



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

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Sean Ashton, Downey

REMOTE PARTICIPATION ONLY

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE

Thursday, October 7, 2021
9:30 a.m. – 11:30 a.m.

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

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

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

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



Instructions for Public Comments

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

1. **In Writing:** Submit written comments via email to: CEHDPublicComment@scag.ca.gov by 5pm on Wednesday, October 6, 2021. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

All written comments received after 5pm on Wednesday, October 6, 2021 will be announced and included as part of the official record of the meeting.

2. **In Real Time:** If participating in real time via Zoom or phone, during the Public Comment Period, 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.

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

OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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



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.

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CEHD - Community, Economic and Human Development Committee
Members – October 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. Ramon Castro**
Imperial County CoC
- 12. Hon. Letitia Clark**
Tustin, RC District 17
- 13. Hon. Paula Devine**
Glendale, RC District 42
- 14. Hon. Steve DeRuse**
La Mirada, RC District 31
- 15. Hon. Diane Dixon**
Newport Beach, RC District 15

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

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

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

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

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

- 48. Hon. Becky Shevlin**
Monrovia, SGVCOG

- 49. Hon. Andy Sobel**
Santa Paula, VCOG

- 50. Hon. Wes Speake**
Corona, WRCOG

- 51. Hon. Mark Waronek**
Lomita, SBCCOG

- 52. Hon. Acquanetta Warren**
Fontana, SBCTA

- 53. Hon. Christi White**
Murrieta, WRCOG

- 54. Hon. Tony Wu**
West Covina, SGVCOG

- 55. 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, October 7, 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, but not required, to submit written comments by sending an email to: CEHDPublicComment@scag.ca.gov by 5pm on Wednesday, October 6, 2021. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Community, Economic and Human Development Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to aguilarm@scag.ca.gov. Written comments received after 5pm on Wednesday, October 6, 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 in real time during the meeting 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 equally reduce the time limit of all speakers based upon the number of comments received. The total time period for all public comments related to items on the agenda and any other matter within the agency's subject matter jurisdiction is ten (10) minutes. The presiding officer retains discretion to extend the 10-minute general comment period so that all members of the public desiring to speak may do so.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the September 2, 2021 Meeting

Receive and File

2. Connect SoCal CEQA Addendum No. 2 to Programmatic Environmental Impact Report (State Clearinghouse #2019011061)



COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

3. Environmental Justice/Communities of Concern Update
4. Californians for Community Planning Voter Initiative

INFORMATION ITEMS

5. Accelerating Housing Production: Panel Discussion on Best Practices and Recommendations for Southern California 40 Mins.
(Rick Bishop, Co-Director, Inland Center for Sustainable Development; Cecilia Estolano, Principal, Estolano Advisors; Charly Ligety, Director, The Housing Innovation Collaborative)
6. Regional Data Platform Status and Tool Demonstrations 20 Mins.
(Tom Vo, Senior Regional Planner)
7. Regional Early Action Program (REAP) 2021 Program Development Framework 15 Mins.
(Jenna Hornstock, Deputy Director of Planning, Land Use)

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
October 7, 2021

**MINUTES OF THE REGULAR MEETING
COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE (CEHD)
THURSDAY, September 2, 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-08-21. A quorum was present.

Members Present:

Hon. Jorge Marquez, Chair
Hon. Frank Yokoyama, Vice Chair
Hon. Adele Andrade-Stadler
Hon. David Avila
Hon. Megan Beaman Jacinto
Hon. Wendy Bucknum
Hon. Juan Carrillo
Hon. Michael C. Carroll
Hon. Steve De Ruse
Hon. Paula Devine
Hon. Diane Dixon
Hon. Rose Espinoza
Hon. Waymond Fermon
Hon. Alex Fisch
Hon. Cecilia Hupp
Hon. Kathleen Kelly
Sup. Matt LaVere
Hon. Jed Leano
Hon. Marisela Magana
Hon. Anni Marshall
Hon. Lauren Meister

Covina
Cerritos
Alhambra
Yucaipa
Coachella
Mission Viejo
Palmdale
Irvine
La Mirada
Glendale
Newport Beach
La Habra
Indio
Culver City
Brea
Palm Desert
Ventura County
Claremont
Perris
Avalon
West Hollywood

RC District 33
RC District 23
District 34
SBCTA
District 66
District 13
District 43
District 14
GCCOG
District 42
District 15
OCCOG
CVAG
District 41
OCCOG
District 2
CoC
SGVCOG
District 69
GCCOG
WSCCOG



Hon. Bill Miranda	<i>Santa Clarita</i>	SFVCOG
Hon. John Mirisch	<i>Beverly Hills</i>	<i>Pres. Appt., Member-at-Large</i>
Hon. George Nava	<i>Brawley</i>	ICTC
Hon. Kim Nguyen	<i>Garden Grove</i>	District 18
Hon. Trevor O'Neil	<i>Anaheim</i>	District 19
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. Michael Posey	<i>Huntington Beach</i>	District 64
Hon. Gabriel Reyes	<i>San Bernardino County</i>	CoC
Hon. Sonny Santa Ines	<i>Bellflower</i>	GCCOG
Hon. Nicholas Schultz	<i>Burbank</i>	AVCJPA
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. Tony Wu	<i>West Covina</i>	SGVCOG
Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG

Members Not Present

Hon. Al Austin, II	<i>Long Beach</i>	GCCOG
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Letitia Clark	<i>Tustin</i>	District 17
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Mark Henderson	<i>Gardena</i>	District 28
Hon. Peggy Huang		TCA
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Andrew Masiel, Sr.	<i>Tribal Gov't Reg'l Planning</i>	
Hon. Holly Mitchell		Los Angeles County
Hon. Edward Paget	<i>Needles</i>	SBCTA
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Rex Richardson	<i>Long Beach</i>	District 29

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

The Honorable Jorge Marquez called the meeting to order at 9:30 a.m. and asked Councilmember John Mirisch, City of Beverly Hills, to lead the Pledge of Allegiance.

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 after 5:00 p.m. on September 1, 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 5:00 p.m. deadline on Wednesday, September 1, 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 July 1, 2021, Meeting

Receive and File

2. Initial Findings for Connect SoCal PEIR Draft Addendum No. 2
3. California Climate Investments (CCI) 2021 Update

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

AYES: ANDRADE-STADLER, BEAMAN JACINTO, BUCKNUM, CARRILLO, DERUSE, DIXON, ESPINOZA, FERMON, HUPP, KELLY, LEVERE, LEANO, MAGANA, MARQUEZ, MARSHALL, MEISTER, MIRANDA, MIRISCH, NAVA, NGUYEN, O’NEIL, PARK, PE, PEREZ, POSEY, REYES, SANTA INES, SCHULTZ, SHAPIRO, SHEVLIN, SOBEL, SPEAKE, WARONEK, WARREN, WHITE, WU, YOKOYAMA AND ZERUNYAN (38).

NOES: (0)

ABSTAIN: (0)

ACTION/DISCUSSION ITEM

4. Subregional Sustainable Communities Strategy Framework and Guidelines

Chair Marquez introduced Sarah Dominguez, SCAG staff, who provided an overview of the law guiding SCAG's development of the Sustainable Communities Strategy (SCS), also known as Senate Bill 375. In preparation of the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Ms. Dominguez' presentation focused on the following framework and guidelines of the Subregional Delegation process. Some expectations are listed below:

- All Subregional COGs are encouraged to participate in the SCAG growth and forecasting process;
- Subregional COG notifies SCAG of their intent to participate;
- SCAG and COG establish memorandum of understanding (MOU);
- COG participates in SCAG growth and forecasting process;
- COG proceeds to develop Subregional SCS;
- SCAG conducts public outreach process;
- SCAG adopts RTP/SCS and submits SCS to the California Air Resources Board (CARB); and
- Early Next Steps: Deadline, October 29, 2021; Nov. - Dec. 2021: SCAG/COG staff develop MOU, and in Early 2021: COG and SCAG Approve MOU.

Ms. Dominguez responded to the comments and questions expressed by Councilmembers, including questions regarding funding concerns with implementing the program; the guidelines and modifications process for any potential data changes towards the growth and forecasting data submitted by the subregional COGs, and what legal protections might be afforded to the subregions regarding their SCS process. Councilmembers also focused on what certainty is included within the framework and guidelines and suggested there should be cost sharing negotiated between SCAG and the COGs.

Discussion ensued. Sarah Jepson, Planning Director, responded and recommended that staff would delay the final approval by the Regional Council that day, and that SCAG staff would continue to work on concerns regarding the incorporation of data and in the current draft of the 2024 Subregional SCS Framework and Guidelines and to further explore potential for cost-sharing.

The comprehensive staff report along with the PowerPoint presentation – Subregional SCS Framework and Guidelines, were included in the agenda packet.

A MOTION was made (O'Neil) to approve staff's recommendation as amended: Approve recommended action that the Regional Council adopt the Subregional Sustainable Communities Strategy Framework and Guidelines for use in the development of the 2024 RTP/SCS but with direction to staff to work with the subregional councils of governments to provide greater clarity on issues related to data acceptance in the Guidelines and continue to explore cost sharing. Delay Regional Council consideration until October to allow additional time for these discussions and incorporation of any related revisions into the Subregional Sustainable Communities Strategy Framework and Guidelines. Motion was SECONDED (Bucknum) and passed by the following roll call vote:

AYES: ANDRADE-STADLER, AVILA, BEAMAN JACINTO, BUCKNUM, CARRILLO, DEVINE, DIXON, ESPINOZA, FERMON, FISCH, HUPP, KELLY, LEVERE, LEANO, MAGANA, MARQUEZ, MARSHALL, MEISTER, MIRISCH, NAVA, NGUYEN, O'NEIL, PARK, PE, PEREZ, POSEY, REYES, SANTA INES, SCHULTZ, SHAPIRO, SHEVLIN, SOBEL, SPEAKE, WARREN, WHITE, YOKOYAMA AND ZERUNYAN (37).

NOES: CARROLL, WU (2)

ABSTAIN: (0)

INFORMATION ITEMS

5. Regional Growth Forecast Framework and Expert Panel

Chair Marquez introduced Kevin Kane, SCAG staff. Mr. Kane provided background information of the 2024 Regional Growth Forecast Framework, including an overview of the demographic and economic models used to conduct it. Mr. Kane's PowerPoint presentation included highlights from a Panel of Experts, economic trends, and how the forecast process was developed.

Mr. Kane's presentation delineated the first steps to developing the 2024 RTP/SCS with focus on the framework, and SCAG's regional and county forecast process, which is primarily driven by demographic and economic trends.

Mr. Kane also provided a high-level overview of the Demographic Panel of Experts discussion held on August 5-11, 2021, as well as the insights from the 2020 Census redistricting file. He noted that the full summary was included in the agenda packet.

Discussion ensued. The Committee requested that SCAG, in future policy discussions, address concerns related to economic development, jobs housing balance, climate change policies and

planning, and impacts on transportation systems. Additional suggestions focused on the value-added data that a statewide rental registry could offer, as part of the regional growth forecast process. A recommendation to share this information with HCD was also requested.

The comprehensive staff report and presentation – 2024 Regional Growth Forecast Framework, were included in the agenda packet.

6. SB 743 Local Implementation – Examples

Chair Marquez asked Michael Gainor, SCAG staff, to moderate today's discussion and to introduce representatives from three partnering agencies who would share their experiences in the local implementation of SB 743. SB 743 aims to curtail the generation of GHG emissions in the transportation sector through reducing vehicle miles traveled (VMT).

Mr. Gainor provided background information on the updated CEQA guidelines, then introduced the panelist: Mr. Christopher Gray, (WRCOG), Mr. Josh Lee, (SBCTA) and Mr. David Somers, (LADOT).

Each panelist shared their experience and provided background information on SB 743, its strategies, methodology, VMT mitigation measures, and implementation plans and guidelines, within their respective jurisdictions and member agencies. The panelists also responded to questions and comments from the Committee members.

In closing, Sarah Jepson, Planning Director, commented on SCAG's next steps for the CEHD Committee, including a developer's panel to discuss their project approaches to SB 743 implementation.

Chair Marquez thanked the panelists for their participation and presentations.

The comprehensive staff report was included in the agenda packet.

CHAIR'S REPORT

Chair Marquez welcomed Communities of Concern appointees, Matt LaVere of Ventura County and Gabriel Reyes of San Bernardino County, to the CEHD Committee.

STAFF REPORT

Jonathan Hughes, SCAG staff, announced that the October 7th committee meetings are expected to be a remote/hybrid approach and noted that additional details and information to assist in planning will be forthcoming and will be provided well in advance of the October meeting. Mr. Hughes announced that the 12th Annual Southern California Economic Summit will take place on Thursday, December 2, 2021, and noted that the Save the Date and additional details are now on SCAG's website.

FUTURE AGENDA ITEMS

There were no future agenda items requested.

ADJOURNMENT

There being no further business, Chair Marquez adjourned the CEHD Committee meeting at 11:25 a.m.
Respectfully submitted by:

Carmen Summers

Community, Economic and Human Development Committee Clerk

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE CEHD COMMITTEE]

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE ATTENDANCE REPORT

2021-22

MEMBERS	Representing	2021-22												Total Mtgs Attended To Date		
		Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	April	May			
Andrade-Stadler, Adele	Alhambra, District 34	1			1										2	
Austin, II, Al	Long Beach, GCCOG														0	
Avila, David	Yucaipa, SBCTA				1										1	
Beaman Jacinto, Megan	Coachella, District 66				1										1	
Boyles, Drew	El Segundo, District 40	1	1												2	
Bucknum, Wendy	Mission Viejo, District 13	1			1										2	
Carrillo, Juan	Palmdale, District 43	1	1		1										3	
Carroll, Michael C.	Irvine, District 14				1										1	
Clark, Letitia	Tustin, District 17	1	1	D A R K											2	
De Ruse, Steve	La Mirada, District 31	1			1											2
Devine, Paula	Glendale, District 42	1	1		1											3
Dixon, Diane B.	Newport Beach, District 15		1		1											2
Espinoza, Rose	La Habra, OCCOG	1	1		1											3
Fermon, Waymond	Indio, CVAG		1		1											2
Finlay, Margaret E.	Duarte, District 35	1	1													2
Fisch, Alex	Culver City, District 41	1	1		1											3
Henderson, Mark E.	Gardena, District 28	1	1													2
Huang, Peggy	TCA	1	1													2
Hupp, Cecilia	Brea, OCCOG	1	1	1											3	
Kelly, Kathleen	Palm Desert, District 2	1	1	1											3	
LeVere, Matt	Ventura County CoC				1										1	
Leano, Jed	Claremont, SGVCOG	1	1	1											3	
Lock Dawson, Patricia	Riverside, District 68	1													1	
Magana, Marisela	Perris, District 69	1	1	1											3	
Marquez, Jorge	Covina, District 33	1	1	1											3	
Marshall, Anni	Avalon, GCCOG				1										1	
Masiel, Sr., Andrew	Pechanga Band of Luiseno Indians			D A R K											0	
Meister, Lauren	West Hollywood, WCCOG	1	1		1											3
Miranda, Bill	Santa Clarita, SFVCOG	1	1		1											3
Mirisch, John A.	Beverly Hills, Pres. Appt.	1	1		1											3
Mitchell, Holly	Los Angeles County															0
Nava, George A.	ICTC	1			1											2
Nguyen, Kim B.	Garden Grove, District 18	1	1		1											3
O'Neil, Trevor	Anaheim, District 19	1	1		1											3
Paget, Edward	Needles, SBCTA/SBCCOG	1	1													2
Park, Sunny Youngsun	Buena Park, OCCOG	1	1		1											3
Pe, Ariel "Ari"	Lakewood, GCCOG	1	1	1											3	
Perez, Misty	Port Hueneme, Pres. Appt.	1	1	1											3	
Posey, Mike	Huntington Beach, OCCOG	1		1											2	
Raman, Nithya	Los Angeles, District 51														0	
Reyes, Gabriel	San Bernardino County CoC				1										1	
Richardson, Rex	Long Beach, District 29	1	1												2	
Santa Ines, Sonny	Bellflower, GCCOG	1	1	1											3	
Schultz, Nick	Burbank, AVCJPA	1		1											2	
Shapiro, David J.	Calabasas, District 44	1	1	1											3	
Shevlin, Becky A.	Monrovia, SGVCOG	1	1	1											3	
Sobel, Andy	Santa Paula, VCOG	1	1	1											3	
Speake, Wes	Corona, WRCOG	1	1	1											3	
Waronek, Mark	Lomita, SBCCOG	1	1	D A R K	1										3	
Warren, Acquanetta	Fontana, SBCTA	1	1		1											3
White, Christi	Murrieta, WRCOG	1	1		1											3
Wu, Tony	West Covina, SGVCOG				1											1
Yokoyama, Frank Aurelio	Cerritos, District 23	1	1		1											3
Zerunyan, Frank	Rolling Hills Estates, SBCCOG	1	1		1											3
TOTAL ATTENDANCE		41	36			42										

Attachment: CEHD Attendance Sheet FY2021-22 (Minutes of the September 2, 2021, Meeting)



Southern California Association of Governments
Remote Participation Only
October 7, 2021

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Karen Calderon, Associate Regional Planner
(213) 236-1983, calderon@scag.ca.gov
Subject: Connect SoCal CEQA Addendum No. 2 to Programmatic Environmental
Impact Report (State Clearinghouse No. 2019011061)

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR CEHD, TC AND RC:

Receive and File

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council (RC) adopt a Resolution to approve Addendum No. 2 to the Connect SoCal Program Environmental Impact Report (PEIR, SCH No. 2019011061)

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 No. 2019011061) (PEIR) by the SCAG Regional Council (RC), SCAG has received requests from several county transportation commissions to amend Connect SoCal to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new projects. Pursuant to the California Environmental Quality Act (CEQA), SCAG staff has prepared Addendum No. 2 to the PEIR, which analyzes the changes documented in the Connect SoCal Amendment No. 1 to the 2020 RTP/SCS (Connect SoCal Amendment No. 1 or Amendment No. 1). SCAG staff has determined that the proposed changes resulting from Amendment No. 1 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 has determined 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 and Addendum No. 1.

An informational copy of draft Addendum No. 2 to the PEIR was provided to EEC for review on September 2, 2021. No comments were received. Only one revision was made between the draft version, provided to EEC, and the proposed final version. The edit was the addition of a footnote to page 4 of the proposed final Addendum No. 2 to the PEIR to clarify how project modifications are defined in the Project Description. No other changes to the text, tables, or conclusions were made. The proposed final Addendum No. 2 to the PEIR and draft resolution are attached to this staff report. SCAG staff recommends that the EEC recommend that the Regional Council adopt a Resolution to approve Addendum No. 2 to the Connect SoCal Program Environmental Impact Report (PEIR). Following EEC's recommendation, staff will take the proposed final Addendum No. 2 to the PEIR and Resolution to SCAG's Regional Council for approval on November 4, 2021.

BACKGROUND:

At its May 7, 2020, meeting, the RC adopted Connect SoCal for purposes of federal transportation conformity only and certified the associated PEIR. At its September 3, 2020, meeting, the RC adopted Connect SoCal in its entirety and certified the associated PEIR Addendum No. 1. On October 30, 2020, Connect SoCal was certified by the California Air Resources Board (CARB) for compliance with Senate Bill 375, and on June 5, 2020, by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for compliance with the Federal Clean Air Act (transportation conformity). 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.¹ 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.

¹ The number of project modifications is greater than the total number of projects because a project may have had multiple modifications (e.g., a schedule change and cost revision).

BASIS FOR A PEIR ADDENDUM:

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

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 staff 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, as reflected in Addendum No. 2 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. The proposed final Addendum No. 2 to the PEIR is attached to this staff report.

CONCLUSION:

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 and Addendum No. 1. Therefore, it is determined that a subsequent or supplemental EIR is not required and that Addendum No. 2 to the PEIR fulfills the CEQA requirements for Connect SoCal Amendment No. 1.

An informational copy of draft Addendum No. 2 to the PEIR was provided to EEC for review on September 2, 2021. No comments were received. Only one revision was made between the draft version, provided to EEC for review, and the proposed final version (attached to this staff report). The edit was the addition of a footnote to page 4 of the proposed final Addendum No. 2 to the PEIR to clarify how project modifications are defined in the Project Description. No other changes to the text, tables, or conclusions were made.

NEXT STEPS:

SCAG staff recommends that the EEC recommend that the RC adopt a Resolution to approve Addendum No. 2 to the Connect SoCal Program Environmental Impact Report (PEIR). Following EEC's recommendation, staff will take the proposed final Addendum No. 2 to the PEIR and Resolution to SCAG's RC for certification on November 4, 2021. **The proposed final Addendum No. 2 to the PEIR and draft resolution that is proposed for recommendation to the RC are attached to this staff report.**

FISCAL IMPACT:

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



ATTACHMENT(S):

1. Draft_Reso_PEIR_Addendum 2
2. Proposed-Final-Addendum-02-PEIR



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

RESOLUTION NO. 20-XXX-X

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG)
APPROVING ADDENDUM #2 TO THE PREVIOUSLY CERTIFIED 2020-2045 REGIONAL
TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2020 RTP/SCS
OR CONNECT SOCIAL) PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)**

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

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

WHEREAS, on September 2, 2020, SCAG approved Addendum #1 to the 2020-2045 RTP/SCS PEIR in accordance with Cal. Pub. Res. Code Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164;

WHEREAS, when approving Addendum #1 to the 2020 RTP/SCS PEIR, the SCAG Regional Council approved Resolution 20-624-1;

WHEREAS, since the approval of the Final PEIR and Addendum #1 to the 2020 RTP/SCS PEIR, staff has received requests from all six county transportation commissions in the SCAG region to amend the 2020 RTP/SCS to reflect addition of projects or modifications to project scopes, costs, and/or schedules for critical transportation projects, as well as the addition of some new projects as specified in the proposed Amendment #1 to the 2020 RTP/SCS (“Amendment #1”), in order to allow such projects to move forward toward the implementation phase;

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

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

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

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Energy & Environment
David Pollock, Moorpark

Transportation
Sean Ashton, Downey

Attachment: Draft_Reso_PEIR_Addendum 2 (Connect SoCal CEQA Addendum No. 2 to Programmatic Environmental Impact Report)

WHEREAS, SCAG staff determined and for the reasons set forth in Addendum #1 to the 2020 RTP/SCS PEIR, an addendum is the appropriate CEQA document for Amendment #1 because the proposed project revisions set forth in Amendment #1 to the 2020 RTP/SCS do not meet the conditions of CEQA Guidelines Section 15162 and 15163, for the preparation of a subsequent or supplemental EIR;

WHEREAS, on September 2, 2021, SCAG staff reported to the Energy and Environment Committee (EEC) that a draft of Addendum #2 to the 2020 RTP/SCS PEIR was prepared and completed and an informational copy of the draft of Addendum #2 was presented to the EEC for review;

WHEREAS, SCAG has finalized Addendum #2 to the 2020-2045 RTP/SCS PEIR, attached hereto and incorporated herein by this reference, in order to address the proposed changes to the 2020-2045 RTP/SCS as described in Amendment # 1;

WHEREAS, on October 7, 2021, SCAG recommended to the EEC that Addendum #2 to the 2020-2045 RTP/SCS PEIR be considered for Regional Council approval; and

WHEREAS, pursuant to CEQA Guidelines Section 15164(d), the Regional Council has considered Addendum #2 to the 2020 RTP/SCS PEIR prior to making a decision on Amendment #1.

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

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

1. Addendum #2 to the 2020 RTP/SCS PEIR has been completed in compliance with CEQA.
2. The adoption of the proposed revisions set forth in Amendment #1 would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects for the reasons described in Addendum #2; such proposed changes in Amendment #1 are consistent with the analysis, mitigation measures, and Finding of Facts contained in the certified 2020 RTP/SCS PEIR; and thus, a subsequent or supplemental EIR is not required and Addendum #2 to the 2020 RTP/SCS PEIR fulfills the requirements of CEQA.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 4th day of November, 2021.

Clint Lorimore
President, SCAG
Mayor Pro Tem, Eastvale

Attested by:

Kome Ajjise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel

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



PROPOSED FINAL ADDENDUM #2
TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061
PROPOSED FINAL | OCTOBER 7, 2021

Attachment: Proposed-Final-Addendum-02-PEIR (Connect SoCal CEQA Addendum No. 2 to

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PROPOSED FINAL ADDENDUM #2

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

PROPOSED FINAL | OCTOBER 7, 2021

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

CONNECT SOCAL Proposed Final 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 refinements¹ 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.

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

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;

Connect SoCal Amendment #1 consists of 296 project modifications.² 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

² The number of project modifications is greater than the total number of projects because a project may have had multiple modifications (e.g., a schedule change and cost revision).

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.

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

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 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

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 _x			CO	PM ₁₀	PM _{2.5}	SO _x
		Summer	Annual	Summer	Annual	Winter	Winter	Annual	Annual	Annual
Imperial	Existing	3	3	6	6	7	19	0.5	0.2	0.0
	Plan	2	2	4	4	4	17	0.7	0.3	0.1
	Difference (Amendment #1)	-1	-1	-2	-2	-2	-2	0.3	0.1	0.0
	Previous Difference (PEIR)*	-1	-1	-2	-2	-2	-2	0.3	0.1	0.0
Los Angeles	Existing	52	50	88	95	93	397	14.2	6.3	1.1
	Plan	22	21	33	35	34	146	13.9	5.7	0.8
	Difference (Amendment #1)	-30	-29	-55	-60	-59	-251	0.3	-0.6	-0.3
	Previous Difference (PEIR) *	-30	-29	-55	-60	-59	-251	0.3	-0.6	-0.3
Orange	Existing	15	15	22	23	23	111	4.7	2.1	0.3
	Plan	7	7	7	8	8	46	4.7	1.9	0.2
	Difference (Amendment #1)	-8	-8	-14	-16	-15	-65	0.1	-0.1	-0.1
	Previous Difference (PEIR) *	-8	-8	-14	-16	-15	-65	0.1	-0.1	-0.1
Riverside	Existing	14	12	32	34	34	86	3.9	1.7	0.3
	Plan	7	6	12	13	13	40	4.7	1.9	0.3
	Difference (Amendment #1)	-7	-6	-20	-21	-21	-47	0.8	0.2	0.0
	Previous Difference (PEIR) *	-7	-6	-20	-21	-21	-47	0.8	0.2	0.0
San Bernardino	Existing	16	14	38	40	39	100	4.1	1.8	0.3
	Plan	7	6	18	19	18	43	5.2	2.1	0.3
	Difference (Amendment #1)	-8	-7	-20	-21	-21	-57	1.1	0.3	0.0
	Previous Difference (PEIR) *	-8	-7	-20	-21	-21	-57	1.1	0.3	0.0
Ventura	Existing	4	4	6	7	7	30	1.1	0.5	0.1
	Plan	1	1	2	2	2	10	1.2	0.5	0.1
	Difference (Amendment #1)	-3	-3	-4	-5	-5	-20	0.0	0.0	0.0
	Previous Difference (PEIR) *	-3	-3	-4	-5	-5	-20	0.0	0.0	0.0

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

Attachment: Proposed-Final-Addendum-02-PEIR (Connect SoCal CEQA Addendum No. 2 to

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 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

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%
Amendment #1	6.7	18,239	-20.3%
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

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.

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 CO₂e total GHG emissions from on-road vehicles and 10.1 million metric tons per year CO₂e 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

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 ₂	CH ₄	N _{2O}	CO ₂	CH ₄	N _{2O}
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 ₂	76.43	0.004	0.003	62.98	0.002	0.001
On-Road Vehicles (Subtotal) in CO _{2e} *	76.43	0.076	0.919	62.98	0.038	0.356
Total GHG Emissions from on-road vehicles in CO_{2e} (Amendment #1)	77.4			63.4		
Previous Total GHG Emissions from on-road vehicles in CO_{2e} (PEIR) **	77.4			63.4		

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

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

** PEIR calculations include the original Final PEIR and the PEIR 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 ₂	CH ₄	N _{2O}	CO ₂	CH ₄	N _{2O}
Rail	2.16	0.00	0.00	3.86	0.00	0.00
Aviation	3.15	0.00	0.00	1.97	0.00	0.00
Ocean-going Vessel	1.13	0.00	0.00	3.95	0.00	0.00
Other Transportaton Sources (Subtotal) in CO ₂	6.45	0.00	0.00	9.78	0.00	0.00
Other Transportation Sources (Subtotal) in CO _{2e} *	6.45	0.00	0.49	9.78	0.00	0.29
Total GHG Emissions from off-road vehicles in CO_{2e} (Amendment #1)	6.9			10.1		
Previous Total GHG Emissions from off-road vehicles in CO_{2e} (PEIR) **	6.9			10.1		

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

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

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

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.

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

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 _{2e} *	77.4	63.4
Total GHG Emissions from other transportation sources in CO _{2e}	6.9	10.1
All Transportation Sector (On-Road and Off-Road Vehicles) in CO _{2e}	84.4	73.4
Amendment #1 vs. 2019 Base Year		-14.9%
PEIR** vs. 2019 Base Year		-14.9%

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

as the original Plan and would not conflict with the State’s long term GHG emission reduction goals.

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

The analysis in the certified Connect SoCal PEIR Greenhouse Gas Emissions Section and previous 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.

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
% difference from Amendment #1 (2020) to Baseline (2005)			-8%****
% difference from Amendment #1 (2035) to Baseline (2005)			-19%****
Previous % difference from Plan (2020) to Baseline (2005)			-8%****
Previous % difference from Plan (2035) to Baseline (2005)			-19%****

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

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 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.

