modifications to the Project List resulted in an overall difference of less than one percent. See Table 1, below, for a summary of the impacts analyzed in draft Addendum No. 2.

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

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

SCAG has determined that the changes and additions identified above with respect to Amendment No. 1 would result in impacts that would fall within the range of impacts already identified in the previously certified Connect SoCal PEIR and PEIR Addendum No. 1. Therefore, no substantial physical impacts to the environment beyond those already anticipated and documented in the Connect SoCal PEIR are anticipated to result from the changes and additions identified in the Connect SoCal Amendment No. 1. 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. ***An informational copy of draft Addendum No. 2 to the PEIR is attached to this staff report.***

**CONCLUSION:**

Preliminary analysis indicates that the projects identified in Connect SoCal Amendment No. 1 are programmatically consistent with the analysis, mitigation measures, and Findings of Fact contained in the certified PEIR with Addendum No. 1 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. Therefore, it is determined that a Subsequent or Supplemental PEIR is not required and that Addendum No. 2 to the PEIR fulfills the CEQA requirements for Connect SoCal Amendment No. 1.

**NEXT STEPS:**

Staff will return to the EEC for its approval of the final Addendum No. 2 to the PEIR on October 7, 2021 and to SCAG's Regional Council for certification on November 4, 2021.

**FISCAL IMPACT:**

Work associated with this item is included in the current Fiscal Year 2021/22 Overall Work Program (22-020.0161.04: Environmental Compliance, Coordination & Outreach).

**ATTACHMENT(S):**

1. Draft-Addendum #2-PEIR

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



**DRAFT ADDENDUM #2**  
TO THE  
PROGRAM ENVIRONMENTAL IMPACT REPORT  
STATE CLEARINGHOUSE #2019011061

DRAFT | SEPTEMBER 2, 2021

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## DRAFT ADDENDUM #2

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TO THE  
PROGRAM ENVIRONMENTAL IMPACT REPORT  
STATE CLEARINGHOUSE #2019011061

DRAFT | SEPTEMBER 2, 2021

[scag.ca.gov/connect-social](http://scag.ca.gov/connect-social)  
[scag.ca.gov/peir](http://scag.ca.gov/peir)

# CONNECT SOCAL Draft Addendum #2 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<sup>1</sup> 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 refinements 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).

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 Addendum #1.

<sup>1</sup> 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.

Since the adoption of Connect SoCal, SCAG has 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 (proposed Amendment #1 to the Connect SoCal, referred to herein as "Connect SoCal Amendment #1")

This PEIR Addendum #2 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 #1. This document is prepared as an addendum to the previously certified Connect SoCal PEIR and PEIR Addendum #1.

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 Addendum #1. Therefore, a Subsequent or Supplemental PEIR is not required and this addendum to the Connect SoCal PEIR is sufficient.

In summary, PEIR Addendum #2 serves as an informational document to inform decision-makers and the public of the potential environmental impacts of Connect SoCal Amendment #1 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 #1 would not result in either new significant environmental effects or substantial increase in the severity of previously identified 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 #1 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 #1 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 #1, at the regional program-level, and finds that the additional and modified projects contained in PEIR Addendum #2 are consistent with the region-wide environmental impacts analysis, mitigation measures or alternatives, and Findings of Fact discussed in the previously certified Connect SoCal PEIR and PEIR Addendum #1, 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 #2 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 #2 to the Connect SoCal PEIR to demonstrate that the proposed changes to the Connect SoCal Project List, contained in Connect SoCal Amendment #1, 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 #2 to the Connect SoCal PEIR neither controls nor determines the ultimate decision for approval for Connect SoCal Amendment #1 and the proposed changes to the Project List contained therein. The information presented in this Addendum #2 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 #1.

## 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 #1 consists of 296 project modifications. Specific changes include 149 project modifications to financially constrained RTP/SCS projects, 4 project modifications to financially unconstrained RTP/SCS projects, and 143 project modifications to short-term RTP projects. A total of 60 projects were added and 31 projects were removed due to project cancellation or duplicate entries.

With respect to financially constrained and unconstrained RTP/SCS projects and modifications to short-term RTP projects, 6 of the projects are within Imperial County, 111 of the projects are within Los Angeles County, 15 of the projects are within Orange County, 122 of the projects are within Riverside County, 38 of the projects are within San Bernardino County, 2 of the projects are within Ventura County, and 2 of the projects spread across multiple counties. (Project List available at: <https://scag.ca.gov/post/draft-amendment-1>).

## 3.0 ENVIRONMENTAL ANALYSIS

The changes described above to the Project List identified in Connect SoCal Amendment #1 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 #1 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 Addendum #1. Therefore, no substantial physical impacts to the environment beyond those already anticipated and documented in the Connect SoCal PEIR are anticipated to result from the changes and additions identified in the Connect SoCal Amendment #1.

The environmental analysis provided in this Addendum #2 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 #1, as compared to those already identified in the Connect SoCal PEIR are summarized in **TABLE 3-1, Summary of Impacts from Amendment #1.**

### 3.1 AESTHETICS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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

**TABLE 3-1 Summary of Impacts from Amendment #1**

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

the previously certified Connect SoCal PEIR and PEIR Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of aesthetic impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

## 3.2 AGRICULTURE AND FORESTRY RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum adequately addresses the range of agricultural and forestry impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

## 3.3 AIR QUALITY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #1, 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 #1, the Plan conditions (2045) and existing conditions (base year 2019) of the criteria pollutant emissions for the six counties in the SCAG region remain the same with the proposed changes to the Project List identified in the Connect SoCal Amendment #1. Therefore, no changes to analyses and air quality findings previously discussed in the certified Connect SoCal PEIR and previous addendum 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 PEIR Addendum #1 addresses the range of air quality impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

### 3.4 BIOLOGICAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to biological resources, or a substantial increase in the severity of impacts to biological resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

### 3.5 CULTURAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with

**TABLE 3-2 On-Road Mobile-Source Criteria Air Pollutant Emissions by County - Existing Condition (2019) vs Plan (2045) - Amendment #1**

County		(Tons/Day)								
		ROG		NO <sub>x</sub>			CO	PM <sub>10</sub>	PM <sub>2.5</sub>	SO <sub>x</sub>
		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	17	0.7	0.3	0.1
	<b>Difference (Amendment #1)</b>	<b>-1</b>	<b>-1</b>	<b>-2</b>	<b>-2</b>	<b>-2</b>	<b>-2</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>
	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	35	34	146	13.9	5.7	0.8
	<b>Difference (Amendment #1)</b>	<b>-30</b>	<b>-29</b>	<b>-55</b>	<b>-60</b>	<b>-59</b>	<b>-251</b>	<b>0.3</b>	<b>-0.6</b>	<b>-0.3</b>
	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	8	46	4.7	1.9	0.2
	<b>Difference (Amendment #1)</b>	<b>-8</b>	<b>-8</b>	<b>-14</b>	<b>-16</b>	<b>-15</b>	<b>-65</b>	<b>0.1</b>	<b>-0.1</b>	<b>-0.1</b>
	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	13	40	4.7	1.9	0.3
	<b>Difference (Amendment #1)</b>	<b>-7</b>	<b>-6</b>	<b>-20</b>	<b>-21</b>	<b>-21</b>	<b>-47</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>
	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	43	5.2	2.1	0.3
	<b>Difference (Amendment #1)</b>	<b>-8</b>	<b>-7</b>	<b>-20</b>	<b>-21</b>	<b>-21</b>	<b>-57</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>
	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	1.2	0.5	0.1
	<b>Difference (Amendment #1)</b>	<b>-3</b>	<b>-3</b>	<b>-4</b>	<b>-5</b>	<b>-5</b>	<b>-20</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	Previous Difference (PEIR) *	-3	-3	-4	-5	-5	-20	0.0	0.0	0.0

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

respect to cultural resources. Similarly, cultural resource impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of cultural resource impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

### 3.6 ENERGY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

As shown in **TABLE 3-3**, SCAG Region Estimated Transportation Fuel Consumption – Amendment #1), 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 compared to the previously certified Connect SoCal PEIR and previous addendum.

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 addendum, adequately addresses the range of energy impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

**TABLE 3-3 SCAG Region Estimated Transportation Fuel Consumption – Amendment #1**

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%
<b>Amendment #1</b>	<b>6.7</b>	<b>18,239</b>	<b>-20.3%</b>
PEIR*	6.7	18,241	-20.3%

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

### 3.7 GEOLOGY AND SOILS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of geology and soil impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

### 3.8 GREENHOUSE GAS EMISSIONS

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

Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

Based on the analysis for the Connect SoCal PEIR, transportation emissions for this PEIR Addendum #2 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 #1) and off-road emission sources such as rail, aviation, and ocean going vessels (**TABLE 3-5**, Greenhouse Gas Emissions from Off-Road Vehicles in the SCAG Region – Amendment #1).

Similar to Connect SoCal, Connect SoCal Amendment #1 would result in approximately 63.4 million metric tons per year CO<sub>2</sub>e total GHG emissions from on-road vehicles and 10.1 million metric tons per year CO<sub>2</sub>e from off-road vehicles in 2045, as shown in **TABLE 3-5** and **TABLE 3-6**, 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 #1, Connect SoCal Amendment #1 would result in the same 14.9 percent GHG emission reduction estimated for Connect SoCal when compared to the 2019 baseline. Therefore, the proposed changes from the Connect SoCal Amendment #1 project list would result in similar GHG emissions from on road and off road vehicles.

**TABLE 3-4 Greenhouse Gas Emissions from On-Road Vehicles in the SCAG Region (Million Metric Tons Per Year) - Amendment #1**

On-Road Vehicles	2019 Based Year			2045 (Plan)		
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2O</sub>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2O</sub>
Light and Medium Duty Vehicles	59.46	0.002	0.0009	37.46	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 <sub>2</sub>	76.43	0.004	0.003	62.98	0.002	0.001
On-Road Vehicles (Subtotal) in CO <sub>2e</sub> *	76.43	0.076	0.919	62.98	0.038	0.356
<b>Total GHG Emissions from on-road vehicles in CO<sub>2e</sub> (Amendment #1)</b>	<b>77.4</b>			<b>63.4</b>		
<b>Previous Total GHG Emissions from on-road vehicles in CO<sub>2e</sub> (PEIR) **</b>	<b>77.4</b>			<b>63.4</b>		

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

\*CO<sub>2</sub> was converted to CO<sub>2e</sub> 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 Addendum #1

**TABLE 3-5 Greenhouse Gas Emissions from Off-Road Vehicles in the SCAG Region (Million Metric Tons Per Year) - Amendment #1**

Off-Road Vehicles	2019 Based Year			2045 (Plan)		
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2O</sub>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2O</sub>
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 <sub>2</sub>	6.45	0.00	0.00	9.78	0.00	0.00
Other Transportation Sources (Subtotal) in CO <sub>2e</sub> *	6.45	0.00	0.49	9.78	0.00	0.29
<b>Total GHG Emissions from off-road vehicles in CO<sub>2e</sub> (Amendment #1)</b>	<b>6.9</b>			<b>10.1</b>		
<b>Previous Total GHG Emissions from off-road vehicles in CO<sub>2e</sub> (PEIR) **</b>	<b>6.9</b>			<b>10.1</b>		

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

\*CO<sub>2</sub> was converted to CO<sub>2e</sub> 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 Addendum #1

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 #1, per capita CO2 emissions from cars and light duty trucks (only) from Connect SoCal Amendment #1 would remain at 21.3 pounds per day in 2020. Amendment #1 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 #2 projects 18.7 pounds per day for per capita CO2 emissions from cars and light-duty trucks (only), similar to the Plan’s original projection of 18.8 pounds per day for per capita CO2 emissions. 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. Additionally, Connect SoCal Amendment #1 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 #1 would continue to achieve SB 375 per capita GHG reduction targets for the SCAG region.

Furthermore, Amendment #1 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.

**TABLE 3-6 Greenhouse Gas Emissions from On-Road and Off-Road Sources in the Transportation Sector in the SCAG Region – Amendment #1**

	2019 Based Year	2045 (Plan)**
Total GHG Emissions from on-road vehicles in CO <sub>2e</sub> *	77.4	63.4
Total GHG Emissions from other transportation sources in CO <sub>2e</sub>	6.9	10.1
All Transportation Sector (On-Road and Off-Road Vehicles) in CO <sub>2e</sub>	84.4	73.4
<b>Amendment #1 vs. 2019 Base Year</b>		<b>-14.9%</b>
<b>PEIR** vs. 2019 Base Year</b>		<b>-14.9%</b>

SOURCE: SCAG Transportation Modeling, 2020 and 2021. NOTE: Calculations may be rounded.  
 \*CO<sub>2</sub> was converted to CO<sub>2e</sub> 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 Addendum #1

The analysis in the certified Connect SoCal PEIR Greenhouse Gas Emissions Section and previous addendum, adequately addresses the range of GHG emission impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

### 3.9 HAZARDS AND HAZARDOUS MATERIALS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1 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

**TABLE 3-7 SB 375 Analysis – Amendment #1**

	2005 (Baseline)	2020 (Plan)	2035 (Plan)
Resident population (per 1,000)	17,161	19,194	21,109
CO2 emissions (per 1,000 tons)	204.0*	204.5**	197.6***
Per capita emissions (pounds/day)	23.8	21.3	18.7
<b>% difference from Amendment #1 (2020) to Baseline (2005)</b>			<b>-8%****</b>
<b>% difference from Amendment #1 (2035) to Baseline (2005)</b>			<b>-19%****</b>
Previous % difference from Plan (2020) to Baseline (2005)			-8%****
Previous % difference from Plan (2035) to Baseline (2005)			-19%****

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

Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of hazard impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 programmatically addressed in the Connect SoCal PEIR and previous addendum.

### 3.10 HYDROLOGY AND WATER QUALITY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum

#1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of hydrology and water quality impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 programmatically addressed in the Connect SoCal PEIR and previous addendum.

### 3.11 LAND USE AND PLANNING

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 programmatically addressed in the Connect SoCal PEIR and previous addendum.

### 3.12 MINERAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of mineral resource impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

### 3.13 NOISE

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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

addendum, adequately addresses the range of noise impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

### 3.14 POPULATION, HOUSING AND EMPLOYMENT

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of population, housing, and employment impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

### 3.15 PUBLIC SERVICES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of public services impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

### 3.16 RECREATION

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of recreation impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

### 3.17 TRANSPORTATION, TRAFFIC, AND SAFETY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

As shown in **TABLE 3-8** Daily Vehicle Miles Traveled in 2019 and 2045 – Amendment #1 and **TABLE 3-9** VMT Per Capita by County – Amendment #1, Connect SoCal Amendment #1 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 #1 and **TABLE 3-11** Percentage of PM Peak Period Work Trips Completed within 45 Minutes – Amendment #1 indicate that there would be a slight increase 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 #1. **TABLE 3-12** Percentage of Mode Share on Transit and Active Transportation – Amendment #1 indicates that minimal overall increase 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 addendum 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 certified Connect SoCal PEIR Transportation, Traffic, and Safety Section and previous addendum, adequately addresses the range of GHG emission impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

**TABLE 3-8 Daily Vehicle Miles Traveled in 2019 and 2045 – Amendment #1**

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
<b>SCAG Total (Amendment #1)</b>	<b>460,000</b>	<b>536,000</b>	<b>511,000</b>
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 Addendum #1

**TABLE 3-9 VMT Per Capita by County - Amendment #1**

County	Light/Medium Duty Vehicles		All Vehicles	
	2019	2045	2019	2045
Imperial	29.69	32.36	35.01	40.95
Los Angeles	21.47	19.22	22.77	20.85
Orange	23.59	22.31	24.73	23.83
Riverside	22.29	20.59	24.95	23.91
San Bernardino	25.34	24.30	28.82	29.34
Ventura	21.30	19.51	22.44	21.10
<b>Regional (Amendment #1)</b>	<b>22.45</b>	<b>20.72</b>	<b>24.18</b>	<b>23.09</b>
Regional (PEIR) *	22.45	20.72	24.18	23.10

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

\* PEIR calculations include the original Final PEIR and the PEIR Addendum #1

**Table 3-10 Total Daily Hours of Delay in 2019**

County	2019 Base Year	2045 No Project	2045 Plan
Imperial	9,529	38,571	26,392
Los Angeles	1,685,849	2,048,956	1,588,653
Orange	438,551	546,434	393,755
Riverside	167,164	373,426	240,648
San Bernardino	151,356	320,519	198,871
Ventura	54,696	76,854	43,198
<b>Regional (Amendment #1)</b>	<b>2,507,144</b>	<b>3,404,759</b>	<b>2,491,517</b>
Regional (PEIR) *	2,507,144	3,404,759	2,478,305

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

\* PEIR calculations include the original Final PEIR and the PEIR Addendum #1

**TABLE 3-11 Percentage of PM Peak Period Work Trips Completed Within 45 Minutes – Amendment #1**

County	2019 Base Year	2045 No Project	2045 Plan
<b>AUTOS – SINGLE OCCUPANCY VEHICLES</b>			
Imperial	93.54%	91.72%	91.24%
Los Angeles	79.50%	80.06%	86.01%
Orange	84.97%	86.08%	89.51%
Riverside	71.88%	73.97%	81.26%
San Bernardino	72.18%	74.67%	79.80%
Ventura	81.04%	83.49%	86.37%
Region	79.14%	80.09%	85.34%
<b>AUTOS – HIGH OCCUPANCY VEHICLES</b>			
Imperial	94.93%	92.13%	90.97%
Los Angeles	79.09%	78.09%	82.92%
Orange	85.89%	84.67%	88.78%
Riverside	71.00%	70.68%	79.72%
San Bernardino	73.76%	73.31%	80.11%
Ventura	83.70%	84.30%	88.38%
Region	79.45%	78.33%	83.76%
<b>TRANSIT</b>			
Imperial	66.67%	59.39%	65.19%
Los Angeles	43.62%	42.58%	44.48%
Orange	60.03%	62.18%	57.88%
Riverside	69.74%	69.88%	65.57%
San Bernardino	67.06%	68.58%	61.88%
Ventura	67.91%	63.13%	64.03%
<b>Region (Amendment #1)</b>	<b>47.25%</b>	<b>46.68%</b>	<b>47.06%</b>
Region (PEIR) *	47.25%	46.68%	47.04%

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

\* PEIR calculations include the original Final PEIR and the PEIR Addendum #1

### 3.18 TRIBAL CULTURAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of tribal cultural resource impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

### 3.19 UTILITIES AND SERVICE SYSTEMS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to utilities and service systems beyond

**TABLE 3-12 Percentage of Mode Share on Transit and Active Transportation – Amendment #1**

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 #1)	11.2	11.8	14.5
<b>Previous Total (PEIR) *</b>	<b>11.2</b>	<b>11.8</b>	<b>14.4</b>
<b>Total (Original Plan)</b>	<b>14.0</b>	<b>14.4</b>	<b>18.9</b>

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

\* PEIR calculations include the original Final PEIR and the PEIR Addendum #1

those already identified in the Connect SoCal PEIR and PEIR Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

As indicated by **TABLE 3-13**, 2045 Plan Lane Miles by County (PM Peak Network) - Amendment #1 minimal changes to lane miles would occur as a result of the proposed changes to the Project List identified in the Connect SoCal Amendment #1. These changes are minor and would not substantially increase impervious surfaces.

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 addendum, adequately addresses the range of utility impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

**TABLE 3-13 2045 Plan Lane Miles by County (PM Peak Network) – Amendment #1**

County	Freeway (Mixed-Flow)	Toll*	Truck	Expressway/ Parkway	Principal Arterial	Minor Arterial	Collector	Freeway (HOV)	Ramp	Total (All Facilities)
Imperial	417	-	-	323	315	595	2,463	-	38	4,151
Los Angeles	4,801	354	153	6	8,462	9,066	6,957	380	946	31,125
Orange	1,424	565	16	4	3,844	3,104	1,088	244	379	10,666
Riverside	1,871	269	13	121	1,509	3,596	5,723	45	361	13,510
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
<b>Total (Amendment #1)</b>	<b>11,684</b>	<b>1,467</b>	<b>237</b>	<b>710</b>	<b>17,066</b>	<b>22,033</b>	<b>24,086</b>	<b>866</b>	<b>2,197</b>	<b>80,346</b>
<b>Previous Total (PEIR) *</b>	<b>11,676</b>	<b>1,464</b>	<b>237</b>	<b>710</b>	<b>17,097</b>	<b>22,034</b>	<b>24,059</b>	<b>866</b>	<b>2,195</b>	<b>80,339</b>

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

\* PEIR calculations include the original Final PEIR and the PEIR Addendum #1

## 3.20 WILDFIRE

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of wildfire impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

## 3.21 CUMULATIVE IMPACTS

The proposed changes to the Project List identified in the Connect SoCal Amendment #1 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 #1 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 #1) 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 #1 are within the scope of the broad, programmatic-level region-wide impacts identified and disclosed in the Connect SoCal PEIR and previous PEIR Addendum #1. Thus, the Connect SoCal Amendment #1 would not be expected to result in any new cumulative impacts that have not been analyzed in the previous Connect SoCal PEIR and addendum, or cumulative impacts that are considerably different from or inconsistent with those already analyzed in the previous Connect SoCal PEIR and previous addendum.

## 4.0 COMPARISON OF ALTERNATIVES

The proposed changes to the Project List identified in the Connect SoCal Amendment #1 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 addendum, no changes to the alternatives occurred as a result of PEIR Amendment #1. Incorporation of the proposed projects identified in the Connect SoCal Amendment #1 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 #1 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 #1 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 #1) 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 #1 are within the scope of the broad, programmatic-level region-wide impacts identified and disclosed in the Connect SoCal PEIR and previous PEIR Addendum #1. Thus, the Connect SoCal Amendment #1 would not be expected to result in any new CEQA impacts that have not been analyzed in the previous Connect SoCal PEIR and addendum, or any long-term impacts that are considerably different from or inconsistent with those already analyzed in the previous Connect SoCal PEIR and previous addendum.

## 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 Addendum #1, SCAG finds that the proposed changes identified in the Connect SoCal Amendment #1 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 addendum. 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 addendum.

