



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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David Pollock, Moorpark

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Sean Ashton, Downey

MEETING NO. 635

REGIONAL COUNCIL

REMOTE PARTICIPATION ONLY

Thursday, September 2, 2021

12:30 p.m. – 2:00 p.m.

To Watch or View Only:

<http://scag.ca.gov/RCLiveStream>

To Participate on Your Computer:

<https://scag.zoom.us/j/249187052>

To Participate by Phone:

Call-in Number: 1-669-900-6833

Meeting ID: 249 187 052

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

PUBLIC ADVISORY

Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-08-21, the meeting will be held telephonically and electronically.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at aguilarm@scag.ca.gov. 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. Submit written comments via email to: ePublicComment@scag.ca.gov by 5pm on Wednesday, September 1, 2021.

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

2. If participating via Zoom or phone, during the Public Comment Period, use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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

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OUR VISION

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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 Watch a “View-Only” Live Stream

Click the following link: <http://scag.ca.gov/RCLiveStream>

To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/249187052>
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: 249 187 052**, 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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RC - Regional Council *Members – September 2021*

1. **Hon. Clint Lorimore**
President, Eastvale, RC District 4
2. **Hon. Jan C. Harnik**
1st Vice President, RCTC Representative
3. **Sup. Carmen Ramirez**
2nd Vice President, Ventura County
4. **Hon. Rex Richardson**
Imm. Past President, Long Beach, RC District 29
5. **Hon. Cindy Allen**
Long Beach, RC District 30
6. **Hon. Adele Andrade-Stadler**
Alhambra, RC District 34
7. **Hon. Sean Ashton**
Downey, RC District 25
8. **Hon. Phil Bacerra**
Santa Ana, RC District 16
9. **Hon. Kathryn Barger**
Los Angeles County
10. **Hon. Megan Beaman-Jacinto**
Coachella, RC District 66
11. **Hon. Ben Benoit**
Air District Representative
12. **Hon. Elizabeth Becerra**
Victorville, RC District 65
13. **Hon. Bob Blumenfield**
Los Angeles, RC District 50
14. **Hon. Mike Bonin**
Los Angeles, RC District 58
15. **Hon. Drew Boyles**
El Segundo, RC District 40

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- 16. Hon. Art Brown**
Buena Park, RC District 21
- 17. Hon. Lorrie Brown**
City of Ventura, RC District 47
- 18. Hon. Wendy Bucknum**
Mission Viejo, RC District 13
- 19. Hon. Joe Buscaino**
Los Angeles, RC District 62
- 20. Hon. Juan Carrillo**
Palmdale, RC District 43
- 21. Hon. Michael Carroll**
Irvine, RC District 14
- 22. Hon. Gilbert Cedillo**
Los Angeles, RC District 48
- 23. Hon. Letitia Clark**
Tustin, RC District 17
- 24. Hon. Jonathan Curtis**
La Canada Flintridge, RC District 36
- 25. Hon. Kevin de León**
Los Angeles, District 61
- 26. Hon. Steve DeRuse**
La Mirada, RC District 31
- 27. Hon. Paula Devine**
Glendale, RC District 42
- 28. Hon. Diane Dixon**
Newport Beach, RC District 15
- 29. Hon. Margaret Finlay**
Duarte, RC District 35
- 30. Hon. Alex Fisch**
Culver City, RC District 41
- 31. Hon. Eric Garcetti**
Member-at-Large

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- 32. Hon. James Gazeley**
Lomita, RC District 39

- 33. Sup. Curt Hagman**
San Bernardino County

- 34. Hon. Ray Hamada**
Bellflower, RC District 24

- 35. Hon. Marqueece Harris-Dawson**
Los Angeles, RC District 55

- 36. Hon. Mark Henderson**
Gardena, RC District 28

- 37. Hon. Laura Hernandez**
Port Hueneme, RC District 45

- 38. Hon. Peggy Huang**
TCA Representative

- 39. Hon. Mike Judge**
VCTC Representative

- 40. Hon. Joe Kalmick**
Seal Beach, RC District 20

- 41. Hon. Kathleen Kelly**
Palm Desert, RC District 2

- 42. Hon. Paul Koretz**
Los Angeles, RC District 52

- 43. Hon. Paul Krekorian**
Los Angeles, RC District 49

- 44. Hon. John Lee**
Los Angeles, RC District 59

- 45. Randall Lewis**
Business Representative, Non-Voting Member

- 46. Hon. Patricia Lock Dawson**
Riverside, RC District 68

- 47. Hon. Steven Ly**
Rosemead, RC District 32

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- 48. Hon. Marisela Magana**
Perris, RC District 69
- 49. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 50. Hon. Jorge Marquez**
Covina, RC District 33
- 51. Hon. Ray Marquez**
Chino Hills, RC District 10
- 52. Hon. Nury Martinez**
Los Angeles, RC District 53
- 53. Hon. Andrew Masiel**
Tribal Govt Regl Planning Board Representative
- 54. Hon. Larry McCallon**
Highland, RC District 7
- 55. Hon. Marsha McLean**
Santa Clarita, RC District 67
- 56. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 57. Hon. Fred Minagar**
Laguna Niguel, RC District 12
- 58. Sup. Holly Mitchell**
Los Angeles County
- 59. Hon. Maria Nava-Froelich**
ICTC Representative
- 60. Hon. Frank Navarro**
Colton, RC District 6
- 61. Hon. Kim Nguyen**
Garden Grove, RC District 18
- 62. Hon. Mitch OFarrell**
Los Angeles, RC District 60
- 63. Hon. Trevor O'Neil**
Anaheim, RC District 19

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- 64. Sup. Luis Plancarte**
Imperial County
- 65. Hon. David Pollock**
Moorpark, RC District 46
- 66. Hon. Michael Posey**
Huntington Beach, RC District 64
- 67. Hon. Curren Price**
Los Angeles, RC District 56
- 68. Hon. Randall Putz**
Big Bear Lake, RC District 11
- 69. Hon. Nithya Raman**
Los Angeles, RC District 51
- 70. Hon. Mark Ridley-Thomas**
Los Angeles, RC District 57
- 71. Hon. Deborah Robertson**
Rialto, RC District 8
- 72. Hon. Monica Rodriguez**
Los Angeles, RC District 54
- 73. Hon. Ali Saleh**
Bell, RC District 27
- 74. Hon. Tim Sandoval**
Pomona, RC District 38
- 75. Hon. Rey Santos**
Beaumont, RC District 3
- 76. Hon. Zak Schwank**
Temecula, RC District 5
- 77. Hon. David J. Shapiro**
Calabasas, RC District 44
- 78. Hon. Tim Shaw**
OCTA Representative
- 79. Hon. Marty Simonoff**
Brea, RC District 22

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- 80. Hon. Jose Luis Solache**
Lynwood, RC District 26

- 81. Sup. Karen Spiegel**
Riverside County

- 82. Hon. Steve Tye**
Diamond Bar, RC District 37

- 83. Hon. Cheryl Viegas-Walker**
El Centro, RC District 1

- 84. Sup. Donald Wagner**
Orange County

- 85. Hon. Alan Wapner**
SBCTA Representative

- 86. Hon. Frank A. Yokoyama**
Cerritos, RC District 23

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REGIONAL COUNCIL AGENDA

Southern California Association of Governments
Remote Participation Only
Thursday, September 2, 2021
12:30 PM

The Regional Council 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 Clint Lorimore, President)*

PRESENTATION

1. SCAG's Regional Data Platform and the Power of Geographic Information Systems
(Jack Dangermond, ESRI's President and Founder)

PUBLIC COMMENT PERIOD

Members of the public are encouraged to submit written comments by sending an email to: ePublicComment@scag.ca.gov by 5pm on Wednesday, September 1, 2021. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Written comments received after 5pm on Wednesday, September 1, 2021 will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Regional Council will be allowed up to 3 minutes to speak, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to reduce the time limit based upon the number of comments received and may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

2. Minutes of the Special Meeting – July 1, 2021
3. Approval of Additional Stipend Payments
4. Resolution No. 21-635-1 Approving Amendment 1 to the FY 2021-22 Overall Work Program (OWP)
5. Contract Amendment Greater Than 30% of the Contract's Original Value: 20-035-C01, IT Managed Services
6. Contracts \$200,000 or Greater: Contract No. 20-012-C01, Infrastructure Upgrade – Data Center Equipment

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7. Contracts \$200,000 or Greater: Contract No. 21-058-C01, Heavy Duty Truck Model Improvement
8. Contracts \$200,000 or Greater: Contract No. 21-064-C01, Southern California Goods Movement Communities Freight Impact Assessment
9. Subregional Sustainable Communities Strategies Framework and Guidelines
10. Notice of CEQA Exemption Pursuant to CEQA Guidelines Sections 15262, 15301(c), 15304(e), 15306 and 15322 for the SCAG Sustainable Communities Program-Active Transportation & Safety and Approval to Accept the Active Transportation Program funds for the Project
11. AB 215 (Chiu) - Housing Element Relative Progress Determination
12. SB 9 (Atkins) - Duplex Approvals
13. SCAG Memberships and Sponsorships

Receive and File

14. September 2021 State and Federal Legislative Update
15. Initial Findings for Connect SoCal CEQA Addendum No. 2 to Programmatic Environmental Impact Report (State Clearinghouse #2019011061)
16. Regional Early Action Plan (REAP) 2021 Update
17. Regional Growth Forecast Framework and Expert Panel
18. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 \$74,999
19. CFO Monthly Report

INFORMATION ITEMS

20. Status Update on SCAG's Broadband Program

BUSINESS REPORT

(Randall Lewis, Ex-Officio Member)

PRESIDENT'S REPORT

(The Honorable Clint Lorimore, President)

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EXECUTIVE DIRECTOR'S REPORT
(Kome Ajise Executive Director)

FUTURE AGENDA ITEM/S

ANNOUNCEMENT/S

ADJOURNMENT

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

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: SCAG's Regional Data Platform and the Power of Geographic Information
Systems

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:

This fall, SCAG, in partnership with Environmental Systems Research Institute (Esri), will launch the pilot system of the Regional Data Platform (RDP). The RDP is a signature element of the Regional Council directed Future Communities Initiative, a work program adopted in 2017 to accelerate SCAG's leadership in technology and open/big data to promote a smarter and more connected region. The RDP will provide access to data and applications to help SCAG and its local jurisdictions understand common challenges and identify solutions, including through more robust civic engagement and coordinated planning at the local and regional scales.

Jack Dangermond, President and Founder of Esri, will provide a holistic view of RDP as a pioneering new system for smarter regional planning. He will discuss the power of GIS and its ability to help us solve the pressing challenges facing the world, with a special focus on SCAG's RDP project as a vital tool for shaping a more sustainable future for Southern California. With the technology of RDP nearing completion, Jack will emphasize the importance of leadership and community-building to ensure the RDP reaches its highest potential to advance more coordinated and sustainable planning locally and regionally.

BACKGROUND:

The RDP aims to support regionally connected local planning, and locally informed regional planning to support more holistic and sustainable planning throughout the region. To achieve this goal, 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 and applications 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/0u8mLD2>).

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 good mix of jurisdiction characteristics across 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/>. Additionally, one of the first tools delivered by RDP is the Housing Element Parcel (HELPR) Tool (<https://maps.scag.ca.gov/helpr/>) and released on December 8, 2020; this tool 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 and provide 1-1 trainings 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 March 2021, the project team has completed a series of six three-week (March 15 - July 1) development sprints in collaborating 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. Currently, the RDP is in the User Acceptance Testing (UAT) phase—a final development step ahead of the pilot system launch in fall 2021—with more than 60 testers from the said jurisdictions and SCAG.

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 - Jack's Regional Data Platform RC
-

WELCOME

SCAG

Regional Data Platform

Transforming the General Plan Update Process
& Modernizing Regional Planning . . .

Creating a Sustainable Future

esri
a Global Network

Growing, Strong, and Impactful

GIS Examples

Addressing All Our World's Challenges

- Economic Development
- Pollution
- Nature Conservation
- Health
- Energy
- Transparent Government
- Natural Resources
- Climate Change
- National Security
- Science & Technology
- Business
- Environment
- Water Resources
- Agriculture
- Social Conflicts
- Urbanization & Development
- Natural Disasters
- Infrastructure

GIS - CREATING A SUSTAINABLE FUTURE

Southern California GIS – Your Great Work!

Land Use & Zoning



City of Eastvale

Shade Equity



City of Los Angeles

City Asset Analytics



City of Redlands

City Transparency Hub



City of Rialto

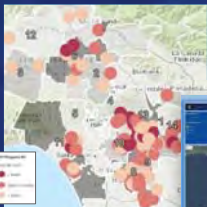


City of Irvine



City of Los Angeles

Housing for Homeless



City of Los Angeles

Homeless Point in Time Count



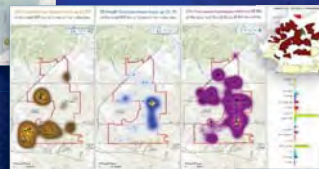
Orange County

COVID-19 Compliant Businesses



San Bernardino County

Industrial, Health Care & Commercial Hot Spots



San Bernardino County

Community Energy Plan



City of Thousand Oaks

Urban Design and Planning

Transit Oriented Development



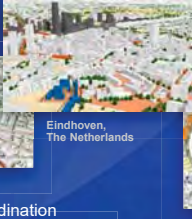
University of Tennessee
Knoxville, Tennessee

Integrated Community Planning



Eindhoven,
The Netherlands

Urban Design



Visualizing Zoning



Dubai Municipality
Dubai

Proposed Building Review



City of Miramar
South Florida

Visibility Studies
(Using Voxels)



Uniwersytet Przyrodniczy w Lublinie
Lublin, Poland

Housing Plan Coordination



SCAG
California

General Plan Management



Kenton County
Kentucky

Land Use Inventory



Draw Tap GIS
Southern California

New Development Modeling



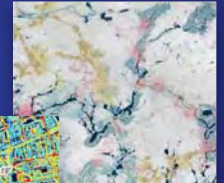
Uppsala kommun
Uppsala, Sweden

Master Plan Development



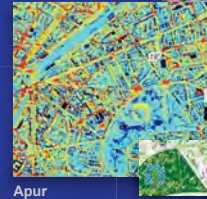
Houseal Lavigne
Associates
Morrisville, North Carolina

Regional Sustainability Planning



TSPA
Berlin-Brandenburg,
Germany

Updating Urban Plan



Apur
Paris, France

Managing, Analyzing and Applying Land Information

Urban Tree Permitting



SymGEO
Washington, D.C.

Auditor Dashboard

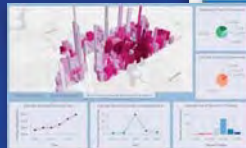


Parcel Fabric



Sheboygan County
Wisconsin

Assessed Valuation



St. Louis County
Auditor's Office
Minnesota

Open Data Portal



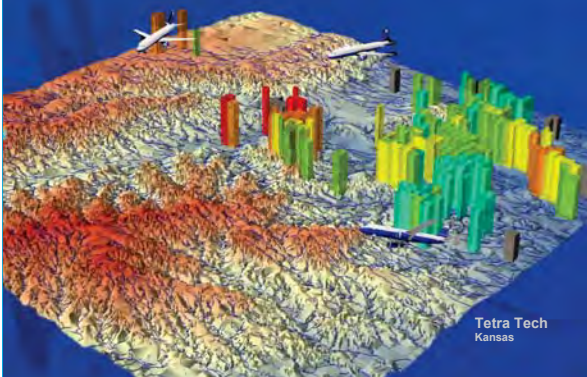
Pro-West & Associates
Polk County, Minnesota

Public Parcel Basemap Viewer



Gilpin County
Colorado

Natural Resource Leases



Tetra Tech
Kansas

TopoWorks

Fishers, Indiana

Cadastre
without Borders



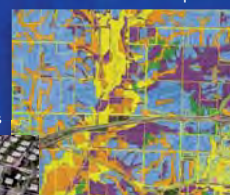
NEXAFRIKA
Kinshasa, DRC

3D Assessments



Estonian Land Board
Tallinn, Estonia

Property Assessment,
Before Soils and Floodplains

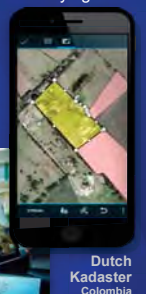


Surveying & Mapping
Macon County, Missouri

Property Surveys



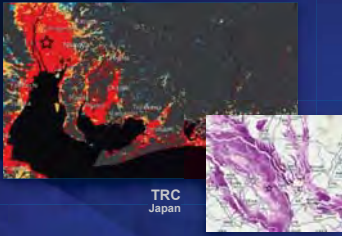
Surveying and Mapping
Christian County, Missouri



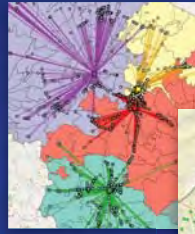
Dutch
Kadaster
Colombia

Business Analysis and Economic Development

Multi-Hazard Insurance Risk Assessment



Territory Design



Distribution Center Site Selection



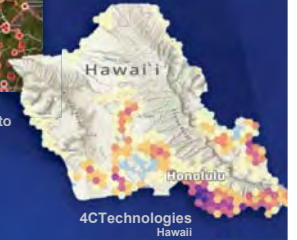
Economic Development Hub



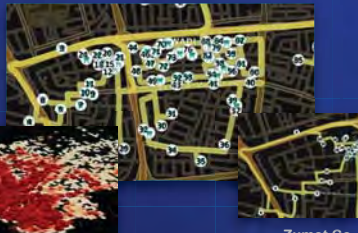
Targeting Economic Development



Monitoring Electric Vehicle Sales



Optimizing Delivery Routes



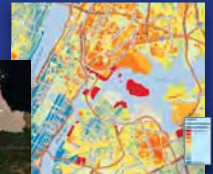
Visualizing Stadium Beer Sales



Assessing Agricultural Markets



COVID-19 Financial Household Resilience



Monitoring Business Growth



Market Analysis



Conservation Assessment, Planning and Management

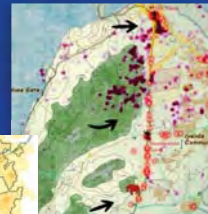
Regional Conservation Planning



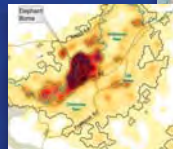
Assessing Conservation Activities



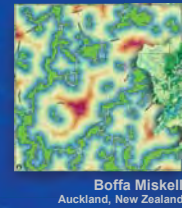
Human-Elephant Conflict



Elephant Home Range



Bird Flyway Connectivity Analysis



Green Infrastructure Planning



Monitoring Mangrove Loss



Marine Sanctuary Planning



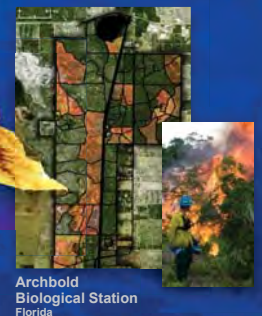
Environmental Restoration



Modeling Ecosystems Services



Managing Ecosystems with Fire



Transportation Planning and Management

Real-Time Traffic Monitoring



Colorado DOT
Denver, Colorado

Analyzing Trip Purpose



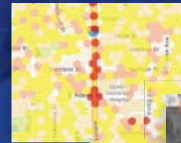
Transmilenio
Bogota, Colombia

Designing Solar in Highway Right-of-Way



The Ray
Iowa

Drone Delivery Optimization



Airspace Link
Syracuse, New York

Airport Space Management



San Francisco Intl Airport
California

Truck Parking Optimization



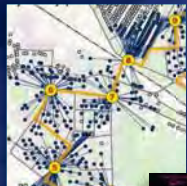
Quetta
Texas

Origin and Destination Modeling



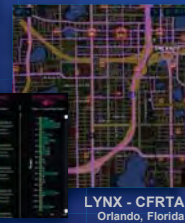
Transportasi Jakarta
Indonesia

Optimizing Bus Routes & Stops



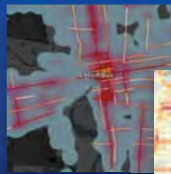
Warsaw University of Technology
Brzeg Dolny, Poland

Real-Time Bus Ridership



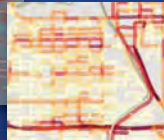
LYNX - CFRTA
Orlando, Florida

Mapping Road Crash Data



City of Columbus
Ohio

Traffic Collisions



Jan Acusta
Ontario, Canada

Managing Maritime Shipping



Urząd Morski W Gdyni
Polish Sea Area

Analyzing Bus Ridership



Engineering and Public Works Management

Street Light Maintenance



City of Durham
Durham, North Carolina

Real-Time Parking Control



Tartu Linnavalitsus
Tartu, Estonia

Pipeline Construction Management



Tetra Tech
US

Work Order Management



Cityworks
Round Rock, Texas

Visualizing Underground Utilities



Topomat
Geneva, Switzerland

Citywide Building Survey



Tamano Consultants
Yangon, Myanmar

Habitat Protection in Public Right-of-Way



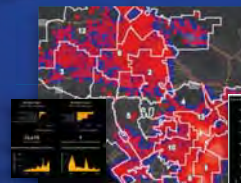
Clearion
US

Targeting Infrastructure Investment



Revolution D
Columbia, South Carolina

Responding to Illegal Dumping



City of Los Angeles
California

Solid Waste Recycling



County of Beaufort
South Carolina

BIM & GIS Integration



ARC-GREENLAB
Autobahn A100,
Berlin, Germany

HDR
Ontario, Canada

Social Equity

Lingering Effects of Redlining



Morgan State University
Baltimore, Maryland

Redlining



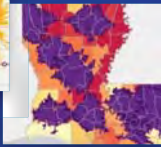
Critical Think
Detroit

Voting Patterns & Access



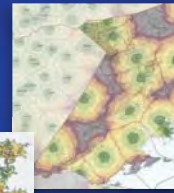
County of Collin
Texas

Poverty & Access to Legal Resources



Lagnippe Law Lab
Louisiana

Access to Health Facilities



Columbia University
Gombe District, Zambia

Teenage Pregnancy Hotspots



Social & Scientific Systems
Uganda

Post Office Accessibility



Navajo Nation

Trails and Equity Planning



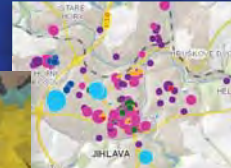
Rails-to-Trails Conservancy
Houston, Texas

Park Accessibility and Equity



The Trust for Public Land
Minnesota

Underprivileged Population & Public Housing

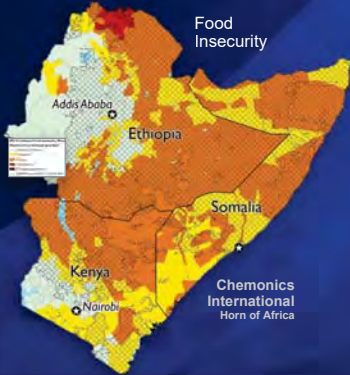


Statutarni Mesto Jihlava
Jihlava, Czech Republic

Mapping Racism



The FaithX Project
Brooklyn, New York



Food Insecurity

Ethiopia

Somalia

Kenya

Nairobi

Chemonics International
Horn of Africa

Our Region Is Being Challenged . . .

Because Humans Are Living Unsustainably . . .

. . . Threatening Our Future.

Pollution

Political Polarization

Severe Drought

Wildfire

Water Crisis

Resource Shortage

Human-Induced Climate Changes

Ecological Instability

Congested Cities

Social Conflict

Steep Decline in Biodiversity

Natural Disasters

Pandemics

Unconstrained Development

Overpopulation

Racial Injustice

We Are Collectively Responsible for Its Future

Creating a Sustainable Future Is Possible . . .

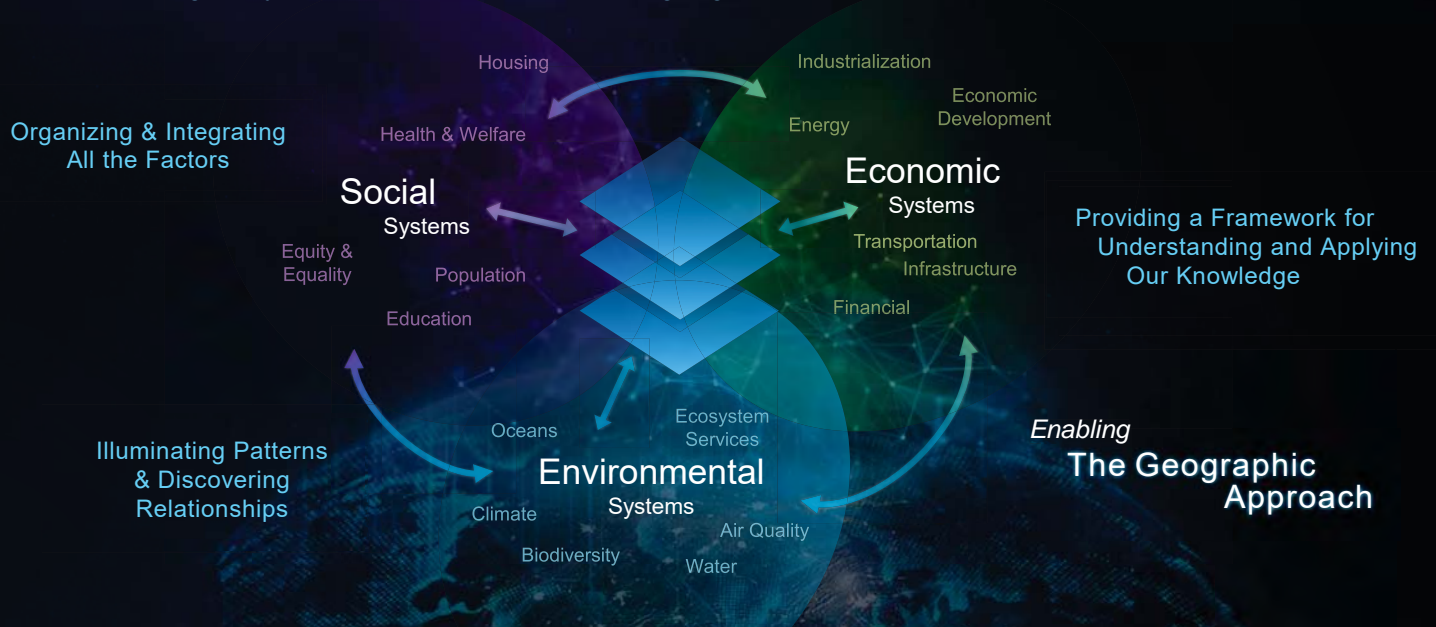
There are Many Things To Do

. . . and We Must Act Now



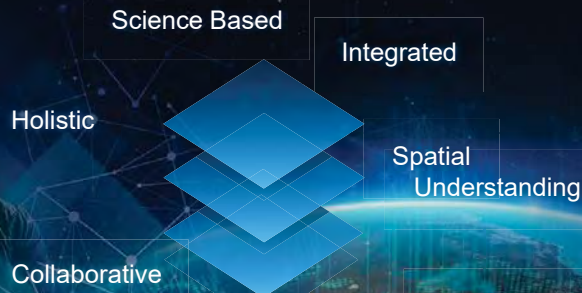
Sustainability Requires . . . We See the Region as One Single Integrated System

Geography Provides the Science & Language to Do This



The Geographic Approach

A Way of Thinking and Problem Solving
That Integrates Geographic Science & Information
Into How We Understand and Manage Our Planet



... An Inclusive and Multi-Disciplinary Process
Impacting Every Sector of Society

GIS Enables The Geographic Approach

Providing a Process
and Framework ...

... For Applying Geographic
Knowledge Widely



What Is a GIS?

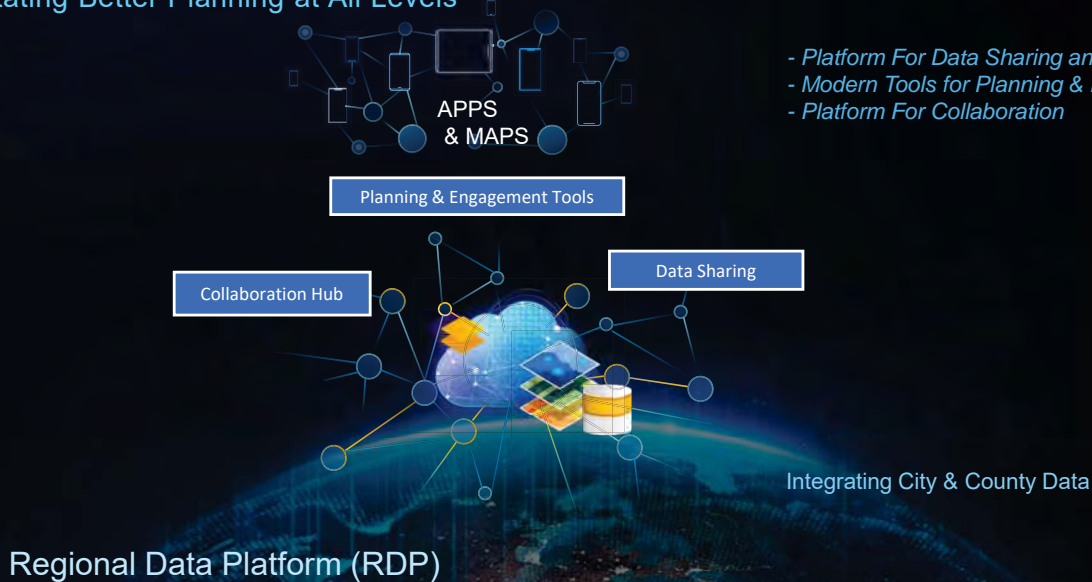
A System for Managing, Sharing, and Applying Geographic Information



*Delivering Value Across Organizations
Improving Efficiency, Communications, Decision Making, and Collaboration*

SCAG Is Creating a Regional GIS

Facilitating Better Planning at All Levels



Regional Data Platform (RDP)

- Platform For Data Sharing and Management
- Modern Tools for Planning & Public Engagement
- Platform For Collaboration

*Connecting and Streamlining . . .
Collaboration, Workflows and Decision Making*

SCAG's GIS

Offers a New Platform For Regional Data Sharing and Planning



Cities & Counties Updating their local General Plan
(Tools, resources, and support)

SCAG doing regional forecasting & planning
(Requires accurate & current local data)

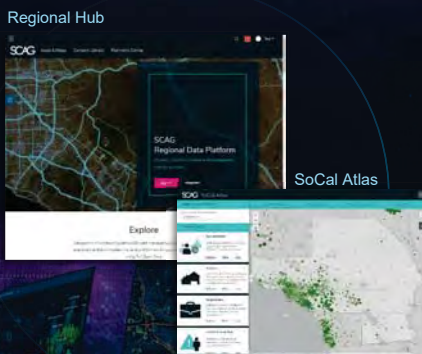


Attachment: PowerPoint Presentation - Jack's Regional Data Platform RC (SCAG's Regional Data Platform and the Power of Geographic

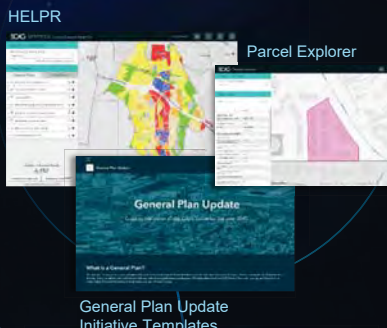
RDP Delivers Powerful Data and Tools

Supporting Planning and Data Sharing Workflows

Accessible Data and Information



Planning & Engagement Tools



Data Sharing Tools & Workflows



SCAG Regional Data Platform (RPD)

Empowering planners and residents. . .
. . . To create more sustainable communities

The SCAG Regional Data Platform (RDP)

A revolutionary system for regional data sharing and collaboration

Enabling Data Driven Planning at the
local and regional Scales

Addressing Common Challenges

Promising Massive
Transformation

Shaping a **sustainable future** for Southern California

. . . Leading the nation in innovative
regional planning

Our Region Is Being Challenged on Many Fronts . . .

We Need to Be Collectively Responsible for Its Future

The SCAG Regional Data Platform Will Provide Us

*The Technology and Practical Means
to Plan a More Sustainable Future*

. . . It Will Not Be Enough

To Create a Sustainable Future . . .

. . . You and Your Work Are Essential

Providing Leadership
Thinking Holistically
Problem Solving
Promoting Geographic Thinking
Creating Effective Solutions
Applying the Latest Tools & Methods
Communicating Simply & Clearly
Exchanging Ideas
Collaborating

Going All In . . .

Acting with Urgency

THANK YOU





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

NO. 634
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, JULY 1, 2021

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE AT: <http://scag.iqm2.com/Citizens/>

The Regional Council of the Southern California Association of Governments (SCAG) held its special meeting telephonically and electronically, given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor’s Executive Order N-29-20. A quorum was present.

Members Present

- | | | |
|---|--------------------|-----------------------------|
| Hon. Clint Lorimore, President | <i>Eastvale</i> | District 4 |
| Hon. Jan Harnik, 1st Vice President | | RCTC |
| Sup. Carmen Ramirez, 2nd Vice President | | Ventura County |
| Hon. Rex Richardson, Imm. Past President | <i>Long Beach</i> | District 29 |
| Supervisor Luis Plancarte | | Imperial County |
| Supervisor Kathryn Barger | | Los Angeles County |
| Supervisor Holly Mitchell | | Los Angeles County |
| Supervisor Don Wagner | | Orange County |
| Supervisor Karen Spiegel | | Riverside County |
| Supervisor Curt Hagman | | San Bernardino County |
| Hon. Maria Nava-Froelich | | ICTC |
| Hon. Tim Shaw | | OCTA |
| Hon. Alan Wapner | | SBCTA |
| Hon. Peggy Huang | | TCA |
|
 | | |
| Hon. Ben Benoit | | Air District Representative |
| Hon. Cheryl Viegas-Walker | <i>El Centro</i> | District 1 |
| Hon. Kathleen Kelly | <i>Palm Desert</i> | District 2 |
| Hon. Rey Santos | <i>Beaumont</i> | District 3 |



Hon. Zak Schwank	<i>Temecula</i>	District 5
<u>Members Present – continued</u>		
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Larry McCallon	<i>Highland</i>	District 7
Hon. Deborah Robertson	<i>Rialto</i>	District 8
Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Randall Putz	<i>Big Bear Lake</i>	District 11
Hon. Fred Minagar	<i>Laguna Niguel</i>	District 12
Hon. Michael Carroll	<i>Irvine</i>	District 14
Hon. Diane Dixon	<i>Newport Beach</i>	District 15
Hon. Phil Bacerra	<i>Santa Ana</i>	District 16
Hon. Leticia Clark	<i>Tustin</i>	District 17
Hon. Kim Nguyen	<i>Garden Grove</i>	District 18
Hon. Trevor O’Neil	<i>Anaheim</i>	District 19
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Art Brown	<i>Buena Park</i>	District 21
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. Ray Hamada	<i>Bellflower</i>	District 24
Hon. Sean Ashton	<i>Downey</i>	District 25
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Cindy Allen	<i>Long Beach</i>	District 30
Hon. Steve De Ruse	<i>La Mirada</i>	District 31
Hon. Steven Ly	<i>Rosemead</i>	District 32
Hon. Jorge Marquez	<i>Covina</i>	District 33
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Alex Fisch	<i>Culver City</i>	District 41
Hon. Paula Devine	<i>Glendale</i>	District 42
Hon. Juan Carrillo	<i>Palmdale</i>	District 43
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. David Pollock	<i>Moorpark</i>	District 46



Members Present - continued

Hon. Paul Koretz	<i>Los Angeles</i>	District 52
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Michael Posey	<i>Huntington Beach</i>	District 64
Hon. Elizabeth Becerra	<i>Victorville</i>	District 65
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. Marisela Magana	<i>Perris</i>	District 69
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.
Mr. Randall Lewis	<i>Business Representative</i>	Ex-Officio Member

Members Not Present

Hon. Mike T. Judge		VCTC
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Jonathan Curtis	<i>La Cañada Flintridge</i>	District 36
Hon. Lorrie Brown	<i>Ventura</i>	District 47
Hon. Gilbert Cedillo	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49/Public Transit Rep.
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Nury Martinez	<i>Los Angeles</i>	District 53
Hon. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Mark Ridley-Thomas	<i>Los Angeles</i>	District 57
Hon. Mike Bonin	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Mitch O'Farrell	<i>Los Angeles</i>	District 60
Hon. Kevin de León	<i>Los Angeles</i>	District 61
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Megan Beaman Jacinto	<i>Coachella</i>	District 66
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Eric Garcetti	<i>Los Angeles</i>	Member-at-Large

Staff Present

Kome Ajise, Executive Director
Darin Chidsey, Chief Operating Officer
Debbie Dillon, Chief Strategy Officer
Sarah Jepson, Director of Planning

Carmen Flores, Human Resources Director
Javiera Cartagena, Acting Director of Policy and Public Affairs
Julie Shroyer, Chief Information Officer
Michael Houston, Chief Counsel, Director of Legal Services
Tom Philip, Acting Chief Financial Officer
Scott Campbell, Esq. (on behalf of Ruben Duran, Board Counsel, absent)
Maggie Aguilar, Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Lorimore called the meeting to order at 12:30 p.m. and asked 1st Vice President Jan Harnik, RCTC, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

President Lorimore reported that SCAG has received a fair amount of written public comments on Agenda Item 21 and anticipated several public comment speakers during the meeting for the item. He asked individuals wishing to speak on Agenda Item No. 21 to hold their comments until they arrived at the item on the agenda. He proceeded to open the Public Comment Period for Agenda Items numbers 1 through 20 and outlined instructions for public comments.

Board Counsel Scott Campbell reported that there were five public comments received after the 5:00 p.m. deadline and ten public comments received before the 5:00 p.m. deadline which were transmitted to members and posted on SCAG's website.

Staff announced the ten public comments received before the 5:00 p.m. deadline of Wednesday, June 30 for Agenda Item 21 - SoCal Greenprint Background & Status Update as follows:

- Dan Silver, Endangered Habitats League, support for the SoCal Greenprint;
- Michael Wellborn, Friends of Harbors Beaches and Parks, support for the SoCal Greenprint;
- Nick Cammarota, California Building Industry Association, opposed to the current process utilized in the creation of SoCal Greenprint;
- Assemblymember Laura Friedman, 43rd District, support for the SoCal Greenprint;
- Thomas E. Bowman, Bowman Change, Inc., support for the SoCal Greenprint;
- Hector Alessandro Negrete, East Yard Communities for Environmental Justice, support for the SoCal Greenprint;
- Mirella Deniz-Zaragoza, Warehouse Worker Resource Center, support for the SoCal Greenprint;
- Demi Espinoza, National Parks Conservation Association, support for the SoCal Greenprint;
- Manny Gonez, TreePeople, support for the SoCal Greenprint; and

- Mike Young, California League of Conservation Voters, support for the SoCal Greenprint.

Staff announced the five public comments received after the 5:00 p.m. deadline of Wednesday, June 30 for Agenda Item 21 - SoCal Greenprint Background & Status Update as follows:

- Will Wright, American Institute of Architects, Los Angeles Chapter, support for the SoCal Greenprint;
- Geary Hund and Susan Phillips, Mojave Desert Land Trust; Robert Redford Conservancy for Southern California Sustainability, support for the SoCal Greenprint;
- Sandy Barrows, Council of Mexican Federations, support for the SoCal Greenprint;
- OWLA Core Team: Heal the Bay, LAANE, LA Waterkeeper, Nature for All, NRDC, Pacoima Beautiful, SCOPE, The Nature Conservancy, TreePeople, OurWater LA, support for the SoCal Greenprint; and
- Tammy Martin, Friends of the Desert Mountains, support for the SoCal Greenprint.

Mr. Campbell confirmed that there was verbal public comment speaker by raised hand and acknowledged the speaker.

Rich Lambros, Southern California Leadership Council, commented on Agenda Item No. 1, Inclusive Economic Recovery Strategy (IERS) - Final Report and Recommendations, and expressed support for the item.

Due to timing constraints, President Lorimore allowed Jon Switalski, Executive Director of Rebuild SoCal Partnership, to address the Regional Council on Agenda Item No. 21.

Mr. Switalski commented on Agenda Item No. 21, SoCal Greenprint Background & Status Update, and asked the Regional Council to take a pause on the Greenprint and the adoption of the agreement.

Seeing no further public comment speakers, President Lorimore closed the Public Comment Period for Agenda Items 1 through 20.

REVIEW AND PRIORITIZE AGENDA ITEMS

The agenda items were prioritized to address the Consent Calendar first, followed by Information Item No. 21, and lastly Action Item No. 1.

CONSENT CALENDAR**Approval Items**

2. Minutes of the Meeting – June 3, 2021
3. Approval of Additional Stipend Payments
4. Contracts \$200,000 or Greater: Contract No. 21-017-C01, Supporting Infrastructure for Zero Emission Heavy Duty Vehicles
5. Contracts \$200,000 or Greater: Contract No. 22-005-C01, Information Technology Research and Advisory Services
6. Contracts \$200,000 or Greater: Contract No. 22-007-C01, Primary Internet Connections
7. Contracts Amendment Greater Than \$75,000 and Greater Than 30% of the Contract's Original Value: Contract No. 19-006-C01, Amendment 6, OnBase Maintenance and Support Licenses
8. Amendment \$75,000 or Greater or 30% or more of the Original Contract's Value: Contract No. 17-024-C1 Amendment 10, High Quality Transit Area (HQTA) Analysis
9. Amendment \$75,000 or Greater or 30% or More of the Original Contract's Value: Contract No. 21-028-C01 Amendment 1, Safe and Resilient Streets Strategies and Mini-Grants
10. Transfer of Regional Housing Needs Assessment (RHNA) Units from County of Orange to City of Placentia
11. 2020 Sustainable Communities Program -Smart Cities & Mobility Innovations Call for Applications - Proposed Project List
12. Release of Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment
13. Release of Conformity Analysis of Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment
14. SCAG Memberships and Sponsorships

Receive and File

15. July 2021 State & Federal Legislative Update
-

16. California Air Resources Board (CARB) 2022 Scoping Plan Update
17. Overview of Regional Transportation Conformity
18. Regional Early Action Plan (REAP) Bi-Annual Status Report
19. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 - \$74,999
20. CFO Monthly Report

A MOTION was made (Robertson) to approve Calendar, Item numbers 2 through 14; Receive and File Item numbers 15 through 20. Motion was SECONDED (Shapiro). The motion passed by the following roll call votes:

AYES: ALLEN, ASHTON, BACERRA, BARGER, BECERRA, BENOIT, BOYLES, A. BROWN, CARRILLO, CLARK, DE RUSE, DEVINE, DIXON, FINLAY, FISCH, GAZELEY, HAGMAN, HAMADA, HARNIK, HENDERSON, HERNANDEZ, HUANG, KALMICK, KELLY, KORETZ, LORIMORE, LY, MAGANA, J. MARQUEZ, R. MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MITCHELL, NAVA-FROELICH, NAVARRO, NGUYEN, O'NEIL, PLANCARTE, POLLOCK, POSEY, PUTZ, RAMIREZ, RICHARDSON, ROBERTSON, SALEH, SANDOVAL, SANTOS, SCHWANK, SHAPIRO, SHAW, SIMONOFF, SOLACHE, SPIEGEL, TYE, VIEGAS-WALKER, WAGNER, WAPNER and YOKOYAMA (59)

NOES: NONE (0)

ABSTAIN: NONE (0)

PUBLIC COMMENT PERIOD

President Lorimore opened the Public Comment Period for Agenda Item No. 21, and outlined instructions for public comments.

Melanie Schlotterback, Friends of Harbors, Beaches, and Parks, commented on Agenda Item No. 21, SoCal Greenprint Background & Status Update, and expressed support for the SoCal Greenprint.

Dan Silver, Executive Director of Endangered Habitats League, commented on Agenda Item No. 21, SoCal Greenprint Background & Status Update, and expressed support for the SoCal Greenprint.

Chris Wilson, Los Angeles County Business Federation, commented on Agenda Item No. 21, SoCal

Greenprint Background & Status Update, and expressed concern on the SoCal Greenprint and requested a pause and a public hearing on the item.

Rich Lambros, Southern California Leadership Council, commented on Agenda Item No. 21, SoCal Greenprint Background & Status Update, and expressed that a pause and hearing seemed appropriate and that it was about making sure they get Greenprint right.

Jennifer Ward, Orange County Business Council, commented on Agenda Item No. 21, SoCal Greenprint Background & Status Update, and requested a pause on the SoCal Greenprint process to allow for a special meeting to take place.

Helen Higgins, Friends of Coyote Hills, commented on Agenda Item No. 21, SoCal Greenprint Background & Status Update, and expressed support for the SoCal Greenprint.

Elizabeth Hansberg, founder of YIMBY, commented on Agenda Item No. 21, SoCal Greenprint Background & Status Update, and express support for affordable housing and concerns about building in the wild.

Adam Wood, Building Industry Association and Building Industry of Legal Defense, commented on Agenda Item No. 21, SoCal Greenprint Background & Status Update, and expressed concern that the SoCal Greenprint would harm housing in the SCAG region and requested a pause to address environmental concerns.

Jennifer Hernandez, commented on Agenda Item No. 21, SoCal Greenprint Background & Status Update, and expressed concern that the SoCal Greenprint proposal had substantially deviated from what was previously proposed.

Seeing no further public comment speakers, President Lorimore closed the Public Comment Period for Agenda Item 21.

INFORMATION ITEM

21. SoCal Greenprint Background & Status Update

Executive Director Kome Ajise reported that when the Regional Council adopted Connect SoCal last September, it included 10 specific regional goals which focus on the region's economy, mobility, environment, and on healthy and complete communities. He stated one specific goal was to promote conservation of natural and agricultural lands and restoration of habitats. He indicated that to support achieving this goal, they had been developing the SoCal Greenprint, which will serve as a web-based tool and resource providing access to over 100 existing data sources. He noted that

Connect SoCal also includes a core vision centered on maintaining and better managing the transportation network, while expanding mobility choices by locating housing, jobs and transit closer together, and the Greenprint is intended to support implementation of this core vision, as well as the adopted Sustainable Communities Strategy (SCS). He highlighted that the SCS promotes resource efficient development and less consumption of the region's resources, which helps reduce greenhouse gas emissions. He further reported that in February SCAG staff presented to the Energy and Environment Committee and Community, Economic and Human Development Committee with SCAG's consultant team, The Nature Conservancy and GreenInfo Network. He stated they provided an overview of the project's progress since it launched in early 2020, and identified deliverables and milestones for this year. Additionally, they also provided an update on the project to the Emerging Technologies Committee this past April. He noted that the Greenprint had been presented in public settings over the last few months and they will continue to stress an open process to the development of the Greenprint. He called on Jason Greenspan, SCAG's Manager of Sustainability, to provide an update on their stakeholder outreach process, information on the "rapid assessment" pilots they completed with their partner agencies, and to discuss the process for compiling and reviewing existing datasets that can be shared through the Greenprint.

Mr. Greenspan stated that the SoCal Greenprint will be the first conservation-focused data tool for all of SCAG's six counties and was being built with a wide range of stakeholders who are shaping the region's future. He indicated the SoCal Greenprint will convert existing data into interactive user-friendly maps, so decision makers can balance growth, while protecting biodiversity, and ultimately can serve as a discretionary tool and resource for SCAG member agencies and stakeholders to improve data driven decision making and sustainability. He noted that the SoCal Greenprint can reveal the economic and social benefits that parks, open space, and working lands provide the communities. He further noted, that it can help incorporate natural resource conservation early in the planning process and can supply planners with a one stop shop for natural resource data and assessments, provide a common analysis for opportunities and decisions, and raise awareness about nature and its benefits. He stated that by working with stakeholders and advisors they were very intentional about developing a specific project goal to protect, restore and enhance natural lands, public greenspace, working lands, and water resources, in addition to the benefits they provide people and nature throughout the SCAG region. He explained that while the SoCal Greenprint will be freely available to anyone, there are five key user groups that have been identified like infrastructure agencies, conservation practitioners, community-based organizations, developers, and planners, that they have engaged in extensive targeted outreach to gain input from. He further indicated that since they rely heavily on feedback from stakeholders to guide the project and tool development, strategic outreach has been key to project outcomes. Additionally, he reported that to ensure that the SoCal Greenprint meets key user needs they conducted several engagements with a diverse array of over 60 participating organizations over multiple sectors, including public agencies in cities and counties. He stated they organized a steering committee that meets monthly to review the project's progress and provide feedback. He noted that what really helped their outreach process was The Nature Conservancy facilitating eight rapid assessment

interviews with community-based organizations, transportation infrastructure agencies and the development community.

Although the SoCal Greenprint will not be available until later this year, Mr. Greenspan stated they have had some early successes to share from the project. Specifically, the SoCal Greenprint data contributed to the HELPR tool, which is an element of the regional data platform. He explained that this tool helps jurisdictions identify sites that can accommodate housing, consistent with the six-cycle Regional Housing Needs Assessment, to help jurisdictions make informed decisions about certain environmental concerns, such as growth in very high-risk wildfire areas. He also highlighted the three stages of the SoCal Greenprint data review process which include compilation, external review and internal review. He also explained how users will be able to view the data.

Lastly, Mr. Greenspan stated that they knew there were concerns about the ever-changing nature of local data and were therefore committing that the Greenprint tool will not include the Connect SoCal growth forecast or its constrained area layers. He indicated that the tool remains under development and the SoCal Greenprint is intended to implement Connect SoCal's goal of balancing regional growth with conservation, will address the lack of consistent regional data and tools to help prioritize lands for mitigation investments, and most importantly, want it to serve as a practical resource for SCAG member agencies and stakeholders.

President Lorimore asked what the timeline was for the Greenprint. Mr. Greenspan acknowledged the President's question and stated the goal of the project was for it to launch by the end of this year.

Immediate Past President Rex Richardson, Long Beach, District 29, thanked everybody who spoke during public comment. He stated that he hoped the SoCal Greenprint was tool to help implement and build housing to meet their goals. He stated he was hearing the concerns from people who build housing and if the tool was not going to be something that the cities can use or has confidence by the builders, then were out of alignment. He stated that he thought they were in the right place to get into alignment. Additionally, he asked for an update on the meeting they had with the proponents of the letter on the SoCal Greenprint.