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
SCAG Total (Amendment #1)	460,000	536,000	511,000
Previous SCAG Total (PEIR) *	460,000	536,000	511,000

SOURCE: SCAG Transportation Modeling, 2020 and 2021. NOTE: Numbers are rounded to nearest thousand.
* PEIR calculations include the original Final PEIR and the PEIR 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
Regional (Amendment #1)	22.45	20.72	24.18	23.09
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
Regional (Amendment #1)	2,507,144	3,404,759	2,491,517
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
AUTOS – SINGLE OCCUPANCY VEHICLES			
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%
AUTOS – HIGH OCCUPANCY VEHICLES			
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%
TRANSIT			
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%
Region (Amendment #1)	47.25%	46.68%	47.06%
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

Attachment: Proposed-Final-Addendum-02-PEIR (Connect SoCal CEQA Addendum No. 2 to

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.

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

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
Previous Total (PEIR) *	11.2	11.8	14.4
Total (Original Plan)	14.0	14.4	18.9

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

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

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 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

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
Total (Amendment #1)	11,684	1,467	237	710	17,066	22,033	24,086	866	2,197	80,346
Previous Total (PEIR) *	11,676	1,464	237	710	17,097	22,034	24,059	866	2,195	80,339

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

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

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.

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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PROPOSED FINAL ADDENDUM #2

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

PROPOSED FINAL | OCTOBER 7, 2021

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



Southern California Association of Governments
Remote Participation Only
October 7, 2021

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

EXECUTIVE DIRECTOR'S
APPROVAL

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:

In July 2020 SCAG’s Regional Council adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. The Regional Council subsequently adopted the Racial Equity Early Action Plan (EAP) in May 2021 outlining goals, strategies, and actions to advance its commitments. SCAG’s Environmental Justice (EJ) Program, which is guided by the policy direction of the Energy & Environment Committee, plays a central role in advancing two of the primary goals of the EAP which are to: 1) center racial equity in regional policy and planning and bring equity into SCAG’s regional planning functions, and 2) encourage racial equity in local planning practices by promoting racial equity in efforts involving local elected officials and planning professionals.

This staff report and presentation are intended to lay the foundation for future policy discussions on advancing the EAP goals through enhancement of SCAG’s EJ policies, analysis and programs as part of the development of the 2024 Connect SoCal—SCAG’s Regional Transportation Plan and Sustainable Communities Strategy, its Environmental Justice Technical Report, and other related efforts.

BACKGROUND:

The concept of environmental justice (EJ) is about public outreach, engagement, early and meaningful participation of EJ communities in decision making process, and equal and fair access to a healthy environment with the goal of protecting minority and low-income communities from incurring disproportionately adverse environmental impacts. The consideration of EJ in the transportation process stems from Title VI of the Civil Rights Act of 1964,¹ and further enhanced by Executive Order 12898² which establishes the need for transportation agencies to disclose to the general public the benefits and burdens of proposed projects on minority and low-income populations. Executive Order 12898 (1994) amplified Title VI by providing protections based on income in addition to race and ordered all federal agencies to consider environmental justice during the planning and decision-making process for all federally funded projects. Minority and low-income populations have historically and continue to face disadvantage and underinvestment due to their background and socioeconomic status. According to SCAG's *Racial Equity: Baseline Conditions Report*, published in March 2021, people of color currently comprise about 70 percent of the region's population and are expected to make up an even larger share by 2045, when people of color will comprise nearly 80 percent of the population. However, the highest rates of poverty are experienced by Black (22 percent), Native American (19 percent) and Hispanic (Latino) (19 percent) communities. In addition, there is a disproportionate burden of poverty on people of color relative to their white counterparts with 41 percent of people of color living in poverty across the region and the percentage of residents that fall under the two hundred percent (200%) federal poverty level³ is significantly higher in every county for people of color than for white populations.

As a MPO that receives federal funding, SCAG is required to conduct early and meaningful outreach with EJ communities and an EJ analysis for its regional transportation plans. In addition to federal requirements, SCAG must also comply with California Government Code Section 11135⁴ which

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

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

³ The Federal Poverty Level (FPL) is a measurement of the minimum amount of annual income that is needed for individuals and families to pay for essentials, such as room and board, clothes, and transportation. The FPL takes into account the number of people in a household, their income, and the state in which they live. The percentage of the population living below the indicated federal poverty threshold based on their family income, size, and composition. The federal poverty threshold in 2017 for a family of four with two children was about \$25,000 per year (thus, 200% of the federal poverty threshold was about \$50,000). In California, 200% of the federal poverty line was \$52,400 for a family of four. (PolicyLink, USC Equity Research Institute n.d.) (Covered California, Medi-Cal 2021)

⁴ California Government Code Section 11135 states "no person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or

mandates fair treatment of all individuals for all state-funded programs and activities. To comply with the federal and state regulations, SCAG has conducted extensive outreach and robust EJ analyses on various populations using a plethora of performance indicators to ensure that if disproportionately adverse environmental impacts on vulnerable, or EJ populations are identified, SCAG proposes mitigation measures or considers alternative approaches.

Defining Vulnerable, or EJ Populations

The most recently adopted regional transportation plan's (2020 Connect SoCal or the Plan) Environmental Justice Technical Report analyzed potential impacts of the Plan on vulnerable populations and examined historical trends related to EJ throughout the region. Per federal and state requirements, the technical analysis focused on minority populations and low-income households. Executive Order 12898, U.S. Department of Transportation, and Federal Highway Administration Orders on EJ define "minority" as persons belonging to any of the following groups, as well as "other" categories that are based on the self-identification of individuals in the Census: African American, Hispanic, Asian/Pacific Islander, and Native American and Alaskan Native.

The poverty classification is a federally established income guideline used to define persons who are economically disadvantaged as outlined by the U.S. Department of Health & Human Services guidelines. The poverty level applicable to the SCAG region is chosen based on regional average household size for a given census year. In 2016, a family of three earning less than \$19,105 was classified as living in poverty (U.S. Census Bureau; Historical Poverty Thresholds; Retrieved from U.S. Census Bureau website). In addition to minority and low-income populations, SCAG also included some analysis on other vulnerable populations like young children (ages 4 and under), seniors (ages 65 and above), disabled/mobility limited individuals, non-English speakers, individuals without a high school diploma, foreign born population and households without a vehicle.

Defining Vulnerable, or EJ Communities

To determine if there are disproportionate high and adverse impacts on vulnerable, or EJ communities, SCAG focused on three specific areas:

- (1) Environmental Justice Areas (EJAs) which are Transportation Analysis Zones (TAZs) (similar to census tract block groups) that have a higher concentration of minority population or low-income households than is seen in the region as a whole (the inclusion of this geography fulfills SCAG's Title VI requirements and other state and federal EJ guidelines; map provided in Attachment 1);
- (2) Senate Bill 535 Disadvantaged Communities (DACs) which are Census tracts that have been identified by the California Environmental Protection Agency (Cal/EPA) as DACs based on the requirements set forth in SB 535, which seek to identify areas disproportionately

activity that is conducted, operated, or administered by the state or by any state agency that is funded directly by the state, or receives any financial assistance from the state."

burdened by and vulnerable to multiple sources of pollution (map provided in Attachment 2); and

- (3) Communities of Concern (COC) which are Census Designated Places (CDP) and the City of Los Angeles Community Planning Areas (CPA) that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of minority population and low-income households (map provided in Attachment 3).

It is worth noting that while across the SCAG region as a whole, approximately 15% of households report incomes below the poverty rate, in Communities of Concern more than 24% of households live in poverty. People of color are far more likely to live in Communities of Concern, where on average 92% of the population are minorities. Additionally, these communities experience higher rates of exposure to a wide range of environmental hazards than the region as a whole, including PM 2.5 concentrations in air, elevated levels of drinking water contaminants, higher traffic density, elevated diesel particulate matter emissions, increase groundwater threats, prevalence of toxic cleanup sites, impaired water bodies, locations of hazardous waste facilities and generators, and ozone concentrations.

Evaluating Connect SoCal Impacts

Building on the success of previous Plan EJ analyses, SCAG identified 18 performance indicators in the 2020 Connect SoCal to conduct analyses of existing and future social and environmental equity in the region. These 18 performance indicators have evolved and been refined over the past few Plan cycles based on input received during extensive public and stakeholder outreach. The 18 performance indicators are also further categorized into four EJ-focused questions to make the indicators more relatable. The table below provides summaries of each performance indicator in its applicable EJ-focused question.

Connect SoCal Environmental Justice Performance Indicators	
<i>How will this impact quality of life?</i>	
Jobs-Housing Imbalance	Comparison of median earnings for intra-county and intercounty commuters for each county; analysis of relative housing affordability and jobs throughout the region
Neighborhood Change and Displacement	Examination of historical and projected demographic and housing trends for areas surrounding rail transit stations
Accessibility to Employment and Services	Share of employment and shopping destinations reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period
Accessibility to Parks and Educational Facilities	Share of park acreage reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period

<i>How will this impact health and safety?</i>	
Active Transportation Hazards	Analysis of population by demographic group for areas that experience highest rates of bicycle and pedestrian collisions
Climate Vulnerability	Population analysis by demographic group for areas potentially impacted by substandard housing, sea level rise, wildfire risk, or extreme heat effects related to climate change
Public Health Analysis	Summary of historical emissions and health data for areas with high concentrations of minority and low-income population
Aviation Noise Impacts	Descriptive analysis of aviation noise in terms of trends in passenger demand and aircraft operations
Roadway Noise Impacts	Comparison of Plan and Baseline scenarios, identification of areas that are low performing due to Connect SoCal investments; breakdown of population for impacted areas by ethnicity and income
Emissions Impacts Analysis (PM _{2.5} and CO)	Comparison of Plan and Baseline scenarios; identification of areas that are lower performing as a result of the Plan, including a breakdown of demographics for those areas
Emissions Impacts Along Freeways	Comparison of Plan and Baseline scenarios and demographic analysis of communities in close proximity to freeways and highly traveled corridors
<i>How will this impact the commute?</i>	
Travel Time & Travel Distance Savings	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel time and travel distance savings
Rail-Related Impacts	Breakdown of population by demographic group for areas in close proximity to rail corridors and planned grade separations
<i>How will this impact transportation costs?</i>	
Share of Transportation System Usage	Comparison of transportation system usage by mode for low income and minority households relative to each group's regional population share
Connect SoCal Revenue Sources in Terms of Tax Burdens	Proportion of Connect SoCal revenue sources (taxable sales, income, and gasoline taxes) generated from low income and minority populations
Connect SoCal Investments vs.	Analysis of Connect SoCal investments by mode (bus, HOV

Benefits	lanes, commuter/high speed rail, highways/arterials, and light/heavy rail transit)
Geographic Distribution of Transportation Investments	Evaluation of Connect SoCal transit, roadway, and active transportation infrastructure investments in various communities throughout the region
Impacts from Funding Through Mileage-Based User Fees	Examination of potential impacts from implementation of a mileage-based user fee on low-income households in the region

Moving Forward

In light of recent Regional Council commitments, specifically, Resolution 21-628-1 affirming the climate change crisis, and the adoption of the Racial Equity Early Action Plan, staff are evaluating ways to strengthen future EJ outreach and analysis to advance the EAP’s goals to: 1) center racial equity in regional policy and planning and bring equity into SCAG’s regional planning functions, and 2) encourage racial equity in local planning practices by promoting racial equity in efforts involving local elected officials and planning professionals. Several of the “early actions” identified in the EAP rely heavily on SCAG’s EJ analysis and programs, including an amendment made to SCAG’s Bylaws in May 2021 to expand Policy Committee membership to include additional representatives from EJ defined Communities of Concern to create a more inclusive governance structure. In addition, the EAP called for creating an Equity Working Group, which staff initiated in June expanding upon SCAG’s EJ Working Group to function as a resource for SCAG stakeholders as they work to center racial equity in policy and planning as well as provide feedback on regional analysis and policies. Also, per direction in the EAP, SCAG is working to provide resources to local jurisdictions and community groups through the Sustainable Communities Program to promote civic engagement, equity and environmental justice so that funded projects and programs will benefit vulnerable communities.

SCAG’s Environmental Justice (EJ) Program, including expanded efforts to address EAP goals, will continue to be guided by the policy direction of the Energy & Environment Committee. Working with the Chair and Co-Chair, SCAG staff anticipates organizing presentations from outside experts and practitioners over the next several meetings to more deeply explore disproportionate adverse environmental impacts on vulnerable, or EJ populations, and discuss policy solutions that advance equity and environmental justice. Staff will also continue to provide periodical updates on the development of EJ and equity efforts and seek direction on funding guidelines and strengthened approaches for analyzing and addressing inequities across populations and places in the region through development of the principles and policies guiding the development of 2024 Connect SoCal, its Environmental Justice Technical Report, and other related efforts.

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2021/22 Overall Work Program

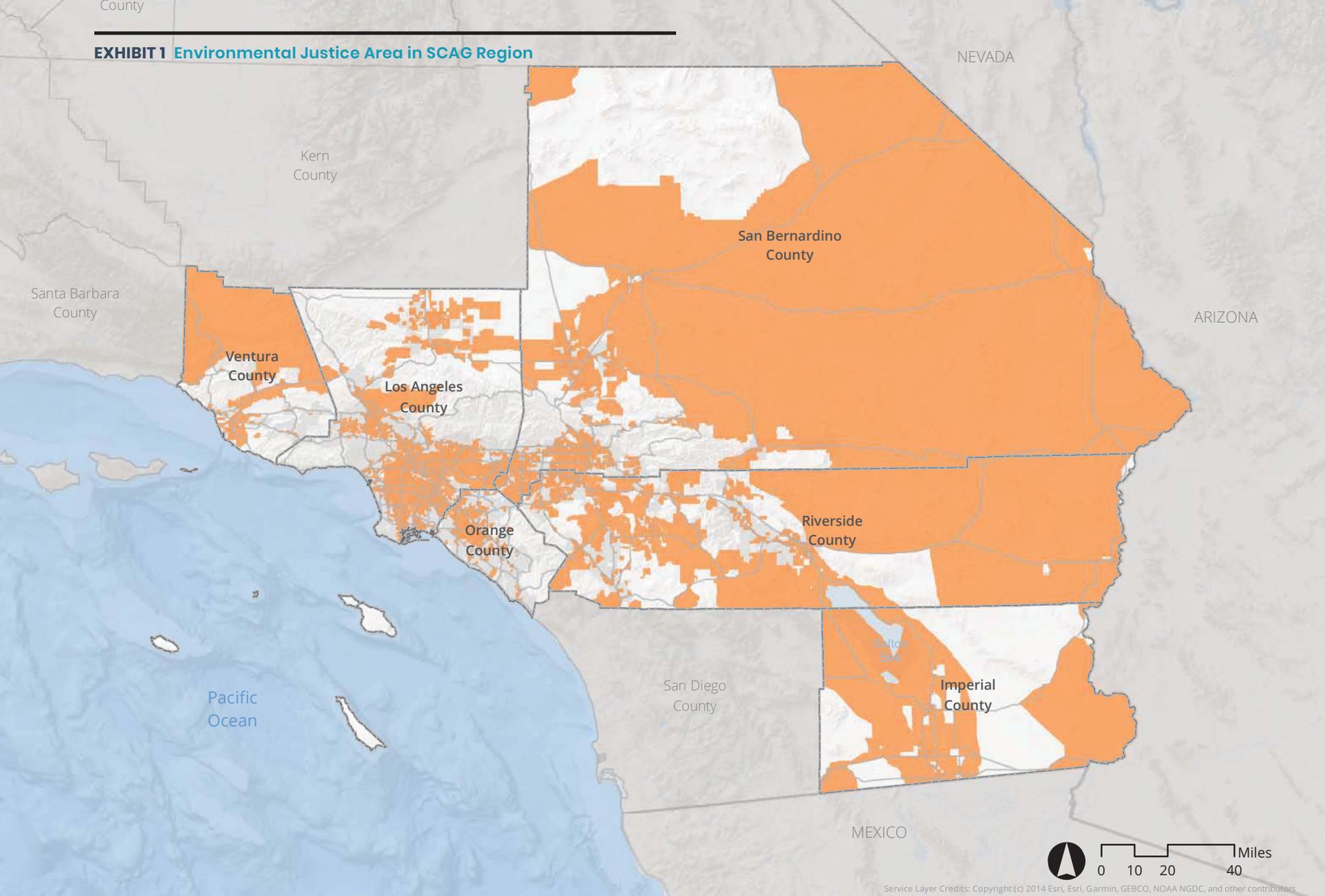


(22-020.0161.06: Environmental Justice Outreach and Policy Coordination).

ATTACHMENT(S):

1. Environmental Justice Areas Map from CSC EJ Tech Report
2. SB535 DACs Map from CSC EJ Tech Report
3. Communities of Concern Map from CSC EJ Tech Report
4. PowerPoint Presentation - EJCOC Update

EXHIBIT 1 Environmental Justice Area in SCAG Region

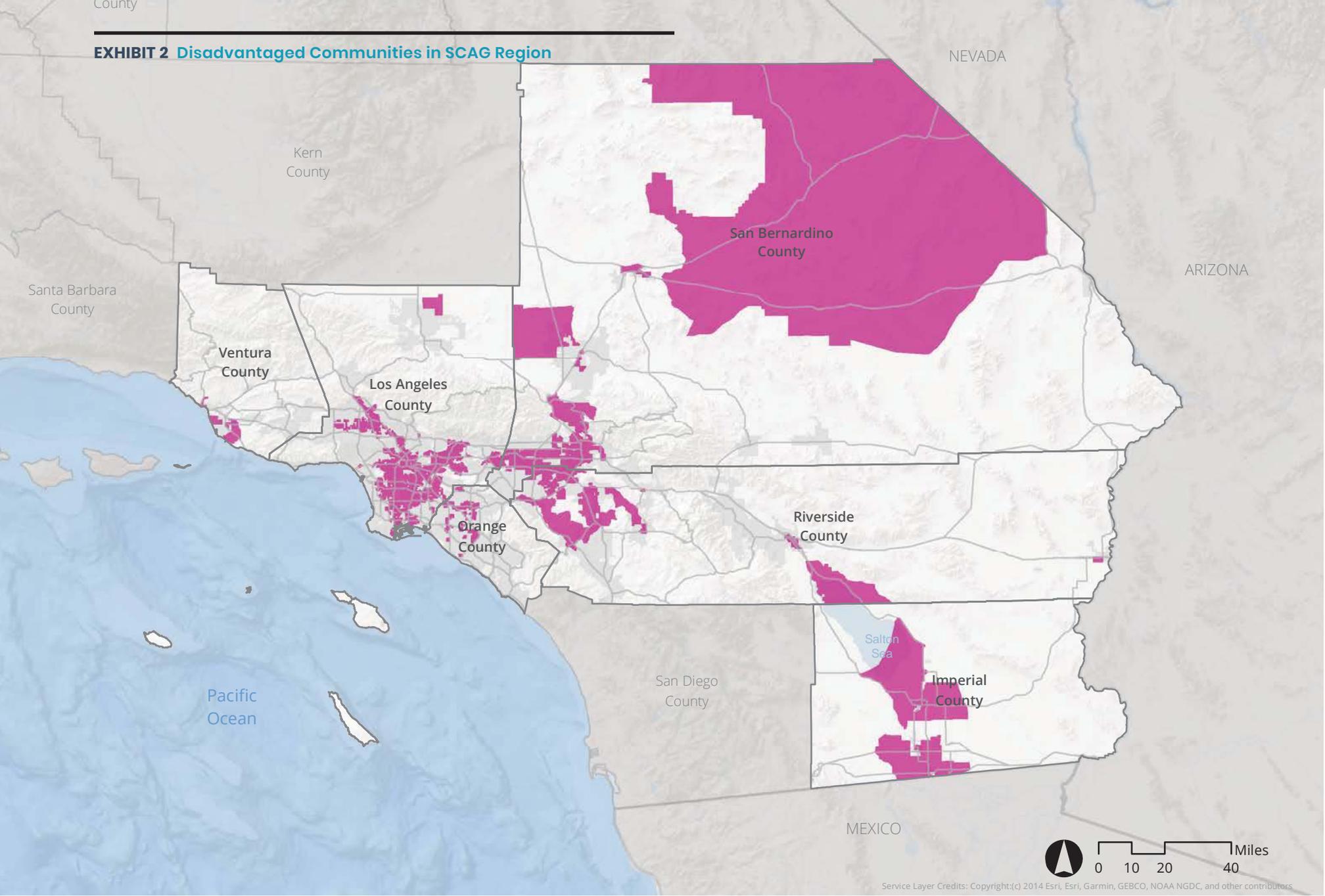


Environmental Justice Areas County Boundaries City Boundaries Freeway

Source: Census PUMS, SCAG, 2019

Attachment: Environmental Justice Areas Map from CSC EJ Tech Report (Environmental

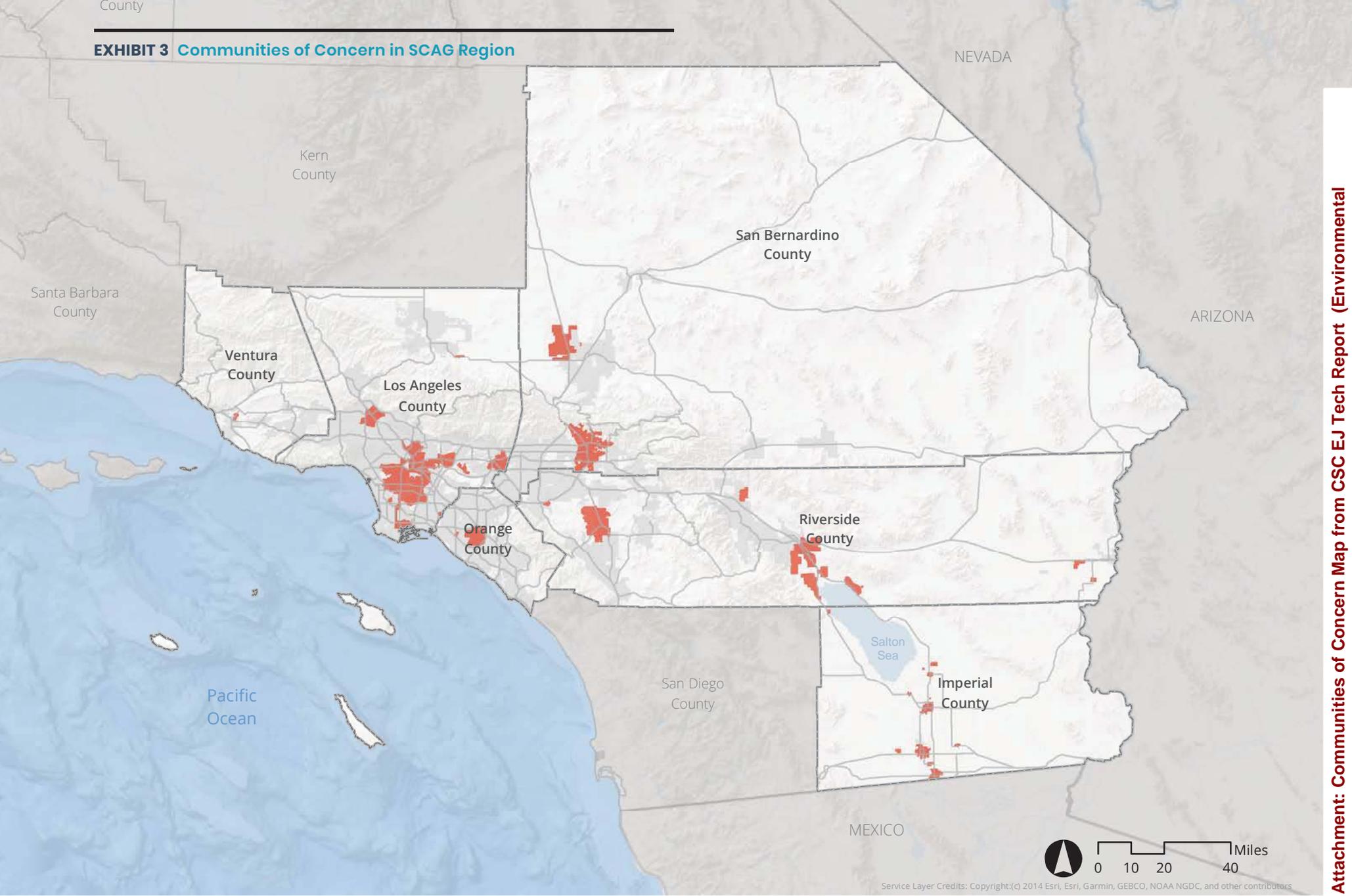
EXHIBIT 2 Disadvantaged Communities in SCAG Region



SB535 Disadvantaged Communities County Boundaries City Boundaries Freeway

Service Layer Credits: Copyright:(c) 2014 Esri, Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

EXHIBIT 3 Communities of Concern in SCAG Region



■ Communities of Concern □ County Boundaries ■ City Boundaries ⚡ Freeway

Source: 2013-2017 ACS 5 Year Estimates, City of Los Angeles Community Planning Area, SCAG, 2019

Attachment: Communities of Concern Map from CSC EJ Tech Report (Environmental

Environmental Justice/Communities of Concern Update

Anita Au, Senior Regional Planner
Energy and Environment Committee
October 7, 2021

www.scag.ca.gov



Environmental Justice

Environmental justice is about public outreach, engagement, early and meaningful participation of EJ communities in the decision-making process, and equal and fair access to a healthy environment with the goal of protecting minority and low-income communities from incurring disproportionately adverse environmental impacts.