Further, SCAG finds that the proposed changes to the Project List identified in the Connect SoCal Amendment #1 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 #1 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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**DRAFT ADDENDUM #2**

TO THE  
PROGRAM ENVIRONMENTAL IMPACT REPORT  
STATE CLEARINGHOUSE #2019011061

DRAFT | SEPTEMBER 2, 2021

[scag.ca.gov/connect-socal](http://scag.ca.gov/connect-socal)  
[scag.ca.gov/peir](http://scag.ca.gov/peir)



AGENDA ITEM 3  
REPORT

Southern California Association of Governments  
Remote Participation Only  
September 2, 2021

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

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Lyle Janicek, Associate Regional Planner  
(213) 236-1966, janicek@scag.ca.gov

Subject: California Climate Investments (CCI) 2021 Update

**RECOMMENDED ACTION FOR EEC:**

Information Only - No Action Required

**RECOMMENDED ACTION FOR CEHD AND TC:**

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:**

*Alex Stockton, Air Pollution Specialist, California Air Resources Board, will brief the Committee on the latest California Climate Investments (CCI) Annual Report. The CCI Report compiles statistics about state funding from California's Cap-and-Trade Program across all program categories and across all California counties. The presentation will include key findings on CCI funding in the SCAG region.*

**BACKGROUND:**

The California Climate Investments Annual Report, prepared by California Air Resources Board (CARB) staff, describes the status of funded programs and lists the projects funded by California's Cap-and-Trade Program. It also provides estimates of the GHG reductions expected from project investments and provides key statistics on benefits to disadvantaged communities, demand for funding, and leveraging, fiscal data and program accomplishments.

2020 was a record year for California Climate Investments with nearly \$3.1 billion in projects implemented, including more than \$1.5 billion to benefit disadvantaged and low-income

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communities. The many benefits to Californians include improved public health, fire prevention, affordable housing and energy efficiency, as well as significant reductions in emissions of greenhouse gases.

Cap-and-Trade Auction proceeds are placed in the State Greenhouse Gas Reduction Fund (GGRF), then appropriated by the Legislature and distributed to more than 20 different state agencies to eventually be awarded to individual projects.

Mr. Stockton (CARB) will brief the Committee on the 2021 Annual Report to the Legislature, including key findings on CCI funding in the SCAG region.

**FISCAL IMPACT:**

No Fiscal Impact. This is not a SCAG funded project.

**ATTACHMENT(S):**

1. PowerPoint Presentation - California Climate Investments (CCI) 2021



## Southern California Association of Government Energy and Environment Committee September 2, 2021

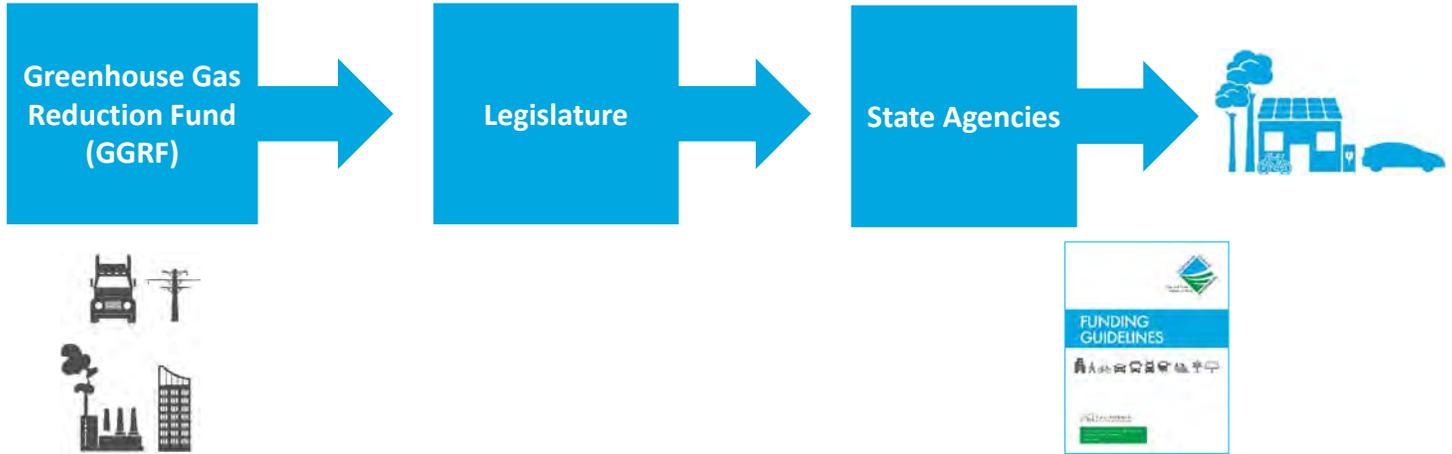
Alex Stockton, Climate Policy Specialist



## What is California Climate Investments?

- A statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy and improving public health and the environment—particularly in disadvantaged communities.

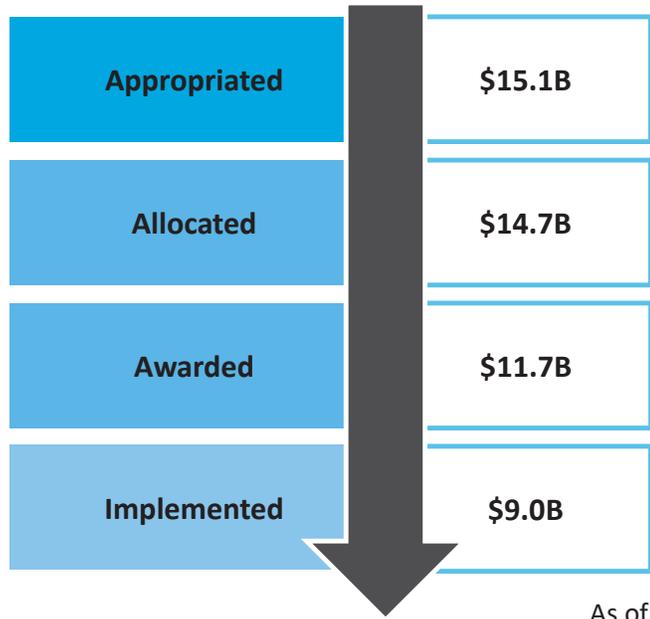
# Funding Flow



# Administering Agencies



# Funding Overview



As of May 2021

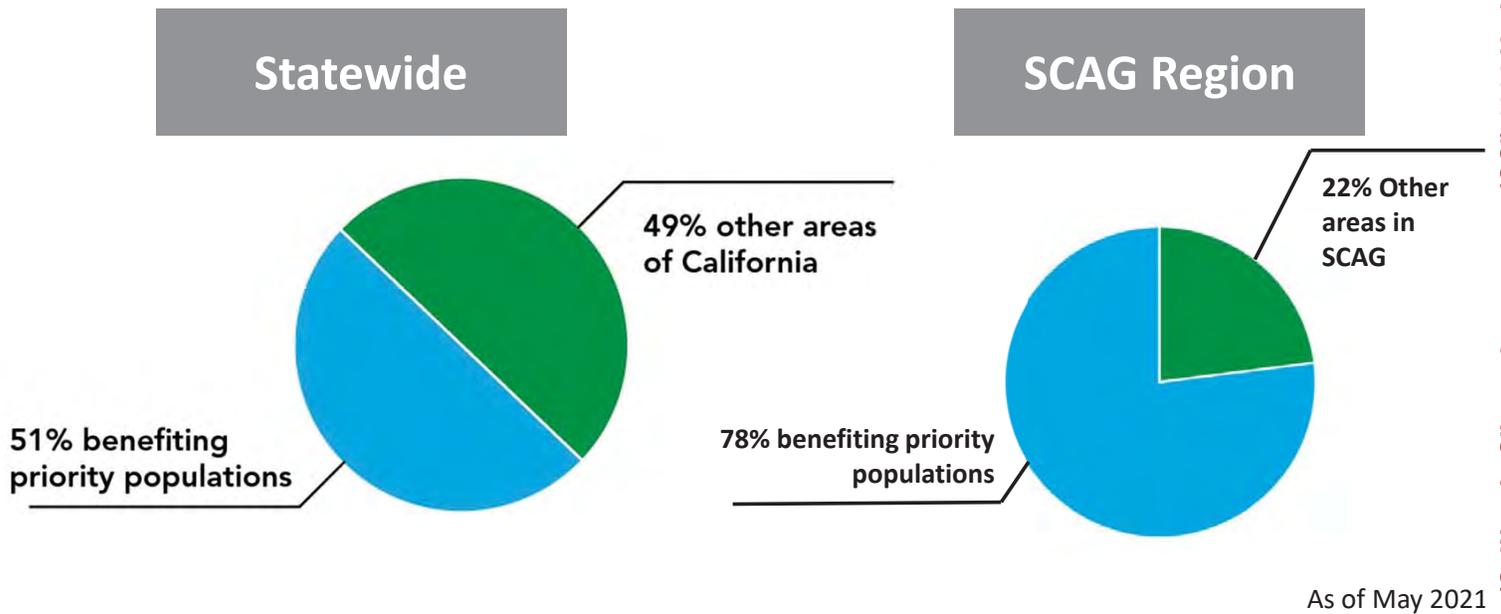


## Cumulative Project Outcomes

	51% of funding benefiting priority populations (\$4.5 billion)		659,000+ acres of land preservation or restoration
	542,000+ individual projects implemented		740+ transit agency projects funded, adding or expanding transit service
	8,000+ affordable housing units under contract		123,000+ projects installing energy efficiency measures in homes
	125,000+ urban trees		399,000+ rebates issued for zero-emission and plug-in hybrid vehicles

As of May 2021

# Focus on Priority Populations



## Investments in the SCAG Region

	Total Implemented Funds	% of Implemented Funds	% Benefiting Priority Populations
<b>Statewide</b>	<b>\$9.0B</b>	<b>100%</b>	<b>51%</b>
<b>SCAG region</b>	<b>\$2.3B</b>	<b>26%</b>	<b>78%</b>

As of May 2021

# Cumulative Investments in SCAG Region by County

County*	Total Implemented Funds	Number of Individual Projects
Imperial	\$42M	682
Los Angeles	\$1.4B	121,070
Orange	\$371M	56,296
Riverside	\$340M	26,166
San Bernardino	\$386M	20,509
Ventura	\$120M	8,264

\*Projects that span multiple counties are reflected in each county's totals.

As of May 2021

## Project Highlight: Santa Ana Arts Collective

**\$12 million – Affordable Housing and Sustainable Communities**

- 57 new, energy-efficient housing units with rooftop solar
- Santa Ana's first affordable housing live-and-work experience for artists
- Gallery space and on-site adult education services



## Project Highlight: **Rialto Bike Share Program**

**\$1 million – Clean Mobility Options**



- Rialto’s first zero-emission e-bike share program for low-income residents
- Creating greater equity by reducing mobility barriers
- 15 hubs with 100 electric pedal-assist bikes

## Project Highlight: **Imperial Western Products Energy Efficiency Project**

**\$2.6 million – Food Production Investment Program**

- Coachella-based company processes 500,000 tons of organic waste annually
- Funds energy efficiency upgrades and resilient microgrid
- Provides quality jobs for low-income community members



# Project Highlight: **Wishing Tree Park, West Carson**

**\$2.5 million – Urban Greening**



- 8.5-acre park opening late 2021 on a now-remediated brownfield
- Designed in partnership with community residents deeply impacted by environmental injustices

## 2021 Annual Report & Mid-Year Data Update



- Status update on funded programs
- Estimates of GHG reductions and co-benefits
- Downloadable project list
- Data dashboard
- Project profiles
- Project map
- Fact sheets by legislative district
- Geographic breakdown of investments

<http://www.caclimateinvestments.ca.gov/annual-report/>

# Resources

[caclimateinvestments.ca.gov](http://caclimateinvestments.ca.gov)

  @CAClimateInvest

[info@caclimateinvestments.ca.gov](mailto:info@caclimateinvestments.ca.gov)

1-800-757-2907 • Hablamos Español

Funding Wizard

<https://fundingwizard.arb.ca.gov/web/>





AGENDA ITEM 4  
REPORT

Southern California Association of Governments  
Remote Participation Only  
September 2, 2021

**To:** Community Economic & Human Development Committee (CEHD)  
Regional Council (RC)  
**From:** Sarah Dominguez, Senior Regional Planner  
(213) 236-1918, dominguezs@scag.ca.gov  
**Subject:** Subregional Sustainable Communities Strategies Framework and  
Guidelines

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR CEHD:**

Recommend that the Regional Council adopt the Subregional Sustainable Communities Strategy Framework and Guidelines for use in the development of the 2024 RTP/SCS.

**RECOMMENDED ACTION FOR RC:**

Adopt the proposed Subregional Sustainable Communities Strategy Framework and Guidelines for use in the development of the 2024 RTP/SCS.

**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:**

*SCAG is in the early stages of preparing the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) or Connect SoCal. The law guiding SCAG's development of the SCS, also known as Senate Bill 375, provides the option for subregional councils of governments in the SCAG region to work with county transportation commission to prepare a subregional SCS for inclusion in the regional SCS. SCAG has developed Subregional Sustainable Communities Strategy Framework and Guidelines to outline the process for both development of a subregional SCS and the incorporation of that SCS into SCAG's 2024 RTP/SCS. For the previous, 2020 RTP/SCS, no subregions delegated to develop a subregional SCS. Subregional Council of Governments will have until October 29, 2021 to communicate their intent to SCAG.*

**BACKGROUND:**

The California Sustainable Communities and Climate Protection Act of 2008, commonly referred to as Senate Bill (SB) 375, requires Metropolitan Planning Organizations (MPO) in the state of California, such as SCAG, to integrate transportation, land use, and housing planning while also establishing the reduction of greenhouse gas (GHG) emissions as part of the regional planning

process. SB 375 also included a unique provision for the SCAG region to allow a subregional council of governments and the county transportation commission to work together to propose a sustainable communities strategy (SCS) for that subregion. SB 375 also requires that SCAG “adopt a framework for a subregional SCS to address the intraregional land use, transportation, economic, air quality, and climate policy relationships”.<sup>1</sup>

These *Subregional Sustainable Communities Strategy Framework and Guidelines* (“Framework and Guidelines”) attached to this staff report are intended to facilitate a subregion’s option to develop a subregional SCS which would then be incorporated into the 2024 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS). After receipt of any subregion’s decision to develop and adopt a subregional SCS, SCAG and the subregion would develop a Memorandum of Understanding (MOU) that would provide additional details beyond these Framework and Guidelines.

Some key points included in the document include:

- SCAG will not issue subregional GHG or any other subregional performance goals.
- SCAG shall fulfill all the statutory outreach requirements under SB 375 for the regional SCS. Subregions are strongly encouraged to design and adopt their own outreach processes that mirror the requirements imposed on the region under SB 375.
- The governing board of the subregional agency and the respective CTC board (at their option) shall approve the subregional SCS prior to submission to SCAG.
- The subregions will need to collaborate with the respective CTC in their area to coordinate the subregional SCS with future transportation investments.
- Funding for subregional SCS or alternative planning strategy (APS) activities is not currently available.
- If a subregion chooses to prepare a subregional SCS, SCAG will develop an MOU to further define the process and timeline for submission of data and draft subregional SCS as well as to establish a conflict resolution process to address the potential modification or adjustments that may occur during the incorporation process.

The Framework and Guidelines have been amended from the same document prepared for the 2020 RTP/SCS and previously adopted by the Regional Council on April 6, 2017. For the 2020 RTP/SCS, no subregions delegated to develop an SCS.

The main changes between the previously adopted Framework and Guidelines and this proposed version are:

- **Clarification of eligibility** for “subregional councils of governments” instead of “subregions” per statute.

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<sup>1</sup> Government Code §65080(b)(2)(D)

- **Updates to Regional Housing Needs Assessment (RHNA) references**, to include statutory language and remove discussion no longer relevant to this cycle. SCAG staff anticipates that a new section about RHNA may be necessary for the next, 2028 Framework and Guidelines update but that such a discussion is appropriately withheld until that time.
- **Removal of reference to level of adoption for growth distribution and land use data.** (See pg. 4, Section III. B. Flexibility, Targets and Adoption) While staff do not anticipate a deviation from past practice, staff intend to bring these plan principles to the Regional Council for discussion and decision instead of embedding such a principle within this document.
- **Encouragement of subregions to participate in SCAG's growth forecast process.**
- **Addition of requirements from the California Air Resources Board** per the updated 2018 SCS Guidelines. These relate to data and performance measures to describe the land use and transportation system characterizations of a given SCS.
- **Updated Data and Tools sections.** These sections were revised to reflect the new and revised tools that SCAG staff will be using for this RTP/SCS development process.

*Readers note: Additions and deletions from the 2020 RTP/SCS Framework and Guidelines are marked within the document. However, minor grammatical or stylistic edits that did not affect the meaning of a sentence or paragraph are left unmarked.*

Earlier drafts of these changes have been shared with the Subregional Council of Governments Executive Directors in June 2021. SCAG staff also met directly with stakeholders and presented the draft to SCAG's Technical Working Group on July 15, 2021. Staff then updated the guidelines to respond to comments received and to make necessary clarifications.

**Next steps:**

Upon approval of the Framework and Guidelines, SCAG will send a clean copy to each of the Council of Governments in the SCAG region, with instructions on how to exercise their option to develop their own subregional SCS. This decision should be communicated to SCAG by October 29, 2021 preceded by the MOU development process.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 21-22 Overall Work Program (310.4874.01: Connect SoCal Development).

**ATTACHMENT(S):**

1. 2024 Subregional SCS Framework & Guidelines\_Marked Up
2. 2024 Subregional SCS Framework & Guidelines\_Clean
3. PowerPoint Presentation - Subregional SCS Guidelines

**SUBREGIONAL SUSTAINABLE COMMUNITIES  
STRATEGY FRAMEWORK AND GUIDELINES**

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## I. INTRODUCTION

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

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

- Submit to the State every four years, a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP). The SCS, when integrated with the transportation network, and other transportation measures and policies, will reduce GHG emissions from automobiles and light trucks to achieve meet at the State-determined regional GHG emission reduction target, if it is feasible to do so.
- Prepare an Alternative Planning Strategy (APS) that is not part of the RTP if the SCS is unable to meet the regional GHG emission reduction target.
- ~~Integrate SCAG planning processes, in particular assuring that the Regional Housing Needs Assessment (RHNA) is consistent with the SCS, at the jurisdictional level.~~
- ~~Specific to SCAG only, allow for subregional SCS/APS development.~~
- Develop Adopt a public participation process involving all required stakeholders.

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

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

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

The intent of this Subregional Sustainable Communities Strategy Framework and Guidelines (also referred to herein as the “Framework and Guidelines” or the “Subregional Framework and Guidelines”) is to facilitate a subregion’s option to develop the SCS (and potential APS) as described in SB 375. The Framework and Guidelines offers SCAG’s subregional agencies the highest degree of autonomy, flexibility, and responsibility in developing a program and set of implementation strategies for their subregional areas while still achieving the goals

of the regional SCS.

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

~~The Framework and Guidelines are intended to facilitate the specific subregional option to develop the SCS (and potential APS) as described in SB 375. SCAG supports the fullest possible participation and will work closely with all the subregions equally within the SCAG region (regardless if the subregion accepts subregional SCS delegation or not) to develop the regional SCS.~~

## II. ELIGIBILITY AND PARTICIPATION

The option to develop a subregional SCS (and APS, as appropriate) is available to any ~~subregions recognized by SCAG, regardless of whether the organization is formally established as a~~ “subregional council of governments.”

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

**For the 2024 Regional Transportation Plan/Sustainable Communities Strategy (2024 RTP/SCS) cycle, subregional agencies should indicate to SCAG, in writing by Friday, October 29, 2021, if they intend to exercise their option to develop their own subregional SCS (see other major milestones for the 2024 RTP/SCS attached here as Appendix A.)**

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

## III. FRAMEWORK

The Framework portion of this document covers regional objectives and policy

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

## A. SCAG's Goals

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

- ~~Update the 2024 RTP/SCS with an emphasis on documenting the region's progress in implementing the strategies and actions described in the 2020-2045 SCS, Connect SoCal.~~
- ~~Demonstrate continued reasonable progress in implementing the 2020 RTP/SCS.~~
- ~~Achieve the regional GHG emission reduction targets for 2030 and 2035<sup>+</sup> for cars and light trucks as determined by the California Resources Board (ARB) through an SCS.~~
- ~~Prepare an SCS that will achieve the targets set for cars and light trucks as determined by the California Air Resources Board (CARB).~~
- Fully integrate SCAG's planning processes for transportation, growth, ~~intergovernmental review~~, land use, housing, and the environment.
- Seek areas of cooperation ~~with the subregions, CTCs, and any local jurisdictions~~ that go beyond the procedural statutory requirements, but that also result in regional plans and strategies that achieve co-benefits.
- Build trust by providing an interactive, participatory, and collaborative process for all stakeholders. Provide for the robust participation of local jurisdictions, subregions, and CTCs in the development of the SCAG regional SCS and ~~implementation facilitate the development of the any subregional provisions of the law SCSs and/or APSs.~~
- ~~Ensure that the SCS adopted by SCAG and submitted to CARB reflects the region's collective growth strategy and the shared vision for the future.~~
- ~~Develop strategies that incorporate and are respectful of local and subregional priorities, plans, and projects.~~
- ~~Incorporate the goals and policies reflected in regional resolutions adopted by the SCAG Regional Council including but not limited to Resolution 20-623-2<sup>2</sup> declaring racism a public health crisis, Resolution 21-628-1 on Climate Change Action<sup>3</sup> and Resolution 21-629-2<sup>4</sup> to bridge the digital divide in underserved communities.~~
- ~~Demonstrate continued reasonable progress in implementing the 2016 RTP/SCS. Develop strategies that incorporate and are respectful of local and subregional priorities, plans, and projects.~~

## B. Flexibility, Targets and Adoption

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

<sup>1</sup> SB32 requirements and other years which may be determined by ARB through the GHG target updating process.

<sup>2</sup> [https://scag.ca.gov/sites/main/files/file-attachments/rcresolution206232\\_0.pdf?1605039926](https://scag.ca.gov/sites/main/files/file-attachments/rcresolution206232_0.pdf?1605039926)

<sup>3</sup> <https://scag.ca.gov/sites/main/files/file-attachments/rc010721resolution21-628-1.pdf?1610072923>

<sup>4</sup> <https://scag.ca.gov/sites/main/files/file-attachments/rc020421fullpacket.pdf?1612231563>

Guidelines.