Executive Director Ajise stated that the meeting with the BIA leadership was a good meeting. He reported that there were two issues they discussed, and one was on how open the process should be. He stated this was an easy one to come to terms with, which is why he asked staff to release all the data sources they were considering, so as to avoid any doubt about openness, and releasing a list of all the stakeholders that have been participating in the process. He stated the second issue was how do they make sure the tool does not have unintended consequences. He indicated this that he thought this one was a little more complicated because it dealt with how the tool is built and who is at the table. He noted that their commitment from that meeting was to continue to

engage and maybe begin to identify some basic markers of what that objective will look like. He stated they were still in the process of building the tool and were a lot of stakeholders around the table and wanted to make sure that they address ways to give comfort to individuals who feel like this could have unintended consequences.

Immediate Past President Richardson stated that in the past they had the Board Officers meet to have conversations on important matters, which helped to shape and understand the parameters of the issues. He indicated that they needed have more conversations like the one they had with the BIA. He suggested they needed sit down to understand some of the scope and have some direct conversations where they figure it out. He stated people just wanted to be heard.

President Lorimore stated he agreed and made a commitment to the stakeholders that have concerns on this.

Regional Council Member Donald Wagner, Orange County, echoed the comments of Immediate Past President Richardson. He stated there needed to be more engagement. He indicated they should have the special hearing that Supervisor Curt Hagman called for back in April, and do that in September or October, if they can be ready after the data has been published, but well in advance of this tool being finalized.

Regional Council Member Karen Spiegel, Riverside County, expressed support for a pause in the process and stated there is a need to continue conversations. She stated the process needed to be open for discussion and transparent and was glad to hear there were other parties that want to have that continued conversation, because people need to hear all sides before the document was completed.

Executive Director Ajise clarified that in terms of meeting the objective or making sure they build the tool right, they had to continue to work on it. He stated that a pause would just stop everything and that meant they we're not working together on it. He indicated that rather than do the pause, they should open this up into a larger conversation to understand the concerns and work together.

Regional Council Member Curt Hagman, San Bernardino County, stated the Greenprint was a very powerful tool. He expressed support for a separate hearing because there was a lot of different points of views. He stated they had to make sure it's aired out and that it has full transparency.

Second Vice President Carmen Ramirez, Ventura County, stated she did not support a pause on the Greenprint. She expressed support for continuing the dialogue, having people's questions answered and addressing their concerns addressed.

Regional Council Member David Shapiro, Calabasas, District 44, stated he was supportive of the

concept and doesn't want to see anything they do have unintended consequences that might affect local control or be an anti-housing. He expressed support for ongoing negotiations and bringing parties together. He stated he did not want to stop the process either.

Regional Council Member Alan Wapner, SBCTA, stated he was happy about the healthy policy discussion. He noted they had heard a lot of concerns from stakeholders and from their colleagues on the Regional Council, and that should support the suggestion of having a pause in the process.

Regional Council Member Mike Posey, Huntington Beach, District 64, expressed support for a pause in the process and stated it was worth having a vibrant discussion on this.

Regional Council Member Trevor O'Neill, Anaheim, District 19, echoed many of the concerns by his colleagues who support a pause. He stated he Chair's the Orange County Council of Governments (OCCOG), and OCCOG staff continues to have concerns about the Greenprint in terms of releasing raw data that can be misinterpreted or used in unforeseen ways that will negatively impact their members. He stated that he thought it was great that they were continuing the dialogue with stakeholders and that the staff had made commitments to help address these concerns. He noted that despite this being a work in progress and based on the comments that had been made and the concerns expressed by several of their colleagues, he thought it was prudent for them as the policymaking body to officially provide direction to staff on how to proceed with the Greenprint order to effectuate those commitments. He stated he knew this item was agendized only as an informational item, but SCAG's Regional Policy Manual allowed for them to act on this if they wish. Specifically, he stated that Article VII (A) of the Regional Council Policy Manual read: "Although agendas may list agenda items separately as 'Action' or 'Discussion' or 'Information,' the SCAG legislative bodies may take action on any item or matter listed on an agenda." With this understanding, he moved a pause to delay on further implementation, hold a special public hearing and bring it back to a future Regional Council meeting for consensus by this body before moving forward.

The motion was seconded by Regional Council Member Elizabeth Becerra, Victorville, District 65.

President Lorimore stated they had a first and second on the motion by Regional Council Member O'Neil and would continue with discussions before taking an action.

Regional Council Member David Pollock stated that he thought bringing more information to the table was positive and did not see a reason to be delaying this.

Regional Council Member Fred Minagar, Laguna Niguel, District 12, noted that the SoCal Greenprint plan was a great idea. He requested special meeting to be held in September for discussion and action. He stated they had to think global by acting local when it comes down to housing and land

conservation policies. Lastly, he stated there were a couple of items in the Greenprint plan, which might have negative ramifications in their Regional Housing Needs Assessment numbers in Orange County.

Regional Council Member Alex Fisch, Culver City, District 41, stated they needed to move forward, and this should not be delayed. He indicated there was no need for a special hearing or a pause.

Regional Council Member Art Brown, Buena Park, District 21, expressed support of the Greenprint and that keep it moving forward.

Regional Council Member Holly Mitchell, Los Angeles County, asked if there were any case studies on how the tool can be used with the climate and environmental equity focus on identifying key areas of impact or concern for the entire region.

Mr. Greenspan stated they were going to be including equity in their equity environment themed climate change. He noted that climate adaptation was a theme that was going to be woven to the tool and will have data for example, on urban heat land and the disproportionate impact that it might have on certain communities.

Regional Council Member Cheryl Viegas-Walker, El Centro, District 1, expressed appreciation for the robust discussion they were having in a very professional and respectful way. She stated that she thought they were getting hung up a little bit on semantics and that she thought that when they talked about a pause, they were talking about a pause in implementation. She indicated that what she was hearing was that they wanted to continue to move forward with the discovery process, making sure that all voices were being heard. She stated she didn't think it was a good idea to bring this in September for action and thought they needed to continue to hear, as staff as developing the plan, so that ultimately, they can get to where they all need to be, which is making data driven decisions. She was in support of a pause in implementation but moving forward on the plan and making sure that they were inviting everyone to the table.

Regional Council Member Marsha McLean, Santa Clarita, District 67, stated she was in favor of having this process move forward.

Regional Council Member Dennis Michael, Rancho Cucamonga, District 9, expressed appreciation for the robust conversation and thought it was very important. He stated he agreed with Regional Council Member O'Neil's motion about taking a pause, not stopping the process, and having a discussion as Supervisor Curt Hagman mentioned months ago about a special hearing on this matter.

Regional Council Member Mike Carroll, Irvine, District 14, stated they had a motion and a second on the table and was supportive of motion. He indicated that unless there was any further discussion, if they could have Legal Counsel repeat the motion and take a vote.

The Clerk read into the record comments submitted by Diane Dixon:

“I support more full discussion to fully understand the scope of the potential use of the data and the unintended consequences. I’m concerned that we have not fully explored the implications and benefits or potential problems. I support the motion.”

President Lorimore asked Regional Councilmember O’Neil to clarify what a pause meant to ensure it was clear and they understood what they were talking about.

Regional Council Member O’Neil stated that stopping discussions was clearly not a prudent way to settle concerns between stakeholders and the organization. He asked for a delay on the implementation, holding the public hearing that was requested, and continuing the dialogue among stakeholders. Additionally, he asked that they bring the item back to a future Regional Council meeting to essentially get the blessing of this body, to then continue with implementation, after hearing whether or not those concerns have been ameliorated.

Regional Council Member Becerra seconded the comments by Regional Council Member O’Neil.

Regional Council Member McLean stated she disagreed with the pause and indicated they needed to move forward.

First Vice President Jan Harnik, RCTC, asked if they were to go with the rate they were going with now, what did the timeline look like compared to what was being recommended by the motion.

Executive Director Ajise stated that he did not think the timeline affected them and would continue to engage all stakeholders. He indicated it would slow them down but that also allows them to be able to have another hearing, as the motion suggests, before the project comes to any point of being done. He further stated they had the opportunity to be able to redirect and hopefully with even more information about the work of working with the stakeholders.

First Vice President Harnik questioned why work should stop and stated the process should keep moving forward. She indicated they should have all the stakeholders at the table for a complete discussion. She expressed she didn’t think they needed a motion and did not know how to offer a substitute motion that says no motion. She stated they needed to make a concerted effort to make sure that all of their stakeholders and the BIA are at the table. She further stated that every one of their regions or subregions needed to be together to offer their input and to make sure that they have a product that is going to be an asset as they go forward trying to build the housing they need.

Scott Campbell, Board Counsel, clarified that when she was saying that she would like to make a motion to basically the opposite, that was the same their rules provided and was the same as saying no. He stated the motion would continue and when the motion comes up she would just be voting no on that motion.

First Vice President Harnik asked if she could offer another motion. Board Counsel Campbell stated she could offer a substitute motion. She offered a substitute motion that they continue the timeline they are on, making sure that all stakeholders are involved in the discussion and resulting product.

Second Vice President Ramirez seconded the motion by First Vice President Harnik.

President Lorimore stated they had a first and second on the motion and would continue with discussions before taking an action.

Regional Council Member Wapner stated he could not support what was being presented at this time. He noted if the process continued and a document or something comes about whether it's implemented, it was still there. He highlighted that if only collaboration occurs, then without this collaboration having an impact on the direction of that planning, they were really not accomplishing anything. He clarified that what he thought was meant by a pause was that they were going to pause completely to have this discussion and determine what direction to go. He stated he would not be able to support the pause as defined by the no motion maker.

President Lorimore asked if he meant the original motion.

Regional Council Member Wapner clarified that he supported a pause but once it was clarified that the pause continued the process and paused the implementation, he could not support that.

Board Counsel Campbell clarified that the motion before the body was the substitute motion, which was to continue forward. He stated this motion takes priority over the prior motion.

Regional Council Member Wapner stated his comment referred to the substitute motion and he opposed that as well.

Regional Council Member Brown indicated there was 20 public meetings held before this came up on the Greenprint. He stated that if one organization didn't desire to attend those meetings and tried to put a stop to it now, it was unacceptable to him. He noted they had plenty of time to attend those meetings and should have and expressed their concerns at all those meetings.

Regional Council Member Margaret Finlay expressed concern that they would be voting on something when it really wasn't agendaized for action, especially when so many had already left the meeting. She stated that if they needed to set up another meeting next week, they should do that so that people can be aware of what they are be doing.

Regional Council Member O'Neill stated that in his original motion he was not specific on the duration of a pause or a delay in implementation. He offered another substitute motion to pause the implementation process for specifically 30 days and to hold a public hearing on the issue, and then bring it back to this Council following that.

President Lorimore stated they were dark next month and asked Legal Counsel if they can do a substitute motion on top of the substitute motion.

Board Counsel Campbell clarified that they could do substitute motion on top of the substitute motion but had now reached their limit of three main motions. He stated that this substitute on the substitute was now the motion that was currently before them but hadn't been seconded.

Regional Council Member Becerra seconded the substitute motion on top of the substitute motion.

President Lorimore stated they had a first and second on the substitute, substitute motion and continued with discussion.

Regional Council Member Carroll expressed support for the second substitute motion for the 30-day pause.

President Lorimore asked the motion maker or legal counsel to repeat motion.

Mike Houston, Chief Counsel, repeated the motion made by Regional Council Member O'Neil and seconded by Regional Council Member Becerra as follows: to pause for 30-days, for the purpose of later holding a public hearing, and then to bring back to the Regional Council at later date for implementation action.

Regional Council Member O'Neil clarified to put a pause on implementation for 30-days, but within that 30-day period continue the discussion with stakeholders to address concerns.

Due to poor connection issues, Mr. Houston took the liberty of interpreting comments by Regional Council Member Jose Luis Solache, Lynwood, District 26. He clarified that if this substitute motion fails, then the motion on the table would be the prior substitute motion.

Board Counsel Campbell further clarified that if this motion failed, they would go to the first

substitute motion, and if that motion failed, they would go back to the original motion.

Regional Council Member Wapner stated that pausing implementation 30-days didn't really mean anything and suggested pausing the process for 30-days, which he could support.

Regional Council Member O'Neil stated they were talking about semantics and that pausing the process or delaying the implementation was the same thing to him.

President Lorimore stated they had some great discussion and that it was respectful.

Mr. Houston stated he wanted to understand Regional Council Member O'Neil's prior comment and clarified that this would be a pause to delay implementation for a period of at least 30-days, in the event that for whatever reason they are unable to return with a hearing or otherwise in that period, and there would be a public hearing held for the purposes of discussing this and potentially taking further action of the Regional Council.

Regional Council Member O'Neil stated yes and if that in any way differed from what he stated he would take that as part of the amendment.

Board Counsel Campbell stated it was a clarification because staff can't make amendments, therefore, it was a clarification to Regional Council Member O'Neil's motion.

A MOTION was made (O'Neil) to approve a pause to delay implementation for a period of at least 30-days, in the event that for whatever reason they are unable to return with a hearing or otherwise in that period, and there would be a public hearing held for the purposes of discussing this and potentially taking further action of the Regional Council. Motion was SECONDED (Becerra). The motion passed by the following roll call votes:

AYES: ASHTON, BACERRA, BECERRA, BENOIT, BOYLES, CARROLL, CLARK, DE RUSE, DEVINE, DIXON, GAZELEY, HAGMAN, HUANG, KALMICK, R. MARQUEZ, MCCALLON, MICHAEL, MINAGAR, NAVARRO, NGUYEN, O'NEIL, POSEY, SHAW, TYE, and WAPNER (25)

NOES: A. BROWN, CARRILLO, FINLAY, FISCH, HAMADA, HARNIK, HENDERSON, HERNANDEZ, KELLY, LORIMORE, MCLEAN, MITCHELL, NAVA-FROELICH, POLLOCK, RAMIREZ, ROBERTSON, SALEH, SANDOVAL, SANTOS, SCHWANK, SIMONOFF, SOLACHE, VIEGAS-WALKER, and YOKOYAMA (24)

ABSTAIN: NONE (0)

ACTION ITEMS

1. Inclusive Economic Recovery Strategy - Final Report and Recommendations

Regional Councilmember Kathleen Kelly, Palm Desert, District 2, asked for a shortened presentation on Agenda Item No. 1 in the essence of time.

First Vice President Harnik, stated this was an important presentation and asked for a detailed presentation in the future.

President Lorimore stated staff could showcase this item at a later meeting.

A MOTION was made (McCallon) to adopt the Final Report and Recommendations. Motion was SECONDED (A. Brown). The motion passed by the following roll call votes:

AYES: ASHTON, BECERRA, BENOIT, BOYLES, A. BROWN, CARRILLO, CARROLL, CLARK, DE RUSE, DEVINE, DIXON, FINLAY, FISCH, GAZELEY, HAGMAN, HAMADA, HARNIK, HENDERSON, HERNANDEZ, KELLY, LORIMORE, R. MARQUEZ, MCCALLON, MICHAEL, MINAGAR, *MITCHELL, NAVA-FROELICH, NAVARRO, NGUYEN, O'NEIL, POLLOCK, POSEY, RAMIREZ, ROBERTSON, SALEH, SANDOVAL, SANTOS, SCHWANK, SHAW, SIMONOFF, SOLACHE, TYE, VIEGAS-WALKER, WAPNER and YOKOYAMA (45)

NOES: NONE (0)

ABSTAIN: MCLEAN (1)

*Regional Councilmember Mitchell stated her vote was a yes for Agenda Item 1.

BUSINESS REPORT

In the essence of time, Mr. Randall Lewis, Business Representative, did not provide a report.

PRESIDENT'S REPORT

President Lorimore highlighted the eleven SCAG Scholarship Program winners from this year's competitive pool. He commended the Scholarship Committee members for taking the time to participate in this process. He reported that Regional Councilmember Wapner attend the National Association of Regional Councils (NARC) and received an award on behalf of SCAG for the GoHuman Campaign. Regional Councilmember Wapner praised staff for their work on this. He reported the EAC members held a strategic planning session and additional information would be provided at a later date. He announced that the first date of in-person meetings would be September 2nd with a hybrid approach, meaning both in-person and online. Lastly, he reported there would not be



Regional Council meeting in August and the next meeting was scheduled for Thursday September 2 at 12:30 p.m.

EXECUTIVE DIRECTOR'S REPORT

In the essences of time, Executive Director Ajise indicated he would email his report to the members.

FUTURE AGENDA ITEM/S

There were no additional future agenda items requested.

ANNOUNCEMENT/S

Regional Councilmember O'Neill reported that the Orange County Council of Governments (OCCOG), which he chairs, initiated litigation against the California Department of Housing and Community development (HCD) to challenge the regional determination for failing to follow the statutes outlined in state law, essentially the same claims and arguments that SCAG had raised in its 2019 objection letter to HCD, and for which this body ultimately decided not to pursue further action. He stated cities in the SCAG region were encouraged to join as additional petitioners to challenge HCD's failure to follow the law and assert that HCD crafts a reasonable allocation of housing units to the region. He indicated that any city interested in joining as a petitioner to OCCOG's writ should contact their legal counsel Fred Galante fgalente@awattorneys.com.

ADJOURNMENT

There being no further business, President Lorimore adjourned the Regional Council meeting at 3:03 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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AGENDA ITEM 3
REPORT

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

To: Regional Council (RC)
From: Darin Chidsey, Chief Operating Officer
(213) 236-1836, Chidsey@scag.ca.gov
Subject: Approval for Additional Stipend Payments

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve additional stipend payments, pursuant to Regional Council Policy Manual, Article VIII, Section B(4) [RC Approved June 2019, amended June 2021], as requested by Regional Councilmember Alan D. Wapner, SBCTA.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

Pursuant to the Regional Council Stipend Policy, staff is seeking approval for additional stipend payments for Regional Councilmember Alan D. Wapner, SBCTA.

BACKGROUND:

In accordance with the Regional Council Policy Manual, Article VIII, Section B(4) [RC Approved June 2019, amended June 2021], *“Representatives of Regional Council Members may receive up to six (6) Stipends per month and the SCAG President may authorize two (2) additional Stipends in a single month on a case-by-case basis. SCAG’s First Vice President, Second Vice President and Immediate Past President may receive up to nine (9) Stipends per month. SCAG’s President may receive up to twelve (12) Stipends per month. Approval by the Regional Council is required for payment of any Stipends in excess of the limits identified herein.”*

For the month of June 2021, Regional Councilmember Alan D. Wapner, SBCTA, attended the following events for SCAG, which will count towards his 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th and 17th stipend requests:

No.	Meeting Date	Meeting Name
9 th	June 14	NARC Annual Conf.
10 th	June 15	Demographic Wkshp.



11 th	June 15	NARC Annual Conf.
12 th	June 16	NARC Annual Conf.
13 th	June 16	Mtg w/Senator Rosilicie Ochoa-Bogh
14 th	June 17	NARC Board Meeting
15 th	June 21	IEEP/UCR Housing in the Inland Empire Seminar
16 th	June 22	CSUSB Lewis Center Transpt. Congestion Pricing Seminar
17 th	June 25	EAC Strategic Planning

FISCAL IMPACT:

Funds for stipends are included in the General Fund Budget (800-0160.01: Regional Council).



AGENDA ITEM 4
REPORT

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

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: Resolution No. 21-635-1 Approving Amendment 1 to the FY 2021-22
Overall Work Program (OWP)

RECOMMENDED ACTION:

Adopt Resolution No. 21-635-1, approving Amendment 1 to the FY 2021-22 (FY22) Overall Work Program (OWP) budget and authorize the Executive Director, or his designee, to submit the necessary documentation to the California Department of Transportation (Caltrans).

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

Staff recommends that the Executive Administration Committee (EAC) and Regional Council (RC) approve a First Amendment to the FY22 OWP budget in the amount of \$40,321,424, increasing the OWP budget from \$94,040,500 to \$134,361,924 (Amendment 1). Amendment 1 is an administrative amendment that includes: programming \$35,603,268 for the Regional Early Action Planning (REAP) full grant award; \$4,670,000 for the ATP Cycle 5 grant funds to support the 2020 Sustainable Communities Program (SCP) Call 1 – Active Transportation & Safety; \$26,686 grant balance adjustment for the FY21 OTS Pedestrian and Bicycle Safety Program; and \$21,470 for TDA funds to support the Active Transportation Disadvantage Communities Plans and the Future Communities Pilot Program. Additionally, this amendment includes reallocating Consolidated Planning Grant (CPG) funds that result in budget neutral changes for various regional transportation planning projects.

BACKGROUND:

On May 6, 2021, the EAC and RC adopted the FY22 Final Comprehensive Budget, which included the FY22 OWP budget in the amount \$94.1 million. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) subsequently approved SCAG's FY22 OWP on June 29, 2021.

DISCUSSION:

Staff recommends that the EAC and RC approve Amendment 1 to the FY22 OWP in the amount of \$40.3 million, increasing the budget from \$94.1 million to \$134.4 million. Table 1 shows the changes to the funding sources in the amount of \$40.3 million:

FUNDING SOURCES	Adopted	Change	Amend#1	Justification
FHWA PL - Metropolitan Planning	\$ 21,450,065	\$ -	\$ 21,450,065	
FTA 5303 - Metropolitan Planning	\$ 17,965,396	\$ -	\$ 17,965,396	
FHWA SPR - Strategic Partnership Grants	\$ 997,365	\$ -	\$ 997,365	
FTA 5304 - Sustainable Communities Grants	\$ 449,146	\$ -	\$ 449,146	
FEDERAL OTHER	\$ 952,429	\$ 26,686	\$ 979,115	OTS grant carryover for Pedestrian and Bicycle Safety Program
SB 1 - Sustainable Communities Formula Grants	\$ 12,387,813	\$ -	\$ 12,387,813	
SHA - Sustainable Communities Grants	\$ 651,283	\$ -	\$ 651,283	
AB 101 - Regional Early Action Planning Grants	\$ 11,867,755	\$ 35,603,268	\$ 47,471,023	REAP Grant full award
MSRC Last Mile Freight Grant	\$ 10,000,000	\$ -	\$ 10,000,000	
STATE OTHER	\$ 3,948,356	\$ 4,670,000	\$ 8,618,356	ATP Cycle 5 funds for 2020 SCP Call 1 – Active Transportation & Safety
TDA	\$ 7,635,522	\$ 21,470	\$ 7,656,992	Match funds for grant projects
IN-KIND COMMITMENTS	\$ 4,563,689	\$ -	\$ 4,563,689	
CASH/LOCAL OTHER	\$ 1,171,681	\$ -	\$ 1,171,681	
TOTAL	\$ 94,040,500	\$ 40,321,424	\$ 134,361,924	

- 1) \$26,686 grant balance adjustment for the FY21 OTS Pedestrian and Bicycle Safety Program.
- 2) \$35,603,268 for the Regional Early Action Planning (REAP) full grant award to support various program areas:
 - a. \$20,853,324 for Subregional Partnership Program
 - b. \$7,917,199 for Future Labor Costs
 - c. \$4,415,850 for 2020 SCP Call 2 – Housing and Sustainable Development
 - d. \$1,500,000 for TOD & PGA Work Programs - LA Metro
 - e. \$800,000 for Priority Growth Area Strategies
 - f. \$116,895 for Other Costs
- 3) \$4,670,000 for the ATP Cycle 5 grant funds to support the 2020 Sustainable Communities Program (SCP) Call 1 – Active Transportation & Safety.
- 4) \$21,470 for TDA funds to support the Active Transportation Disadvantage Communities Plans and the Future Communities Pilot Program.

Attachment 2 includes a list of budget changes. The full report for Amendment 1 to the FY22 OWP is available online: <https://scag.ca.gov/sites/main/files/file-attachments/fy21-22-owp-amend1.pdf>.



FISCAL IMPACT:

Amendment 1 to the FY22 OWP results in an increase of \$40,321,424, increasing the OWP budget from \$94,040,500 to \$134,361,924. After approval by the EAC and RC, the revised budget will be submitted to Caltrans for their review.

ATTACHMENT(S):

1. Resolution No. 21-635-1
2. List of Budget Changes



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

REGIONAL COUNCIL OFFICERS

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RESOLUTION NO. 21-635-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG)
APPROVING AMENDMENT 1 TO THE FISCAL YEAR 2021-22
OVERALL WORK PROGRAM

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six-county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.; and

WHEREAS, SCAG has developed the Fiscal Year (FY) 2021-22 Comprehensive Budget that includes the following budget components: the Overall Work Program (OWP); the FTA Discretionary and Formula Grant Budget; the TDA Capital and Debt Service Budget; the General Fund Budget; the Indirect Cost Budget (ICAP); and the Fringe Benefits Budget; and

WHEREAS, the OWP is the basis for SCAG’s annual regional planning activities and budget; and

WHEREAS, in conjunction with the OWP Agreement and Master Fund Transfer Agreement, the OWP constitutes the annual funding contract between the State of California Department of Transportation (Caltrans) and SCAG for the Consolidated Planning Grant (CPG), and the Sustainable Transportation Planning Grants; and

WHEREAS, SCAG is also eligible to receive other Federal and/or State grant funds and/or local funds for certain regional transportation planning related activities. For such funding upon award, the funds are implemented through the OWP and SCAG and the applicable Federal or State agency shall execute the applicable grant agreement(s); and

WHEREAS, SCAG’s Regional Council approved the OWP for FY 2021-22 in May 2021, which was subsequently approved by Caltrans in June 2021; and

WHEREAS, Amendment 1 to the FY 2021-22 OWP will result in a budget increase of \$40,321,424, from \$94,040,500 to \$134,361,924; and

WHEREAS, Amendment 1 to the FY 2021-22 OWP, along with its corresponding staff report and this resolution, has been reviewed and discussed by SCAG’s Executive Administration Committee on September 1, 2021 and SCAG’s Regional Council on September 2, 2021.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, that Amendment 1 to the FY 2021-22 OWP is approved and adopted.

Attachment: Resolution No. 21-635-1 (Resolution No. 21-635-1 Approving Amendment 1 to the FY 2021-22 Overall Work Program (OWP))

BE IT FURTHER RESOLVED THAT:

1. The Regional Council hereby authorizes submittal of Amendment 1 to the FY 2021-22 OWP to the participating State and Federal agencies.
2. SCAG pledges to pay or secure in cash or services, or both, the matching funds necessary for financial assistance.
3. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby designated and authorized to execute all related agreements and other documents on behalf of the Regional Council.
4. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to make and submit to the applicable funding agencies, the necessary work program, and budget modifications to the FY 2021-22 OWP based on actual available funds and to draw funds as necessary on a line of credit or other requisition basis.
5. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to submit grant applications and execute the applicable grant agreements and any amendments with the applicable Federal or State agency and to implement grant funds through SCAG's OWP, and this includes submittal and execution of the required Overall Work Program Agreement (OWPA) and the Master Fund Transfer Agreement (MFTA) with Caltrans, as part of the Caltrans Sustainable Transportation Planning Grant Programs.
6. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2021-22 OWP that do not affect the delivery of regional transportation planning tasks, activities, steps, products, or the funding amounts listed on the OWPA.
7. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to negotiate and execute subrecipient agreements (e.g., memorandum of understanding) and related documents, on behalf of the Regional Council, involving the expenditure of funds programmed under the FY 2021-22 Comprehensive Budget.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 2nd day of September 2021.

Clint Lorimore
President, SCAG

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel/Director of Legal Services

FY 2021-22 OWP Amendment 1
List of Budget Changes

Director	Project Task No.	Project Task Name	Category	Budget Change	CPG FHWA_PL	CPG FTA_5303	TDA	FY21 SB1 Formula	FY22 SB1 Formula	REAP AB 101	Other Grants (OTS, DOE, MSRC, ATP)	Cash/Local Other	Justification
Jepson	010-1631.07	Planning for the 2028 Olympics	Consultant TC	\$ (113,065)		\$ (113,065)							FY22 A1: Reduce \$113,065 to fully fund Maas (140-0121.09, \$27,855) and Regional Dedicated Lanes (140-0121.10, \$85,210). (1) Shift \$27,855 from 010.1631.07 to 140-0121.09 Regional Dedicated Transit Lanes Study (for a new total \$277,855 for 140-0121.09). (2) Shift \$85,210 from 010.1631.07 to 140-0121.10 Mobility as a Service (MaaS) Feasibility (for a new total \$160,210 for 140-0121.10).
Jepson	140-0121.09	Regional Dedicated Transit Lanes Study	Consultant TC	\$ 27,855		\$ 27,855							FY22 A1: Add \$27,855 from 010-1631B.07 Olympic Study to fully fund Regional Dedicated Transit Lanes Study Contract 21-037-C01 \$277,854.07
Jepson	140-0121.10	Mobility as a Service (MaaS) Feasibility White Paper	Consultant TC	\$ 85,210		\$ 85,210							FY22 A1: Add \$85,210 from 010-1631B.07 Olympic Study to fully fund MaaS Contract 21-038-C01 \$160,209.60
Jepson	130-0162.18	Goods Movement Planning	Steps/Products	\$ -									Delete Steps: 3. Evaluate and Recommend Improvement to the SCAG Heavy Duty Truck Model. 4. heavy Duty Truck Model Enhancement and Validation. 5. Evaluation of the Goods Movement Elements of the 2020 RTP. Delete Products: 3. Evaluation of the 2020 RTP. 2. Updated Heavy Duty Truck Model. 4. Recommendations for Enhancing the Performance of the Regional Goods Movement Systems.
Jepson	275-4893.01	Mobility as a Service (MaaS) Feasibility White Paper (FY22 SB 1 Formula)	Consultant	\$ 75,000			\$ 8,602		\$ 66,398				Change Project/Task Name to Transit Pilot Planning. Shift \$75,000 from 275.4894.01 Regional Dedicated Transit Lanes Study to 275.4893.01 MaaS. Delete 275.4894.01 Regional Dedicated Transit Lanes Study entirely. New total for 275.4893.01 MaaS should be \$225,000. Pls see BCR for Steps and Products updates.
Jepson	275-4894.01	Regional Dedicated Transit Lanes Study (FY22 SB 1 Formula)	Consultant	\$ (75,000)			\$ (8,602)		\$ (66,398)				Change Project/Task Name to Transit Pilot Planning. Shift \$75,000 from 275.4894.01 Regional Dedicated Transit Lanes Study to 275.4893.01 MaaS. Delete 275.4894.01 Regional Dedicated Transit Lanes Study entirely. New total for 275.4893.01 MaaS should be \$225,000.
Jepson	225-3564.16	FY21 OTS - Pedestrian and Bicycle Safety Program	Staff	\$ (2,000)							\$ (2,000)		Removed travel budget and amount was reallocated to other categories of project per OTS grant revision #1.
Jepson	225-3564.16	FY21 OTS - Pedestrian and Bicycle Safety Program	Consultant	\$ (224,349)							\$ (224,349)		Reduced budget to align with OTS grant revision #2 and expenditures.
Jepson	225-3564.16	FY21 OTS - Pedestrian and Bicycle Safety Program	Non-Profit	\$ 257,436							\$ 257,436		Increased budget to align with OTS grant revision #2. Adjustment to grant balance. Grant ending 09/30/21.
Jepson	225-3564.16	FY21 OTS - Pedestrian and Bicycle Safety Program	Staff	\$ (4,401)							\$ (4,401)		Reduced budget to align with OTS grant revision #2 and expenditures.
Jepson	225-4839.01	SCAG Active Transportation Disadvantage Communities Plans	Consultant	\$ 3,082			\$ 3,082						Added carry-over FY21 funds to complete project. Contract ending 09/30/21.
Jepson	300-4887.01	2020 Sustainable Communities Program (SCP) - Housing and Sustainable Development (HSD)	Consultant	\$ 4,415,850						\$ 4,415,850			Programmed full funding received for REAP Grant Program.
Jepson	300-4887.02	TOD & PGA Work Programs - LA Metro	Consultant	\$ 1,500,000						\$ 1,500,000			Programmed full funding received for REAP Grant Program.
Jepson	300-4887.04	Priority Growth Area Strategies	Consultant	\$ 800,000						\$ 800,000			Programmed full funding received for REAP Grant Program.

Attachment: List of Budget Changes (Resolution No. 21-635-1 Approving Amendment 1 to the FY 2021-22

FY 2021-22 OWP Amendment 1
List of Budget Changes

Director	Project Task No.	Project Task Name	Category	Budget Change	CPG FHWA_PL	CPG FTA_5303	TDA	FY21 SB1 Formula	FY22 SB1 Formula	REAP AB 101	Other Grants (OTS, DOE, MSRC, ATP)	Cash/Local Other	Justification
Jepson	300-4888.01	Regional Housing Needs Assessment (RHNA) (AB 101)	Consultant	\$ 20,000						\$ 20,000			Programmed full funding received for REAP Grant Program.
Jepson	300-4889.01	Subregional Partnership Program	Consultant	\$ 20,853,324						\$ 20,853,324			Programmed full funding received for REAP Grant Program.
Jepson	300-4890.01	Data Tools and Technical Support for Housing Element Updates	Consultant	\$ 35,147						\$ 35,147			Programmed full funding received for REAP Grant Program. Added steps and products.
Jepson	300-4890.02	Research/Policy Briefs, Honorariums, University Partnerships	Consultant	\$ 41,748						\$ 41,748			Programmed full funding received for REAP Grant Program. Added steps and products.
Jepson	300-4891.01	Reporting and Invoicing	Staff	\$ 7,917,199						\$ 7,917,199			Programmed full funding received for REAP Grant Program. Current Misc Labor budget is \$0, add \$7,917,199.
Jepson	300-4891.02	Final Report to Legislature	Staff	\$ 20,000						\$ 20,000			Programmed full funding received for REAP Grant Program.
Jepson	275-4892.02	Sustainable Communities Program - 2020 Call 1 (ATP Cycle 5)	Consultant	\$ 4,670,000							\$ 4,670,000		Programming approved ATP Cycle 5 projects for \$4.7M. Create task and add project info (pls see BCR).
Jepson	015-0159.02	Transportation User Fee—Planning Groundwork Project Phase II	Consultant	\$ 57,000		\$ 50,462	\$ 6,538						Shift the Non-Profit/IHL budget to Consultant Budget.
Jepson	015-0159.02	Transportation User Fee—Planning Groundwork Project Phase II	Non-Profit	\$ (57,000)		\$ (50,462)	\$ (6,538)						Shift the Non-Profit/IHL budget to Consultant Budget.
Jepson	280-4824.02	Future Communities Pilot Program (FY19 SB 1 Formula)	Consultant	\$ 18,388			\$ 18,388						Consultant contract extended to August 2021. SB1 grant ending 2/28/21 and TDA match ending 8/31/21.
Jepson	290-4827.03	Mobility Innovations & Incentives Study (FY22 SB1 Formula)	Consultant	\$ (60,000)			\$ (6,882)		\$ (53,118)				Update the GL for UC Davis Contract Budget, 21-024-C01 from Consultant to Non-Profit/IHL.
Jepson	290-4827.03	Mobility Innovations & Incentives Study (FY22 SB1 Formula)	Non-Profit	\$ 60,000			\$ 6,882		\$ 53,118				Update the GL for UC Davis Contract Budget, 21-024-C01 from Consultant to Non-Profit/IHL.
Jepson	145-4885.01	I-710 North Mobility Hubs Plan	Consultant	\$ 32,312								\$ 32,312	Correct budget and difference of \$32,312 from Cal State LA (fund code W4) to LA County (fund code W3).
Jepson	145-4885.01	I-710 North Mobility Hubs Plan	Consultant	\$ (32,312)								\$ (32,312)	Correct budget and difference of \$32,312 from Cal State LA (fund code W4) to LA County (fund code W3).
TOTAL				\$ 40,321,424	\$ -	\$ -	\$ 21,470	\$ -	\$ -	\$ 35,603,268	\$ 4,696,686	\$ -	

Attachment: List of Budget Changes (Resolution No. 21-635-1 Approving Amendment 1 to the FY 2021-22



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

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: Contract Amendment Greater Than 30% of the Contract's Original Value:
20-035-C01, IT Managed Services

RECOMMENDED ACTION:

Approve Contract No. 20-035-C01 Amendment 3, with E.K. Associates, in an amount not-to-exceed \$1,961,341, increasing the contract value from \$2,554,499 to \$4,515,840, to provide additional IT Managed Services. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

On July 29, 2020, SCAG awarded Contract 20-035-C01 to E.K. Associates for on-demand managed information technology services. Consultant provides the following services: planning and design, monitoring, troubleshooting and repair, maintenance, and support services. These services extend to SCAG's computers, servers, network equipment, peripherals, related system software, cloud services, and professional services related to remote and on-site monitoring. The contract was structured into two parts: 1. A flat monthly fee for IT managed services as outlined above; and 2. As needed optional services not included in the flat monthly fee & billed on a time & materials basis at pre-negotiated hourly rates. This amendment increases the contract value from \$2,554,499 to \$4,515,840 (\$1,961,341). This increase is a result of implementation support for infrastructure upgrade projects that have been scoped and budgeted since July 29, 2020 and fall into the "as needed optional services" part of the contract. This amendment exceeds \$75,000, as well as 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it requires the Regional Council's approval.



BACKGROUND:

Staff recommends executing the following contract \$200,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
E.K. Associates (20-035-C01)	Consultant will provide expert scheduled and on-demand managed information technology services.	\$1,961,341

FISCAL IMPACT:

811-1163.08 \$1,961,341

Funding sources: Indirect Funding.

Funding of \$1,961,341 for this contract amendment is available in the Indirect Cost Budget in project number 811-1163.08 in multiple fiscal years: \$732,300 in FY21 and \$829,000 in FY22, and \$400,041 will be included in the FY23 budget.

ATTACHMENT(S):

1. Contract Summary 20-035-C01 Amendment 3
2. Contract Summary 20-035-C01 COI

CONSULTANT CONTRACT NO. 20-035-C01 AMENDMENT 3

Consultant: E.K. Associates

Background & Scope of Work: On July 29, 2020, SCAG awarded Contract 20-035-C01 to E.K. Associates for on-demand managed information technology services.

Specifically, Consultant provides the following services: planning and design, monitoring, troubleshooting and repair, maintenance, and support services. These services extend to SCAG’s computers, servers, network equipment, peripherals, related system software, cloud services, and professional services related to remote and on-site monitoring.

The contract was structured into two parts: 1. A flat monthly fee for IT managed services as outlined above; and 2. As needed optional services not included in the flat monthly fee, billed on a time & materials basis at pre-negotiated hourly rates.

This amendment also increases the contract value from \$2,554,499 to \$4,515,840 (\$1,961,341).

This increase is a result of implementation support for infrastructure upgrade projects that have been scoped and budgeted since July 29, 2020 and fall into the “as needed optional services” part of the contract.

Project’s Benefits & Key Deliverables: The project’s benefits and key deliverables include, but are not limited to:

- Helpdesk phone, e-mail, and onsite support;
- System Maintenance;
- System design and planning of SCAG’s server infrastructure;
- Manage SCAG’s network infrastructure;
- Manage SCAG’s cloud infrastructure; and
- Work closely with SCAG’s CIO and Operations Manager to coordinate IT Planning, budgeting, user response and deployment activities.

Strategic Plan: This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region.

Amendment Amount:	Amendment 3	\$1,961,341
	Amendment 2 (administrative - no change to contract’s value)	\$0
	Amendment 1 (administrative - no change to contract’s value)	\$0
	Original contract value	\$2,554,499
	Total contract value is not to exceed	\$4,515,840

This amendment exceeds \$75,000, as well as 30% of the contract’s original value. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it requires the Regional Council’s approval.

Contract Period: July 29, 2020 through June 30, 2025

Attachment: Contract Summary 20-035-C01 Amendment 3 (Contract Amendment Greater Than 30% of the Contract's Original Value: 20-035-

Project Number: 811-1163.08 \$1,961,341
Funding sources: Indirect Cost Budget

Funding of \$1,961,341 for this contract amendment is available in the Indirect Cost Budget in project number 811-1163.08 in multiple fiscal years: \$732,300 in FY21 and \$829,000 in FY22, and \$400,041 will be included in the FY23 budget.

Basis for the Amendment: This amendment is required to pay for work being completed under the “as needed optional services” part of the contract. If this contract is not amended, we will exhaust all approved funding before the contract term ends and will be unable to pay for future base or optional services that are required to support the agency.

**Conflict Of Interest (COI) Form - Attachment
For September 2, 2021 Regional Council Approval**

Approve Contract No. 20-035-C01 Amendment 3, with E.K. Associates, in an amount not-to-exceed \$1,961,341, increasing the contract value from \$2,554,499 to \$4,515,840, to provide additional IT Managed Services. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
E.K. Associates (prime consultant)	No

Attachment: Contract Summary 20-035-C01 Amendment 3 (Contract Amendment Greater Than 30% of the Contract's Original Value: 20-035-

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 20-035-C01

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under "GET INVOLVED", then "Contract & Vendor Opportunities" and scroll down under the "Vendor Contracts Documents" tab; whereas the SCAG staff may be found under "ABOUT US" then "OUR TEAM" then "Employee Directory"; and Regional Council members can be found under "MEETINGS", then scroll down to "LEADERSHIP" then select "REGIONAL COUNCIL" on the left side of the page and click on "Regional Council Officers and Member List."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Legal Division, especially if you answer "yes" to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: E.K. ASSOCIATES
Name of Preparer: REGINA VASWANI
Project Title: _____
Date Submitted: _____

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) REENA VASWANI, hereby declare that I am the (position or title) PRINCIPAL of (firm name) E.K. ASSOCIATES, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 8/23/2021 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

Reena Jay V.

Signature of Person Certifying for Proposer
(original signature required)

8/23/21

Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.



AGENDA ITEM 6
REPORT

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

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: Contracts \$200,000 or Greater: Contract No. 22-012-C01, Infrastructure
Upgrade – Data Center Equipment

RECOMMENDED ACTION:

Approve Contract No. 22-012-C01 in an amount not to exceed \$1,277,323, with The Pinnacle Group, to provide hardware, software, maintenance, and support for state-of-the-art equipment including physical servers, storage, and network devices at SCAG’s secondary data center. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

As part of the overall effort to upgrade SCAG’s information technology infrastructure, staff initiated an upgrade to its backup and disaster recovery plan that included moving to a new secondary datacenter facility to ensure SCAG’s servers, enterprise services and core data will be available should SCAG experience an interruption to connectivity/business at our primary data center. To ensure the reliability and availability of SCAG’s business applications, SCAG’s secondary data center components need to be upgraded, including those that have reached their end-of-life.

BACKGROUND:

Staff recommends executing the following contract \$200,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
The Pinnacle Group (22-012-C01)	This contract includes hardware, software, maintenance and support fees for new equipment purchased including:	\$1,277,323

1. Physical servers, storage, and network devices at SCAG's secondary data centers.
2. Updating VMWare, Veeam, and Windows Server software and licenses that are used for SCAG IT infrastructure data recovery and backup.

FISCAL IMPACT:

Funding of \$424,635 for software, support, and licensing is available in the Indirect Cost Budget in project number 811.1163.17. Funding of \$852,688 for capital assets over \$5,000 such as servers, storage, network devices, and installation will be charged to the General Fund Budget in project number 800.0160.10. The cost will be recovered through depreciation in the Indirect Cost Budget.

ATTACHMENT(S):

1. Contract Summary 22-012-C01
2. Contract Summary 22-012-C01 COI

CONSULTANT CONTRACT NO. 22-012-C01

Recommended Consultant:

The Pinnacle Group

Background & Scope of Work:

As part of the overall effort to upgrade SCAG’s information technology infrastructure, staff initiated an upgrade to its backup and disaster recovery plan that included moving to a new secondary datacenter facility to ensure SCAG’s servers, enterprise services and core data will be available should SCAG experience an interruption to connectivity/business at our primary data center. To ensure the reliability and availability of SCAG’s business applications, SCAG’s secondary data center components need to be upgraded, including those that have reached their end-of-life.

It is of critical importance to SCAG operations that SCAG’s aging IT infrastructure is upgraded and that backup systems are in place should SCAG experience an unforeseen event. SCAG’s IT infrastructure supports all of SCAG’s business applications daily. This includes Finance Division applications, Microsoft Dynamics GP, Microsoft Customer Relationship Management (CRM), SQL Server databases. It also supports critical projects such as GIS applications and the Regional Aerial Imagery project.

This contract includes hardware, software, maintenance, and support fees for new equipment purchased including:

1. Physical servers, storage, and network devices at SCAG’s secondary data center.
2. Updating VMWare, Veeam, and Windows Server software and licenses that are used for SCAG IT infrastructure data recovery and backup.

Project’s Benefits & Key Deliverables:

The project’s benefits and key deliverables include, but are not limited to:

- State of the art equipment ensuring the reliability, availability and efficiency of SCAG’s business applications;
- Ensuring that SCAG’s core data are available to reliably serve SCAG staff, constituents, and partners; and
- Increasing the reliability of SCAG’s disaster recovery and business continuity plan.

Strategic Plan

This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region; Objective: Model best practices by prioritizing continuous improvement and technical innovations through the adoption of interactive, automated, and state-of-the-art information tools and technologies.

Contract Amount:

Total not to exceed

\$1,277,323

Contract Period:

Notice to proceed through September 30, 2026

Project Number:

Funding of \$424,635 for software, support, and licensing is available in the Indirect Cost Budget in project number 811.1163.17. Funding of \$852,688 for capital assets over \$5,000 such as servers, storage, network devices, and installation will be

Attachment: Contract Summary 22-012-C01 (Contracts \$200,000 or Greater: Contract No. 22-012-C01, Infrastructure Upgrade – Data Center

charged to the General Fund Budget in project number 800.0160.10. The cost will be recovered through depreciation in the Indirect Cost Budget.

Request for Quote:

SCAG staff notified 1,404 firms of the release of RFP 22-012-C01 via SCAG’s Solicitation Management System website. A total of 47 firms downloaded the RFP. SCAG received the following three (3) quotes in response to the solicitation:

The Pinnacle Group	\$1,277,323
Kambrian Corporation	\$1,536,065
BB2 Technology Group	\$1,577,186

Basis for Selection:

Given the fact that staff issued an RFQ, staff recommends awarding the contract to the lowest responsive and responsible bidder, Pinnacle.

**Conflict Of Interest (COI) Form - Attachment
For September 2, 2021 Regional Council Approval**

Approve Contract No. 20-012-C01 in an amount not to exceed \$1,277,323, with The Pinnacle Group, to provide hardware, software, maintenance, and support for state-of-the-art equipment including physical servers, storage, and network devices at SCAG’s secondary data center. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
The Pinnacle Group	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 22-012-C01

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under “GET INVOLVED”, then “Contract & Vendor Opportunities” and scroll down under the “Vendor Contracts Documents” tab; whereas the SCAG staff may be found under “ABOUT US” then “OUR TEAM” then “Employee Directory”; and Regional Council members can be found under “MEETINGS”, then scroll down to “LEADERSHIP” then select “REGIONAL COUNCIL” on the left side of the page and click on “Regional Council Officers and Member List.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Legal Division, especially if you answer “yes” to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: Pinnacle Business Solutions (The Pinnacle Group)
Name of Preparer: James Bartlett - EVP Services
Project Title: RFQ 22-012 - Datacenter Network Infrastructure Upgrade
Date Submitted: 8-11-21

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:


Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) James Bartlett, hereby declare that I am the (position or title) EVP - Services of (firm name) The Pinnacle Group, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 8-18-21 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 _____ 8-18-21
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.



AGENDA ITEM 7
REPORT

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

To: Executive/Administration Committee (EAC)
Regional Council (RC)

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: Contracts \$200,000 or Greater: Contract No. 21-058-C01, Heavy Duty
Truck Model Improvement

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve Contract No. 21-058-C01 in an amount not to exceed \$312,590, with Fehr and Peers, subject final negotiation, to review, enhance and validate Heavy-Duty Truck (HDT) model and provide framework for future HDT model enhancement. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

The consultant shall provide a comprehensive Heavy-Duty Truck (HDT) model, technical assistant, and future HDT model strategic framework to further advance HDT model that SCAG's modeling staff shall use to analyze truck travel from various transportation improvements and policies for SCAG's plans and programs in support of the 2024 Regional Transportation plan and Sustainable Communities Strategy (2024 RTP/SCS).

BACKGROUND:

Staff recommends executing the following contract \$200,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Fehr and Peers (21-058-C01)	The consultant shall review, enhance, and validate Heavy-Duty Truck (HDT) model and provide framework for future HDT model enhancement.	\$312,590



FISCAL IMPACT:

Funding of \$312,590 is available in the FY 2021-22 Overall Work Program (OWP) budget in Project Number 070-0130B.12.

ATTACHMENT(S):

1. Contract Summary 21-058-C01
2. Contract Summary 21-058-C01 COI

CONSULTANT CONTRACT NO. 21-058-C01

Recommended Consultant:

Fehr & Peers

Background & Scope of Work:

As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for the development and maintenance of Heavy-Duty Truck (HDT) Model to evaluate important policy choices and investment decisions for the SCAG region. The model is a primary tool to analyze truck travel, including seaports and airports, for SCAG’s main plans and projects. The HDT model, as one of the main model components of SCAG’s Regional Travel Demand Model, was used for the analysis to SCAG’s 2020 RTP/SCS.

The scope of work entails data analysis review, HDT model components improvements, model validation (to verify accuracy of the model), and sensitivity testing (testing the model by different transportation policies) which will all enhance SCAG’s HDT model.

Project’s Benefits & Key Deliverables:

The project’s benefits and key deliverables include, but are not limited to:

- Providing a comprehensive HDT model that is capable of analyzing various transportation improvements and policies for SCAG’s plans and programs in support of the 2024 RTP/SCS;
- Providing technical assistance on model estimation and validation to enhance staff’s technical and analytical skills;
- Providing future HDT model strategic framework to further advance HDT model
- SCAG Heavy Duty Truck Model Software;
- Technical documents; and
- Framework for future HDT model enhancements.

Strategic Plan:

This item supports SCAG’s Strategic Plan Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective: a) Develop and maintain planning models that support regional planning.

Contract Amount:

Total not to exceed	\$312,590
Fehr & Peers (prime consultant)	\$136,360
Cambridge Systematics (subconsultant)	\$135,386
VRPA Technologies, Inc. (subconsultant)	\$40,844

Contract Period:

Notice to proceed through June 30, 2023

Project Number(s):

070-0130B.12 \$312,590
Funding source(s): Consolidated Planning Grant (CPG) – Federal Transit Administration (FTA) Section 5303.

Funding of \$312,590 is available in the FY 2021-22 Overall Work Program (OWP) budget in Project Number 070-0130B.12.