Federal Requirements

Title VI of the Civil Rights Act of 1964

- “No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

Executive Order 12898 (1994)

- Amplifies Title VI by providing protections based on income in addition to race and orders all federal agencies to consider environmental justice during the planning and decision-making process for all federally funded projects

State Requirements

California Government Code Section 11135

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

Defining Vulnerable/EJ Populations

Minority Populations

- African American
- Hispanic
- Asian/Pacific Islander
- Native American and Alaskan Native
- Other

Low-Income Households

- Poverty level based on regional average size for a given census year
- Family of three earning less than \$19,105 in 2016

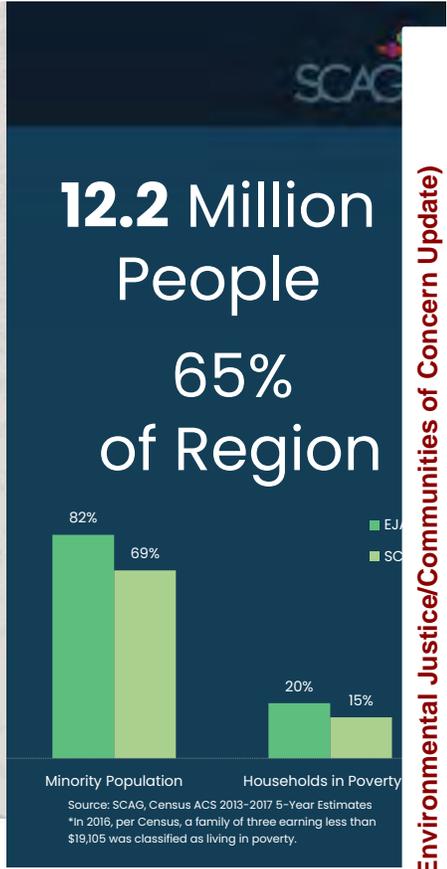
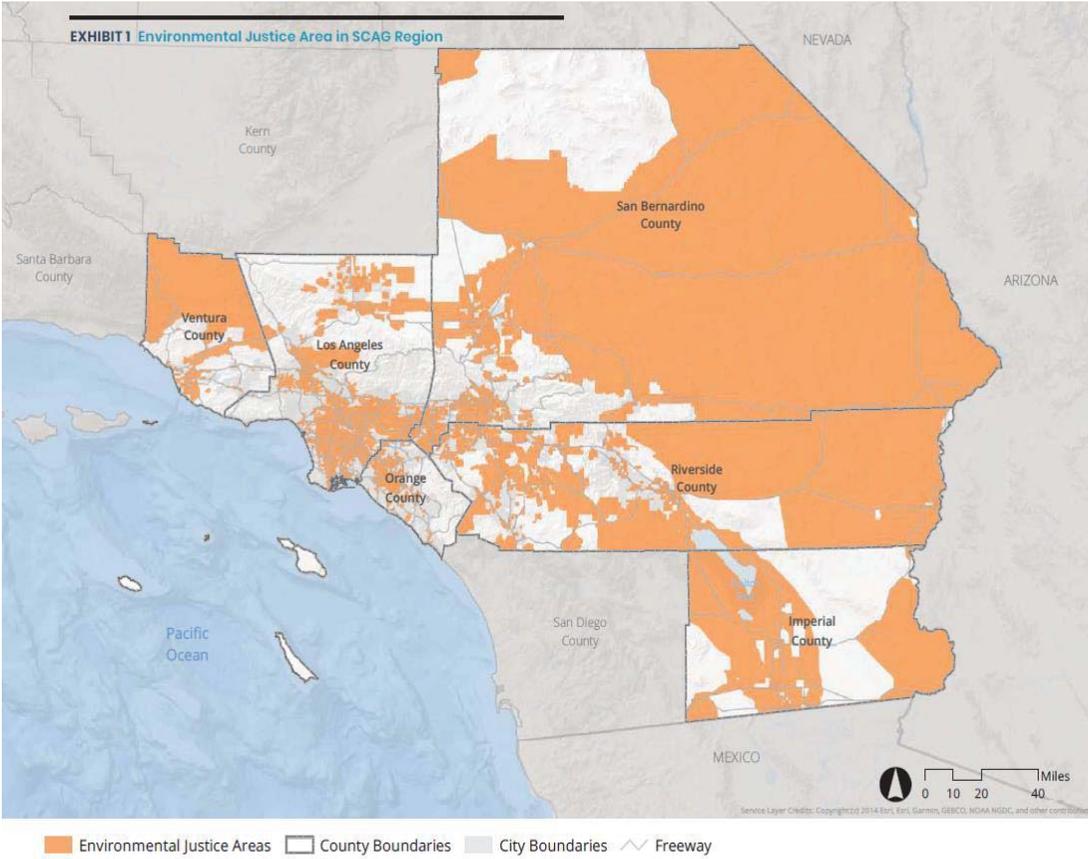
Other Populations

- Young Children (ages 4 and under)
- Seniors (ages 65+)
- Disabled/Mobility Limited
- Non-English Speakers
- w/o High School Diploma
- Foreign Born
- Households w/o a Vehicle

Defining Vulnerable/EJ Communities

Environmental Justice Areas

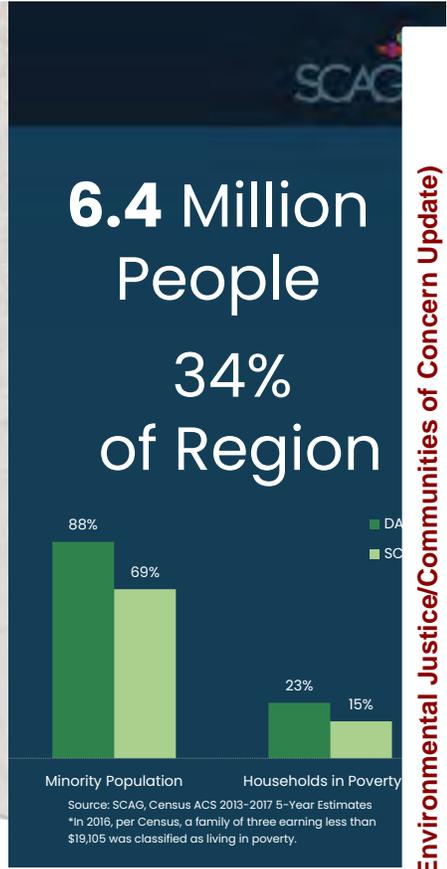
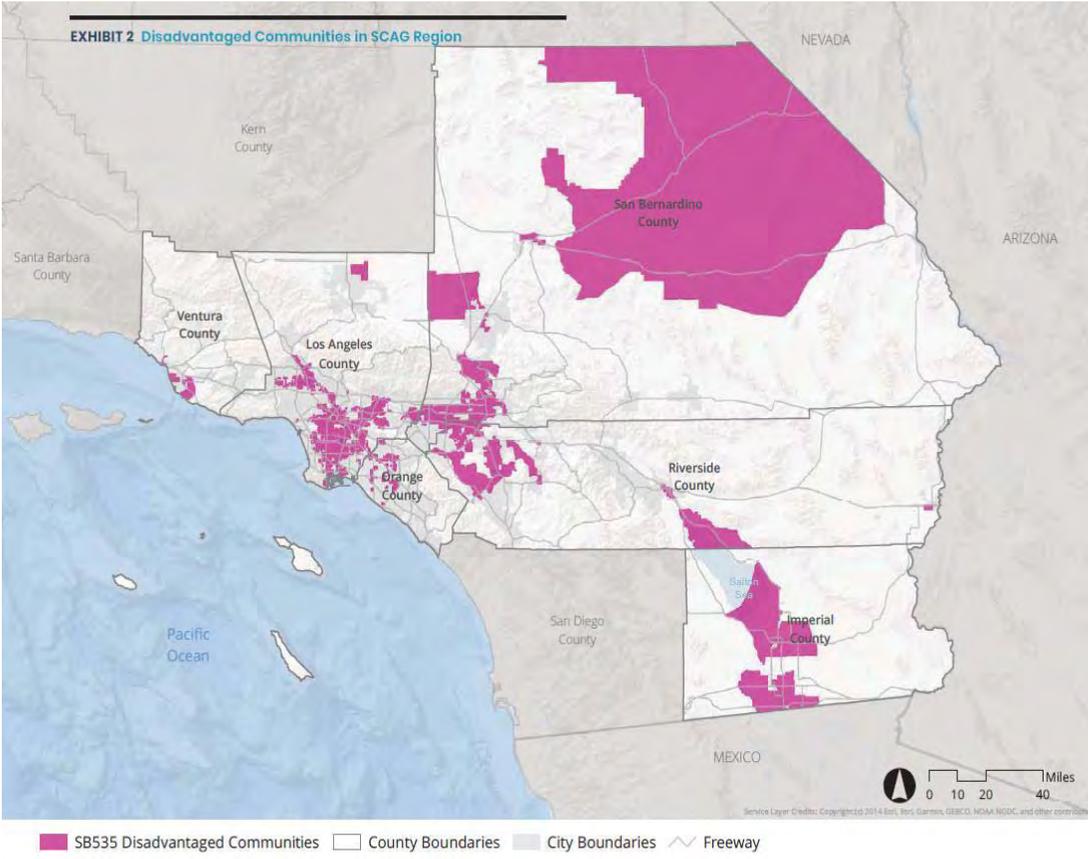
Transportation Analysis Zones (TAZs) (similar to census tract block groups) that have a higher concentration of minority population or low-income households than is seen in the region as a whole



Defining Vulnerable/EJ Communities

SB 535 Disadvantaged Communities

Census tracts that have been identified by the California Environmental Protection Agency (Cal/EPA) as DAC based on the requirements set forth in SB 535, which seek to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution

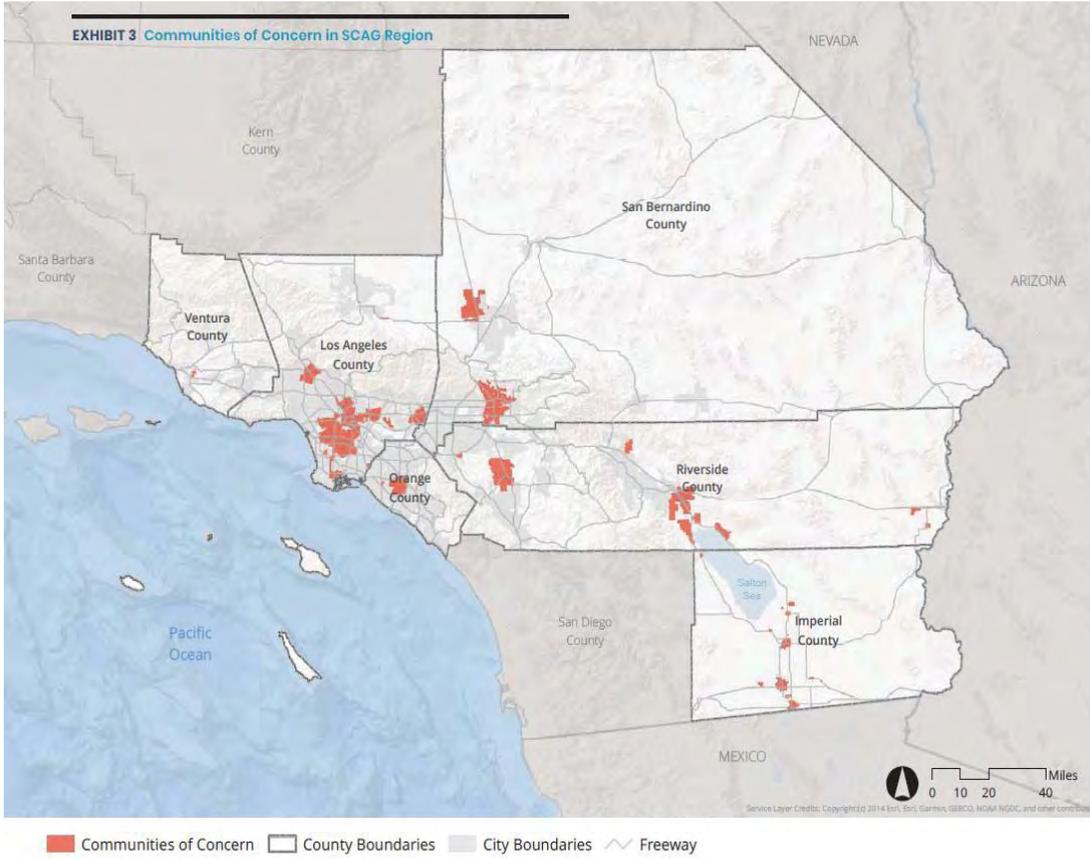


Defining Vulnerable/EJ Communities

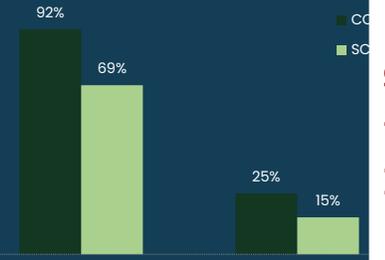
Communities of Concern

Census Designated Places (CDP) and the City of Los Angeles Community Planning Areas (CPA) that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of minority population and low-income households

EXHIBIT 3 Communities of Concern in SCAG Region



**3.9 Million
People
21%
of Region**



Source: SCAG, Census ACS 2013-2017 5-Year Estimates
 *In 2016, per Census, a family of three earning less than \$19,105 was classified as living in poverty.

Evaluating Impacts

Connect SoCal Environmental Justice Performance Indicators

How will this impact quality of life?



Jobs-Housing
Imbalance



Neighborhood
Change &
Displacement



Accessibility to
Employment &
Services



Accessibility to
Parks and
Educational
Facilities

Evaluating Impacts

Connect SoCal Environmental Justice Performance Indicators

How will this impact health and safety?



Active Transportation Hazards



Climate Vulnerability



Public Health Analysis



Aviation Noise Impacts



Roadway Noise Impacts



Emissions Impacts Analysis



Emissions Impacts Along Freeways

1

Evaluating Impacts

Connect SoCal Environmental Justice Performance Indicators

How will this impact the commute?



Travel Time & Travel Distance Savings



Rail-Related Impacts

1

Evaluating Impacts

Connect SoCal Environmental Justice Performance Indicators

How will this impact transportation costs?



Share of
Transportation
System Usage



Revenue Sources
in Tax Burden



Investments vs.
Benefits



Geographic
Distribution of Trans.
Investments



Impacts from Funding
Through Mileage-Based
User Fees

15

Advancing Equity at SCAG

SCAG's commitment to advancing equity

- Adopting Resolution 21-628-1 affirming the climate change crisis
- Adopting the Racial Equity Early Action Plan

Resulting in:

- Expanding Policy Committee membership to include Communities of Concern Representatives
- Convening an Equity Working Group
- Centering civic engagement, equity and environmental justice in Sustainable Communities Program Call 4

16

Moving Forward



Staff is committed to enhancing SCAG's EJ and equity efforts

Lay a
foundation
for future
discussions

Strengthen
approach for
analyzing
inequities

Showcase
"Equity-in-
Action"
within the
region

Engage EEC in
policy
development
of 2024
Connect
SoCal

Thank you!

Anita Au, Senior Regional Planner

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AGENDA ITEM 4
REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

To: Executive/Administration Committee (EAC)
Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Javiera Cartagena, Acting Director of Policy and Public Affairs
(213) 236-1980, cartagena@scag.ca.gov
Subject: Californians for Community Planning Voter Initiative

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:
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:
This report includes a summary of the proposed Community Choice Initiative that may appear on the November 8, 2022, General Election ballot. At its September 21, 2021, meeting, Members of the Legislative/Communications and Membership Committee (LCMC) received an informational update on the Community Choice Initiative. The committee unanimously voted to forward the report to share information about the proposed initiative with the Regional Council, Executive Administration Committee, and other policy committees.

BACKGROUND:
The Community Choice Initiative would amend California’s Constitution in a manner that makes a local jurisdiction’s general plan, specific plan, ordinance, or regulation of zoning, development, or land-use within its boundaries supersede conflicting state laws. It does provide for exceptions in the cases of coastal land-use regulations, power generating facilities of a certain capacity, and development of water, communication, or transportation infrastructure projects, excluding transit-oriented developments (TODs).

On August 25, 2021, proponents of the Community Choice Initiative submitted the draft text for the proposed measure and the filing fee to the State Attorney General for preparation of an official title

and summary. The initiative was then posted for 30 days to allow for public comment. That period concluded on September 27, 2021. The Attorney General now has approximately six weeks to issue an official title and summary. By law, the Attorney General's title and summary may not exceed 100 words.

Upon receiving a title and summary, proponents will have 180 days to gather enough signatures to qualify the initiative. For measures proposing a constitutional amendment, like the Community Choice Initiative, the number of signatures must be equal to at least eight percent of the total votes cast for the office of Governor at the last gubernatorial election. In this case, proponents will need to collect 997,139 signatures. Signatures are then verified, and the initiative will either qualify or be failed by the Secretary of State. If the proponents collect the requisite number of valid signatures, California voters will then vote on the ballot initiative at the November 8, 2022, General Election.

Prior Committee Action

At its September 21, 2021, meeting, Members of the LCMC received an informational update on the Community Choice Initiative. After some discussion, the committee unanimously voted to forward the report to share information about the Community Choice Initiative with the Regional Council, Executive Administration Committee, and other policy committees.

FISCAL IMPACT:

Work associated with the staff report on the Californians for Community Planning Voter Initiative is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 5
REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Nashia Lalani, Associate Regional Planner
(213) 630-1477, lalani@scag.ca.gov

Subject: Accelerating Housing Production: Panel Discussion on Best Practices and
Recommendations for Southern California

RECOMMENDED ACTION:

Information Only – No Action Required.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Under the California 2019-2020 Budget Act, SCAG was awarded \$47 million in Regional Early Action Planning (REAP) funding to support local governments and stakeholders with housing planning activities that accelerate housing production and meet the region’s goals for producing 1.3 million new units of housing by 2029, as determined by the 6th Cycle Regional Housing Needs Assessment (RHNA). In addition, SCAG anticipates an award of up to \$246 million from the REAP 2021 program established in AB140 (2021). As part of efforts to expand and strengthen SCAG’s role in supporting the region’s cities and counties in meeting the RHNA housing production goals, staff is bringing forward a panel discussion on policy recommendations and best practices for increasing housing production and addressing homelessness.

Three (3) panelists will be sharing presentations which include findings, recommendations, and tools to address the housing crisis, accelerate and streamline housing production and reduce the cost to deliver new units of housing.

BACKGROUND:

Under the California 2019-2020 Budget Act, SCAG was awarded \$47 million in REAP funding to support local governments and stakeholders with housing planning activities that accelerate housing production and meet the region’s goals for producing 1.3 million new units of housing by 2029, as determined by the 6th Cycle RHNA. In addition, SCAG anticipates an award of up to \$246 million from the REAP 2021 program established in AB140 (2021) to achieve goals of more housing

and transportation options that reduce reliance on cars. With this influx of funding, SCAG’s role in supporting the region’s counties and cities toward meeting their RHNA goals and implementing the land use and housing goals of Connect SoCal has grown exponentially. Today’s discussion is designed to further the conversation on policy recommendations and best practices for realizing our RHNA goals, increasing housing production, streamlining housing and reducing the cost to deliver and consider options for addressing homelessness through temporary shelter.

Rick Bishop, the Co-Director of the Inland Center for Sustainable Development (ICSD) at the University of California, Riverside, will provide a presentation of findings and recommendations from the ICSD’s July 2021 housing study titled “Regional Challenges and Opportunities for Housing Development in Inland Southern California”. The report highlights and expands on research about the Inland Region’s substantive housing issues including, regional affordability, the jobs-housing imbalance, and rising unattainability. The report also provides a profile of the Region’s housing stock highlighting the Riverside/San Bernardino metropolitan area as the third most overcrowded region in the United States.

Cecilia Estolano, CEO of Estolano Advisors, will share the findings and preliminary recommendations of a white paper undertaken in collaboration with SCAG to assess impediments to housing production and offer strategic recommendations on SCAG’s role in supporting regional housing policy development and meeting the region’s housing production goals.¹ Estolano Advisors completed a series of interviews with over 70 stakeholders and held multiple convenings in the Fall of 2020 to understand the current challenges in housing production. The draft report provides a comprehensive set of recommendations that SCAG can undertake in the short, medium and longer term.

Charly Ligety, Director of The Housing Innovation Collaborative (“HICo”), will share a presentation on web resources for housing development and a forthcoming Essential Housing Campaign. HICo provides a range of tools including the world’s largest database of rapid prototype shelter solutions, a centralized portal of pre-approved ADU plans across California, and deep dives on innovative housing projects nationally. SCAG is partnering with HICo’s Essential Housing Campaign, a community building campaign to accomplish the goal of building 130,000 new homes affordable to moderate income households in Los Angeles County by 2028, as mandated by RHNA. While HICo’s work is focused on Los Angeles County, the tools and resources they offer have applicability across the region.

These presentations will be followed by an opportunity for Committee Members to pose questions to any or all of the guest panelists. The question-and-answer session will be moderated by SCAG staff.

¹ Note that the findings of this report are still in the draft stage and a final report will be completed by the end of the calendar year.

Further details for each of the panelists in today's discussion are included below:

Rick Bishop, Co-Director of the Inland Center for Sustainable Development (ICSD)

Rick Bishop serves as co-director of the Inland Center for Sustainable Development (ICSD) which operates as one of four centers within the School of Public Policy at the University of California, Riverside. Formed in 2019, ICSD's objective is to be a network center, honest broker, resource and important leader in public analysis and decision-making for local and regional decision-makers as they identify and focus on critical topics and issues related to the inland region's future growth. ICSD's research is focused on sustainability, and how the region can best incorporate sustainable practices to simultaneously address economic and environmental goals. Visit the ICSD website at <https://icsd.ucr.edu/> for more information.

Rick recently retired as Executive Director of the Western Riverside Council of Governments (WRCOG) and the Riverside County Habitat Conservation Agency (RCHCA), where he served for nearly 21 years. In this position Rick was responsible for developing and implementing a number of regional programs in diverse areas such as transportation, energy, environment, growth, and the economy.

Cecilia Estolano, CEO of Estolano Advisors

Cecilia V. Estolano is a leading expert on contemporary urban planning issues, with experience in economic and workforce development, land use, environmental policy, and urban revitalization. She has worked directly with public, private, institutional, and non-profit clients to plan, finance, design, implement, and operate policy-driven programs and projects that promote sustainable solutions tailored for each community.

Cecilia is a Regent of the University of California and has served as President of the California Community College Board of Governors. She received an A.B. from Harvard-Radcliffe Colleges, an M.A. in Urban Planning from UCLA, and a J.D. from UC Berkeley. Prior to founding Estolano Advisors in 2011, Cecilia served as CEO of CRA/LA, practiced land use and environmental law while Of Counsel and an Associate at Gibson Dunn & Crutcher, served as Senior Policy Advisor at the U.S. EPA during the Clinton Administration, and served as Environmental Policy Advisor to former L.A. Mayor Tom Bradley. In addition to her work at Estolano Advisors, she became the CEO of Better World Group, an environmental strategy firm, in 2018.

Charly Ligety, Director of The Housing Innovation Collaborative ("HICo")

Charly is a published author, serial entrepreneur, former licensed real estate agent, and commercial real estate banker. He leads The Housing Innovation Collaborative ("HICo"), an action-oriented non-profit housing R&D platform based in Los Angeles, CA. HICo highlights the next generation of construction, finance, and policy solutions to address the housing affordability crisis. His recent



work on rapid shelter solutions has been featured in national press and published with the U.S. Department of Housing and Urban Development. Charly earned his Bachelor of Arts from Dartmouth College, majoring in Geography and Economics, and an MBA from the University of Southern California.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. For Information Only - ICSD Final Report 2021
2. PowerPoint Presentation - ICSD Release of Year End Report on Housing
3. PowerPoint Presentation - HICo
4. PowerPoint Presentation - Estolano Advisors

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Regional Challenges and Opportunities for Housing Development in Inland Southern California

July 2021

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Our members make it possible for us to continue our research, engage students in regional issues, and maintain our community outreach efforts. We are thankful for their continued support:



In June of 2019, the Office of Governor Gavin Newsom labeled California’s high cost of housing a “defining quality-of-life concern”.¹ Housing, specifically housing of suburban, low-density style, remains an integral component of the California Dream. But for many Californians, this dream of homeownership is unattainable due to increased inequality and lack of opportunity. Throughout the state, skyrocketing home prices coupled with a shortage in supply have created significant barriers to homeownership; both housing and rent prices in California are over two times higher than national averages.^{2,3} Lack of housing affordability is not solely a California problem, it’s a United States problem: across America, only 60% of new housing is affordable to the typical American family.⁴ This has declined by 15% since 2012, widening the affordability gap for thousands.

Discussions by policymakers and academicians regarding the housing crisis are characterized by record low homeownership rates, cost-burdened renters, and some outward migration.^{5,6} These conversations are often focused on the coastal metropolitan areas like the Bay Area, Los Angeles, and San Diego. However, the effects of the ongoing crisis are not limited to those areas; less populated inland regions also feel a tremendous burden.

Governor Newsom announced his intention to address the housing crisis by expanding unit production in California by 3.5 million units in just seven years, an average of 500,000 new homes annually. Current production levels in California vary greatly by metropolitan area, and in recent years the state’s housing production averaged at about 80,000 units per year. The 2000s recession had an extremely negative impact on the Inland home-building industry. During the construction boom from 2001-2004, Riverside-San Bernardino construction permits increased 109%, only to fall by 60% from 2004 to 2007.⁷ The current volume of housing construction in Riverside and San Bernardino Counties is comparable to levels of the late 1990s, but is still about eight times less than the years leading up to the mid-2000s recession.

In the last five years Riverside County added 125,000 people, yet built only about 25,000 new homes. This lack of development has created quality of life concerns, including overcrowding. Data derived from the American Community Survey identifies the Riverside/San Bernardino metropolitan area as the third most overcrowded region in the United States (overcrowding defined as more than one person per room for a household).⁸

Projections show affordability further declining as regional jobs and population growth fuel increased demand for housing.^{9,10} The high demand for homes in more coastal communities also serves to exacerbate inland prices further, as residents are forced to move inland. The latest assessment of housing need by income level calls for the development of 101,374 housing units in Riverside County from 2014 to 2021, including 40,436 units for

1 The Office of Governor Gavin Newsom, 2019.

2 California Department of Housing and Community Development.

3 California Legislative Analyst’s Office, 2015.

4 National Association of Home Builders.

5 Chiland, 2016.

6 The HUD defines cost-burdened and extremely cost-burdened families as those who pay 30% and 50% of their income on rent, respectively.

7 Public Policy Institute of California, 2008.

8 Cox, 2021.

9 Lusk Center for Real Estate, 2016.

10 California Legislative Analyst’s Office, 2015.

low and very low-income households.¹¹ Similarly, San Bernardino County was allocated 57,207 units for the same period, including 23,264 for low and very low households. Though these units are planned and zoned, early indications suggest that development of housing units suitable for higher income groups is disproportionately favored over lower income developments.¹² The housing shortage coupled with commensurate economic and social challenges have created tremendous development challenges for the Region.

The purpose of this report is to contribute to and expand on the ongoing conversation and research about the Inland Region's main housing issues including, regional affordability, the jobs-housing imbalance, and rising unaffordability. This report also serves as a summary of our previous year's work and research on housing and development. Briefly, a profile of the Region's housing stock is given, housing construction and statewide policies are examined, and challenges and opportunities for development are presented. While we detail some of the Region's most salient issues, this report also provides up to date policy recommendations on each examined topic.

In Section 2: Inland Region Profile, we present analyses and findings based on the 2014-2018 American Community Survey (ACS) microdata. This data is used to identify key demographic, socio-economic, and housing characteristics to create a greater understanding of the Region's households and housing stock. In this section we ask:

- What are the main socio-economic characteristics of the Inland Region's homeowners and renters?
- What are the main housing characteristics of the Inland Region?

Section 3: Statewide Housing Policies & Requirements, presents an overview of statewide housing policies and a review of the Regional Housing Needs Assessment (RHNA). Our review of RHNA focuses on the Southern California Association of Governments' (SCAG) Region which comprises Imperial, Riverside, San Bernardino, Orange, Los Angeles and Ventura Counties. The analysis of RHNA contains an overview of each RHNA cycle from 1989 to 2029 with a discussion on its allocations and their implications for the Inland Region. For this section we ask:

- What are the major statewide policies that affect our Region?
- How have RHNA allocations been determined historically within the SCAG Region?

In Section 4: Housing Construction in the Inland Region, we examine housing development trends for the Inland Region from 1990 to 2019. Housing construction in the Inland Region has not returned to pre-2000's recession levels. In 2019, San Bernardino and Riverside Counties only produced 17% and 24% of the housing produced in 2005, respectively. Despite low housing development for the region as a whole, development success is somewhat geographically dependent, with some areas continuing housing development on a larger scale. Our primary research question for Section 4 is:

¹¹ Southern California Association of Governments.

¹² Ibid.

- What are the temporal trends of the Inland Region’s housing development (single-family vs. multi-family)?

Section 5: Broad Opportunities & Challenges for Inland Housing Development, provides insights into the challenges and opportunities for the Inland Region’s housing. Mainly, this section presents a summary of our research project and report: *Challenges and Opportunities for Housing Development in the Inland Empire: Perspectives from the Community* in which we interviewed over 30 community stakeholders on their opinions on the region’s most salient housing issues. In this section we ask three questions:

- What are the strengths and weaknesses of the Inland Region in housing development?
- How do stakeholders view the common barriers and most pressing issues regarding housing development in the Region?
- What strategies are used by stakeholders to overcome these barriers and what recommendations could be made to improve the situation?

Section 6: COVID-19 & the Inland Region, primarily focuses on and summarizes our work on COVID-19 and housing. In 2020 and 2021 ICSD released six reports that focus on COVID-19 and its effects on housing insecurity. Two reports, *Housing Insecurity & the COVID-19 Pandemic*, and *Living with the COVID-19 Pandemic for a Year: The Exacerbated Housing Insecurity Issue* examined housing insecurity 10 months apart; special attention is given to the differences in housing security by racial categories and the difference in payment status for mortgage holder and renter households. We ask:

- How has COVID-19 affected housing insecurity in the Inland Region performed?

Section 7: Looking Forward & Recommendations, acts as an overall conclusion to the report and presents our policy recommendations from our work over 2020 and the first half of 2021. This section also provides a conversation on sustainability and housing, in addition to new and additional, ongoing research conducted by ICSD.

This section provides key characteristics of the households that make up the Inland Region. This information is descriptive and is not intended to formulate or establish causal effects between any characteristics and rates of homeownership. The 2014-2018 American Community Survey (ACS) microdata on housing and socioeconomic statistics from the United States Census Bureau¹³ was the most up-to-date data set when this report was processed. Our data focuses on the Inland Region which includes San Bernardino and Riverside Counties. Additionally, for those statistics which are divided into generations, Generation Z (approximately ages 6 to 24) was removed from the analysis due to the small sample size of Generation Z homeowners.

I. Main Socio-Economic Characteristics:

Table 2.1 displays key socio-economic characteristics based on three ownership statuses. Own Free & Clear refers to households that purchased their home in cash or have paid off their mortgage completely; Own with Mortgage refers to households that own their home but are still in the process of paying off a mortgage; Renters are defined as households that are currently renting their housing. The table also displays key characteristics including, racial breakdown by ownership status and educational attainment.

Table 2.1: Inland Region Socio-Economic Characteristics

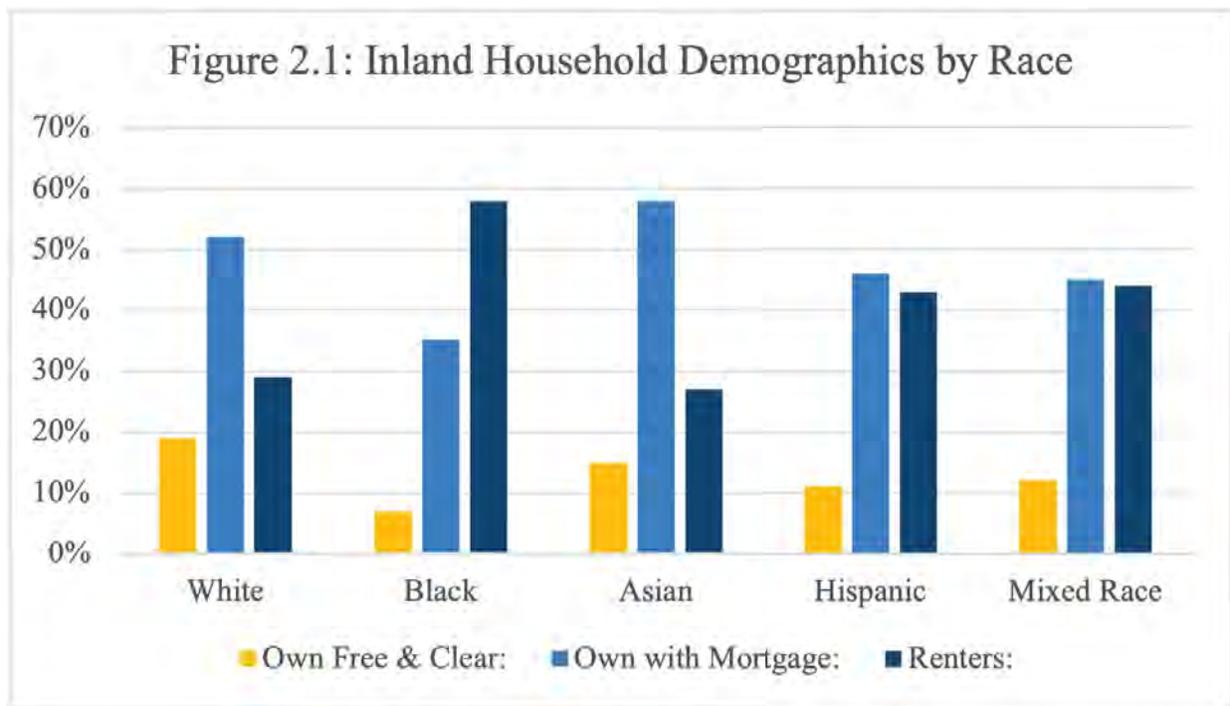
Characteristic :	Own Free & Clear:	Own with Mortgage:	Renters:	Totals:
Married	17%	56%	28%	1,598,359
High School	13%	44%	43%	2,204,604
Associate’s degree	15%	50%	34%	1,103,012
Bachelor’s Degree	17%	59%	24%	589,106
Have Children under 5	7%	44%	50%	350,776
White	19%	52%	29%	1,355,871
Black	7%	35%	58%	269,845
Asian	15%	58%	27%	272,389
Hispanic	11%	46%	43%	2,033,278
Mixed Race	12%	45%	44%	120,633

Table 2.1: Adapted from United States Census Bureau Data

13 IPUMS, 2020.

Among all education levels, Bachelor’s Degree holders have the lowest percentage of renters, and the highest percentage of homeowners without a mortgage. The percentage of homeowners without a mortgage decreases by about 2% with each education category. Conversely, the percentage of renters increases by about 10% as education decreases.