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

~~Growth distribution and land use data for the 2020 RTP/SCS, including incorporated sub-regional SCSs, will be adopted at the jurisdictional level by the SCAG Regional Council.~~

### C. Outreach Effort and Principles

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

### D. Communication and Coordination

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

### E. Planning Concepts

SCAG, its subregions, and member cities have established a successful track record on a range of land use and transportation planning approaches up through and including planning approaches that are reflected in Connect SoCal, the 2020-2045 RTP/SCS. The subregional SCS should consider the 2020-2045 RTP/SCS and build off from its policies and concepts, including emphases emphasis on the Core Vision and Key Connections: (1) compact development, (2) developing transit-oriented, mixed use, walkable and bike-able communities, (3) concentrating on destinations/attractions and vehicle technology in concert with land use, and (4) providing for a mix of housing and jobs, among others. These Statutory requirements are further discussed in Section IV.A(1).

## IV. GUIDELINES

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

### A. Subregion Role and Responsibilities

#### (1) Subregional Sustainable Communities Strategy

Subregions may choose to exercise their option under SB 375 to develop and adopt a

subregional Sustainable Communities Strategy. That subregional strategy must contain all required elements, and follow all procedures, as described in SB 375 and outlined below:

- (i) identify the general location of uses, residential densities, and building intensities within the subregion;
  - (ii) identify areas within the subregion sufficient to house all the population of the sub-region, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation and employment growth;
  - (iii) identify areas within the subregion sufficient to house an eight-year projection of the regional housing need for the subregion pursuant to Section 65584<sup>4</sup>;
  - (iv) identify a transportation network to service the transportation needs of the subregion;
  - (v) gather and consider the best practically available scientific information regarding resource areas and farmland in the subregion as defined in subdivisions (a) and (b) of Section 65080.01;
  - (vi) consider the state housing goals specified in Sections 65580 and 65581;
  - (vii) set forth a forecasted development pattern for the subregion, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the CARB; and
  - (viii) allow the RTP to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).
- [Government Code §65080(b)(2)(B).]

SCAG strongly encourages that the subregion participates and partners in SCAG's growth forecasting process to ensure that any recommendations or insights are included in the development process. In preparing the subregional SCS, the subregion and respective CTC should consider feasible strategies, including local land use policies, transportation infrastructure investment (e.g., transportation projects), and other transportation policies such as Transportation Demand Management (TDM) (which includes pricing), and Transportation System Management (TSM) strategies. Subregions need not constrain land use strategies considered for the SCS to current General Plans. In other words, the adopted strategy need not be fully consistent with currently adopted local General Plans. If the land use assumptions included in the final subregional SCS depart from General Plans, it is recommended that subregions include a finding as part of their adoption action (e.g., adopting resolution) that concludes that the land uses are feasible and may be implemented. Technological measures may be included if they can be demonstrated to exceed measures captured in other state and federal requirements (e.g., AB 32 Scoping Plan).

~~Subregions are encouraged, but not required, to develop a range of scenarios integrating transportation, growth, land use, housing, and environmental planning. Should a sub-~~

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

region choose to develop alternative scenarios, they should be considered and evaluated using comparative performance information. If scenarios are prepared, subregions may choose to work with SCAG for further guidance. Tools that can allow for a process to develop alternative scenarios similar to that used at the regional level will be provided.

The regional RTP/SCS, of which the SCS is a component, is required to be internally consistent. Therefore, for transportation investments included in a subregional SCS to be valid, they must also be included in the corresponding RTP/SCS. Further, such projects need to be scheduled in the 2019 Federal Transportation Improvement Program (FTIP) for construction completion by the target years in order to demonstrate any benefits as part of the SCS. As such, subregions will need to collaborate with the respective CTC in their area to coordinate the subregional SCS with future transportation investments.

SCAG will accept and incorporate the subregional SCS, unless (a) it does not comply with SB 375, (b) it does not comply with federal law, or (c) it does not comply with SCAG's Subregional Framework and Guidelines. SCAG may adjust subregionally submitted growth distribution and land use data at the sub-jurisdictional level if the compiled regional SCS does not meet GHG targets established by ARB or other performance objectives specified by the Regional Council. More information on this contingency is included below in Section IV.C.(4) "Incorporation/Modification."

The regional SCS, including incorporated subregional SCSs, are subject to a standard public review process as well as the review and adoption by the SCAG Regional Council.

Subregions will need to provide additional information to facilitate the CARB Strategy-Based SCS Evaluation Process as documented in the CARB Final Sustainable Communities Strategy Program and Evaluation Guidelines.<sup>5</sup> The strategy-based SCS Evaluation Process consists of the following four components: Tracking Implementation (SB 150), Policy Commitments, Incremental Progress, and Equity. These four components evaluate RTP/SCS strategies that are classified into four broad categories:

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

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

Land Use Characteristics include:

- Residential densities (total regional and by place type or sub-regional geography as defined by the MPO)
- Employment densities (total regional and by place type or sub-regional geography as defined by the MPO)

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

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

- Total regional housing product type/mix (single-family/multi-family)
- Total regional developed acres
- Total housing units and employment within ½ mile of a High-Quality Transit Station

Transportation System Characteristics include:

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

Performance Indicators include:

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

(2) Subregional Alternative Planning Strategy

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

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

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

policies in the alternative planning strategy are the most practicable choices for ~~the~~ subregion achievement of the greenhouse gas emission reduction targets.

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

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

### (3) Subregional SCS Outreach

SCAG shall fulfill all of the statutory outreach requirements under SB 375 for the regional SCS/APS, which will include outreach regarding any subregional SCS/APS. SCAG's Public Participation Plan will incorporate the outreach requirements of SB 375, integrated with the outreach process for the 2024 RTP/SCS development. See Section IV.C(2) below for more information on SCAG's public participation plan.

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

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

### (4) Subregional SCS Approval

The governing board of the subregional agency and the respective CTC board (at their option) shall approve the subregional SCS prior to submission to SCAG. SCAG recommends that the governing board of the subregion adopt a resolution approving the subregional SCS with a finding that the land use strategies included in the subregional SCS are feasible and based upon consultation with the local jurisdictions in the respective subregion. Subregions should consult with their legal counsel as to compliance with the California Environmental Quality Act (CEQA). In SCAG's view, the subregional SCS (and potential APS) is not a "project" for the purposes of CEQA because the RTP, which will include the regional SCS is the actual "project" ~~which that~~ will be reviewed by SCAG under state law for environmental impacts pursuant to CEQA. As such, the regional SCS, which will include the subregional SCSs and is part of the RTP, will undergo a thorough CEQA review. ~~Nevertheless, subregions approving subregional SCSs should consider issuing a notice of exemption under CEQA to notify the public of their "no project" determination and/or to invoke the "common sense" exemption pursuant to CEQA Guidelines § 15061(b)(3).~~

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

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

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

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

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

#### (6) Data Standards

~~Subregions and jurisdictions are strongly encouraged, but will not be required, to use the Scenario Planning Model (SPM) tool or other tools for developing and evaluating the subregional SCSs and to submit subregional SCSs in SPM, or other compatible, GIS-based, format. Subregions will be required to submit subregional SCSs in GIS-based format, with data elements identified in Section IV.A(1) broken down to small area level (in a fashion specified by SCAG for each element, to be established through consultation with the subregion during the MOU process). This will enable SCAG to better integrate subregional submissions with the regional SCS and will allow subregions to prepare alternative scenarios if they so choose. SCAG will provide tools, and necessary training, free of charge for subregions and jurisdictions. This service is available at the request of local jurisdictions currently, and will be formally released in fall 2017. See Section IV.C(11) "Tools" below for more information on the SPM tool. Growth distribution and land use data for the 2020 RTP/SCS, including incorporated subregional SCSs, will be adopted at the jurisdictional level. Tools and training related to SCAG's Regional Data Platform (RDP) are available and additional functionality will be released through early 2022. See Section IV.C(10) below for more information.~~

SCAG will distribute draft data to subregions and local jurisdictions via the region-wide ~~shared vision~~ local agency data validation review and input process for the 2024 RTP/SCS. More information ~~on regarding the shared vision, data, and the local review input development~~ process ~~can be found~~ is discussed below in Section IV.C(9).

#### (7) Documentation

Subregions are expected to maintain full and complete records related to the development of the subregional SCS, and to use the most recent adopted local general plans and other locally approved planning documents. Subregions should also keep records of all electronic, in-person, and written feedback from local jurisdictions on the development of the socioeconomic estimates and projections for the SCS and the base

land use data<sup>7</sup> required for consideration in the development of the subregional SCS (and APS as appropriate).

## (8) Implementation Monitoring

Delegated subregions for the 2024 RTP/SCS will be required to provide progress reporting on the implementation of policies included in their subregional SCS. SCAG will, likewise, monitor implementation of the regional SCS. This information will assist SCAG in preparing future plan updates, and is consistent with SCAG's intended approach for developing the 2024 RTP/SCS, which will emphasize progress reporting, monitoring and updating. The intent is for SCAG to ensure that progress and success for our subregions and local jurisdictions are documented and recognized.

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

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

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

## (9) Timing

An overview schedule of the major milestones of the 2024 RTP/SCS process is attached herein as Appendix A, which may be further delineated or adjusted in MOUs with delegated subregions.

### ~~(9) Relationship to Regional Housing Needs Assessment and Housing Element~~

~~Although SB 375 calls for an integrated process, subregions are not automatically required to take on RHNA delegation as described in state law if they prepare a subregional SCS. However, SCAG encourages subregions to undertake both processes due to their inherent connections.~~

~~SB 375 requires that the RHNA allocated housing units be consistent with the development pattern included in the SCS. See Government Code §65584.04(i). At the regional level, population and housing demand ought to be proportional to employment growth. The subregional SCS should consider the state housing goals specified in Sections 65580 and 65581, and should describe how these goals are addressed. Subregions that develop and adopt a subregional SCS should also note that the growth~~

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

~~forecast of jurisdictional level population, household and employment as part of the SCS will form the basis of the methodology for allocation of housing need as part of the RHNA process. Further, regional SCS development requires integration of elements of the RHNA process, including assuring that areas are identified to accommodate the first eight years of housing need, and that housing not be constrained by certain types of local growth controls as described in state law.~~

~~To allow sufficient time to conduct the 6th cycle of the RHNA, subregions opting for SCS delegation will be required to submit the draft base land use data, and jurisdictional/sub-jurisdictional population, household, and employment estimates and forecasts in May 2018. The final datasets must be submitted by the end of September 2018, and must be accompanied with (1) a detailed memo that explains how the subregional SCS will consider the state housing goals specified in Sections 65580 and 65581, and (2) copies of all electronic, in person, and written feedback from jurisdictions on the development of the final socioeconomic estimates/projections and base land use data required for consideration in the development of the SCS.~~

## B. County Transportation Commissions’ Roles and Responsibilities

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

## C. SCAG Roles and Responsibilities

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

### (1) Preparing and adopting the Framework and Guidelines

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

### (2) Public Participation Plan

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

### (3) Technical Methodology

As required by SB 375, prior to the start of the public participation process,

~~SCAG will adopt and regularly update a methodology for measuring greenhouse gas emission reductions associated with the strategy prepare and submit to CARB a description of the technical methodology it intends to use to estimate GHG emissions from the SCS. SCAG will work with CARB on this methodology until CARB concludes that the technical methodology operates accurately. Estimated GHG emissions will be analyzed at the regional level.~~

(4) Incorporation, Modification and Conflict Resolution

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

~~Further, given that one of SCAG's goals is achieve the regional GHG reduction targets from ARB through an SCS, SCAG may develop and incorporate growth and land use assumptions for delegated subregions that differ from or go beyond what is submitted by delegated sub-regions. For incorporation in the regional RTP/SCS, SCAG may adjust subregionally submitted growth distribution totals, jurisdictional totals, and land use data at the sub-jurisdictional level for a number of reasons including compliance with statutory requirements, adherence with SCAG's expertly-informed growth projections and growth forecast process, compliance with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506) and ensuring assurance that SCAG's regional SCS meets the regional GHG targets ~~or other regional performance objectives specified by the SCAG Regional Council. Performance considerations other than the GHG targets that may prompt adjustments to subregional land uses would be specified prior to regional public workshops and included in the regional scenario options discussed at public workshops as required under SB 375. Any necessary modifications of subregionally submitted growth forecast, distribution and land use data for the 2020 RTP/SCS will be made at the sub-jurisdictional level. Growth forecast, distribution and land use data for 2020 RTP/SCS subregional SCS submittals will be held constant at the jurisdictional level.~~~~

The intent of this provision is to allow SCAG to maintain flexibility in assembling preparing the regional SCS ~~if such flexibility is needed~~ to meet federal and/or State state requirements. ~~Any adjustment to sub-regionally submitted growth distribution and land use data will be an iterative process, in close collaboration with the subregion and affected jurisdictions. In the event that SCAG alters the location and distribution of population, household, and employment growth for delegated subregions, SCAG staff will also work closely directly with delegated subregions to review any proposed revisions through a collaborative and iterative process prior to the finalization and submittal of the subregional SCS to address potential adjustments. Feedback will be sought to gauge the availability of growth capacity at the local level, and adjustments will be made to the highest extent possible based on input received, with consideration of the goal to fulfill SCAG's statutory requirements and GHG emission reduction targets. Delegated subregions will need to seek input from local jurisdictions on any potential revision to sub-jurisdictional growth estimates and projections and will need to keep records of all feedback on these figures or the base land use data for the 2024 RTP/SCS. Delegated subregions, however, will not be required to revise their SCS to reflect any such revisions.~~

The development of a subregional SCS does not exempt the subregion from other

regional GHG emission reduction strategies not directly related to land use included in the regional SCS. All regional measures needed to meet the regional target will be subject to adoption by the SCAG Regional Council.

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

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

#### (5) Modeling

SCAG currently uses an ~~Trip-Based Regional Transportation Demand Activity~~ Based Model (ABM) and CARB's Emission Factor (EMFAC) model for emissions purposes. ~~SCAG is also in the process of developing an Activity Based Model which may be used in 2020 RTP/SCS development and evaluation.~~ SCAG will compile and disseminate performance information on the preliminary regional SCS and its components in order to facilitate regional dialogue.

#### (6) Regional Performance Measures.

~~As discussed above (Section IV.C.(4)), SCAG may make adjustments to subregionally submitted land use data in order to meet the GHG targets or to achieve other performance objectives. The process for finalizing formal Performance Measures will inform any potential adjustments.~~ Below is a general description of the process for developing and finalizing formal Performance Measures.

SCAG is in the process of compiling two complete lists of performance measures and monitoring: one will be used for evaluating regional-level scenarios in support of development of the 2024 RTP/SCS. The other will be used for monitoring implementation of the 2020 RTP/SCS. The monitoring of implementation may include, for example, tracking local general plan updates, specific plan adoption in Transit Priority Areas, active transportation plan adoption, and housing element compliance. Building on the foundation of the performance measures developed in support of the 2020 RTP/SCS, the 2024 RTP/SCS performance measures will also include the set of federally designated MAP-21 performance measures ~~scheduled for adoption by the U.S. Department of Transportation in 2017 and associated target setting in coordination with the California Department of Transportation~~, as well as any other updates adopted by the SCAG Regional Council. Most update related activities for the 2024 RTP/SCS performance measures will be expected to occur between January 2022 and May 2023. These updates will be addressed through discussions with ~~the SCAG Technical Working Group~~, regional stakeholders, and the SCAG Policy Committees.

#### (7) Adoption/Submission to State

After the incorporation of subregional strategies, the Regional Council will finalize and

adopt the 2024 RTP/SCS. SCAG will submit the regional SCS, including all subregional SCSs, to CARB for review as required in SB 375. The subregion will provide relevant documentation to support SCAG in complying with the CARB Evaluation Guidelines, referenced above in section IV.A(1).

#### ~~(8) Conflict Resolution~~

~~SCAG must develop a process for resolving conflicts, as required by SB 375. As noted above, SCAG will accept the subregional SCS unless (a) it does not comply with SB 375, (b) it does not comply with federal law, or (c) it does not comply with SCAG's Subregional Framework and Guidelines. SCAG may adjust subregionally submitted growth distribution and land use data at the sub-jurisdictional level if the compiled regional SCS does not meet GHG targets established by ARB or other performance objectives specified by the Regional Council.~~

~~In the event that SCAG alters the location and distribution of population, household, and employment growth for delegated subregions at the sub-jurisdictional level, staff will work directly with delegated subregions to review any proposed revisions through a collaborative and iterative process. Feedback will be sought to gauge the availability of growth capacity at the local level, and adjustments will be made to the highest extent possible based on input received, with consideration of the goal to fulfill SCAG's regional performance and GHG reduction targets. Delegated subregions will need to seek input from local jurisdictions on any potential revision to sub-jurisdictional growth estimates and projections, and will need to keep records of all feedback on these figures or the base land use data for the 2020 RTP/SCS. Delegated subregions, however, will not be required to revise their SCS to reflect any such revisions.~~

~~SCAG will establish a conflict resolution process as part of the MOU between SCAG and the subregion. This process will be the same for all delegated subregions.~~

#### ~~(8) Funding~~

Funding for subregional SCS/APS activities is not currently available ~~at this time~~. Any specific parameters for future funding are speculative. ~~SCAG does not anticipate providing a share of available resources to subregions if funding were to become available.~~ While there ~~are is~~ no requirements associated with potential future funding at this time, it is advisable for subregions to track and record their expenses and activities associated with these efforts.

#### ~~(9) Data~~

SCAG will distribute data to subregions and local jurisdictions ~~via the region-wide shared vision and local for~~ review and input ~~process~~ for the 2024 RTP/SCS. ~~Shared Vision~~ This involves a bottom-up approach for developing the base land use data, ~~policy~~ growth forecast, ~~and~~ scenarios, and ~~also~~ integrates SCAG's other efforts (e.g., plan implementation, performance monitoring) to improve local jurisdictions' competitiveness for funding that helps ~~put our region's "shared vision" for growth on the ground~~ implement the RTP/SCS.

SCAG will work with delegated subregions during the MOU process, and before prior

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

#### (10) Tools

~~SCAG is developing a SPM tool for subregions and local jurisdictions to analyze land use impacts. The use of this tool is not mandatory and is at the discretion of the subregion. SPM is a web-based tool that can be used to analyze, visualize and calculate the impact of land use changes on greenhouse gas emissions, auto ownership, mode use, vehicle miles of travel (VMT), and other metrics in real time. Users will be able to estimate transportation and emissions impacts by modifying land use designations within their community. SPM can be used by subregions in a technical setting for developing and evaluating alternative scenarios and in outreach settings for visualizing and communicating planning options and potential outcomes. SPM can also be used to collect, organize and transmit data.~~

SCAG is in the process of building a comprehensive Regional Data Platform (RDP) to standardize regionally significant datasets, provide opportunities for local partners to update their data in real-time, and draw insights from local trends. The platform will also feature a data-driven collaboration hub for local jurisdictions to engage with stakeholders for individual projects, such as local and regional land use planning, active transportation planning, greenhouse gas reduction strategies, and development impact assessments. The RDP is intended as a resource for general plan updates as well as two-way data sharing between jurisdictions and SCAG.

Beginning in Fall 2020, the RDP began engaging with ten pilot jurisdictions to fine tune workflows, products, and data requirements and made ESRI licenses available to all local jurisdictions. The first major tool, the Housing Element Parcel Tool (HELPR) was released in fall 2020. More tools will continue to be rolled out through 2021 and into 2022. SCAG's Local Information Services Team (LIST) aims to train local jurisdictions in the use of RDP tools and provide data guidance.

The use of SCAG tools is not mandatory and is advisory only. Use of the tools is at the discretion of subregions and local jurisdictions.~~Other planning tools that SCAG maintains or has access to (e.g., REVISION application) will, likewise, be made available to subregions for the subregional SCS development effort.~~ SCAG will consider providing guidance and training on additional tools based on further discussions with subregional partners.

#### (11) Resources and technical assistance

SCAG will assist the subregions by making available technical tools ~~for scenario development~~ as described above. SCAG staff can participate in subregional workshops, meetings, and other processes at the request of the subregion, and pending funding and availability. ~~SCAG's legal staff will be available to assist with questions related to SB 375 or SCAG's implementation of SB 375.~~ Further, SCAG will prepare materials for its own process in developing the regional SCS, and will make these materials available to subregions.