Request for Proposal (RFP):

SCAG staff notified 4,506 firms of the release of RFP 21-058 via SCAG’s Solicitation Management System. A total of 22 firms downloaded the RFP. SCAG received the following 2 proposals in response to the solicitation:

Fehr & Peers (prime consultant)	\$312,590
HBA Specto Incorporated (1 subconsultant)	\$245,860

Selection Process:

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed both firms.

The PRC consisted of the following individuals:

- Mana Sangkapichai, Transportation Modeler IV, SCAG
- Stephen Sungsu Yoon, Sr. Regional Planner, SCAG
- Ellen Jisu Lee, Transportation Modeler II, SCAG
- John Cho, Sr. Regional Planner, SCAG

Basis for Selection:

The PRC recommended Resource Systems Group for the contract award because the consultant:

- Demonstrated the most extensive experience with projects of similar size and scope. Specifically, Fehr & Peers demonstrated most familiarity and better understanding, specifically on strength and potential changes with SCAG HDT model since their members from Cambridge Systematics were the original developers of the SCAG HDT model and its latest major updates of the model. Fehr & Peers also demonstrated better experience on other essential HDT model components which are important to complete model calibration and validation. For example, they involved in the design of the PortTAM model (to model trips to and from Port of L.A. and Long Beach and intermodal railyard), as well as adapted the SCAG HDT model for use in sub-regional updates for Riverside, San Bernardino, and imperial county; and
- Proposed methodologies and technical approaches were more detailed, comprehensive and innovative. Specifically, Fehr & Peers’ data analysis and data utilization approach: Fehr & Peers demonstrated more experience and capability to utilize and apply other new and existing data sources, such as truck GPS data, commodity flow data, and establishment data, as alternatives to an outdated establishment survey. Further, their Sensitivity Test approach demonstrated the most thorough understanding of sensitivity tests that are essential to determine whether the model responds well to reasonable changes from key inputs. Their proposed possible tests include changes in land use, employee and generalized costs, such as operation cost or fuel cost, which meet requirements of the HDT model enhancement for the analysis

Although the other firm proposed lower prices than the selected consultant, the PRC did not recommend this firm for contract award because this firm did not demonstrate clear approaches and methodologies, specifically on data analysis, data utilization for model components improvement, and sensitivity test approach for model validation.

**Conflict of Interest (COI) Form - Attachment
For September 2, 2021 Regional Council Approval**

Approve Contract No. 21-058-C01 in an amount not to exceed \$312,590, with Fehr and Peers, subject final negotiation, to review, enhance and validate Heavy-Duty Truck (HDT) model and provide framework for future HDT model enhancement. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Fehr & Peers (prime consultant)	No - form attached
Cambridge Systematics (subconsultant)	No - form attached
VRPA Technologies, Inc. (subconsultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No. 21-058

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under “OPPORTUNITIES”, then “Doing Business with SCAG” and scroll down under the “CONTRACTS” tab; whereas the SCAG staff may be found under “ABOUT” then “Employee Directory”; and Regional Council members can be found under “ABOUT”, then scroll down to “ELECTED OFFICIALS” on the left side of the page and click on “See the list of SCAG representative and their Districts.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Deputy Legal Counsel, especially if you answer “yes” to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: Fehr & Peers

Name of Preparer: Mike Wallace

Project Title: Heavy Duty Truck Model Improvement

RFP Number: A 21-058 **Date Submitted:** _____

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

Attachment: Contract Summary 21-058-C01 COI (Contracts \$200,000 or Greater: Contract No. 21-058-C01, Heavy Duty Truck Model

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

Attachment: Contract Summary 21-058-C01 COI (Contracts \$200,000 or Greater: Contract No. 21-058-C01, Heavy Duty Truck Model

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:


Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Mike Wallace, hereby declare that I am the (position or title) Principal of (firm name) Fehr & Peers, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 06/02/2021 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


06/02/2021

Signature of Person Certifying for Proposer Date
(original signature required)

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

Attachment: Contract Summary 21-058-C01 COI (Contracts \$200,000 or Greater: Contract No. 21-058-C01, Heavy Duty Truck Model

SCAG CONFLICT OF INTEREST FORM

RFP No. 21-058

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, especially if you answer "yes" to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: Cambridge Systematics, Inc.

Name of Preparer: James J. Brogan

Project Title: Executive Vice President

RFP Number: 21-058 Date Submitted: June 4, 2021

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

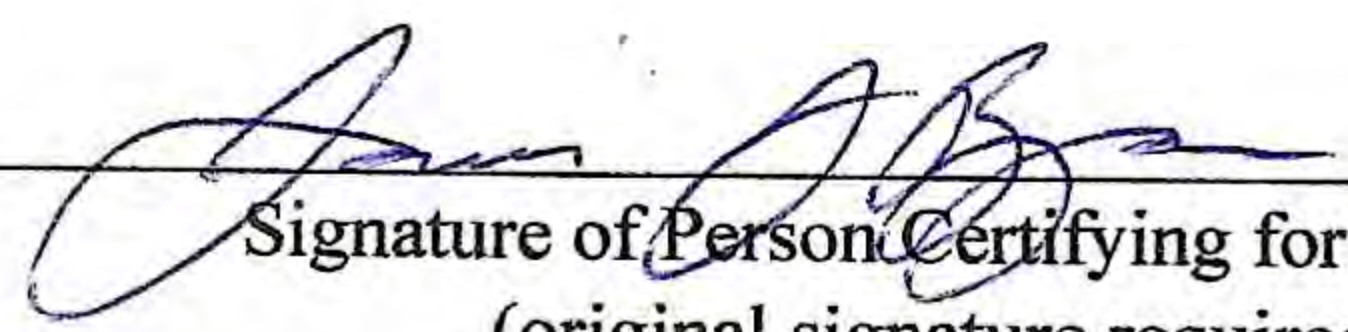
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) James J. Brogan, hereby declare that I am the (position or title) Executive Vice President of (firm name) Cambridge Systematics, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated _____ is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 _____ Date 5/27/21
 Signature of Person Certifying for Proposer (original signature required)

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No. 21-058

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, especially if you answer "yes" to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: VRPA Technologies, Inc.

Name of Preparer: Erik Ruehr

Project Title: Heavy Duty Truck Model Improvement

RFP Number: A 21-058 **Date Submitted:** 05/28/21

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If “yes,” please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Erik Ruehr, hereby declare that I am the (position or title) Director of Traffic Engineering of (firm name) VRPA Technologies, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 05/28/21 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



05/28/21

Signature of Person Certifying for Proposer
(original signature required)

Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

Attachment: Contract Summary 21-058-C01 COI (Contracts \$200,000 or Greater: Contract No. 21-058-C01, Heavy Duty Truck Model



AGENDA ITEM 8
REPORT

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

To: Executive/Administration Committee (EAC)
Regional Council (RC)

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: Contracts \$200,000 or Greater: Contract No. 21-064-C01, Southern California Goods Movement Communities Freight Impact Assessment

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve Contract No. 21-064-C01 in an amount not to exceed \$239,419 with Fehr & Peers to conduct a Southern California Goods Movement Communities Freight Impact Assessment. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

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:

Contract 21-064-C01 in an amount not to exceed \$239,419 with Fehr & Peers is presented for approval to conduct a study to understand the positive and negative impacts of goods movement as well as the experience of these impacts on the communities. This study will focus on public health, workforce development and communications best practices. Key products include a best practices toolkit for impacted communities, recommendations for impacted communities and the region, and a communications strategy for SCAG goods movement outreach.

BACKGROUND:

Staff recommends executing the following contract \$200,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Fehr & Peers	<i>The consultant will conduct a study to understand the positive and negative impacts of goods movement as well as the experience of these impacts on the communities.</i>	\$239,419



FISCAL IMPACT:

Funding of \$239,419 is available in the FY 2021-22 Overall Work Program (OWP) in Project Numbers 145-486H1.01 and 145-4865E.01.

ATTACHMENT(S):

1. Contract Summary 21-064-C01
2. Contract Summary 21-064-C01 COI

CONSULTANT CONTRACT NO. 21-064-C01

Recommended Consultant:

Fehr & Peers

Background & Scope of Work:

Consistent with the requirements of the Caltrans Sustainable Communities Planning Grant that funds this project, the consultant shall work on behalf of SCAG to conduct a Southern California Goods Movement Communities Freight Impact Assessment. This study aims to understand the positive and negative impacts of goods movement as well as the experience of these impacts on the communities in the SCAG region. This study will focus on public health, workforce development and communications best practices. Key products include a best practices toolkit for impacted communities, recommendations for impacted communities and the region, and a communications strategy for SCAG goods movement outreach.

The study will explore innovative means of outreach to engage communities. The study will result in mutually developed tools and recommendations for communities to benefit from goods movement economic opportunities and address any perceived negative impacts in their communities.

Project's Benefits & Key Deliverables:

The project's benefits and key deliverables include, but are not limited to:

- Identification of disproportionate burdens on disadvantaged and impacted communities in the region, particularly those related to air quality, traffic, and employment opportunities resulting from localized goods movement activities;
- Identification of potential opportunities for disadvantaged and impacted communities to benefit from goods movement activities;
- Development and execution of a communications strategy to share study findings and toolkit with populations of disadvantaged and impacted communities, and to guide SCAG's future engagement on goods movement with communities in the region and

A toolkit of strategies for stakeholders of impacted communities that can be replicated and used to mitigate localized goods movement impacts, and make appropriate investments that strengthen their communities.

Strategic Plan:

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

Contract Amount:

Total not to exceed	\$239,419
Fehr & Peers (prime consultant)	\$161,329
Arellano Associates (subconsultant)	\$78,090

Contract Period:

Notice to Proceed through September 30, 2022

Project Number(s):

145-4865H1.01 \$191,535
145-4865E.01 \$ 47,884
Funding source(s): Caltrans Sustainable Transportation Planning Grant, FHWA Strategic Partnerships.

Request for Proposal (RFP): SCAG staff notified 2,005 firms of the release of RFP 21-064 via SCAG’s Solicitation Management System website. A total of 1 firm downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

Fehr & Peers (1 subconsultant) \$239,419

The Regents of University of California,
on behalf of the Riverside Campus – (1 subconsultant) \$632,893

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

- Alison Linder, (Project Manager) Sr. Regional Transportation Planner(SCAG)
- Anita Au, Sr. Regional Transportation Planner (SCAG)
- Prithvi Deore, Assistant Transportation Planner(SCAG)
- Annie Nam, Manager of Goods Movement and Transportation Finance

Basis for Selection: The PRC recommended Fehr & Peers for the contract award because the consultant:

- Demonstrated the best understanding of the project, specifically, the consultant understood the need to engage goods movement impacted communities in new and innovative ways and provided several examples of how this would be done. The consultant describes a two way communications process where material will be shared with relevant community members and input and feedback will be collected. The consultant describes workshops, CBO integration and use of interactive online tools to engage community members and collect and analyze input;
- Provided the best technical approach, for example; the consultant described appropriate tools and methods to conduct a community screening, to document goods movement impacted communities and to identify communities of focus for the study; and
- Proposed the lowest price.

**Conflict of Interest (COI) Form - Attachment
For September 2, 2021 Regional Council Approval**

Approve Contract No. 21-064-C01 in an amount not to exceed \$239,419 with Fehr & Peers to conduct a Southern California Goods Movement Communities Freight Impact Assessment. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Fehr & Peers (prime consultant)	No - form attached
Arellano Associates (subconsultant)	No- form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. RFP No. 21-064

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under “GET INVOLVED”, then “Contract & Vendor Opportunities” and scroll down under the “Vendor Contracts Documents” tab; whereas the SCAG staff may be found under “ABOUT US” then “OUR TEAM” then “Employee Directory”; and Regional Council members can be found under “MEETINGS”, then scroll down to “LEADERSHIP” then select “REGIONAL COUNCIL” on the left side of the page and click on “Regional Council Officers and Member List.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Legal Division, especially if you answer “yes” to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

Name of Firm: Fehr & Peers

Name of Preparer: Jeremy Klop

Project Title: Southern California Goods Movement Communities Freight Impact Assessment.

RFP Number: 21-064 Date Submitted: 6/9/2021

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

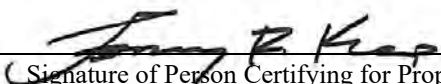
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Jeremy Klop, hereby declare that I am the (position or title) Principal of (firm name) Fehr & Peers, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 6/8/2021 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


6/8/2021

(Signature of Person Certifying for Proposer
(original signature required))

Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.



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

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

From: Sarah Dominguez, Senior Regional Planner
(213) 236-1918, dominguezs@scag.ca.gov

Subject: Subregional Sustainable Communities Strategies Framework and
Guidelines

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR CEHD:

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

RECOMMENDED ACTION FOR RC:

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

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

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

BACKGROUND:

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

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

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

Some key points included in the document include:

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

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

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

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

¹ Government Code §65080(b)(2)(D)

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

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

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

Next steps:

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

FISCAL IMPACT:

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

ATTACHMENT(S):

1. 2024 Subregional SCS Framework & Guidelines_Marked Up
2. 2024 Subregional SCS Framework & Guidelines_Clean
3. PowerPoint Presentation - Subregional SCS Guidelines

**SUBREGIONAL SUSTAINABLE COMMUNITIES
STRATEGY FRAMEWORK AND GUIDELINES**

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I. INTRODUCTION

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

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

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

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

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

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

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

of the regional SCS.

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

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

II. ELIGIBILITY AND PARTICIPATION

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

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

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

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

III. FRAMEWORK

The Framework portion of this document covers regional objectives and policy

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

A. SCAG's Goals

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

- ~~Update the 2024 RTP/SCS with an emphasis on documenting the region's progress in implementing the strategies and actions described in the 2020-2045 SCS, Connect SoCal.~~
- ~~Demonstrate continued reasonable progress in implementing the 2020 RTP/SCS.~~
- ~~Achieve the regional GHG emission reduction targets for 2030 and 2035⁺ for cars and light trucks as determined by the California Resources Board (ARB) through an SCS.~~
- ~~Prepare an SCS that will achieve the targets set for cars and light trucks as determined by the California Air Resources Board (CARB).~~
- Fully integrate SCAG's planning processes for transportation, growth, ~~intergovernmental review~~, land use, housing, and the environment.
- Seek areas of cooperation ~~with the subregions, CTCs, and any local jurisdictions~~ that go beyond the procedural statutory requirements, but that also result in regional plans and strategies that achieve co-benefits.
- Build trust by providing an interactive, participatory, and collaborative process for all stakeholders. Provide for the robust participation of local jurisdictions, subregions, and CTCs in the development of the SCAG regional SCS and ~~implementation facilitate the development of the any subregional provisions of the law SCSs and/or APSs.~~
- ~~Ensure that the SCS adopted by SCAG and submitted to CARB reflects the region's collective growth strategy and the shared vision for the future.~~
- ~~Develop strategies that incorporate and are respectful of local and subregional priorities, plans, and projects.~~
- ~~Incorporate the goals and policies reflected in regional resolutions adopted by the SCAG Regional Council including but not limited to Resolution 20-623-2² declaring racism a public health crisis, Resolution 21-628-1 on Climate Change Action³ and Resolution 21-629-2⁴ to bridge the digital divide in underserved communities.~~
- ~~Demonstrate continued reasonable progress in implementing the 2016 RTP/SCS Develop strategies that incorporate and are respectful of local and subregional priorities, plans, and projects.~~

B. Flexibility, Targets and Adoption

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

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

² https://scag.ca.gov/sites/main/files/file-attachments/rcresolution206232_0.pdf?1605039926

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

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

Guidelines.

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

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

C. Outreach Effort and Principles

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

D. Communication and Coordination

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

E. Planning Concepts

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

IV. GUIDELINES

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

A. Subregion Role and Responsibilities

(1) Subregional Sustainable Communities Strategy

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

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

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

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

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

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

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

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

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

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

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

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

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

Land Use Characteristics include:

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

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

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

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

Transportation System Characteristics include:

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

Performance Indicators include:

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

(2) Subregional Alternative Planning Strategy

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

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

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

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

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

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

(3) Subregional SCS Outreach

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

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

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

(4) Subregional SCS Approval

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

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

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

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

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

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

(6) Data Standards

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

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

(7) Documentation

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

land use data⁷ required for consideration in the development of the subregional SCS (and APS as appropriate).

(8) Implementation Monitoring

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

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

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

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

(9) Timing

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

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

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

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

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

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

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

B. County Transportation Commissions’ Roles and Responsibilities

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

C. SCAG Roles and Responsibilities

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

(1) Preparing and adopting the Framework and Guidelines

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

(2) Public Participation Plan

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

(3) Technical Methodology

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

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

(4) Incorporation, Modification and Conflict Resolution

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

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

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

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

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

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

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

(5) Modeling

SCAG currently uses an ~~Trip-Based Regional Transportation Demand Activity Based~~ Model (ABM) and CARB's Emission Factor (EMFAC) model for emissions purposes. ~~SCAG is also in the process of developing an Activity Based Model which may be used in 2020 RTP/SCS development and evaluation.~~

SCAG will compile and disseminate performance information on the preliminary regional SCS and its components in order to facilitate regional dialogue.

(6) Regional Performance Measures.

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

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

(7) Adoption/Submission to State

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

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

~~(8) Conflict Resolution~~

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

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

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

~~(8) Funding~~

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

~~(9) Data~~

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

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

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

(10) Tools

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

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

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

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

(11) Resources and technical assistance

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

D. Milestones/Schedule

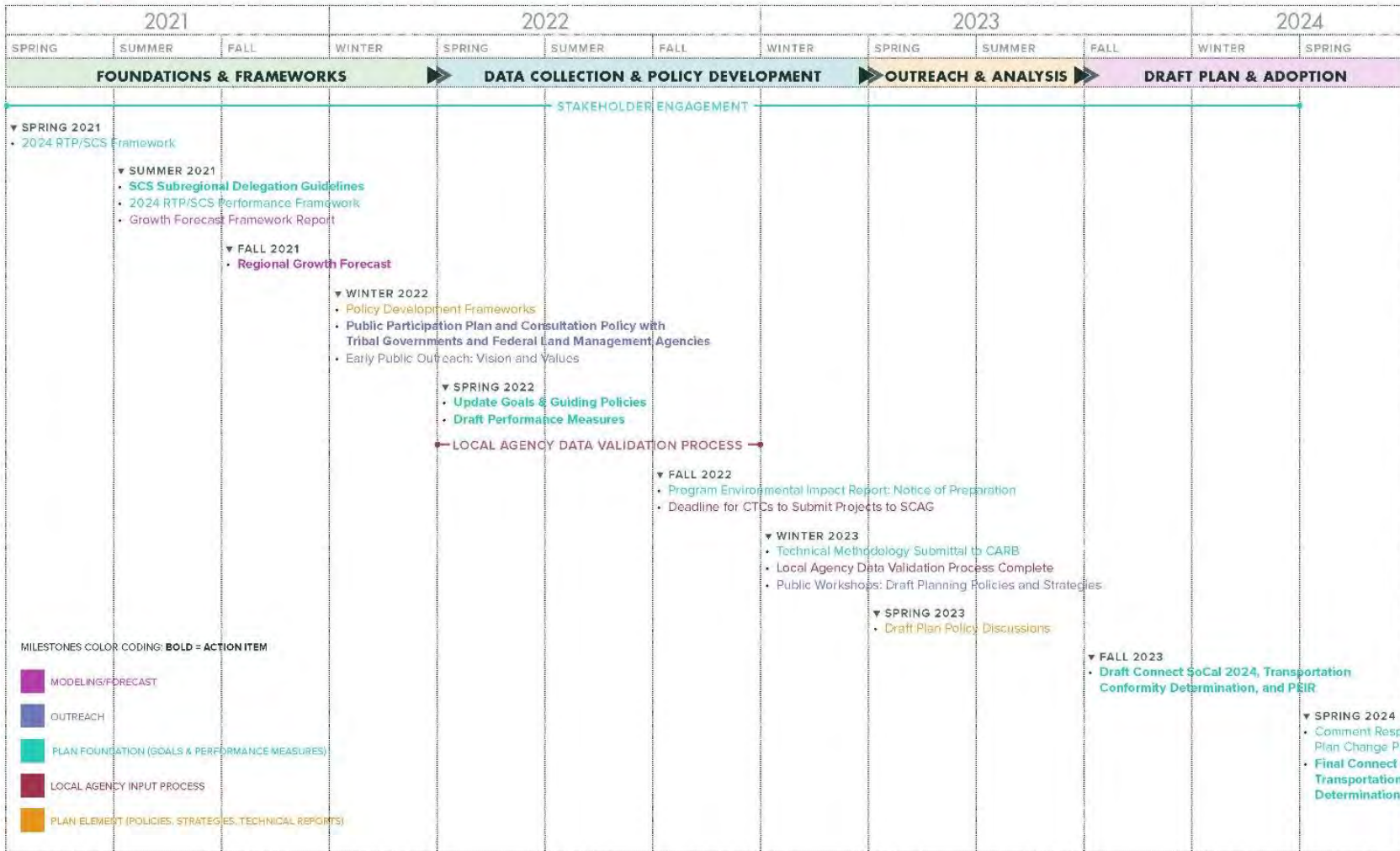
- Deadline for subregions to communicate intent to prepare a subregional SCS – October 29, 2021
- ~~CARB issues Final Regional Targets – Summer 2017~~
- SCAG and Subregional Council of Governments establish Memorandum of Understanding – Early 2022
- Subregional SCS development – Early 2022 through Fall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

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

APPENDIX A



2024 RTP/SCS PRELIMINARY MILESTONES



**SUBREGIONAL SUSTAINABLE COMMUNITIES
STRATEGY FRAMEWORK AND GUIDELINES**

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I. INTRODUCTION

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

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

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

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

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

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

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

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

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

II. ELIGIBILITY AND PARTICIPATION

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

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

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

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

III. FRAMEWORK

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

A. SCAG's Goals

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

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

- Prepare an SCS that will achieve the targets set for cars and light trucks as determined by the California Air Resources Board (CARB).
- Fully integrate SCAG’s planning processes for transportation, growth, land use, housing, and the environment.
- Seek areas of cooperation with the subregions, CTCs, and any local jurisdictions that go beyond the procedural statutory requirements, but that also result in regional plans and strategies that achieve co-benefits.
- Build trust by providing an interactive, participatory, and collaborative process for all stakeholders. Provide for the robust participation of local jurisdictions, subregions, and CTCs in the development of the SCAG regional SCS and facilitate the development of any subregional SCSs and/or APSs.
- Ensure that the SCS adopted by SCAG and submitted to CARB reflects the region’s collective growth strategy and the shared vision for the future.
- Develop strategies that incorporate and are respectful of local and subregional priorities, plans, and projects.
- Incorporate the goals and policies reflected in regional resolutions adopted by the SCAG Regional Council including but not limited to Resolution 20-623-2¹ declaring racism a public health crisis, Resolution 21-628-1 on Climate Change Action² and Resolution 21-629-2³ to bridge the digital divide in underserved communities.

B. Flexibility, Targets and Adoption

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

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

C. Outreach Effort and Principles

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

D. Communication and Coordination

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

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

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

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

E. Planning Concepts

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

IV. GUIDELINES

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

A. Subregion Role and Responsibilities

(1) Subregional Sustainable Communities Strategy

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

- (i) identify the general location of uses, residential densities, and building intensities within the subregion;
- (ii) identify areas within the subregion sufficient to house all the population of the sub-region, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation and employment growth;
- (iii) identify areas within the subregion sufficient to house an eight-year projection of the regional housing need for the subregion pursuant to Section 65584⁴;
- (iv) identify a transportation network to service the transportation needs of the subregion;
- (v) gather and consider the best practically available scientific information regarding resource areas and farmland in the subregion as defined in subdivisions (a) and (b) of Section 65080.01;
- (vi) consider the state housing goals specified in Sections 65580 and 65581;
- (vii) set forth a forecasted development pattern for the subregion, which, when

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

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

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

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

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

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

Land Use Characteristics include:

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

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

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

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

Transportation System Characteristics include:

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

Performance Indicators include:

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

(2) Subregional Alternative Planning Strategy

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

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

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

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

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

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

(3) Subregional SCS Outreach

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

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

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

(4) Subregional SCS Approval

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

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

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

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

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

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

(6) Data Standards

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

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

(7) Documentation

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

(8) Implementation Monitoring

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

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

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

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

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

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

(9) Timing

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

B. County Transportation Commissions’ Roles and Responsibilities

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

C. SCAG Roles and Responsibilities

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

(1) Preparing and Adopting the Framework and Guidelines

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

(2) Public Participation Plan

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

(3) Technical Methodology

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

(4) Incorporation, Modification and Conflict Resolution

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

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

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

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

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

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

(5) Modeling

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

(6) Regional Performance Measures.

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

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

(7) Adoption/Submission to State

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

(8) Funding

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

activities associated with these efforts.

(9) Data

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

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

(10) Tools

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

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

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

(11) Resources and Technical Assistance

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

D. Milestones/Schedule

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

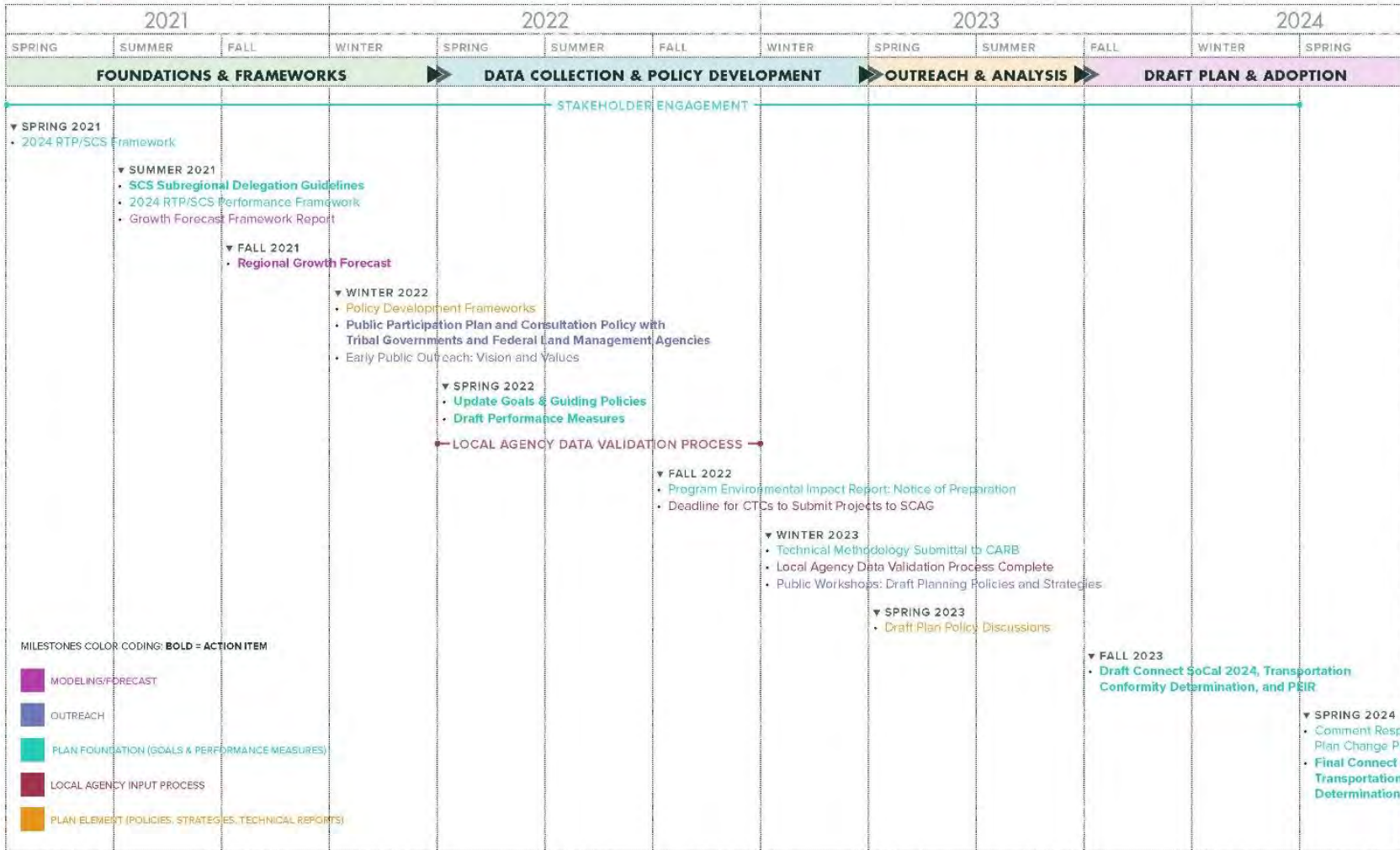
- Subregional SCS development – Early 2022 through Fall 2022
- Draft dataset delivery to SCAG – Summer 2022
- Final dataset delivery to SCAG – Fall 2022
- Draft subregional SCS to be incorporated into regional SCS – Winter 2023
- Release Draft 2024 RTP/SCS for public review – Fall 2023
- Regional Council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

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

APPENDIX A



2024 RTP/SCS PRELIMINARY MILESTONES




Subregional SCS Framework and Guidelines

2024 RTP/SCS, Connect SoCal


Sarah Dominguez
Planning Strategy
9/3/2021

www.scag.ca.gov



1

Senate Bill 375 Provision for Subregions



- Allows for the development of subregional SCSs:

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

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

2

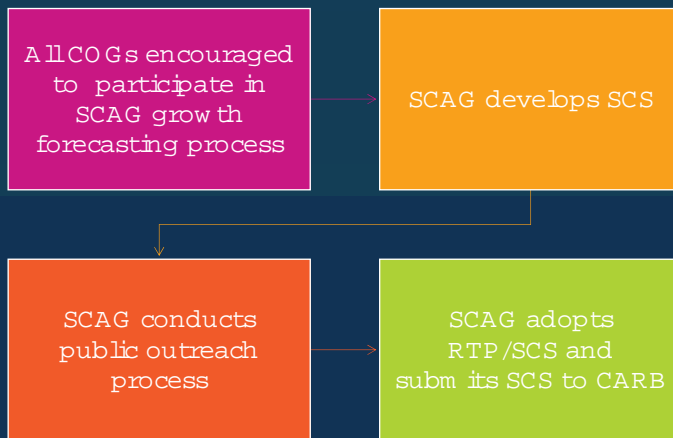
How Would Subregional Delegation Work?



3

3

What if Subregions Don't Delegate?



- COGs and stakeholders engaged through working groups and Executive Directors meetings
- SB 375 statute: local land use plans not required to be consistent with RTP/SCS
- Data and tools available regardless of subregional SCS delegation

4

4


Next Steps 

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

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6



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

To: Energy & Environment Committee (EEC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Cory Wilkerson, Program Manager II
(213) 236-1992, wilkerson@scag.ca.gov

Subject: Notice of CEQA Exemption Pursuant to CEQA Guidelines Sections 15262, 15301(c), 15304(e), 15306 and 15322 for the SCAG Sustainable Communities Program-Active Transportation & Safety and Approval to Accept the Active Transportation Program funds for the Project

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council adopt Resolution No. 21-635-2, approving the filing of a California Environmental Quality Act (CEQA) Notice of Exemption for the SCAG 2021 Sustainable Communities Program ("Project"), subject to the 30-day public inspection period and, recommend the Regional Council's adoption of Resolution No. 21-635-3 to accept the Active Transportation Program funds for the Project.

RECOMMENDED ACTION FOR RC:

Adopt Resolution No. 21-635-2, approving the filing of a California Environmental Quality Act (CEQA) Notice of Exemption for the SCAG 2021 Sustainable Communities Program ("Project"), subject to the 30-day public inspection period, and adopt Resolution No. 21-635-3 to accept the Active Transportation Program funds for the Project

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

On May 6, 2021 the SCAG Regional Council adopted the Sustainable Communities Program Active Transportation and Safety (SCP AT&S) Project Recommendations. This list of projects was subsequently approved by the State of California Transportation Commission at their June 23, 2021 meeting. Prior to Caltrans allocating the awarded Grant Funds, SCAG must conduct an assessment of potential environmental impacts of the SCP AT&S projects (collectively, the "Project") pursuant to the California Environmental Quality Act (CEQA) in order to determine the type of CEQA document to prepare or whether the Project is exempt. SCAG staff has reviewed the Project and has determined that it is exempt from CEQA under the exemptions discussed herein.

BACKGROUND:

SCAG staff's review of the Project and recommendation regarding CEQA exemption are explained below.

BASIS FOR EXEMPTIONS:

The key considerations for determining if a project is exempt from CEQA are outlined in Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Section 15002(k)(1), 15061, 15062, and 15300 to 15332. In general, CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. A project is exempt from CEQA if the project falls within one or more of the 33 classes. Once the lead agency determines that the project falls within any of the 33 classes, the project is exempt from CEQA, and the environmental review process does not need to proceed further. The lead agency may prepare and file a Notice of Exemption (NOE) pursuant to CEQA Guidelines Section 15062. The NOE serves as a public notice that the lead agency has determined that a project is exempt from CEQA. The NOE may be filed with the OPR and the county clerk of each county in which the project will be located after approval of the project. Submission of the NOE to the Office of Planning and Research (OPR) and the county clerks completes the review of exemption process for a lead agency under the provisions of CEQA. The filing and posting of an NOE will begin a 30- day public inspection period.

ENVIRONMENTAL ASSESSMENT:

SCAG staff has conducted an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, 15262, and 15300 to 15332. CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. Based upon its assessment, SCAG staff has determined that the following exemptions apply to the Project:

- CEQA Guidelines §15262 – Feasibility and Planning Studies: The Project includes the preparation of active transportation and safety plans. A project involving possible future actions but does not have a legally binding effect on later activities does not require the preparation of an EIR or Negative Declaration.
- CEQA Guidelines §15301(c) – Existing Facilities: The Project would involve implementing interim active transportation capital improvement projects in Los Angeles County, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;

- CEQA Guidelines § 15304 (e) - Minor Alterations to Land: The Project may involve interim capital improvement projects within the project cities that would minimally alter existing public rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;
- CEQA Guidelines §15306- Information Collection: The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection;
- CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes: The Project would consist of educational programs in the community of Coachella in Riverside County, involving no physical changes in the area affected, which would fall under the exemption set forth in CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes.

SCHEDULE:

Upon approval by the Regional Council, SCAG will submit the NOE to be filed with OPR and Los Angeles, Orange, and Riverside County Clerks for a 30-day public inspection period, which will begin on or about September 6, 2021 through approximately October 7, 2021. It is anticipated that the Project would be implemented beginning in June 2022 and completed by June 2025.

FISCAL IMPACT:

Once allocated, work associated with this item will be included in the Fiscal Year 2021-22 Overall Work Program. The project is fully funded in the amount of \$4,970,000 with \$4,670,000 grant funds from the California Active Transportation Program and \$300,000 in SB1 funds.

ATTACHMENT(S):

1. Resolution No. 21-635-2 Approving NOE Sustainable Communities Program
2. Resolution No. 21-635-3 Approving Sustainable Communities Program
3. Notice of Exemption 2021 SCP ATS



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

RESOLUTION NO. 21-635-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS TO RELEASE THE NOTICE OF EXEMPTION (NOE) IN ACCORDANCE WITH ENVIRONMENTAL ASSESSMENT PURSUANT TO SECTIONS 21080(b), 21083, AND 21804 OF THE PUBLIC RESOURCES CODE AND CEQA GUIDELINES SECTIONS 15002(k)(1), 15061, 15062, 15262, AND 15300 to 15332 FOR SUSTAINABLE COMMUNITIES PROGRAM

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Clint Lorimore, Eastvale
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- Community, Economic & Human Development
Jorge Marquez, Covina
- Energy & Environment
David Pollock, Moorpark
- Transportation
Sean Ashton, Downey

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.;

WHEREAS, SCAG adopted the 2020 Regional Transportation Plan and Sustainable Communities Strategy ("RTP/SCS"), Connect SoCal, which included Sustainable Communities Program ("SCP") as part of its implementation strategy;

WHEREAS, on June 23, 2021, SCAG was awarded \$4,670,000 in Active Transportation Program funds ("Grant Funds") to undertake the Sustainable Communities Program ("Project");

WHEREAS, the primary goal of the Project is to: (1) implement Active Transportation Network Visions projects for LADOT and the City of Pomona, (2) implement Active Transportation Plan projects for the County of Los Angeles, and the City of Banning, (3) implement Safe Routes to School Plan projects in the City of Lynwood and the City of Duarte, (4) implement an interim capital improvement project in the City of Santa Monica, (5) implement First/Last Mile Plan projects for OCTA and the City of Montebello, (6) implement a Safety Plan project for the City of Santa Ana, and (7) implement a Non-Infrastructure project in the County of Riverside;

WHEREAS, the Regional Council will subsequently consider acceptance of Grant Funds for the Project on September 2, 2021 pursuant to Resolution No. 21-635-3;

WHEREAS, SCAG is required to conduct an assessment of potential environmental impacts of the Project pursuant to the California Environmental Quality Act (CEQA), prior to receiving allocation of the awarded Grant Funds;

WHEREAS, SCAG has conducted an environmental assessment of the Project and determined that the Project is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301(c)- Existing Facilities, Section 15304(e)- Minor Alterations to Land, Section 15306- Information Collection, Section 15322 - Educational or Training Programs Involving No Physical Changes and is statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15262-

Attachment: Resolution No. 21-635-2 Approving NOE Sustainable Communities Program (Notice of CEQA Exemption Pursuant to CEQA

Feasibility and Planning Studies; and the scope of the Project activities have been determined to not have a significant effect on the environment; and

WHEREAS, SCAG has prepared a Notice of Exemption (NOE) to be filed with the State of California Office of Planning and Research (OPR) and the Clerk for the County of Los Angeles, Orange County, and Riverside County where the Projects will be located for a 30-day public inspection period pursuant to CEQA Guidelines Section 15062.

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.

BE IT FURTHER RESOLVED THAT the SCAG Regional Council finds that based upon an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332, SCAG has determined that the following CEQA exemptions apply to the Project:

- The Project would involve implementing eleven active transportation projects in Los Angeles, Orange and Riverside counties, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
- The Project includes the preparation of active transportation and safety plans for the County of Los Angeles and OCTA, and the Cities of Banning, Lynwood, Los Angeles, Pomona, Montebello, Santa Ana, and Duarte. A project involving possible future actions but does not have a legally binding effect on later activities does not require the preparation of an EIR or Negative Declaration, as set forth in the exemption under CEQA Guidelines §15262 – Feasibility and Planning Studies;
- The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection;
- The Project may involve implementing interim capital improvement projects within the project areas that would exist for a limited duration on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land; and
- The Project would include Active Transportation Network Vision projects for LADOT and the City of Pomona, Active Transportation Plan projects for the County of Los Angeles and the City of Banning, Safe Routes to School Plan projects in the Cities of Lynwood and Duarte, First/Last Mile Plan projects for OCTA and the City of Montebello, a Safety Plan project for the City of Santa Ana, an interim capital improvement project in the City of Santa Monica, and safety

education and encouragement campaigns in the County of Riverside; involving no physical changes in the area affected, which would fall under the exemption set forth in CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes.

NOW THEREFORE, BE IT FURTHER RESOLVED by the Regional Council, that:

1. The Notice of Exemption for the proposed Project has been completed in compliance with CEQA and will be filed with OPR and the Los Angeles, Orange and Riverside County Clerks for a 30-day public inspection period; and
2. The proposed Project does not have a significant effect on the environment, and thus additional environmental review by SCAG is not required for the Project and a Notice of Exemption 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 second day of September, 2021.

Clint Lorimore
President, SCAG

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel/Director of Legal Services



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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Human Development
Jorge Marquez, Covina

Energy & Environment
David Pollock, Moorpark

Transportation
Sean Ashton, Downey

RESOLUTION NO. 21-635-3

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS AUTHORIZING THE
ACCEPTANCE OF CALIFORNIA ACTIVE TRANSPORTATION
PROGRAM GRANT FUNDS FOR
SUSTAINABLE COMMUNITIES PROGRAM**

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. §5303 et seq.;

WHEREAS, SCAG adopted the 2020 Regional Transportation Plan and Sustainable Communities Strategy ("RTP/SCS"), Connect SoCal, which included Sustainable Communities Program ("SCP") as part of its implementation strategy;

WHEREAS, on September 3, 2020, the Regional Council approved the 2020/2021 Sustainable Communities Program Guidelines and authorized staff to release the Active Transportation & Safety Call for Applications;

WHEREAS, on May 6, 2021, the Regional Council adopted Resolution No. 21-632-1 to implement the 2021 SCAG Regional Active Transportation Program project list, including plans and programs selected through SCAG's Sustainable Communities Program: Active Transportation and Safety Call for Applications;

WHEREAS, Los Angeles Department of Transportation (LADOT), Orange County Transportation Authority (OCTA), Cities of Pomona, Santa Monica, Banning, Lynwood as well as counties of Los Angeles and Riverside had applied for grants totaling \$4,670,000 in the Active Transportation Program funds ("Grant Funds") through the 2021 SCAG Regional Active Transportation Program and SCAG's Sustainable Communities Program, of which projects were recommended for funding (Resolution No. 21-631-1);

WHEREAS, on Jun 23, 2021, the California Transportation Commission adopted the 2021 SCAG Regional Active Transportation Program project list and awarded \$4,670,000 in Grant Funds to SCAG to undertake the Sustainable Communities Program ("Project") based upon the proposals submitted by LADOT, OCTA, Cities of Pomona, Santa Monica, Banning, Lynwood as well as counties of Los Angeles and Riverside ("Recipients");

WHEREAS, the Recipients requested that SCAG assume responsibility for managing the Grant Funds, the Project and their respective projects; and

WHEREAS, the primary goal of the Project is to: (1) implement Active Transportation Network Visions projects for LADOT and the City of Pomona, (2) implement Active Transportation Plan projects for the County of Los Angeles,

OCTA, and the City of Banning, (3) implement a Safe Routes to School Plan project in the City of Lynwood, (4) implement a Quick Build project in the City of Santa Monica, and (5) implement a Non-Infrastructure project in the County of Riverside.

NOW THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, as follows:

1. That the Regional Council hereby authorizes SCAG to accept and administer the Grant Funds in the amount of approximately \$4,670,000 to support the Sustainable Communities Program; and
2. SCAG’s Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to receipt of the Grant Funds supporting the Sustainable Communities Program.

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

Clint Lorimore
President, SCAG

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel/Director of Legal Services

Notice of Exemption

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

Orange County Clerk
601 N Ross Street
Santa Ana, CA 92701

Riverside County Clerk
2724 Gateway Drive
Riverside, CA 92507

Los Angeles County Clerk
12400 Imperial Highway
Norwalk, CA 90650

From: Southern California Association of Governments
900 Wilshire Blvd, Suite #1700
Los Angeles, CA 90017

Project Title:

Southern California Association of Governments (SCAG) 2021 Sustainable Communities Program Active Transportation and Safety Project

Project Location:

Riverside County in the City of Banning and Coachella (Riverside County Public Health). Los Angeles County in the Cities Santa Monica, Los Angeles, Lynwood, Duarte, Pomona, Montebello, and unincorporated Los Angeles County. Orange County in the City of Santa Ana and Orange County (OCTA).

Description of Nature, Purpose, and Beneficiaries of Project:

SCAG, in partnership with local agencies, will be implementing 11 projects across the region within three counties:

- In the County of Los Angeles with the City of Los Angeles Department of Transportation, the City of Duarte, the City of Montebello, the City of Pomona, the City of Lynwood, the County of Los Angeles Department of Public Health, and the City of Santa Monica
 - In the County of Riverside with the Riverside County Department of Public Health and the City of Banning
 - In the County of Orange with the Orange County Transportation Authority and the City of Santa Ana
- The 11 projects fall into four project categories. The project categories included:
- Education and Encouragement Programs – These include Safe Routes to School education programs.
 - Community or Area-wide Plans – Plans will focus on active transportation or transportation safety.
 - Quick Build Projects – These are interim capital improvement projects that will be implemented in partnership with the local agency.
 - Network Visioning and Implementation – This category involves the development of a community plan followed by a quick build project that implements part of the plan on an interim basis.

Name of Public Agency Approving Project:

Southern California Association of Governments

Name of Person or Agency Carrying Out Project:

Southern California Association of Governments

Exempt Status: (check one)

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a)); Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption: CEQA Guidelines § 15002 (k)(1) – General Concepts; CEQA Guidelines § 15061 – Review for Exemption; CEQA Guidelines §15262 – Feasibility and Planning Studies; CEQA Guidelines § 15301 (c) and 15301(f) – Existing Facilities CEQA Guidelines § 15304 (e) and 15304 (e) – Minor Alterations to Land; CEQA Guidelines § 15311 (a) and 15311 (c) – Accessory Structures; CEQA Guidelines § 15322 – Educational or Training Programs Involving No Physical Changes
- Statutory Exemptions

Reasons why project is exempt:

SCAG staff has conducted an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k) (1), 15061, 15062, 15262, and 15300 to 15332. CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. Based upon its assessment, SCAG staff has determined that the following exemptions apply to the Project:

- CEQA Guidelines §15262 – Feasibility and Planning Studies: The Project includes the preparation of active transportation and safety plans. A project involving possible future actions but does not have a legally binding effect on later activities does not require the preparation of an EIR or Negative Declaration.
- CEQA Guidelines §15301(c) – Existing Facilities: The Project would involve implementing interim active transportation capital improvement projects in Los Angeles County, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
- CEQA Guidelines § 15304 (e) - Minor Alterations to Land: The Project may involve interim capital improvement projects within the project cities that would minimally alter existing public rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land.
- CEQA Guidelines §15306- Information Collection: The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes

for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection.

- CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes: The Project would consist of educational programs in the community of Coachella in Riverside County, involving no physical changes in the area affected, which would fall under the exemption set forth in CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes.

Project Approval Date: SCAG's Regional Council Approved the project on September 2, 2021.
The California Transportation Commission approved funding for this project on June 23, 2021.

CEQA Contact Person:	Phone Number:	Fax Number:	Email:
Karen Calderon	(213) 236-1983	(213) 236-1963	calderon@scag.ca.gov
Project Contact Person:	Phone Number:	Fax Number:	Email:
Cory Wilkerson	(213) 236-1992	(213) 236-1963	wilkerson@scag.ca.gov

Date received for filing at OPR: _____ Signature of Applicant: _____

Frank Wen, Department Manager
Planning Strategy
Southern California Association of Governments



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

To: Executive/Administration Committee (EAC)
Regional Council (RC)

From: Javiera Cartagena, Acting Director of Policy and Public Affairs
(213) 236-1980, cartagena@scag.ca.gov

Subject: AB 215 (Chiu) - Housing Element Relative Progress Determination

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Oppose

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:

Assembly Bill (AB) 215 (Chiu, D-San Francisco) would have established a process for a mid-cycle housing element consultation between the state Department of Housing and Community Development (HCD) and any jurisdiction it deems not to have made sufficient progress toward its regional housing needs allocation (RHNA). AB 215 was amended on August 16, 2021, however, to remove the mid-cycle housing element consultation component of the bill.

As currently written, AB 215 requires HCD to notify a local jurisdiction and the office of the Attorney General if a city or county is in violation of the Housing Crisis Act of 2019 (also known as SB 330, Skinner, D-Berkeley) and authorizes the Attorney General to bring an action to enforce state law.

At its meeting on July 20, 2021, and notably, before the bill was most recently amended, the Legislative/Communications and Membership Committee (LCMC) unanimously voted to forward a "oppose" position on AB 215 to the Regional Council.

BACKGROUND:

Existing law requires every city and county to prepare and adopt a general plan, including a housing element, to guide the future growth of a community. The housing element must identify and analyze existing and projected housing needs, identify adequate sites with appropriate zoning to

meet the housing needs of all income segments of the community, and ensure that regulatory systems provide opportunities for, and do not unduly constrain, housing development.

Each community's fair share of housing is determined through the RHNA process. Once councils of governments (COGs) divide and allocate the regional housing need to cities and counties in the respective region, each city or county must incorporate its allocation into the housing element of its general plan.

Local governments must submit a draft of their housing elements to HCD for review and then must adopt their housing elements while also accounting for any findings by HCD as to whether or not the housing element complies with state housing and zoning law. If a jurisdiction fails to comply with state housing and zoning law, HCD is required to notify the office of the Attorney General that the jurisdiction is in violation of state law.

The Housing Crisis Act (HCA), adopted as SB 330 (Chapter 654, Statutes of 2019), prohibits certain local actions that would reduce housing capacity. HCA prohibits downzoning unless the jurisdiction upzones an equal amount elsewhere so that there is "no net loss" in residential capacity. The bill also voids certain local policies that limit growth, including building moratoria, caps on the numbers of units that may be approved, and population limits. HCA prohibits a local agency from applying new rules or standards to a project after a preliminary development application is submitted and requires local agencies to list all information needed to make a development application complete. In addition, HCA establishes a cap of five hearings that may be conducted on a project and establishes specified anti-displacement protections.

AB 215

Sponsored by the California Housing Consortium, AB 215 originally would have required HCD to determine the progress of each city, county, or COG region toward meeting its RHNA allocation. AB 215 would have also further required a jurisdiction, if its progress toward meeting its RHNA allocation were less than that of the COG as a whole, to undertake a mid-cycle housing element consultation with HCD. These provisions were amended out of the bill on August 16, 2021, however.

As currently written, AB 215 would require HCD to notify a local jurisdiction and the office of the Attorney General if a city or county is in violation of the Housing Crisis Act of 2019 (also known as SB 330, Skinner, D-Berkeley) and would authorize the Attorney General to bring a legal action to enforce state law.