The disparities in homeownership can also be seen in different racial categories. Black residents have the highest level of renters, and the lowest level of owning their homes without a mortgage. White and Asian residents own their homes at the highest rates, and have the lowest percentage of renters. Across all races, less than 20% of residents of the Inland Region owned their homes without a mortgage. A majority of each racial category either own their home with a mortgage, or are renters. However, there were notable differences among some racial categories. These differences point to a large racial/ethnic disparity, especially between Blacks and other races. A closer look at household ownership and rental rates are included as Figure 2.1.



II. Housing Characteristics:

Table 2.2: Housing Characteristics & Condition

Characteristic:	Own Free & Clear:	Own with Mortgage:	Renters:	Total:
One Room Housing Unit	9%	6%	85%	180,798
Two Room Housing Unit	15%	19%	66%	821,311
Three Room Housing Unit	16%	51%	34%	1,499,726
More than Three Room Housing Unit	12%	67%	21%	1,506,918
Single Generation Household	24%	42%	33%	989,982
Multi-Generation Household (two or more generations living in the same home)	10%	48%	42%	2,453,726
Multi-Family Unit	2%	3%	95%	617,859
Single Family Unit	14%	60%	26%	3,045,601
Mobile Home	48%	21%	31%	234,983

Table 2.2: Adapted from United States Census Bureau Data

The housing characteristics and conditions data convey few surprises. As displayed in Table 2.2, most of the Inland Region’s housing stock has three or more rooms, which is relatively predictable given the region’s general historical emphasis on suburban, low-density land uses; over 75% of the housing in the Region has three or more rooms. The larger homes in the Region undoubtedly allow for a higher percentage of multi-generational living.

In contrast to homeowners with and without a mortgage, those who live in rental housing overwhelmingly live in one- and two-room housing. But, 26% of those who live in single-family housing are renters. Despite renters living in smaller units, the average rent for the Region is \$1,209. Although not a perfect equivalent, for a similar period, the median rent in Los Angeles and Orange Counties was \$1,406 and \$1,854, respectively.¹⁴

¹⁴ United States Census Bureau.

III. Generational Differences:

Table 2.3 displays the differences in socioeconomic characteristics of homeowners by generation, including Baby Boomers (b. 1946 – 1964), Generation X (b. 1965 – 1980), and Millennials (b. 1981 – 1996).

Table 2.3: Homeowner Socio-Economic Characteristics and Trends by Generation

Characteristic:	Baby Boomers:	Generation X:	Millennials:	Totals:
Married	45.51%	35.78%	18.45%	1,010,378
High School	21.45%	16.76%	15.31%	1,146,158
Associate’s Degree	45.02%	22.55%	28.70%	732,878
Bachelor’s Degree	40.60%	32.93%	26.40%	390,257
Have Children under 5	1.22%	30.32%	67.68%	177,090
White	41.80%	20.78%	17.61%	802,406
Black	34.95%	21.00%	20.92%	100,856
Asian	28.98%	26.10%	21.12%	182,088
Hispanic	18.89%	21.68%	24.84%	1,104,773
Mixed Race	18.94%	17.02%	21.15%	64,356

Table 2.3: Adapted from United States Census Bureau Data

Homeowner characteristics viewed by generation indicate a few temporal and generational trends in the Region including, changing racial demographics, changing marriage characteristics, and increased socio-economic status among homeowners. Hispanic Millennials own more homes in the Region than Hispanic Baby Boomers, which could indicate a higher population of younger Hispanics, or an increase in education and socio-economic status among Millennial Hispanics. This pattern is also seen more generally in those of Mixed Race. The opposite pattern is shown for the White and Black races. For Baby Boomers, Blacks and White own 15% and 24% more homes than their Millennial counterparts, respectively.

Although mostly due to age, Baby Boomers and Generation X homeowners have much higher rates of marriage than Millennials do. This echoes a larger trend of Millennials delaying marriage, or choosing to forego it altogether. 10% fewer Millennials are currently married than Generation X’s were at a comparable age.¹⁵ Because this dataset only covers from 2014 to 2018, the marriage rate drop from COVID-19 is not included.

¹⁵ Barroso, Parker and Bennett, 2020.

I. Housing Element & the Regional Housing Needs Assessment (RHNA)

Originally established in 1969, California’s Housing Element Law states that decent and suitable housing for every Californian is “a priority of the highest order.”¹⁶ Additionally, the Housing Element Law states that “local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community.”¹⁷ To reach these stated goals, the law requires each jurisdiction to include a Housing Element section in their General Plan and each of its subsequent editions.

The Housing Element typically includes a community context section addressing the social and economic demographics of the area, and sections dedicated to topics including, but not limited to, neighborhood livability, diversity, and housing needs. Further, a Housing Element is required to have the following portions:

- An assessment of the jurisdiction’s housing needs, an inventory of resources, and a listing of constraints relevant to the region - this includes an analysis of population, employment trends, and housing needs by income category according to the localities share of the Regional Housing Needs Assessment (RHNA).
- An assessment of housing stock characteristics including, overcrowding, area average income vs. average housing costs, and housing stock condition.
- An inventory of available and suitable land for housing development or redevelopment.
- Identification of zones acceptable for emergency shelters, and their capacity and characteristics.
- An analysis of nongovernmental constraints for improvement and development of housing (e.g., lack of interest from developers, lack of available land or financing).
- An analysis of special housing needs for persons with disabilities, the elderly, farmworkers, etc.
- A framework for opportunities to increase energy conservation specific to residential developments.
- An analysis and listing of communities and housing developments that are eligible to change from subsidized or low-income housing due to the end of subsidy contracts.

Jurisdictions typically update their Housing Element in 4-8 year intervals. During the updating process, jurisdictions are encouraged to have their Housing Element reviewed and approved by California’s Department of Housing and Community Development (HCD) in addition to a public input period.

An integral part of a locality’s Housing Element is a plan to incorporate the region’s RHNA allocation. As part of the Housing Element revision process, the HCD performs an assessment of a region’s unmet housing needs and subsequently divides that assessment into 5 income levels (included as Table 3.1). To determine a region’s unmet needs, the HCD analyses a variety of factors including, jobs-housing balance, population growth rate, and household characteristics. HCD then transmits the regional assessment to a region’s Council of Government’s (COG) to further allocate their RHNA numbers to jurisdictions in their region. The major goal of RHNA is to

¹⁶ State of California.

¹⁷ Ibid.

increase housing supply and affordability within each region in an equitable manner. It does so by requiring that local plans demonstrate the ability to accommodate existing and projected housing needs for all income levels throughout their communities.

Table 3.1: RHNA Income Levels^{18,19}

Above Moderate Income (AMI)	More than 120% of the area median income
Moderate Income (Mod)	81%–120% of the area median income
Low Income (LI)	51%–80% of the area median income
Very Low Income (VLI)	Below 50% of the area median income
Extremely Low Income (ELI)	Below 30% of the area median income (sometimes included in the Very Low Income category)

Table 3. 1: Data from the California Department of Housing and Community Development

RHNA allocations take place over set time periods. The Southern California Association of Governments (SCAG) region, the COG that oversees the Riverside – San Bernardino Region is currently at the end of their 5th RHNA cycle, running from 2013 to 2021. The 6th RHNA cycle will cover the period from October 2021 through October 2029.

Although governments are required to adequately plan for their RHNA allocation, currently there are no penalties for failing to build 100% of their RHNA allocation, as jurisdictions often have little control over the amount of actual construction of new housing in their communities. Based on some estimates, over 90% of jurisdictions fail to issue enough permits to meet their RHNA allocation.²⁰ At the county level, the Inland Region has mixed results in building their full RHNA allocations: some cycles have completely met their RHNA allocation, however, some cycles have only built 30 – 40% of their allocation.

II. RHNA Allocations Over Time

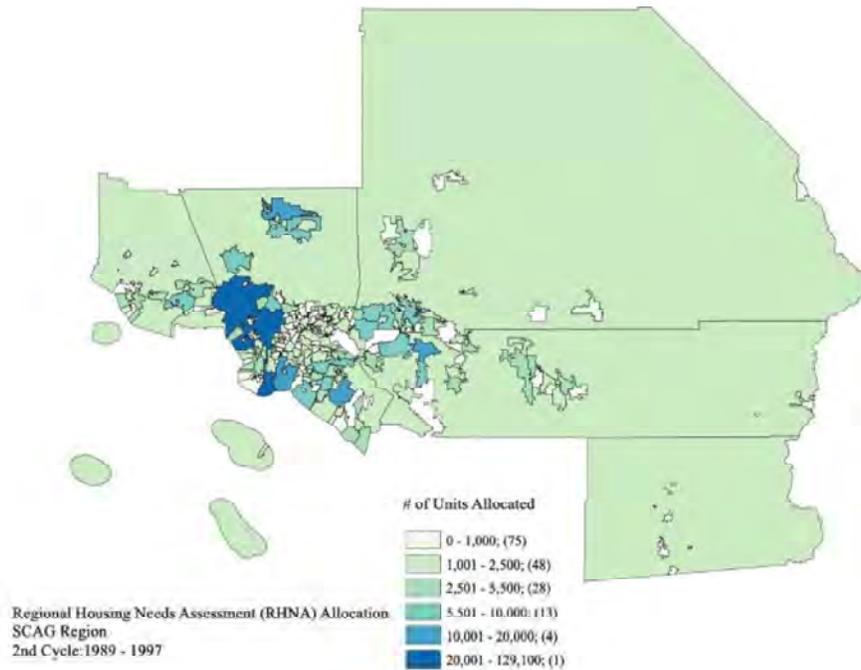
In the SCAG Region, RHNA allocations have changed drastically over time due to changes in the allocation methodology and demographic dynamics.

¹⁸ California Department of Housing and Community Development.

¹⁹ Kirkeby, 2019.

²⁰ Johnson, 2019.

Figure 3.1: SCAG Region 2nd RHNA Allocation (1989 – 1997)



The allocation for the 2nd RHNA cycle, which ran from 1989 to 1997, allocated most of the region’s housing units to relatively developed areas like Los Angeles and Orange Counties. Most localities in the region were allocated less than 5,000 units; 44% of jurisdictions were allocated less than 1,000 units. Of the cities that were allocated units, San Marino was the lowest at 18 units, and Los Angeles was the highest at 129,100 units. The total units allocated and the progress towards those allocations for San Bernardino, Riverside, Orange, and Los Angeles Counties are included in Table 3.2.

Table 3.2: RHNA Allocation vs. Total Units Built 2nd Cycle (1989-1997)²¹

County:	RHNA Allocation #:	Housing Built:	% Progress:
Riverside	97,087	74,640	77%
San Bernardino	92,655	47,647	51%
Orange County	102,332	69,349	68%
Los Angeles	291,978	88,742	30%

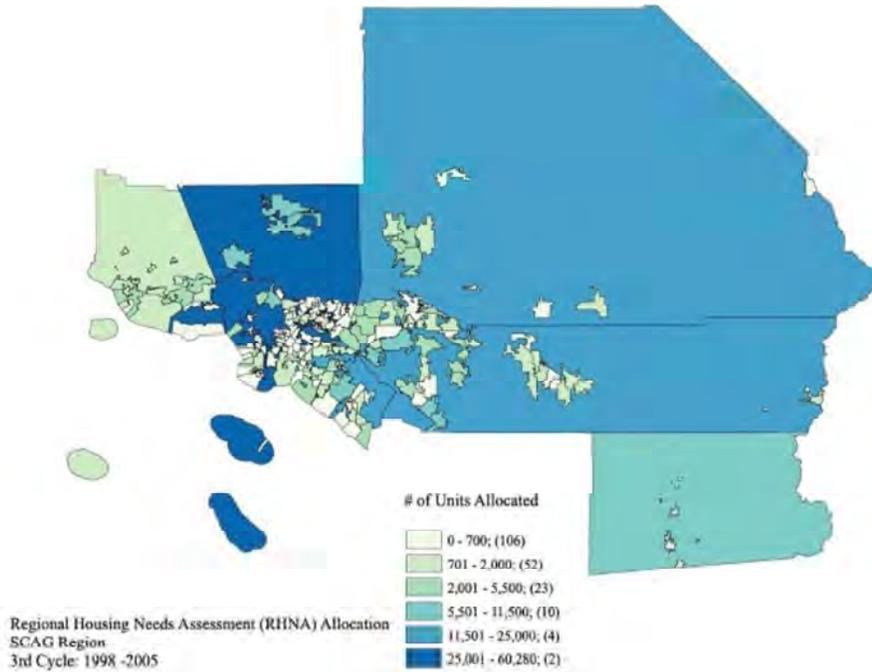
Table 3.2: Data courtesy of SCAG

No county in the SCAG region built their entire RHNA allocation for the 2nd cycle. This is in sharp contrast to the 3rd cycle of RHNA, in which Riverside, San Bernardino, and Orange Counties met over 100% of their

²¹ The units built for the 2nd cycle is partial (1990 – 1997) due to incomplete housing data from the California Department of Finance.

RHNA allocation.

Figure 3.2: SCAG Region 3rd RHNA Allocation (1998 – 2005)



The 3rd RHNA cycle differed in the structure of allocations, with more units allocated to the unincorporated portions of Riverside, Los Angeles, and San Bernardino Counties. However, similar to the previous cycle, the suburbs of Los Angeles still received relatively low allocations, especially given their proximity to large employment centers. Due to the pre-recession housing boom, the 3rd cycle was the most successful in meeting RHNA goals. In the post-Great Recession era, the Inland Region experienced a mass reduction in housing development which has lasting effects into the 2020’s. The total units allocated and the progress towards those allocations for San Bernardino, Riverside, Orange, and Los Angeles Counties is included as Table 3.3.

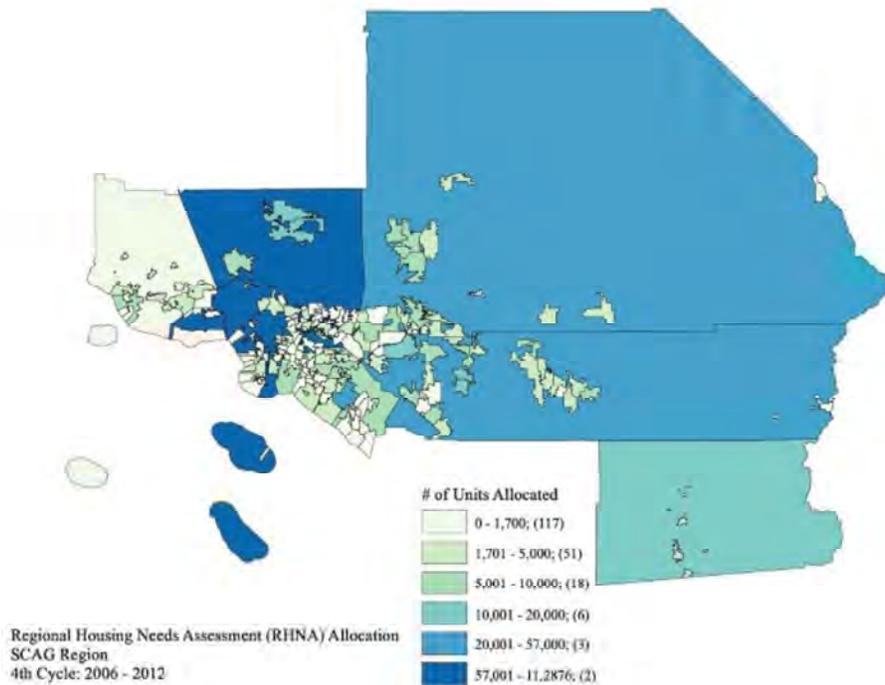
Table 3.3: RHNA Allocation vs. Total Units Built 3rd Cycle (1998 - 2005)

County:	RHNA Allocation #:	Housing Built:	% Progress:
Riverside	87,542	171,788	196%
San Bernardino	57,651	74,563	129%
Orange County	75,502	79,150	105%
Los Angeles	179,003	119,607	67%

Table 3.3: Data courtesy of SCAG

The 4th RHNA cycle, which ran from 2006 – 2012, experienced a large housing construction drop off.

Figure 3.3: SCAG Region 4th RHNA Allocation



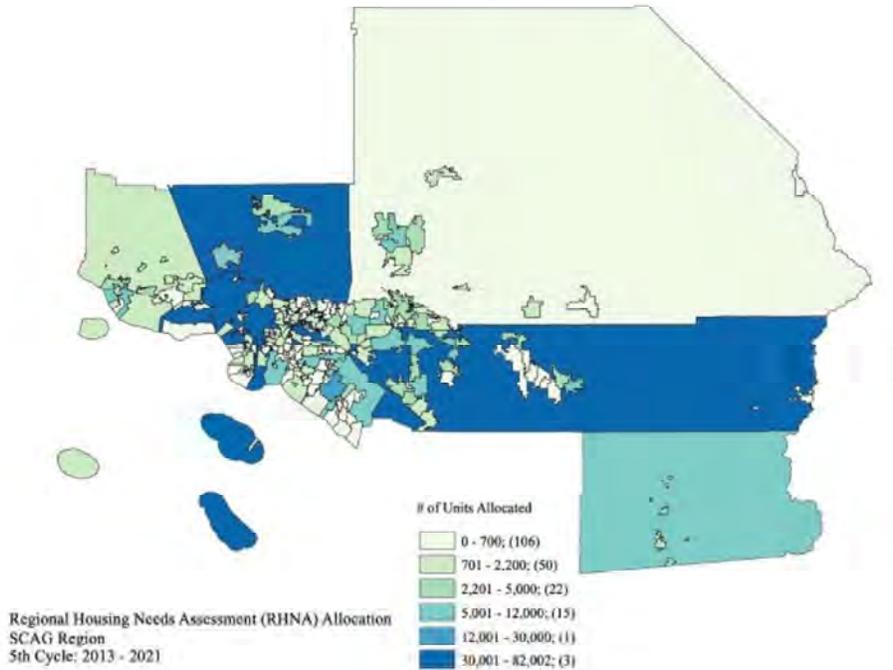
Because housing development significantly declined due to the mid-2000’s recession, Riverside County, the most successful county in the SCAG region for the 4th cycle, only met 47% of their RHNA allocation. Los Angeles County, despite being the region’s most prominent job and economic center, was allocated only 100,000 more units than Riverside County. This is surprising considering Los Angeles has three times as many residents as Riverside County. Of those jurisdictions that were allocated units, the City of Industry received the lowest allocation of seven units, and the City of Los Angeles received the highest allocation of 112,876 units. Full RHNA allocations for the SCAG Region are included as Figure 3.4.

Table 3.4: RHNA Allocation vs. Total Units Built 4th Cycle (2006 - 2012)

County:	RHNA Allocation #:	Housing Built:	% Progress:
Riverside	174,706	81,959	47%
San Bernardino	107,544	39,998	37%
Orange County	82,330	32,618	40%
Los Angeles	283,923	91,833	32%

Table 3.4: Data courtesy of SCAG

Figure 3.4: SCAG Region 5th Cycle RHNA Allocation (2013 – 2021)



The 5th RHNA cycle, running from 2013 to 2021, featured some surprising changes to RHNA allocations, notably a reduction in Orange County’s RHNA allocation by almost 50,000 units from the previous cycle (despite population growth of about 140,000). Likely because of the drastic decrease in Orange County’s RHNA allocation, Orange County was the only county in the SCAG region which built more than 100% of its RHNA allocation (refer to Table 3.5). The overall cut in RHNA allocations in the SCAG region from the 4th to 5th RHNA cycle was likely a response to the Great Recession and the decline of residential construction. For the SCAG Region, of the jurisdictions allocated units, 16 were allocated only two units, including Malibu, Laguna Beach, and Rancho Santa Margarita. The City of Los Angeles was, once again, allocated the highest number of units at 82,002. The Inland Region, which was disproportionately affected during the recession, did not experience a return to their pre-recession housing production levels during this cycle.²² For Riverside County, this RHNA cycle was the least successful in terms of meeting production goals of all of the analyzed RHNA cycles; at only 43%, housing production in Riverside County was at its lowest point since 1990. San Bernardino County faced similar hardships in the post-recession era, meeting just 39% of its allocation.

²² Kopko, 2020.

Table 3.5: RHNA Allocation vs. Units Built 5th Cycle (2013 - 2021 as of 1/1/20)

County:	RHNA Allocation #:	Housing Built:	% Progress:
Riverside	101,374	43,890	43%
San Bernardino	57,207	22,140	39%
Orange County	37,966	55,199	145%
Los Angeles	179,881	127,082	71%

Table 3.5: Data courtesy of SCAG

The 6th cycle will begin at the end of 2021, and features some prominent changes in methodology including, the consideration of job accessibility and transit accessibility, in addition to household growth. Due to pressure from the state government to make housing production and maintenance (e.g. rehabilitating dilapidated units/maintaining the current housing stock, especially multi-family and mobile homes) a priority, SCAG generally allocated units closer to job centers. In contrast to prior cycles, many coastal areas received larger allocations than their inland counterparts. Specifically, areas like the City of Los Angeles increased substantially in the current allocation, from 82,002 units in cycle 5 to 455,565 units in cycle 6. In contrast, of the cities allocated units, the City of Vernon received the lowest allocation at just eight units. The full allocation by county for the 6th cycle can be found as Figure 3.5.

Figure 3.5: SCAG Region 6th Cycle RHNA Allocation (2022- 2029)

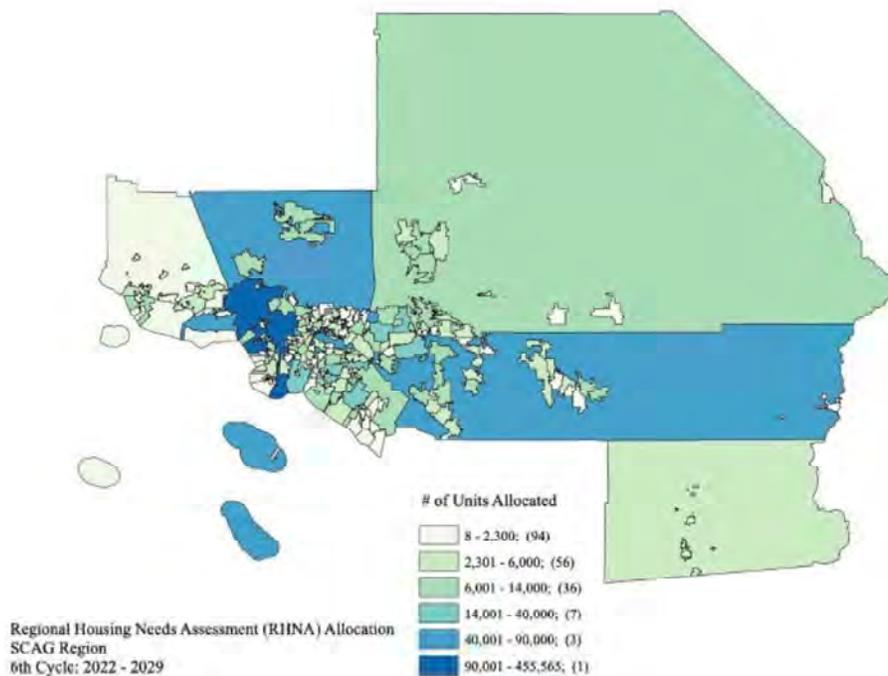


Table 3.6: 6th Cycle RHNA Allocation (2022 – 2029)

County:	RHNA Allocation #:
Riverside	167,191
San Bernardino	137,796
Orange County	183,425
Los Angeles	813,071

Table 3.6: Data courtesy of SCAG

III. The Housing Element and Allocations: Possibilities or Politics?

As displayed in the data above, in the years after the pre-recession housing boom, jurisdictions have generally failed to reach their RHNA allocations often by a 50-60% margin. This is only coupled with the issues of general non-compliance with Housing Element requirements; during some periods up to 25% of jurisdictions have been out of compliance with the Housing Element Law.²³ A jurisdiction is determined to be out of compliance when they fail to comply with the standards outlined in the Housing Element Law (included earlier in this Section). The shortcomings of RHNA and other policy efforts have been attributed to many causes. Some point to the disparity between allocations and the reality of communities and their physical constraints including, build out, and varied topography that may not be conducive to housing construction. Others note that noncompliance reflects a community aversion to new housing and its resulting NIMBYism; this noncompliance and NIMBYism are often exacerbated in wealthy and well-to-do communities.²⁴ Some blame anti-growth and local restrictive policies that are sometimes imposed on local governments by their citizens.²⁵ Jurisdictions also argue that housing construction is market driven and the government ultimately has little control over the number of actual units proposed or constructed in their communities.²⁶ Finally, a lack of planning experience and knowledge is pointed to as another issue with compliance. We talk about two of these criticisms individually.

As part of a large qualitative research project on housing conducted in 2020, we interviewed community members in the public, non-profit and private sectors. Some of our participants pointed to issues with RHNA allocations in the past and present. Namely, the dichotomy between RHNA allocations and the reality of how much housing a jurisdiction can feasibly build. One participant who works in the local public sector pointed to the variety of factors that are not taken into account while making RHNA allocations: “Our city is spread out 25 square miles, but a third of it’s in a multi-species habitat plan. When you take the numbers and you try to work those into how many housing units you’re supposed to have within your community is sometimes unproportion-al [sic]”. The tension between RHNA allocations and the reality of community building is due to a variety of factors including, topography, nature preserves, and build out. Some believe that often RHNA allocations are not

²³ Lewis, 2003.

²⁴ Osterberg, 2020.

²⁵ Ibid.

²⁶ Kopko and Wang, 2021.

possibilities for housing, but impossibilities.

Another public official pointed to this disparity using a concrete example, “[Our city is] at zero [units] right now and I have one project that’s 44 units and I have one project that’s nine units. So that’s 53 units out of about a little over 1,700 units that we’re obligated to provide. So that’s the comparison as far as what the state says we should be providing... versus practically what we’re able to provide.” The 4th and 5th RHNA cycles display the tension between actuality and jurisdictional goals: between 2006 – 2021, on average the Inland Region only met 41.5% of their RHNA allocation.²⁷

The Inland Region’s RHNA allocations also display the criticism of the disparity between wealthy and non-wealthy jurisdictions. Historically, in the SCAG region, allocations have been increasingly pushed towards the Inland Region due in part to changing methodologies. RHNA has often been criticized for not fairly allocating housing goals between wealthy and non-wealthy jurisdictions.²⁸ Wealthier, whiter jurisdictions often advocate to push their share to other areas.²⁹ Although legislative progress towards curbing such activity was passed in 2018, RHNA and the Housing Element requirements are often viewed as a threat to local land use control and autonomy by wealthier more conservative areas.^{30, 31}

Wealthier communities can often afford to neglect Housing Element compliance and their low-income RHNA allocations; the consequence of such neglect is the disqualification from state and federal affordable housing funding, which is often not desired in wealthy communities.³² Participants in our study also noted the issue with compliance and RHNA allocations more broadly: “The challenge we have in local government is the state is always moving the target. Depending on the politics, and what goes on in Sacramento, the state is constantly changing those rules and changing those numbers”. These issues with the Housing Element law, and RHNA more specifically continue to influence the politics and housing policies throughout the Inland Region.

27 The 5th cycle RHNA data and building numbers only covers the years 2013 to 2019.

28 Osterberg, 2020.

29 Ibid.

30 Ibid.

31 Wassmer & Lascher, 2006.

32 Monkkonen, 2017.

I. California's Focus & History on Housing

Although the effects of the mid-2000s Great Recession varied across the United States, one of the most notable impacts was the decline of the housing market. Spurred by public policies promoting homeownership in the early 2000s, housing construction in California increased dramatically from 1999 to 2005. By 2006, the housing market began to decline, and continued to decline until 2012; from 2005 to 2010, new housing construction in California fell by 82%.³³ Although over a decade has passed since the start of the Great Recession, overall housing construction statewide has not returned to pre-recession levels. However, in some of California's more affluent jurisdictions, housing production has returned to pre-recession levels, indicating that construction resiliency is distributed geographically due to a variety of factors.