#### D. Milestones/Schedule

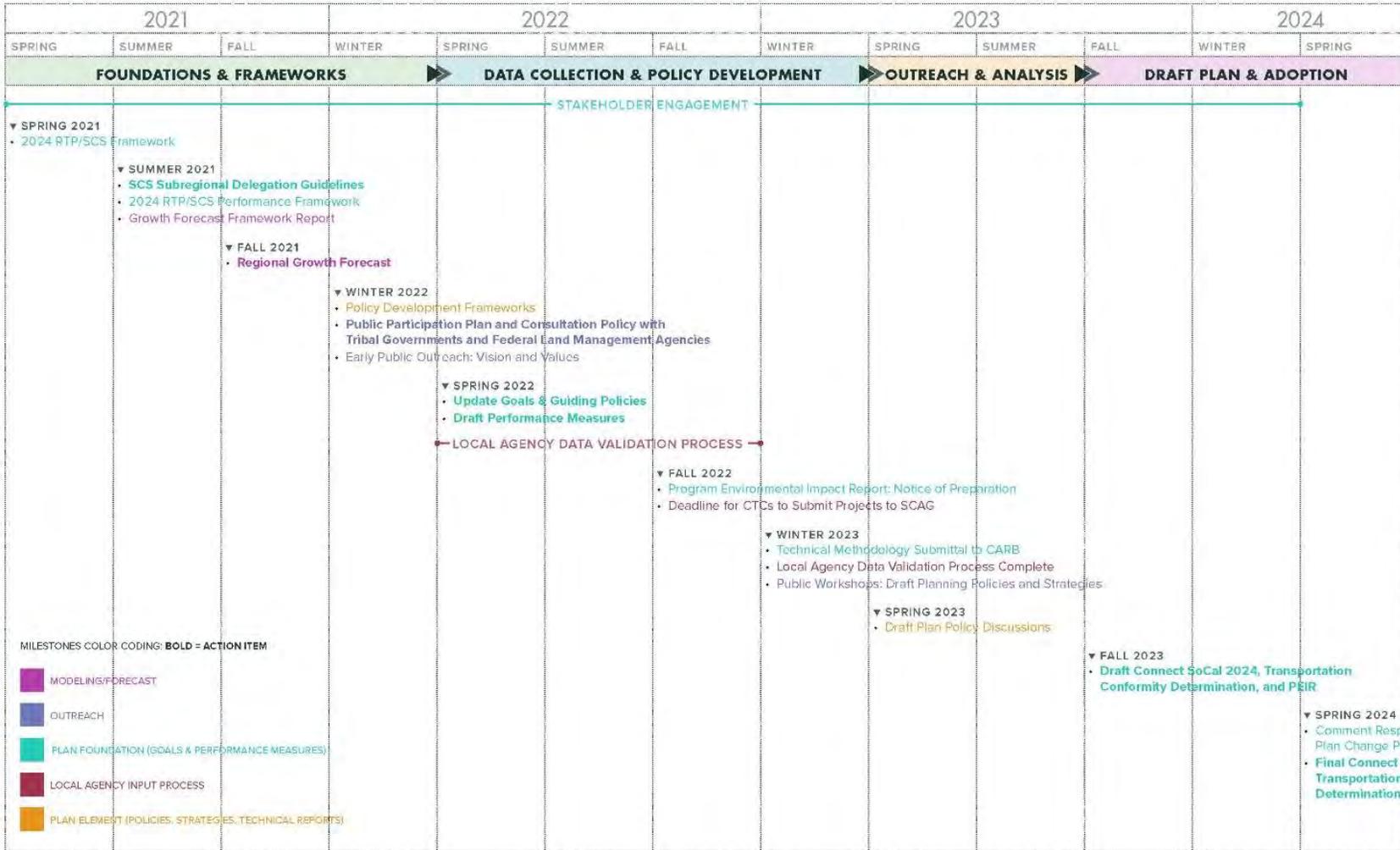
- Deadline for subregions to communicate intent to prepare a subregional SCS – October 29, 2021
- ~~CARB issues Final Regional Targets – Summer 2017~~
- SCAG and Subregional Council of Governments establish Memorandum of Understanding – Early 2022
- Subregional SCS development – Early 2022 through Fall 2022
- Draft dataset delivery to SCAG – Summer 2022
- Final dataset delivery to SCAG – Fall 2022
- Draft subregional SCS to be incorporated into regional SCS – Winter 2023
- Release Draft 2024 RTP/SCS for public review – Fall 2023
- Regional Council adopts 2024 RTP/SCS – Spring 2024

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

# APPENDIX A



## 2024 RTP/SCS PRELIMINARY MILESTONES



**SUBREGIONAL SUSTAINABLE COMMUNITIES  
STRATEGY FRAMEWORK AND GUIDELINES**

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## I. INTRODUCTION

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

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

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

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

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

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

The intent of this Subregional Sustainable Communities Strategy Framework and Guidelines (also referred to herein as the “Framework and Guidelines” or the “Subregional Framework and Guidelines”) is to facilitate a subregion’s option to develop the SCS (and potential APS) as described in SB 375. The Framework and Guidelines offers SCAG’s subregional agencies the highest degree of autonomy, flexibility, and responsibility in developing a program and set of implementation strategies for their subregional areas while still achieving the goals of the regional SCS.

Subregional strategies should address the issues, concerns, and future vision of the region’s collective jurisdictions with the input of the widest range of stakeholders. This

Framework and Guidelines establishes guidance to assist in the development of subregional strategies and sets forth SCAG's role in facilitating and supporting the subregional effort with data, tools, and other assistance. Note that the Framework and Guidelines herein may be administratively amended, at any time, subject to changes in applicable federal and/or state planning laws, regulations, and guidance.

## II. ELIGIBILITY AND PARTICIPATION

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

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

**For the 2024 Regional Transportation Plan/Sustainable Communities Strategy (2024 RTP/SCS) cycle, subregional agencies should indicate to SCAG, in writing by Friday, October 29, 2021, if they intend to exercise their option to develop their own subregional SCS (see other major milestones for the 2024 RTP/SCS attached here as Appendix A.)**

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

## III. FRAMEWORK

The Framework portion of this document covers regional objectives and policy considerations and provides general direction to the subregions in preparing a subregional SCS (and APS, as appropriate).

### A. SCAG's Goals

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

- Update the 2024 RTP/SCS with an emphasis on documenting the region's progress in implementing the strategies and actions described in the 2020-2045 SCS, Connect SoCal.
- Demonstrate continued reasonable progress in implementing the 2020 RTP/SCS.

- Prepare an SCS that will achieve the targets set for cars and light trucks as determined by the California Air Resources Board (CARB).
- Fully integrate SCAG’s planning processes for transportation, growth, land use, housing, and the environment.
- Seek areas of cooperation with the subregions, CTCs, and any local jurisdictions that go beyond the procedural statutory requirements, but that also result in regional plans and strategies that achieve co-benefits.
- Build trust by providing an interactive, participatory, and collaborative process for all stakeholders. Provide for the robust participation of local jurisdictions, subregions, and CTCs in the development of the SCAG regional SCS and facilitate the development of any subregional SCSs and/or APSs.
- Ensure that the SCS adopted by SCAG and submitted to CARB reflects the region’s collective growth strategy and the shared vision for the future.
- Develop strategies that incorporate and are respectful of local and subregional priorities, plans, and projects.
- Incorporate the goals and policies reflected in regional resolutions adopted by the SCAG Regional Council including but not limited to Resolution 20-623-2<sup>1</sup> declaring racism a public health crisis, Resolution 21-628-1 on Climate Change Action<sup>2</sup> and Resolution 21-629-2<sup>3</sup> to bridge the digital divide in underserved communities.

## B. Flexibility, Targets and Adoption

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

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

## C. Outreach Effort and Principles

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

## D. Communication and Coordination

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

<sup>1</sup> [https://scag.ca.gov/sites/main/files/file-attachments/rcresolution206232\\_0.pdf?1605039926](https://scag.ca.gov/sites/main/files/file-attachments/rcresolution206232_0.pdf?1605039926)

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

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

## E. Planning Concepts

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

## IV. GUIDELINES

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

### A. Subregion Role and Responsibilities

#### (1) Subregional Sustainable Communities Strategy

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

- (i) identify the general location of uses, residential densities, and building intensities within the subregion;
- (ii) identify areas within the subregion sufficient to house all the population of the sub-region, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation and employment growth;
- (iii) identify areas within the subregion sufficient to house an eight-year projection of the regional housing need for the subregion pursuant to Section 65584<sup>4</sup>;
- (iv) identify a transportation network to service the transportation needs of the subregion;
- (v) gather and consider the best practically available scientific information regarding resource areas and farmland in the subregion as defined in subdivisions (a) and (b) of Section 65080.01;
- (vi) consider the state housing goals specified in Sections 65580 and 65581;
- (vii) set forth a forecasted development pattern for the subregion, which, when

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

integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the CARB; and  
 (viii) allow the RTP to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).  
 [Government Code §65080(b)(2)(B).]

SCAG strongly encourages that the subregion participates and partners in SCAG’s growth forecasting process to ensure that any recommendations or insights are included in the development process. In preparing the subregional SCS, the subregion and respective CTC should consider feasible strategies, including local land use policies, transportation infrastructure investment (e.g., transportation projects), and other transportation policies such as Transportation Demand Management (TDM) (which includes pricing), and Transportation System Management (TSM) strategies. Subregions need not constrain land use strategies considered for the SCS to current General Plans. In other words, the adopted strategy need not be fully consistent with currently adopted local General Plans. If the land use assumptions included in the final subregional SCS depart from General Plans, it is recommended that subregions include a finding as part of their adoption action (e.g., adopting resolution) that concludes that the land uses are feasible and may be implemented. Technological measures may be included if they can be demonstrated to exceed measures captured in other state and federal requirements (e.g., AB 32 Scoping Plan).

Subregions will need to provide additional information to facilitate the CARB Strategy-Based SCS Evaluation Process as documented in the CARB Final Sustainable Communities Strategy Program and Evaluation Guidelines.<sup>5</sup> The strategy-based SCS Evaluation Process consists of the following four components: Tracking Implementation (SB 150), Policy Commitments, Incremental Progress, and Equity. These four components evaluate RTP/SCS strategies that are classified into four broad categories:

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

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

Land Use Characteristics include:

- Residential densities (total regional and by place type or sub-regional geography as defined by the MPO)
- Employment densities (total regional and by place type or sub-regional geography as defined by the MPO)

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

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

- Total regional housing product type/mix (single-family/multi-family)
- Total regional developed acres
- Total housing units and employment within ½ mile of a High-Quality Transit Station

Transportation System Characteristics include:

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

Performance Indicators include:

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

## (2) Subregional Alternative Planning Strategy

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

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

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

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

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

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

### (3) Subregional SCS Outreach

SCAG shall fulfill all of the statutory outreach requirements under SB 375 for the regional SCS/APS, which will include outreach regarding any subregional SCS/APS. SCAG’s Public Participation Plan will incorporate the outreach requirements of SB 375, integrated with the outreach process for the 2024 RTP/SCS development. See Section IV.C(2) below for more information on SCAG’s public participation plan.

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

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

### (4) Subregional SCS Approval

The governing board of the subregional agency and the respective CTC board (at their option) shall approve the subregional SCS prior to submission to SCAG. SCAG recommends that the governing board of the subregion adopt a resolution approving the subregional SCS with a finding that the land use strategies included in the subregional SCS are feasible and based upon consultation with the local jurisdictions in the respective subregion. Subregions should consult with their legal counsel as to compliance with the California Environmental Quality Act (CEQA). In SCAG’s view, the subregional SCS (and potential APS) is not a “project” for the purposes of CEQA because the RTP, which will include the regional SCS is the actual “project” that will be reviewed by SCAG under state law for environmental impacts pursuant to CEQA. As such, the regional SCS, which will include the subregional SCSs and is part of the RTP, will undergo a thorough CEQA review.

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

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

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

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

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

## (6) Data Standards

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

SCAG will distribute draft data to subregions and local jurisdictions via the region-wide local agency data validation process for the 2024 RTP/SCS. More information regarding the data development process is discussed below in Section IV.C(9).

## (7) Documentation

Subregions are expected to maintain full and complete records related to the development of the subregional SCS, and to use the most recent adopted local general plans and other locally approved planning documents. Subregions should also keep records of all electronic, in-person, and written feedback from local jurisdictions on the development of the socioeconomic estimates and projections for the SCS and the base land use data<sup>7</sup> required for consideration in the development of the subregional SCS (and APS as appropriate).

## (8) Implementation Monitoring

Delegated subregions for the 2024 RTP/SCS will be required to provide progress reporting on the implementation of policies included in their subregional SCS. SCAG

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

will, likewise, monitor implementation of the regional SCS. This information will assist SCAG in preparing future plan updates and is consistent with SCAG’s intended approach for developing the 2024 RTP/SCS, which will emphasize progress reporting, monitoring and updating. The intent is for SCAG to ensure that progress and success for our subregions and local jurisdictions are documented and recognized.

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

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

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

#### (9) Timing

An overview schedule of the major milestones of the 2024 RTP/SCS process is attached herein as Appendix A, which may be further delineated or adjusted in MOUs with delegated subregions.

### B. County Transportation Commissions’ Roles and Responsibilities

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

### C. SCAG Roles and Responsibilities

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

#### (1) Preparing and Adopting the Framework and Guidelines

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

## (2) Public Participation Plan

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

## (3) Technical Methodology

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

## (4) Incorporation, Modification and Conflict Resolution

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

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

The intent of this provision is to allow SCAG to maintain flexibility in preparing the regional SCS to meet federal and/or state requirements. In the event that SCAG alters the location and distribution of population, household, and employment growth for delegated subregions, SCAG staff will work directly with delegated subregions to review any proposed revisions through a collaborative and iterative process. Feedback will be sought to gauge the availability of growth capacity at the local level, and adjustments will be made to the highest extent possible based on input received, with consideration of the goal to fulfill SCAG's statutory requirements and GHG emission reduction targets. Delegated subregions will need to seek input from local jurisdictions on any potential revision to sub-jurisdictional growth estimates and projections and will need to keep records of all feedback on these figures or the base land use data for the 2024 RTP/SCS. Delegated subregions, however, will not be required to revise their SCS to reflect any such revisions.

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

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

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

#### (5) Modeling

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

#### (6) Regional Performance Measures.

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

SCAG is in the process of compiling two complete lists of performance measures and monitoring: one will be used for evaluating regional-level scenarios in support of development of the 2024 RTP/SCS. The other will be used for monitoring implementation of the 2020 RTP/SCS. The monitoring of implementation may include, for example, tracking local general plan updates, specific plan adoption in Transit Priority Areas, active transportation plan adoption, and housing element compliance. Building on the foundation of the performance measures developed in support of the 2020 RTP/SCS, the 2024 RTP/SCS performance measures will also include the set of federally designated MAP-21 performance measures, as well as any other updates adopted by the SCAG Regional Council. Most update related activities for the 2024 RTP/SCS performance measures will be expected to occur between January 2022 and May 2023. These updates will be addressed through discussions with SCAG regional stakeholders, and the SCAG Policy Committees.

#### (7) Adoption/Submission to State

After the incorporation of subregional strategies, the Regional Council will finalize and adopt the 2024 RTP/SCS. SCAG will submit the regional SCS, including all subregional SCSs, to CARB for review as required in SB 375. The subregion will provide relevant documentation to support SCAG in complying with the CARB Evaluation Guidelines, referenced above in section IV.A(1).

#### (8) Funding

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

activities associated with these efforts.

#### (9) Data

SCAG will distribute data to subregions and local jurisdictions for review and input for the 2024 RTP/SCS. This involves a bottom-up approach for developing the base land use data, growth forecast, scenarios, and integrates SCAG's other efforts (e.g., plan implementation, performance monitoring) to improve local jurisdictions' competitiveness for funding that helps implement the RTP/SCS.

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

#### (10) Tools

SCAG is in the process of building a comprehensive Regional Data Platform (RDP) to standardize regionally significant datasets, provide opportunities for local partners to update their data in real-time, and draw insights from local trends. The platform will also feature a data-driven collaboration hub for local jurisdictions to engage with stakeholders for individual projects, such as local and regional land use planning, active transportation planning, greenhouse gas reduction strategies, and development impact assessments. The RDP is intended as a resource for general plan updates as well as two-way data sharing between jurisdictions and SCAG.

Beginning in fall 2020, the RDP began engaging with ten pilot jurisdictions to fine tune workflows, products, and data requirements and made ESRI licenses available to all local jurisdictions. The first major tool, the Housing Element Parcel Tool (HELPR) was released in fall 2020. More tools will continue to be rolled out through 2021 and into 2022. SCAG's Local Information Services Team (LIST) aims to train local jurisdictions in the use of RDP tools and provide data guidance.

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

#### (11) Resources and Technical Assistance

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

### D. Milestones/Schedule

- Deadline for subregions to communicate intent to prepare a subregional SCS – October 29, 2021
- SCAG and Subregional Council of Governments establish Memorandum of Understanding – Early 2022

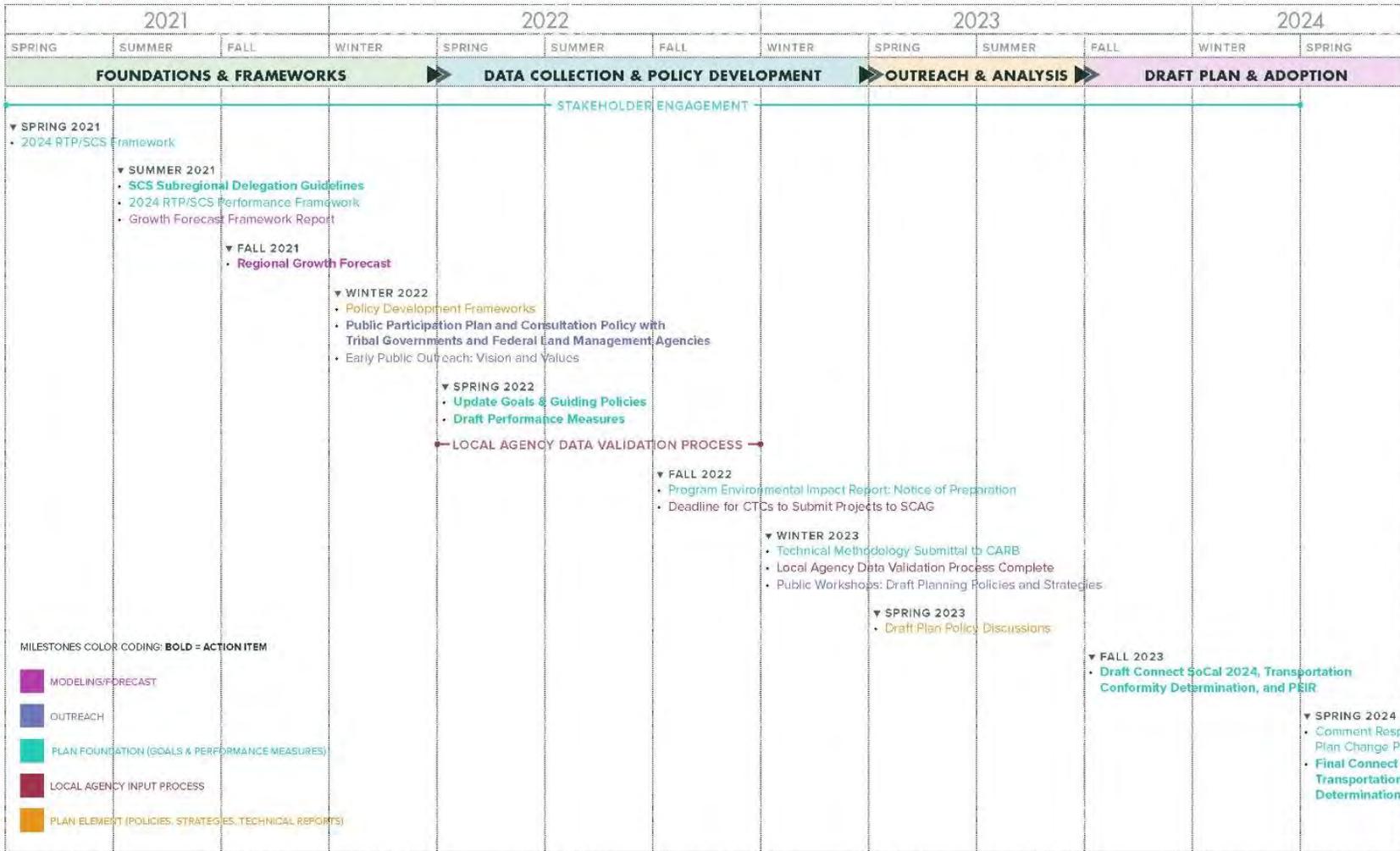
- Subregional SCS development – Early 2022 through Fall 2022
- Draft dataset delivery to SCAG – Summer 2022
- Final dataset delivery to SCAG – Fall 2022
- Draft subregional SCS to be incorporated into regional SCS – Winter 2023
- Release Draft 2024 RTP/SCS for public review – Fall 2023
- Regional Council adopts 2024 RTP/SCS – Spring 2024

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

# APPENDIX A



## 2024 RTP/SCS PRELIMINARY MILESTONES



# Subregional SCS Framework and Guidelines

2024 RTP/SCS, Connect SoCal

Sarah Dominguez  
Planning Strategy  
9/3/2021

[www.scag.ca.gov](http://www.scag.ca.gov)



1

## Senate Bill 375 Provision for Subregions



- Allows for the development of subregional SCSs:
 

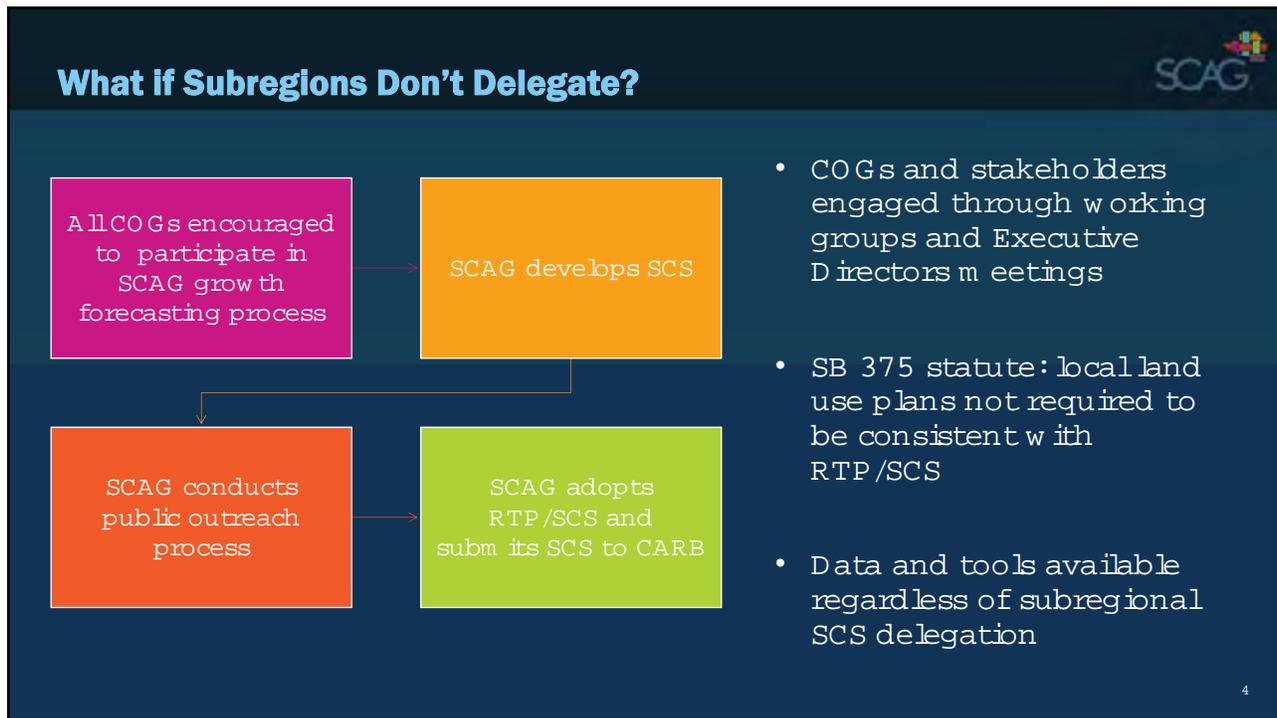
“a subregional council of governments and the county transportation commission may work together to propose the sustainable communities strategy and an alternative planning strategy, if one is prepared pursuant to subparagraph (I), for that subregional area.”