AB 215 passed the Assembly floor on June 1, 2021, on a vote of 58-11-10 with Assemblymembers Aguiar-Curry (D-Winters), Arambula (D-Fresno), Berman (D-Menlo Park), Bloom (D-Santa Monica), Bryan (D-Baldwin Park), Burke (D-Marina del Rey), Calderon (D-Whittier), Carrillo (D-Los Angeles),

Cervantes (D-Corona), Chau (D-Monterey Park), Chiu (D-San Francisco), Cooley (D-Rancho Cordova), Cooper (D-Elk Grove), Daly (D-Anaheim), Fong (R-Bakersfield), Frazier (D-Fairfield), Friedman (D-Glendale), Gabriel (D-Woodland Hills), Gallagher (R-Yuba City), Cristina Garcia (D-Bell Gardens), Eduardo Garcia (D-Coachella), Gipson (D-Carson), Lorena Gonzalez (D-San Diego), Gray (D-Merced), Grayson (D-Concord), Holden (D-Pasadena), Irwin (D-Thousand Oaks), Jones-Sawyer (D-South Los Angeles), Kalra (D-San Jose), Lackey (R-Palmdale), Lee (D-San Jose), Low (D-Silicon Valley), McCarty (D-Sacramento), Medina (D-Riverside), Mullin (D-San Mateo), Nazarian (D-Sherman Oaks), O'Donnell (D-Long Beach), Patterson (R-Fresno), Petrie-Norris (D-Laguna Beach), Quirk (D-Hayward), Quirk-Silva (D-Fullerton), Ramos (D-Highland), Reyes (D-San Bernardino), Luz Rivas (D-Arleta), Robert Rivas (D-Salinas), Rodriguez (D-Pomona), Blanca Rubio (D-Baldwin Park), Salas (D-Bakersfield), Santiago (D-Los Angeles), Stone (D-Monterey Bay), Ting (D-San Francisco), Valladares (R-Santa Clarita), Villapudua (D-Stockton), Ward (D-San Diego), Akilah Weber (D-San Diego), Wicks (D-Oakland), Wood (D-Santa Rosa), and Speaker Rendon (D-Lakewood) voting in support.

Assemblymembers Bigelow (R-Placerville), Boerner Horvath (D-Oceanside), Cunningham (R-San Luis Obispo), Megan Dahle (R-Bieber), Davies (R-Laguna Niguel), Levine (D-San Rafael), Nguyen (R-Garden Grove), Seyarto (R-Murrieta), Smith (R-Hesperia), Voepel (R-Santee), and Waldron (R-Escondido) voted against the bill. Assemblymembers Bauer-Kahan (D-San Ramon), Bennett (D-Ventura), Chen (R-Diamond Bar), Choi (R-Irvine), Flora (R-Ripon), Kiley (R-Rocklin), Maienschein (D-San Diego), Mathis (R-Visalia), Mayes (NPP-Palm Desert), and Muratsuchi (D-Torrance) abstained from the vote.

On July 1, 2021, Chair Wiener (D-San Francisco) and Senators Cortese (D-San Jose), Skinner (D-Berkeley), Umberg (D-Garden Grove), and Wieckowski (D-Fremont) supported AB 215 in the Senate Housing Committee. Senators Bates (R-Laguna Niguel) and Ochoa Bogh (R-Rancho Cucamonga) opposed it. Senators Caballero (D-Salinas) and McGuire (D-Santa Rosa) abstained from the vote.

AB 215 was amended on August 16, 2021 and is currently scheduled for a hearing in the Senate Appropriations Committee on August 23, 2021.

Prior Committee Action

Staff presented AB 215 to the LCMC at its meeting on July 20, 2021, with a recommendation to "oppose," as the bill was inconsistent with the following point of the adopted 2021 State Legislative Platform:

- While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.

Members of the LCMC unanimously voted to forward a "oppose" recommendation on AB 215 to the Regional Council.



FISCAL IMPACT:

Work associated with the AB 215 staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 12
REPORT

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

To: Executive/Administration Committee (EAC)
Regional Council (RC)

From: Javiera Cartagena, Acting Director of Policy and Public Affairs
(213) 236-1980, cartagena@scag.ca.gov

Subject: SB 9 (Atkins) - Duplex Approvals

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Oppose

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:

Senate Bill (SB) 9 (Atkins, D-San Diego) would (1) require the ministerial approval of a housing development of no more than two units in a single-family zone (duplex) and (2) require the ministerial approval of the subdivision (lot split) of a single parcel, already zoned for residential use, into two parcels. At its May 6, 2021, meeting, the Regional Council voted 37-17 to take an "oppose unless amended" position on SB 9. Since that time, suggested amendments offered by SCAG have not been incorporated in the bill. Therefore, the Legislative/Communications and Membership Committee (LCMC) recommends the Regional Council (RC) update the agency's position to an outright "oppose."

BACKGROUND:

In December of 2020, Pro Tem Atkins and her colleagues, Senators Anna Caballero (D-Salinas), Nancy Skinner (D-Berkeley), and Scott Wiener (D-San Francisco), introduced a Senate Housing Package with many of the members in the working group mentioned above serving as co-authors. This package includes six bills aimed at increasing the production and supply of housing opportunities for Californians. The six bills are as follows:

- SB 5 (Atkins) is a spot bill that establishes the initial framework for a statewide housing bond that would fund the creation of new, affordable housing for homeless and low-income families.

- SB 6 (Caballero) would authorize residential development on existing lots currently zoned for commercial office and retail space such as strip malls or large "big box" retail spaces. The bill requires the development of residential units to be at a minimum density to accommodate affordable housing and abide by existing local planning and development ordinances.
- SB 7 (Atkins) would expand and extend the California Environmental Quality Act (CEQA) streamlining process created for environmental leadership development projects under AB 900. The SCAG Regional Council formally supported SB 7 at its March 4, 2021 meeting.
- SB 8 (Skinner) would extend the sunset of the Housing Crisis Act of 2019 (HCA) by five years to January 1, 2030. The Housing Crisis Act of 2019, also authored by Senator Skinner as SB 330, prohibits down-zoning unless the city or county concurrently up-zones an equal amount elsewhere so that there is no net loss in residential capacity. It also voids certain local policies that limit growth, including building moratoria, caps on the numbers of units that can be approved, and population limits.
- SB 9 (Atkins) would allow landowners to create a duplex or subdivide an existing lot in residential areas and is the main subject of this report. The RC took a formal "oppose unless amended" position on SB 9 at its May 6, 2021 meeting.
- SB 10 (Wiener) would allow cities to upzone areas close to job centers, transit, and existing urbanized areas for up to ten units without having to go through the lengthy CEQA process. The RC took a "support if amended" position on SB 10 at its May 6, 2021 meeting.

Additional information on SB 9 is included below.

SB 9

SB 9 was introduced on December 7, 2020, the first day of the 2021-22 legislative session. The bill is authored by Senate President Pro Tem Toni Atkins, Senators Anna Caballero, Susan Rubio, and Senate Housing Committee Chair Scott Wiener. In addition, Transportation Committee Chair Lena Gonzalez and Senate Government and Finance Committee Chair Mike McGuire are co-authors of the bill.

First, this bill would require a proposed housing development containing no more than two residential units with a single-family residential zone to be considered ministerially, without discretionary review or a hearing of the local agency, if the proposed housing development would not require demolition or alteration of housing that is subject to a recorded covenant or a rent control ordinance, would not require demolition of more than 25% of the existing exterior structural walls (except if a local ordinance allows for a greater amount of demolition or if the site

has not been occupied by a tenant in the last three years), would not be located within a historic district or designated as a historic property by a local agency.

Second, SB 9 would require a city or county ministerially to approve a parcel map or tentative and final map for an urban lot split if that proposed action is located within a residential zone, would not require the demolition or alteration of housing that is subject to a recorded covenant or a rent control ordinance, and that the parcel is not located within a historic district or designated as a historic property by a local agency. As an urban lot split, the parcel would have to be in an urbanized area or urban cluster and could not be on prime farmland, wetlands, or on certain other sensitive uses.

By requiring ministerial approval for the actions described above, the proposed project would no longer be subject to CEQA. CEQA requires a city or county to prepare an environmental impact report on a project that may have a significant impact on the environment. However, CEQA does not apply to the approval of ministerial projects.

The bill would set forth what a local agency can and cannot require in approving an urban lot split, relating to objective zoning standards, objective subdivision standards, and objective design standards, and prohibiting certain standards if those standards would (a) have the effect of physically precluding the construction of two units on either of the resulting parcels, (b) physically preclude either of the two units from being at least 800 square feet in floor area, (c) prohibit the imposition of setback requirements under certain circumstances, and setting maximum setback requirements under all other circumstances.

Additionally, SB 9 would prohibit a city or county from requiring more than one parking space per unit for either a proposed duplex or a proposed lot split. The bill would further prohibit a city or county from imposing any parking requirements if the parcel is located within one-half mile walking distance of either a high-quality transit corridor or a major transit stop, or if there is a car share vehicle located within one block of the parcel.

Lastly, Pro Tem Atkins amended SB 9 on April 5, 2021, to clarify that a local agency shall not be required to permit an accessory dwelling unit or junior accessory dwelling unit on parcels that use both ministerial authorities contained within the bill at the time when the lot split is authorized. In addition, the bill was amended to authorize lot splits to be up to a 40/60 split instead of two parcels of equal size.

SB 9 passed the Senate Floor on May 26, 2021, with the following 28 Senators voting in support: Bob Archuleta (D-Pico Rivera), Toni Atkins (D-San Diego), Josh Becker (D-Menlo Park), Steve Bradford (D-Carson), Ana Caballero (D-Salinas), Dave Cortese (D-San Jose), Brian Dahle (R-Bieber), Bill Dodd (D-Napa) Maria Elena Durazo (D-Los Angeles), Susan Talamantes Eggman (D-Stockton),

Lena Gonzalez (D-Long Beach), Shannon Grove (R-Bakersfield), Bob Hertzberg (D-Van Nuys), Ben Hueso (D-San Diego), Melissa Hurtado (D-Sanger), John Laird (D-Santa Cruz), Connie Leyva (D-San Bernardino), Mark McGuire (D-Santa Rosa), Dave Min (D-Irvine), Jim Nielsen (R-Gerber), Richard Pan (D-Sacramento), Anthony Portantino (D-La Canada Flintridge), Richard Roth (R-Riverside), Susan Rubio (D-Baldwin Park), Nancy Skinner (D-Berkeley), Tom Umberg (D-Garden Grove), Wieckowski (D-Fremont), Wiener (D-San Francisco).

Senators Patricia Bates (R-Laguna Niguel), Andreas Borgeas (R-Fresno), Brian Jones (R-Santee), Melissa Melendez (R-Lake Elsinore), Rosilicie Ochoa Bogh (R-Yucaipa), and Senator Scott Wilk (R-Santa Clarita) voted against SB 9 and Senators Ben Allen (D-Santa Monica), Steve Glazer (D-Orinda), Sydney Kamlager (D-Los Angeles), Monique Limón, Josh Newman (D-Fullerton), and Henry Stern (D-Agoura Hills) abstained from the vote.

SB 9 was amended on August 16, 2021 to require the applicant for an urban lot split to sign an affidavit stating that she intends to occupy one of the housing units as her principal residence for a minimum of three years from the date of the approval of the urban lot split, unless the applicant is a community land trust or a qualified nonprofit corporation.

In the Assembly, SB 9 passed the Local Government committee and Housing and Community Development committee with bipartisan votes. Most recently, SB 9 passed the Assembly Appropriations Committee on August 19, 2021 with Committee Chair Lorena Gonzalez (D-San Diego) and Assemblymembers Lisa Calderon (D-Industry), Wendy Carrillo (D-Los Angeles), Megan Dahle (R-Bieber), Vince Fong (R-Bakersfield), Eduardo Garcia (D-Coachella), Ash Karla (D-San Jose), Kevin McCarty (D-Sacramento), Kevin Mullin (D-San Mateo), Bill Quirk (D-Hayward), Luz Rivas (D-San Fernando), and Mark Stone (D-Santa Cruz) voting for the bill.

Assemblymember Frank Bigelow (R-O'Neals) voted against SB 9, while Assemblymember Isaac Bryan (D-Culver City), Ed Chau (D-Montebello), and Randy Voepel (R-Santee) abstained. SB 9 now moves to the Assembly floor where the bill's final vote has not yet been scheduled.

As of the bill's most recent policy committee hearing, the following organizations and agencies had registered their official support or opposition to the bill.

Support (partial list)

Opposition (partial list)

-
- Abundant Housing LA
 - American Planning Association, California Chapter
 - California Apartment Association
 - California Chamber of Commerce
 - California Building Industry Association
 - Chan Zuckerberg Initiative
 - Fieldstead and Company
 - Local Government Commission
 - Orange County Business Council
 - AIDS Healthcare Foundation
 - California Contract Cities Association
 - League of California Cities
 - San Gabriel Valley Council of Governments
 - Ventura Council of Governments
 - The following 70 cities from the SCAG region: Azusa, Bellflower, Beverly Hills, Brea, Burbank, Camarillo, Carson, Cerritos, Chino, Chino Hills, Cypress, Diamond Bar, Downey, Eastvale, El Segundo, Fountain Valley, Garden Grove, Glendora, Hesperia, Huntington Beach, Hidden Hills, Indian Wells, Irvine, Irwindale, La Palma, La Verne, La Canada Flintridge, Laguna Beach, Laguna Niguel, Lakewood, Lancaster, Lomita, Los Alamitos, Maywood, Menifee, Mission Viejo, Moorpark, Murrieta, Newport Beach, Norwalk, Ontario, Pasadena, Palm Desert, Palos Verdes Estates, Paramount, Placentia, Rancho Cucamonga, Rancho Palos Verdes, Rancho Santa Margarita, Redondo Beach, Rolling Hills, Rolling Hills Estates, San Gabriel, San Jacinto, San Marino, Santa Clarita, Santa Monica, Signal Hill, Simi Valley, South Pasadena, South Gate, Stanton, Temecula, Thousand Oaks, Torrance, Town of Apple Valley, Ventura, Westlake Village, Whittier, and Yorba Linda.

Prior Committee Action

At its April 20, 2021 meeting, Members of the LCMC unanimously voted to forward an "oppose unless amended" position to the RC. Subsequently, the RC voted to confirm this position by a vote of 37-17 on May 6, 2021. It is worth noting that during the discussion at that meeting, many RC Members who voted "no" on the motion to "oppose unless amended" were comfortable with an outright "oppose" position on the bill.

A formal "oppose unless amended" position was adopted by the RC and the following amendments were transmitted to the author's office:

1. Limit ministerial approval to two units only to mitigate the unintended consequence of adding several new units to a single-family lot.

2. Clarify that any new units produced under SB 9's authority may be counted toward a jurisdiction's RHNA allocation, including those cities and counties in the SCAG region. Specifically, SB 9 should be amended to take into consideration that Housing Element updates for the 191 cities and six counties in the SCAG region are due on October 15, 2021.
3. Clarify that local governments retain the authority to regulate quality of life issues via the adoption of objective standards, such as parking standards, directional signage for safety and service calls, and the like.

As the 2021 legislative session has progressed, no amendments to SB 9 were taken in either the Assembly Local Government Committee or the Assembly Housing and Community Development Committee. Because of this, many organizations updated their positions from oppose unless amended to an outright oppose, including the San Gabriel Valley COG and the League of California Cities. Given this situation, at its July 20, 2021 meeting, Members of the LCMC unanimously voted to forward an "oppose" position to the RC.

FISCAL IMPACT:

Work associated with the staff report on SB 9 is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. SB 9 (Atkins) - SCAG Position Letter



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

June 24, 2021

The Honorable Lorena Gonzalez
Chair, Assembly Appropriations Committee
State Capitol, Room 2114
Sacramento, CA 95814

RE: Senate Bill (SB) 9 – Oppose Unless Amended

Dear Chair Gonzalez:

On behalf of the Regional Council of the Southern California Association of Governments (SCAG), I regret to inform you of our **“Oppose Unless Amended”** position on SB 9. Within few parameters, SB 9 would require the ministerial approval of a lot split and/or duplex construction on a parcel zoned for single-family residential use.

SCAG appreciates the leadership on the important topic of housing production and its inextricable link to the housing affordability and homelessness crises. As such, SB 9 was discussed at length by SCAG’s Legislative/Communications and Membership Committee, Executive Administration Committee, and Regional Council. Fundamentally, SCAG is concerned that SB 9 removes local authority for jurisdictions to determine the manner in which additional housing units would be accommodated in their communities or reconciled with other state policy objectives, such as greenhouse gas reduction targets.

Due to the ability for any owner to construct an Accessory Dwelling Unit by right, SB 9 has the potential to transform single-family residential neighborhoods in a way that is inconsistent with the local planning and public participation upon which successful Housing Elements and General Plans rely.

Furthermore, as Housing Element updates within the SCAG region are due October 15, 2021, our local governments would not be able to take advantage of the increased residential capacity implications of SB 9 to accommodate their RHNA allocations for their site inventories unless the Housing Element update deadline were extended to 2022 when the bill would take effect.

REGIONAL COUNCIL OFFICERS

- President
Clint Lorimore, Eastvale
- First Vice President
Jan C. Harnik, Riverside County
Transportation Commission
- Second Vice President
Carmen Ramirez, County of Ventura
- Immediate Past President
Rex Richardson, Long Beach

COMMITTEE CHAIRS

- Executive/Administration
Clint Lorimore, Eastvale
- Community, Economic &
Human Development
Jorge Marquez, Covina
- Energy & Environment
David Pollock, Moorpark
- Transportation
Sean Ashton, Downey

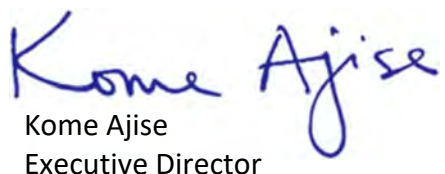
Attachment: SB 9 (Atkins) - SCAG Position Letter (SB 9 (Atkins) - Duplex Approvals)

Recognizing that solving California's housing affordability and homelessness crisis requires serious solutions, SCAG proposes the following amendments for your consideration:

1. Limit ministerial approval to two units only to mitigate the unintended consequence of adding several new units to a single-family lot.
2. Clarify that any new units produced under SB 9's authority may be counted toward a jurisdiction's RHNA allocation, including those cities and counties in the SCAG region. Specifically, SB 9 should be amended to take into consideration that Housing Element updates for the 191 cities and six counties in the SCAG region are due on October 15, 2021.
3. Clarify that local governments retain the authority to regulate quality of life issues via the adoption of objective standards, such as parking standards, directional signage for safety and service calls, and the like.

SCAG appreciates your continued leadership on this issue, and we remain committed to continuing to work with you to ensure that all Californians have access to affordable housing. If you have any questions or wish to discuss this further, please contact Mr. Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878 or via email at gilhooley@scag.ca.gov.

Sincerely,


Kome Ajise
Executive Director



AGENDA ITEM 13
REPORT

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

To: Executive/Administration Committee (EAC)
Regional Council (RC)

From: Javiera Cartagena, Acting Director of Policy and Public Affairs
(213) 236-1980, cartagena@scag.ca.gov

Subject: SCAG Memberships and Sponsorships

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve up to \$68,845 in annual memberships and sponsorships for the 1) Eno Center for Transportation (\$10,000), 2) Southern California Leadership Network (\$10,000), 3) California Association of Councils of Governments (\$43,845), and 4) Mobility 21 Summit (\$5,000).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

At its July 20, 2021, meeting, the Legislative/Communications and Membership Committee (LCMC) recommended approval of up to \$20,000 in annual memberships for the 1) Eno Center for Transportation (\$10,000) and 2) Southern California Leadership Network (\$10,000).

At its subsequent August 17, 2021, meeting, the LCMC recommended approval of up to \$48,845 for an annual membership in the 3) California Association of Councils of Governments (\$43,845) and sponsorship of the 4) Mobility 21 2021 Summit (\$5,000).

Between the two LCMC meetings, the LCMC recommends approval for a total of \$68,845 for the above-outlined memberships and sponsorships.

BACKGROUND:

Item 1: Eno Center for Transportation
Type: Membership **Amount:** \$10,000

The Eno Center for Transportation's mission is to continuously improve transportation and its public and public-private leadership to increase the system's mobility, safety, and sustainability. Eno works

across all modes of transportation, with the mission of cultivating creative and visionary leadership for the sector. They pursue this mission by supporting activities in their Center for Transportation Policy (CTP) and their Center for Transportation Leadership (CTL).

Eno Transportation Weekly (ETW), a weekly roundup of transportation and infrastructure related news and analyses, provides valuable information to SCAG staff on policy and legislation making its way through Washington D.C. ETW's thorough and high-quality analyses cover different topics, including transportation reauthorization bills, competitive grant programs, proposed budgets for federal departments, and discussion of new and emerging technologies in the transportation sector.

SCAG staff recommends that the agency maintain membership at the "Gold Connector" level. Although this membership level typically costs organizations \$15,000, SCAG receives a discount as a government agency, thus bringing the amount down to \$10,000. This membership provides the agency with the following benefits:

- 15 subscriptions to ETW;
- Opportunity to participate in an Eno research initiative, such as working groups, that supports research on current issues in transportation policy; and
- Choice of any one optional sponsorship opportunity.

Item 2: Southern California Leadership Network

Type: Membership **Amount:** \$10,000

The Southern California Leadership Network (SCLN) was founded to advance the region and the state by inspiring, preparing, and connecting leaders to drive change. SCLN does this through its signature Leadership Fellowships, continued leadership development opportunities, and other events to promote lifelong leadership learning. SCAG has been a long-time supporter of various SCLN programs, including the California Connections Program and their annual Visionaries Luncheon.

SCLN's Leadership Southern California Fellowship Program gives professionals from government, business, academic, and community organizations a unique opportunity to connect on a regional level while also preparing them to be a part of the region in a positive direction through new and innovative partnerships. The curriculum is designed for civic leaders to give them the skills to lead and facilitate diverse teams through conflict into common ground and new initiatives. Fellows will learn to recognize unity that is present in the midst of diversity, conflict, and strife, giving them the skills needed to build consensus and resolve community challenges in a productive, impactful manner.

SCAG staff is recommending that the agency obtain membership at the "Silver" level in the amount of \$10,000, which will provide SCAG with the following:

- An introductory or speaking role for an organizational representative during class orientation or other selected seminar day;
- Organizational logo on electronic promotions, event-related signage, materials for every seminar, sponsor slide show, and SCLN website (with link to organization site);
- Opportunity for sponsor representative to attend any seminar-related receptions; and
- Complimentary tuition for one participant in the Leadership Southern California (LSC) 2021-22 fellowship (SCAG LSC Alumni below),

SCAG's LSC Alumni		
Philip Law '06	Mike Jones '14	Ying Zhou '18
Darin Chidsey '08	Debbie Dillon '15 (California Connections)	Sarah Dominguez '19
John Asuncion '11	Ma'Ayn Johnson '15	Stephen Yoon '19
Annie Nam '11	Alison Linder '15	Anita Au '20
Marco Anderson '12	Jeff Liu '15	Julia Lippe-Klein '20
Grieg Asher '12	Kimberly Clark '16	Marisa Blancarte '21
Naresh Amatya '13	Andrew Mora '17	Hannah Brunelle '21
Frank Wen '13	Javiera Cartagena '18	Julie Shroyer '21

Item 3: California Association of Councils of Governments (CALCOG)

Type: Membership **Amount:** \$43,845

Established in 1977, CALCOG is a statewide association representing 47 regional planning agencies working to assist each member in developing the capacity to serve its own members' needs for regional coordination and policy development. CALCOG works with and through its members to:

- Review plans and policies on subjects agreed upon by members;
- Coordinate policy development as appropriate to the League of California Cities, the California State Association of Counties, the National Association of Regional Councils, and the Association of Metropolitan Planning Organizations;
- Promote more effective planning at the regional level;
- Conduct statewide workshops and conferences which provide members with an ideal opportunity to discuss key issues and learn from recognized experts in various fields; and
- Provide an informational clearinghouse on issues of concern to the regions and state.



The Fiscal Year (FY) 2021-2022 annual dues are \$43,845. Given the vast quantity of legislation and policies related to regional issues and sustainable communities, CALCOG membership has become increasingly valuable to SCAG. CALCOG provides a strong voice for regional organizations in Sacramento. Two years ago, CALCOG was instrumental in including the first Regional Early Action Planning (REAP) Housing Grant program with a \$125 million allocation in Governor Newsom's Housing Budget. SCAG received \$47 million to help local communities promote and increase the housing supply. CALCOG sought to expand the program this past year and secured \$510 million to MPO regions for the FY 21-22 REAP program.

Former SCAG President Cheryl Viegas-Walker is the Immediate Past President of CALCOG. Other CALCOG Board of Directors include former SCAG President and current Legislative/Communications & Membership Committee Chair Alan Wapner, SCAG First Vice President Jan Harnik, SCAG Second Vice President Carmen Ramirez, and SCAG Regional Council Member Margaret Finlay.

Item 4: Mobility 21 2021 Summit
Type: Sponsorship **Amount:** \$5,000

Mobility 21 is a coalition of public, business, and community stakeholders to pursue regional solutions to transportation challenges facing the SCAG region and San Diego County. Created in 2002 as an effort in Los Angeles County, Mobility 21 became a regional effort in 2007 with the primary goals to:

- Support practical solutions to Southern California's transportation challenges;
- Mobilize regional support for transportation funding and legislative priorities at the federal and state levels;
- Unite political leaders around common priorities for transportation; and
- Bring together residents, civic leaders, business groups, and industry experts to inspire them to act and educate them on how to speak out in support of transportation initiatives effectively.

SCAG is a founding member of Mobility 21, and Kome Ajise, SCAG's Executive Director, is a member of the coalition's board of directors. This year, Mobility 21 is hosting its virtual 2021 Southern California Transportation Summit, Road to Recovery, on Thursday, September 30, and Friday, October 1. The summit will bring together elected officials, CEOs, Executive Directors, private sector leaders, and other experts to discuss the road to recovery from the COVID-19 pandemic for the transportation sector, including SCAG board members and Executive Director Kome Ajise. Given that SCAG is a founding member, Staff recommends sponsoring the summit this year at the "Gold Sponsor" level, which includes the following benefits:

- Registration for five (5) full conference attendees;
-

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- Option to choose from three (3) 3D-exhibitor booth designs provided by Mobility 21 with pop-up window linking to company photos, brochure, company info text, and website link;
 - Attendance for one (1) representative at exclusive Virtual VIP reception with Mobility 21 Board of Directors, speakers, and special guests;
 - Logo visibility on shared slide in conference sponsor slide show;
 - Logo on Mobility 21 sponsor page website;
 - Company name on pre-conference advertising, both print and electronic;
 - Company name on the event program and other summit materials;
 - Half-page ad in Summit program;

PLUS 2021 Gold Residual Benefits

- Three (3) complimentary registrations at each virtual event through March 2022; and
- One (1) additional VIP reception registration for 2021.

PRIOR COMMITTEE ACTION:

Staff presented the memberships for the 1) Eno Center for Transportation (\$10,000) and 2) Southern California Leadership Network (\$10,000) to the LCMC at its meeting on July 1, 2021. Staff presented the membership for the 3) California Association of Councils of Governments (\$43,845) and sponsorship for the 4) Mobility 21 Summit (\$5,000) to the LCMC at its August 17, 2021, meeting. The LCMC approved all four items via unanimous votes at both meetings.

Due to a staff error, Mobility 21 was listed as a membership in the August 17 LCMC Memberships and Sponsorships staff report when in fact, these funds would be for an event sponsorship.

FISCAL IMPACT:

\$10,000 for membership in the Eno Center for Transportation is included in the approved FY 21-22 Indirect Cost budget.

\$58,845 for memberships in the Southern California Leadership Network and the California Association of Councils of Governments, and a sponsorship for the Mobility 21 Summit is included in the approved FY 21-22 General Fund budget.



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

To: Regional Council (RC)
From: Javiera Cartagena, Acting Director of Policy and Public Affairs
(213) 236-1980, cartagena@scag.ca.gov
Subject: September 2021 State and Federal Legislative Update

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.

STATE

Looking Ahead: Legislative Deadlines & Updates in Sacramento

The Governor signed the Budget Bill in Chief (AB 128) on June 28, 2021. The Governor subsequently signed the Budget Bill Jr. (SB 129) on July 12, 2021, which includes, among other things, the \$100 billion "California Comeback Plan" and reflects a majority of the changes to the initial budget bill resulting from agreements reached during additional negotiations.

The Legislature then passed various budget trailer bills to implement agreements reached during negotiations in more complex subjects, such as broadband and housing. Negotiations on budget trailer bills have continued into the month of August and some subjects, such as High-Speed Rail, remain outstanding. In total, the budget package reflects \$262.6 billion in spending, the largest budget in the State's history.

The Legislature returned from a month-long summer recess on August 16, 2021. August 27, 2021, was the last day for fiscal committees to meet and report on the fiscal impacts of bills on the State. The deadline to amend bills on the floor is tomorrow, September 3, 2021. Starting August 30, 2021, the Legislature began only having floor sessions until September 10, 2021, which is the deadline for any bill to be passed. After that date, the Legislature will adjourn to its interim recess for the remainder of the year.

Governor Newsom will have 30 days after a bill has passed to sign it into law or issue a veto. Any non-urgency legislation that the Governor signed this year will go into effect on January 1, 2022. The Legislature will subsequently reconvene for the second half of the 2021-2022 legislative session on January 3, 2022.

The table below highlights recent and upcoming legislative deadlines:

Date	Deadline
August 27, 2021	Last day for fiscal committees to meet and report bills.
August 30, 2021	Floor session only until Interim Recess. Committees may no longer meet.
September 3, 2021	Last day to amend bills on the floor.
September 10, 2021	Last day for any bill to be passed. Interim Recess Begins.
October 10, 2021	Last day for the Governor to sign or veto bills passed by the Legislature.
January 1, 2022	Bills signed into law in 2021 take effect.
January 3, 2022	Legislature Reconvenes from Interim Recess.

Governor Gavin Newsom Recall Election

On July 1, 2021, Secretary of State Shirley Weber certified the petition to recall Governor Gavin Newsom. Out of the 2.1 million signatures submitted, Secretary Weber's office determined that 1.7 million were valid, surpassing the minimum required threshold of 1.5 million verified signatures. On that same date, Lieutenant Governor Eleni Kounalakis announced that the recall election would take place on September 14, 2021. Every voter in California will receive a vote-by-mail ballot to participate in the recall election. Voters may vote in person on or before September 14, 2021, as permitted by early voting in each County, or may return their ballots by mail. All ballots must be postmarked on or before election day, which a county must receive no later than a week after election day.

The recall ballot will pose two questions for voters. First, it will ask, "Shall Gavin Newsom be recalled (removed) from the office of Governor?" Second, the ballot will list 47 "candidates to succeed Gavin Newsom as Governor if he is recalled." Voters will have the option to respond "yes" or "no" to the first question, and if a majority of voters select "no," the recall will fail, and Governor Newsom will remain in office. However, if a majority of voters select "yes," the candidate who receives the most votes among the list of replacements will replace Gavin Newsom as Governor of California through the end of the current term on January 2, 2023.

County officials must finish counting votes and certify the results by October 14, 2021. The Secretary of State has until October 22, 2021, to certify the results. If the recall is successful, the

replacement candidate who receives the most votes will take office upon certification of the election by the Secretary of State on October 22, 2021.

FEDERAL

Bipartisan Infrastructure Bill Passes in the Senate

On Wednesday, July 28, 2021, the U.S. Senate voted 67-32 to begin debating the bipartisan infrastructure stimulus proposal after several months of negotiations led by Senators Kyrsten Sinema (Arizona) and Rob Portman (Ohio), with 17 Republicans joining all 50 Senate Democrats in support. The 2,700-page bipartisan infrastructure bill (BIB) text was unveiled on August 2, 2021, as the Infrastructure Investment and Jobs Act of 2021 (HR 3684). It was introduced as an amendment to replace the text of the House's surface transportation reauthorization bill, the INVEST Act. After considering various amendments, the Senate voted 68-29 to invoke cloture and close debate on August 8, 2021, a process that requires 60 votes to pass. The Senate subsequently voted to advance the bill to the House on August 10, 2021, by a vote of 69-30.

The \$1 trillion BIB includes \$550 billion in new spending and contains several authorizing bills, including a complete Surface Transportation Reauthorization component, as well as supplemental transportation appropriations. The surface transportation reauthorization component is based on the Senate Environment & Public Works (EPW) Committee's \$303.5 billion highways, roads, and bridges title, the Surface Transportation Reauthorization Act of 2021 (S. 1931), and the Senate Commerce, Science, and Transportation (Commerce) Committee's \$78 billion rail, freight, and safety title Surface Transportation Investment Act (S. 2016). Both titles passed their respective committees with strong bipartisan support. The Senate Banking, Housing, and Urban Affairs (Banking) Committee failed to pass a mass transit title but still submitted language to the group of Senators leading negotiations which is substantially similar to the language in the 2015 FAST Act. HR 3684 includes the committee's \$39 billion mass transit title language.

Within the \$550 billion in new spending, some highlights include:

- \$110 billion for Roads, Bridges, and Major Projects
- \$66 billion for Passenger and Freight Rail
- \$39 billion for Public Transit
- \$25 billion for Airports
- \$17 billion for Ports and Waterways
- \$11 billion for Highway and Pedestrian Safety Projects
- \$7.5 billion for Electric Vehicle charging infrastructure
- \$7.5 billion for Electric buses/transit
- \$1 billion for Highways to Boulevards/Reconnecting communities

To pay for the BIB, negotiators agreed on various savings sources, including repurposing COVID relief funds, delaying a Trump-era Medicare Part D rebate rule, new information reporting requirements on cryptocurrency transactions, and application of "Dynamic Scoring," which calculates increased future revenues resulting from the bill's investment, among various other measures. The group leading the bill claimed that their proposed offsets would save \$491 billion and generate an additional \$56 billion in savings through increased economic growth for a total of \$547 billion in savings to cover the bill's costs. However, the Congressional Budget Office (CBO) and Committee for a Responsible Federal Budget's analyses found that many of the savings' sources had actual savings far lower than claimed by lead negotiators. In fact, the CBO's BIB score estimated that the bill would add \$340 billion to the deficit.

The BIB now heads to the House, where Speaker Pelosi previously stated that they would delay voting until the Senate passed a budget reconciliation bill containing "human" infrastructure investments to complement the BIB's "physical" infrastructure investment. However, the Speaker stated that she would like to hold a vote on a package containing both the House's budget resolution, which starts the reconciliation process in the lower chamber, and the BIB, to gain support from moderates and progressives and minimize the delay in passing the BIB. Complicating the situation, a group of nine House moderates threatened to withhold support for the \$3.5 trillion budget resolution until they pass the BIB. On the other side of the Democrat Caucus, at least 50 progressives warned the Speaker that they would not support the BIB on the floor if they do not first pass the budget reconciliation bill. The House returned from recess the week of August 23, 2021. At the time of writing this report, the House was set to vote on a rule that would open debate on three bills, including the \$3.5 trillion budget resolution and BIB. However, Speaker Pelosi remained firm in her position that the BIB would not come up for a final vote until the Senate passes advances their reconciliation package to the House.

Budget Reconciliation Process Kicked off in the Senate

On Wednesday, August 11, 2021, U.S. Senators voted 50-49 along party lines to pass a budget resolution that directs committees to craft portions of the reconciliation bill within their jurisdiction that would spend up to \$3.5 trillion on "human" infrastructure investments. These investments include climate initiatives, childcare, healthcare, and other Democratic priorities not included in the Bipartisan Infrastructure Bill (BIB) and are meant to complement the BIB's "physical" infrastructure investments. The budget resolution marks the first step in the budget reconciliation process, allowing Democrats to bypass the Senate filibuster and pass their plan with only 51 votes rather than 60, which means they do not need support from their Republican colleagues.

Most relevant to SCAG, the budget resolution allocates \$67 billion to the Senate Environment and Public Works committee for various priorities, such as clean vehicles, climate-friendly technology investment, and more. Additionally, the budget resolution asks the Senate Banking Committee to allocate \$332 billion to housing programs. At the time of writing this report, the House was set to



vote on its budget resolution the week of August 23. However, the prospects of a reconciliation bill making it to President Biden's desk remains unclear as Senators Kyrsten Sinema (Arizona) and Joe Manchin (West Virginia) stated that while they voted to support the Senate Budget resolution, they have concerns with the \$3.5 trillion topline figure. The Senators will likely seek to pare down the price tag before they would support the final measure.

FISCAL IMPACT:

Work associated with the September 2021 State and Federal Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.



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

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

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:

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

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

BACKGROUND:

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

Connect SoCal Amendment No. 1 consists of 296 project modifications. Specific changes include 149 project modifications to financially constrained RTP/SCS projects, 4 project modifications to financially unconstrained RTP/SCS projects, and 143 project modifications to short-term RTP projects. A total of 60 projects were added and 31 projects were removed due to project cancellation or duplicate entries. With respect to financially constrained and unconstrained RTP/SCS projects and modifications to short-term RTP projects, 6 of the projects are within Imperial County, 111 of the projects are within Los Angeles County, 15 of the projects are within Orange County, 122 of the projects are within Riverside County, 38 of the projects are within San Bernardino County, 2 of the projects are within Ventura County, and 2 of the projects spread across multiple counties.

BASIS FOR A PEIR ADDENDUM:

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

PRELIMINARY PROGRAMMATIC ENVIRONMENTAL ASSESSMENT:

SCAG staff has conducted a programmatic environmental assessment of the changes to the Connect SoCal Project List documented in Amendment No. 1 pursuant to CEQA. The contents of Draft Addendum No. 2 are as follows:

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

Summary of Findings:

Although the new projects identified in the Connect SoCal Amendment No. 1 were not identified in the Connect SoCal PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the Connect SoCal and with the analysis and conclusions presented in the previously certified Connect SoCal PEIR. Additionally, modeling results indicate that modifications to the Project List resulted in an overall difference of less than one percent. See Table 1, below, for a summary of the impacts analyzed in draft Addendum No. 2.

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

Impact	Compared to the Certified Connect SoCal PEIR
Aesthetics	Same; no new impacts
Agriculture and Forestry Resources	Same; no new impacts
Air Quality	Same; no new impacts
Biological Resources	Same; no new impacts
Cultural Resources	Same; no new impacts

Energy	Same; no new impacts
Geology and Soils	Same; no new impacts
Greenhouse Gas Emissions	Same; no new impacts
Hazards and Hazardous Materials	Same; no new impacts
Hydrology and Water Quality	Same; no new impacts
Land Use and Planning	Same; no new impacts
Mineral Resources	Same; no new impacts
Noise	Same; no new impacts
Population, Housing, and Employment	Same; no new impacts
Public Services	Same; no new impacts
Parks and Recreation	Same; no new impacts
Transportation, Traffic, and Safety	Same; no new impacts
Tribal Cultural Resources	Same; no new impacts
Utilities and Service Systems	Same; no new impacts
Wildfire	Same; no new impacts
Cumulative Impacts	Same; no new impacts
Comparison of Alternatives	Same; no new impacts
Other CEQA Considerations	Same; no new impacts

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

CONCLUSION:

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

NEXT STEPS:

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

FISCAL IMPACT:

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

ATTACHMENT(S):

1. Draft-Addendum #2-PEIR

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



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

DRAFT | SEPTEMBER 2, 2021

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DRAFT ADDENDUM #2

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
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CONNECT SOCAL Draft Addendum #2 to the Program Environmental Impact Report

1.0 INTRODUCTION

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

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

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

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

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

The Connect SoCal PEIR was certified on May 7, 2020 by the Regional Council (SCH No. 20199011061). SCAG prepared the Connect SoCal PEIR Addendum #1 (PEIR Addendum #1) to address technical 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;

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

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

3.0 ENVIRONMENTAL ANALYSIS

The changes described above to the Project List identified in Connect SoCal Amendment #1 would not result in a substantial change to the region-wide impacts programmatically analyzed in the Connect SoCal PEIR. The Connect SoCal PEIR broadly identifies several region-wide significant impacts that would result from the numerous transportation policies and projects encompassed by Connect SoCal.

The Connect SoCal PEIR presents analysis at the programmatic level of various

types of projects, including both modifications to the existing system as well as new systems such as new highway and transit facilities, goods movement roadway facilities, rail corridors, flyovers, interchanges, and High-Speed Rail.

Although the new projects identified in the Connect SoCal Amendment #1 were not identified in the Connect SoCal PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the Connect SoCal and with the analysis and conclusions presented in the previously certified Connect SoCal PEIR. Modeling results indicate that modifications to the Project List resulted in an overall difference of less than one percent. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, National Environmental Policy Act (NEPA), and all applicable regulations.

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

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

3.1 AESTHETICS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to aesthetics beyond those already described in

TABLE 3-1 Summary of Impacts from Amendment #1

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

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

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

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

3.2 AGRICULTURE AND FORESTRY RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to agriculture and forestry resources beyond those already described in the previously certified Connect SoCal PEIR and PEIR Addendum #1. The Connect SoCal PEIR identified potential significant impacts with respect to converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use; conflicting with existing zoning for agricultural use, a Williamson Act contract, forest land or timberland zoned Timberland Production; losing or converting forest land to non-forest use; and changing the existing environment resulting in conversion of Farmland to

non-agricultural use or forest land to non-forest use. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with agricultural and forestry resources (see Connect SoCal PEIR pp. 3.2-21 – 3.1-33). The previous addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to agriculture and forestry resources. Similarly, agriculture and forestry resource impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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

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

3.3 AIR QUALITY

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

Connect SoCal PEIR pp. 3.3-51 – 3.3-88). The previous addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to air quality.

As described in the Transportation Conformity Section of the Connect SoCal Amendment #1, the Plan would continue to meet the regional emissions and other tests set forth by the federal Transportation Conformity regulations, demonstrating the integrity of the State Implementation Plans prepared pursuant to the federal Clean Air Act for the non-attainment and maintenance areas in the SCAG region.

As shown in **TABLE 3-2**, On-Road Mobile-source Criteria Pollutant Emission By County – (2045) vs. Existing Conditions (2019) - Amendment #1, the Plan conditions (2045) and existing conditions (base year 2019) of the criteria pollutant emissions for the six counties in the SCAG region remain the same with the proposed changes to the Project List identified in the Connect SoCal Amendment #1. Therefore, no changes to analyses and air quality findings previously discussed in the certified Connect SoCal PEIR and previous addendum would occur.

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

The analysis in the previously certified Connect SoCal PEIR Air Quality Section and PEIR Addendum #1 addresses the range of air quality impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant air quality impacts or a substantial increase in the severity of air quality impacts beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.4 BIOLOGICAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to biological resources beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendum #1. The Connect SoCal PEIR identified potential significant impacts with respect to species identified as a candidate, sensitive, or special status; riparian habitat or

other sensitive natural community; State or Federally Protected Wetlands; the movement of native resident, migratory fish, wildlife species, corridors, or nursery sites; and local policies or ordinances protecting biological resources or approved habitat conservation plans. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with biological resources (see Connect SoCal PEIR pp. 3.4-61 – 3.4-102). The previous addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to biological resources. Similarly, biological resource impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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

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

3.5 CULTURAL RESOURCES

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

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

County		(Tons/Day)								
		ROG		NO _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: Draft-Addendum #2-PEIR (Initial Findings for Connect SoCal CEQA Addendum No. 2 to

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

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

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

3.6 ENERGY

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

As shown in **TABLE 3-3**, SCAG Region Estimated Transportation Fuel Consumption – Amendment #1), below, the estimated transportation fuel consumption for the SCAG region would remain similar to what was analyzed for the Connect SoCal, with a slight reduction to the estimated daily fuel consumption. The 20.3 percentage reduction of fuel used compared to existing conditions (base year 2019) would

remain the same. As such, no new or substantial impacts would occur when compared to the previously certified Connect SoCal PEIR and previous addendum.

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

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

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

Year	Fuel Consumed		Percentage under Existing
	Billion Gallons per Year	Thousand Gallons per Day	
2019	8.3	22,876	—
2045 Baseline	7.0	19,052	-16.7%
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

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 the Transportation Sector in the SCAG Region – Amendment #1, Connect SoCal Amendment #1 would result in the same 14.9 percent GHG emission reduction estimated for Connect SoCal when compared to the 2019 baseline. Therefore, the proposed changes from the Connect SoCal Amendment #1 project list would result in similar GHG emissions from on road and off road vehicles.

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

On-Road Vehicles	2019 Based Year			2045 (Plan)		
	CO 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

SB 375 requires CARB to develop regional GHG emission reduction targets for cars and light-duty trucks for 2020 and 2035 (compared to 2005 emissions) for each of the state MPOs on a per capita basis. Each MPO is required to prepare an SCS as part of the RTP in order to meet these GHG emissions reduction targets by aligning transportation, land use, and housing strategies with respect to SB 375. For SCAG, the targets are to reduce per capita GHG emissions by 8 percent below 2005 levels by 2020 and 19 percent below 2005 levels by 2035. Determining the per capita CO2 emissions requires modeling vehicle miles traveled (VMT) by passenger vehicles and light trucks that emit CO2 and dividing the number by the total population.

According to **TABLE 3-7**, SB 375 Analysis – Amendment #1, per capita CO2 emissions from cars and light duty trucks (only) from Connect SoCal Amendment #1 would remain at 21.3 pounds per day in 2020. Amendment #1 would result in no change to the Plan’s 8 percent decrease in per capita CO2 emissions from 2005 to 2020 and would achieve the 8 percent emissions reduction target by 2020 for the region set by SB 375. By 2035, Addendum #2 projects 18.7 pounds per day for per capita CO2 emissions from cars and light-duty trucks (only), similar to the Plan’s original projection of 18.8 pounds per day for per capita CO2 emissions. Like the Plan, this represents a 19 percent decrease in per capita CO2 emissions from 2005 to

2035. This 19 percent decrease would achieve the 19 percent emissions reduction target set by CARB for 2035. CARB has not set per capita GHG emission reduction targets for passenger vehicles for the Plan’s horizon year (2045). However, due to the projects and policies proposed by SCAG to reduce GHG emissions through transit improvements, traffic congestion management, emerging technology, and active transportation, the Plan’s GHG emission reduction trajectory is expected to meet more aggressive GHG emission reductions by 2045. Additionally, Connect SoCal Amendment #1 would not interfere with the reduction strategies provided in the SCS, including congestion pricing, mileage-based user fees, and co-working at strategic locations. By meeting the SB 375 targets for 2020 and 2035, implementation of Connect SoCal Amendment #1 would continue to achieve SB 375 per capita GHG reduction targets for the SCAG region.

Furthermore, Amendment #1 would result in the same GHG reduction trajectory as the original Plan and would not conflict with the State’s long term GHG emission reduction goals.

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

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

	2019 Based Year	2045 (Plan)**
Total GHG Emissions from on-road vehicles in CO _{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

The analysis in the certified Connect SoCal PEIR Greenhouse Gas Emissions Section and previous addendum, adequately addresses the range of GHG emission impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to GHG emissions, or a substantial increase in the severity of impacts to GHG emissions beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.9 HAZARDS AND HAZARDOUS MATERIALS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1 are not expected to result in any new or a substantial increase in the severity of significant impacts to hazards and hazardous materials beyond those already identified in the previously certified Connect SoCal PEIR and PEIR

TABLE 3-7 SB 375 Analysis – Amendment #1

	2005 (Baseline)	2020 (Plan)	2035 (Plan)
Resident population (per 1,000)	17,161	19,194	21,109
CO2 emissions (per 1,000 tons)	204.0*	204.5**	197.6***
Per capita emissions (pounds/day)	23.8	21.3	18.7
% 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

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

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

The analysis in the certified Connect SoCal PEIR Hazards and Hazardous Materials Section and previous addendum, adequately addresses the range of hazard impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to hazards and hazardous materials, or a substantial increase in the severity of impacts to hazards and hazardous materials beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.10 HYDROLOGY AND WATER QUALITY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to hydrology and water quality beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendum

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

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

The analysis in the certified Connect SoCal PEIR Hydrology and Water Quality Section and previous addendum, adequately addresses the range of hydrology and water quality impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to hydrology and water quality, or a substantial increase in the severity of impacts to hydrology and water quality beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.11 LAND USE AND PLANNING

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to land use and planning beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendum #1. The Connect SoCal PEIR identified potential significant impacts with respect to physically dividing an established community and land use plan, policy, or regulation adopted

for the purpose of avoiding or mitigating an environmental effect. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with land use and planning (see Connect SoCal PEIR pp. 3.11-40 – 3.11-56). The previous addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to land use and planning. Similarly, land use and planning impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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

The analysis in the certified Connect SoCal PEIR Land Use and Planning Section and previous addendum, adequately addresses the range of impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to land use and planning, or a substantial increase in the severity of impacts to land use and planning beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.12 MINERAL RESOURCES

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

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

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

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

3.13 NOISE

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to noise beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendum #1. The Connect SoCal PEIR identified potential significant impacts with respect to ambient noise levels, groundborne vibration or noise levels, and exposure to excessive noise levels near airports. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with noise impacts (see Connect SoCal PEIR pp. 3.13-33 – 3.13-51). The previous addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to noise. Similarly, noise impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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

The analysis in the certified Connect SoCal PEIR Noise Section and previous

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

3.14 POPULATION, HOUSING AND EMPLOYMENT

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

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

The analysis in the certified Connect SoCal PEIR Population, Housing, and Employment Section and previous addendum, adequately addresses the range of population, housing, and employment impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts or a substantial increase in the severity of impacts to population, housing, and employment beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.15 PUBLIC SERVICES

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

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

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

3.16 RECREATION

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to recreation beyond those already identified in the Connect SoCal PEIR and PEIR Addendum #1. The Connect SoCal PEIR identified potential significant impacts with respect to existing neighborhood and regional parks or other recreational facilities, park facilities, and service ratios. Incorporation of mitigation measures identified in the Connect SoCal PEIR would

alleviate significant impacts associated with recreation (see Connect SoCal PEIR pp. 3.16-22 – 3.16-30). The previous addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to recreation. Similarly, recreation impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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

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

3.17 TRANSPORTATION, TRAFFIC, AND SAFETY

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

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

As shown in **TABLE 3-8** Daily Vehicle Miles Traveled in 2019 and 2045 – Amendment #1 and **TABLE 3-9** VMT Per Capita by County – Amendment #1, Connect SoCal Amendment #1 would result in similar daily vehicle miles traveled and vehicle miles traveled per capita throughout the SCAG region as previously disclosed in the PEIR. **TABLE 3-10** Total Daily Hours of Delay in 2019 and 2045 – Amendment #1 and **TABLE 3-11** Percentage of PM Peak Period Work Trips Completed within 45 Minutes – Amendment #1 indicate that there would be a slight increase in total hours of delay in 2045 and in the percentage of work trips of less than 45 minutes as a result of the Project List changes identified in the Connect SoCal Amendment #1. **TABLE 3-12** Percentage of Mode Share on Transit and Active Transportation – Amendment #1 indicates that minimal overall increase to the percentage of mode share on transit and active transportation would occur. As such, project changes are not

expected to result in any new or substantial impacts when compared to the certified Connect SoCal PEIR and previous addendums. Therefore, no changes to analyses and transportation findings previously discussed in the certified Connect SoCal PEIR and previous addendum would occur.