The lack of housing construction in the post-recession era has become the focus of many of California's policymakers in recent years. Efforts to boost housing production have come in a multitude of forms, from 'up-zoning' near transit centers to providing new rights for tenants to buy homes facing foreclosure.^{34,35} Prior to the COVID-19 outbreak in March of 2020, California's previous legislative cycle saw more than 150 housing-related legislative proposals, showing an effort at the state level to address a range of common housing issues like homelessness, the affordability gap, and low housing production.³⁶ Despite the COVID-19 pandemic, housing production in 2020 largely remained on track. In 2020, California constructed 103,073 new housing units - the first time the state built over 100,000 units since 2008, though much fewer than the 500,000 units a year aspired by the state.³⁷ However, the pandemic quickly shifted the focus from constructing new housing units to keeping those affected by the pandemic in their current housing.³⁸

During his 2018 gubernatorial campaign, Governor Gavin Newsom announced his "Marshall Plan" for California's housing which focused on reducing homelessness and increasing housing production by 3.5 million units by 2025. Even Governor Newsom recognized the enormity of the task, describing this housing goal as "audacious", also pointing to not only the plan's unattainability, but *impossibility*.³⁹ Unfortunately, in the past two years, California has not made significant progress in these areas; overall, new housing development continues to fall below what is needed. In this section, we look at housing production over the past 30 years to examine California's housing trends. Additionally, we pay particular attention to the Inland Region, and the factors that influence housing production. To do this, we utilize data from the California Department of Finance from 1990 to 2019.⁴⁰ The California Department of Finance uses the Housing Unit Method (HUM) to estimate total housing units, population, household size, occupied housing units, and household population. The Housing Unit Method is the most commonly used method for making smaller scale population estimates. The Department of Finance

33 California Department of Finance, 2012.

34 "SB-50 Planning and Zoning: Housing Development: Streamlined Approval: Incentives."

35 "Governor Newsom Signs Legislation Boosting Housing Production in California to Fight Affordability Crisis.", 2020.

36 Kopko, 2020.

37 California Department of Finance, 2021.

38 "Covid-19 Economic Relief."

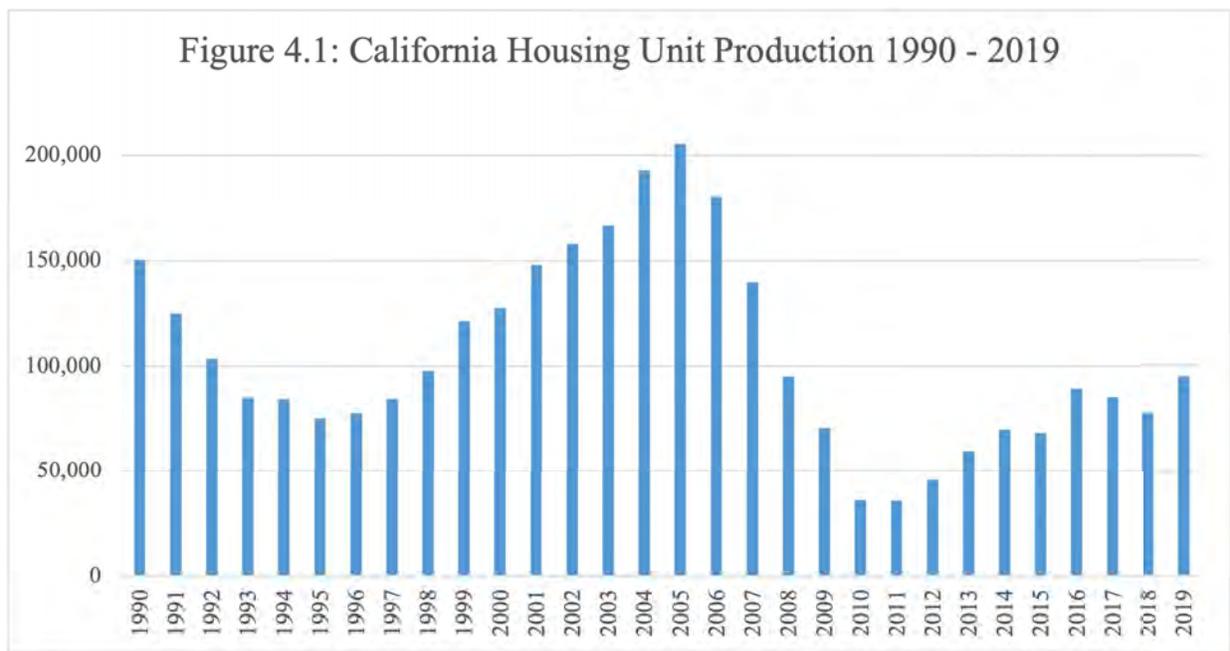
39 Dillon, 2019.

40 State of California, Department of Finance, 2021.

makes Housing Unit Method estimates with annual housing data reported by local jurisdictions and the United States Census Bureau. This data includes new construction numbers and annexations in addition to lost and demolished units. This housing unit estimate includes the total stock of completed housing units, including vacant, and seasonal units.

II. California’s Housing Production & Trends 1990-2019

Despite Gavin Newsom’s goal to build 500,000 units a year until 2025, this rate of production has been an impossibility based on previous years housing data. The impossibility of this goal is incontrovertible given that California as a whole is only currently zoned for 2.8 million new housing units – 700,000 units less than Gavin Newsom’s original new housing production goal.⁴¹ Even during 2005, California’s most successful development year, the state only produced 205,000 new units. Further, California has only produced more than 100,000 new units in only 12 of the past 30 years. Figure 4.1 displays California’s housing production numbers from 1990 to 2019.⁴² This data displays the net increase of California’s housing stock, incorporating housing production, annexations, and lost and demolished units. For clarification and simplification, we refer to this throughout the report simply as housing production.



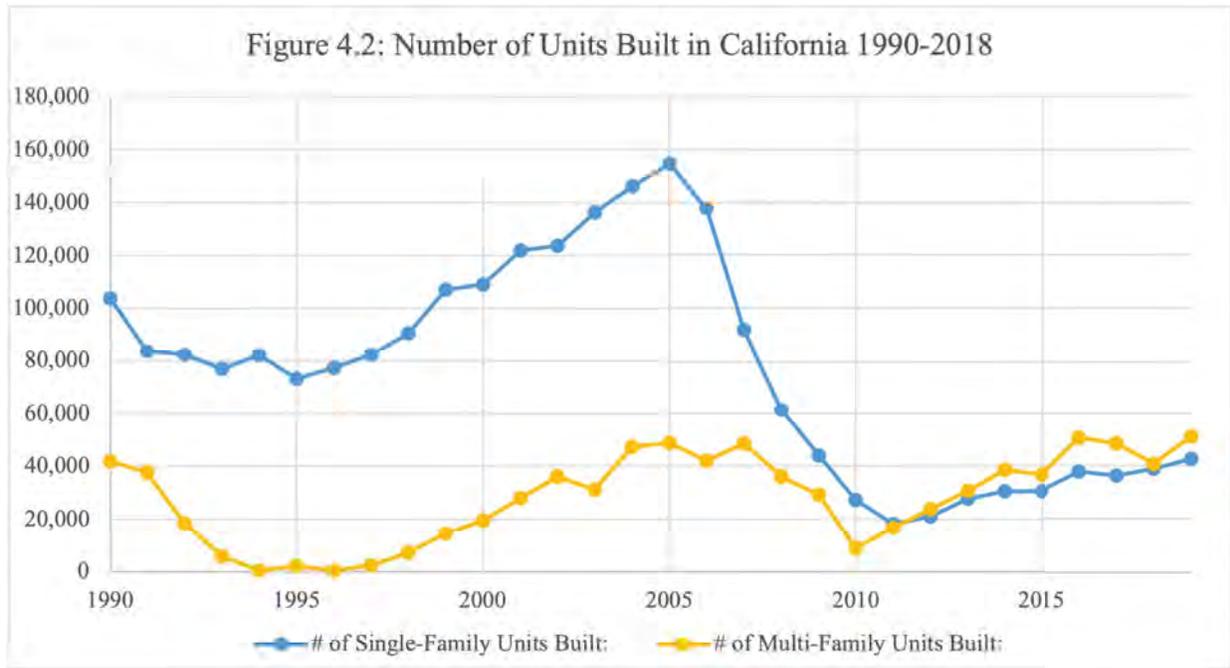
California’s construction trends are influenced by a variety of outside factors including, but not limited to, the economy, NIMBYism, CEQA, and available land. During the late-2000’s recession, statewide housing production fell by 82%, resulting in production stagnation well into the late 2010s. After increasing from 2011 to 2015, California’s housing production increased slightly, but has not returned to pre-recession levels. Housing production in 2019 saw an increase from 2018 by about 15,000 units, which could signal an uptake in housing development. However, with the economic downturn of 2020 given the COVID-19 pandemic and stay-at-home orders,

41 Monkkonen, Paavo, and Spike Friedman, 2019.

42 The building/production numbers for the year 1990 are only partial for this report. The production number for units built in 1990 only include what was built after April 1st 1990.

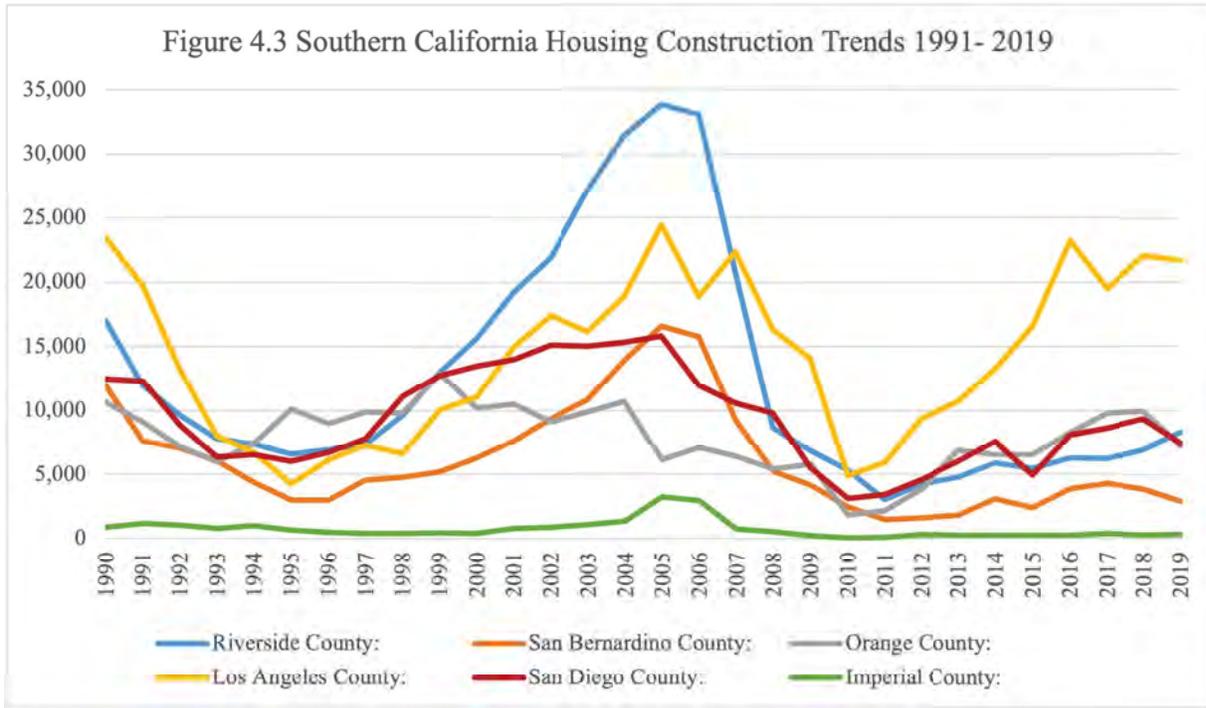
housing development could face further stagnation, although preliminary numbers indicate that housing construction has been relatively stable during the pandemic. Other factors, such as the recent spike in lumber costs, for example, could impact the rate of production and/or housing costs.

Another interesting statewide trend is the decline of single-family housing development in California. Multi-family housing production has outpaced single-family housing production every year since 2012, although in some years only marginally.



However, the state building a similar number of multi-family housing and single-family housing signals a strong departure from the norm throughout the 1990s and early 2000's. The increase in multi-family development and the decrease in single-family housing production is likely due to the lack of available land for single-family development, and perhaps an increase in demand for alternative, smaller styles of housing especially in the more developed metropolitan areas.

Just as multi-family housing production has been more resilient in the post-recession years, the distribution of resiliency has also been geographically uneven. Housing production in the post-recession era differs in levels of recovery throughout Southern California; the more resilient areas tend to be more developed, coastal areas (Figure 4.3).

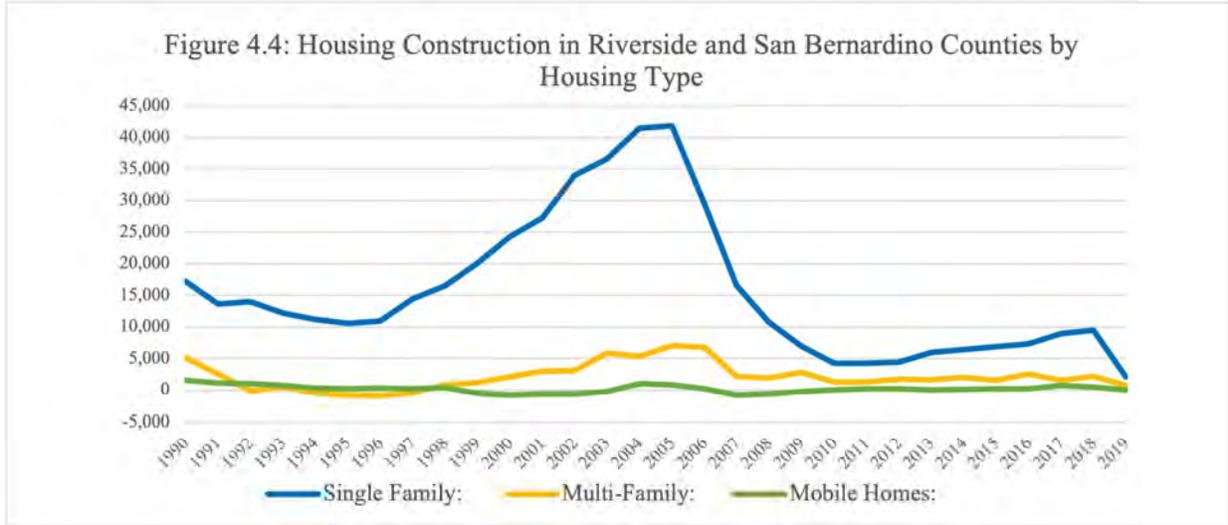


While comparing 2019 building numbers with 2005, Orange County produced 18% more housing in 2019 than in 2005. Similarly, in 2019 Los Angeles County only produced 89% of the housing they did in 2005. This is in relatively sharp contrast to San Bernardino, Riverside, and Imperial Counties who in 2019 produced, 17%, 24%, and 10% of housing they produced in 2005, respectively.

The contrast between Inland construction and coastal construction historically has not been driven by lack of demand or population in the Inland Region. From 1990 to 2019 Riverside and San Bernardino Counties experienced population growth at a significantly higher rate than California as a whole.⁴³ From 1990 to 2019, Riverside County's population grew by 111%, from 1,170,413 to 2,470,546 residents; San Bernardino County's population also grew by 54% for the same period. However, housing construction in Riverside and San Bernardino has not increased proportionally to population growth. Riverside County experienced a 77% increase in home construction while San Bernardino saw a 34% increase for the same period. Therefore, population growth has outpaced housing development by a relatively wide margin over the past 30 years for the Inland Counties.

Inland housing trends are characterized by the standard suburban development of greater Southern California. A visualization of Inland housing development by type (single, multi, mobile) is included as Figure 4.4. In the post-recession era, single-family housing development has remained low compared to pre-recession years. In contrast, multi-family housing has held stagnant at around 2,000 units in the post-recession era. This is a departure from the late pre-recession era, where in many years multi-family housing units were torn down to make room for other developments. For example, in 1996, the two-county region lost 915 multi-family units.

⁴³ Population numbers are based on the United States Census Bureau estimates from July 1st 2019.



Just as resiliency is geographically uneven in the broader Southern California region, development resiliency within the Inland Region is also geographically uneven. Many localities in the region have continued to develop at a high rate, while others have 0-2% growth rates. Cities that saw the highest rates of housing construction in Riverside and San Bernardino Counties were Beaumont, La Quinta, Murrieta, and Adelanto. From 1990 to 2019, Riverside and San Bernardino Counties had 14 cities with a housing growth rate of 100% or more. Canyon Lake, a gated city in southwestern Riverside County with limited residential infill lots remaining for new development, had the lowest production rate, at 0.3%; from 1990 to 2018 Canyon Lake produced 15 new units. Beaumont had the highest housing production rate: over the past 30 years Beaumont has produced 13,191 new housing units, resulting in a growth rate of 355%. In contrast, 15 cities in the two-county region had a housing construction rate of less than 20% including, Rialto, Lake Elsinore, Upland, and San Bernardino. Similarly, 16 localities have average yearly development rates of under 1%. Selected growth statistics are included in Table 3.1; full growth statistics for each Inland jurisdiction are included in the Appendix. In general, cities with the highest housing production growth rates were located outside of the more established job and transportation networks. Many of the cities that produced the most housing during this period are suburban and/or exurban-style communities like Beaumont, Murrieta, and Temecula. Additionally, the Palm Springs-Coachella Valley Region has five cities with a housing production growth rate of over 100% since 1990. In the next section, we discuss the policy and economic factors that have contributed to these development trends.

Table 4.1: Selected Housing Growth Statistics for the Inland Region

City:	Number Built:	Percent Growth (1990-2019 or Incorporation - 2019):	Average Growth Percentage (from 1990 or incorporation)
Beaumont	13,191	355%	12.2%
La Quinta	18,531	288%	9.9%
Murrieta	27,651	285%	10.5%
Temecula	25,891	243%	8.4%
Coachella	6,801	178%	6.1%
Chino Hills	10,989	174%	6.2%
Lake Elsinore	11,953	171%	5.9%
Corona	23,461	89%	3.1%
Fontana	25,710	87%	3.0%
Hemet	16,375	83%	2.9%
Rancho Cucamonga	23,073	63%	2.2%
Riverside	21,154	26%	0.9%
Ontario	8,747	21%	0.7%
Menifee	5,754	19%	1.9%
San Bernardino	6,685	11%	0.4%
Canyon Lake	15	0.3%	0.0%

Table 4.1. Data adapted from the California Department of Finance

Many causes have been attributed to low levels of housing development throughout California and the Inland Region including, California’s sometimes circuitous approval and entitlement processes, increased environmental regulation, development impact fees, and the lack of available land in large metropolitan areas. The consistent low rate of housing construction has caused rents and housing prices to rise, creating an urgent need to expand housing supply.⁴⁴ However, California and its policymakers have struggled to produce policies that increase and/or incentivize housing and non-housing development in a more equitable, affordable, and sustainable manner, contributing greatly to the state’s jobs-housing imbalances. This results in long commutes, increased pollution and significant expenditure of tax dollars for transportation. Additionally, the jobs-housing imbalance in many California metropolitan areas has led to a reduction in overall economic output, due to labor and business relocations to other areas.⁴⁵

As part of our previous study on regional stakeholders’ opinions on housing and community development, our participants outlined some of the most salient influences on housing development in the Inland Region. Specifically, participants opined about what issues cause low levels of housing construction. These include the higher cost of high density, NIMBYism, and land use fiscalization.

I. Statewide Challenges:

a. NIMBYism

An additional issue with increasing density is the NIMBY (Not In My Back Yard) pushback that often typically accompanies new local development projects. Because local residents are concerned with the status of their community, such as maintaining open space and reducing traffic, it is common for some residents to oppose new residential developments, especially in localities where high-density development or growth is not the norm. One public official commented on the NIMBY phenomenon directly, “*when you build a higher density apartment complex next to an existing single-family neighborhood, people will come out and maybe be opposed to it. But as an elected official, you have to have the wherewithal and the conviction of doing what you know is right for the future of your community...*”. Local officials therefore have to balance the wants of their current residents with the realities that growth in their communities is going to occur, along with meeting compliance with state objectives such as those contained in the Regional Housing Needs Assessment.

b. Land Use Fiscalization / Housing’s Negative Fiscal Calculus

Fiscalization of land use is a term generally used to describe local governments making land-use decisions based on what is expected to generate higher tax revenues. Proposition 13, which was enacted by California’s voters in 1978 to limit property tax increases on real property to 2% each year, and limited overall property taxes to 1% of a property’s assessed value. Land use fiscalization is often considered a negative externality of Proposition 13. In

44 Reid, Galante and Weinstein-Carnes, 2017.

45 Glaeser and Gyourko, 2018.

particular, commercial development, which produces sales tax revenues in addition to property taxes, is favored over residential development. Proposition 13 has led to a revenue gap for localities due to the cost of providing city services to households. Participants claimed that the cost of city services has only increased, yet property tax revenue has remained relatively stagnant. The fiscalization of land uses and the resulting reliance on sales tax, not property taxes, is also seen abstractly through our participants' comments on the economy. Our participants' discussions of the region's economy and the competition for emerging businesses pointed to the reliance on sales taxes to fund city services. Therefore, housing is not viewed favorably from a revenue standpoint by many local government officials.

c. Heightened Environmental Regulation

Increased environmental regulation and the California Environmental Quality Act (CEQA) is frequently blamed for California's low housing production. The California Environmental Quality Act was commonly recognized by participants as increasing the cost of development due to the additional time and costs needed to comply with the stringent and often circuitous law. However, participants had varying views on how much CEQA suppresses housing development. Some believed that although CEQA increased the time and money spent on development, the law does not disincentive housing.⁴⁶ One participant commented directly on CEQA, statewide regulations, and the Inland Region: *"It's not demotivating. It's just more expensive"*. However, some opined that in their experience, CEQA regulations greatly increase the costs of housing which adds limitations on development. Most participants agreed that the cost of compliance and increased regulation is high.

II. Regional Challenges:

a. Increased Mitigation and Jurisdiction Fees

Development fees on a new housing development are intended to mitigate the impacts of a new housing project on the costs of the community's education and infrastructure, as well as provide and support environmental regulation. Participants suggested that the cost of compliance can constrain profits and productivity for developers and builders. The stakeholder's opinions of this development and mitigation fees were varied; some participants indicated that fee reduction may not translate into lower housing costs for the consumer. Other participants believed that the revenue from development fees is crucial for well-rounded communities. However, although fees are often touted as the reason for rising home costs, public officials had relatively negative opinions on the success of fee reduction programs. According to some of our participants, due to the general lack of housing supply, it is unlikely that any positive monetary benefit from streamlining would be passed on to the homebuyer: *"What we end up seeing is if we were to lower the fees, but [builders] can still sell the house for \$350,000 or \$500,000. They're not going to lower it because we saved them \$50,000 in fees if they can sell it for the same amount and make a \$50,000 profit."*

⁴⁶ Lewis, and Barbour, 1999.

An additional problem with the fees leveled against new housing is the unequal fee burden levied on a community's new residents. Development fees often benefit the community as a whole, not just the new portions of a city, or the portion in which a resident purchased a home, yet development fees are solely paid by new residents. However, participants continually noted the positive community development that results from fees. School fees to fund local education and expansions to educational programs are viewed as a necessity according to a majority of participants. Therefore, development and mitigation fees are extremely complex, and can often be both negative and positive in community building and development.

b. Lack of White Collar –High Paying Jobs/ Overemphasis on the Logistics Industry

The Inland Region economically trails behind the more developed metropolitan areas of the state. The general and disproportional lack of high-paying jobs in the Inland Region creates a lack of solvent and qualified buyers for the Region's housing. The lack of high paying jobs contributes to an endogenous process by which the lack of high paying jobs suppresses economic development, and the relatively low economic development precludes the creation of high paying jobs. The Region's emphasis on industries that often provide lower paying jobs, like the warehousing and logistics industries, is viewed as impacting both the supply and demand of housing production. Although some participants did state that the industrial commercial space does offer possibilities for economic growth, others opined that the focus on blue-collar jobs continues to forestall the region's economic development.

The rise of the redoubtable warehousing industry in the region has undeniably created jobs and contributed to the economic base. However, many of our participants in the non-profit, public, and private sectors questioned the stability of this industry over the coming decades. Some pointed to the growing advances in automation, putting such jobs at risk and further eroding the Region's job base. One of our participants who works closely with housing and development in the non-profit sector stated: "*[The logistic industry is] employing people, but they're not the jobs that have long sustainability... the positions that they're hiring... are ones that can be, not too far off in the future, easily automated.*" Thus, while warehousing and logistics industries have contributed to growth in the Inland Region's economy, it's likely that the job growth in the blue-collar sector is relatively hollow and unsustainable over the next two to three decades.⁴⁷

c. Red Tape & Excessive, Varied Regulation

Rigid housing legislation and regulation are frequently cited as a driving force behind California's consistently low housing production numbers. The region's home builders and developers echoed this prevailing sentiment, "*All of the processes you have to go through to get approval, that needs to be streamlined, and that's city to city. Some cities are good at that; some cities are bad at that...*" For developers and builders in the private sector, the adage 'time is money' is especially true. The inefficiency and the large variance in regulation among jurisdictions

⁴⁷ Theodore, Nik, and Gutelius, 2019.

have discouraged developers from building in the region. According to our participants, this is partially due to variances in zoning laws, although this is a statewide issue, and not unique to the Inland Region. Because each jurisdiction has its own distinct zoning policies, a significant amount of time goes into understanding and abiding by local ordinances.

d. The Density Quandary

The lack of housing supply coupled with the lack of available land in local job centers has created a jobs-housing imbalance in some localities in the Inland Region. Although there are a multitude of local land use policy solutions to combat this issue, the most common solution cited by our study participants is upzoning near employment centers and areas that are approaching build out. However, the Inland Region's historical emphasis on single-family detached housing has created homogeneity in land use policy in most jurisdictions. This homogeneity does not favor high-density residential production and zoning.

One important issue that makes increasing density unfeasible is the increased costs of developing at a higher density. Participants in our study opined particularly about lower profit margins for high-density developments and lower land value in the region making higher density development not cost-effective or as profitable as detached single-family housing. When discussing mid-rise apartment buildings one participant simply remarked: *"That's just very, very expensive to do."*

Another participant who works in the public sector commented on why developers are unwilling or unable to build at a higher density in the Inland Region, *"There was certainly an upper limit on the density that developers were willing to build at... because they felt that the profit margins weren't there for... that kind of walkup apartment-style format that couldn't be parked with surface parking."* Participants noted that because developers seek to maximize profit, the lower land values in the Inland Region deter high-density development. Due to the higher land values in Los Angeles, San Diego, and Orange County, developers have a larger motivation to increase the capacity of each parcel.

However, because the Inland Region is inexpensive relative to coastal areas, the cost of increasing density does not necessarily translate into higher profits as it could elsewhere in the state. Another interview participant commented directly on the lower monetary value of land and the issue it creates for high-density development: *"the land value residual is just not high enough to allow for a higher density of project that could ultimately generate more housing units... anywhere north of 35 units to the acre, 40 units to the acre... we just can't do that because the residual land value isn't as high."* According to participants, the most profitable development for housing developers in the Inland Region continues to be suburban and exurban-style dwellings. The monetary issues and the overemphasis on single-family land use policies associated with the region make upzoning an improbability.

e. A Need for Balance

An overarching theme evident in each perceived challenge to housing development is the need for more community balance in areas like zoning, community building, the economy, and education. There are many indicators of imbalance that are evident in the context of the Inland Region: housing stock, jobs, zoning, age, socio-economic status, etc. Housing policies and the local economy are influenced by these imbalances in the region and vice versa. The need for balance was frequently noted by our participants by expressing the need for economic and community inclusivity. By identifying the need for robust transportation networks, greater job opportunities, and a diverse economy, participants discern the general need for broader community balance. Many residents in the Inland Region, due to the imbalance of jobs, education, and socio-economic status, face a broad lack of opportunities.

The most salient issue of Inland housing and community balance is the overemphasis on single-family zoning that has created large exurban areas. Some participants additionally noted that a variety of housing in each local community is necessary to create vibrant and inclusive communities. Although some areas within the region are more balanced in terms of housing stock and development, some lack inclusive housing options, like senior and entry-level housing. One participant stated: *“diversification of housing is critically important to our citizens and to our community.”*

The Inland Region also has a long-standing jobs-housing imbalance that has resulted in many residents commuting to neighboring San Diego, Los Angeles, or Orange Counties for their jobs. The overall jobs-housing imbalance can create a lack of opportunities in both jobs and education. According to our participants, balancing these factors is critical to a sustainable and vibrant Inland Region. Attracting higher-paying jobs in the region will likely be a stabilizing force in the economy. Attracting these jobs has many positive externalities: attracting highly-skilled people and additional business creates a wider sales and property tax base through the commercial and service economy.

Finally, community balance is more than just increasing sales and property tax revenues. As one participant noted, *“So you’re striving to get this balance... by collaboration with education in our school districts because that’s a major determinant in the value of property in a place, and in creating interesting places, the place making aspect of what cities can do.”* Balance in communities in the more social aspects of development therefore increases the quality of life and allows residents to build healthy and fulfilling lives for themselves and their families. By noting the need for more balanced communities, our participants demonstrate that housing is not an isolated issue; the variety and quality of housing influences vital aspects of one’s life. Increasing housing, social opportunities, education, and jobs in a variety of areas translates into an increase in broader opportunities in the personal lives of residents.

COVID-19 has had tremendous impacts on virtually all aspects of American society; one of COVID-19’s most tremendous effects is the redefinition of the home and home life. For millions during COVID-19, the home transitioned into the only place for work, school, and rest due to stay-at-home and public health orders. The effects of the pandemic also served to exacerbate longstanding racial and social inequities due to uneven levels of education, housing, and employment.⁴⁸ Because the Inland Region is very ethnically diverse, some areas and ethnic/racial groups had high rates of hardship, particularly with housing insecurity.