Govt. Code § 65080(b)(2)(D)
- SCAG’s “Framework and Guidelines” outlines the expectations and process

2



3



4

**Next Steps** 

<p><u>October 29, 2021</u></p> <p>Deadline</p>	<p><u>November - December 2021</u></p> <p>SCAG and COG staff develop M O U</p>	<p><u>Early 2022</u></p> <p>COG and SCAG Approve M O U</p>
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**Questions?**

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SCAG  
INNOVATING FOR A BETTER TOMORROW

6



AGENDA ITEM 5  
REPORT

Southern California Association of Governments  
Remote Participation Only  
September 2, 2021

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

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Kevin Kane, Senior Regional Planner  
(213) 236-1828, kane@scag.ca.gov

Subject: Regional Growth Forecast Framework and Expert Panel

**RECOMMENDED ACTION FOR CEHD:**

Information Only - No Action Required

**RECOMMENDED ACTION FOR RC:**

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. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 3: Be the foremost data information hub for the region.

**EXECUTIVE SUMMARY:**

*Among the first steps in developing SCAG’s next long-range regional plan is determining for whom we’re planning. The regional growth forecast is used as a key guide for developing regional plans and strategies mandated by state and federal authorities. This report describes the purpose and overview of the regional growth forecast and the expertise and tools needed to conduct it; discusses how the forecast process acknowledges and embraces uncertainty inherent in long-range projection; and discusses how the regional forecast leads toward a forecasted regional development pattern. This report also includes a summary of key points from the advisory panel of experts meeting.*

**BACKGROUND:**

Purpose and Overview

The regional growth forecast reflects recent and past trends, key demographic and economic assumptions, and local, regional, state, and national policy. It is a major analytical underpinning of much of the policy work associated with regional planning.

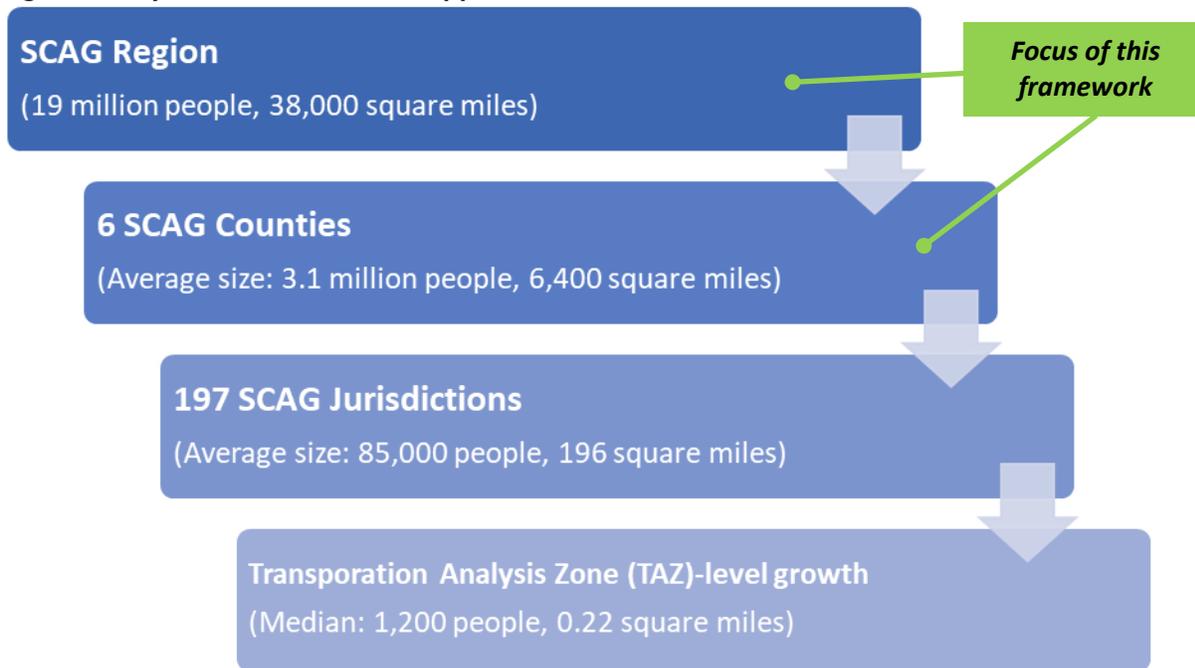
It is used as a key guide for developing regional plans and strategies mandated by federal and state governments, principally the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As such, the objective of the forecast is to project reasonably foreseeable future growth over a long-range time horizon of approximately 30 years. Travel demand, transportation-related per-capita greenhouse gas (GHG) emissions, and other outcomes are rooted in the regional forecast. The preliminary regional growth forecast thus undergirds the ambitious and achievable set of coordinated regional strategies, which will become the 2024 RTP/SCS.

The regional forecast acknowledges and embraces uncertainty by assessing a range of possible regional growth totals. However, due to technical and statutory requirements, the forecast must ultimately demonstrate a single growth trajectory. Staff anticipates developing regional and county-level forecasts by early 2022.

In addition to the regional growth forecast, the RTP/SCS will ultimately yield a forecasted regional development pattern that integrates historical, local, and policy data, sustainable communities strategies, and feedback from a wide array of regional stakeholders to allocate regional forecast totals to the jurisdiction and fine-grained Transportation Analysis Zone (TAZ) levels. Regional and county population, household, and employment forecast totals are used as controls for these “small areas,” meaning that county, jurisdiction, and TAZ-level projections will each sum up to the regional total (see Figure 1). Following a broad formal public outreach and comment process, growth at the small area levels will inform the forecasted development pattern for the region that integrates with the transportation network and other transportation measures and policies to be included in the 2024 RTP/SCS to reduce per capita GHG emissions (see Figure 2).

This report describes the objectives and timeline of developing the regional growth forecast and its relationship to other modeling and planning work associated with SCAG’s 2024 RTP/SCS. Frameworks describing forecasting at the small area levels and the local data exchange process are forthcoming.

**Figure 1: Key Forecast Levels and Approximate Sizes**



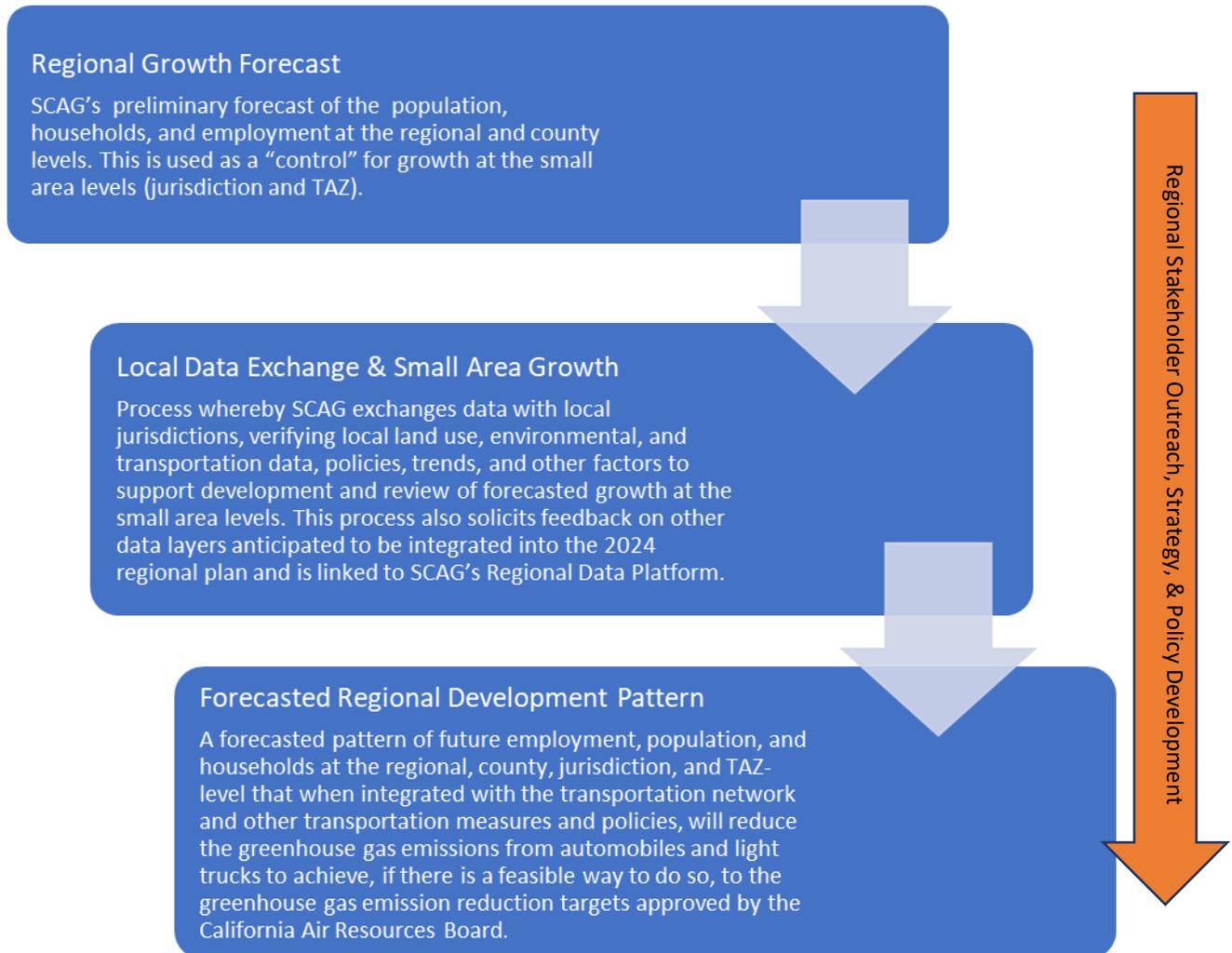
Source: Connect SoCal, 2016. Area includes non-urbanized land.

Expertise and Tools

SCAG Staff is developing the regional growth forecast in consultation with the Population Reference Bureau (PRB) and the Center for the Continuing Study of the California Economy (CCSCE). A Panel of Experts, which met on August 5<sup>th</sup> and 11<sup>th</sup>, 2021, provides expert guidance to Staff. A summary of key points discussed by the panel is attached. SCAG also receives input from SCAG’s Technical Working Group (TWG), SCAG’s Community, Economic, and Housing Development (CEHD) policy committee, and ultimately the Regional Council.

SCAG’s coupled regional economic-demographic forecast process is shown in Figure 3. SCAG projects regional **population** growth using a **cohort-component model**. This model computes population at a future point in time by adding to the existing population the number of group quarters population, births, and in-migrants during a projection period and subtracting the number of deaths and out-migrants. Age, sex, and race/ethnicity-specific population forecasts are multiplied by a set of household formation (headship) rate assumptions to generate a disaggregated forecast of households.

**Figure 2: Key Steps Culminating in a Forecasted Regional Development Pattern**



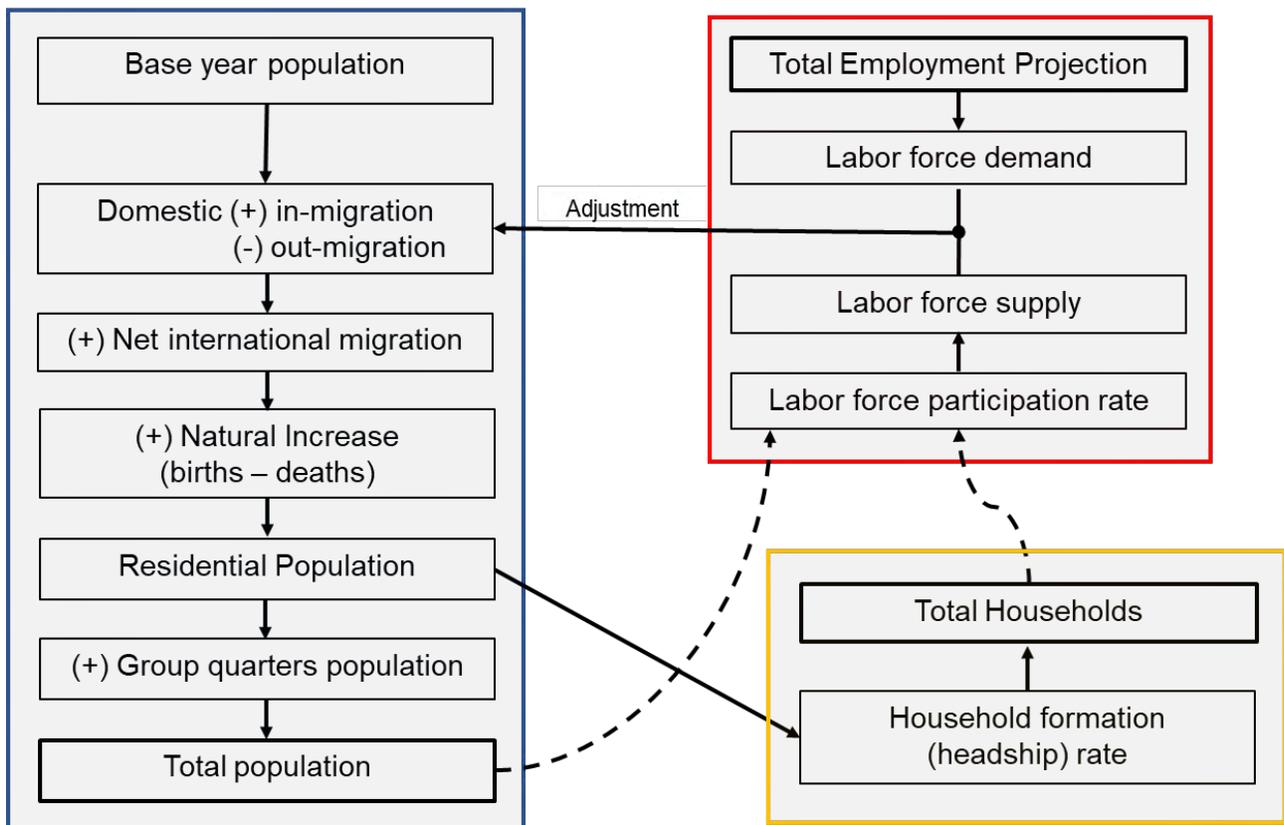
SCAG projects regional **employment** using a **shift-share model**. This model computes employment by industry sector at a future time using a region’s share of the nation’s employment. The regional employment forecasts are based on a set of national employment forecasts that provide total job projections and projections by sector. Regional jobs depend on national jobs as well as their distribution across various industries. The number of forecasted jobs and the labor force participation rate determine the pattern of migration into and out of the region, yielding a combined forecast of population, households, and employment.

SCAG’s regional forecast development relies heavily on regional and local expertise rather than national demographic assumptions or model-based predictors of land use change. The regional

forecast process does not directly utilize an equilibrium-based input-output model such as REMI; however, REMI forecasts and expert assumptions are consulted. Additionally, a comprehensive land use modeling software such as UrbanSim is not relied upon to integrate regional forecasts with small area information; rather, the local data exchange process facilitated in part by SCAG’s Regional Data Platform ensures the most up-to-date local land uses and plans inform the forecast. County-level forecasts are generated using the same overall modeling framework as the region-level forecast.

SCAG’s activity-based travel demand model (ABM), described separately, uses an extension of the above-described regional growth forecast involving smaller spatial scales and more detailed socioeconomic variables to project future travel demand.

**Figure 3: Regional Economic-Demographic Forecast Process**



Acknowledging and Embracing Uncertainty

Due to the various federal and state planning requirements that drive SCAG’s regional planning and the technical requirements of the ABM, the regional forecast is conducted to reflect reasonably foreseeable future growth over a time horizon of approximately 30 years.

In addition, the preliminary regional growth forecast provides a basis for the ambitious and achievable vision for Southern California, which will become the 2024 RTP/SCS. The 2024 RTP/SCS is grounded in expert assessments of the demographic and economic underpinnings of long-range growth (e.g., fertility, migration, household formation, economic factors).

The region's adopted 2020 RTP/SCS developed low, middle, and high versions of the preliminary regional growth forecast based on different future employment scenarios to assess the reasonableness of aggregated local input on future growth. Figure 4 compares these three ranges for population alongside the previous (2016) plan and the final, adopted 2020 RTP/SCS. The population growth trajectory used in the final plan, which followed local review and feedback, was lower than the previous plan and slightly lower than the middle series. All three measures of population, households, and employment used in the final plan were well within the low and high ranges.<sup>1</sup>

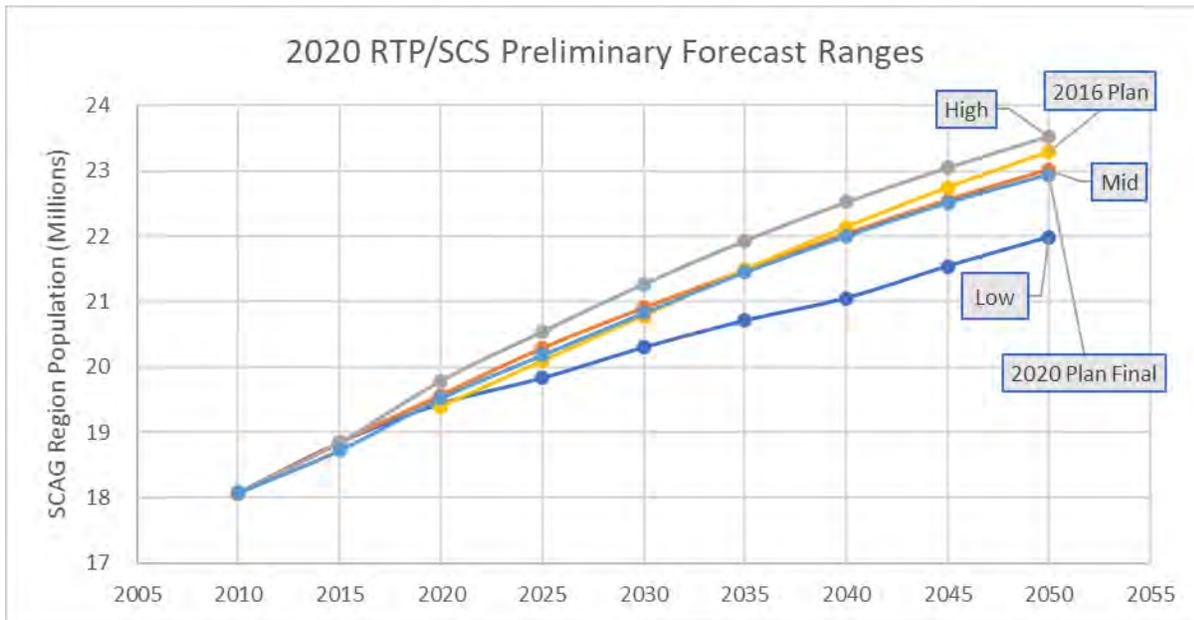
This regional economic-demographic scenario exercise will be expanded for the upcoming regional growth forecast by modifying additional population and household assumptions to foster discussion on how a range of demographic and economic input assumptions may yield different growth trajectories for Southern California by 2050.

**Figure 4: 2020 RTP/SCS Preliminary Forecast Ranges**

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<sup>1</sup> See [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_demographics-and-growth-forecast.pdf](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf)

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While this scenario exercise is not intended to be programmatically comprehensive and is limited to region-level growth, it can serve as a helpful framing of how various drivers of regional growth and change may impact the region’s growth trajectory. These may include impacts of:

- Climate risk on migration patterns;
- Housing availability on family formation; and
- Technological change or federal immigration policy on regional employment.

Housing and Household Forecasting

State legislative changes over the last several years have resulted in the evolution of the relationship between long-range forecasts of employment, population, and household growth and the housing planning target envisioned in the 6<sup>th</sup> cycle (2021-2029) Regional Housing Needs Assessment (RHNA). In past RTP/SCS cycles, SCAG produced an integrated forecast with household growth totals matching RHNA housing unit allocations.<sup>2</sup>

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<sup>2</sup> SCAG forecasts households using the household formation rate method described above. Households are often referred to as occupied housing units, suggesting that the total housing units in an area equals the sum of households plus vacant units. This relationship can vary over time and place and is generally less stable at smaller geographic scales—the American Community Survey identifies seven different types of vacancy (Table B25004). While household formation rates are treated as an input assumption and are associated with behaviors such as multigenerational living and doubling up, they are heavily affected by housing supply. The total household formation rate in the SCAG region dropped from 46.7% in 1980 to 40.0% in 2017. Without additional housing units available through vacancy or new construction it is not possible to form new households. As such a household formation rate assumption must consider the anticipated future level of net housing production to some degree.

However, new laws have mandated that the state Department of Housing and Community Development (HCD) include explicit measures of existing housing needs—most notably household overcrowding and cost burden—in their determination of the SCAG region’s housing needs. These measures, which are not direct inputs to a regional growth forecast process, now comprise the majority of the total RHNA need determination of 1,341,827 units.

SCAG’s 2020 RTP/SCS represents a coordinated set of regional strategies surrounding transportation, land use, and sustainability. The Plan reflects a gradual increase in new households compared with recent past trends—an average of 56,000 per year for the Plan’s 29-year horizon. As such, implementation of the 2020 RTP/SCS and subsequent plans including the 2024 RTP/SCS Plan would generally be understood to reduce latent housing demand in the region.

While overcrowding and cost burden are not generally considered inputs of a forecasting process, the household formation (headship) rate has a close relationship to overcrowding and can indicate, among other things, latent housing demand. While domestic migration is modeled primarily as a response to regional employment growth (see Figure 3), many regional models such as REMI also consider it to be a result of the ratio of the region’s housing costs to the nation, i.e., a disequilibrium between regions.

SCAG’s forecast process is an expert-derived assessment of reasonably foreseeable future growth and integrates existing and likely future policy, which includes the impact of the 6<sup>th</sup> cycle RHNA on components of growth. This includes expert assessment of which underpinnings of regional growth (e.g., fertility, migration, household formation, economic factors) might be most responsive to existing and likely future policies. In particular, the collective impact of local 6<sup>th</sup> cycle housing element updates (due in October 2021) and any rezoning necessary to accommodate such updates (due three years thereafter), to the extent data are available, would be assessed in terms of potential impacts on the region’s reasonably foreseeable future growth trajectory.