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

The analysis in the certified Connect SoCal PEIR Transportation, Traffic, and Safety Section and previous addendum, adequately addresses the range of GHG emission impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to transportation, or a substantial increase in the severity of impacts beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

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

County	In Thousands		
	2019 Base Year	2045 No Project	2045 Plan
Imperial	7,000	11,000	11,000
Los Angeles	231,000	253,000	239,000
Orange	79,000	85,000	83,000
Riverside	61,000	80,000	77,000
San Bernardino	63,000	85,000	81,000
Ventura	19,000	21,000	20,000
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

3.18 TRIBAL CULTURAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to tribal resources beyond those already identified in the Connect SoCal PEIR and PEIR Addendum #1. The Connect SoCal PEIR identified potential significant impacts with respect to tribal cultural resources defined in Public Resources Code section 21074. SCAG met the requirements of AB 52 by performing the requisite tribal consultation as documented in Appendix 3.5 of the PEIR. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with tribal cultural resources (see Connect SoCal PEIR pp. 3.18-18 – 3.18-21). The previous addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to tribal cultural resources. Similarly, tribal cultural resource impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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

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

3.19 UTILITIES AND SERVICE SYSTEMS

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

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

Mode Share	2019	2045 No Project	2045 Plan
Walk	7.8	7.7	8.6
Bike	1.4	1.6	2.1
Transit	2.0	2.4	3.8
Total (Amendment #1)	11.2	11.8	14.5
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

those already identified in the Connect SoCal PEIR and PEIR Addendum #1. The Connect SoCal PEIR identified potential significant impacts with respect to generating solid waste in excess of state or local standards or infrastructure capacity; nonattainment of solid waste reduction goals, or federal, state, and local management and reduction statutes and regulations; result in new or expanded wastewater treatment or storm drainage facilities or water facilities, which could cause significant environmental effects; and inadequate wastewater or water supply capacity. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with utilities and service systems (see Connect SoCal PEIR pp. 3.19.1-12 – 3.19.3-25). The previous addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to utilities and service systems. Similarly, utilities and service systems impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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

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

The analysis in the certified Connect SoCal PEIR Utilities and Service Systems Section and previous addendum, adequately addresses the range of utility impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to utilities and service systems, or a substantial increase in the severity of impacts to utilities and service systems beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

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

County	Freeway (Mixed-Flow)	Toll*	Truck	Expressway/ Parkway	Principal Arterial	Minor Arterial	Collector	Freeway (HOV)	Ramp	Total (All Facilities)
Imperial	417	-	-	323	315	595	2,463	-	38	4,151
Los Angeles	4,801	354	153	6	8,462	9,066	6,957	380	946	31,125
Orange	1,424	565	16	4	3,844	3,104	1,088	244	379	10,666
Riverside	1,871	269	13	121	1,509	3,596	5,723	45	361	13,510
San Bernardino	2,604	279	55	256	2,075	4,665	6,796	138	350	17,217
Ventura	568	-	-	-	861	1,007	1,059	60	123	3,677
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

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.



MAIN OFFICE

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
Tel: (213) 236-1800

REGIONAL OFFICES

IMPERIAL COUNTY

1405 North Imperial Ave., Ste. 104
El Centro, CA 92243
Tel: (213) 236-1967

ORANGE COUNTY

OCTA Building
600 South Main St., Ste. 741
Orange, CA 92868
Tel: (213) 236-1997

RIVERSIDE COUNTY

3403 10th St., Ste. 805
Riverside, CA 92501
Tel: (951) 784-1513

SAN BERNARDINO COUNTY

1170 West 3rd St., Ste. 140
San Bernardino, CA 92410
Tel: (213) 236-1925

VENTURA COUNTY

4001 Mission Oaks Blvd., Ste. L
Camarillo, CA 93012
Tel: (213) 236-1960



DRAFT ADDENDUM #2

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

DRAFT | SEPTEMBER 2, 2021

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



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

To: Executive/Administration Committee (EAC)
Regional Council (RC)

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

Subject: Regional Early Action Plan (REAP) 2021 Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

On July 19, 2021, Governor Newsom signed AB 140 into law, the budget trailer bill which further defined the housing and homelessness provisions of the Budget Act of 2021. This bill established the \$600 million Regional Early Action Planning (REAP) Planning Grants Program of 2021. REAP 2021 will provide funding to regions for transformative planning and implementation activities, such as accelerating infill development, realizing multi-modal communities, shifting travel behavior through reducing driving, or increasing transit ridership. Through this program, SCAG could receive an estimated \$246 million in formula funds to support the implementation of Connect SoCal and would have the opportunity to compete for additional funding from a \$30 million set aside for “transformative planning and implementation activities that demonstrably exceed the requirements of [the grant program] and further multiple policy objectives.” This update report provides a summary of the REAP 2021 program as defined in the trailer bill language, along with an estimated funding table. The summary and estimated funding table were developed by the California Association of Councils of Government (CALCOG). Staff intends to return to the Policy Committees with a REAP 2021 Program Development Framework in October that aligns with the Connect SoCal Implementation Plan and incorporates goals established during the EAC Retreat to guide SCAG’s Leadership in Resource Deployment.

BACKGROUND:

AB140 was signed into law on July 19, 2021 as part of the State’s May budget revise process. Section 15 of the bill creates a structure for distributing \$600 million for the Regional Early Action

Planning Grant Program for 2021. CalCOG has provided a summary of key provisions for the REAP 2021 funds along with an estimate of the funding allocations for MPOs.

- **Overall Structure.** The structure of REAP 2021 is very similar to REAP 1 (established in 2019 through AB101) insofar as each region will be able to propose a budget or plan of programs that reflect regional needs and circumstances for approval, provided the proposed expenditures are consistent with the broad guidelines of the program. There are some key differences between REAP 1 and REAP 2021, further described below.
- **For MPOs.** The primary eligible entity for the largest part of the program will be MPOs. For reference, the first REAP program granted funds to COGs with RHNA authority.
- **Lead Administering Agency.** HCD is the lead administering agency. But they must collaborate with the Air Resources Board (ARB), the Strategic Growth Council (SGC), and the Office of Planning and Research (OPR) to administrate the program—including developing the guidelines and approving regional budgets.
- **Eligible Entities.** Although MPOs are the primary recipients for the primary program, MPOs are authorized to suballocate funds to “eligible entities,” which include councils of governments, regional transportation planning agencies, cities, counties, transit agencies, county transportation agencies, and tribal entities.
- **Grant Administration.** The provisions relating to accounting and reporting parallel the first REAP program. Thus, we anticipate that HCD’s administration will work a lot like the administration of the existing REAP program. However, there will likely be some changes insofar as budget and programs will have to be approved in collaboration with SGC, OPR, and ARB.
- **MPO Allocations.** Most of the funding will be made available to MPOs to fund transformational infrastructure and planning programs as defined.
- **Rural Competitive Program.** Eligible entities in the 19 counties that are not within an MPO are eligible to compete for \$30 million competitively.
- **“Demonstrably Exceeding” Competitive Program.** All eligible entities, including MPOs, may compete for an additional \$30 million for projects that “demonstrably exceed the requirements of this chapter and further multiple policy objectives.” Scoring will account for infill housing production and reduction of per capita VMT.

- **For “transformative planning and implementation activities.”** Funding must be used for *“housing, planning, infrastructure investments supporting infill housing, and other actions that enable meeting housing goals that also result in per capita vehicle miles traveled reductions, including accelerating infill development, supporting residents through realizing multimodal communities, shifting travel behavior through reducing driving, and increasing transit ridership.”* Investments must also align with one of the following: state planning priorities (Gov’t Code § 65041.1), affirmatively further fair housing (Gov’t Code § 8899.50), housing element compliance, or a sustainable communities strategy (or APS).
 - **Specific Eligible Uses.** The following would be eligible if deemed “transformative” in consultation with HCD (this list is not exhaustive):
 - Providing technical assistance, planning, staffing, or consultant needs
 - Administering any programs described in this subdivision.
 - Rezoning and encouraging development by updating planning documents
 - Revamping local planning processes to accelerate infill development.
 - Completing environmental clearance to eliminate project-specific review for infill.
 - Establishing and funding an affordable housing catalyst fund, trust fund, or revolving loan fund for location efficient projects.
 - Infrastructure planning and upgrades like sewers, water systems, transit, roads, or other facilities to enable reduction in VMT, including accelerating housing.
 - Implementing a vision-zero program, a safety plan, and a slow streets program.
 - Bicycle, pedestrian and multi-modal infrastructure plans and policies.
 - Expand active transportation and implement bicycle or pedestrian plans.
 - Producing multimodal corridor studies.
 - Reducing driving, including studying and implementing road pricing.
 - Establishing a VMT impact fee or regional VMT mitigation bank.
 - Parking and transportation demand management programs or ordinances.
 - Accelerating infill housing production near jobs, transit, and resources.
 - Increasing transit ridership, including through seamless regional transit systems, including establishing common fares, schedules, service design, and wayfinding.
 - Implementing multimodal access plans to and from transit facilities.
 - Planning for additional housing near transit.
 - **Funding Totals.** Under AB 128 and 129 a total of \$600,000,000 has been allocated to the program. The first \$500 million in the Governor’s original budget (AB 128) was \$500 million in funds made available to the State of California under the American Recovery Plan Act. An additional \$100 million in General Fund dollars was made available under the Legislature’s June 28th Budget (AB 129). The trailer bill language will distribute this funding as follows:
 - 5% (or \$30 million) to HCD for program administration and technical assistance
 - 5% (or \$30 million) to eligible entities in the 19 counties not within a MPO
-

- 5% (or \$30 million) to a new “demonstrably exceeds” competitive program
 - 85% (or \$510,000,000) to MPOs for transformative investments
- **Suballocations.** Suballocations from MPOs to eligible entities shall consider geographic equity, including the needs of rural and urban communities, transformative and collaborative approaches, including through subregions, and the degree to which the suballocation will be in furtherance of all of the requirements of transformative planning and implementation activities. Funds designated for suballocation must be awarded within 60 days.
 - **Initial Allocations.** Beginning on January 1, 2022, MPOs can request an initial allocation of 10 percent of the funds for which they are eligible.
 - **Formula For MPOs.** The language distributes the funding to MPOs by population, but instead of using the current population, the funds are distributed by the DOF’s forecasted 2030 population. (Specifically, Department of Finance P-2A County Population Projections as of July 1, 2021).¹ The amounts are based on the aggregate 2030 projected population for each MPO as a percentage of projected 2030 statewide population. Below is CALCOG’s **unofficial** calculation of the distribution:

MPO	2030 Population	Pop %	Formula Allocation
Association of Monterey Bay Area Governments	815,149	1.978%	\$ 10,133,742
Butte County Association of Governments	236,874	0.577%	\$ 2,944,762
Fresno Council of Governments	1,096,638	2.673%	\$ 13,633,148
Kern Council of Governments	1,019,221	2.484%	\$ 12,670,718
Kings County Association of Governments	165,752	0.404%	\$ 2,060,590
Madera County Transportation Commission	178,070	0.434%	\$ 2,213,725
Merced County Association of Governments	314,690	0.767%	\$ 3,912,153
Shasta Regional Transportation Agency	180,498	0.440%	\$ 2,243,909
Metropolitan Transportation Commission	8,272,525	20.165%	\$ 102,842,103
Sacramento Area Council of Governments *	2,706,637	6.598%	\$ 33,648,280
San Diego Association of Governments	3,461,883	8.439%	\$ 43,037,323
San Joaquin Council of Governments	853,661	2.081%	\$ 10,612,515

¹ See <https://www.dof.ca.gov/forecasting/demographics/projections/>



San Luis Obispo Council of Governments	284,729	0.694%	\$ 3,539,685
Santa Barbara Council of Governments	469,717	1.145%	\$ 5,839,412
Southern California Association of Governments	19,789,953	48.240%	\$ 246,024,084
Stanislaus Council of Governments	606,128	1.477%	\$ 7,535,242
Tahoe Regional Planning Agency *	55,000	0.134%	\$ 683,747
Tulare County Association of Governments	516,810	1.260%	\$ 6,424,861
TOTALS	41,023,935	100.000%	\$ 510,000,000

* CalCOG estimated the population in the Tahoe basin (California side) to be about 55,000, and subtracted that figure from SACOG’s 2030 population forecast. This is just a rough estimate.

Next Steps: Staff are working on a framework for program development that incorporates goals established during the EAC Retreat to guide SCAG’s Leadership in Resource Deployment. Given that funding guidelines are still being developed by the State, staff cannot develop the final approach to the SCAG region’s REAP 2021 proposed programs. However, in conformance with the REAP 2021 program objectives, staff plans to base the program on the Connect SoCal Implementation Strategy adopted by the Regional Council as a companion piece to the 2020 Connect SoCal plan. The State has committed to making 10% of the REAP funds eligible by January 2022 and at that time full program guidelines are expected to be completed. Staff will report to the Regional Council with a more complete framework and outreach plan at that time.

FISCAL IMPACT:

Per the CALCOG estimate, SCAG anticipates an allocation of approximately \$246 million in REAP 2021 funds.



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

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Regional Growth Forecast Framework and Expert Panel

RECOMMENDED ACTION FOR CEHD:

Information Only - No Action Required

RECOMMENDED ACTION FOR RC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

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

BACKGROUND:

Purpose and Overview

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

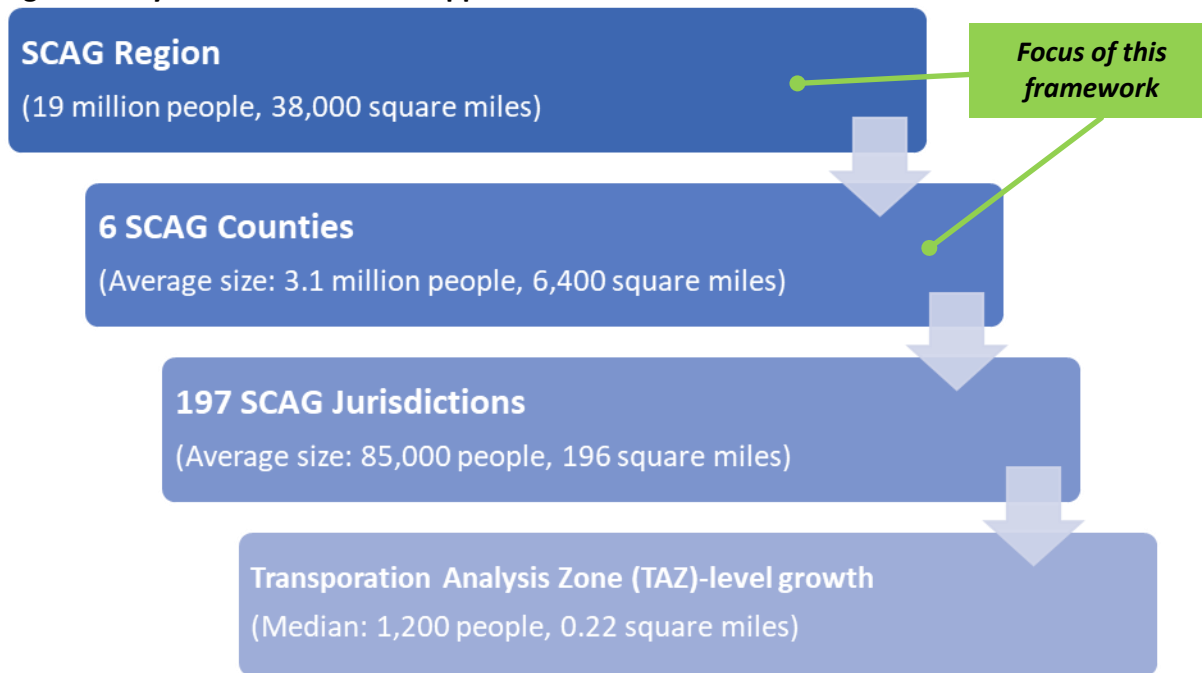
It is used as a key guide for developing regional plans and strategies mandated by federal and state governments, principally the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As such, the objective of the forecast is to project reasonably foreseeable future growth over a long-range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

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

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

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

Figure 1: Key Forecast Levels and Approximate Sizes



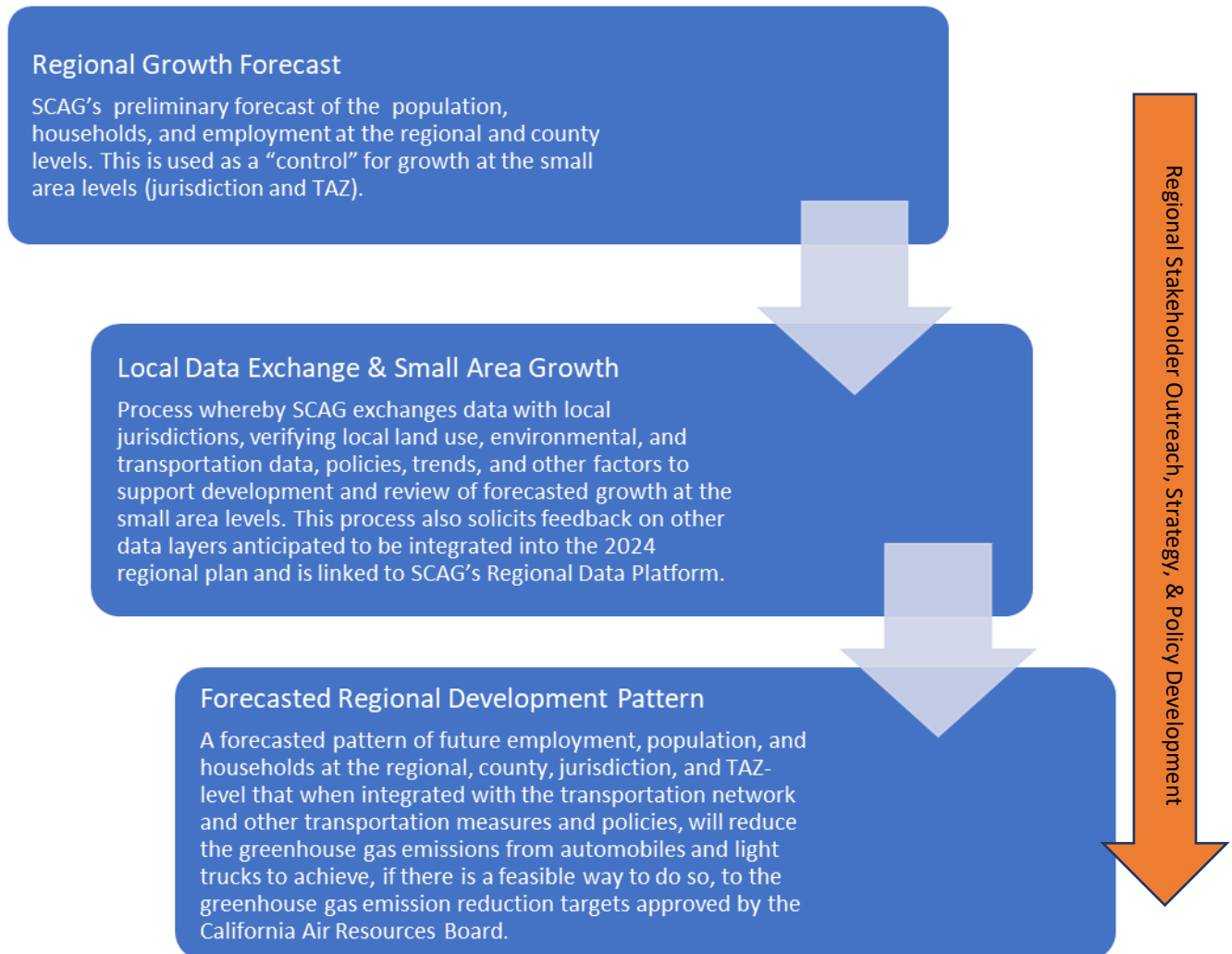
Source: Connect SoCal, 2016. Area includes non-urbanized land.

Expertise and Tools

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

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

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



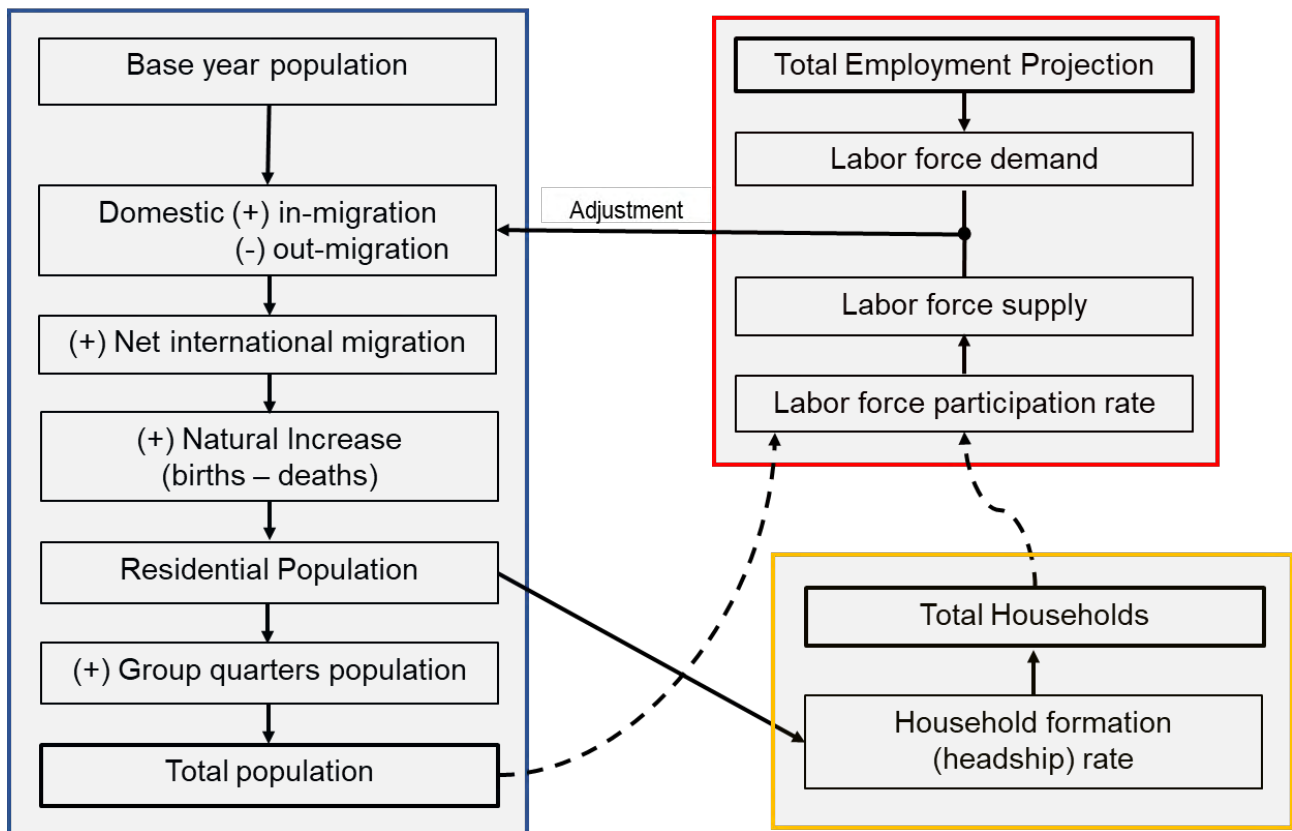
SCAG projects regional **employment** using a **shift-share model**. This model computes employment by industry sector at a future time using a region’s share of the nation’s employment. The regional employment forecasts are based on a set of national employment forecasts that provide total job projections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

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

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

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

Figure 3: Regional Economic-Demographic Forecast Process



Acknowledging and Embracing Uncertainty

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

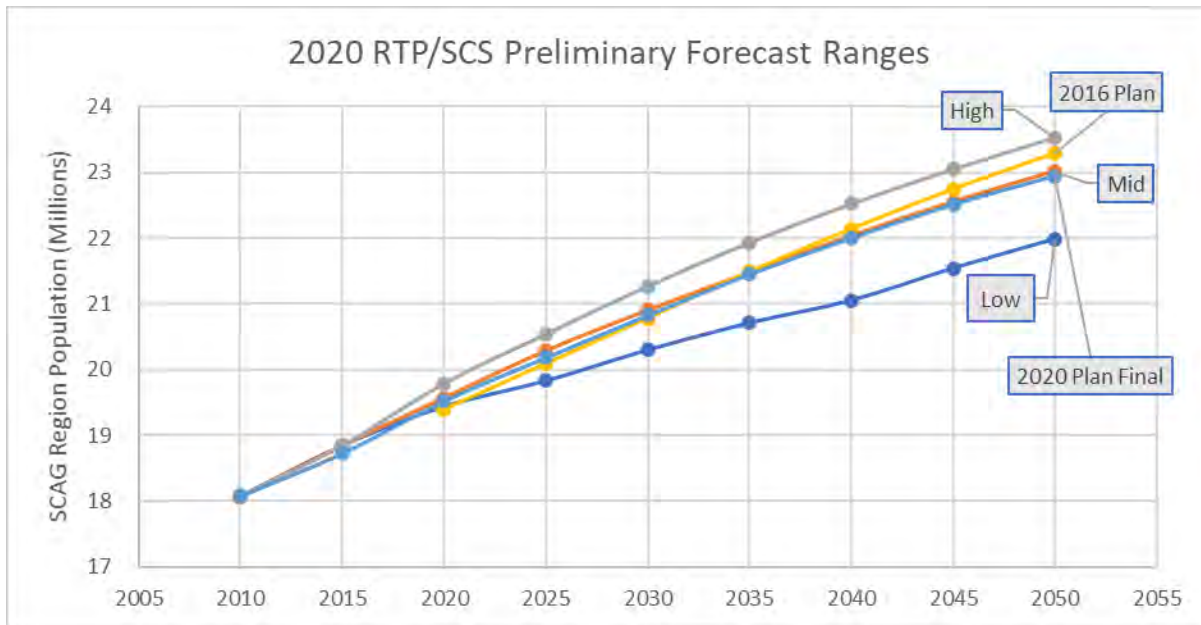
In addition, the preliminary regional growth forecast provides a basis for the ambitious and achievable vision for Southern California, which will become the 2024 RTP/SCS. The 2024 RTP/SCS is grounded in expert assessments of the demographic and economic underpinnings of long-range growth (e.g., fertility,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

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

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

Figure 4: 2020 RTP/SCS Preliminary Forecast Ranges

¹ See https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf



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

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

Housing and Household Forecasting

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

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

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

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

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

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

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

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

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

FISCAL IMPACT:

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

ATTACHMENT(S):

1. 2021 Panel of Experts Meeting Summary
2. SCAG Census 2020 PL94 Quick Comparison
3. PowerPoint Presentation - RegGrForecast_Fmwk_CEHD_Sept2021_KK

Memorandum

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

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

Table 1: List of Panelists

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

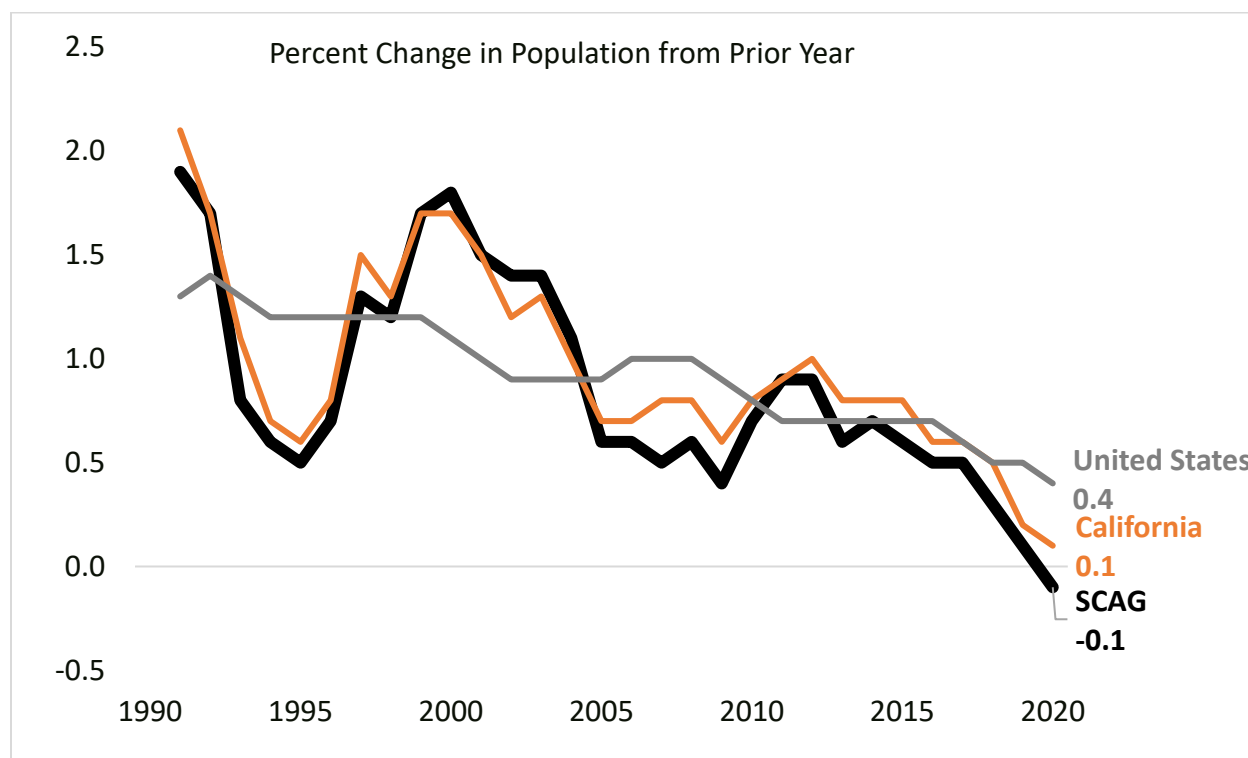
In addition to the panel meetings, panelists participated in a pre-meeting survey to solicit expectations about future growth. Results from both the survey and meeting discussions are summarized below.

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

Background Data

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

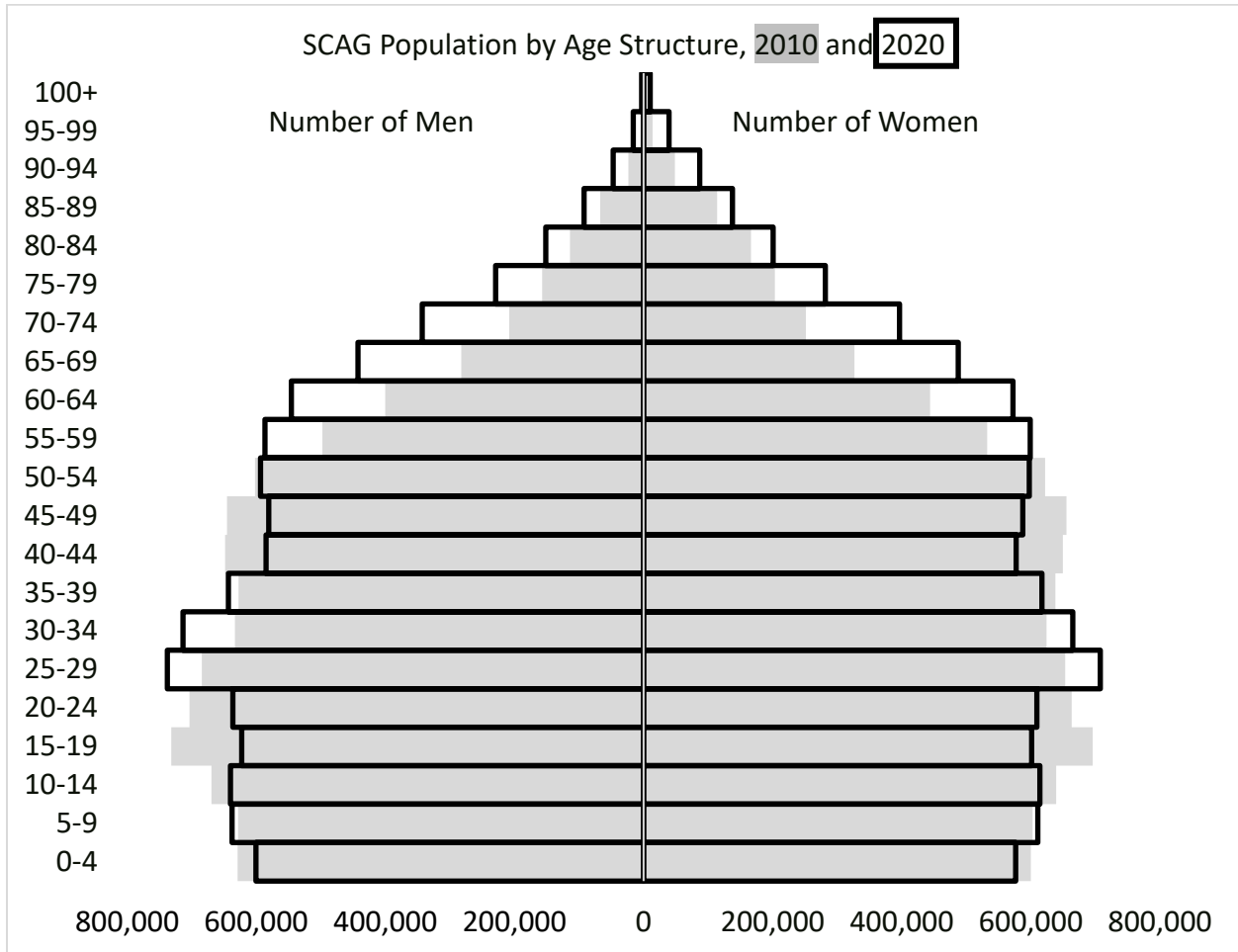
Figure 1: Slowing Rate of Population Growth in SCAG Region, California, and U.S.



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

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

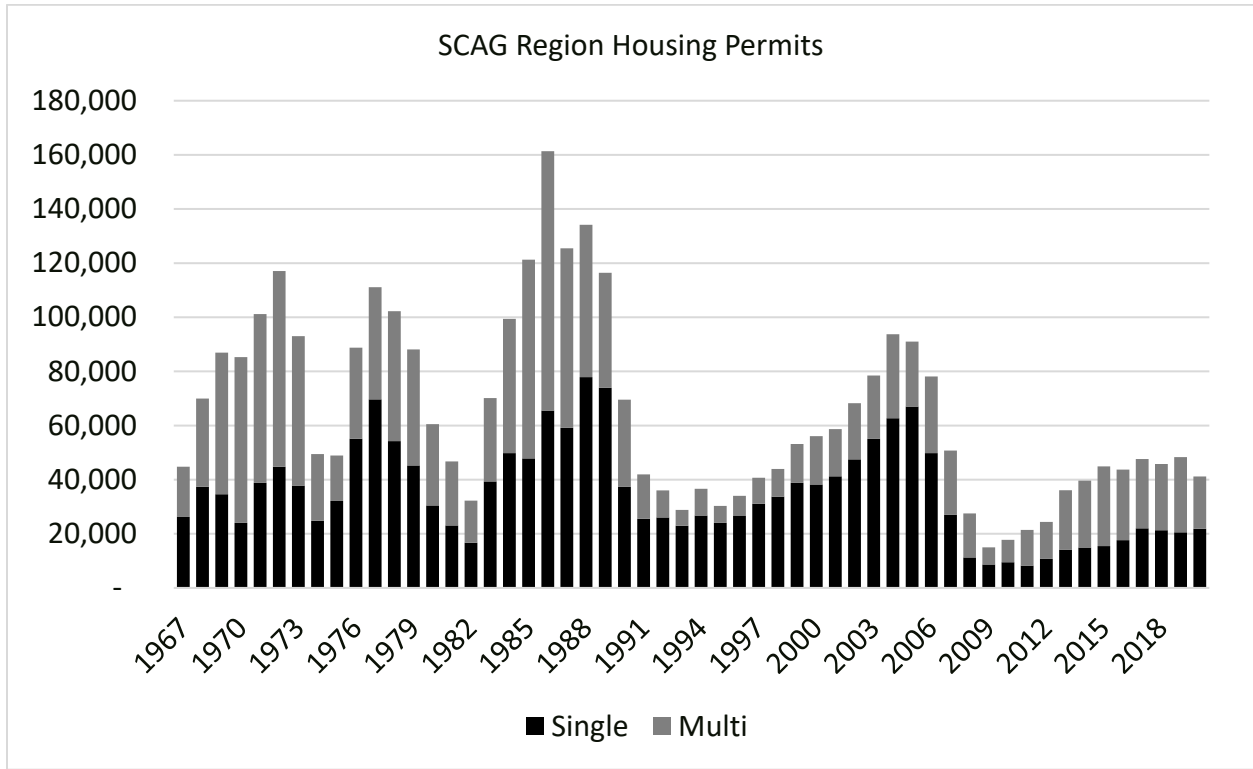
Figure 2: SCAG Region Population Age Structure Suggests Continued Population Aging



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

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

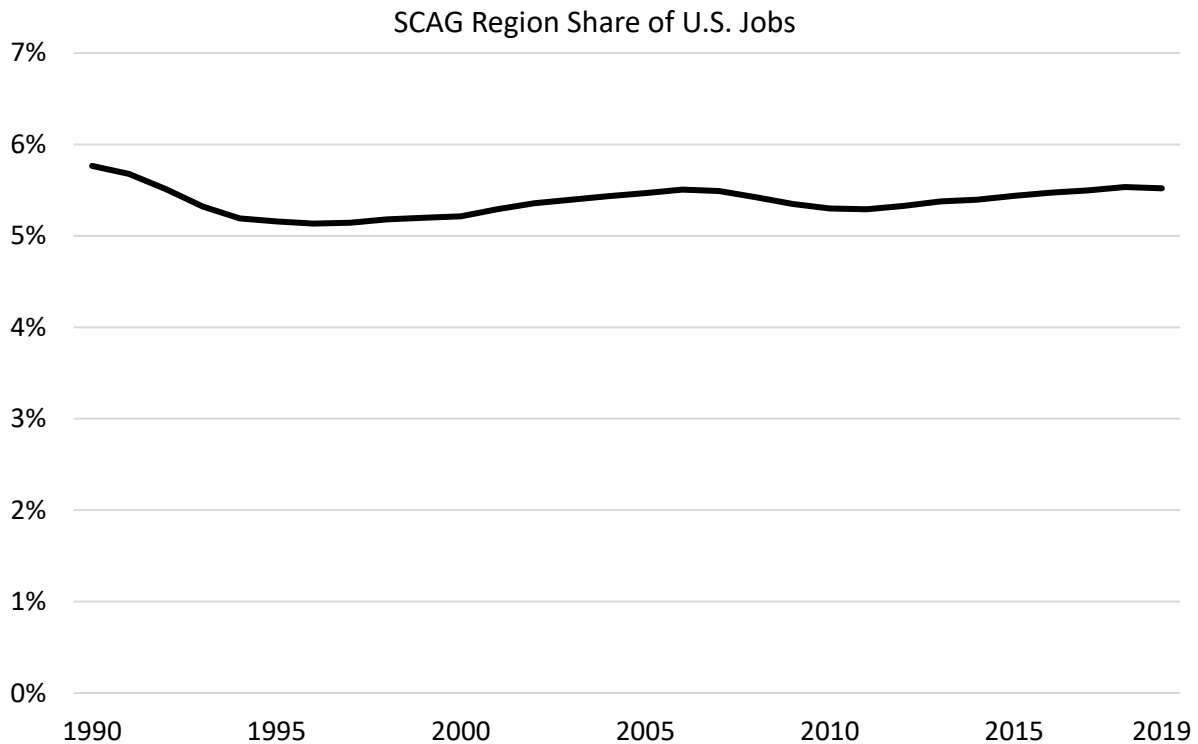
Figure 3: Housing Permits Peaked at 160,000 in the 1980s and Are Considerably Lower in Recent Years



Source: SCAG analysis of CIRB Building Permit Data

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

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



Source: CCSCE

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

Job Growth

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

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

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

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

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

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

Housing and Household Growth

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

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

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

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

Population Growth

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

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

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

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

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

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

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

A first look at the SCAG region from Census 2020

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

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

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

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

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

2024 Regional Growth Forecast Framework and Demographic Panel of Experts highlights

Kevin Kane, PhD
Department of Sustainability
September 2, 2021

www.scag.ca.gov



Purpose and Overview

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



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



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

Four key forecast scales

SCAG Region

(19 million people, 38,000 square miles)

Primary focus of this framework

6 SCAG Counties

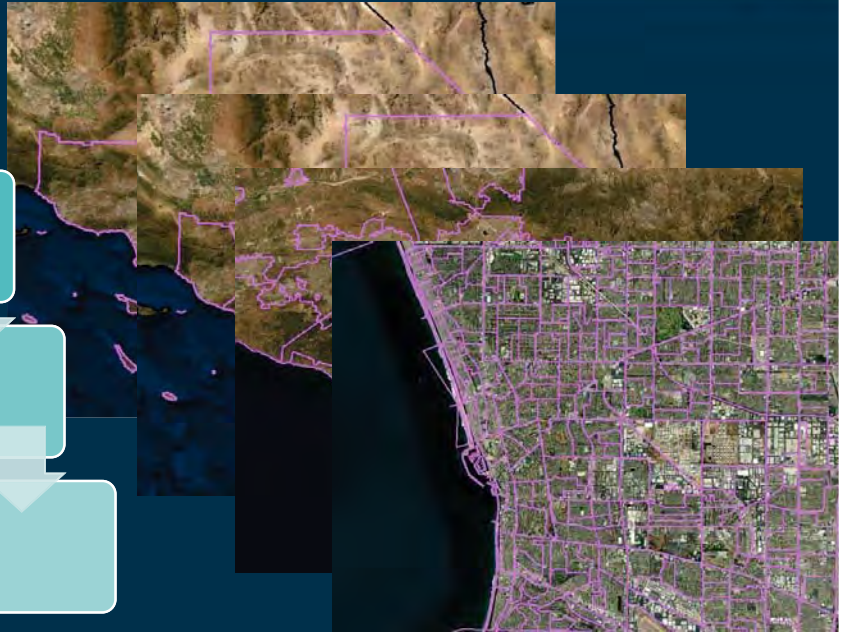
(Average size: 3.1 million people, 6,400 square miles)

197 SCAG Jurisdictions

(Average size: 85,000 people, 196 square miles)

Transporation Analysis Zone (TAZ)-level growth

(Median: 1,200 people, 0.22 square miles)



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

Key steps to a forecasted regional development pattern

Preliminary Regional Growth Forecast

Primary focus of this framework

Local Data Exchange & Small Area Growth Forecast

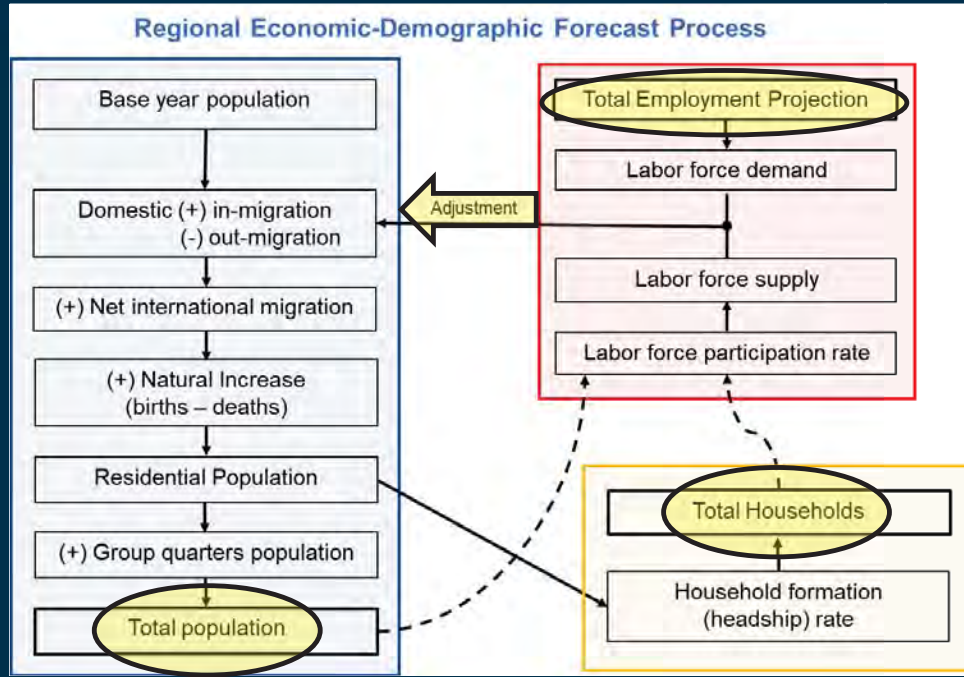
Forecasted Regional Development Pattern

Regional Stakeholder Outreach, Strategy, & Policy Development

Expertise comes from:

- Population Reference Bureau
- Center for the Continuing Study of the California Economy
- Demographic Panel of Experts
- Technical Working Group
- CEHD and Regional Council

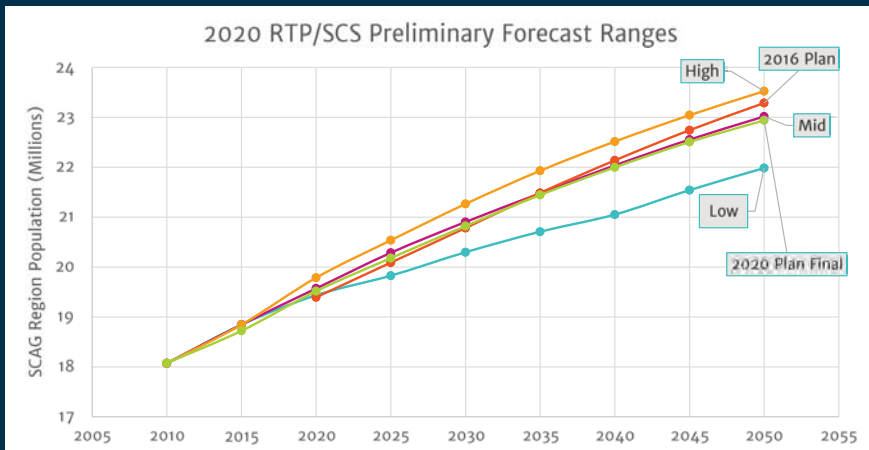
SCAG's Regional Economic-Demographic Forecast Process



Acknowledging and Embracing Uncertainty



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



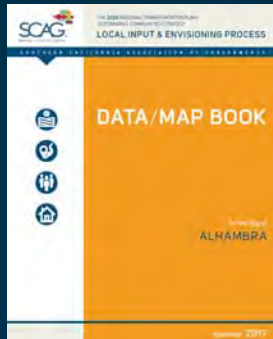
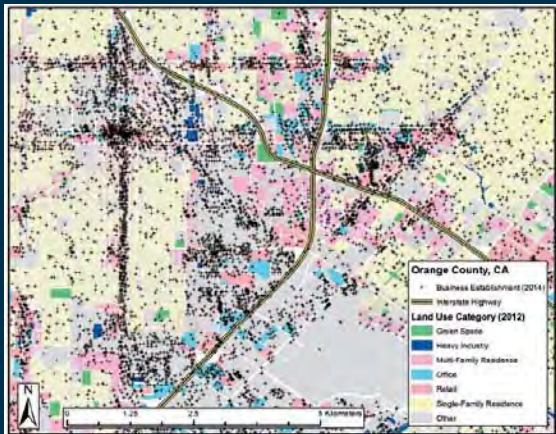
Prior plan cycle used 3 employment scenarios to generate high, middle, and low population & household ranges.

Climate risk → migration?

Housing supply → family formation?

Federal immigration policy → regional jobs?