Throughout the pandemic, ICSD released a series of reports on the status of housing insecurity, education, and small businesses in the 15 most populous metropolitan statistical areas with a special focus on the Riverside-San Bernardino-Ontario metropolitan area which is comprised of Riverside and San Bernardino Counties.

I. Housing Insecurity

In the past year, ICSD published two reports on housing insecurity caused by the COVID-19 pandemic: the first in July of 2020, and the second in April of 2021. Housing insecurity is broadly defined as a specific set of housing problems, including loss of housing, quality, affordability, and safety. In our first report, *Housing Insecurity & the COVID-19 Pandemic*, we reported that about 12% of mortgage holder households and 18% of renter households missed their housing payments in the previous month. Due to income instability, renter households faced higher housing instability both nationwide and in the Inland Region. At the time of the survey, only about 50% of mortgage-holding households and 35% of renter households were confident that they would make their next housing payment. Many Riverside-San Bernardino-Ontario MSA residents participated in deferral programs, and 28% of those who received deferrals expected to receive another in the next month.

The impacts of housing insecurity vary across racial and ethnic groups. Nationally, minority groups had lower rates of on-time payments in April of 2020, with the exception of Non-Hispanic Asian renter households. In the Inland Region, White and Black owner/ renter households made on-time housing payments at similar rates. Renter households of the “Other” race category experienced the highest level of housing insecurity - 76% paid their rent on time, and 23% did not. Full statistics for housing payment status by racial groups in the Inland Region are included below as Figure 6.1.

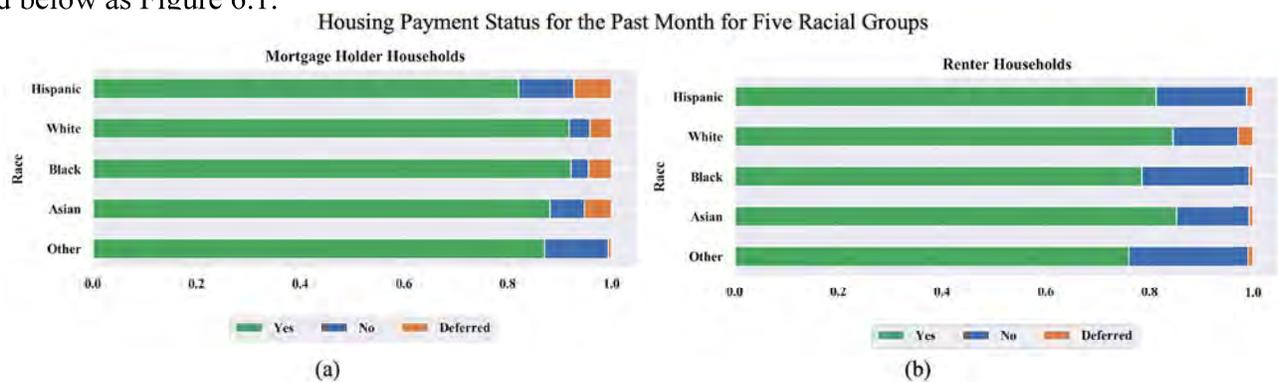


Figure 6.1: Housing Payment Status for the Past Month for Five Racial Groups in the Riverside-San Bernardino-Ontario MSA

48 “Tracking the COVID-19 Recession’s Effects on Food, Housing, and Employment Hardships.”, May 2021.

ICSD’s second report, published in April of 2021, found that housing insecurity has worsened compared with our first report in mid-2020. Nationally, about one in ten owner households and one in five renter households reported that they were behind on mortgage/rent payments for the last month as of February of 2021, a slight increase from the early stages of the pandemic. This demonstrates the continued economic hardships faced by many who do not have steady employment, or those who have become unemployed due to the pandemic. As of late February 2021, ethnic disparities in on-time payments and housing security more generally were still prevalent in the Inland Region. Hispanics/Latinos and Non-Hispanic Blacks have the lowest percentage of missing mortgage payments, 9% and 2% respectively. Rental households displayed higher levels of insecurity by race: Hispanic/Latino and Non-Hispanic Black renters had the highest percentages of missing their rent at 30% and 28%, respectively.

Housing Payment Status for the Past Month for Five Racial/Ethnic Groups

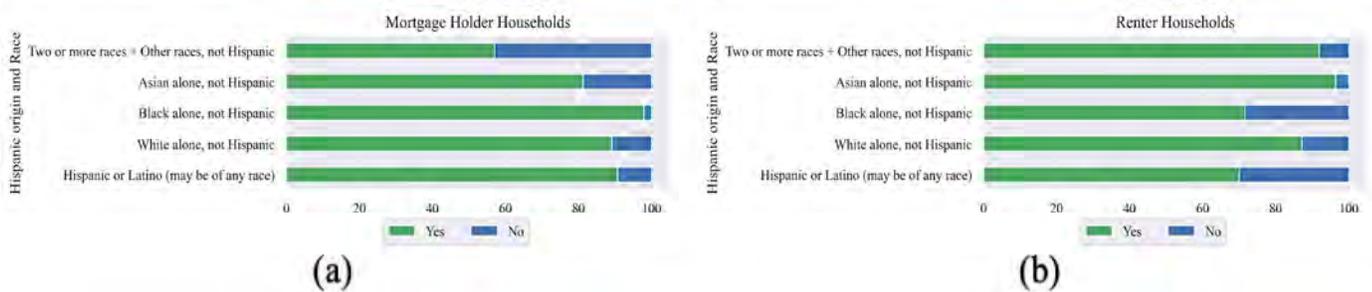


Figure 6.2: Housing Payment Status for Five Racial/Ethnic Groups in the Riverside-San Bernardino-Ontario MSA

In comparison to the national level, the Inland Region had generally lower levels of confidence in making their future housing payments. Only about 55% of homeowners report high confidence in continuing payments, whereas 79% of homeowners in the San Francisco-Oakland-Berkeley, CA MSA reported high confidence in continuing their housing payments. Renters experienced even lower confidence in continuing on-time rent payments: only 30% of renters reported high confidence in making the rent payment for the next month. Even further, more renter households reported a high likelihood of eviction sometime in the next two months. This is likely due to higher job insecurity and unemployment rates by renters.

II. The Impacts of COVID-19 on the Inland Region: Community Perspectives

As part of our large qualitative research project, *Challenges and Opportunities for Housing Development in the Inland Empire: Perspectives from the Community*, we asked stakeholders their opinions on COVID-19 and its effects on the Region. We received broad feedback in three critical areas on the impact of COVID-19. The first and most commonly cited by participants was the negative impact store closures would have on the Region’s workforce. The reduction in working hours and the commensurate decrease in sales tax revenue would negatively impact programs and city services that are funded from such revenues. One participant in the public sector described this in detail: “The first and second quarter of this year when we received our tax revenues... [the loss

of revenue] could really hurt our city. That's how we pay our bills. It's going to be an interesting time over the next six months to 12 months to see how those taxes roll in." An increase in the fear of COVID-19 has additionally led to a decrease in buyer's confidence, equally affecting the Inland economy.

The second effect frequently noted by our participants was COVID-19's both negative and positive effects on the Region's homeless population. Because homeless populations were at an increased risk during the pandemic, community policymakers made significant efforts to put homeless populations in emergency housing. Enhanced efforts to identify and assist homeless populations have undoubtedly been one of the most positive externalities of the pandemic. Conversely, due to job losses, working hour reduction, and housing instability, some in the Region's population may be at an increased risk for homelessness.

The third and final impact of COVID-19 discussed by our participants is the potential for higher housing demand in the Inland Region. Because proximity to others is actively discouraged, there may be an increased demand for low density suburban and exurban-style housing. Many also speculated that the new benefits of suburban living may increase housing development in the Inland Region in the future due to a higher demand for suburban or rural-style living. Therefore, the increased demand for this style of home may increase, stimulate, and incentivize development in the Riverside-San Bernardino area.

III. Implications for Future Agenda

Housing security has been a persistent issue in many communities for decades, and has been further exacerbated by the COVID-19 pandemic. Due to the economic impact associated with the nationwide shutdown, renters have been particularly impacted.^{49, 50, 51} Specifically within Southern California, local surveys have found that low-income renters had fewer resources,⁵² and thus were especially worried about eviction.⁵³ Within Riverside and San Bernardino Counties, the rental market has been further impacted by the migration of residents from Los Angeles and Orange Counties. Coastal residents are attracted by the lower rents which has created an even tighter – and for many underserved communities in the region, a much more precarious – market for those who already reside within the Region.^{54, 55}

Many policies have been implemented to help renters to stay housed. For example, California passed statewide rent control laws in 2019, and started to implement them in January 2020 to stabilize surging rent. To protect renters from being evicted during the pandemic, federal, state, and local governments have been providing emergency rental assistance, including the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) and the recent American Rescue Plan. California enacted the COVID-19 Tenant Relief Act (TRA) in 2020 and extended

49 Airgood-Obrycki, Demers, Greene*, Herbert, Hermann, Luberoff, and Wedeen, 2021.

50 Reed, Davin and Divringi, 2021.

51 Akana, May 2020.

52 Manville, Monkkonen, Lens, and Green. 2020.

53 Reina, Aiken, and Goldstein, 2021.

54 Ong, McKeever, and Ong, 2020.

55 Juarez, 2021.

it to June 2021. However, despite these governmental efforts, the housing crisis still worsened amid the pandemic.⁵⁶ In the early stages of the pandemic (April 2020), about 15% of renters missed their rent payments in the past month. This stands in sharp contrast with the late payment rate of 7% (during a period of the past three months) as of 2017.

Thanks to the various eviction moratoria enacted at the national, state, and local levels, many renters have been exempted from eviction since the beginning of the pandemic. However, many of these moratoria do not provide a grace period for repaying any unpaid rent following the expiration of the emergency (currently June 30, 2021 at both the federal level as enacted by the Centers for Disease Control and Prevention (CDC) and in the State of California per the current California TRA). Some California jurisdictions have enacted more protective local ordinances.

For instance, renters who cannot pay rent due to the negative impacts of COVID-19 in the City of Los Angeles and the City of Pasadena will have until March 2022 to repay any rent due. In contrast, renters in the two Inland Southern California Counties have less protection – renters in the City of San Bernardino have up to six months following the expiration of the state emergency, renters in the City of Riverside have four months, and renters in the City of Redlands or unincorporated Riverside County have to repay any rent due once the state of emergency expires. Jurisdictions that have not enacted more protective local ordinances could see a surge of evictions immediately following the expiration of the state of emergency without further measures.

Throughout the U.S. and other regions, a multitude of disastrous events have exacerbated housing insecurity, caused property damage, and increased housing dislocation. The impacts are usually prolonged due to improper allocation of resources, inadequate infrastructure, and ineffective plans in the recovery process.^{57, 58, 59} In addition, individual preparation, leadership, community resources, and federal government support are all critical factors.⁶⁰ This is underscored by the inequalities that disasters lay bare (e.g., in resources, information, and the ability to act).^{61, 62} For instance, housing is a prime example of spatial inequality, as the instability that is present outside of a disaster situation becomes exacerbated when in one. Low-income individuals are disproportionately affected by disastrous events and struggle to find the financial resources to assist in their housing security issues.⁶³ For example, after Hurricane Katrina, African Americans in New Orleans struggled to find permanent housing, with some unable to return to their old neighborhoods. This was especially true for renters and those who lived in affordable housing units. In addition, high-income African American homeowners were also disproportionately impacted because discrimination often led to barriers in access to credit and FEMA grants that can be utilized in the rebuilding process.⁶⁴

56 Kang and Kopko, 2021.

57 Peacock, Brody, and Highfield, 2005.

58 Peacock, Dash, Zhang, & Van Zandt, 2018.

59 Van Zandt, Peacock, Henry, Grover, Highfield, & Brody, 2012.

60 Kamel, and Loukaitou-Sideris, 2004.

61 Hartman, Squires, and Squires, 2006.

62 Peacock, Van Zandt, Zhang and Highfield, 2014.

63 Mueller, Bell, Chang and Henneberger, 2011.

64 Bates and Peacock, 2008.

The COVID-19 pandemic has highlighted and exacerbated the well-defined inequalities within society. Recent studies have shown that since mid-March, more than half of Hispanic (58%) and Black (53%) households have experienced a decline in employment income, which is significantly higher than the share of Asian/other ethnicities (44%) and white (39%) households.⁶⁵ Although prior to the pandemic housing insecurity already disproportionately affected communities of color, the COVID-19 health crisis, and associated economic impact only exacerbated the situation for the vast majority of people living in precarious housing circumstances.⁶⁶

Job loss and the resultant decreased and limited income for renters of color have exerted a greater burden on their housing situations. Many have reported having “less confidence in [their ability] to pay their next month’s rent and not having paid the previous month’s rent on time at disproportionately higher rates than their white counterparts” since the pandemic.⁶⁷ Even before the pandemic hit, “10.9 million renter households (or 25% of all renter households) were spending over 50% of their income on rent each month.”⁶⁸ Even though evictions were rising prior to the pandemic, the economic impact of COVID-19 has only increased evictions further. For instance, research shows that “an estimated 5.2 million renter households had at least one wage-earner who experienced job or income loss”, which made them more likely to receive an eviction notice.⁶⁹ Accordingly, 3.3 million renters received “an eviction notice or threat of eviction from their landlords” since the beginning of the pandemic in March 2020. Among the vast majority of renters facing evictions, Black and Hispanic/Latinx experienced evictions at a rate of four times higher than white renters.⁷⁰ Therefore, following the ever-changing situation and examining the process of how local communities cope with housing and affordability challenges is essential to future research and recovery.

65 Cornelissen and Hermann, 2020.

66 Lake, 2020.

67 *Ibid.*

68 Benfer., Vlahov, Long, Walker-Wells, Pottenger, Gonsalves, and Keene, 2021.

69 Noble, E., & Morales-Burnett, J. 2020.

70 Cunningham, Hariharan, and Fiol, 2021.

The future of the Inland Region’s housing is dependent on a variety of social and economic factors. Due to the long-lasting impacts of the COVID-19 pandemic and the mid-2000s recession, housing and perhaps more importantly, residents’ expectations of housing have changed. Housing has become increasingly unattainable to younger, middle and lower class residents. Although this is a well-recognized phenomenon throughout California, efforts to combat this legislatively have thus far largely failed. Because housing unattainability has become increasingly ubiquitous, housing aspirations across income groups, ages, and ethnicities have broadly shifted for many, creating novel and broad implications for the future of housing development.⁷¹

Multi-generational housing, in which more than one generation (e.g., grandparents, parents, children or grandchildren) live together in the same household, accounts for 20% of U.S. households as of 2016.⁷² Co-residence among family members like siblings, cousins, and non-relatives is also becoming a societal norm. Two types of multi-generational housing are often observed: children moving back into or remaining in their parent’s household, or elderly parents moving in with their children. Economic crises, insecure labor markets, and an increase in higher education typically result in children moving back with their parents, while health issues and spousal loss facilitate the elderly moving in with their children.^{73, 74} Therefore, an increase in multi-generational living can be attributed to a variety of social and economic factors including, economic recessions/depressions, changes in Social Security, and changes in caregiver arrangements.

Because housing aspirations are rapidly changing, the Inland Regions’ historical emphasis on single-family land uses may not be complementary to the potential changing housing needs of younger generations and multi-generational families. Many throughout the Region believe that housing development patterns in areas like the Inland Region are unlikely to change, despite apartment and high density style living becoming more popular.⁷⁵ As part of our interview project, we interviewed local stakeholders about the future of the region’s housing. One participant remarked, “the development community tends to be backwards-facing. They tend to look at past trends as opportunities to predict what’s going to happen in the future and so that doesn’t really give us a lot of opportunity to respond to today’s need and produce or provide for a different type of housing...” Therefore, the Inland Region may need to actively reorient their housing goals to create more attainable housing to attract a younger workforce, who typically struggle with housing instability and attainability. However, because the average size of the American home has increased from 1,973 ft² in 1973, to 2,687 ft² in 2015, the mass growth of alternative housing is unlikely.⁷⁶ The production of housing suitable not only for those who wish to live in a multi-generational setting but for those who are entry-level homebuyers, or want to live in higher density transit-oriented settings, should become a priority to keep up with the Region’s growing housing needs. Encouraging the production of attainable housing options throughout Southern California can alleviate some of California’s affordability issues.

71 Preece, Crawford, McKee, Flint, and Robinson, 2019.

72 Gardner, Geraldine, and Alexander Nasserjah, 2020.

73 Preece, Crawford, McKee, Flint, and Robinson, 2019.

74 Keene, Reid, and Batson, 2010.

75 Pinnegar, 2020.

76 Gardner, Geraldine, and Nasserjah, 2020.

I. Future Agenda for Practice and Research

a. Economy and Business

As the Inland Region continues to grow and recover from the economic impacts of COVID-19, ICSD strives to continue to examine the regional imbalances in education, housing, and jobs. There are many indicators of imbalance that are evident in the context of the Inland Region: housing stock, jobs, zoning, age, socio-economic status, etc. Housing policies and the local economy are influenced by these imbalances in the region and vice versa. A historical emphasis on single-family zoning, while neglecting commercial and industrial land uses, has created mass exurban areas. Thus, leading to longer commute times to larger employment centers. Policies to promote building and attracting businesses are needed throughout the Riverside-San Bernardino-Ontario MSA.

Additionally, balancing communities in the more social aspects of development can provide for quality of life enhancements and allows residents to build healthy and fulfilling lives for themselves and their families. Housing is not an isolated issue; the variety and quality of housing influences almost every aspect of one's life. Increasing housing, social opportunities, education, and jobs in a variety of areas translates into an increase in broader opportunities in the personal lives of residents. Crafting policy recommendations to promote balance in housing, education and the economy are of vital importance to the Region and to our future research.

b. Housing Affordability and Inequality Issues

Housing affordability and affordable housing stock have gradually declined for most low-, very low-, and extremely low-income renters and for some low-income homeowners in the past few decades. Lack of housing affordability has significant negative consequences for individual households, neighborhoods, and the entire society.⁷⁷ It could force households to reside in physically defective or overcrowded housing, or low-quality neighborhoods with higher crime rates or lower-quality schools. Alternatively, households may occupy decent housing but be forced to reduce spending on other non-housing goods such as food, education, and health costs in order to make high rent or mortgage payments, thereby leading to negative wellbeing outcomes. In addition, lack of housing affordability is also closely related to housing instability and insecurity, which is likely to lead to forced displacement, or more specifically, evictions for renters and foreclosures for homeowners with a mortgage. As shown in Table 1, in 2017 more than half of the inland region's renters were burdened by housing cost (spending 30% or more of the household income on housing costs), and about 28% of renters were severely burdened (spending 50% or more of the household income on housing costs). As housing affordability and forced displacement are most prevalent among the poor, women, and ethnic minorities, they have increased the vulnerability of many disadvantaged communities and exacerbated socioeconomic inequalities along the lines of race, gender, and class. Inland Empire is socially and demographically diverse, as a home to a plurality of Hispanic/Latino (51%), white (32%), Black (6.9%), and Asian (6.6%) populations. This demographic and racial diversity is significant because the lack of housing affordability and housing insecurity disproportionately impact and penalizes

⁷⁷ Galster, George, and Lee, 2021.

poor people and communities of color.

Table 7.1: Cost-burdened households in the Inland Empire: 2017

	Owner	Renter	Total
Not Burdened	557,215 (67%)	220,620 (43.8%)	777,835 (58.2%)
Moderately Burdened	152,460 (18.3%)	129,990 (25.8%)	282,450 (21.2%)
Severely Burdened	113,515 (13.6%)	141,570 (28.1%)	255,085 (19.1%)
Total	832,120	503,250	1,335,365

We plan to research a number of issues that could impact housing affordability including the housing market (e.g. housing costs, affordable housing stock/preservation), households (e.g. household growth, migration, income inequality), and public policies (e.g. affordable housing policies, regulations). We will utilize two valuable data sets: (1) the Zillow Transaction and Assessment Dataset (ZTRAX) - the nation’s largest real estate database, which recently became available for ICSD research, and (2) the confidential affordable housing data from the Riverside County Housing Authority. We also plan to conduct interviews, focus group studies, and surveys to seek opinions from diverse community stakeholders. The research is expected to provide comprehensive insights into the housing affordability issues and support housing policymaking in the inland region.

c. Sustainability and housing: How will environmental goals impact housing construction and affordability?

As detailed in this report, new housing production in the state has not kept pace with population growth and demand, resulting in price hikes and overcrowding. As California’s policy-makers strive to address these issues, attention must also be given to the costs of meeting new environmental laws and regulations aimed at reducing the State’s carbon footprint and addressing climate change. These rules will certainly add to the cost of new housing construction initially, but to what extent might longer-term benefits and costs to residents occur? ICSD will strive to examine these issues in the coming year, and attempt to present information that discusses the short and long term issues related to the dual needs of increasing the State’s housing supply and meeting environmental goals and objectives.

d. COVID-19, Housing & New Research Areas

The COVID-19 pandemic has deepened California’s housing crisis despite safe and decent housing becoming necessary to fight against the pandemic. With COVID-19’s resulting economic downturn, low-income and renter households disproportionately suffered from housing insecurity and instability due to financial hardship such as loss of income or unemployment. Additionally, the pandemic has made working from home a new normal, changing people’s views and expectations of housing and commuting. In the post-COVID-19 era, involuntary residential mobility (e.g. as a result of evictions), as well as voluntary mobility in seeking more suitable housing, are likely to shape neighborhood change, commuting, transportation, telecommuting, public health, and employment. The Census Bureau Household Pulse Survey (HPS) and Small Business Pulse Survey (SBPS), the most recent Zillow Transaction and Assessment Dataset (ZTRAX), as well as interviews, focus group studies, and surveys, will be utilized to shed light on these very important issues on the journey to recovery in the Inland Region. The research is expected to provide evidence for enhancing the resilience of communities and homes to mitigate the risk and effects of pandemic disasters and provide insights to inform regional public policymaking and support regional development.

e. Success Stories among Government, Nonprofits and Research Institutions

Future attention will also be given to examining to what extent localities throughout the state have designed and implemented programs and initiatives to spur new housing construction, and report on which initiatives might have application in our region.

II. Recommendations:

Two sets of policy recommendations are given as a conclusion: broad policy recommendations targeting incentives to accelerate housing production and recommendations stemming directly from our previous housing research.

a. Three Proposals to Incentivize Jurisdictions to Pursue Housing Developments:

1. **Reward progress toward RHNA milestones with increased access to infrastructure funding:** In 2006, California Proposition 1C provided \$1.35 billion in grants for local governments for various projects, including \$850 million for parks, water, sewer, transportation and environmental clean-up, \$300 million to local governments to encourage dense development near public transportation.⁷⁸ California leaders should consider a bond or other significant allocation of funding that would be allocated to local jurisdictions that show progress in meeting milestones targets in the current Regional Housing Needs Assessment (RHNA). HCD’s Prohousing Designation Program should also be expanded for this purpose; the Program enables HCD to designate jurisdictions as “pro-

⁷⁸ California’s Legislative Analyst’s Office, 2006.

housing” when they demonstrate policies and planning that accelerate housing production.⁷⁹ The designation gives jurisdictions points/preference in various state funded grant programs.

2. Change the fiscal calculus to make housing a revenue winner: Localities focus on the fiscal effect that new developments will have on local revenues and expenditures—on whether the proposed development “pays its way” or can generate discretionary revenues for the jurisdiction. The most common approach is “fiscal zoning”—making land-use decisions that may not be based on the suitability of the land or the long-term needs of the region, but on the tax revenue a development can generate. Viewed in this context, housing is viewed by many local jurisdictional officials as a fiscal loser. Leaders should examine the benefits of a pilot effort to increase the amount of taxes allocated to jurisdictions from housing by changing current allocation methodologies. This was tried by Sacramento Assemblyman Darrell Steinberg’s AB 680 in 2002, which would have established a sales tax sharing program in the six-county Sacramento region.⁸⁰ While the bill was vehemently opposed by local jurisdictions throughout the state and was not passed, its major tenant – to reduce local governments’ incentive to pursue retail uses over others – deserves to be revisited. Examination should be given to similar programs in existence in Minnesota, New Jersey, and Ohio.⁸¹

3. Provide incentives for converting underutilized retail to housing: As retailers move away from brick and mortar sites, underutilized non-residential buildings are left behind. These structures already have infrastructure in place and are surrounded by existing development. The government and/or affordable housing developers should repurpose these sites for residential use. State leaders should prioritize redevelopment of these structures / areas to housing, and develop incentive packages for local jurisdictions to take action. This kind of policy has been successful on a local level. For example, the Fresno Housing Authority converted multiple motels into housing for the local homeless population.⁸² Based on ICSD’s work throughout the previous year, we provide the following policy recommendations:

b. Accessory Dwelling Units Recommendations:

1. Jurisdictions should consider **the development of programs to encourage the development of Accessory Dwelling Units**. These programs should include a series of free pre-developed and pre-approved ADU plans available to homeowners. These programs should have the overall objective to establish processes that reduce ADU costs and minimize red tape.

2. Jurisdictions should also **consider the elimination of city development fees specifically for ADU Development**.

3. As part of this ADU development program, jurisdiction should work with community members on the development of these standards and to otherwise educate the community on the role



79 California Department of Housing and Community Development, 2019.

80 California Legislative Information Database, 2002.

81 Orfield and Luce, 2016.

82 Council of Large Public Housing Authorities, 2020.

ADU's have in meeting state housing requirements.

Read the full report [here](#).

c. California Environmental Quality (CEQA) Policy Recommendations:

1. **An End to the Serpentine Legal Battle** - California should consider putting in place protections against the lengthy and costly legal processes that accompany a CEQA suit. Policies that limit or end serial or duplicate lawsuits to projects in which the state has

determined to be not environmentally detrimental could be especially helpful (e.g., limit on appeals or limits on suits against projects which have faced previous development, policies specifically targeting litigation against housing, and not all types of development, should be considered. California law already sets goals of wrapping up CEQA lawsuits — including appeals — in nine months, but other court rules still leave room for



procedural gamesmanship that push CEQA proceedings past a year and beyond. Without harming the ability of all sides to prepare their cases, those delaying tactics could be outlawed.

2. **An End to Anonymity** – The implementation of policies that end the anonymity often associated with CEQA litigation. Those who bring a CEQA suit should have to disclose their identity, and their interests – environmental and non-environmental alike.

3. **Imposing Financial Disincentives** – In many civil cases, the losing party pays for court costs and attorney fees for the prevailing party. This should be an enforced and standard system for all CEQA litigation cases. Increasing the financial cost of baseless challenges may serve to limit litigation abuse by organizations which exist to solely challenge development under the guises of CEQA.

4. **Expand legislative relief from CEQA lawsuit delays** beyond politically favored projects like sports arenas. Additionally, more broadly limit the ability of organizations to bring suits against minor, non-prejudicial errors in CEQA documents which do not warrant vacating project approvals, and may cause large delays by repeating CEQA processes. With this reform, CEQA lawsuits that are brought against minor discrepancies in an EIR could be thrown out, but still allow CEQA cases that focus on projects that are potentially harmful to the natural environment or public health. Judges can toss out an entire project based on a few deficiencies in an Environmental Impact Report. Restraints should be added to the law to make remedies to deficiencies a normal, procedural part

of the CEQA process.

5. Examine the concept of providing some CEQA relief to housing, such as expanding negative declaration findings for larger-scale projects that are proposed in jurisdictions that have state-certified housing elements. Further research on CEQA streamlining and exemptions is necessary.

Read the full report [here](#).

Residential Conservation (RC) Districts in Riverside, CA



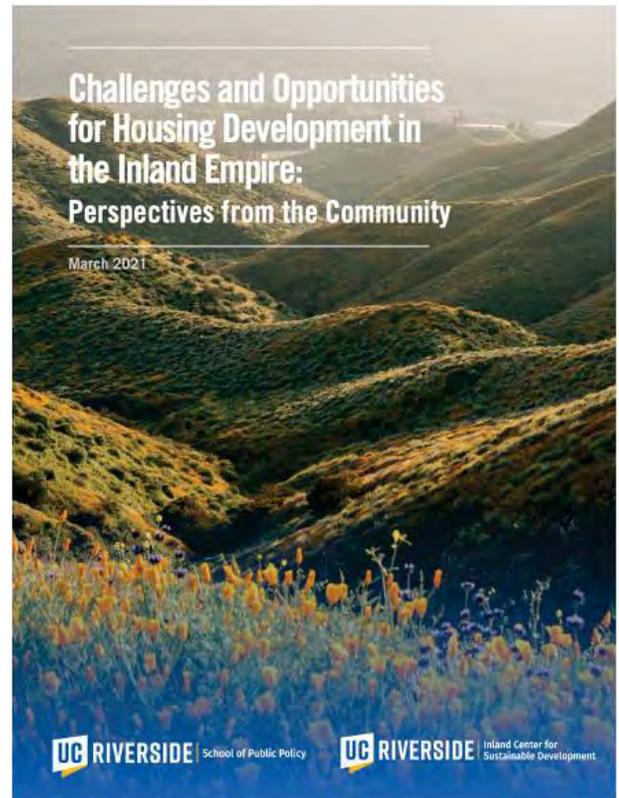
d. General Housing Policy Recommendations:

1. An increase in **communication, public engagement, transparency & coordination**. A large identified barrier in this study was the competing development demands particularly on city officials to balance the needs of developers with the needs of the community. However, many indicated that a lack of effective communications only furthers the developer/resident divide. Likewise, transparency from the government officials to both residents and developers and vice versa can streamline development.