While an integrated forecast is not anticipated due to the uncertainty surrounding future conditions, the policy objective of alleviating the region’s housing shortage is shared between the SCS and RHNA processes. In addition, substantial local pro-housing efforts are currently underway in Southern California, which are likely to be reflected in the input assumptions of the regional growth forecasts and explored further during the uncertainty exercise described above. We anticipate that the 2024 SCS will reflect strategies for addressing latent housing demand that are ambitious and achievable.

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### Next Steps Toward the 2024 RTP/SCS Forecasted Regional Development Pattern

The regional growth forecast's control totals provide a shared understanding of how Southern California's demographic and economic conditions will impact future population, households, and employment. Local data are then relied upon in order to link this understanding to smaller areas. A perpetual strength of SCAG's forecast process is its reliance on a standardized method of understanding land use and land use plans across all local jurisdictions. Since 2008, SCAG has developed a standardized land use coding system and solicited and received input on a quadrennial basis. SCAG's under-development Regional Data Platform will provide opportunities for more continuous two-way data exchange between SCAG and localities in general, with the intent of streamlining data collection and data validation for the 2024 RTP/SCS in particular. More detailed frameworks outlining the local data exchange process, forecasting at the smaller area levels, and their integration with policy development is forthcoming.

#### **FISCAL IMPACT:**

Work for this project is covered under item 055-4856-01, Regional Growth and Policy Analysis.

#### **ATTACHMENT(S):**

1. 2021 Panel of Experts Meeting Summary
2. SCAG Census 2020 PL94 Quick Comparison
3. PowerPoint Presentation - RegGrForecast\_Fmwk\_CEHD\_Sept2021\_KK

**Memorandum**

Date: August 16, 2021  
 From: Beth Jarosz, PRB  
 To: SCAG Community, Economic, and Human Development Committee  
 Subject: Considerations in Projecting SCAG Region Employment, Population, and Households to 2050 as informed by the Demographic Panel of Experts

In two sessions held on August 5, 2021 and August 11, 2021, SCAG convened a forecast Panel of Experts to review trend predictions and assumptions for the regional growth forecast. Panelists included economists and demographers representing industry, academia, and government. (See Table 1.) The panel also included expertise across each of the six SCAG counties. Two outside experts, Beth Jarosz of the Population Reference Bureau and Steve Levy of the Center for Continuing Study of the California Economy, moderated along with SCAG staff.

**Table 1: List of Panelists**

Name	Affiliation
Billy Leung	Regional Economic Models, Inc.
Dan Hamilton	California Lutheran University
Deborah Diep	Cal State Fullerton, Center for Demographic Research
Dowell Myers	University of Southern California
Jerry Nickelsburg	UCLA Anderson Forecast
John Husing	Economics & Politics, Inc.
John Weeks	San Diego State University
Mark Schniepp	California Economic Forecast
Michael Bracken	Development Management Group, Inc.
Richelle Winkler	Michigan Technological University
Simon Choi	Chung-Ang University
Somjita Mitra	California Department of Finance, Economics Research Unit
Wallace Walrod	Orange County Business Council
Walter Schwarm	California Department of Finance, Demographic Research Unit

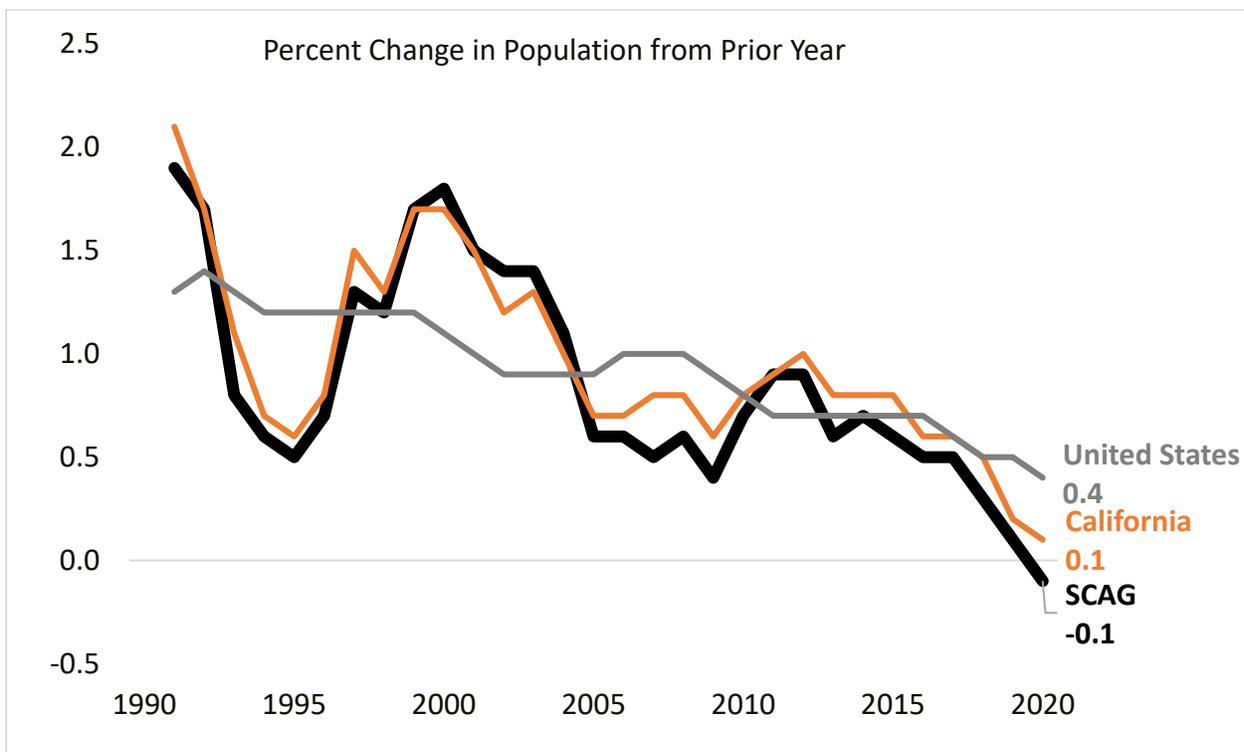
In addition to the panel meetings, panelists participated in a pre-meeting survey to solicit expectations about future growth. Results from both the survey and meeting discussions are summarized below.

What follows is a brief summary of key themes on jobs, households, and population growth. More detailed panelist responses regarding input assumptions will be included alongside the preliminary growth forecast as it is developed.

### Background Data

Before the onset of the COVID-19 pandemic, the rate of population growth had been slowing in the SCAG Region, reflecting broader demographic trends statewide, nationwide, and globally. (See Figure 1.) Looking ahead, projections from the U.S. Census Bureau and California Department of Finance (DOF) suggest that population growth will continue slowing in the coming three decades, with DOF showing that SCAG region population may peak before 2050.

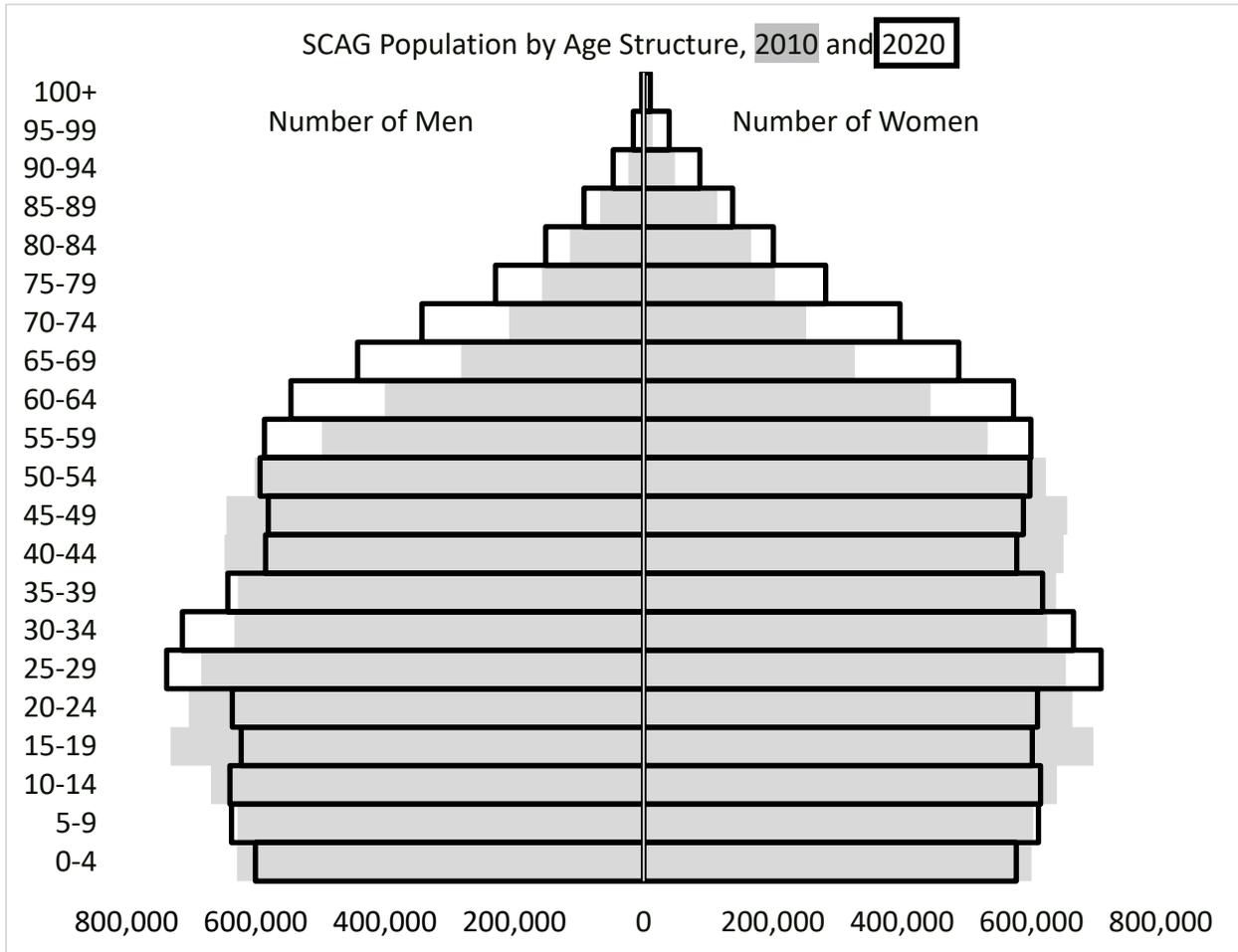
**Figure 1: Slowing Rate of Population Growth in SCAG Region, California, and U.S.**



Sources: U.S. Census Bureau, Population Projections (Vintage 2017); California Department of Finance, Population Projections (Vintage 2017 and 2021).

The panel of experts expect the SCAG region population to age considerably in coming decades. Figure 2 shows the age structure in 2020 (black outline bars) compared to the age structure in 2010 (gray bars). The shrinking bars at the bottom of the population pyramid reflect a declining child population. For example, the population ages 0-4 in 2020 is smaller than it was in 2010. This changing age structure is consistent with more than a decade of falling birth rates regionally and nationally. The region’s age structure will be an important factor for migration, mortality, labor force participation, and household formation in the coming decades..

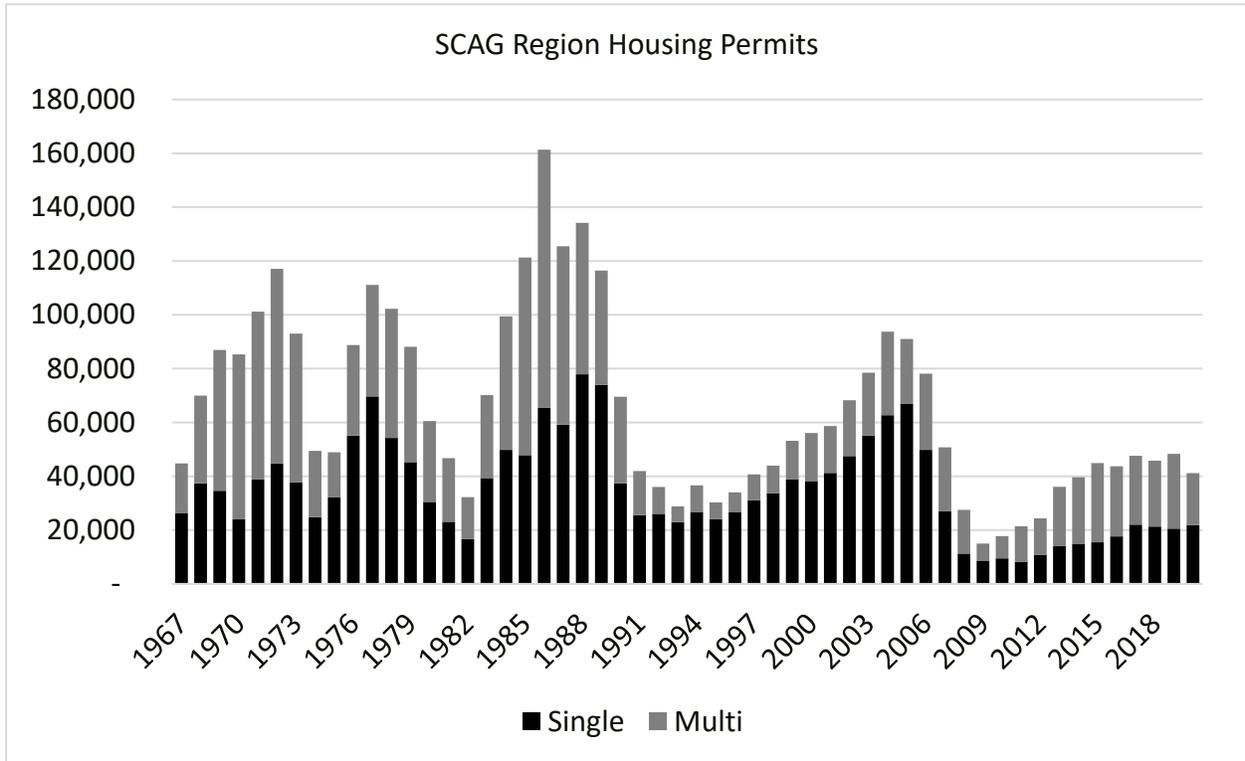
**Figure 2: SCAG Region Population Age Structure Suggests Continued Population Aging**



Source: California Department of Finance, Population Projections (Vintage 2021).

While population growth has slowed steadily, housing production has typically been cyclical. (See Figure 3.) Housing permits peaked at just over 160,000 per year in the 1980s, fell dramatically in the wake of the Great Recession, and have rebounded to 40,000-50,000 per year in recent years.

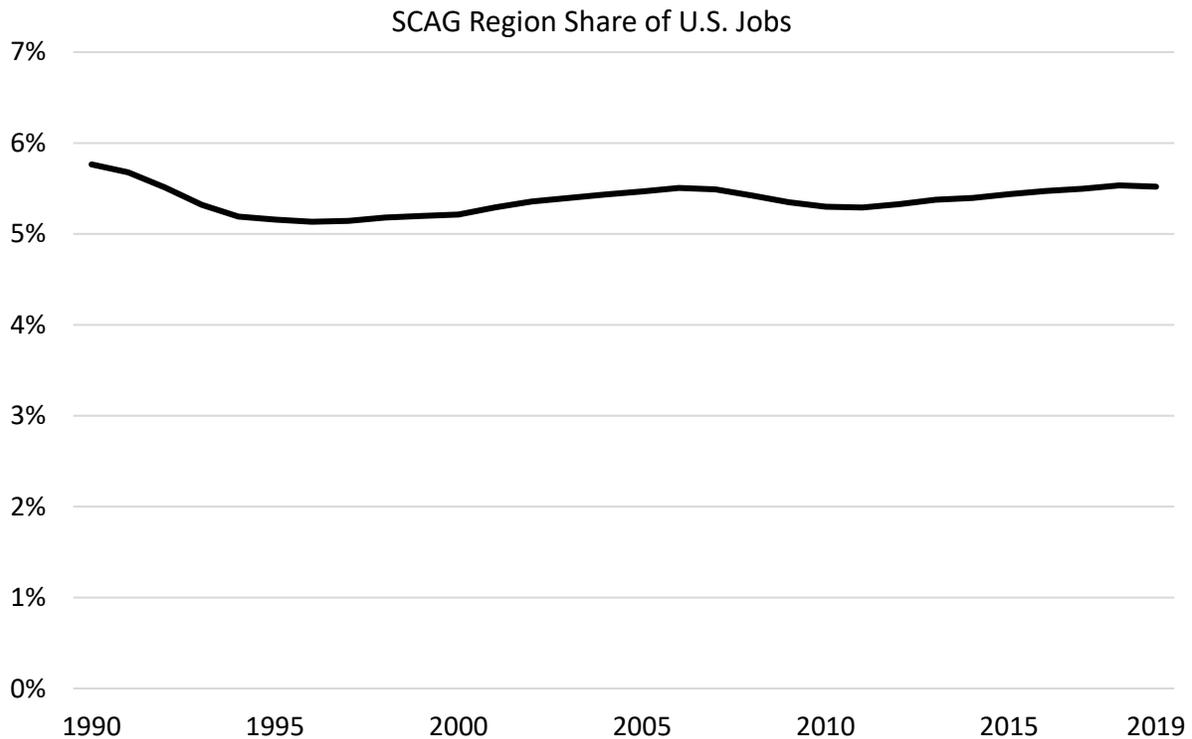
**Figure 3: Housing Permits Peaked at 160,000 in the 1980s and Are Considerably Lower in Recent Years**



Source: SCAG analysis of CIRB Building Permit Data

While population growth has slowed in the SCAG region, high labor force participation rates have allowed for robust job growth to continue. The region has maintained a stable share of jobs relative to the nation. (See Figure 4.)

**Figure 4: SCAG Region Share of U.S. Jobs Has Remained Fairly Stable**



Source: CCSCE

What effects will slower population growth and population aging have on the labor force and job growth? How might housing supply affect migration into or out of the SCAG region? Will job growth continue to attract migrants to the region from other parts of the U.S. and worldwide, or will housing cost concerns lead people to move elsewhere? These questions formed the basis of discussion at the of Panel of Experts meetings.

### Job Growth

In the pre-meeting survey, panelists were divided in their expectations about future job growth. When asked, “Over the next 30 years, what trend do you expect for SCAG region jobs, population, and households...” relative to SCAG region trends and national trends, panelists leaned toward slower growth, but there was no clear consensus for the expected direction.

When asked to discuss the region’s competitive advantages and disadvantages, the panel listed numerous advantages, including being a hub of innovation—as evidenced by the region’s considerable share of national venture capital funding, growth in high-tech sectors, and world-class institutions of higher education. They also noted the region’s quality of life, amenities, and welcoming culture as a draw for both population and jobs. In addition, panelists noted that the port and proximity to the Pacific Rim will continue to be advantages for the region. The region

also enjoys size advantages: a large labor market and consumer market as well as diversity across economic sectors.

Among disadvantages, panelists noted the region's high cost of housing/cost of living, regulations and taxation, and other regions' efforts to lure away California companies and workers. Panelists also noted some skills and education mismatches between workers and jobs as well as an increasing bifurcation of the workforce, and that it would be important for the region to invest in education to help reduce those gaps.

Regarding industry-specific predictions, panelists were optimistic about high tech and innovation sectors (especially artificial intelligence, automation, and space travel), fulfillment and distribution, and skilled manufacturing. They were pessimistic about retail.

We asked panelists about their expectations for labor force participation rates (LFPR). The general consensus among the panelists was that total labor force participation will continue to be higher in the SCAG region relative to the U.S. as a whole. Reasons for this include the need for multiple incomes within a household to support a relatively high cost of living. In addition, the region has a relatively high share of immigrants, who tend to have higher LFPR. A combination of better health and (for some) low savings is likely to increase LFPR at older ages. Panelists expect women's labor force participation to increase, especially at older ages, and women's LFPR could increase further with childcare-supportive policies. Panelists also thought that automation, including automated transportation, was more likely to cause shifts across industries rather than overall decreases in jobs or the labor force.

## Housing and Household Growth

In the pre-meeting survey, most panelists reported that they anticipate slower household growth. When asked "Over the next 30 years what trend do you expect for SCAG region jobs, population, and households..." relative to SCAG region trends and relative to national trends, panelists leaned strongly toward slower growth. But panelists noted that household formation is both a demographic and economic process. Housing production could rise to address latent demand—and thus increase the rate of household formation, or could remain low—and thus constrain household formation. Panelists also noted that water resources could be a constraint to future housing production, but that there are innovations (such as reuse and desalination) that could meet future demand.

At several points throughout the discussion, panelists noted that the region's high housing costs could be a drag on future growth. The overall sentiment was that if the region does not build enough housing, price differentials relative to the U.S. will worsen, which will reduce population growth—through lower net domestic and international migration as well as lower birth rates. If that trend occurs, it could reduce the region's economic growth.

Several panelists expected that statewide housing policies or innovations would eventually change the trend, resulting in more housing production. Experts did not reach consensus on an

expected future level of growth—expectations ranged from 40,000-100,000 units per year. But all agreed that a level of housing production equivalent with that of the most recent decade (thought to not be keeping pace with demand) could help staff frame a “low” forecast scenario.

### Population Growth

In the pre-meeting survey, panelists reported strong expectations of slowing population growth. When asked “Over the next 30 years what trend do you expect for SCAG region jobs, population, and households...” relative to SCAG region trends and relative to national trends, panelists were unanimous in expecting population growth slower than the region’s historical average. In addition, most panelists expected growth slower than the national average.

Population change occurs through three processes: births, deaths, and migration. We asked panelists to provide their expectations on each factor.

Panelists expect birth rates to be very low through 2022 and expect the region’s total fertility rates to eventually stabilize between 1.5-2.0 births per woman. Those rates would be higher than other high-income countries but considerably lower than historical levels. Some panelists noted that future state or federal policies to support childcare might impact family formation and labor force participation, however, the overall effect on population growth was not clear.

Panelists were generally pessimistic about future improvements in life expectancy, suggesting that the wave of increased mortality that has been occurring nationwide is “just getting started” in California. Panelists also indicated that divergent outcomes by socioeconomic status remain a challenge for the region, state, and nation.