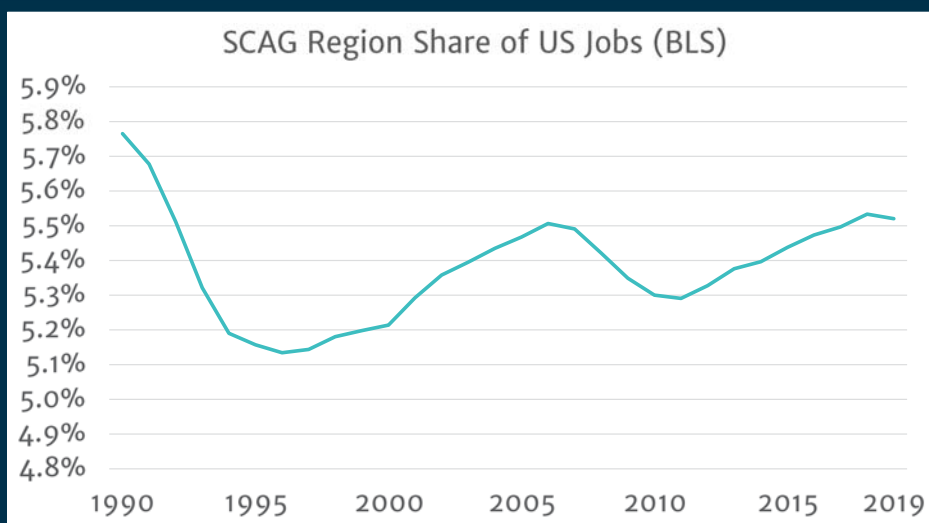
Local Data Exchange



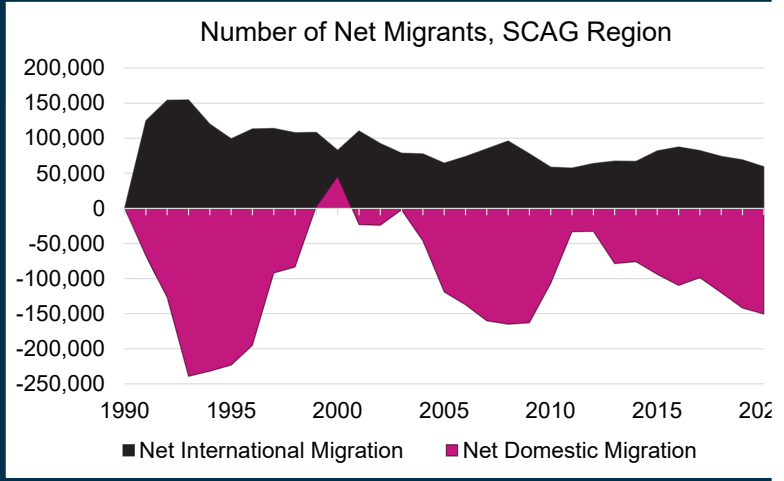
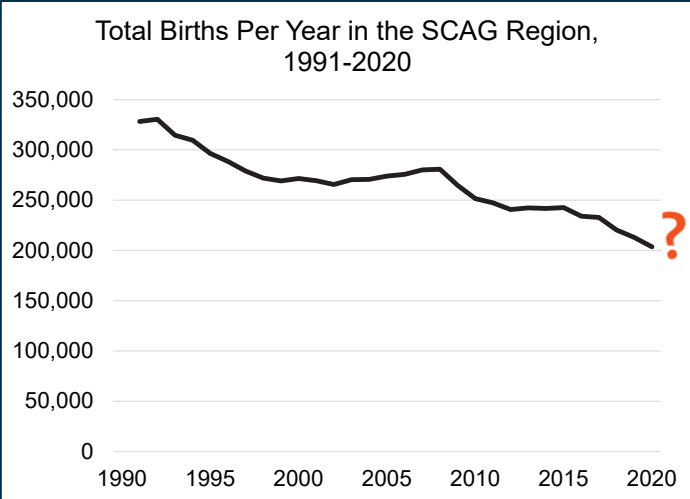
- Preliminary regional forecast completion target: January 2022
- Beginning early 2022: two-way data exchange to translate local visions into the language of a regional plan
- Merging regional forecast with local conditions into a shared vision which hits regional targets

Regional Economic and Demographic forecast – review of trends

- Demographic Panel of Experts held August 5th–11th



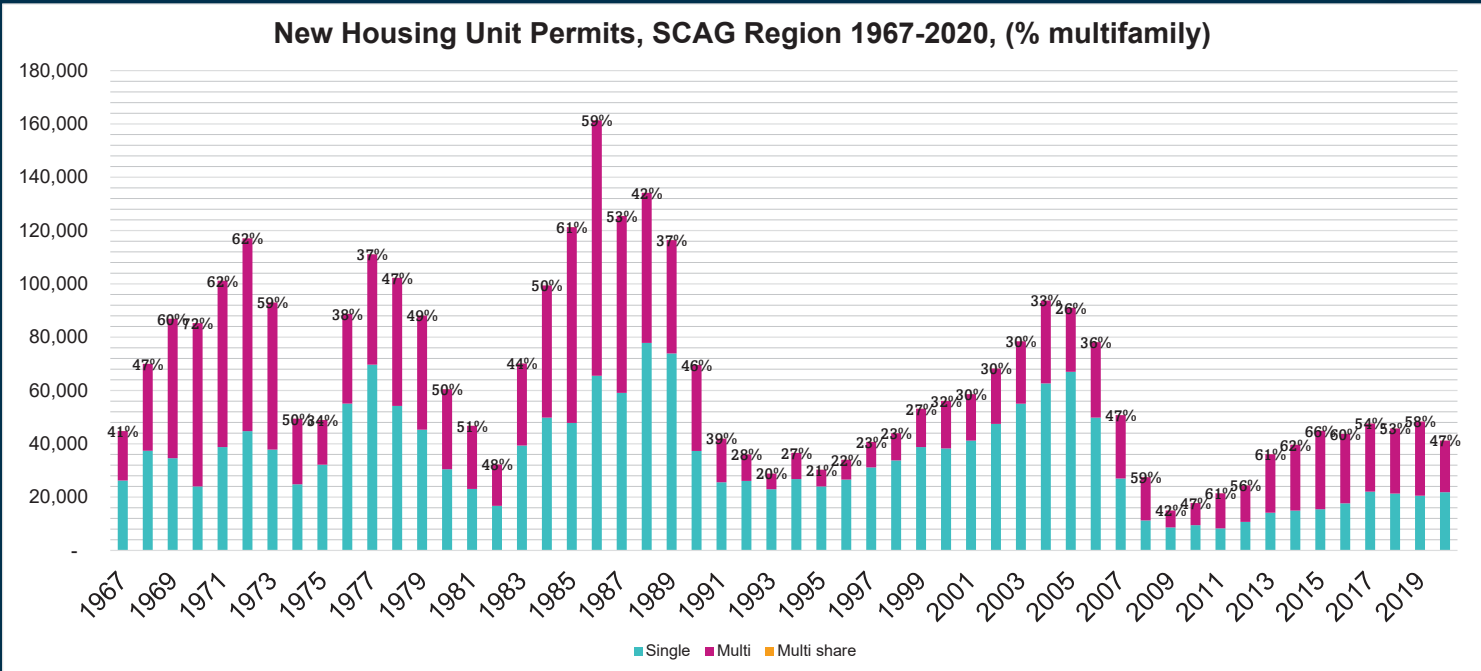
SCAG, CA, US, & Global Population Growth Slower



Source: California Department of Finance Estimates

9

Housing production drives household formation... and economic growth



Source: Analysis by SCAG of CIRB Building Permit Data

Attachment: PowerPoint Presentation - RegGrForecast_Fmwk_CEHD_Sept2021_KK (Regional Growth Forecast Framework and Expert Panel)

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

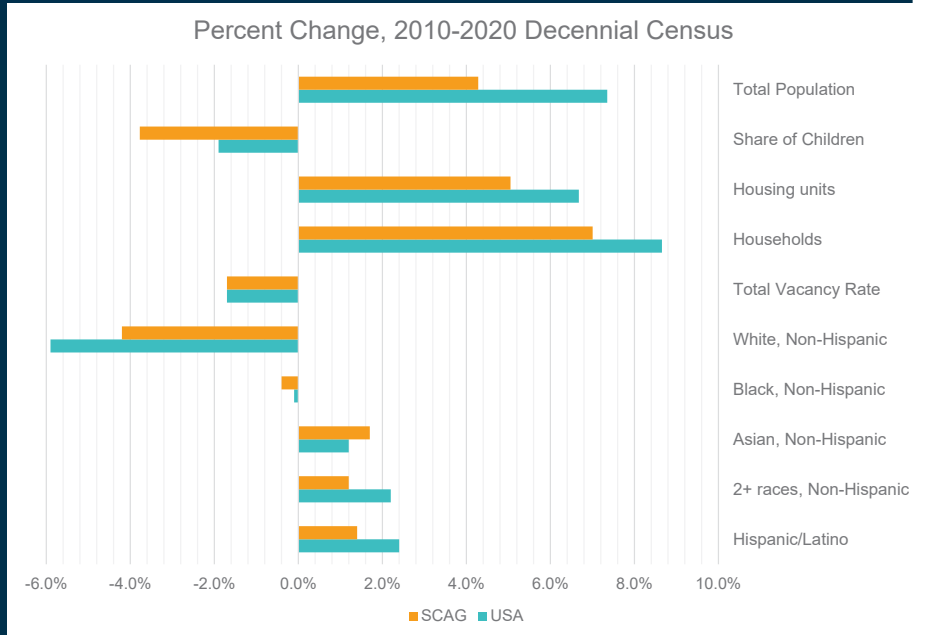


- Total population
- Adult (18+ population)
- Housing Units & Households
- Race + Hispanic/Latino
- Census block scale

Broad strokes:

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

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



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



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

- An aphorism

Kevin Kane, PhD
 kane@scag.ca.gov
 (213) 236-1828
 www.scag.ca.gov





AGENDA ITEM 18
REPORT

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

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and
Amendments \$5,000 - \$74,999

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

BACKGROUND:

SCAG executed the following Purchase Orders (PO's) more than \$5,000 but less than \$200,000

<u>Vendor</u>	<u>PO Purpose</u>	<u>PO Amount</u>
Caliper Corporation	FY21 Caliper Transcad Support	\$66,825
Law Offices Of Jim Kahng	FY22 Immigration Law Services	\$30,000
Office Depot Business Services Div.	FY22 Office Supplies	\$30,000
Saba Software Canada Inc	FY22 Saba Software Renewal	\$26,440
Liebert Cassidy Whitmore (LCW)	FY22 Employment Law Services	\$25,000
SAS Institute, Inc.	FY22 SAS Software Renewal	\$21,960
Staples Contract & Commercial, Inc.	FY22 Office Supplies	\$20,000
Historic Mission Inn Corp	2021 EAC Retreat	\$15,939
Law Offices Of Jim Kahng	FY22 H-1B Law Services	\$11,671
U.S. Postal Service	FY22 USPS Postage	\$10,000
Governmentjobs.Com, Inc.	FY22 Neogov Software Renewal	\$9,934
Crown Castle Fiber LLC	FY22 Network & Communications	\$7,656
Cellco Partnership DbA Verizon Wireless	FY22 Verizon Communication Services	\$6,000
Domtar Paper Co, LLC	FY22 Copier/Printer Paper	\$6,000
Governmentjobs.Com, Inc.	FY21 Job Recruitment	\$5,711
FedEx Kinkos	FY22 FedEx Printing Services	\$5,000



Quadient Leasing USA Inc.

FY22 Mail Machine Lease

\$5,000

SCAG executed the following Contract more than \$25,000 but less than \$200,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
1. Various (21-047-C01 through 21-047-C19, and 21-050-C01)	Monthly report on Regional Early Action Plan Program (REAP) on-call services.	Various (as identified in attachment)
2. Meyers Nave, APC (21-051-C01)	The consultant shall provide legal counsel services to represent SCAG in litigation entitled Orange County Council of Governments v. Gustavo Velasquez and California Department of Housing and Community Development (LA County Sup. Ct. Case No. 21STCP01970).	\$190,000
3. Population Reference Bureau (21-052-C01); and Center for the Continuing Study of the California Economy (21-052-C02)	The selected consultants shall assist staff within the development and execution of a framework for an updated regional growth forecasts an integrate them with SCAG regional planning activities, namely the upcoming 2024 Regional Transportation Plan/Sustainable Communities Strategy.	\$142,003
4. The Pinnacle Group (22-009-C01)	The vendor shall provide hardware, software, maintenance and support fees for new equipment including: 1. Network firewalls, switches, and supporting peripheral devices at SCAG's main and satellite offices. 2. Updating of software subscriptions and licenses used on SCAG's network devices.	\$63,127
5. GeoTabUSA	Staff is seeking a qualified vendor to	\$56,000



SCAG executed the following Contract more than \$25,000 but less than \$200,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
(21-061-C01)	provide truck travel data. The database is crucial to SCAG's goal to develop, maintain and enhance heavy-duty truck model. The scope of work entails SCAG with truck travel information/data which would be used in updating SCAG's Heavy-Duty Truck (HDT) model and on-going preparation of 2024 Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS).	
6. CDW Government, Inc. (22-014-C01)	The vendor shall provide state-of-the-art video conferencing equipment.	\$45,662
7. First American Data & Analytics (21-049-C01)	The purpose of this project is to provide SCAG with a parcel database in an effort to develop an integrated land use database as well as to estimate housing units in the region. The parcel database will incorporate employment, number of households, building information at the parcel level.	\$34,500
8. IHS Markit (21-062-C01)	Staff is seeking a qualified vendor to provide SCAG with a database of freight traffic across the United States, including commodities and multiple units of measure. The database includes different modes of transportation, such as truck (with sub-modes by truck types), rail, intermodal, waterborne and air. The database shall be used for both vehicle and heavy-duty truck (HDT) travel demand model calibration and validation to support regional transportation planning.	\$30,000



SCAG executed the Amendment more than \$5,000 but less than \$75,000

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
N/A	N/A	

ATTACHMENT(S):

1. Contract Summary 21-047-C01 to C19 and 21-050-C01
2. Contract Summary 21-052-C01 & C02
3. Contract Summary 21-051-C01
4. Contract Summary 22-009-C01
5. Contract Summary 21-061-C01
6. Contract Summary 22-014-C01
7. Contract Summary 21-049-C01
8. Contract Summary 21-062-C01

CONSULTANT CONTRACT NOS. 21-047-C01 through 21-047-C19 and 21-050-C01
MONTHLY REAP FOLLOW UP

**Background &
Scope of Work:**

On April 1, 2021, the Regional Council approved a procurement program to accelerate project delivery for the Regional Early Action Plan Program (REAP) and requested staff to report back monthly on procurement activities related to the on-call services for the REAP Program. This report is to inform the Regional Council of those activities.

In summary the REAP Program provides a new model for timely implementation of SCAG's local assistance programs as follows:

- (1) Authorization to enter into up to a total of \$10,000,000 in On Call Services contracts to implement the Regional Council's approved REAP work program, upon completion of competitive procurement and selection of consultants for the On Call Services;
- (2) Waiver of SCAG's procurement requirement to first obtain the Executive/Administration Committee's and Regional Council's approval for contracts at or above \$200,000 prior to execution, for any individual contract up to \$500,000 awarded to complete work that is part of the Regional Council's approved REAP grant funded program and authorization for the Executive Director or his/her designee to execute such contracts upon consultation with legal counsel;
- (3) Waiver of SCAG's procurement requirement necessitating Executive/Administration Committee's and Regional Council approval prior to entering any contract amendment exceeding \$75,000 or 30% (whichever is less) and, instead, requiring amendments of 30% or more to be first approved by the Executive/Administration Committee and Regional Council, and authorizing the Executive Director or his/her designed to execute such amendments upon consultation with legal counsel; and
- (4) Directing staff to make monthly informational reports to the Regional Council of procurement activities, contracts and amendments related to REAP made pursuant to this action.

- Selected Consultants:**
1. AECOM Technical Services, Inc.
 2. Arup North America, Ltd.
 3. Ascent Environmental, Inc.
 4. BAE Urban Economics, Inc.
 5. CTY Housing, Inc.
 6. ECONorthwest
 7. Estolano Advisors
 8. HR&A Advisors Inc.
 9. Kimley-Horn and Associates, Inc.
 10. Kosmont & Associates, Inc.
 11. LeSar Development Consultants
 12. National Community Renaissance of California
 13. Opticos Design, Inc.
 14. Raimi + Associates
 15. Stantec Consulting Services, Inc.
 16. RDC-S111 (dba Studio One Eleven)
 17. Turner Housing Innovation Labs, Inc.
 18. Woodsong Associates, LLC
 19. WSP USA Inc.

- Project's Benefits & Key Deliverables:**
- The project's benefits and key deliverables include, but are not limited to:
- Supporting local jurisdictions in the update of their Housing Elements;
 - Assistance with integrated land use planning, urban design and land use policy;
 - Assistance with community development finance;
 - Assistance with racial equity analysis and training; and
 - Assistance with Grant Writing and Grant Program Administration.

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

Contract Amount: **Total not to exceed** **\$10,000,000**

Note: This is for on-call, or as needed services with consultants to be paid upon a Task Order award. As such, there is no specific award amount to each consultant, nor does SCAG guarantee any specific amount of work to a consultant. Therefore, the amount that may be funded to each consultant is not yet determined

Contract Period: June 2021 through December 31, 2023

Project Number(s):
 300.4872.01
 300.4872.02
 300.4872.03
 300.4872.05
 300.4872.06

Funding source(s): REAP Program Grant

Status

Below is a table showing the on-call services procurements, and their status at present. Any future dates are subject to change, and procurements may be added or removed to this list.

Project Title	RFP Released	Awarded to (Consultant)	Amount of Award
P&O-1 Leadership Academy	05/03/21	LeSar Development Consultants	\$815,823
Project Management Support. (21-050-C01)	02/22/21	Southern California Association of Non-Profit Housing	\$499,999
HPS-1 CEQA	05/25/21	TBD (Final Selection)	TBD
HPS-2 Other to Residential	07/16/21	TBD (Closed 8/06/21)	TBD
HSD 1-A - Advanced ADU Bundle	06/30/21	TBD (Closed 7/30/21)	TBD
SRP-3 N. LA County/Palmdale Digital Utility Data Inventory Tool for Housing	08/11/21	TBD	TBD
SRP-1 WSCCOG REAP Subregional Partnership Project	08/12/21	TBD (Closed 8/12/21)	TBD
HSD 1-B Preliminary ADU Bundle	08/04/21	TBD	TBD
HSD 2-A EIFD Bundle	07/30/21	TBD	TBD
HSD 2-D One San Pedro EIFD Study	08/11/21	TBD	TBD
HSD 2-C Heart of Hollywood TIF Study	TBD	TBD	TBD
HSD 3-A Objective Development Standards	TBD	TBD	TBD
HSD 3-D Burbank Media District Specific Plan	TBD	TBD	TBD
SRP-2 SFVCOG Mapping Application Tool	TBD	TBD	TBD
HSD 2-B Utilities & Infrastructure Needs Assessment & Development Program	TBD	TBD	TBD
HSD 3-C Rialto Specific Plan Merger and Update	TBD	TBD	TBD
HSD 3-E South El Monte Comprehensive Zoning Update	TBD	TBD	TBD
Total:			\$1,315,823

CONSULTANT CONTRACT NO . 21-052-C01 and 21-052-C02

Recommended Consultant: Population Reference Bureau (PRB) and Center for the Continuing Study of the California Economy (CCSCE)

Background & Scope of Work: The selected consultants shall assist staff within the development and execution of a framework for an updated regional growth forecasts an integrate them with SCAG regional planning activities, namely the upcoming 2024 Regional Transportation Plan/Sustainable Communities Strategy. Consultant will convene a panel of demographic and economic experts to support forecast development, recommend a range of regional growth forecasts, assess best practices in merging local and regional growth visions, and provide overall technical support to SCAG staff during this process. The forecast will form the basis of the 2024 regional plan projections of employment, population, and households which undergirds the assessment of future transportation demand.

Project’s Benefits & Key Deliverables: The project’s benefits and key deliverables include, but are not limited to:

- Convening a panel of regional experts to provide technical and policy support for understanding the region’s future growth patterns;
- Developing a range of potential future growth in the SCAG region, helping stakeholders to understand the uncertainties inherent in SCAG’s long-range planning processes; and
- Providing technical assistance to SCAG staff in order to successfully deliver a long-range regional forecast of population, households, and employment.

Strategic Plan: This item supports SCAG’s Strategic Plan Goal 1. Produce innovative solutions that improve the quality of life; and 3. Be the foremost data information hub for the region.

Contract Amount: **Total not to exceed** **\$142,003**

Population Reference Bureau (prime consultant)	\$96,357
Center for the Continuing Study of the California Economy (prime consultant)	\$45,646

Note: PRB originally proposed \$99,713, but staff negotiated the price down to \$96,357 without reducing the scope of work. Similarly CCSCE proposed \$72,857 and staff negotiated the price down to \$45,646 without reducing the scope of work.

Contract Period: June 9, 2021 through July 30, 2022

Project Number(s): 055.4856.01 \$142,003
Funding source(s): Federal Transit Administration (FTA) Transportation Development Act (TDA)

Request for Proposal (RFP): SCAG staff notified 1,974 firms of the release of RFP 21-052 via SCAG’s Solicitation Management System. A total of 37 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:

Attachment: Contract Summary 21-052-C01 & C02 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 -

Population Reference Bureau (no subconsultants) and Center for the Continuing Study of the California Economy (no subconsultants)	\$99,713 \$72,857
EBP US, Inc. (2 subconsultants)	\$165,006

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC conducted two bidder interviews.

The PRC consisted of the following individuals:
Kevin Kane, Project Manager / Sr. Regional Planner, SCAG
John Cho, Sr. Regional Planner, SCAG
Ying Zhou, Program Manager, SCAG

Basis for Selection: The PRC determined that SCAG could capitalize on the extensive experience and qualifications of the two (2) firms that submitted proposals and obtain a better work product by splitting the contract award between the 2 firms. Accordingly, the PRC split the contract award between the 2 firms because it was in SCAG’s best interest to do so. The PRC determined that CCSCE’s experience and qualifications were best suited as Senior Advisor related to a portion of task numbers 1, 2 and 3 (Panel of Experts Meeting and Growth Forecast Technical Support, Policy Integration & Forecast Uncertainty, Local & Regional Growth Integration, respectively); and that PRB’s experience and qualifications were best suited to the remaining portion of task numbers 1, 2 and 3, as well as task 4 (Presentations).

The PRC also select the two firms because they:

- Demonstrated the best understanding of the project, specifically CCSCE’s experience and PRB’s schedule and execution;
- Provided the best technical approach; and
- Proposed the lowest prices.

CONSULTANT CONTRACT NO. 21-051-C01

Recommended Consultant:

Meyers Nave, APC

Background & Scope of Work:

It is necessary to retain legal counsel services to represent SCAG in litigation entitled Orange County Council of Governments v. Gustavo Velasquez and California Department of Housing and Community Development (LA County Sup. Ct. Case No. 21STCP01970). SCAG has been named as a “real party in interest” in this litigation. The OCCOG litigation challenges the Department of Housing and Community Development’s (HCD) final determination of the Regional Housing Needs Assessment (RHNA) allocation for the six-county SCAG region for the 6th RHNA cycle (2021-2029). Outside legal counsel is necessary to represent SCAG in this litigation, to appear on behalf of SCAG in these proceedings, and to take action for SCAG’s benefit in this litigation as may be deemed appropriate by SCAG.

This litigation was reported to the Executive Administration Committee on June 30, 2021 and to the Regional Council on July 1, 2021, as required by Regional Council Policy Manual, Art. IX, E.

The scope of work may include the following on an as-needed basis: (1) conducting research, assessing the merits of the litigation and recommending a litigation strategy; (2) preparing or assisting SCAG to prepare the lodging of any records with the court that may be necessary; (3) bringing or responding to preliminary motions to adjudicate matters; (4) preparing for and asserting SCAG’s position in the case before the trial court; (5) engaging in mandatory settlement conferences; and (6) meeting in closed session with SCAG’s decision-making bodies as necessary.

Project’s Benefits & Key Deliverables:

The project’s benefits and key deliverables include, but are not limited to:

- Representation of SCAG in pending litigation brought by another party; and
- Providing legal counsel to SCAG and its decision-making bodies and filing of pleadings in trial court.

Strategic Plan:

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

Contract Amount:

Total not to exceed **\$190,000**
Meyers Nave, APC (prime consultant)

Note: Consultant is charging SCAG their 2021 Public Agency rates with a 5% discount off of their Sr. Partner hourly rate.

Contract Period:

July 5, 2021 through June 30, 2022

Project Number(s):

800-0160.03 \$95,000
300-4888.01 \$95,000
Funding source(s): General Fund and REAP

Attachment: Contract Summary 21-051-C01 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 -

Request for Proposal (RFP): This contract was processed as a sole source contract. Consistent with 7.3.1, C.1 of the Procurement Manual (dated January 2021), the Executive Director determined that the purchase was in the best interest of the agency. Additionally, consistent with 5.6.B of the Procurement Manual (dated January 2021), sole source justification may rely on the State Contracting Manual, which permits authorization for noncompetitive proposals for legal services. The vendor selected for this work has recent and unique experience successfully defending RHNA allocation challenges and did not as of the time of engagement have any professional ethical conflicts that required waivers or informed written consent.

Selection Process: Not Applicable

Basis for Selection: Consistent with 7.3.1, C.1 of the Procurement Manual (dated January 2021), the Executive Director determined that the purchase was in the best interest of the agency. Additionally, consistent with 5.6.B of the Procurement Manual (dated January 2021), sole source justification may rely on the State Contracting Manual, which permits authorization for noncompetitive proposals for legal services. The vendor selected for this work has recent and unique experience successfully defending RHNA allocation challenges and did not as of the time of engagement have any professional ethical conflicts that required waivers or informed written consent.

CONSULTANT CONTRACT NO. 22-009-C01

Recommended Consultant:

The Pinnacle Group

Background & Scope of Work:

In FY21, SCAG initiated the first phase of a project to upgrade and optimize the IT infrastructure that supports SCAG business applications, which are core to agency operations. The industry recommended lifecycle for this type of equipment is three-to-five years. There are remaining networking components located in SCAG offices that have exceeded the normal lifecycle and are reaching their end-of-life. SCAG will complete the upgrade in the first quarter of FY22 to ensure reliability, availability and efficiency of the systems that support SCAG’s business operations.

This contract includes hardware, software, maintenance and support fees for new equipment including:

1. Network firewalls, switches, and supporting peripheral devices at SCAG’s main and satellite offices.
2. Updating of software subscriptions and licenses used on SCAG’s network devices.
3. Service agreements for network devices.

Project’s Benefits & Key Deliverables:

The project’s benefits and key deliverables include, but are not limited to:

- State of the art equipment ensuring the reliability, availability and efficiency of SCAG’s business applications; and
- Increasing SCAG staff productivity with high performing hardware and software.

It is of critical importance to SCAG operations that SCAG’s aging IT infrastructure is upgraded. SCAG’s IT infrastructure supports all of SCAG’s business applications daily. This includes Finance Division applications, Microsoft Dynamics GP, Microsoft Customer Relationship Management (CRM), SQL Server databases. It also supports critical projects such as GIS applications and the Regional Aerial Imagery project.

Strategic Plan

This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region; Objective: Model best practices by prioritizing continuous improvement and technical innovations through the adoption of interactive, automated, and state-of-the-art information tools and technologies.

Contract Amount:

Total not to exceed

\$63,127

Contract Period:

July 22, 2021 through June 30, 2022.

Project Number:

811-1163.17 – Indirect Cost

Request for Quote (RFQ):

SCAG staff notified 1,567 firms of the release of RFQ 22-009 via SCAG’s Solicitation Management System website. A total of 43 firms downloaded

Attachment: Contract Summary 22-009-C01 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 -

the RFP. SCAG received the following two (2) quotes in response to the solicitation:

The Pinnacle Group	\$63,127
Howard Industries (no subconsultants)	\$73,061

Basis for Selection:

Given the fact that staff issued an RFQ, staff awarded the contract to the lowest responsive and responsible bidder, The Pinnacle Group.

CONSULTANT CONTRACT NO. 21-061-C01

Recommended Consultant: GeoTab USA

Background & Scope of Work: The Southern California Association of Governments (SCAG) is seeking a qualified vendor to provide truck travel data. The database is crucial to SCAG’s goal to develop, maintain and enhance heavy-duty truck model. The scope of work entails SCAG with truck travel information/data which would be used in updating SCAG’s Heavy-Duty Truck (HDT) model and on-going preparation of 2024 Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS).

Project’s Benefits & Key Deliverables: The project’s benefits and key deliverables include, but are not limited to:

- Data that will enable Southern California Regional Planners the ability to accurately estimate truck trips within each county through an updated Heavy-Duty Truck (HDT) model. Additionally, the model will help develop more accurate outcomes that will result in improving the lives of residents within SCAG region.

Strategic Plan: This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region: Objective a. Develop and maintain planning models and tools data sets that support innovative plan development, policy analysis and policy implementation, Objective b. Model best practices by prioritizing continues improvement and technical innovation through the adoption of interactive, automated and state-of-art information tools and technologies.

Contract Amount: **Total not to exceed** **\$56,000**
GeoTab USA (prime consultant)

Contract Period: June 29, 2021 through June 30, 2022

Project Number(s): 070-0130B.10 \$56,000

Funding source: Federal Transit Administration (FTA) 5303

Request for Proposal (RFP): SCAG staff notified 3,707 firms of the release of RFP 21-061-C01 via SCAG’s PlanetBids website. A total of 34 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

GeoTab USA (no subconsultants)	\$56,000
American Transportation Research Institute (no subconsultants)	\$75,000

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

Attachment: Contract Summary 21-061-C01 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 -

Mana Sangkapichai, Transportation Modeler IV, SCAG
John Cho, Senior Regional Planner, SCAG
Jisu Lee, Transportation Modeler II, SCAG

Basis for Selection:

The PRC recommended GeoTab USA for the contract award because the consultant:

- Was responsive to the solicitation;
- Demonstrated capability to perform successfully under the terms and conditions proposed (consideration will be given to such matters as offeror integrity, compliance with public policy, record of past performance, and financial and technical resources);
- Demonstrated the most extensive experience with projects of similar size and scope. Specifically, the truck GPS data is highly specialized data and would require an experience firm to process and prepare the data. GeoTab's proposal demonstrated a thorough understanding and capability to deliver the data that meet the RFP requirements; and
- Proposed the lowest price.

CONSULTANT CONTRACT 22-014-C01

Recommended Consultant:

CDW Government, Inc.

Background & Scope of Work:

SCAG’s current video conferencing equipment in its nine (9) small to medium sized conference rooms in the Los Angeles office have reached their end-of-life and need to be upgraded to industry standards for Microsoft Teams compatibility. Staff recommends upgrading the nine (9) conference rooms with Microsoft Teams compatible video conferencing units. By upgrading this equipment, SCAG will continue to provide current and reliable in-room, and hybrid video conferencing, with audio, video, and collaboration features.

This purchase procures new video conferencing equipment including tabletop conference devices, cameras, microphones, and presentation systems.

Project’s Benefits & Key Deliverables:

The project’s benefits and key deliverables include, but are not limited to:

- State of the art equipment ensuring reliability, and availability of in-room and hybrid video conferencing to connect participants from any location; and
- Increased SCAG staff productivity and collaboration with high performing hardware and software.

Strategic Plan

This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region; Objective: Model best practices by prioritizing continuous improvement and technical innovations through the adoption of interactive, automated, and state-of-the-art information tools and technologies.

Contract Amount:

Total not to exceed

\$45,662

Contract Period:

July 20, 2021 through July 1, 2026

Project Number:

811-1163.17 – Indirect Cost

Basis for Selection:

In accordance with SCAG’s Procurement Manual (January 2021) Section 9.3, to foster greater economy and efficiency, SCAG’s federal procurement guidance (2 CFR 200.318 [e]) authorizes SCAG to procure goods and services by using an Intergovernmental Agreement (Master Service Agreement – MSA, also known as a Leveraged Purchase Agreement – LPA). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially “piggy-backing” on the agreement.) SCAG utilized an MSA with the National IPA, Agreement No. Contract 2018011-01, that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing.

Attachment: Contract Summary 22-014-C01 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 -

CONSULTANT CONTRACT NO. 21-049-C01

Recommended Consultant:	First American Data & Analytics	
Background & Scope of Work:	The purpose of this project is to provide SCAG with a parcel database in an effort to develop an integrated land use database as well as to estimate housing units in the region. The parcel database will incorporate employment, number of households, building information at the parcel level. Additionally, the parcel database can be used to determine proper usage for existing land, as well as, designating jurisdictional zoning and/or general plan codes. Once completed, the integrated land use database will be used as the basis for the 2024 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) growth forecast development.	
Project's Benefits & Key Deliverables:	<p>Parcel data will be used to update land use data and to estimate housing units more accurately. Key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> • Parcel boundaries in separate ESRI SHP files for Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties; • One electronic version of a User's Guide/Data Dictionary including a correspondence table between vendor's land use code and SCAG' land use code will be delivered to SCAG; and • Detailed document containing information on any restrictions to the sharing of data by SCAG with our member agencies. 	
Strategic Plan:	This item supports SCAG's Strategic Plan Goal 3: Be the foremost data information hub for the region - Develop and maintain models, tools, and data sets that support innovative plan development, policy analysis and project implementation.	
Contract Amount:	Total not to exceed First American Data & Analytics (prime consultant)	\$34,500
Contract Period:	June 29, 2021 through June 30, 2022	
Project Number(s):	055-0704B.02 \$34,500	
	Funding source: Federal Transit Administration (FTA) 5303	
Request for Proposal (RFP):	SCAG staff notified 2,113 firms of the release of RFP 21-049-C01 via SCAG's PlanetBids website. A total of 31 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:	
	First American Data & Analytics (no subconsultants)	\$34,500
	Parcel Quest (no subconsultants)	\$35,000
	Lightbox (no subconsultants)	\$75,000
Selection Process:	The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.	

Attachment: Contract Summary 21-049-C01 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 -

The PRC consisted of the following individuals:

John Cho, Senior Regional Planner, SCAG

Cheol-Ho Lee, Senior Regional Planner, SCAG

Jung H. Seo, Regional Planner Specialist, SCAG

Yu-Jen Chen, Associate Transportation Planner, Caltrans-District 12

Basis for Selection:

The PRC recommended First American Data & Analytics for the contract award because the consultant:

- Was responsive to the solicitation;
- Quoted the lowest most realistic price to perform all the scope of work; and
- Demonstrated the best understanding of the proposed scope of work and the key elements involved. Specifically, the proposal was well prepared with all the required elements, particularly, housing units related variables. The consultant provided the best quality of required elements and housing units related variables compared to other proposers.

CONSULTANT CONTRACT NO. 21-062-C01

Recommended Consultant:	IHS Markit
Background & Scope of Work:	The Southern California Association of Governments (SCAG) is seeking a qualified vendor to provide SCAG with a database of freight traffic across the United States, including commodities and multiple units of measure. The database includes different modes of transportation, such as truck (with sub-modes by truck types), rail, intermodal, waterborne and air. The database shall be used for both vehicle and heavy-duty truck (HDT) travel demand model calibration and validation to support regional transportation planning. Data shall also be used to analyze recent trends of freight traffic shipments across geographic markets, commodities, and multiple units of measures. Tasks for this project shall include, quantification of existing and future commodity flows into, out of, and through the SCAG region.
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none">• Providing SCAG region commodity flow database by different commodity types and transport modes;• Providing Geographic Information System (GIS) format (shapefile) of the routing systems of highway and rail with corresponding segment information; and• Technical documents.
Strategic Plan:	This item supports SCAG's Strategic Plan Goal 3: Be the foremost data information hub for the region: Objective a. Develop and maintain planning models and tools data sets that support innovative plan development, policy analysis and policy implementation, Objective b. Model best practices by prioritizing continues improvement and technical innovation through the adoption of interactive, automated and state-of-art information tools and technologies.
Contract Amount:	Total not to exceed \$30,000 IHS Markit (prime consultant)
Contract Period:	June 29, 2021 through June 30, 2022
Project Number(s):	070-0130B.12 \$30,000 Funding sources: Federal Transit Administration (FTA) 5303
Request for Proposal (RFP):	<p>SCAG staff notified 4473 firms of the release of RFP 21-062-C01 via SCAG's PlanetBids website. A total of 20 firms downloaded the RFP. SCAG received the following one (1) proposal in response to the solicitation:</p> <p>IHS Markit (no subconsultants) \$30,000</p> <p>After receiving only one proposal, staff surveyed 20 firms that downloaded the RFP to determine why each did not submit a proposal. No firms responded to staff's inquiry. Note staff advertised the RFP the normal four (4) week period. For these reasons staff subsequently proceeded with reviewing the single offer.</p>

Attachment: Contract Summary 21-062-C01 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 -

Selection Process:

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposal, the PRC did not conduct interviews because the proposal contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

John Cho, Senior Regional Planner, SCAG
Ellen Jisu Lee, Transportation Modeler II, SCA
Mana Sangkapichai, Transportation Modeler IV, SCAG

Basis for Selection:

The PRC recommended IHS Markit for the contract award because the consultant:

- Was responsive to the solicitation;
- demonstrated capability to perform successfully under the terms and conditions; and
- Demonstrated extensive experience with projects of similar size and scope. Specifically, the proposer is one of the leading commodity flow data vendors in the field. Commodity flow data is a highly specialized data. Given the proposer's experience in processing this type of data, the PRC members all agreed that they were the right vendor for this project. Furthermore, the proposal submitted demonstrates a thorough understanding and capability to deliver the products of this project.



AGENDA ITEM 19
REPORT

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

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: CFO Monthly Report

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

CFO REPORT UPDATES:

MEMBERSHIP DUES:

As of August 19, 2021, 152 cities and 4 counties had paid their FY22 dues. This represents 80.91% of the dues assessment. 27 cities and 2 counties had yet to pay their dues.

FY 21 Year End Close and Audit Update:

Staff is in the final stages of closing Fiscal Year Ended June 30, 2021, which is scheduled to be completed by the end of August, closing out the 60-day accrual period. Thereafter, staff will be preparing the auditor requested items for their fieldwork scheduled to begin during the last week of September. Based on our normal yearend close cycle, financial results for June 30 are not yet available, as a result the Consolidated Balance Sheet (compares preliminary June vs. final July) has not been included in the CFO Report attachment.

BUDGET & GRANTS (B&G):

On June 29, 2021, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) approved SCAG's FY 2021-2022 (FY22) Overall Work Program (OWP) for FHWA Metropolitan Planning (PL) and FTA Section 5303 and 5304 funding.

Additionally, SCAG received its final allocation for the FY22 Senate Bill 1 (SB 1) Sustainable Communities Formula Grant in the amount of \$ 5,298,366 for transportation planning projects.



SCAG staff will work with Caltrans staff to meet the conditions of grant acceptance as outlined in the award letter. This grant ends on February 28, 2024.

On July 29, 2021, SCAG submitted the FY 2020-21 (FY21) OWP 4th Quarter Progress Report with preliminary expenditures to Caltrans. The 4th Quarter Progress Report with final expenditures and final work products will be submitted to Caltrans by August 31, 2021.

CONTRACTS:

In July 2021, the Contracts Department issued three (3) Request for Proposals; awarded two (2) contracts; issued two (2) contract amendments; and processed 209 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 157 consultant contracts. Contracts staff continued to negotiate better pricing as well as reduced costs for services. It should be noted, in FY21 Contracts staff negotiated approximately \$1,486,302 in budget savings.

ATTACHMENT(S):

1. CFO Monthly Report



Office of the Chief Financial Officer

Monthly Status Report

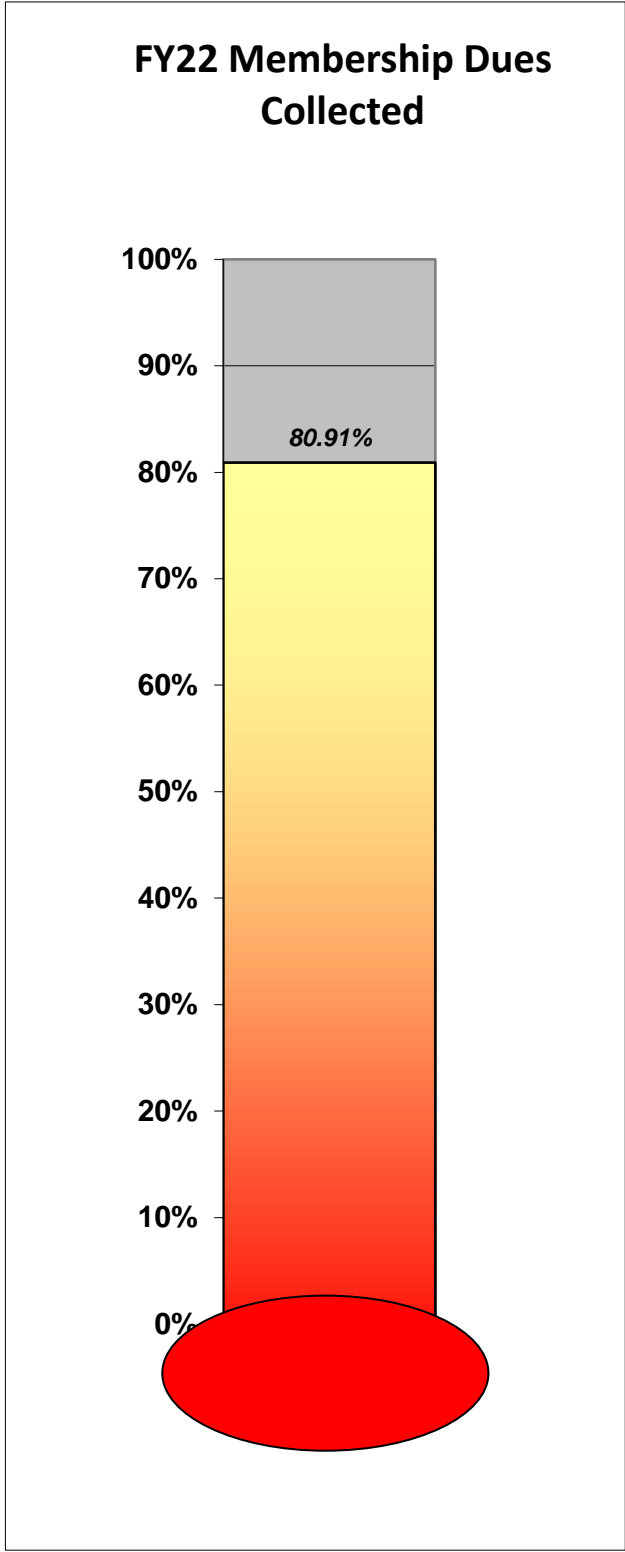
JULY 2021

OVERVIEW

As of August 19 2021, 152 cities and 4 counties had paid their FY22 dues. This represents 80.91% of the dues assessment. 27 cities and 2 counties had yet to pay their dues.

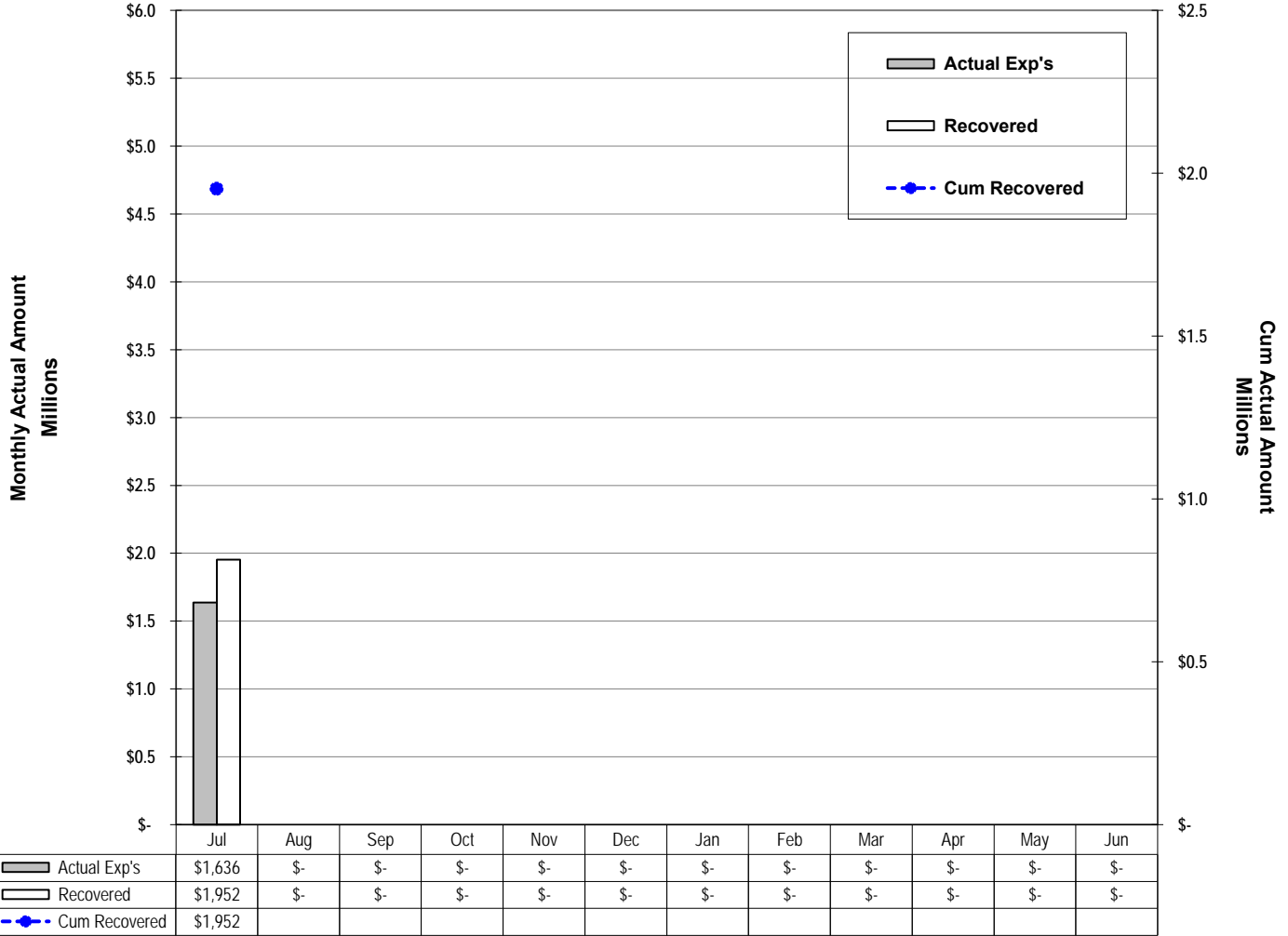
SUMMARY

FY21 Membership Dues	<u>\$ 2,142,920</u>
Total Collected	<u>\$ 1,733,922</u>
Percentage Collected	<u>80.91%</u>





FY22 INDIRECT COST & RECOVERY



Attachment: CFO Monthly Report [Revision 1] (CFO Monthly Report)

OVERVIEW

A comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants.

SUMMARY

Through July 2021, SCAG was over-recovered by \$315,964.22 due to unspent Indirect Cost budget. This is in line with the over-recovery built in to the FY22 IC rate.