2. **Further streamline** governmental procedures for housing production. According to many developers, the delay in approval for housing projects discourages investments in housing. A more standardized procedure and streamlined process – especially among jurisdictions since builders often work in more than one local community - may save time, and therefore decrease the costs of approving housing projects.

3. The **expansion of fee reduction programs specifically for affordable housing developments**. Fees are needed so that municipalities can mitigate the impacts that new development has on roads, public safety, education, parks, etc. But existing fee structures can also inhibit the development of needed low and moderate-income housing. Policy-makers should strive to identify where fees can be reduced and possibly offset by state and federal sources.

4. Additionally, **further CEQA relief for affordable housing** developments should be considered to promote development and improve costs. There are many forms in which CEQA relief can take, such as expanding lim-



itations on the ability for organizations to bring lawsuits for minor errors in CEQA documents. Limiting the requirements for Environmental Impact Reports (EIR's) for affordable housing, or expanding the ability to issue negative declarations for affordable projects can decrease development costs and building time should also be considered. Further research on CEQA streamlining and exemptions for affordable housing is necessary.

5. Inland municipalities should consider **updating outdated zoning policies** and incorporating more inclusive zoning policies. Some stakeholders indicated that due to rapidly changing and developing areas, zoning policies may not meet realistic demands in terms of housing production.

6. The **enhancement of the local economy and the creation of high-paying jobs**. The deliberate and targeted attraction and development of a higher-end workforce are important for the economic development of the region and would increase the number of people who are able to afford new homes here. Highly skilled industries can attract a wide range of residents that support different sectors of the economy, increase access to education and create socio-economic diversity. Neither Riverside or San Bernardino Counties has a functioning Economic Development Corporation (EDC) that could act to brand the region and compete for these kind of jobs that are urgently needed to 1) help reduce/eliminate out of county commutes because of the significant white-collar jobs to housing imbalance that exists between the coastal and inland counties, and 2) as mentioned above, potentially increase the number of people in the Inland Region that can afford new homes here. EDCs exist in each of the counties that surround the Inland Counties.

Read the full report [here](#).

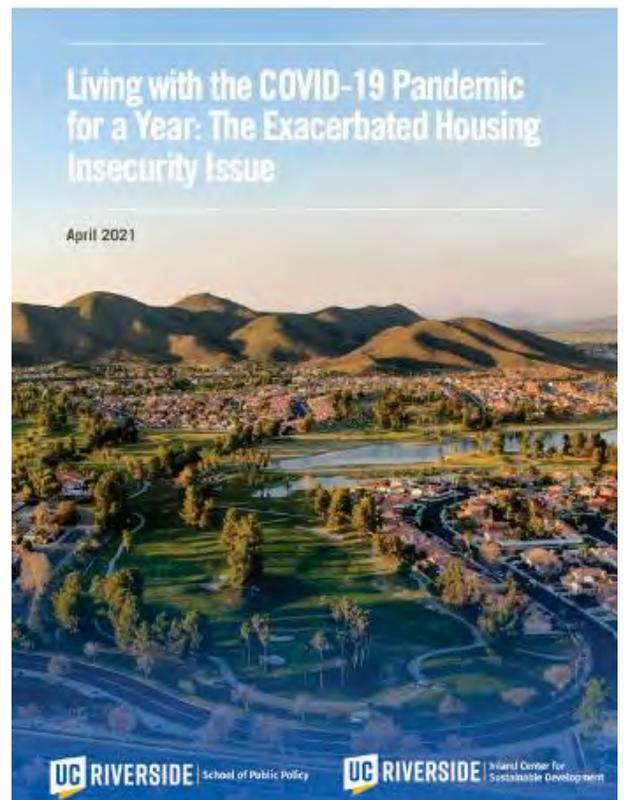
e. COVID-19 Specific Policy Recommendations:

1. Expand the COVID-19 relief to protect against foreclosures and evictions:

Federal, state, and local governments should consider expanding policy measures to protect against foreclosures and evictions and help building confidence and a sense of stability in housing. Although the vaccine is widely distributed and is expected to stop the spread of the virus, a long path to full economic recovery from the pandemic is still expected. At the federal level, the government is passing new economic relief legislation: President Biden's \$1.9 trillion package passed the House on March 10, 2021, and was signed into law on March 11, 2021. The package provides comprehensive assistance to Americans. In addition to a set of direct cash assistance to households including a \$300 per week boost to unemployment benefits through September 6, 2021, and an up to \$1,400 stimulus check. The package also provides financial assistance to renters and homeowners from losing their homes. Future relief packages, including those after the pandemic, should be adopted to assist those who have greatly suffered during the pandemic to keep their house and thrive again.

2. Consider adopting place-based policies for improving fair housing and equity:

Racial/ethnic disparity in housing insecurity existed before the onset of the pandemic. A recent analysis of the 2018 American Housing Survey (AHS) reveals significant mortgage interest rate disparities between white and black homeowners.¹⁰ More specifically, black homeowners received higher interest rates for primary mortgages than white homeowners with similar incomes. Black households also received higher interest rates than white homeowners with substantially lower incomes. The associated larger monthly housing payments for black homeowners reduce housing affordability and increases housing insecurity for this group. Much of previous analyses have focused on the disparities between white and black households which have systematic racist roots like racially restrictive covenants and the inability to qualify for the G.I. Bill. However, for the Inland Region where the Hispanic/Latino population is relatively substantial, a more comprehensive analysis and perspective should be considered. Our analyses reveal that Hispanic/Latino and Non-Hispanic Black mortgage holder households were faced with the lowest level of housing insecurity in terms of not being able to be caught up with mortgage payment for the past month (9% and 2% respectively), while renter households of these two groups were faced with the highest level of housing insecurity (30% and 28% respectively). These patterns are quite different from the national average. Policymakers should take account of this regional difference and make place-sensitive policies to improve fair housing and equity in this region.



3. More and Diversified Resources for Unemployed Renters:

In the Inland Region, about one in four unemployed renter households were not caught up on rent in the past month. About two in three unemployed renter households reported they could be evicted in the next two months. These households are at a high risk of losing their homes and becoming homeless. For these households, the high level of housing insecurity is exacerbated by income insecurity as they are most likely to rely on assistance from the government or families to live with the pandemic. In addition to the financial assistance such as the unemployment benefit and stimulus check, more diverse resources to these households to improve their resilience to the pandemic should be considered. Some examples include rent deferral, on-line counseling to help ease the anxiety, and training for better jobs after the pandemic.

Read the full report [here](#).

Growth Statistics by Locality:

City:	Number Built:	Percent Growth (1990 - 2019 or Incorporation – 2019):	Average Growth Percentage (from 1990 or incorporation)
Beaumont	13,191	355%	12.2%
La Quinta	18,531	288%	9.9%
Murrieta	27,651	285%	10.5%
Adelanto	6,839	248%	8.6%
Temecula	25,891	243%	8.4%
Coachella	6,801	178%	6.1%
Chino Hills	10,989	174%	6.2%
Lake Elsinore	11,953	171%	5.9%
Perris	11,696	150%	5.2%
Indio	19,489	149%	5.1%
Victorville	22,670	145%	5.0%
San Jacinto	9,099	133%	4.6%
Desert Hot Springs	6,183	113%	3.9%
Palm Desert	20,429	112%	3.9%
Corona	23,461	89%	3.1%
Blythe	2,561	88%	3.0%
Fontana	25,710	87%	3.0%
Hemet	16,375	83%	2.9%
Indian Wells	2,376	79%	2.7%
Hesperia	12,793	74%	2.5%
Rancho Cucamonga	23,073	63%	2.2%
Twentynine Palms	3,723	62%	2.2%
Apple Valley	10,405	62%	2.2%
Chino	9,484	59%	2.0%
Rancho Mirage	5,428	58%	2.0%
Moreno Valley	19,578	52%	1.8%
Banning	3,877	47%	1.6%
Yucaipa	6,065	42%	1.5%
Cathedral City	6,218	41%	1.4%
Loma Linda	2,804	40%	1.4%
Calimesa	1,207	39%	1.4%
Highland	4,283	34%	1.2%
Yucca Valley	2,080	27%	1.0%
Norco	1,544	27%	0.9%
Riverside	21,154	26%	0.9%
Needles	536	23%	0.8%
Ontario	8,747	21%	0.7%
Menifee	5,754	19%	1.9%
Montclair	1,633	18%	0.6%
Palm Springs	5,522	18%	0.6%
Eastvale	2,512	17%	1.9%
Redlands	3,939	17%	0.6%
Grand Terrace	668	16%	0.6%
Big Bear Lake	1,386	16%	0.6%
Rialto	3,756	16%	0.5%
Upland	3,504	14%	0.5%
Barstow	1,136	13%	0.5%
Colton	1,794	12%	0.4%
San Bernardino	6,685	11%	0.4%
Wildomar	913	9%	0.9%
Jurupa Valley	2,055	8%	1.0%
Canyon Lake	15	0.3%	0.0%
Totals/Averages:	374,063	80%	2.9%

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Inland Center for Sustainable Development
 Release of Year End Report on Housing
 Presentation to SCAG CEHD Committee
 October 7, 2021



1

ICSD Objectives

- Serve as a network center, honest broker, and resource in policy analysis on issues that impact future growth in the Inland Counties
- Focus on how the region can best incorporate sustainable practices that simultaneously address growth, equity and environment

ICSD Guidance and Oversight

- Leadership Council is comprised of representatives from ICSD's sponsor entities (public and private sector)
- For sponsor listing visit www.icsd.ucr.edu

2

ICSD's 2020-21 Focus: Housing

- Research program and focus is on the impact of California's housing crisis on inland communities



3

Inland Counties aren't exempt from the problem

- Production crashed in Riverside County from 20,683 units in 2007 to only 3,057 units in 2011
- Annual average of new homes built during last 5 years: 5,000
- But... population grew by 125,000 during the same period
- IE rent prices increased more than anywhere in U.S. last year
- Median home value in Riverside County >\$500k

4

Does growth stop if new housing isn't built?

- No
- Riverside County: 125,000 people added in last 5 years, but only 25,000 dwelling units
- New Geography in 2021 identifies the **Riverside/San Bernardino metropolitan area as the third most overcrowded region in the United States** (overcrowding defined as more than one person per room for a household)
- In lieu of stagnant housing growth, existing houses and apartments simply become more crowded
- More difficult for local agencies to maintain levels of service and adequate infrastructure

5

What happens if we do nothing?

- Rising costs will continue to price-out much of the workforce, including teachers, police officers, and others
- Overcrowding will worsen, quality of life in the region will decline
- The shortage of housing for all income levels impacts the region's ability to compete for top employers and expand economic development

6

ICSD Final Report includes...

- **An Inland Region Profile** based on the 2014-2018 American Community Survey (ACS) microdata. Identifies key demographic, socio-economic, and housing characteristics to create a greater understanding of the Region's households and housing stock
- **An Analysis of Statewide Housing Policies & Requirements** including a review of the **Regional Housing Needs Assessment (RHNA)** from 1989 – 2029
- **An examination of housing development trends** for the Inland Region from 1990 to 2019. In 2019, San Bernardino and Riverside Counties only produced 17% and 24% of the housing produced in 2005, respectively
- **Results from 30-member study group of community stakeholders** provides insights into the challenges and opportunities for the Inland Region's housing
- **Issue Papers on various topics, including COVID-19 impacts** on housing insecurity

7

Recommendations

ICSD recommendations are to offer local jurisdictions incentives to pursue housing (carrots) rather than limiting/removing local land use authority (sticks).

1. **Reward progress toward RHNA milestones with increased access to infrastructure funding**
2. **Continue to seek CEQA relief for housing, particularly for affordable projects**
3. **Examine how changing the fiscal calculus can make housing a revenue winner**
4. **Provide incentives for converting underutilized retail to housing**
5. **Pursue strategies to bring higher income workers to Inland Counties**

8

Further agenda for practice and research

Theme: *What are the costs of not providing sufficient housing?*

1. Housing affordability and inequality
2. Social, educational, economic, health and educational impacts
3. Sustainability and housing: How will/do environmental goals impact housing construction and affordability?
4. COVID-19 – Housing and new research areas
5. Success stories among government, non-profits and others

9

ICSD's website contains reports / issue papers released to date

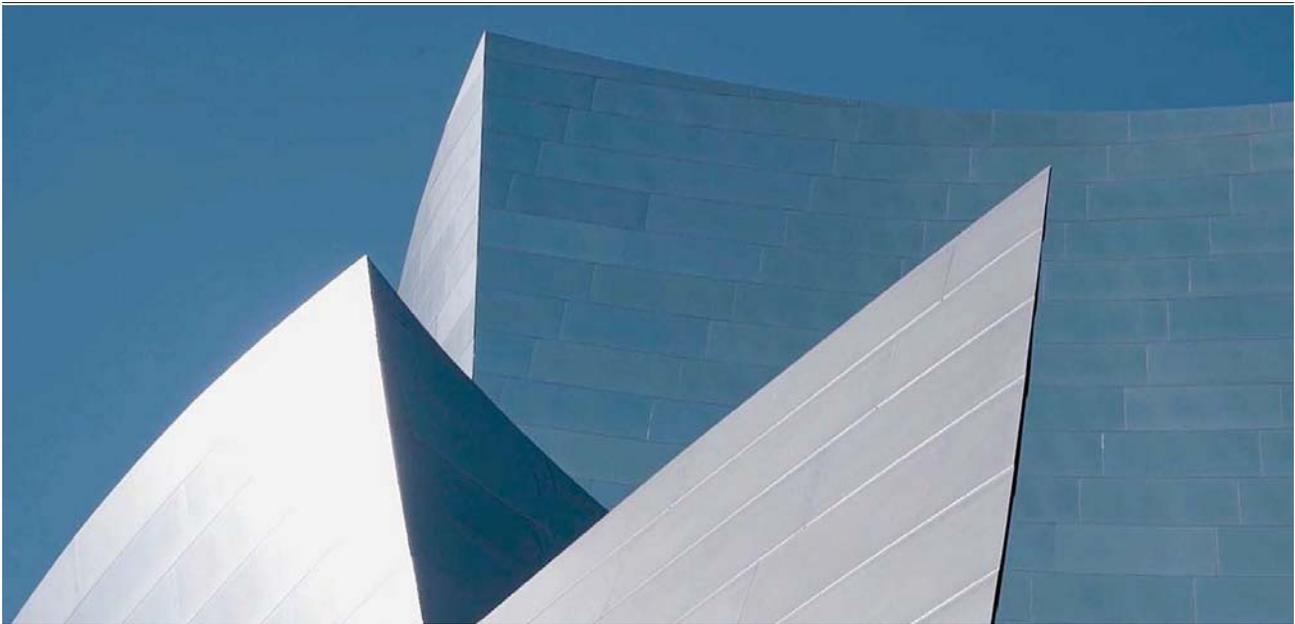
Want to join us as a sponsor? Contact us at

www.icsd.ucr.edu



Other ICSD activities: Podcasts, Seminar Series, Legislative Updates

10



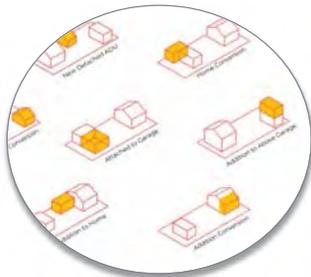
The Housing Innovation Collaborative ("HICo") is a non-profit, action-oriented housing-focused R&D platform convening people and ideas from across the housing eco-system to showcase and pilot new technology, financing, and policy solutions addressing the homelessness and housing affordability crisis.

HICo's mission is to increase and accelerate the production of lower-cost, higher-quality housing for underserved communities, from Los Angeles to the world.

housinginnovation.co // hi@housinginnovation.co

Mission

Housing Underserved Communities With New Innovations and Collaborations



Housing

For Underserved Communities, Faster, Cheaper, Better

=

Innovation

Improved Technology, Financing, & Policy Solutions

+

Collaborative

Engaged Organizations & Leaders Throughout The Housing Eco-System

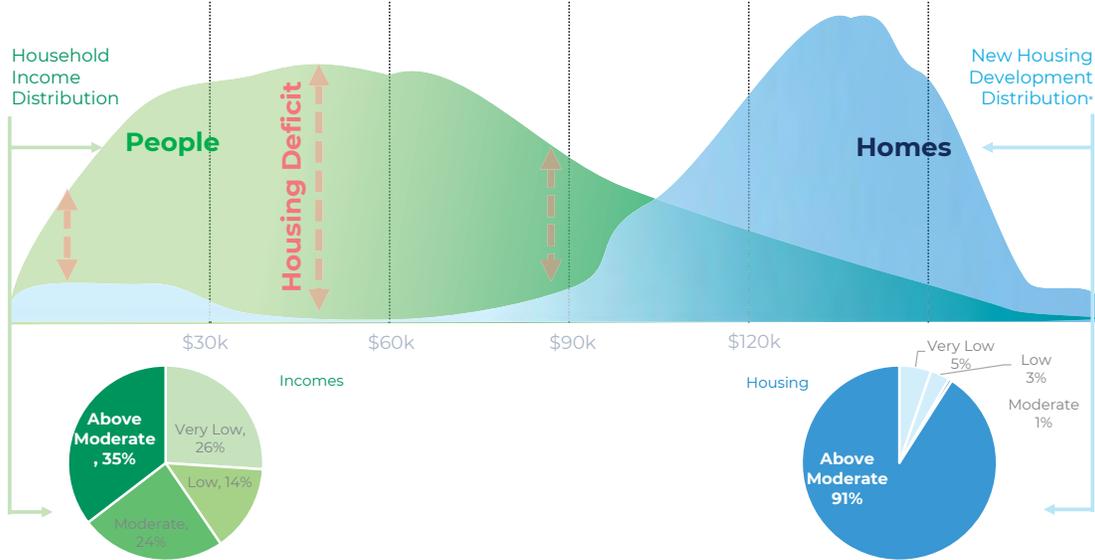


Mission



Housing

Underserved Communities In Every Underserved Income Segment



*for City Los Angeles, based on 5th Cycle RHNA Housing Production Goals 2013-2021

Mission



Innovations

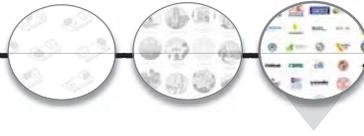
Showcasing New Solutions Along Every Stage of Housing Production



1. Community
2. Policy
3. Site
4. Design
5. Approvals
6. Finance
7. Construction
8. Services
9. Other

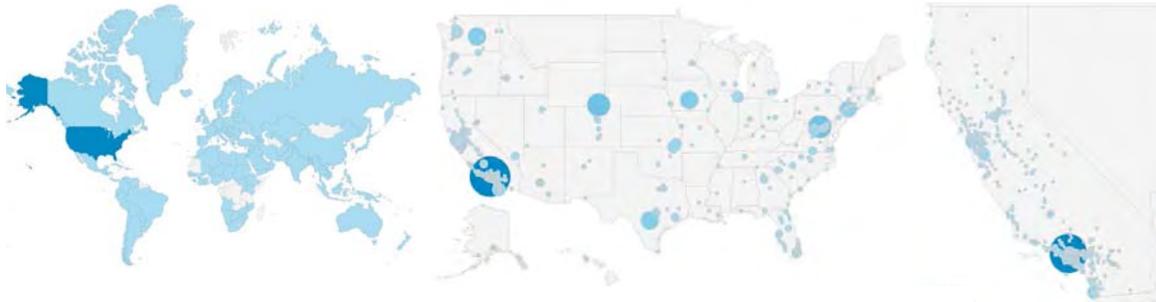


Mission



Collaborations

Convening The Entire World On A Global Knowledge Sharing Platform



Global

25% Int'l Traffic
153/195 Countries

California-Centric

CA is 50% of U.S.
50/50 States

LA-Based

65% of CA in SoCal
40% of CA in LA



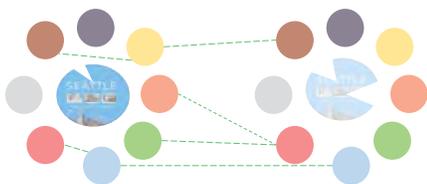
5/20

HICo's Value Proposition

Implementing innovation and building collaboration is challenging without stakeholders seeing "the full picture".

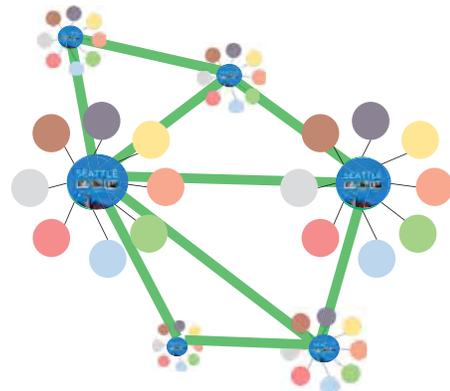
Without Platform

10% of information conveyed to 10% of stakeholders, sporadically



With Platform

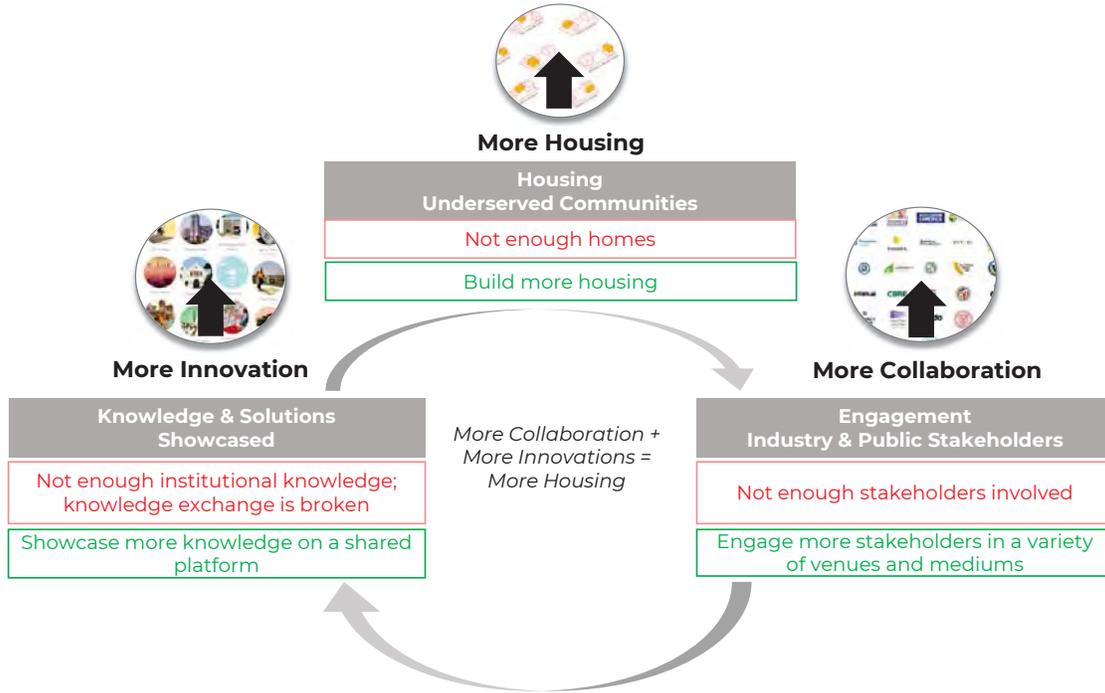
100% of information conveyed to 100% of stakeholders, 24/7



6/20

HICo's Value Proposition

Influencing the built world by providing the "full picture" into new innovations and collaborations



7/20

Impact: Innovation



Knowledge & Solutions Showcased

Housing Innovations
The world's largest interactive directory of housing solution themes.



- 95 Innovation Hubs

The Collaborative
The world's largest detailed directory of housing stakeholders.



- 150 Organizations

THE RAPID SHELTER INNOVATION SHOWCASE
The world's largest database of rapidly-deployable shelter solutions.



- 80 Solutions

HICo Live
The world's stage showcasing the best and brightest new solutions.



- 75 Live Events

PROJECT SPOTLIGHT
Comprehensive overviews of the world's most innovative housing projects.



- 12 Project Templates

THE ESSENTIAL HOUSING CAMPAIGN
A public-private campaign to build 130k new homes for LA's essential workforce.



- 70 Solutions

8/20

Impact: Innovation

Highlighted Initiative 1 of 4



Rapid Shelter Showcase

THE RAPID SHELTER INNOVATION SHOWCASE

The world's largest database of rapid shelter
A diverse collection of the most deployed and latest prototype shelter solutions in one interactive online exchange and conference of ideas.



Impact: Innovation

Highlighted Initiative 2 of 4



The Essential Housing Campaign

The 'Housing Olympics', from Los Angeles to the World
A community-development campaign to showcase the solutions and gather the resources + stakeholders needed to build 130k new affordable homes for up to 120% AMI – with limited upfront public subsidy – in Los Angeles County by the LA 2028 Summer Olympics.

Impact: Innovation

Highlighted Initiative 3 of 4



The Backyard Home Showcase

The Backyard Home Showcase

Accelerating Backyard Homes Forward
The centralized portal of pre-approved ADU plans across California, starting with eight partnership cities and 100+ pre-approved plans.

11

Impact: Innovation

Highlighted Initiative 4 of 4



Project Spotlight

PROJECT SPOTLIGHT
Emergency | Interim | Permanent Supportive

SEATTLE
TINY HOUSE VILLAGES

SAN DIEGO
BRIDGE HOUSING PROGRAM

SANTA CRUZ, CA
SANTA CRUZ PALLET SHELTER

RIVERSIDE, CA
CONVERSION OF EXISTING HOUSING

FRESNO, CA

Deep dives on innovative housing projects
The who, what, when, where, why, how – and what's next?

12

Impact: Collaboration



Engagement With Industry & Public Stakeholders

Website



- #1 SEO "Housing Innovation"
- 220k Touchpoints
- 30,000 Recurring Visitors

Weekly Newsletter



- 50,000 Subscribers
- 25% Avg. Open Rate
- 15% Avg. Forward Rate

YouTube Channel



- 35k Video Views
- 3k Video Hours Watched
- 3x Growth YouTube Subscribers

Social Media



- 2,000 Followers (FB/Insta)

Reports



- HUD National Journal (Cityscope)
- State of Texas
- 10 Mayor's Office Spotlights

Press / Events



- Fast Company, Dwell, KCRW/NPR
- Academic partners with MIT, Cornell, USC, UVA, SCI-Arc

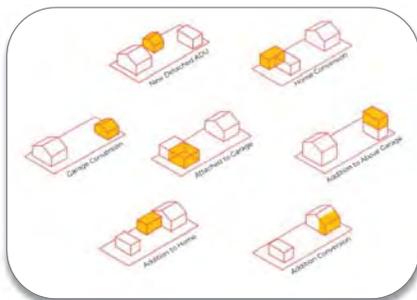
13/20

Impact: Housing



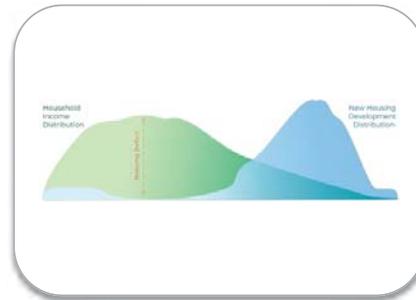
Housing Underserved Communities

Cumulative to Date:



1,500
New Homes*

*Influencing 500 new rapid shelters & 1,000 new workforce housing projects



3,500
People Served*

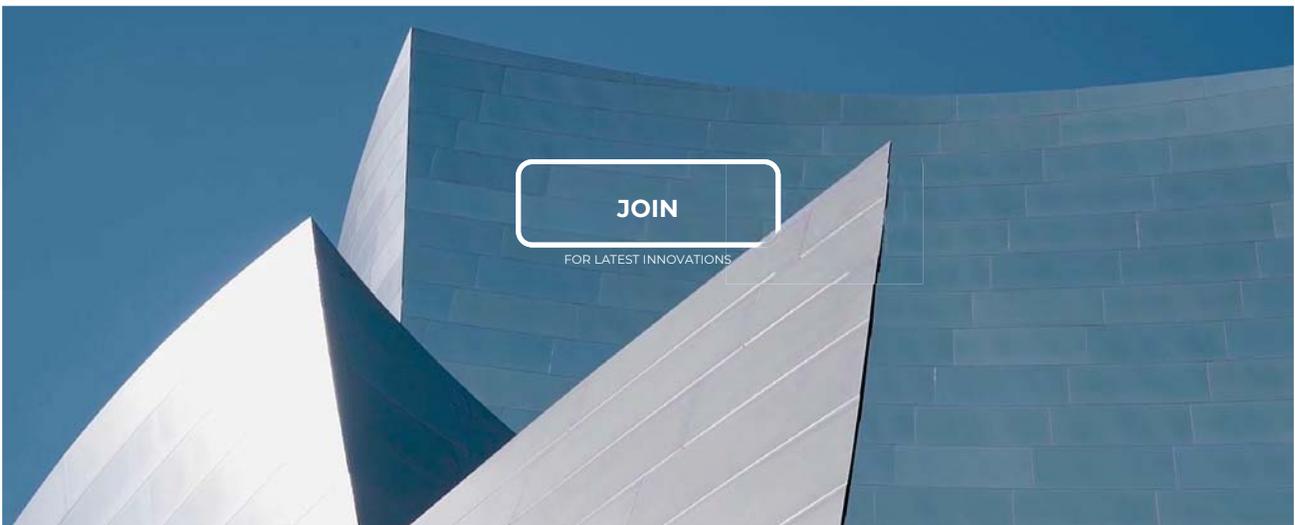
*Assuming 2.3 persons/home

Future: Vision for 2024 (5/31/24)

Investing in a global R&D platform influencing the local built world.