Panelists generally expect that international migration is likely to remain fairly robust. Despite policy uncertainty at the federal level, the SCAG region is a historically strong landing point for immigrants with a strong and diverse job base—including the reliance on immigration for the region’s labor force. These factors suggest that international migration to the region will continue to be strong.

Within the international migration discussion, panelists noted that the mix of origin countries is changing and will continue to change. Panelists expect considerably less migration from Mexico and more from China and India as well as continued flows from Central and South America. Panelists also noted that countries in Africa (Kenya, South Sudan, Eritrea, Nigeria) may account for a bigger flow of migrants—but east coast destinations may be more likely initial destinations for those migrants. Shifts in international migration may also affect birth rates.

Panelists suggested that housing cost and job growth will play a leading role in net domestic migration but did not agree on expected future levels.

## **A first look at the SCAG region from Census 2020**

- The SCAG region’s population grew by 4.3% between 2010 and 2020. This is lower than California and the US as a whole. Only Riverside County exceeded the national growth rate.
- Eight SCAG cities increased in total population by more than one-fourth: Irvine (+44.9%), Beaumont (+43.8%), Imperial (+37.3%), Lake Elsinore (+35.6%), Menifee (+32.3%), Santa Clarita (+29.7%), Calimesa (+27.2%), and Desert Hot Springs (+25.3%)
- The under 18 (child) population share dropped from 25.6% to 21.8%, more than the state and the nation, suggesting less family formation or out-migration of those seeking family formation though differences across counties were minimal.
- Housing units grew more slowly than households (+5.1% vs. +7.0%). This was reflected in a tightening of the total vacancy rate (7.6% down to 5.9%). This trend is similar to the state and appears partially reflective of the absorption of Inland Empire housing stock which had been built up early in the Great Recession.
- Race/ethnicity continues to evolve:
  - Shares increased for each of Asian (12.0% to 13.7%), Hispanic (45.3% to 46.7%), and Two or more races (2.1% to 3.3%) alongside a decrease in White, non-Hispanic share (33.4% to 29.2%)
  - Hispanic share increases and White, non-Hispanic share decreases were most pronounced in the Inland Empire, while the Asian share increased most in Orange County
  - The share of population identifying as two or more races is increasing everywhere and more than doubled nationwide, which could reflect both mixed family formation and changing trends in self-identification.
- To some extent, this compares a major recession (2010) with a global pandemic (2020). And, that the US experienced greater demographic shifts than California indicates that the nation is “catching up” to transitions already experienced in the state and region.

*Prepared by Kevin Kane, PhD on August 18, 2021 following the release of the Census Bureau’s PL-94 redistricting file. ([kane@scaq.ca.gov](mailto:kane@scaq.ca.gov)). The California Department of Finance’s Demographic Research Unit has processed and posted numerous comparison tables using this data release which can be found at [https://www.dof.ca.gov/Forecasting/Demographics/2020\\_Redistricting\\_Data/](https://www.dof.ca.gov/Forecasting/Demographics/2020_Redistricting_Data/).*

	Total Population			Share of Pop. Under 18			Total Housing Units			Occupied Housing Units			Total Vacancy Rate		
	2010	2020	Percent Change	2010	2020	Difference	2010	2020	Percent Change	2010	2020	Percent Change	2010	2020	Difference
USA	308,745,538	331,449,281	7.4%	24.0%	22.1%	1.9%	131,704,730	140,498,736	6.7%	116,716,292	126,817,580	8.7%	11.4%	9.7%	1.7%
California	37,253,956	39,538,223	6.1%	25.0%	22.0%	3.0%	13,680,081	14,392,140	5.2%	12,577,498	13,475,623	7.1%	8.1%	6.4%	1.7%
SCAG	18,051,534	18,824,382	4.3%	25.6%	21.8%	3.8%	6,332,089	6,651,919	5.1%	5,847,909	6,257,617	7.0%	7.6%	5.9%	1.7%
Imperial	174,528	179,702	3.0%	29.3%	26.4%	2.9%	56,067	56,625	1.0%	49,126	52,050	6.0%	12.4%	8.1%	4.3%
Los Angeles	9,818,605	10,014,009	2.0%	24.5%	20.5%	4.0%	3,445,076	3,591,981	4.3%	3,241,204	3,420,628	5.5%	5.9%	4.8%	1.1%
Orange	3,010,232	3,186,989	5.9%	24.5%	20.9%	3.6%	1,048,907	1,129,785	7.7%	992,781	1,074,105	8.2%	5.4%	4.9%	0.5%
Riverside	2,189,641	2,418,185	10.4%	28.3%	24.6%	3.7%	800,707	848,549	6.0%	686,260	763,283	11.2%	14.3%	10.0%	4.3%
San Brd'no	2,035,210	2,181,654	7.2%	29.2%	25.3%	3.9%	699,637	731,899	4.6%	611,618	667,836	9.2%	12.6%	8.8%	3.8%
Ventura	823,318	843,843	2.5%	25.7%	22.2%	3.5%	281,695	293,080	4.0%	266,920	279,715	4.8%	5.2%	4.6%	0.6%
	White alone, Not Hispanic			Black alone, Not Hispanic			Asian alone, Not Hispanic			Two or more races, Not Hispanic			Hispanic/Latino		
	2010	2020	Difference	2010	2020	Difference	2010	2020	Difference	2010	2020	Difference	2010	2020	Difference
USA	63.7%	57.8%	-5.9%	12.2%	12.1%	-0.1%	4.7%	5.9%	1.2%	1.9%	4.1%	2.2%	16.3%	18.7%	2.4%
California	40.1%	34.7%	-5.4%	5.8%	5.4%	-0.4%	12.8%	15.1%	2.3%	2.6%	4.1%	1.5%	37.6%	39.4%	1.8%
SCAG	33.4%	29.2%	-4.2%	6.5%	6.1%	-0.4%	12.0%	13.7%	1.7%	2.1%	3.3%	1.2%	45.3%	46.7%	1.4%
Imperial	13.7%	9.4%	-4.3%	2.9%	2.1%	-0.8%	1.3%	1.2%	-0.1%	0.6%	0.9%	0.3%	80.4%	85.2%	4.8%
Los Angeles	27.8%	25.6%	-2.2%	8.3%	7.6%	-0.7%	13.5%	14.7%	1.2%	2.0%	3.1%	1.1%	47.7%	48.0%	0.3%
Orange	44.1%	37.6%	-6.5%	1.5%	1.5%	0.0%	17.7%	21.9%	4.2%	2.4%	3.9%	1.5%	33.7%	34.1%	0.4%
Riverside	39.7%	32.6%	-7.1%	6.0%	6.1%	0.1%	5.8%	6.8%	1.0%	2.2%	3.5%	1.3%	45.5%	49.7%	4.2%
San Brd'no	33.3%	25.9%	-7.4%	8.4%	7.9%	-0.5%	6.1%	8.1%	2.0%	2.1%	3.1%	1.0%	49.2%	53.7%	4.5%
Ventura	48.7%	42.8%	-5.9%	1.6%	1.6%	0.0%	6.6%	7.5%	0.9%	2.3%	3.9%	1.6%	40.3%	43.3%	3.0%

Note: Totals do not sum to 100%; Other races category not shown.

Prepared by Kevin Kane, PhD on August 18, 2021 following the release of the Census Bureau's PL-94 redistricting file. [kane@scag.ca.gov](mailto:kane@scag.ca.gov)

# 2024 Regional Growth Forecast Framework and Demographic Panel of Experts highlights

Kevin Kane, PhD  
Department of Sustainability  
September 2, 2021

[www.scag.ca.gov](http://www.scag.ca.gov)



## Purpose and Overview

- Recent and past demographic and economic trends
- Key future assumptions
- Reflect local, regional, state, and national policy



- 2024 RTP/SCS
- Roughly 30-year forecast
- Input to travel demand models
- Underpinning of many regional performance measures



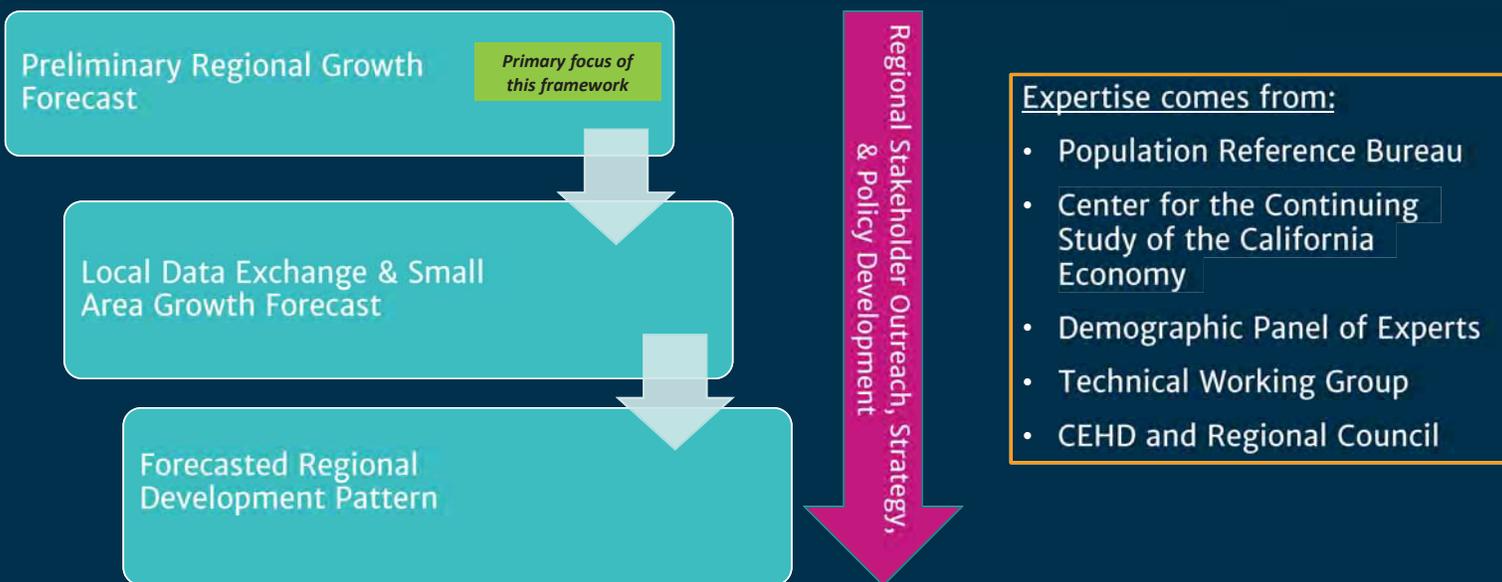
*Must forecast reasonably foreseeable future growth, and reflect ambitious yet achievable plan strategies.*

## Four key forecast scales

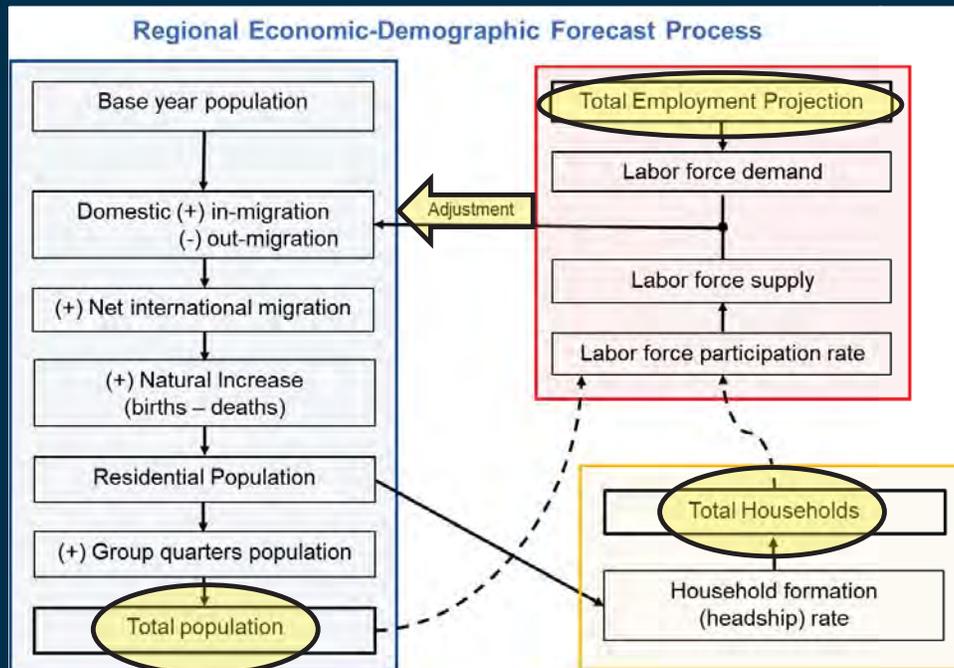


Source: Connect SoCal, 2016. Area includes non-urbanized land.

## Key steps to a forecasted regional development pattern



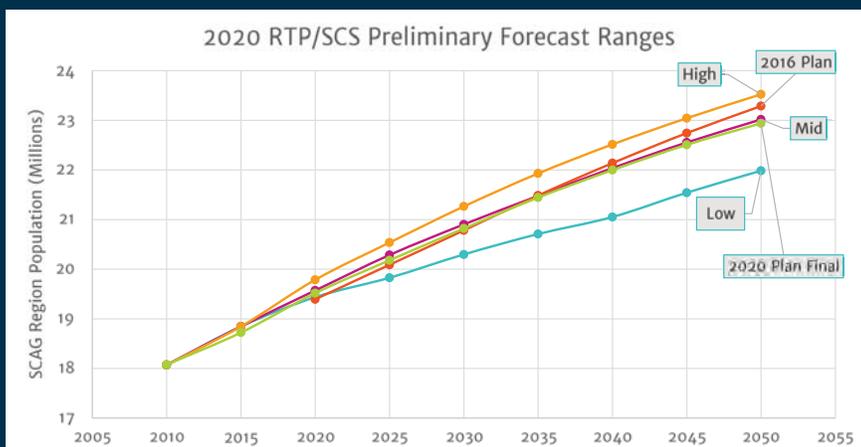
# SCAG's Regional Economic-Demographic Forecast Process



# Acknowledging and Embracing Uncertainty



*Preliminary regional growth forecast development will investigate high, medium, and low scenarios based on varying demographic & economic inputs*



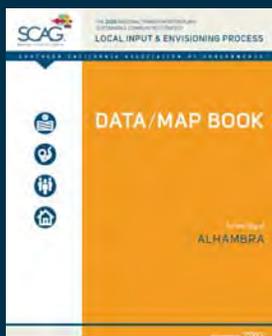
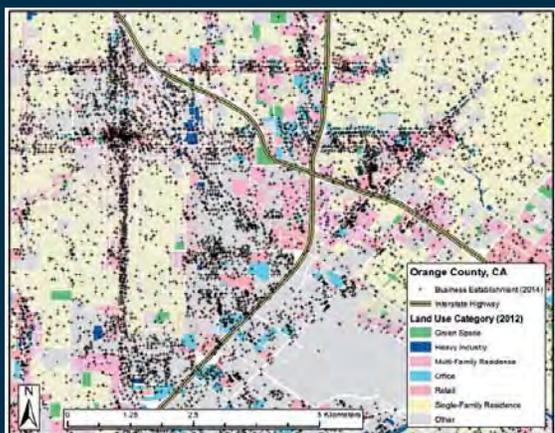
Prior plan cycle used 3 employment scenarios to generate high, middle, and low population & household ranges.

Climate risk → migration?

Housing supply → family formation?

Federal immigration policy → regional jobs?

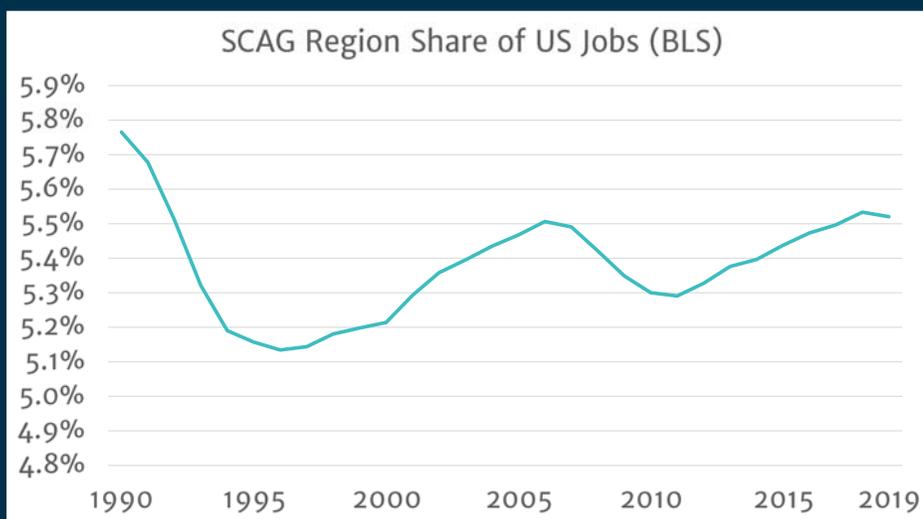
# Local Data Exchange



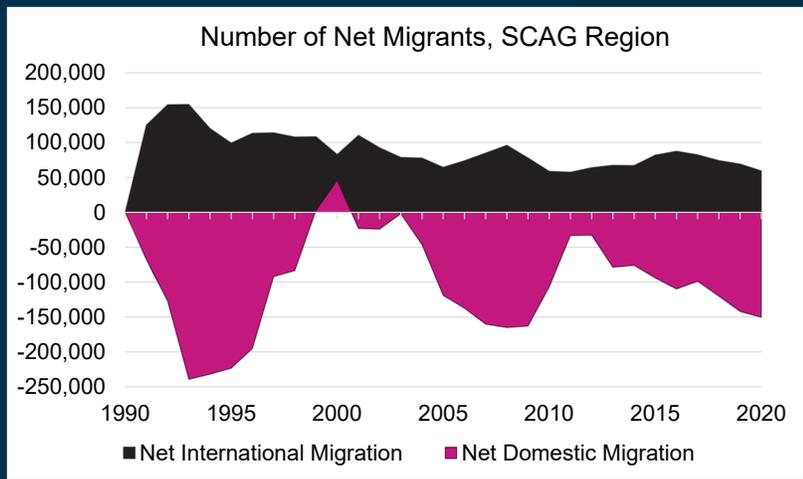
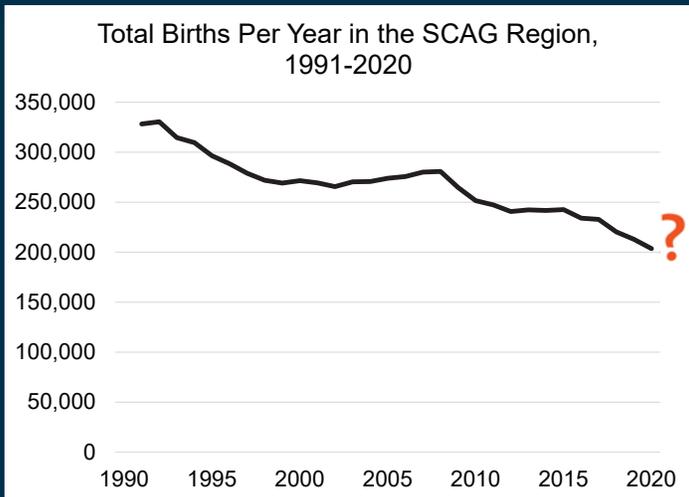
- Preliminary regional forecast completion target: January 2022
- Beginning early 2022: two-way data exchange to translate local visions into the language of a regional plan
- Merging regional forecast with local conditions *into a shared vision which hits regional targets*

# Regional Economic and Demographic forecast – review of trends

- Demographic Panel of Experts held August 5<sup>th</sup>–11<sup>th</sup>

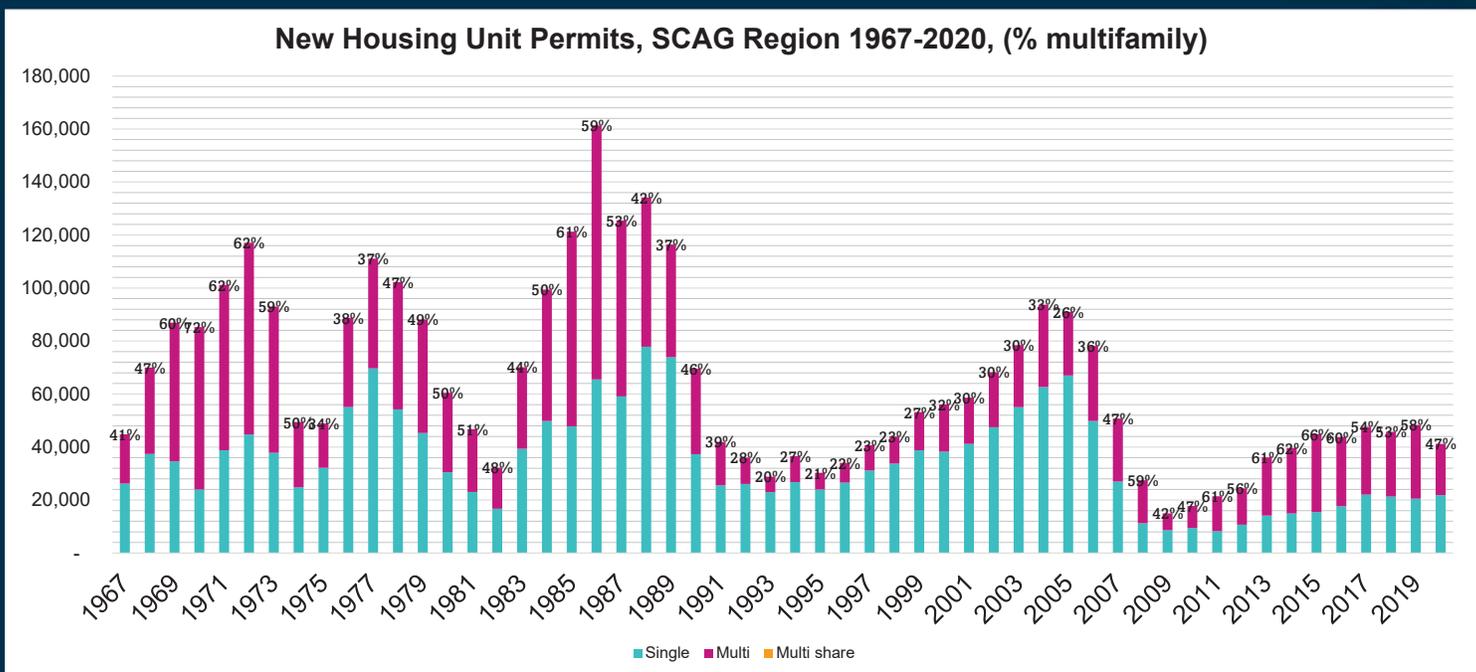


# SCAG, CA, US, & Global Population Growth Slower



Source: California Department of Finance Estimates

# Housing production drives household formation... and economic growth



Source: Analysis by SCAG of CIRB Building Permit Data

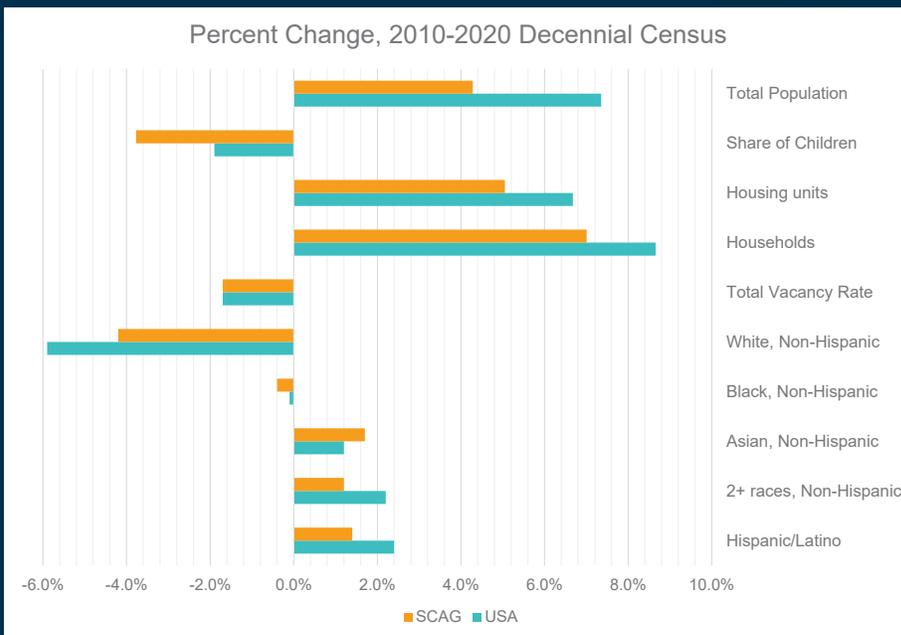
# BONUS: 2020 Census Redistricting Data Released (8/12/21)