Office of the CFO
Fiscal Year-To-Date Expenditure Report Through July 31, 2021

COMPREHENSIVE BUDGET

		Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	Staff & Allocated Fringe Benefits	257,016	257,016	8,378	-	248,638	3.3%
2	51001 Allocated Indirect Costs	363,202	363,202	11,839	-	351,363	3.3%
3	54300 SCAG Consultants	288,000	288,000	-	-	288,000	0.0%
4	54340 Legal costs	120,000	120,000	-	118,712	1,288	0.0%
5	55441 Payroll, bank fees	15,000	15,000	19	14,981	0	0.1%
6	55600 SCAG Memberships	127,600	127,600	5,772	13,750	108,078	4.5%
7	55610 Professional Membership	11,500	11,500	-	957	10,543	0.0%
8	55620 Res mat/sub	2,000	2,000	-	-	2,000	0.0%
9	55860 Scholarships	44,000	44,000	-	-	44,000	0.0%
10	55910 RC/Committee Mtgs	15,000	15,000	-	-	15,000	0.0%
11	55912 RC Retreat	13,000	13,000	-	-	13,000	0.0%
12	55914 RC General Assembly	611,500	611,500	-	-	611,500	0.0%
13	55915 Demographic Workshop	28,000	28,000	-	1	27,999	0.0%
14	55916 Economic Summit	85,000	85,000	-	-	85,000	0.0%
15	55918 Housing Summit	20,000	20,000	-	-	20,000	0.0%
16	55920 Other Meeting Expense	86,500	86,500	-	20,001	66,499	0.0%
17	55xxx Miscellaneous other	67,000	67,000	-	-	67,000	0.0%
18	55940 Stipend - RC Meetings	202,000	202,000	13,610	-	188,390	6.7%
19	56100 Printing	10,000	10,000	-	-	10,000	0.0%
20	58100 Travel - outside SCAG region	77,500	77,500	-	-	77,500	0.0%
21	58101 Travel - local	47,500	47,500	-	-	47,500	0.0%
22	58110 Mileage - local	31,500	31,500	-	-	31,500	0.0%
23	58150 Travel Lodging	13,000	13,000	-	-	13,000	0.0%
24	58800 RC Sponsorships	165,000	165,000	-	3,000	162,000	0.0%
25	Total General Fund	4,213,001	4,213,001	39,618	198,766	3,974,617	0.9%
26				-			
27	Staff & Allocated Fringe Benefits	17,631,038	17,631,038	1,342,014	-	16,289,024	7.6%
28	51001 Allocated Indirect Costs	24,915,148	24,915,148	1,886,830	-	23,028,318	7.6%
29	54300 SCAG Consultants	33,944,276	33,944,276	-	3,720,764	30,223,513	0.0%
30	54302 Non-Profits/IHL	933,245	933,245	-	134,641	798,604	0.0%
31	54303 Consultants TC - FTA 5303	6,352,646	6,352,646	-	656,260	5,696,386	0.0%
32	54360 Pass-through Payments	9,191,406	9,191,406	-	-	9,191,406	0.0%
33	55210 Software Support	600,000	600,000	28,964	37,400	533,636	4.8%
34	55250 Cloud Services	1,635,500	1,635,500	-	-	1,635,500	0.0%
35	5528x Third Party Contributions	5,230,855	5,230,855	342,659	-	4,888,196	6.6%
36	55310 F&F Principal	264,368	264,368	21,544	242,824	0	8.1%
37	55315 F&F Interest	10,423	10,423	1,211	9,212	0	11.6%
38	55320 AV Principal	149,034	149,034	12,113	136,921	0	8.1%
39	55325 AV Interest	2,642	2,642	295	2,347	0	11.2%
40	55415 Off Site Storage	9,124	9,124	-	-	9,124	0.0%
41	55520 Hardware Supp	5,000	5,000	-	-	5,000	0.0%
42	55580 Outreach/Advertisement	64,000	64,000	-	-	64,000	0.0%
43	55620 Resource Materials - subscrib	540,000	540,000	-	34,501	505,499	0.0%
44	55810 Public Notices	65,000	65,000	-	-	65,000	0.0%
45	55830 Conf. Registration	4,000	4,000	-	-	4,000	0.0%
46	55920 Other Meeting Expense	19,000	19,000	-	-	19,000	0.0%
47	55930 Miscellaneous	190,717	190,717	-	9,000	181,717	0.0%
48	55931 Misc Labor - TDA	1,204,452	1,204,452	-	-	1,204,452	0.0%
49	55932 Misc Labor, Future - TDA	1,185,044	1,185,044	-	-	1,185,044	0.0%
50	56100 Printing	9,000	9,000	-	-	9,000	0.0%
51	58xxx Travel	82,500	82,500	-	-	82,500	0.0%
52	59090 Exp - Local Other	40,011,607	40,011,607	-	-	40,011,607	0.0%
53	Total OWP & TDA Capital	144,250,025	144,250,025	3,635,630	4,983,868	135,630,527	2.5%
54				-			
55	Comprehensive Budget	148,463,026	148,463,026	3,675,248	5,182,634	139,605,144	2.5%

Attachment: CFO Monthly Report [Revision 1] (CFO Monthly Report)



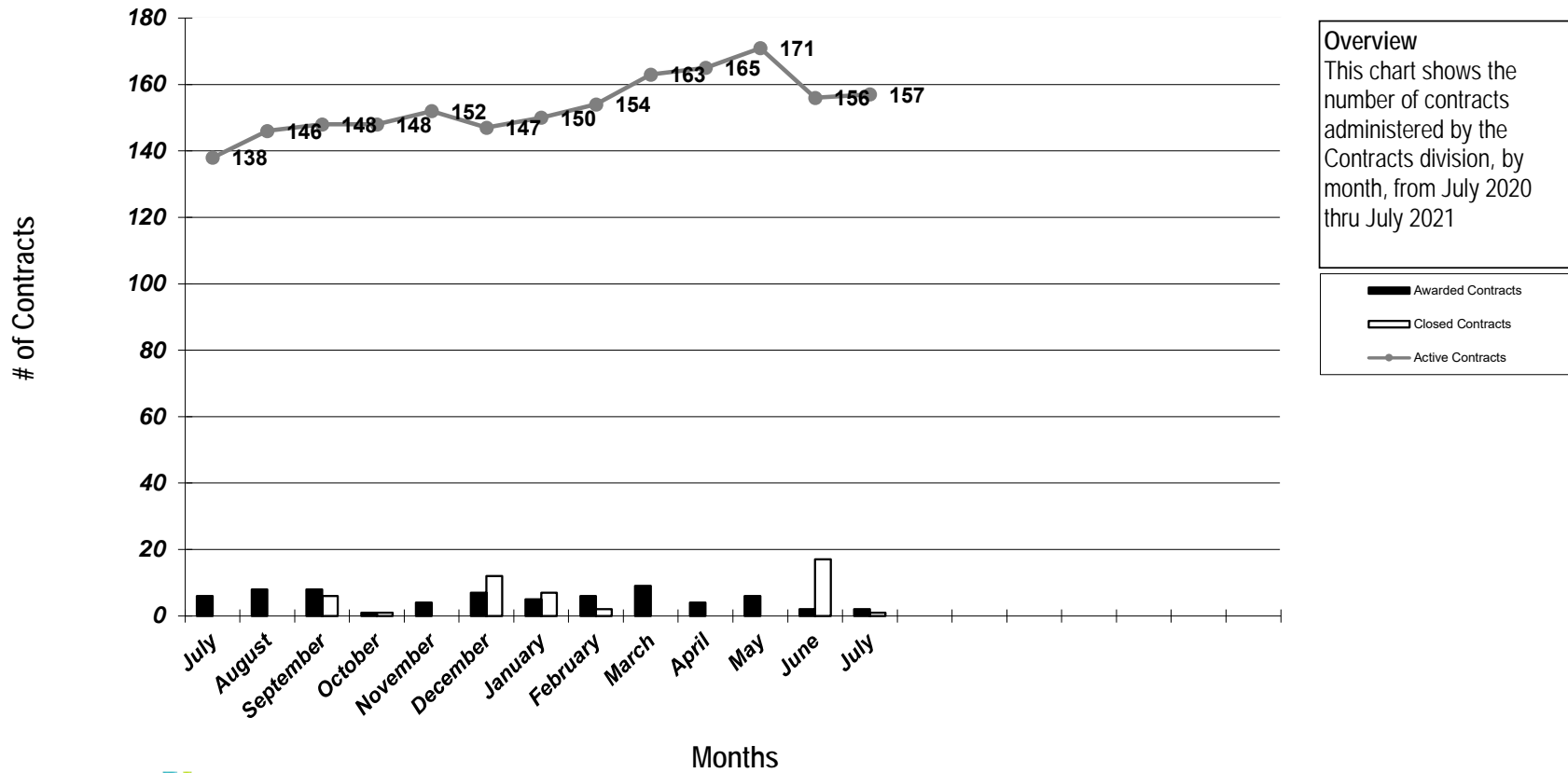
Office of the CFO
Fiscal Year-To-Date Expenditure Report Through July 31, 2021

INDIRECT COST EXPENDITURES

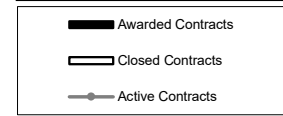
			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010	Regular Staff	7,746,533	7,746,533	571,129		7,175,404	7.4%
2	50013	Regular OT	1,000	1,000	325		675	32.5%
3	50014	Interns, Temps, Annuity	78,000	78,000	6,116		71,884	7.8%
4	50030	Severance	80,000	80,000	17,288		62,712	21.6%
5	51xxx	Allocated Fringe Benefits	6,077,056	6,077,056	461,880	-	5,615,176	7.6%
6	54300	SCAG Consultants	1,961,819	1,961,819	-	75,293	1,886,526	0.0%
7	54301	Consultants - Other	731,000	731,000	-	7,060	723,940	0.0%
8	54340	Legal	40,000	40,000	-	40,000	0	0.0%
9	55201	Network and Communications	304,000	304,000	-	13,656	290,344	0.0%
10	55210	Software Support	548,900	548,900	75,272	123,720	349,908	13.7%
11	55220	Hardware Supp	940,817	940,817	-	111,802	829,015	0.0%
12	55240	Repair & Maint Non-IT	26,500	26,500	-	3,500	23,000	0.0%
13	55251	Infrastructure Cloud Services	623,465	623,465	-	3,140	620,325	0.0%
14	55271	On-Prem Software	247,690	247,690	-	-	247,690	0.0%
15	55275	Co-location Services	250,000	250,000	-	-	250,000	0.0%
16	55315	F&F Interest	4,376	4,376	509	3,868	0	11.6%
17	55325	AV Interest	8,162	8,162	912	7,250	0	11.2%
18	55400	Office Rent DTLA	2,302,445	2,302,445	383,698	1,918,747	0	16.7%
19	55410	Office Rent Satellite	278,200	278,200	20,078	118,472	139,650	7.2%
20	55415	Offsite Storage	5,000	5,000	-	2,501	2,499	0.0%
21	55420	Equip Leases	100,000	100,000	-	5,000	95,000	0.0%
22	55430	Equip Repairs & Maint	1,000	1,000	-	-	1,000	0.0%
23	55435	Security Services	100,000	100,000	-	100,000	0	0.0%
24	55440	Insurance	315,000	315,000	46,104	-	268,897	14.6%
25	55441	Payroll / Bank Fees	17,500	17,500	4	17,496	0	0.0%
26	55445	Taxes	5,000	5,000	-	-	5,000	0.0%
27	55460	Mater & Equip < \$5,000 *	54,000	54,000	-	-	54,000	0.0%
28	55510	Office Supplies	73,800	73,800	-	61,500	12,300	0.0%
29	55520	Graphic Supplies	4,000	4,000	-	-	4,000	0.0%
30	55540	Postage	10,000	10,000	-	10,000	0	0.0%
31	55550	Delivery Svc	5,000	5,000	-	5,000	0	0.0%
32	55600	SCAG Memberships	102,200	102,200	-	-	102,200	0.0%
33	55610	Prof Memberships	1,500	1,500	-	-	1,500	0.0%
34	55611	Prof Dues	1,350	1,350	-	-	1,350	0.0%
35	55620	Res Mats/Subscrip	58,100	58,100	3,357	12,310	42,434	5.8%
36	55700	Deprec - Furn & Fixt	250,330	250,330	-	-	250,330	0.0%
37	55720	Amortiz - Leasehold Improvements	75,000	75,000	-	-	75,000	0.0%
38	55800	Recruitment Notices	25,000	25,000	-	25,000	(0)	0.0%
39	55801	Recruitment - other	45,000	45,000	-	25,000	20,000	0.0%
40	55810	Public Notices	2,500	2,500	-	-	2,500	0.0%
41	55820	In House Training	30,000	30,000	-	-	30,000	0.0%
42	55830	Networking Meetings/Special Events	20,000	20,000	-	-	20,000	0.0%
43	55840	Training Registration	65,000	65,000	-	-	65,000	0.0%
44	55920	Other Mtg Exp	2,500	2,500	-	-	2,500	0.0%
45	55950	Temp Help	108,316	108,316	-	-	108,316	0.0%
46	55xxx	Miscellaneous - other	11,500	11,500	-	-	11,500	0.0%
47	56100	Printing	23,000	23,000	-	5,000	18,000	0.0%
48	58100	Travel - Outside	83,300	83,300	-	-	83,300	0.0%
49	58101	Travel - Local	20,000	20,000	-	-	20,000	0.0%
50	58110	Mileage - Local	23,500	23,500	-	-	23,500	0.0%
51	58120	Travel Agent Fees	3,000	3,000	-	-	3,000	0.0%
52		Total Indirect Cost	23,891,359	23,891,359	1,586,671	2,695,314	19,609,374	6.6%

Attachment: CFO Monthly Report [Revision 1] (CFO Monthly Report)

SCAG Contracts (Year to Date)



Overview
This chart shows the number of contracts administered by the Contracts division, by month, from July 2020 thru July 2021



Summary

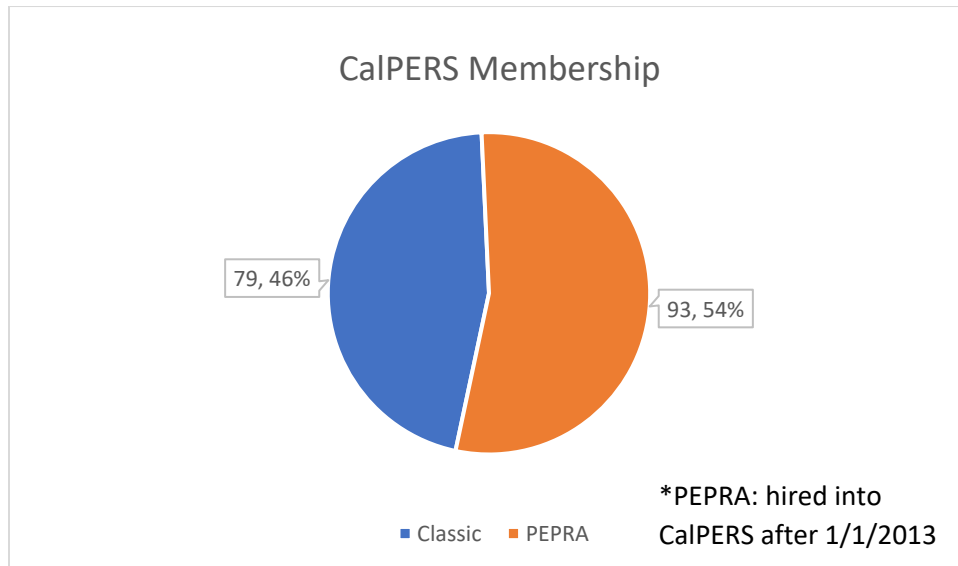
As illustrated on the chart, the Contracts Department is currently managing a total of 157 contracts. Forty-two (42) are Cost Plus Fee contracts; eighty-two (82) are Lump Sum (formerly Fixed Price) contracts, and the remaining thirty-three (33) are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.

CFO Report

As of August 1, 2021

Staffing Update

Division	Authorized Positions	Filled Positions	Vacant Positions	Interns/Temps	Agency Temps	Volunteers	Total
Executive Office	8	7	1	0	0	0	7
Human Resources	7	6	1	0	0	0	6
Legal Services	3	2	1	0	0	0	2
Finance	28	26	2	1	0	0	27
Information Technology	26	23	3	0	0	0	23
Policy & Public Affairs	22	19	3	0	0	0	19
Planning & Programs	94	89	5	2	0	2	93
Total	188	172	16	3	0	2	177



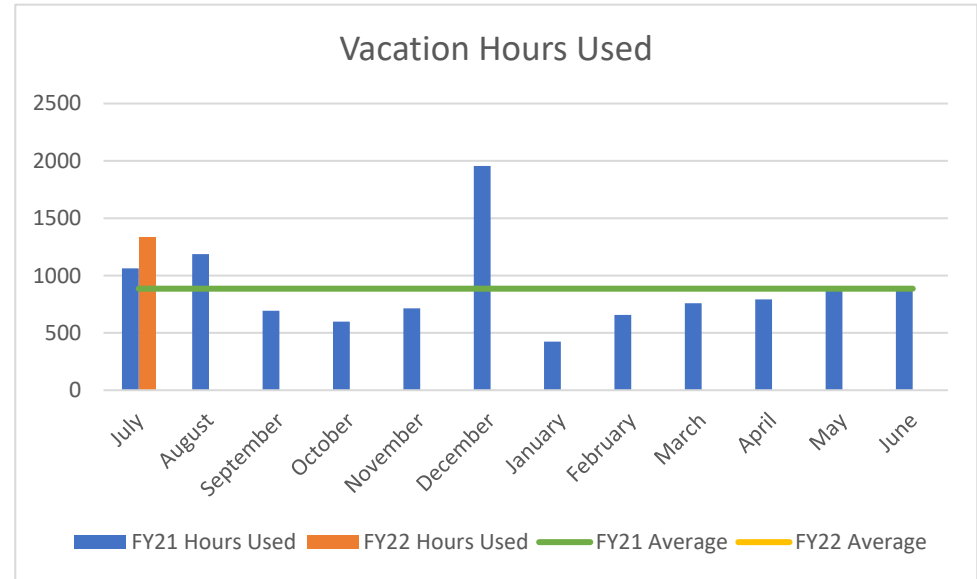
CFO Report

As of August 1, 2021

Vacation Update

Vacation Usage FY22

	Hours Used	Cost
Total	1,335.26	\$ 96,298.46
Average	26.71	\$ 1,925.97
# of Staff	50	
% of Staff	29.07%	



Vacation Cash Out Pilot Program Usage in FY22 and FY21

	FY22 Hours Used	FY22 Cost	FY21 Hours Used	FY21 Cost
Total	60	\$ 4,093.80	1,180	\$ 81,956.80
Average	30	\$ 2,866.80	39.33	\$ 2,731.80
Lowest	20	\$ 1,227.00	20	\$ 1,352.40
Highest	40 (max)	\$ 4,093.80	40 (max)	\$ 5,568.40
# of Staff	2		30	
% of Staff	1.16%		17.75%	

Attachment: CFO Monthly Report [Revision 1] (CFO Monthly Report)



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

To: Transportation Committee (TC)
Regional Council (RC)

From: Roland Ok, Regional Planner Specialist
(213) 236-1819, ok@scag.ca.gov

Subject: Status Update on SCAG's Broadband Program

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC AND RC:

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:

On February 2, 2021, SCAG's Regional Council (RC) adopted Resolution No. 21-629-2, which pledges SCAG to assist in bridging the digital divide in underserved communities. The resolution directed staff to develop a broadband workplan and/or program. This staff report provides an update on SCAG's current and future work efforts related to broadband.

BACKGROUND:

Digital Divide in the SCAG Region

Broadband is now considered essential infrastructure for the 21st century. Schools, offices, retail and governments all rely on online platforms, offering people significant time savings and a digital avenue for economic prosperity. However, broadband is still far from a universal service across the State. Within the SCAG region alone, approximately 15 percent of all households do not have access to adequate internet speeds or no internet access.¹ These households are disproportionately located in underserved urban communities and rural communities.

Access to universal subscription is attributed to range of factors. Broadband is still considered to be relatively expensive, and studies regularly show prices as a significant barrier to broadband adoption.² Many also lack digital skills – significantly 52% of adults are “relatively hesitant” when it

¹ U.S. Census ACS Survey Data, Household Income in the Last 12 months by Presence and Type of Internet Subscriptions by Household (SCAG Region).

² Monica Anderson, “Mobile Technology and Home Broadband 2019” (Washington: Pew Research Center, 2019)

comes to new technologies and digital skills, meaning they have low levels of digital skills or limited trust in the internet.³ Finally, there are still physical infrastructural gaps that provide another significant barrier for adoption.⁴ Below is an initial assessment of where the SCAG region stands when it comes to the digital divide:

Access to Broadband (See Attachment 1, Broadband Data Analysis for more details⁵)

- 15% of the population in urban areas of the region have no access to internet or computer, compared to 13% in rural areas
- 27% of households earning less than \$50,000/year do not have broadband subscription
- 32% of households earning less than \$35,000/year do not have broadband subscription
- 22% of seniors age 65+ do not have a computer and/or broadband subscription
- 10% of students under age 18 do not have a computer or broadband subscription

Cost and Speed (See Attachment 1, Broadband Data Analysis for more details)

- For those with internet connection, 16% of the region are below the federal threshold for broadband⁶
- In rural areas broadband speed is slower yet cost is higher when compared to urban areas

SCAG's Broadband Resolution

On February 2, 2021, the RC adopted Resolution No. 21-629-2, which pledges SCAG to assist in bridging the digital divide in underserved communities.⁷ The resolution recognizes the digital divide and directs staff to develop a Broadband Action Plan and or Program. Since the adoption of the resolution, SCAG has identified several key items:

- Conduct a broadband survey/interview to local jurisdictions and Internet Service Providers (ISPs) and identify significant barriers.
- Collect and invest in broadband data and develop detailed broadband maps and broadband opportunity zones.
- Assist in securing funding for local jurisdictions and ISPs to invest in broadband infrastructure in underserved communities.

³ John B. Horrigan, "Digital Readiness Gaps" (Washington: Pew Research Center, 2016).

⁴ 2020 Broadband Deployment Report available at: <https://doc.fcc.gov/public/attachments/FCC-20-50A1.pdf>

⁵ ACS 5-Year (2015-2019), Caltrans adjusted urbanized data (2010) and M-Lab/Broadband Now (2021)

⁶ The Federal Threshold for Broadband Speeds is a minimum of 25/3 Mbps

⁷ Available at: <https://scag.ca.gov/sites/main/files/file-attachments/2-resolution-no-21-629-2.pdf>

- Conduct studies to develop solutions and strategies to assist in rapid deployment of broadband technology and technical studies which evaluates the benefits of broadband (i.e, VMT reduction).

County-level Resolutions

With input from stakeholders, SCAG also drafted a sample resolution to bring broadband in underserved communities for local jurisdictions to adopt. To date, all six counties within the SCAG region have developed and approved a digital divide resolution of their own.⁸

CURRENT WORK EFFORTS:

Broadband Survey and Interviews

While SCAG promotes local jurisdictions to expedite broadband deployment, we are not aware of current state of broadband implementation across the region. SCAG has developed broadband survey for local jurisdictions within the SCAG region and have conducted interviews with ISPs to determine significant barriers to bringing broadband to underserved communities. Surveys have interviews are still in progress and accurate quantifiable data is not yet available. While staff works towards completing the survey process, some common barriers have been identified. General findings are as follows:

- Staffing and resource constraints for local jurisdictions
- Lack of organized and accessible information on policies and permitting
- Lack of granular data for accurate broadband mapping
- Inconsistencies in permitting and implementation practices between jurisdictions
- Uncertain timelines and cost
- Lack of standards for micro trenching and Dig Once policies
- Inconsistent fair share or cost sharing practices
- NIMBYism

Based on feedback provided by local jurisdictions and ISPs, staff will analyze survey results and produce a report which shows the success rate, barriers, and recommendations for broadband implementation.

GIS Analysis

⁸ Available at: <https://scag.ca.gov/sites/main/files/file-attachments/3-county-level-resolutions.pdf>

SCAG is currently taking this opportunity to bolster our GIS database to accommodate broadband analysis. SCAG has developed a set of high-level regional and county level maps based on available SCAG level, federal, state and open-source data (*See Attachment 2, SCAG Region Maps and Attachment 3, County Level Maps*). While the mapping exercise has provided useful insights on our current situation, granular broadband data is still lacking due to resource constraints at the state and federal levels, and because much of the infrastructure data is proprietary to ISPs. For this work effort, SCAG will continue working with state and federal agencies, local jurisdictions, ISPs (assuming an agreement is achieved) and data driven corporations such as ESRI and Ookla. Detailed mapping would enable communities to advocate proactively, by demonstrating a lack of broadband access and assist in securing state and federal funding. With the combination of existing transportation infrastructure data, broadband data would assist SCAG in determining opportunity zones for middle mile, last mile connections and suitable areas to apply dig once/dig smart strategies. Upon completion SCAG would disseminate data across local jurisdictions, state (such as Caltrans) and federal agencies, ESRI and ISPs.

Broadband Funding

Based on analysis by the California Emerging Technology Fund (CETF), the current cost of connecting a home that has no internet is conservatively estimated at \$5,000 and upgrading a home that has poor internet service is \$1,500. Together, this equates to an investment of approximately \$8 billion needed in Southern California alone (SCAG and SANDAG region). SCAG is currently working with stakeholders to secure federal and state funding to directly implement broadband funding. Over the past few months, SCAG and its digital divide stakeholder group has drafted letters to the state and federal governments for funding. Additionally, with the recent legislative actions, SCAG believes that the primary source of funding would come from California’s Broadband Budget Bill (AB/SB 156), which commits \$6 billion to broadband and the federal infrastructure bill, which commits \$65 billion towards broadband expansion. A breakdown of the two bills are as follows:

Table 1: California’s Broadband Budget Bill (AB/SB 156)

Cost	Need
\$3.25 B	Middle Mile Improvements
\$2 B	Last Mile Improvements (Urban and Rural)
\$750 M	Local Governments and Non-Profits

Table 2: Federal Infrastructure Bill (Broadband)

Cost	Need
\$42.5 B	Direct allocation to States
\$14.2 B	Broadband subsidies for households
\$3.25 B	State-owned Middle Mile network

\$2.75 B	Digital Equity Act
\$2 B	ReConnect Program
\$750 M	Local Governments and Non-Profits to assist in initial financing

SCAG will try help local jurisdictions and other stakeholders secure funding through other sources. Funding sources may include the Coronavirus State and Local Fiscal Recovery Funds and the Connecting Minority Communities (CMC) Pilot Program.⁹

Due to SCAG’s limited authority, it is unlikely that SCAG will control or distribute \$8 billion dollars directly. Instead, SCAG proposes to partner with public and private sector and assist with the grant application process. Additionally, SCAG can conduct studies which would evaluate different distribution models and business practices (i.e, joint public/partner ventures).

To achieve these goals, SCAG and SANDAG are proposing a joint “Request for Partnerships” as a potential vehicle to engage with internet providers, both public and private, as funding opportunities arise. This process could assist in securing funds from current programs and serve as a template for additional funding provided by the state and federal government.

Strategic and Technical Studies

SCAG is working towards developing strategic and technical studies related to broadband infrastructure.

Strategic studies are envisioned to find solutions for the following:

- Drive expansion of middle mile and last mile infrastructure partnerships and prioritize infrastructure improvements in unserved and underserved communities
- Develop regionally consistent broadband policies, planning, and permitting practices; encourage local adoption and implementation of broadband in plans and projects
- Build consensus that broadband is an essential public service; support policy and legislative initiatives that mandate service performance and affordability standards.
- Develop technical assistance and resources to support organization to advance digital equity and inclusion
- Collect and advocate for better public data and funding for digital equity programming and services that increase broadband adoption and advance digital literacy.

Technical studies are envisioned to do the following:

⁹ Available at: <https://scag.ca.gov/sites/main/files/file-attachments/6-matrix-bb-funding.pdf>

- Establish a baseline perspective on the state of broadband in the SCAG area, broadband investment opportunities, and deployment strategies. This approach serves as an initial review of for the SCAG region to address key broadband-related items as follows:
 - Broadband demand center locations and drivers of demand in these areas.
 - Core internet infrastructure and where it exists within the SCAG region.
 - Overall quality of cellular wireless service across and carriers throughout the region.
 - Areas within the SCAG region that may be attractive to telecommunication firms for deploying diverse types of infrastructure.
 - The VMT and GHG impacts of increased broadband adoption, particularly resulting from increased infrastructure opportunities with Caltrans projects.

- Support the development of Connect SoCal (upcoming 2024 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) by establishing a nexus between transportation and broadband infrastructure and how it can drive the scenario planning process by evaluating the following:
 - Equity
 - Telework (Tele-Everything) and its impacts on VMT/GHG
 - Digital Based Trade or Commerce
 - Transportation Safety
 - Goods Movement

NEXT STEPS:

Staff will continue to work on project initiatives stated above and in summary will prioritize the following work efforts:

- Complete broadband survey and interviews
- Expand SCAG’s GIS database, develop detailed maps and disseminate information to interested parties
- Secure funding for local jurisdictions, other public entities, and ISPs
- Conduct strategic and technical Studies.

Staff will also provide periodic updates to the Regional Council and Policy Committees on the progress of SCAG’s broadband program and deliverables listed above.

FISCAL IMPACT:

Work on this project is funded in SCAG’s Fiscal Year 2020-21 Overall Work Program (OWP) under projects 020.0161.04 (Environmental Compliance and Outreach) and 010.1631.02 Transportation Demand Management (TDM) Planning.

ATTACHMENT(S):

1. Broadband_Data_Analysis
 2. SCAG_Region_Broadband_Maps
-



-
3. County_Level_Broadband_Maps
 4. PowerPoint Presentation - SCAG's Broadband Program

Broadband Demographic Analysis for the SCAG Region

	Percentage of Households without an Internet Subscription or No Computer	Population under 18		Population 65 Years and Over		Percentage of Ethnicities of Households without an Internet Subscription or No Computer				Households Without an Internet Subscription	Household Without a Broadband Internet Subscription	Percentage of Households without an Internet Subscription or No Computer		
		Percentage of Pop under 18 in Households	Percentage of Pop under 18 without an Internet Subscription or No Computer	Percentage of Age 65+ in Households	Percentage of Age 65+ in Household Without an Internet Subscription or No Computer	Hispanic	Black	Asian	White	Percentage of Household Income less than \$50,000	Percentage of Household Income less than \$35,000	Age 25+ With Less Than High School Graduate or Equivalency	Urbanized Area	Rural Area
Imperial County	23%	30%	11%	13%	35%	15%	29%	6%	14%	34%	39%	32%	22%	24%
Los Angeles County	16%	22%	12%	13%	24%	16%	19%	7%	9%	29%	34%	26%	16%	9%
Orange County	9%	23%	6%	14%	15%	10%	9%	5%	6%	20%	24%	18%	9%	5%
Riverside County	14%	26%	8%	14%	18%	13%	11%	5%	8%	24%	29%	22%	14%	13%
San Bernardino County	16%	27%	12%	11%	24%	15%	16%	5%	10%	28%	32%	25%	16%	15%
Ventura County	12%	24%	10%	15%	17%	16%	6%	4%	6%	27%	31%	28%	12%	14%
SCAG Region	15%	23%	10%	13%	22%	15%	17%	6%	8%	27%	32%	24%	15%	13%

Data Source: ACS 5-year (2015-2019), Caltrans adjusted Urbanized Area (2010)

Data Note from the Census:
 Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value.

Internet Service Provider Plan Speed/Cost Summary

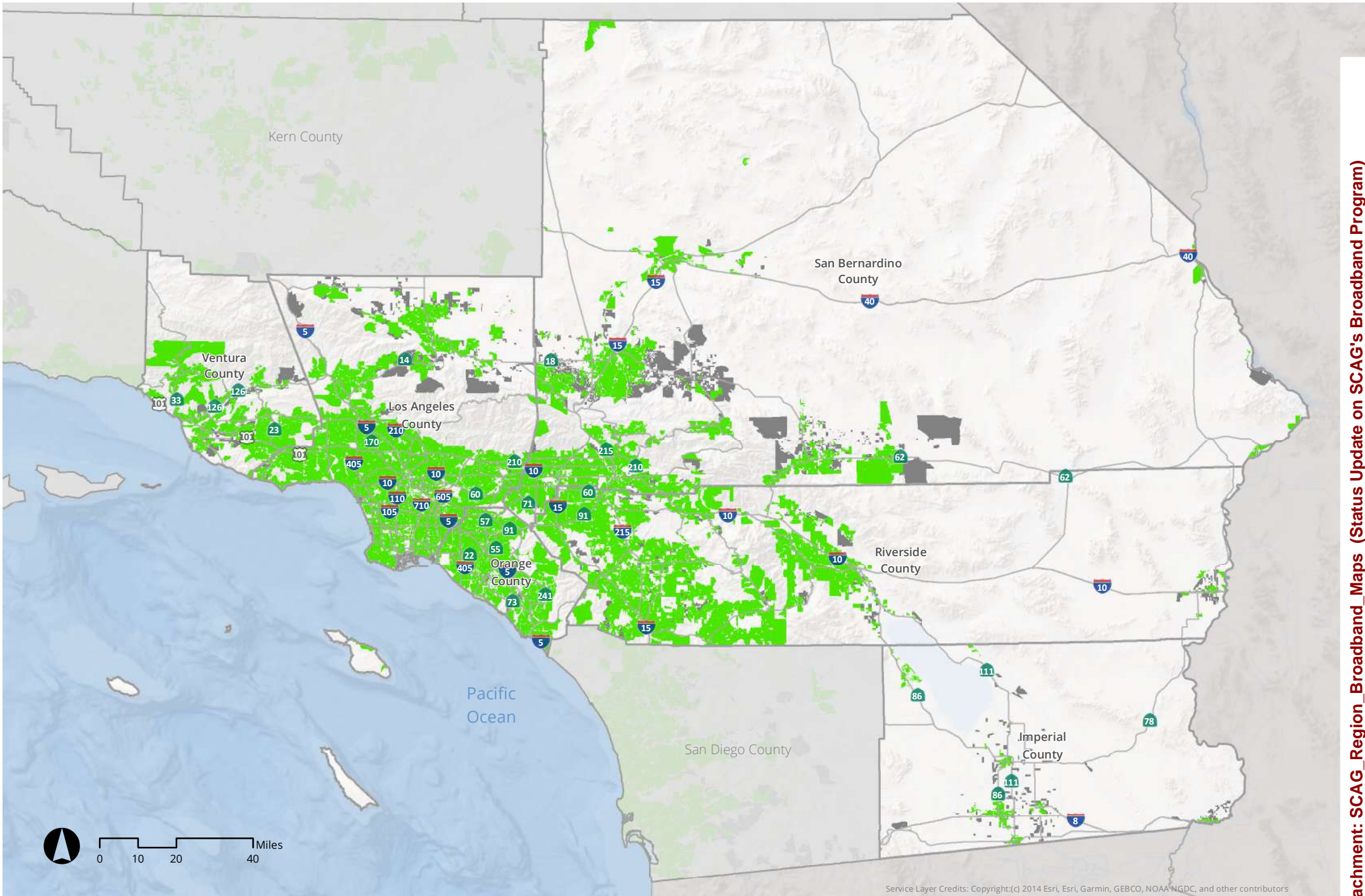
County	Avg. Number of Providers Per Zip Code	Avg. Mbps	Avg. Lowest Price Terrestrial Broadband Plan Per Zip Code
Imperial	10	79	\$ 68.36
Los Angeles	12	237	\$ 35.24
Orange	13	101	\$ 34.94
Riverside	12	78	\$ 35.69
San Bernardino	10	71	\$ 42.49
Ventura	11	98	\$ 36.19
SCAG	11	111	\$ 42.15

Data Source: M-Lab and Broadband Now (2021)

Broadband Speed Test at the Zip Code Level

	Down 25+ / Up 3+	Down 1-25 / Up 3+	Down 1-25 / Up 0-3	No Data	TOTAL
Imperial County	33%	25%	42%	0%	100%
Los Angeles County	80%	9%	1%	10%	100%
Orange County	81%	11%	0%	8%	100%
Riverside County	72%	19%	7%	3%	100%
San Bernardino County	62%	11%	14%	13%	100%
Ventura County	76%	8%	3%	14%	100%
SCAG Region	75%	11%	5%	9%	100%

Data Source: M-Lab Data (Dec 2019 – Oct 2020)



Attachment: SCAG_Region_Broadband_Maps (Status Update on SCAG's Broadband Program)

Fixed Broadband

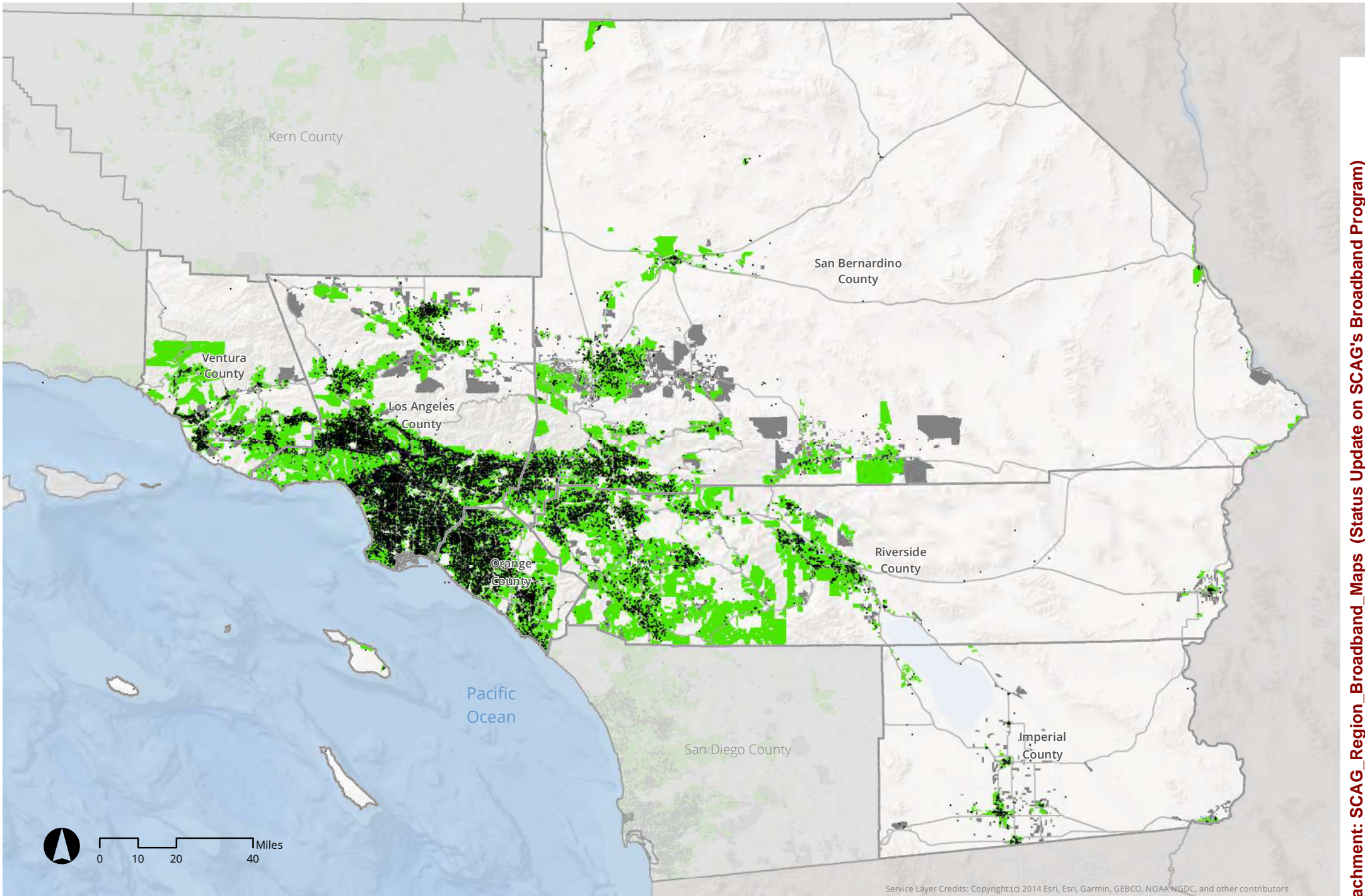
- Meets Federal Threshold
- Below Federal Threshold

Fixed Broadband by Census Block for SCAG Region



Note: The broadband layer represents the California Public Utilities Commission's (CPUC) State Broadband consumer wireline and/or fixed wireless (fixed) broadband deployment. Federal threshold is 25Mbps download speed/3Mbps upload speed

Source: California Public Utilities Commission



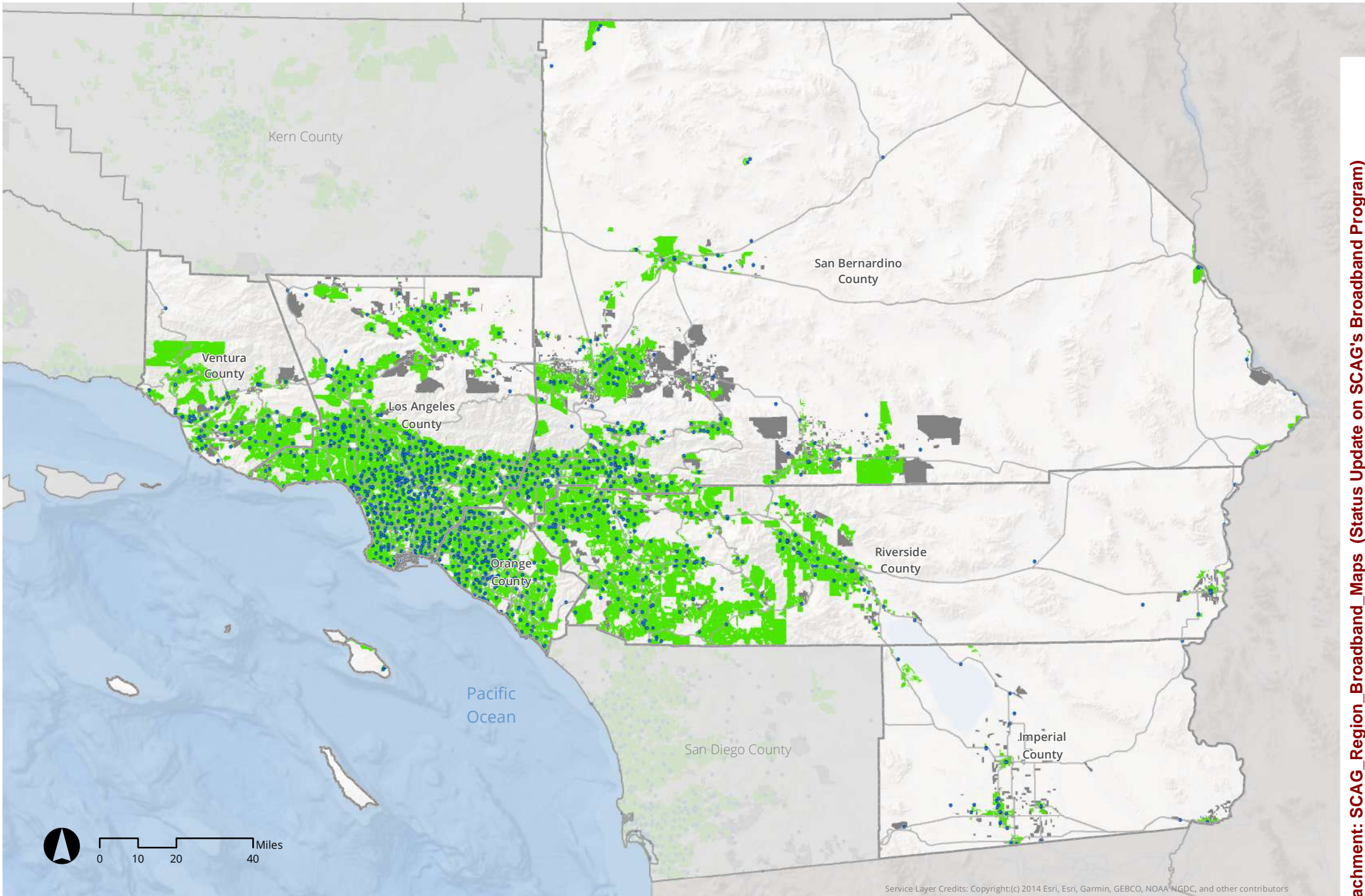
- Community Anchor Institutions
- Fixed Broadband Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Note : The Community Anchor Institution files are a compilation of schools, libraries, health institutions, and public safety facilities in California.

The Community Anchor Institutions Map for SCAG Region



Source: California Public Utilities Commission (CPUC), California Department of Health Care Access and Services (CDHAS)



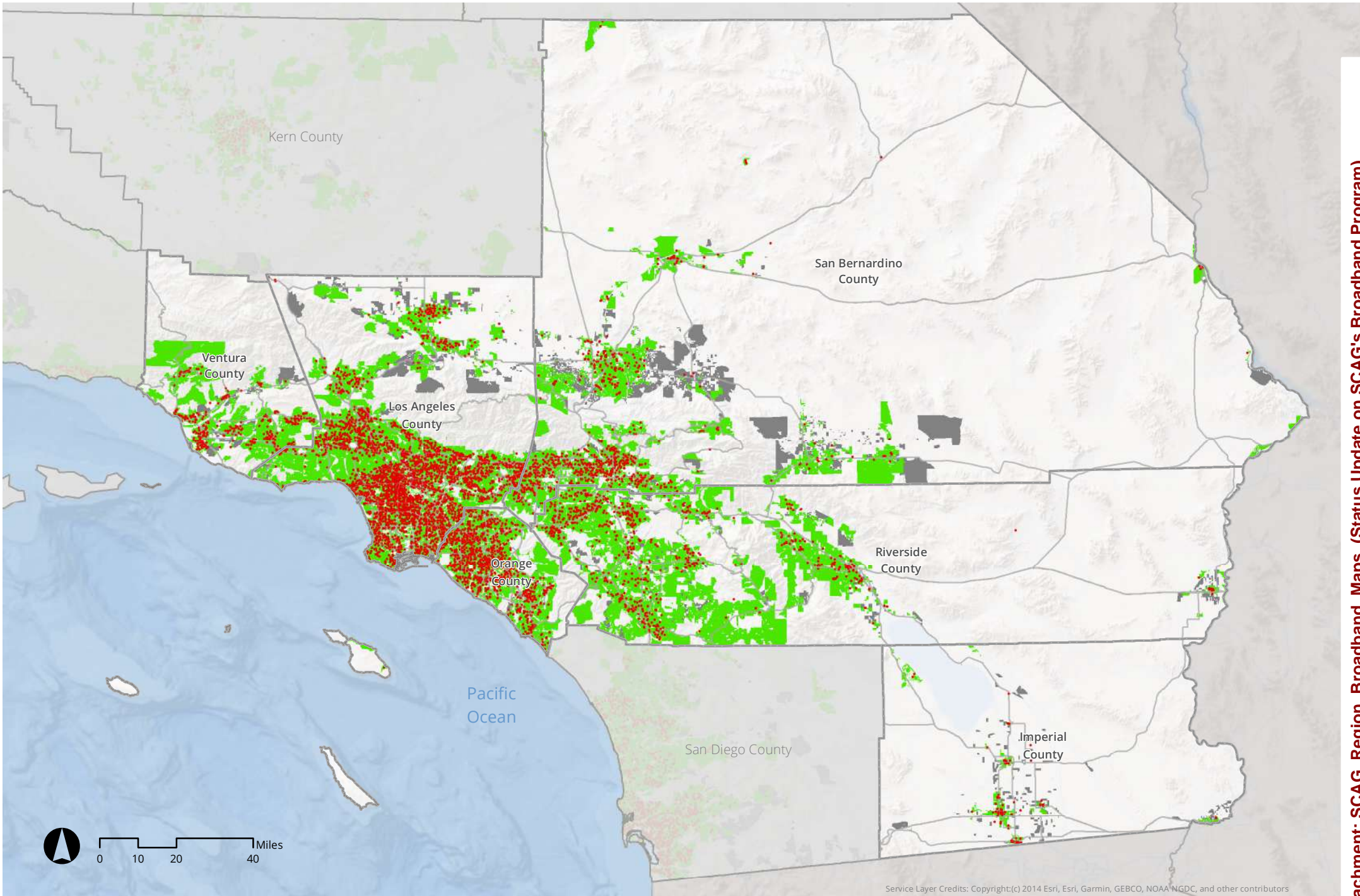
Service Layer Credits: Copyright(c) 2014 Esri, Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

Community Anchor Institution - Public Safety for SCAG Region

- Public Safety Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019



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

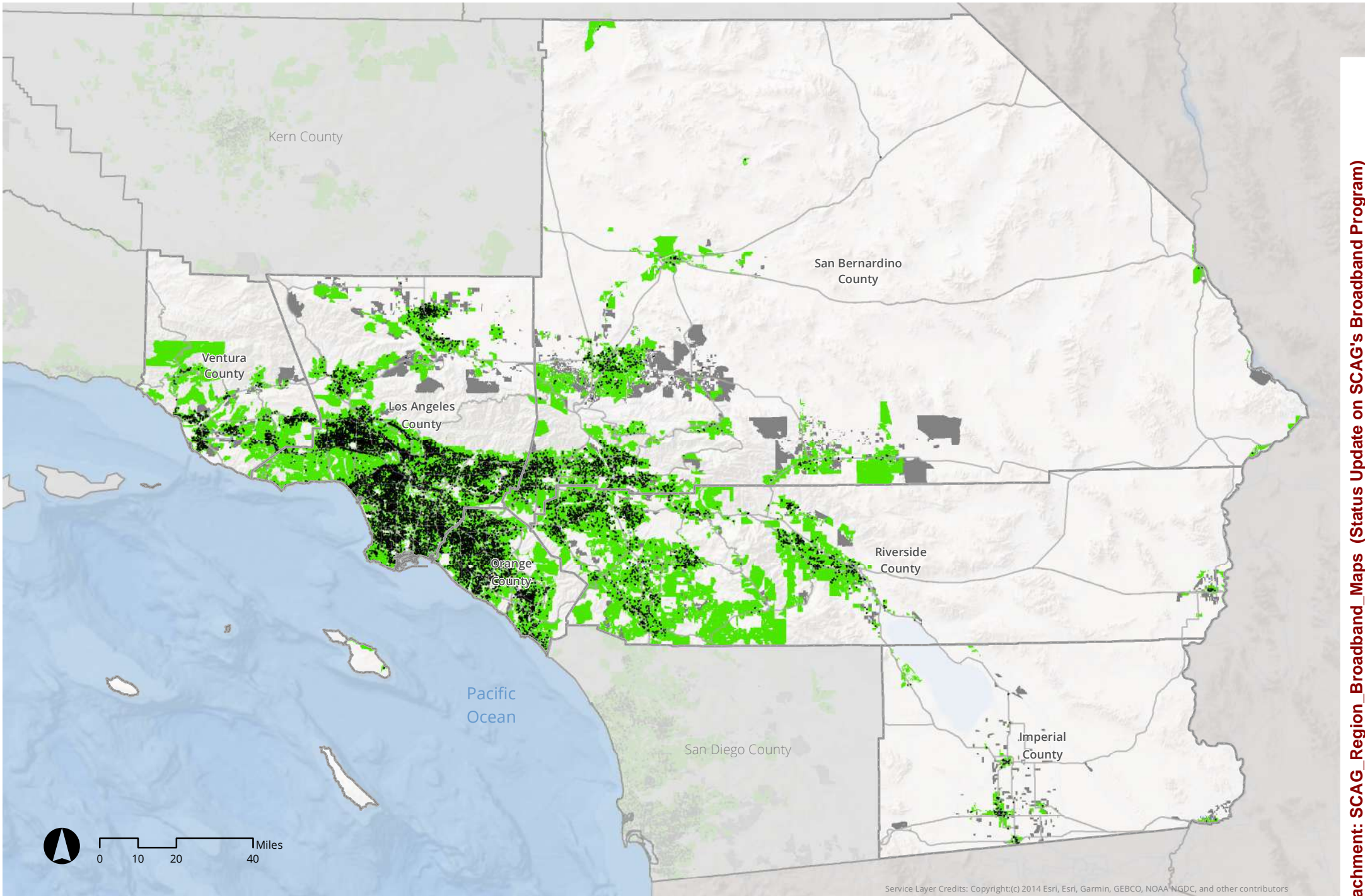
Attachment: SCAG_Region_Broadband_Maps (Status Update on SCAG's Broadband Program)

- Education Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Community Anchor Institution - Education for SCAG Region



Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019



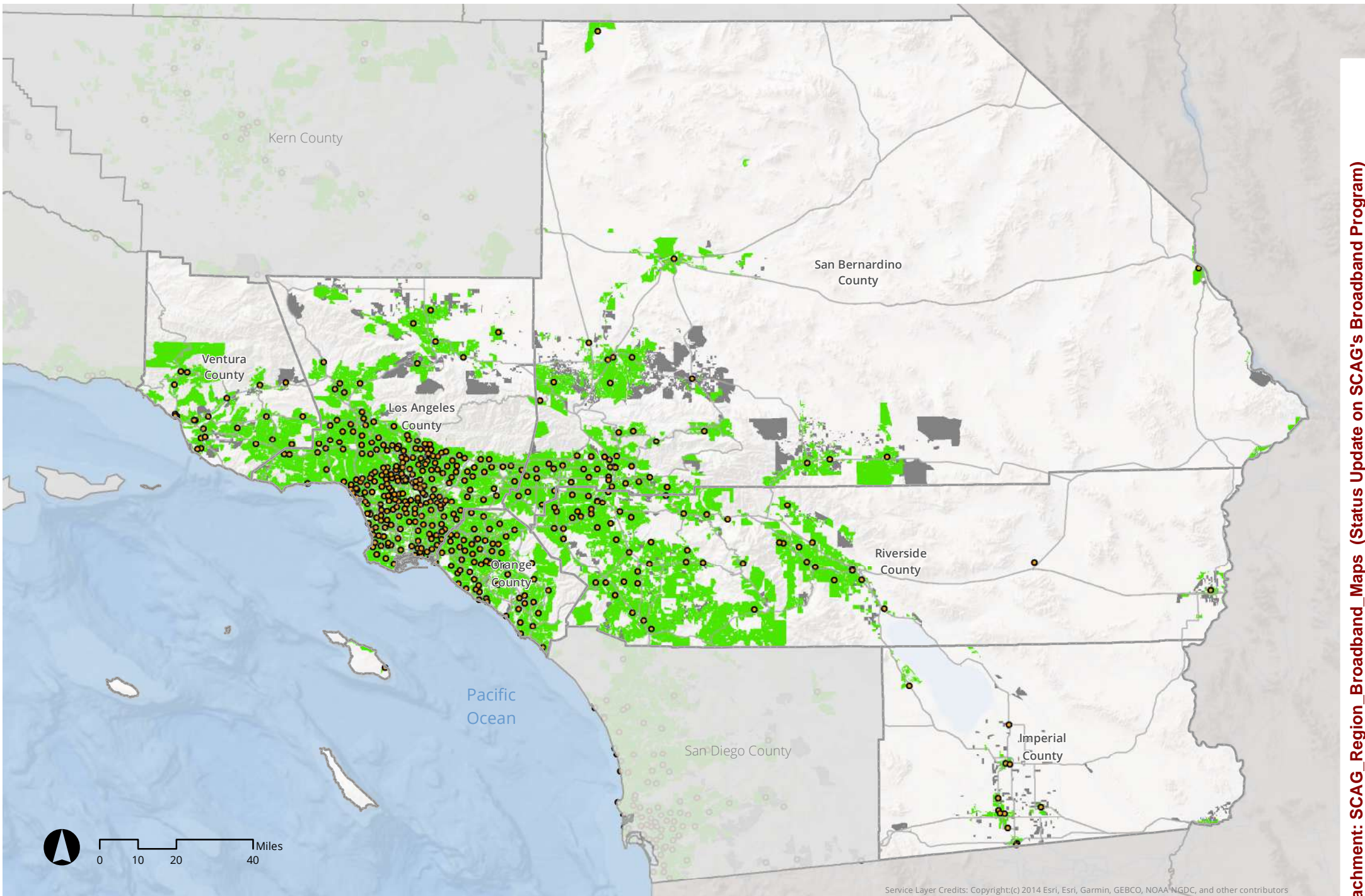
Attachment: SCAG_Region_Broadband_Maps (Status Update on SCAG's Broadband Program)