15/20



Southern California Association of Governments

Regional Housing Production Study

Community, Economic & Human Development Committee

October 7, 2021

Estolano
ADVISORS

Slide #0

OVERVIEW

1. Context & Study Overview
2. What We Heard
3. SCAG's Potential Roles
4. Key Recommendations

1234

CONTEXT & STUDY OVERVIEW 00001

Regional Housing Production Study's Objective:

Identify adaptable strategies that are applicable to this diverse region and have the potential to **spur local housing production at all levels**

POLICY FRAMEWORK



Production
of new units
at all income
levels



Preservation
of existing
affordable
housing



Protection of
households
at risk of
displacement

1234

INTERVIEWS

Summer 2020



LIT REVIEW

Summer 2020 – Spring 2021



CONVENINGS

Fall 2020 – Spring 2021



1234

STUDY OVERVIEW

1. **Impediments to housing production** due to the pandemic and economic downturn
2. **SCAG's role** in supporting regional housing policy development and implementation
3. **Assessing housing needs** across diverse sectors and geographies

1234

TOPICS

**WHAT WE
HEARD**
00002

KEY TAKEAWAYS

- 1. **Affordable housing needs were exacerbated** due to the pandemic and economic downturn
- 2. **It is important to address housing crisis holistically**, inclusive of renter protections and preservation practices
- 3. **It will take a suite of interventions and policy tools** to address the region's diverse housing needs
- 4. **Adaptable funding, technical assistance, and robust advocacy** are needed to support successful policy implementation
- 5. **Building a CBO ecosystem** to increase community voice in housing decisions is critical

1234

SCAG'S POTENTIAL ROLES 00003

RESEARCH + TA



- sharing best practices and policy language
- staffing and tailored technical support to assist local governments

FINANCING



- support efforts to streamline the affordable housing funding application process
- support creation of flexible local funding streams (ex: Regional Housing Trust Funds)
- fund CBOs to engage in housing policy

CONVENING & ADVOCACY



- elevate Southern California's voice in state and federal policymaking
- support a network of progressive housing policy supporters
- support efforts to streamline the CEQA processes

1234

FEEDBACK

KEY RECOMMENDATIONS
00004

SHORT-TERM (2021 – 2022)

1. **CONVENING:** Convene a housing planning working group to inform SCAG's role in supporting housing production, key policy initiatives, development of the REAP 2021 program and to inform Connect SoCal 2024
2. **ADVOCACY:** Gather lessons learned and share with the State to inform REAP 2021 guidelines; develop a focused housing policy legislative agenda
3. **TA:** Utilize incoming REAP 2021 funds to further develop ongoing TA programs that help jurisdictions meet their RHNA housing goals; focus TA on helping jurisdictions bring in additional funding, build housing supportive infrastructure, and develop housing on publicly owned land; seek lessons learned to inform new program development

1234

MEDIUM-TERM (2023 – 2025)

1. **CONVENING:** Launch CASA-like process to identify subregional housing priorities and build capacity at the subregional level for housing planning and financing; convene stakeholder groups to begin advocating for priorities at the state legislature
2. **ADVOCACY:** Develop a comprehensive housing legislative agenda that reflects subregional priorities and secures sustainable funding source for housing programs
3. **FUNDING:** Implement REAP 2021 programs; include further programs to engage CBOs; and seek longer term, permanent funding source to maintain SCAG's housing staffing

1234

LONG-TERM (2026 – 2030)

1. **CONVENING:** Continue holding annual housing convenings
2. **TA:** Assess and further refine TA programs, CBO partnerships, and funding priorities
3. **ADVOCACY:** Update legislative priorities based on evolving regional and subregional needs

1234

QUESTIONS & DISCUSSION



AGENDA ITEM 6
REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Tom Vo, Senior Regional Planner
(213) 236-1930, vo@scag.ca.gov

Subject: Regional Data Platform Status and Tool Demonstrations

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The Regional Data Platform (RDP) will provide a system of online tools for SCAG and local jurisdictions to access data necessary for local general plan development and general decision making by monitoring transportation, land development trends, housing and economic growth, and sustainability conditions. Since the last RDP briefing in January 2021, SCAG and the project consultant, ESRI, have completed a series of six three-week development sprints in collaboration with nine pilot jurisdictions to test functionality and provide feedback on solution components of the RDP; the pilot jurisdictions are well-represented across SCAG region in terms of size and complexity. Since the August 2021, the RDP is currently in the User Acceptance Testing (UAT) phase focusing on (1) Geospatial Infrastructure, (2) Planning and Engagement, and (3) Data Orchestration with more than 60 testers from the pilot jurisdictions and SCAG. The pilot RDP system is anticipated to launch in fall 2021 for another round of feedback from local jurisdictions and stakeholders, which will bring substantial benefits to the region.

In collaboration with ESRI, SCAG will provide an overview, status updates, and tool demonstrations to showcase the preliminary design of the RDP system. Some of the tools that will be demonstrated are (1) Regional Information Hub, (2) Local General Plan Template Hub, and (3) Local Data Exchange (LDX) Web.

BACKGROUND:

The RDP will facilitate regional data sharing and collaboration to enable better planning at the local and regional level. The RDP will provide a system of online tools for SCAG and local jurisdictions to access data necessary for Connect SoCal, local General Plan development and general decision making by monitoring transportation, land development trends, housing and economic growth, and sustainability conditions. More information on the vision and process for developing the RDP can be found on the project website (<https://arcg.is/Ou8mLD2>). The RDP aims to support regionally aware local planning, and locally informed regional planning to support more holistic and sustainable planning throughout the region. The RDP is envisioned as a platform for a smarter region with two major goals:

- (1) Facilitate stronger local planning by providing modern tools and best practices to assist with General Plan updates; and
- (2) Streamline the process of collecting and integrating data from member agencies to SCAG to enhance regional planning

The RDP project was initiated in May 2020. After some initial prototyping and requirement gathering, the team conducted interviews with 10 local jurisdictions representing a cross section of the SCAG region to understand common planning challenges and technology patterns. In parallel, SCAG began the rollout of complementary ESRI software licenses to local jurisdictions in the region; to date, we have enrolled 130 jurisdictions with a suite of licenses including ArcGIS Pro (Standard), ArcGIS Online, ArcGIS Business Analyst, ArcGIS Urban, and ArcGIS Hub. These licenses can be requested at <https://license-rdp.scag.ca.gov/>.

One of the first tools delivered by RDP is the Housing Element Parcel (HELPR) Tool (<https://maps.scag.ca.gov/helpr/>) which was released on December 8, 2020; this is a web-mapping tool developed by SCAG to help local jurisdictions and stakeholders understand local land use and site opportunities for aligning housing planning with the state Department of Housing and Community Development's (HCD) 6th cycle Housing Element requirements. SCAG has established a team of twenty technical staff to assist with the Housing Element (including HELPR) and other General Plan elements. For more information on these resources please contact the Local Information Services Team (LIST) at list@scag.ca.gov.

Since the last CEHD update in January 2021, the project team has completed a series of six three-week (March 15 - July 1) development sprints in collaboration with nine pilot jurisdictions to test functionality and provide feedback on solution components of the RDP. The nine pilot jurisdictions are the County of San Bernardino, County of Imperial, City of Barstow, City of Eastvale, City of Fullerton, City of Long Beach, City of Los Angeles, City of Pico Rivera, and City of Ventura. The RDP team has initiated the UAT phase—a final development step ahead of the pilot system launch—with more than 60 testers from the said jurisdictions and SCAG. The testers are currently testing 10 different modules focusing on three core components of the RDP, which are:

1. Data and Information Tools

- a. *Regional Information Hub* is a one-stop access to data, tools, and information as well as a workspace for collaboration around common goals and initiatives
- b. *SoCal Atlas* is a web-based experience allowing member agencies and other regional stakeholders to explore data information across topics and geographies. It informs about the current conditions and trends of the region through engaging, educational, and interactive web-based components.

2. Planning and Engagement Tools

- a. *Housing Element Parcel Tool (HELPR)* is a web application that provides the ability to evaluate which parcels may have the potential for residential development. It has improved visualization capabilities, new data and filtering based on ADU site dimensions set forth in State law.
- b. *Parcel Locator* is a web application that is a self-service resource for planners, residents, or other stakeholders (such as developers) to look up information about specific parcels.
- c. *Local General Plan Update Site (template)* is a ready-to-use template for web-based General Plans for use by local jurisdictions to communicate and engage with residents around their General Plan update.
- d. *Off-the-Shelf Planning & Engagement Tools* are ESRI products, provided to local jurisdictions, along with resources, templates, and best practices to support a broad range of common planning and resident engagement workflows. This includes Business Analyst Web, ArcGIS Urban, and ArcGIS Pro.

3. Local Data Exchange Tools

- a. *Local Data Exchange Web* is a web-based application to explore, review, and update/comment on data shared with SCAG through the LDX Process.

The RDP Team anticipates having the pilot system operational by fall 2021, rolling out as much functionality as possible to the entire region at that time to assist jurisdictions with General Plan updates, local planning activities, and Connect SoCal development. There will be training resources available in the upcoming months to familiarize stakeholders with the RDP system through a collaborative effort between SCAG and ESRI. For additional information, please contact Tom Vo at Vo@scag.ca.gov, 213-236-1930, or Javier Aguilar, at Aguilar@scag.ca.gov, 213-236-1845.

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2020.21 Overall Work Program (The Regional Data Platform: 280-4832.01, 280-4832.02, and 280-4832.03).



ATTACHMENT(S):

1. PowerPoint Presentation - Regional Data Platform



Introducing the Regional Data Platform...

Project Goals

1. Facilitate stronger local planning by providing modern tools and best practices to assist with General Plan Updates
2. Streamline the process of collecting and integrating data from member agencies to SCAG to enhance regional planning

Supporting *regionally aware* local planning
And *locally informed* regional planning

For a more cohesive and sustainable region...

SCAG Regional Data Platform

Solution Overview



Data & Information Tools

Available November 2021

Member Agency Only Publicly Accessible

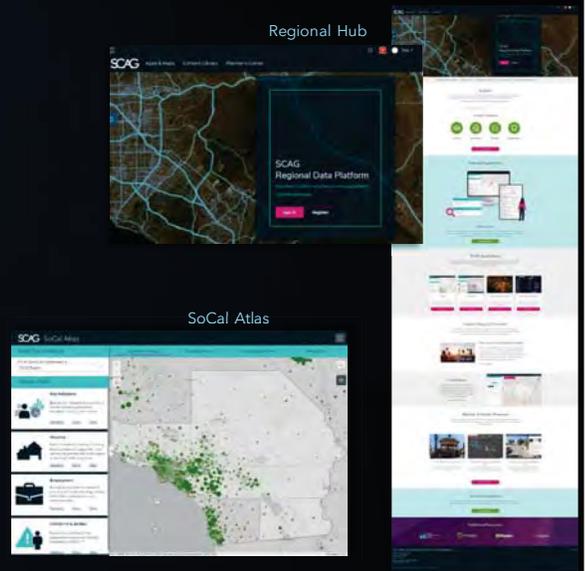
Regional Hub

Provides one-stop access to data, tools, and information as well as a platform for two-way engagement. Features and capabilities include:

- Rich content catalogue with data, maps, apps, policy resources, and more
- "Planner's Corner" full of planning-specific resources
- Public and private access
- Collaboration workspace for regional programs and initiatives (coming soon)
- Ability to request one-on-one technical assistance from SCAG

SoCal Atlas

A web-based experience allowing member agencies, other regional stakeholders, and the general public to explore data, statistics, and maps across topics and geographies.



Planning & Engagement Tools

Available November 2021



Member Agency Only



Publicly Accessible

HELPR

Provides the ability to evaluate which parcels within a jurisdiction may have potential for residential development based on parcel attribute information and recommended filters.

Parcel Locator

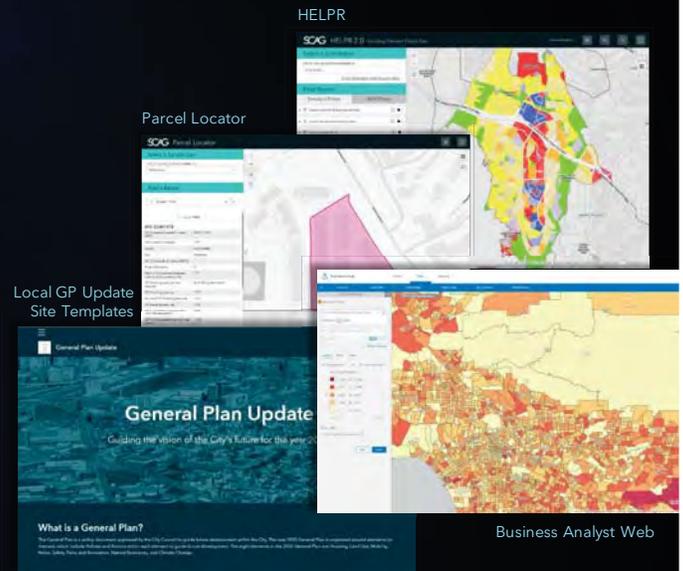
A self-service resource for planners, residents, or other stakeholders (such as developers) to find and discover rich information about specific parcels.

Local General Plan Update Site (template)

A ready-to-use template for web-based General Plans for use by Member Agencies to communicate and engage with residents around their General Plan update.

Off-the-Shelf Planning & Engagement Tools

Esri products, provided to member agencies, along with resources, templates, and best practices to support a broad range of common planning and resident engagement workflows. This includes Business Analyst Web, ArcGIS Urban, and ArcGIS Pro



Local Data Exchange (LDX) Tools

Available January 2022



Member Agency Only



Publicly Accessible

LDX Website

A central location for member agencies and other stakeholders to access data sharing tools and related Local Data Exchange resources, view information and statistics on the state of data in the region and request technical assistance from SCAG.

Data Editor

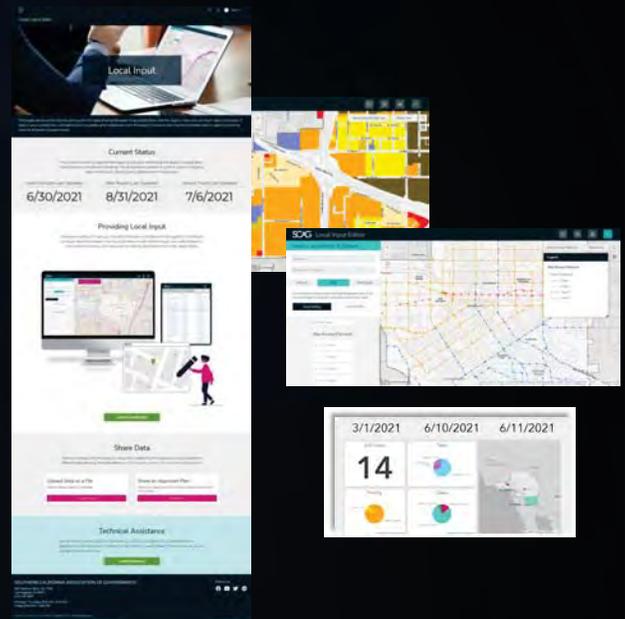
A web-based application for jurisdictions and other key stakeholders to explore, review, and update/comment on data shared with SCAG through the Local Data Exchange process for their jurisdiction.

Data Sharing

Additional mechanisms for member agencies to provide data to SCAG as part of the Local Data Exchange process, including GIS data file upload and sharing an approved plan in ArcGIS Urban.

Data Reviewer

A workflow allowing member agencies to review and approve edits to data within their jurisdiction before edits are sent to SCAG and incorporated to the regional layers



Attachment: PowerPoint Presentation - Regional Data Platform (Regional Data Platform Status and Tool Demonstrations)

What's next?

LAUNCH

Available November 2021

- Regional Hub
- SoCal Atlas
- HELPR
- Parcel Locator
- Local General Plan Initiative Templates
- Off-the-shelf Planning & Engagement Tools

Available January 2022

- LDX Website
- LDX Data Editor
- LDX Data Sharing
- LDX Reviewer

User Testing with Pilot Jurisdictions

Incorporate testing feedback
Finalize and deploy

Jul

Aug

Nov 2021

Jan 2022

- Ongoing pilot testing for Local Data Exchange Rollout
- Training resources for RDP users
- One-on-one technical assistance for member agencies through SCAG LIST program

Pilot Jurisdictions

City of Barstow
City of Fullerton
City of Long Beach
City of Los Angeles
City of Pico Rivera
City of Ventura
County of San Bernardino
County of Imperial

THANK YOU

Javier Aguilar, SCAG RDP Project Manager: aguilar@scag.ca.gov
Tom Vo, SCAG RDP Business Lead: vo@scag.ca.gov
Jonathan Holt, SCAG RDP Tech Lead: holt@scag.ca.gov

Caitlin Smith, Esri RDP Project Manager: csmith@esri.com
Witt Mathot, Esri RDP Tech Lead: wmathot@esri.com
Maddie Haynes, Esri RDP Deputy Tech Lead: mhaynes@esri.com





AGENDA ITEM 7
REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Community, Economic and Human Development Committee (CEHD)
From: Sarah Jepson, Director of Planning
213-236-1955, jepson@scag.ca.gov
Subject: Regional Early Action Program (REAP) 2021 Draft Program Development Framework

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR CEHD, EEC and TC:

Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

The Regional Early Action Planning Grant Program for 2021 (REAP 2021) was established as a part of AB 140 for the FY 21-22 budget to support transformative and innovative projects that implement a region’s sustainable communities strategy and help achieve goals of more housing and transportation options that reduce reliance on cars. REAP 2021 will provide grants to regional entities, primarily metropolitan planning organizations (MPOs), through a combination of formula and competitive-based programs. The SCAG region’s formula share is estimated to be \$246 million.

In preparation for the release of the Notice of Funding Availability in January 2022, SCAG staff has prepared a Draft REAP 2021 Program Development Framework to seek early feedback from the Policy Committees and stakeholders on funding priorities. The Draft Framework includes a set of core objectives that are aligned with the REAP 2021 priorities, the Connect SoCal Implementation Strategy and the EAC Strategic Work Plan. The framework outlines three (3) main programmatic areas to advance these core objectives. The REAP 2021 Program Framework, when finalized with

clearer guidance from the State on program guidelines, will guide the funding application staff brings forward for Regional Council approval in early 2022.

BACKGROUND:

REAP 2021 was established as a part of AB 140 for the FY 21-22 budget. Approximately \$600 million is available statewide to support transformative and innovative projects that implement a region's sustainable communities strategy and help achieve goals of more housing and transportation options that reduce reliance on cars. Approximately \$500 million of these funds are from Federal American Recovery PA funding and the balance is State General Funds. These new funds will be provided as grants to regional entities, primarily metropolitan planning organizations (MPOs) such as SCAG. The SCAG region's formula share is estimated to be \$246 million, of which an initial allocation of 10 percent of funds are available starting January 1, 2022. All funds are to be obligated by June of 2024 and expended by June 2026. The final closeout report is due June 2026.

The California Housing and Community Development Department (HCD) is the lead for the program and will work collaboratively with the Strategic Growth Council (SGC), Governor's Office of Planning and Research (OPR), and State Air Resources Board (CARB), to develop detailed guidelines for implementation. Per the most recent guidance from HCD, current understanding is that a limited set of guidelines and related application will be released in mid to late December 2021. SCAG will be able to apply for 10% of its allocated funding, primarily to fund staffing and early efforts to develop the full program. The full program guidelines are anticipated later in January 2022, and SCAG will develop a comprehensive application in 2022. It is not yet clear how much time SCAG will have to develop the complete application.

Program Development Framework

Given the intent of REAP 2021 to support transformative and innovative projects that implement a region's sustainable communities strategy, staff proposes to use the Connect SoCal Implementation Strategy as the framework and starting point for developing REAP 2021 funding programs for the SCAG region. The Implementation Strategy was developed in response to the supplemental engagement process for Connect SoCal conducted last summer and was adopted by the Regional Council as a companion piece to Connect SoCal. The Implementation Strategy outlines a series of activities for SCAG to pursue in partnership with others to implement Connect SoCal while also advancing pandemic recovery priorities.

In addition to aligning with the Connect SoCal Implementation Strategy, program development will be aligned with the goals established by the Executive Administration Committee's Strategic Work Plan to guide SCAG's *Leadership in Resource Deployment*, including to be the leader in resource deployment and convenor of biggest challenges and best practices, to lead and accelerate housing

production across Southern California, to be leaders in the roll out of technologies to communities and to be good innovators in our region.

Application of the aforementioned goals to REAP 2021 have been further articulated in a set of core objectives and Draft Proposed Program Areas as follows:

Core Objectives

- o Support transformative planning and implementation activities that realize Connect SoCal objectives
- o Leverage and augment the Connect SoCal Implementation Strategy to support activities that are can be implemented quickly and in line with community-driven, pandemic recovery priorities
- o Build regional capacity to deliver housing that realizes 6th cycle RHNA goals
- o Represent best practices in vehicle miles traveled reduction
- o Establish that projects are shovel ready and shovel worthy
- o Demonstrate consistency with Equity Early Action Plan
- o Promote infill development in Connect SoCal identified Priority Growth Areas

DRAFT Proposed Program Areas

To meet these core objectives, staff is preliminarily considering three (3) main programmatic areas that we would bring to our stakeholders for discussion once we have clearer guidance from the State on program guidelines (anticipated in January 2022):

1. **Early Action Initiatives:** Staff will look to expand some existing programs in the Connect SoCal Implementation Strategy to support cities in implementing Connect SoCal, including the Sustainable Communities Program (SCP) Call for Projects, which funds GHG/VMT reducing planning activities and demonstration projects in local jurisdictions throughout the SCAG region.
2. **County Transportation Commission (CTC) Partnership Program:** Staff anticipates creating a new partnership program with the region's six County Transportation Commissions, to fund the development of plans, programs, pilot projects, and even some signature GHG/VMT reducing capital projects.
 - Guidelines will be developed in January of 2022 with the intent to align with Key Connection strategies included in Connect SoCal to advance new concepts for reducing VMT.
 - Key Connections focus on advancing expanded mobility ecosystems and management strategies using innovative policy and/or technology to realize regional planning goals, and account for 30% of the GHG reduction needed to meet SCAG's SB 375 requirements.

- Examples include mobility as a service/shared mobility, congestion pricing studies and pilots, transit recovery and integration pilot projects, dedicated lanes and other tactical transit solutions to improve transit travel time and reliability, micro-transit and other mobility-on-demand services providing first/last mile connections, Regional Advanced Mitigation Program (RAMP) or VMT Mitigation Bank.
 - Staff has initiated some early outreach with CTC staff to gauge opportunities for partnership and anticipate continued dialogue in developing the regional program.
- 3. Housing Supportive Infrastructure Program** - The primary priority of the this new program would be investments in the utilities (sewer, gas, electric, broadband) needed to environmentally clear, entitle and ultimately build the housing needed to meet the region's 6th cycle RHNA goals, and in the Priority Growth areas identified in Connect SoCal.
- This funding for infrastructure must be flexible to meet cities, counties, and utility providers where they are in the planning and delivery stage.
 - A secondary focus of this infrastructure funding could be on parking, in particular opportunities to develop shared parking and reduce the cost of parking delivery in Priority Growth Areas as well as other housing supportive infrastructure such as open space, community facilities, food markets and childcare facilities.
 - Other components of the housing program may include promoting wealth building through alternate homeownership models, supporting financing mechanisms to deliver housing and supporting housing development on publicly owned land.

The *Draft* REAP 2021 Program Development Framework is intended to serve as a tool to start conversations and gain early feedback from the Policy Committees and stakeholders on funding priorities and potential program areas. Further refinement and finalization of the Framework is dependent upon clearer guidance from the State on program guidelines, which will be forthcoming in January 2022.

Next Steps

Anticipated next steps include:

- Refining Draft REAP 2021 Program Development Framework based on feedback from SCAG's Policy Committees.
- Sharing the draft REAP 2021 Program Development Framework with CALCOG, HCD and its state agency partners as they work to develop the Notice of Funding Availability for the program.
- Continuing conversations with key regional partners including the County Transportation Commissions and the Subregional Councils of Governments to further refine the approach and program areas.

- Developing a methodology for allocating resources to each of the program areas based on NOFA requirements, potential impact/contribution to SCS implementation and project readiness/worthiness.
- Report back to the Policy Committees and seek approval from the EAC and Regional Council on a refined REAP 2021 Program Development Framework and initial funding application in early 2022.

FISCAL IMPACT:

None identified at this time.

ATTACHMENT(S):

1. PowerPoint Presentation - REAP 2021 Program Development Framework

Regional Early Action Program REAP 2021 Draft Program Development Framework

Planning Division

October 7, 2021

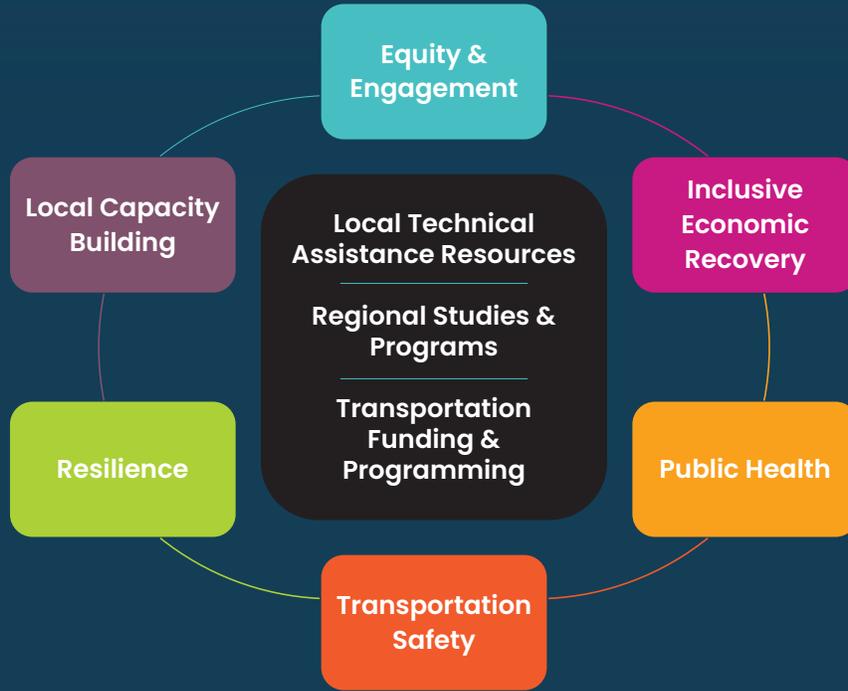
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Regional Early Action Planning Grant 2021 (REAP 2021)

- AB140 – FY21–22 state budget
 - ~ **\$600 million** statewide
 - ~ **\$500 million** from Federal American Recovery
 - Implement regional **Sustainable Communities Strategy (SCS)**
 - More **housing and transportation** options / reduce reliance on cars
- SCAG Region
- ~ **\$246 million** SCAG region's formula share,
 - 10 percent of funds available January 1, 2022.
 - All funds obligated June of 2024 / **expended by June 2026**
 - Final closeout June 2026.

Connect SoCal Implementation Strategy



Connect SoCal Implementation Strategy Local Technical Assistance Resources



Sustainable Communities Program



REAP 1 Housing Program



Go Human

Executive Administration Committee Strategic Work Plan

Leadership in Resource Deployment

- To be the leader in **resource deployment** and convenor
- To lead and **accelerate housing** production across Southern California
- To be leaders in the roll out of **technologies to communities**
- To be **good innovators** in our region

Draft Program Development Framework Core Objectives

Core Objectives

- Support **transformative planning** that realize Connect SoCal
- Leverage and augment activities that can be **implemented quickly** and in line with community-driven, **pandemic recovery priorities**
- Build regional capacity to **deliver 6th cycle RHNA** goals
- Represent best practices in **VMT reduction**
- Establish that projects are **shovel ready & shovel worthy**
- Demonstrate consistency with **Equity Early Action Plan**
- Promote infill in **Connect SoCal Priority Growth Areas**

Draft Program Development Framework



Program Areas

- Early Action Initiatives—Connect SoCal Implementation Strategy
- County Transportation Commission Partnership Program (NEW)
- Housing Supportive Infrastructure Program (NEW)

DRAFT Program Areas



1. Early Action Initiatives
 - Enhance and Expand on Connect SoCal Implementation Strategy
 - Ex: Sustainable Communities Program (SCP) Call for Projects
 - GHG/VMT reducing planning activities and demonstration projects
2. CTC Partnership Program
 - Guidelines will be developed in January of 2022
 - Align with Key Connections – expanded mobility ecosystems and management strategies using innovative policies and/or technologies
 - Ex: solutions to improve transit travel time and reliability, micro-transit and other mobility-on-demand services, VMT mitigation bank and exchange programs, etc.
 - Outreach with CTCs to gauge opportunities for partnership

DRAFT Program Areas

3. Housing Supportive Infrastructure Program

- Primary focus – investments in underlying infrastructure
 - utilities (sewer, gas, electric, broadband)
- Flexibility to meet cities, counties and utility providers' capacity and augment existing plans and programs
- Incorporate sustainability and climate adaption strategies
- Secondary focus – parking and other supportive infrastructure such as open space
- Will require extensive outreach and listening sessions to develop the program

Program Development Framework Next Steps

Anticipated next steps include:

- Share REAP 2021 Program Development Framework with CALCOG, HCD and state agency partners as they develop Notice of Funding Availability (NOFA).
- Initiate conversations with key regional partners including the County Transportation Commissions and the Subregional Councils of Governments to further refine the approach.
- Report back on REAP 2021 Program Development to Policy Committees in January 2022

Thank You.

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