- Total population
- Adult (18+ population)
- Housing Units & Households
- Race + Hispanic/Latino
- Census block scale

### Broad strokes:

*Most experts impressed with overall data quality, though this compares a global recession to a global pandemic.*

*The US catching up to some demographic transitions which have already taken place in Southern California.*



Note: Race/ethnicity values are expressed as the numerical difference each's percentage share of the total population in 2020 versus 2010



**“A society grows great when old men plant trees under whose shade they’ll never sit”**

*- An aphorism*

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AGENDA ITEM 6  
REPORT

Southern California Association of Governments  
Remote Participation Only  
September 2, 2021

To: Community Economic & Human Development Committee (CEHD)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Michael Gainor, Senior Regional Planner  
(213) 236-1822, gainor@scag.ca.gov

Subject: SB 743 Local Implementation - Examples from Across the Region

**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:**

*In response to the challenges posed by climate change and the significant role played by VMT in the generation of greenhouse gas emissions, the California state legislature passed Senate Bill 743 in 2013. The new regulation, which went into effect July 1, 2020, requires local agencies adopt an alternative methodology for evaluating transportation impacts under the California Environmental Quality Act (CEQA) to minimize or reduce additional VMT generated by new land use development projects.*

*To promote successful local implementation of SB 743, SCAG has provided technical and policy assistance in the development of local and county-wide SB 743 implementation tools and strategies. In addition, SCAG has sought to ease the burden of transitioning to the new regulation by periodically offering SB 743 informational forums for our regional stakeholders. SCAG plans to continue this effort by inviting representatives from the development community to share their experiences with the new regulation later this fall. These speakers will share their ideas on opportunities to contribute to the advancement of the State's climate, health, and transportation goals through successful implementation of SB 743. Further information regarding this proposed event will be provided to this Committee as details are finalized.*

*For today's meeting, three partnering agencies that have recently collaborated with SCAG on the development of local SB 743 technical resources will share their experience implementing the VMT assessment and mitigation requirements of SB 743 within their respective jurisdictions and*

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*will also discuss challenges and opportunities for continued regional coordination and support. The panel discussion will be moderated by SCAG staff.*

**BACKGROUND:**

Senate Bill 743 (SB 743) provides a critical tool for promoting climate resiliency in the SCAG region and throughout the state. Increases in population and employment typically result in increased greenhouse gas (GHG) emissions due to more automobiles on the roadways emitting carbon dioxide into the atmosphere. The primary objective of SB 743 is to curtail the generation of GHG emissions in the transportation sector through reducing vehicle miles traveled (VMT). A key provision employed by SB 743 to achieve that outcome is the establishment of VMT analysis and mitigation requirements for new land use development and transportation improvement projects that are considered likely to increase single occupancy vehicle travel. The effective local implementation of SB 743 will greatly facilitate the SCAG region's ability to plan for and implement the sustainable development patterns envisioned in Connect SoCal and will encourage the development of a built environment that is amenable to the use of active and public transportation.

The adoption of a VMT-based metric is intended to eliminate the exclusive focus on automobile delay as the primary parameter for evaluating CEQA transportation impacts, as was the objective of the previously used 'Level of Service' (LOS) analysis. Transportation impact analysis based on VMT is expected to improve the viability of infill and transit-oriented development projects, as well as encourage the development of other projects that serve to reduce GHG emissions through decreased dependency on single occupancy vehicles and increased use of active transportation and transit options. Taking effect statewide on July 1, 2020, the new CEQA regulation now requires local implementing agencies to minimize or reduce additional VMT generated by new land use development projects and capacity-enhancing roadway projects.

Of the various elements of SB 743 local implementation, including technical VMT analysis, establishment of VMT thresholds, and development of a methodological protocol, the mitigation of project generated VMT has been the source of the greatest concern expressed among local implementing agencies. While there are a variety of proven project-based VMT mitigation strategies including transit system improvements, bicycle and pedestrian network enhancements, and transportation demand management (TDM) programs, many areas in the SCAG region lack the development intensity and population density required to fully realize the VMT reduction potential of these types of project-based mitigation strategies.

**SCAG's Role In Local Implementation of SB743**

To promote the successful local implementation of SB 743, SCAG has sought opportunities to collaborate with various local jurisdictions throughout the region to provide technical and policy assistance in the development of local and county-wide SB 743 implementation tools and strategies. Since much of the concern expressed by our local jurisdictions regarding SB 743

implementation related to the technical assessment of VMT, the focus of many of SCAG's grant-supported efforts have been on providing needed VMT analytical tools and technical guidance. Another significant area of concern expressed by local stakeholders in the SCAG region was regarding the effective mitigation of VMT impacts of new developments and the feasibility of various VMT mitigation options. SCAG's activities to support the local implementation of SB 743 includes several grant-funded projects that are either in progress or recently completed.

SCAG's local SB 743 assistance projects include a two phased collaborative effort with the City of Los Angeles Department of Transportation (LADOT) to implement a VMT mitigation banking or exchange pilot demonstration program. The results of this pilot program will provide guidance and best practices to facilitate establishment of similar programs throughout the SCAG region in support of SB 743 VMT reduction objectives and to assess the concept of sub-regionally based VMT mitigation structures, including the identification of challenges, opportunities, and best practices.

SCAG is also currently working with the City of Banning on an update to the city's Traffic Impact Analysis Guidelines to accommodate SB 743 VMT analytical requirements. This project includes production of a comprehensive SB 743 implementation guidance document specific to the City of Banning. As a suburban/rural community located on the edge of the Southern California urban expanse, the results of this project may serve as a template for effective SB 743 implementation activities for other similar jurisdictions in the SCAG region.

SCAG is finishing up a collaborative project with the San Bernardino County Transportation Authority (SBCTA) to develop a comprehensive set of policy guidelines, templates, and VMT technical analysis tools to support SB 743 local implementation by jurisdictions in San Bernardino County. This effort will also include an evaluation of regional or subregional approaches to VMT mitigation specific to the needs of San Bernardino County jurisdictions.

SCAG recently completed a project with the City of Temecula to produce a set of locally specific VMT assessment metrics and analytical methodologies. The project developed a VMT screening criteria appropriate for local land use and transportation projects in the city and sought to identify locally feasible VMT reduction and mitigation options.

SCAG also recently completed a collaborative effort with the Western Riverside Council of Governments (WRCOG) on the development of a set of VMT assessment technical methodologies and tools to be applied by lead agencies in the WRCOG subregion in support of the transition from an LOS-based to a VMT-based CEQA transportation impact analysis. The project also provided recommendations on the most effective and feasible VMT mitigation options for implementation within the context of the WRCOG subregion.

Please refer to Attachment 1 for more details on SCAG's current and recently completed local SB 743 implementation assistance activities.

As emphasized in the SCAG local assistance efforts referenced above, the successful implementation of SB 743 in the less intensely urbanized areas of the region will require the consideration and evaluation of alternative VMT mitigation options. Areas where VMT mitigation is particularly challenging include locations where suburban, rural, and exurban land use contexts predominate. The expansion of transit service, enhancement of active transportation facilities, and implementation of comprehensive TDM solutions tend to be significantly less feasible in these areas than in more densely populated, centrally located urban locations. For this reason, the concept of programmatic, or regionally based, VMT mitigation mechanisms, including VMT banking or exchange programs, have been gaining momentum in the SCAG region and throughout the state.

To continue this important discussion on the local implementation of SB 743, SCAG staff has assembled a panel of speakers consisting of representatives from three local agencies in the SCAG region, each from a different county, to share with this Committee some of their experiences on the implementation of SB 743 requirements within their respective jurisdictions. While the discussion may include experiences related to the implementation of the technical elements of SB 743, such as establishment of VMT thresholds and baseline datasets, the conversation will focus more specifically on some of the significant challenges encountered by local agencies relative to VMT mitigation efforts. The discussion will conclude with a general discussion on the potential for implementation of regional or programmatic VMT mitigation strategies and programs.

The panel will be moderated by SCAG staff and will begin with a set of pre-defined questions presented by the moderator to each of the panelists on SB 743 implementation topics specific to their jurisdictions. The initial moderator-led discussion will be followed by a period where Committee members will be provided the opportunity to pose questions or requests for clarification to any (or all) of our guest panelists.

The panelists participating in today's discussion include:

**Christopher Gray, Western Riverside Council of Governments (WRCOG)**

Christopher currently serves as Deputy Executive Director at WRCOG, a joint powers authority consisting of 18 cities, the County of Riverside, the Eastern and Western Municipal Water Districts, and the Riverside County Superintendent of Schools. Christopher's current responsibilities include oversight of the regional Transportation Uniform Mitigation Fee (TUMF) Program, the Active Transportation Program (ATP), and WRCOG's planning initiatives. The TUMF Program is one of the largest traffic mitigation fee programs in California, which has been responsible for the construction of nearly 90 projects since its inception in 2009. Prior to WRCOG, Chris worked as a private sector transportation consultant for 20 years.

**Josh Lee, San Bernardino County Transportation Authority (SBCTA)**

Josh is currently a Chief of Planning with the SBCTA, an organization which serves as both the County Transportation Commission and the Council of Governments for San Bernardino County. Josh's background is in land use and transportation planning, focusing primarily on regional transportation and sustainability focused planning projects. Some of his past projects in the Inland Empire region have included: Healthy Communities Elements in General Plans, Regional Greenhouse Reduction Plans (compliant with AB 32 and SB 32), Regional Climate Adaptation Plans, Habitat Conservation Plans, and Active Transportation Plans. Josh is currently managing initiatives on Open Data, County Growth Forecasts (working closely with SCAG), First/Last Mile Implementation, a countywide SB 743 Implementation and VMT Reduction Study, and Safe Routes to School Programs and Pedestrian Plans. Josh also serves as a Planning Commissioner for the City of Eastvale in Riverside County.

**David Somers, Los Angeles Department of Transportation (LADOT)**

David is currently a Transportation Planner with the LADOT Transportation Planning and Policy Division where he leads efforts to adopt sustainable transportation metrics and planning tools, such as the VMT Calculator, that inform land use and transportation investment decisions in Los Angeles. David is also involved in efforts to make travel behavior incentive programs more available through a transportation demand management (TDM) program affecting new development. Prior to joining LADOT, David worked with the Los Angeles City Planning Department where he helped re-write the rules to guide public right-of-way improvements, supported the adoption of the Mobility Plan 2035, and helped develop the Mayor's Great Streets Challenge program, a participant-driven program that empowers the public to redesign their streets in the vision of complete streets.

For more information on SB 743 and the updated CEQA Guidelines, please visit the OPR website: <http://opr.ca.gov/ceqa/updates/guidelines>.

**SCAG's Next Steps in Supporting Local Implementation of SB743**

To follow up from the panel discussion at the September 2 CEHD meeting, SCAG staff will organize a developer panel to discuss their project-approaches to SB743 mitigation.

To further the SB 743 implementation discussion as it affects our region, SCAG is participating in a SB 743 Implementation Working Group convened by the California Department of Transportation (Caltrans) and the Governor's Office of Planning and Research (OPR) in response to stakeholder feedback. The purpose of this Working Group is to provide stakeholders from the public, private, and non-governmental sectors a collaborative opportunity to contribute to the advancement of the State's climate, health and transportation goals through successful implementation of SB 743. The group seeks to address SB 743 implementation opportunities and challenges in connection with both land development and transportation investments.



**FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 21/22 Overall Work Program (155.4864.01: SB 743 VMT Mitigation Assistance Program).

**ATTACHMENT(S):**

1. SCAG SB 743 Local Implementation Assistance Projects

## Attachment 1

### SCAG SB 743 Local Implementation Assistance Projects

Senate Bill 743 (SB 743) provides a critical tool for promoting climate resiliency in the SCAG region and throughout the state. Increases in population and employment typically result in increased greenhouse gas (GHG) emissions due to more automobiles on roadways emitting carbon dioxide into the atmosphere. The primary objective of SB 743 is to curtail the generation of GHG emissions in the transportation sector through reducing vehicle miles traveled (VMT). A key provision employed by SB 743 to achieve that outcome is the establishment of VMT analysis and mitigation requirements for new land use development and transportation improvement projects that are considered likely to increase single occupancy vehicle travel. The effective local implementation of SB 743 will greatly facilitate the SCAG region's ability to plan for and implement the sustainable development patterns envisioned in Connect SoCal and will encourage the development of a built environment that is amenable to the use of active and public transportation.

To promote the successful local implementation of SB 743, SCAG has sought opportunities to collaborate with various local jurisdictions throughout the region to provide technical and policy assistance in the development of local and county-wide SB 743 implementation tools and strategies. The CEQA transportation impact analysis methodological changes promulgated by SB 743 went into effect statewide on July 1, 2020. Since much of the concern expressed by our local jurisdictions regarding SB 743 implementation related to the technical assessment of VMT, the focus of many of SCAG's efforts have been on providing needed VMT analytical tools and technical guidance. Another significant area of concern expressed by local stakeholders in the SCAG region was regarding the effective mitigation of VMT impacts of new developments and the feasibility of various VMT mitigation options.

This attachment provides a summary of SCAG's current and recently completed activities to support the local implementation of SB 743. This summary details seven SCAG sponsored SB 743 local implementation assistance projects.

#### **1) City of Los Angeles Department of Transportation (LADOT) VMT Mitigation Banking/Exchange Pilot Demonstration Program, Phase 1 (Technical Assessment)**

SCAG's current collaborative effort with LADOT is a two phased project that will include input from other local jurisdictions on the development and implementation of a subregional VMT mitigation exchange or banking pilot demonstration program. The results of this pilot program will provide guidance and best practices to facilitate establishment of VMT mitigation exchange or banking programs throughout the SCAG region and the state in support of SB 743 VMT reduction objectives.

Phase 1 of the project, which focuses on the development of a technical foundation for development of the pilot demonstration program, began in October 2020 and was completed in June 2021. Phase 1 was funded through a \$150,000 SCAG Sustainable Communities Grant.

## **2) City of Los Angeles Department of Transportation VMT Mitigation Banking/Exchange Pilot Demonstration Program, Phase 2 (Pilot Implementation)**

Phase 2 of the LADOT VMT Mitigation Banking/Exchange Pilot Demonstration Program project is focused on the actual development and implementation of the pilot program. The results of this program will provide guidance and best practices to facilitate establishment of similar VMT mitigation exchange or banking programs throughout the SCAG region and throughout the state in support of SB 743 VMT reduction objectives. The pilot will be focused in an area within the City of Los Angeles to be determined based on factors related to regional accessibility and existence of relevant projects.

This VMT mitigation banking or exchange demonstration pilot program will be used to assess the concept of sub-regionally based VMT mitigation structures, including the identification of challenges, opportunities, and best practices related to the establishment of this type of program. This effort also includes development of a 'Mobility Investment Interactive Tool' that may be used to identify mobility infrastructure investments that result in travel mode shifts from single occupancy vehicle trips and to identify VMT reduction elasticities by project type.

The consultant contract for Phase 2 of this project was awarded in March 2021 and work began in June 2021. Phase 2 is funded through a \$500,000 Caltrans Sustainable Transportation Planning Grant.

## **3) City of Banning SB 743 Climate Planning Implementation Study**

This collaborative effort with the City of Banning includes updating of the city's Traffic Impact Analysis Guidelines to effectively migrate from an LOS-based CEQA transportation impact technical methodology to a VMT-based approach as required by SB 743. This objective will be achieved through establishment of a baseline VMT dataset and development of city-wide VMT thresholds. The project focuses on the generation of localized VMT baseline data, recommendation of appropriate VMT thresholds for Banning, development of technical tools for evaluating city-wide VMT impacts, and the production of a comprehensive SB 743 local implementation guidance document specific to the City of Banning.

The City of Banning represents a suburban/rural community located on the edge of the Southern California urban expanse and the results of this project may serve as a template for effective SB 743 implementation activities for other similar jurisdictions in the SCAG region.

The City of Banning SB 743 Climate Planning Implementation Study was initiated in October 2020 and will be completed by October 2021. This effort is funded through a \$150,000 SCAG Sustainable Communities Grant.

## **4) San Bernardino County Transportation Authority SB 743 Countywide Implementation Study**

The SBCTA project is focused on the development of a comprehensive set of policy guidelines, templates, and VMT technical analysis tools in support of SB 743 local implementation for use by jurisdictions in San Bernardino County. This effort will include the evaluation of programmatic and

other regional or subregional approaches to VMT mitigation specific to the needs of San Bernardino County jurisdictions. The project will also update the SBCTA Traffic Impact Analysis Guidelines to accommodate SB 743 requirements.

Among the deliverables to be provided through this collaborative effort with SBCTA will be the provision of templates for local jurisdictional SB 743 staff reports, policies, resolutions, and ordinances. Other products will include a set of locationally appropriate VMT analysis tools and VMT mitigation options for projects and General Plans.

The SBCTA SB 743 Countywide Implementation Study was initiated in October 2020 and will be completed by October 2021. The project is funded through a \$200,000 SCAG Sustainable Communities Grant.

### **5) City of Temecula VMT Thresholds Analysis & SB 743 Implementation Guidelines**

This recently completed collaborative effort with the City of Temecula produced a set of VMT assessment metrics and methodologies specific to the City of Temecula. The project also developed a VMT screening criteria appropriate for local land use and transportation projects in the city and sought to identify locally feasible VMT reduction and mitigation options. Options were also explored for assessing cumulative VMT impacts for projects in the City of Temecula.

The City of Temecula 'VMT Thresholds Analysis and SB 743 Implementation Guidelines' project began in October 2019 and was completed in June 2020. The project was funded through a \$175,000 SCAG Sustainable Communities Grant. The project final report, 'CEQA Transportation VMT Analysis Guidelines for the City of Temecula', was submitted to SCAG in June 2020. The final project report may be downloaded from the SCAG website at:

<https://scag.ca.gov/sites/main/files/file-attachments/city-of-temecula-ceqa-vmt-analysis-guidelines.pdf?1618864711>

### **6) Western Riverside Council of Governments (WRCOG) SB 743 Implementation Pathway Study**

The objective of this collaborative effort with WRCOG was the development of an appropriate set of VMT assessment technical methodologies and tools that may be applied by lead agencies throughout the Western Riverside County subregion in support of the transition from an LOS-based to a VMT-based CEQA transportation impact analysis. This now completed project developed baseline VMT datasets and evaluated and recommended applicable VMT thresholds for WRCOG local jurisdictions. The project also provided recommendations on the most effective and feasible VMT mitigation options for implementation within the context of the WRCOG subregion.

The study focused on the development of locally specific policy guidelines, technical data, methodologies, and tools to assist WRCOG jurisdictions in the implementation of SB 743, including establishment of baseline VMT data, identification of appropriate VMT thresholds, and development of VMT forecasting tools specific to WRCOG local jurisdictions.

The WRCOG SB743 Implementation Pathway Study was initiated in April 2017 and was completed in March 2019. The project was funded through a \$175,000 SCAG Sustainable Communities Grant. The project final report, 'WRCOG SB 743 Implementation Pathway', was submitted to SCAG in March 2019. The final project report may be downloaded from the SCAG website at:

<https://scag.ca.gov/sites/main/files/file-attachments/wrcog-sb743-implementation-pathway.pdf?1618864729>

#### **7) SB 743 Alignment/Regional Express Lanes Concept of Operations (ConOps)**

The SCAG-led SB 743 Regional Express Lanes ConOps project seeks to ensure the effective integration of regional express lane concepts into SCAG's current and planned SB 743 local implementation planning, VMT analysis, and VMT mitigation projects.

The objective of this effort is to ensure that the VMT analysis tools and VMT mitigation strategies and programs developed through SCAG's various local implementation projects and studies include the functional capacity to accommodate SB 743 related VMT assessment and analytical requirements for regional express lane projects.