Community Anchor Institution - Healthcare/Social Services for SCAG Region



- Healthcare/Social Services
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019

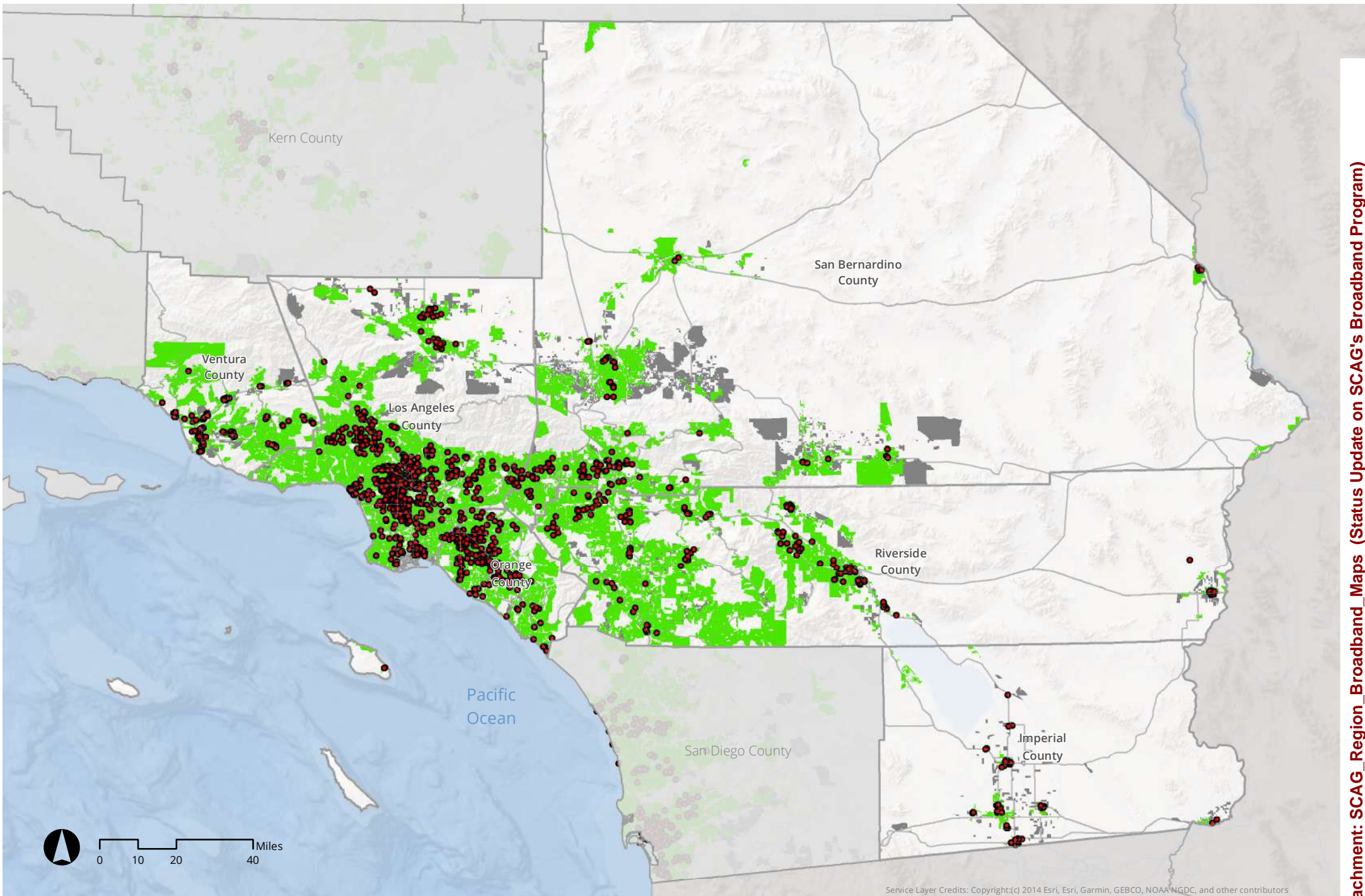


- Libraries
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Community Anchor Institution - Libraries for SCAG Region



Source: California Public Utilities Commission (CPUC), California Department of Health Services (CDHS)



- Public-Subsidized Housings
- Fixed Broadband Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

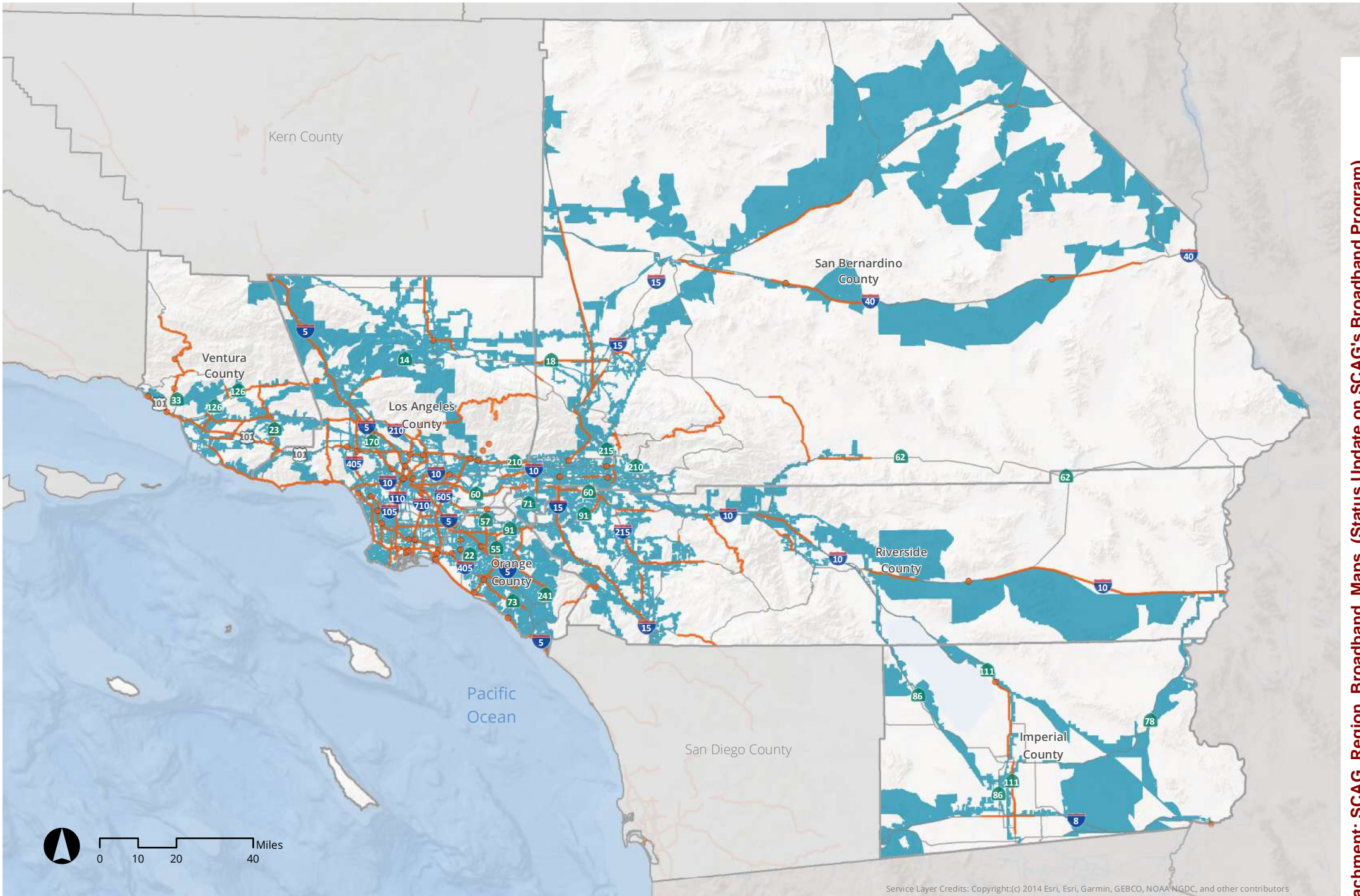
Public-Subsidized Housings for SCAG Region



Source: California Public Utilities Commission (CPUC),
California Tax Credit Allocation Committee (TCAC)

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Attachment: SCAG_Region_Broadband_Maps (Status Update on SCAG's Broadband Program)



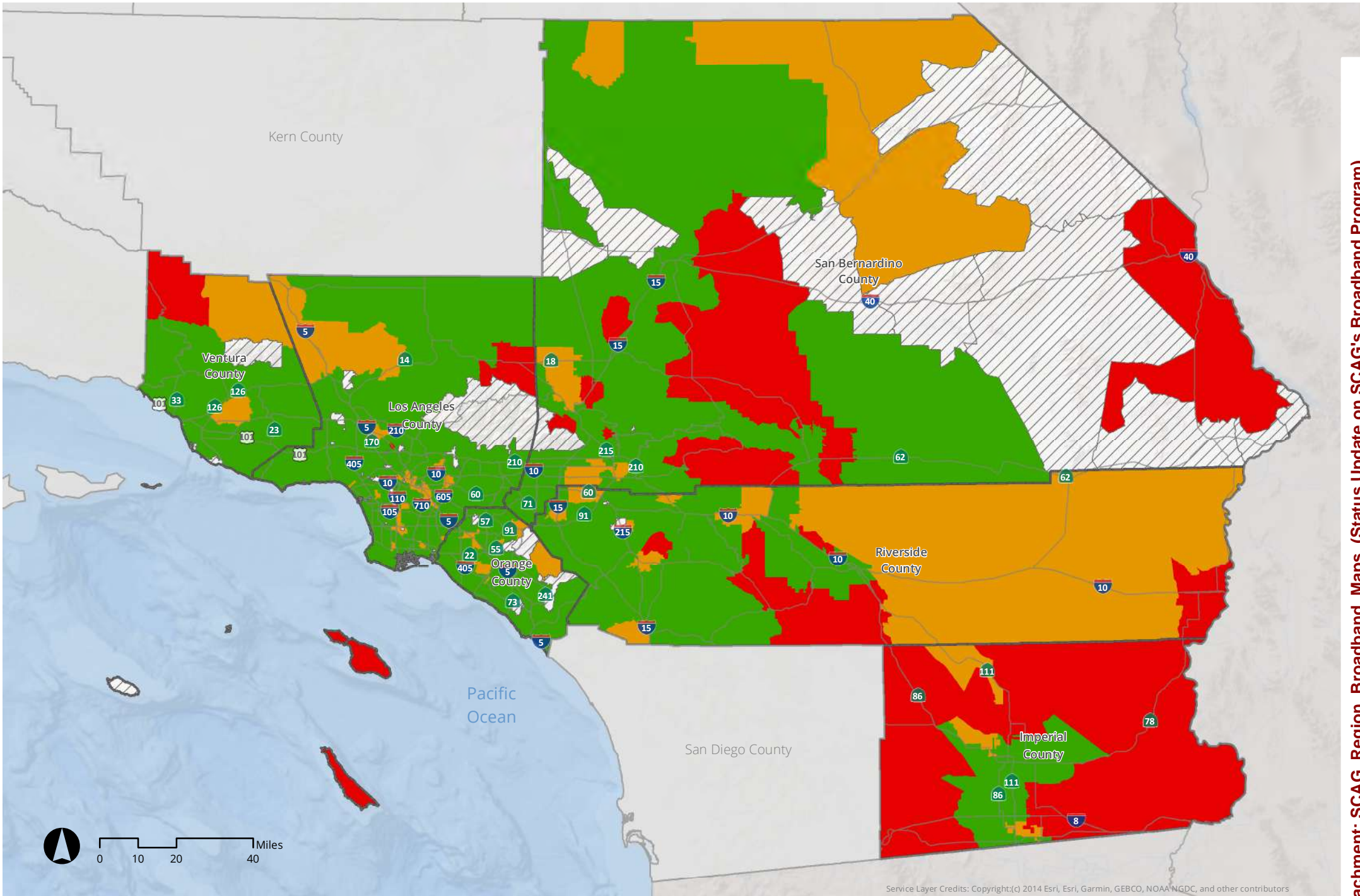
- Fiber Presence
- SHOPP Projects (Lines)
- SHOPP Projects (Points)

Fiber Presence by Census Block for SCAG Region

Note: Census blocks highlighted on this map contain broadband line infrastructure within their boundaries. The data does not indicate the precise location of lines, only that fiber lines are present somewhere within the Census block area.

Source: California Public Utilities Commission (CPUC),





Attachment: SCAG_Region_Broadband_Maps (Status Update on SCAG's Broadband Program)

Download/Upload Speeds in Mbps

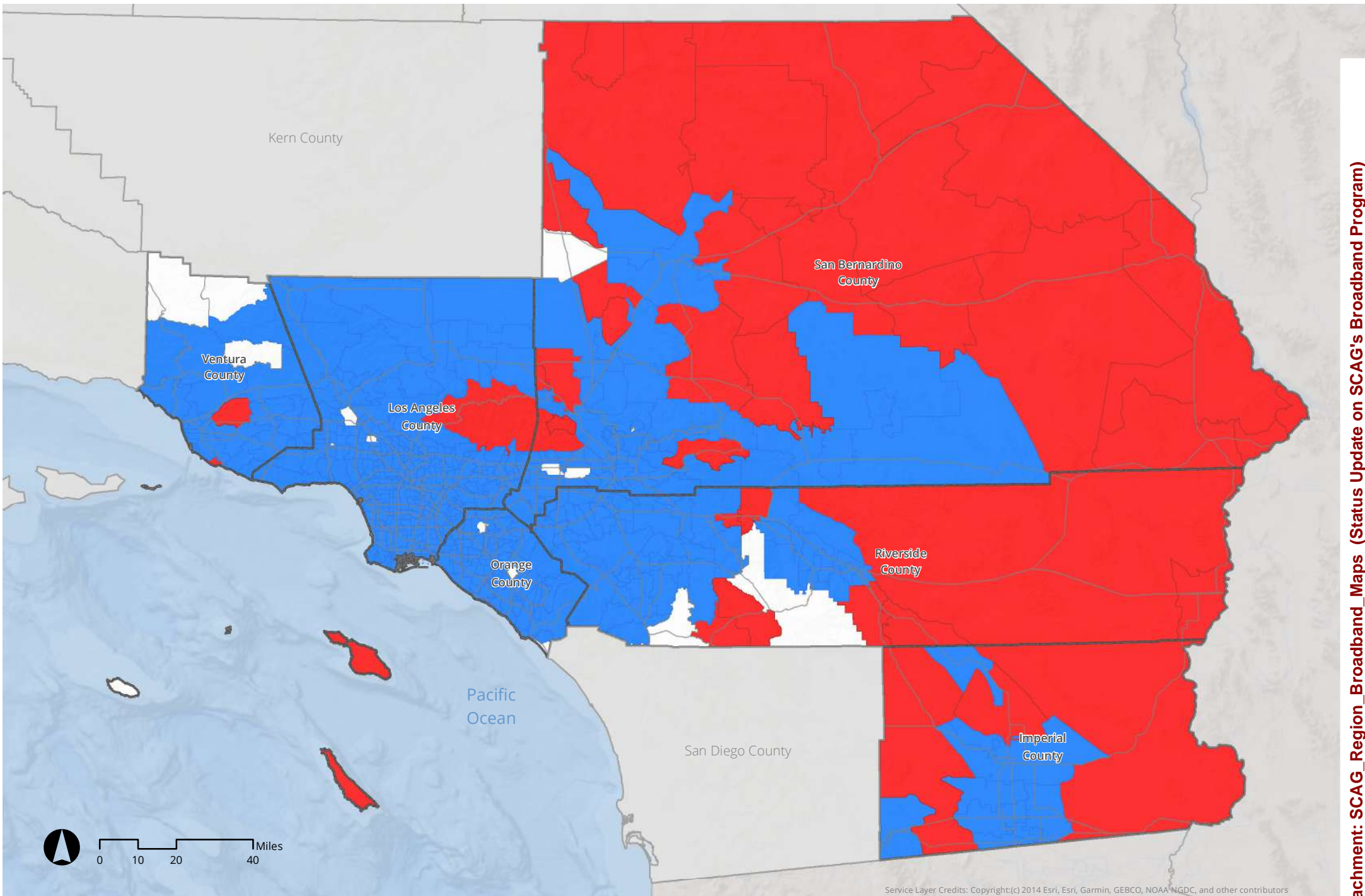
- Down 25+ / Up 3+
- Down 1-25 / Up 3+
- Down 1-25 / Up 0-3
- No Data

Note: Federal threshold is 25 Mbps download and 3 Mbps upload speeds.

Broadband Speed Test Map by Zip Code for SCAG Region



Source: M-Lab speed



Broadband Low Cost Plans Available by zipcode

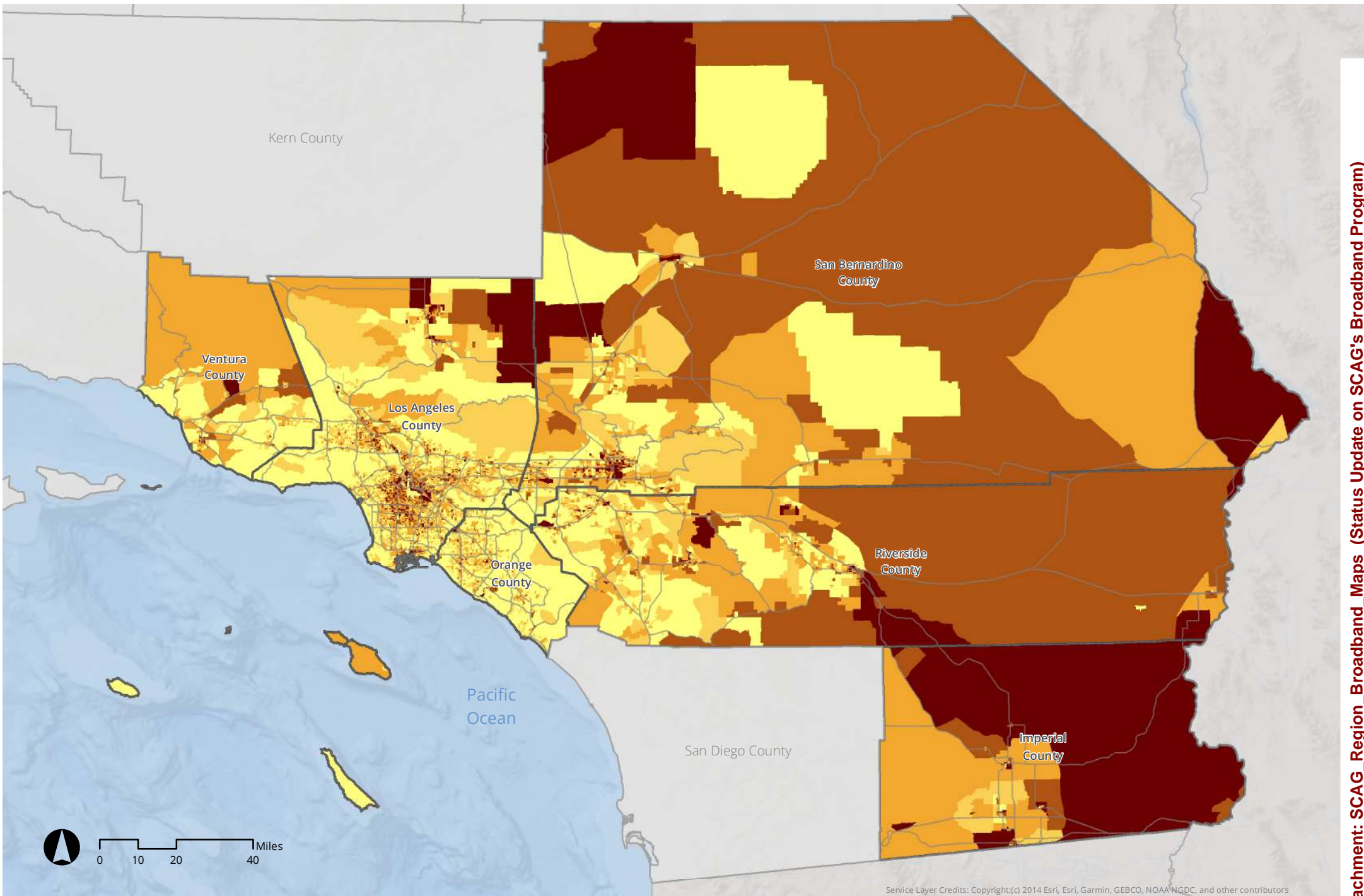
- Available
- Not Available
- No Data

Note: Zipcodes highlighted on this map indicate service areas for ISPs (Spectrum, AT&T, Cox) that offer a low cost plan available for qualifying households it is because the internet service provider is accessible to over 50 percent of residents.

Availability of Low Cost Plans for Qualifying Households in SCAG Region



Source: Broadband



% of Low Income Households without Broadband by Blockgroup*

- Less than 5%
- 5 - 10%
- 11 - 20%
- 21 - 30%
- More than 30%

* SCAG region low income households without broadband is 10%.

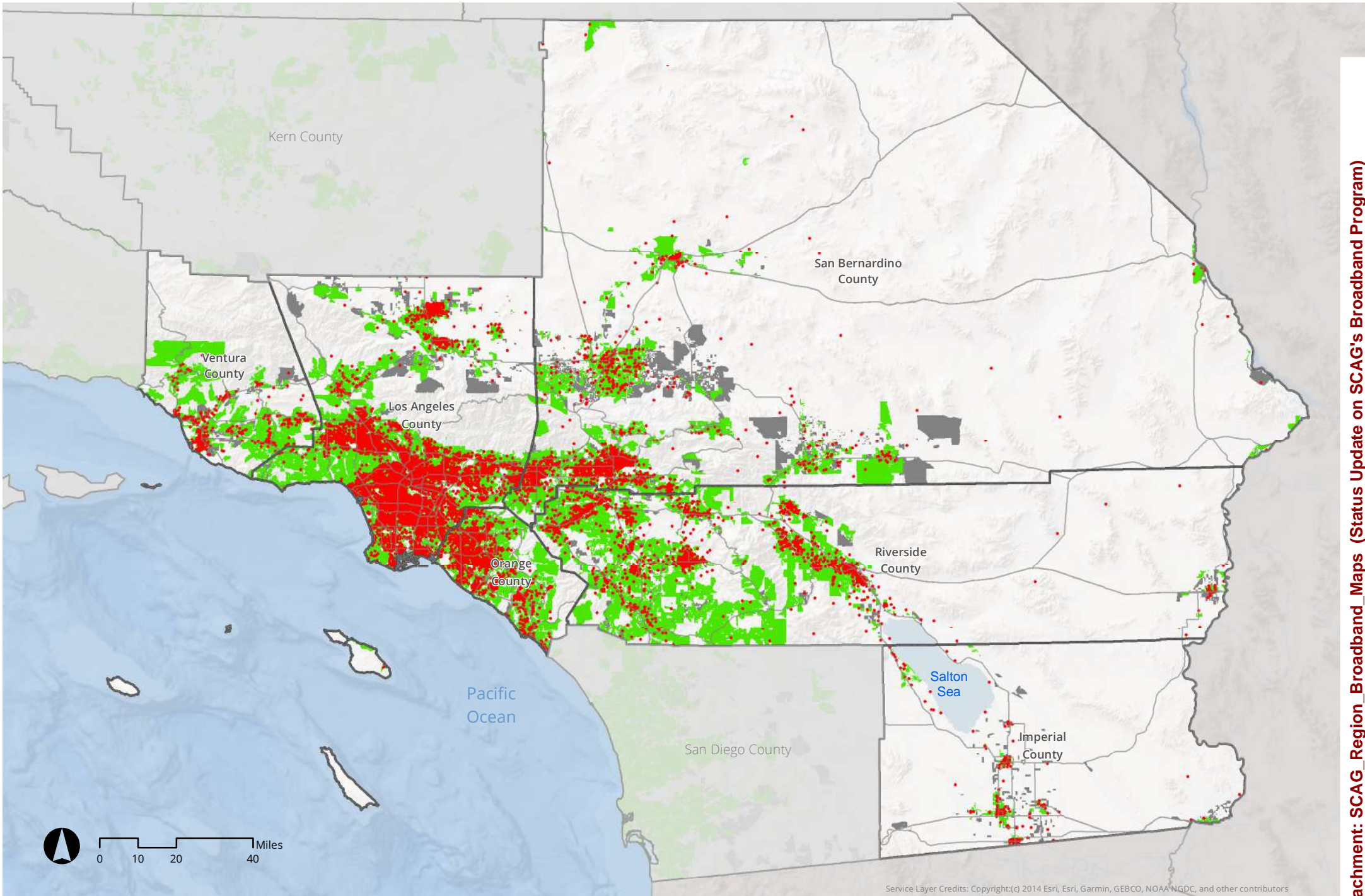
Low Income Households without Broadband in SCAG Region

Note: Low Income households are defined by reported annual income (about \$50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019

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Low Income Households
without Broadband by Blockgroup

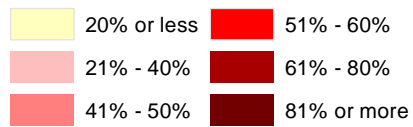
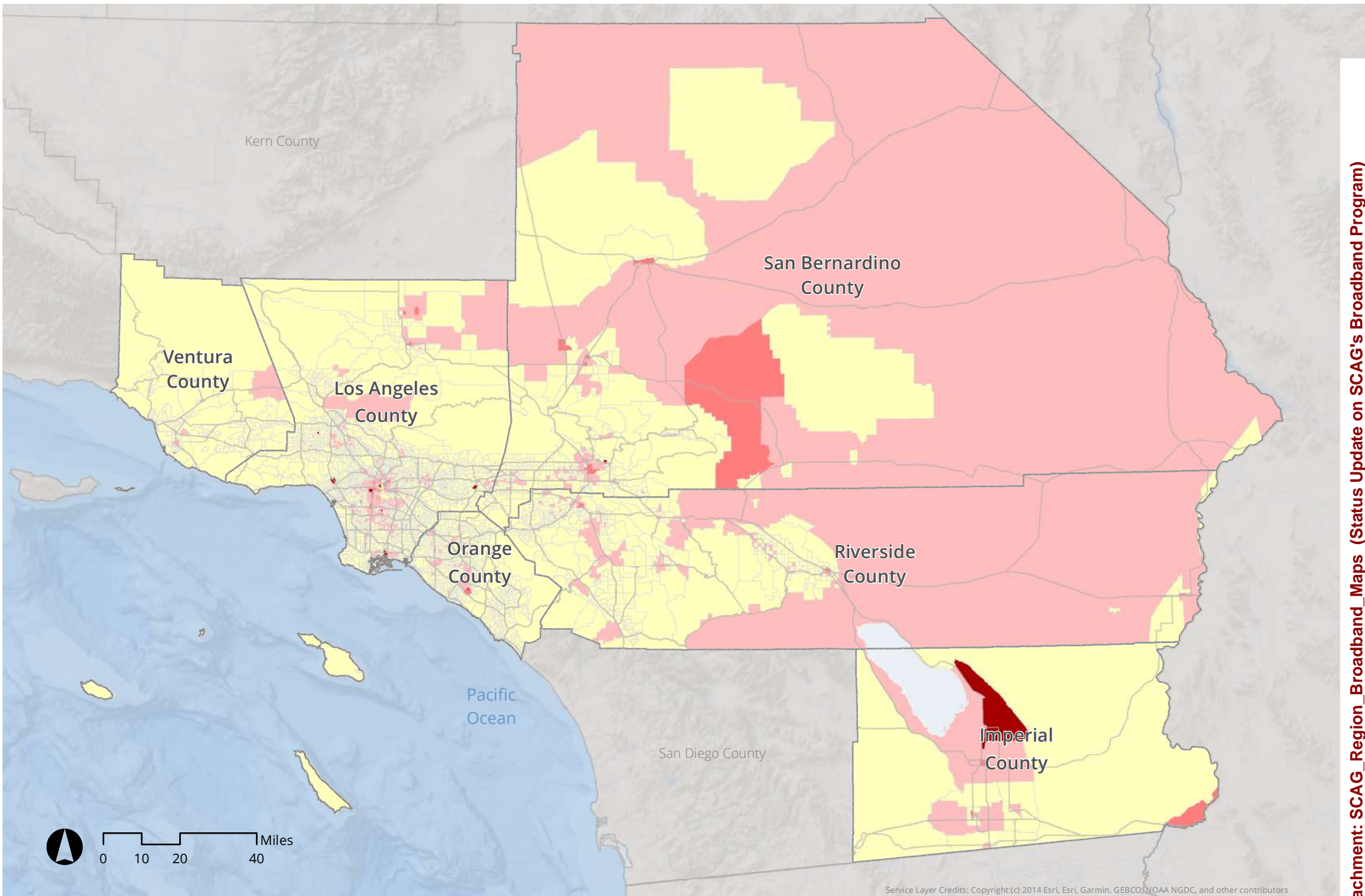
- 1 Dot = 50
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Lower Income Households without Broadband in SCAG Region

Note: Low Income households are defined by reported annual income (about \$50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019

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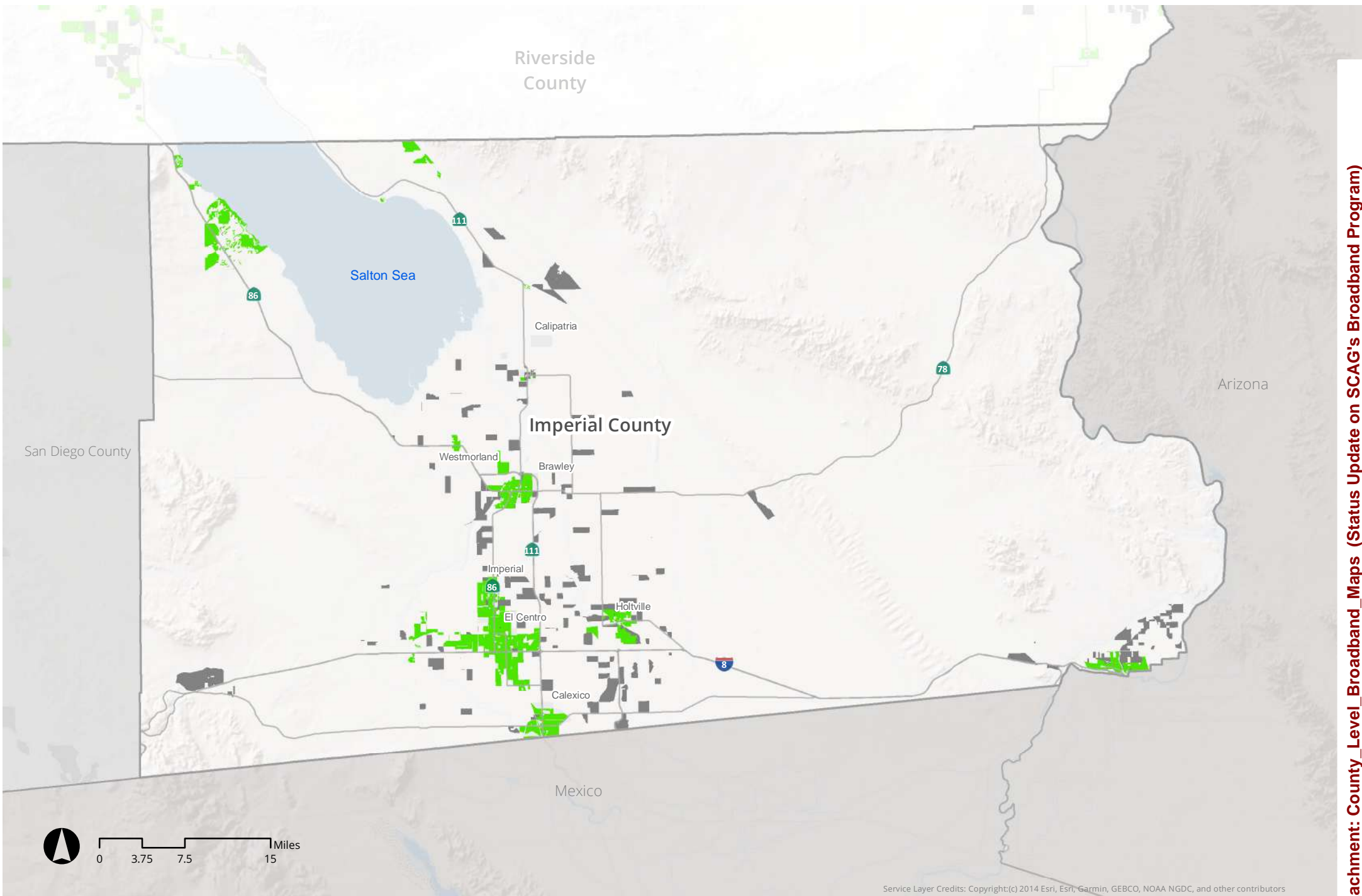


Percentage of Population Whose Income is Below Federal Poverty Level by Tract



Note: Poverty status is based on income in past 12 months of ACS survey

Source: 2015-2019 ACS



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

- Meets Federal Threshold
- Below Federal Threshold

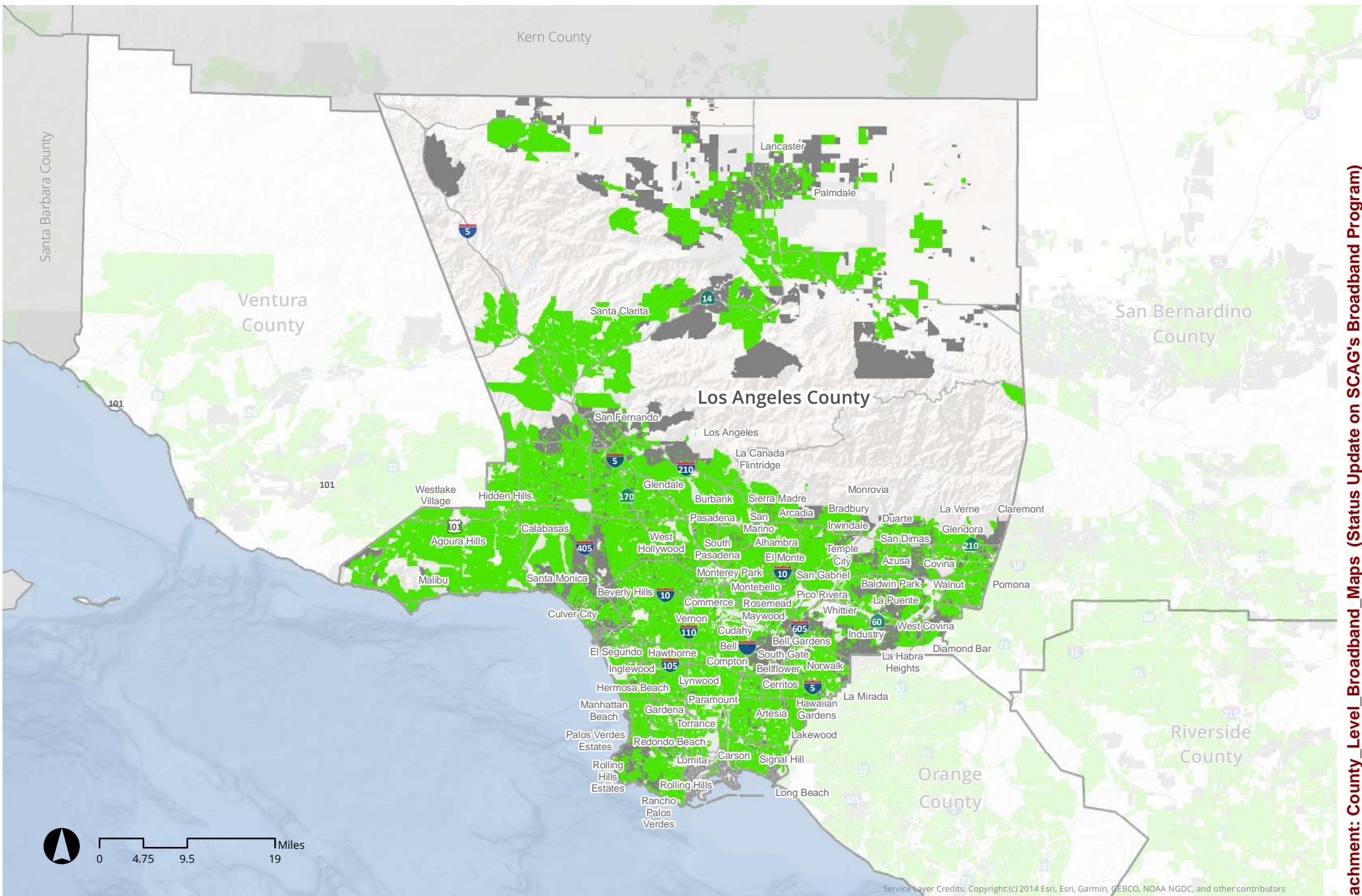
Fixed Broadband by Census Block for Imperial County



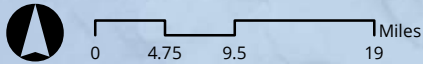
Note: The broadband layer represents the California Public Utilities Commission's (CPUC) State Broadband consumer wireline and/or fixed wireless (fixed) broadband deployment. Federal threshold is 25Mbps download speed/3Mbps upload speed

Source: California Public Utilities Commission

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Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)



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

- Meets Federal Threshold
- Below Federal Threshold

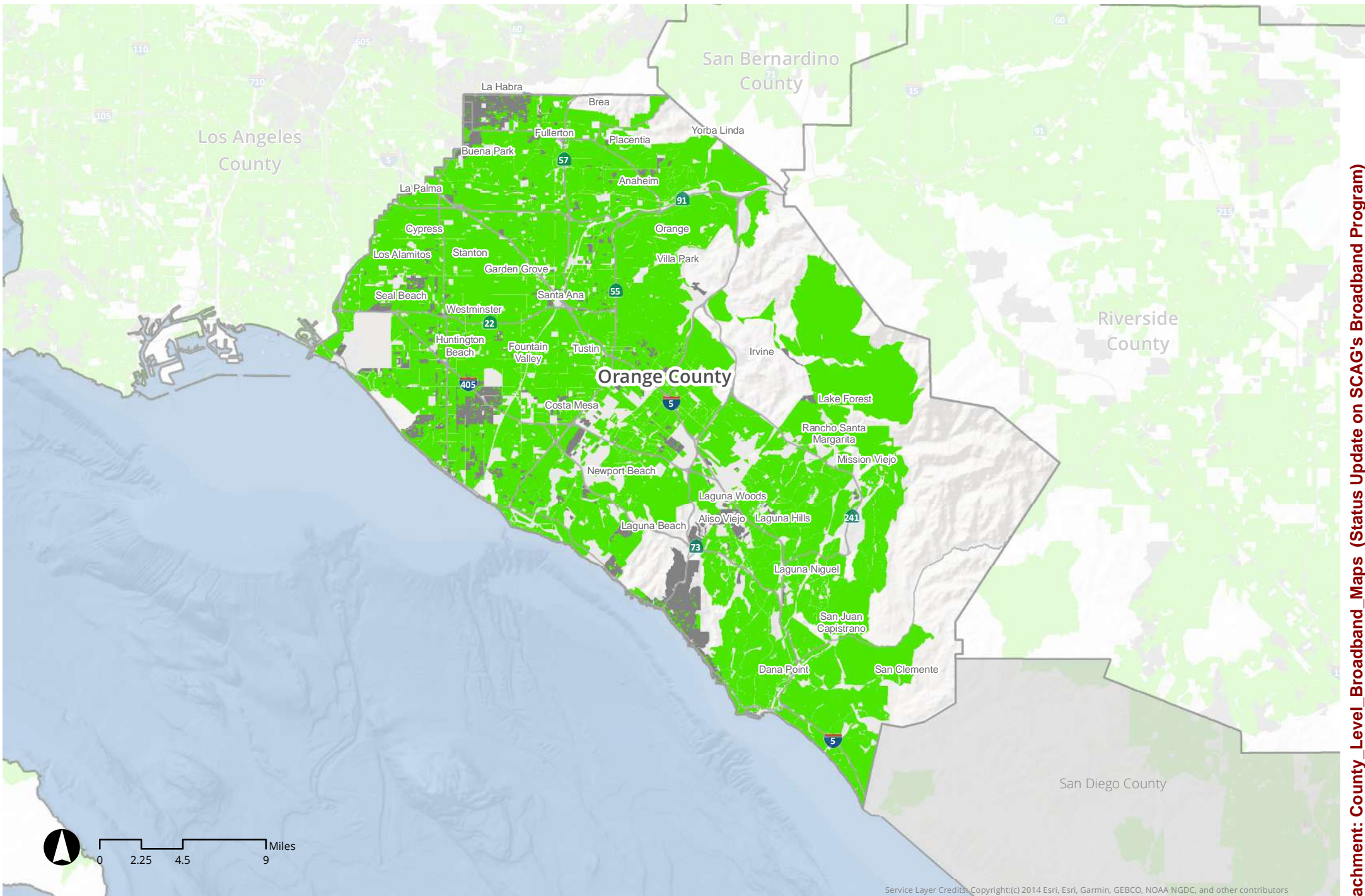
Fixed Broadband by Census Block for Los Angeles County



Note: The broadband layer represents the California Public Utilities Commission's (CPUC) State Broadband consumer wireline and/or fixed wireless (fixed) broadband deployment. Federal threshold is 25Mbps download speed/3Mbps upload speed

Source: California Public Utilities Commission

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Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

- Meets Federal Threshold
- Below Federal Threshold

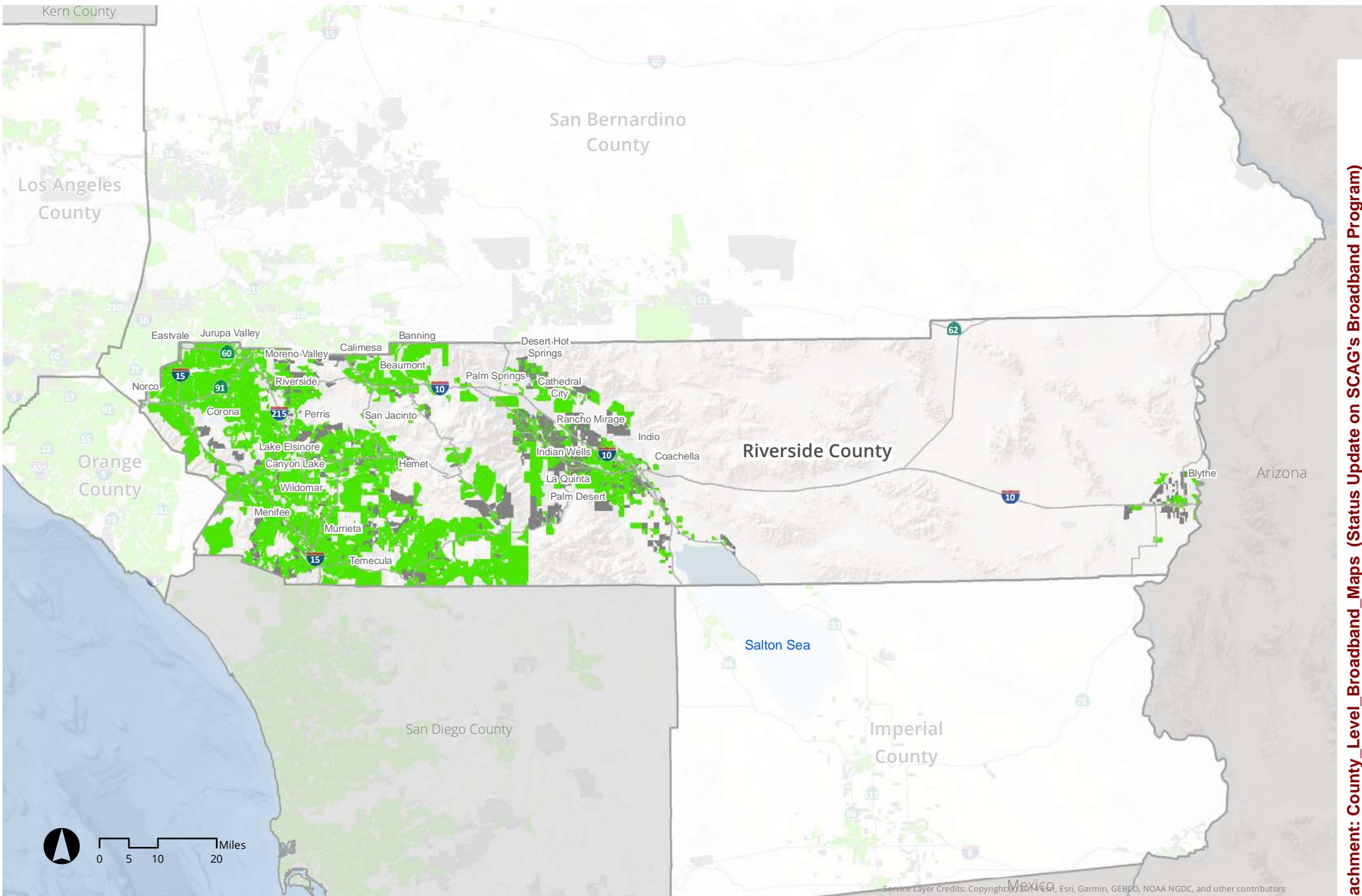
Fixed Broadband by Census Block for Orange County

Note: The broadband layer represents the California Public Utilities Commission's (CPUC) State Broadband consumer wireline and/or fixed wireless (fixed) broadband deployment. Federal threshold is 25Mbps download speed/3Mbps upload speed

Source: California Public Utilities Commission



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Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

- Meets Federal Threshold
- Below Federal Threshold

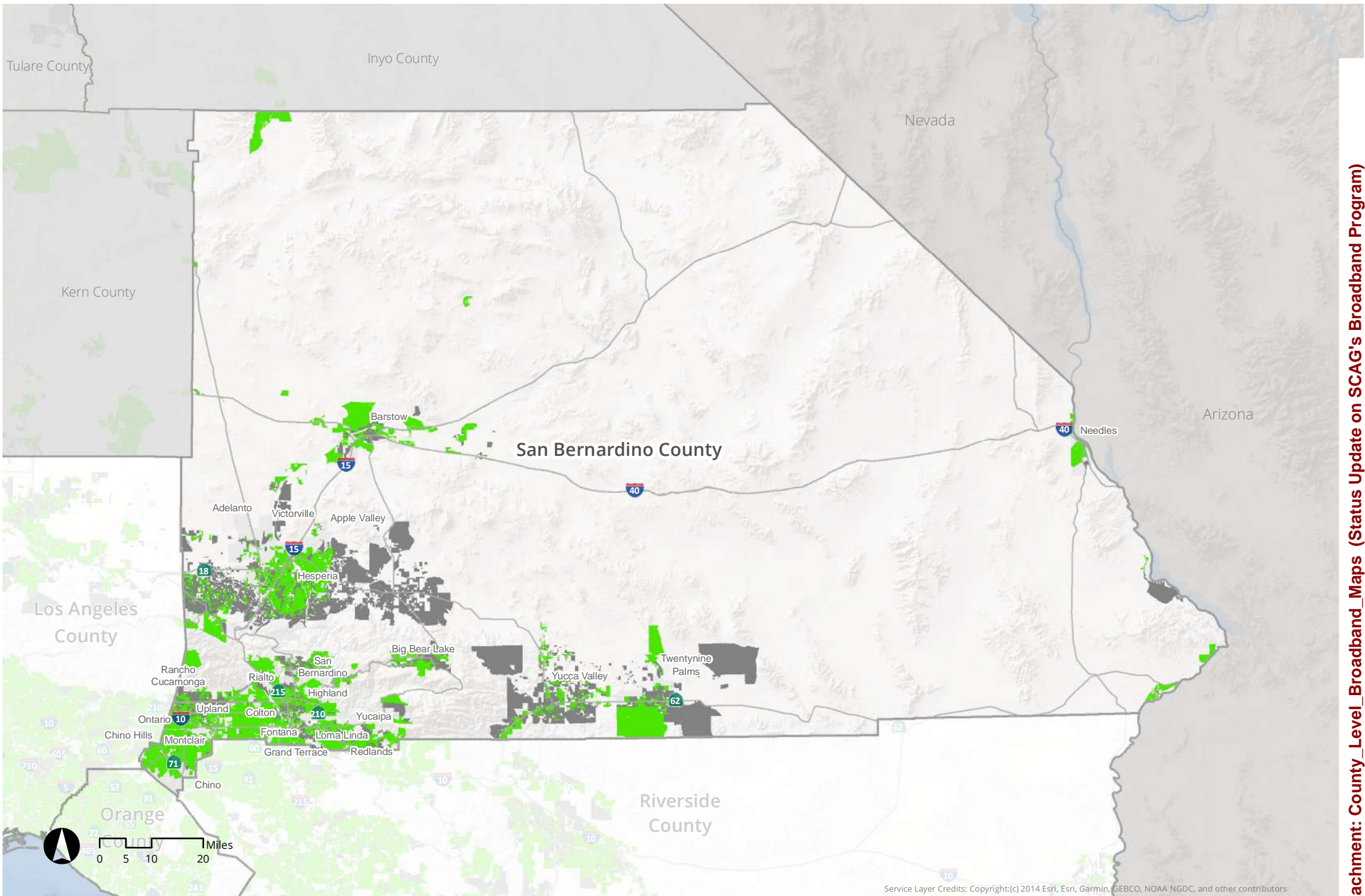
Fixed Broadband by Census Block for Riverside County

Note: The broadband layer represents the California Public Utilities Commission's (CPUC) State Broadband consumer wireline and/or fixed wireless (fixed) broadband deployment. Federal threshold is 25Mbps download speed/3Mbps upload speed

Source: California Public Utilities Commission



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Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

- Meets Federal Threshold
- Below Federal Threshold

Fixed Broadband by Census Block for San Bernardino County

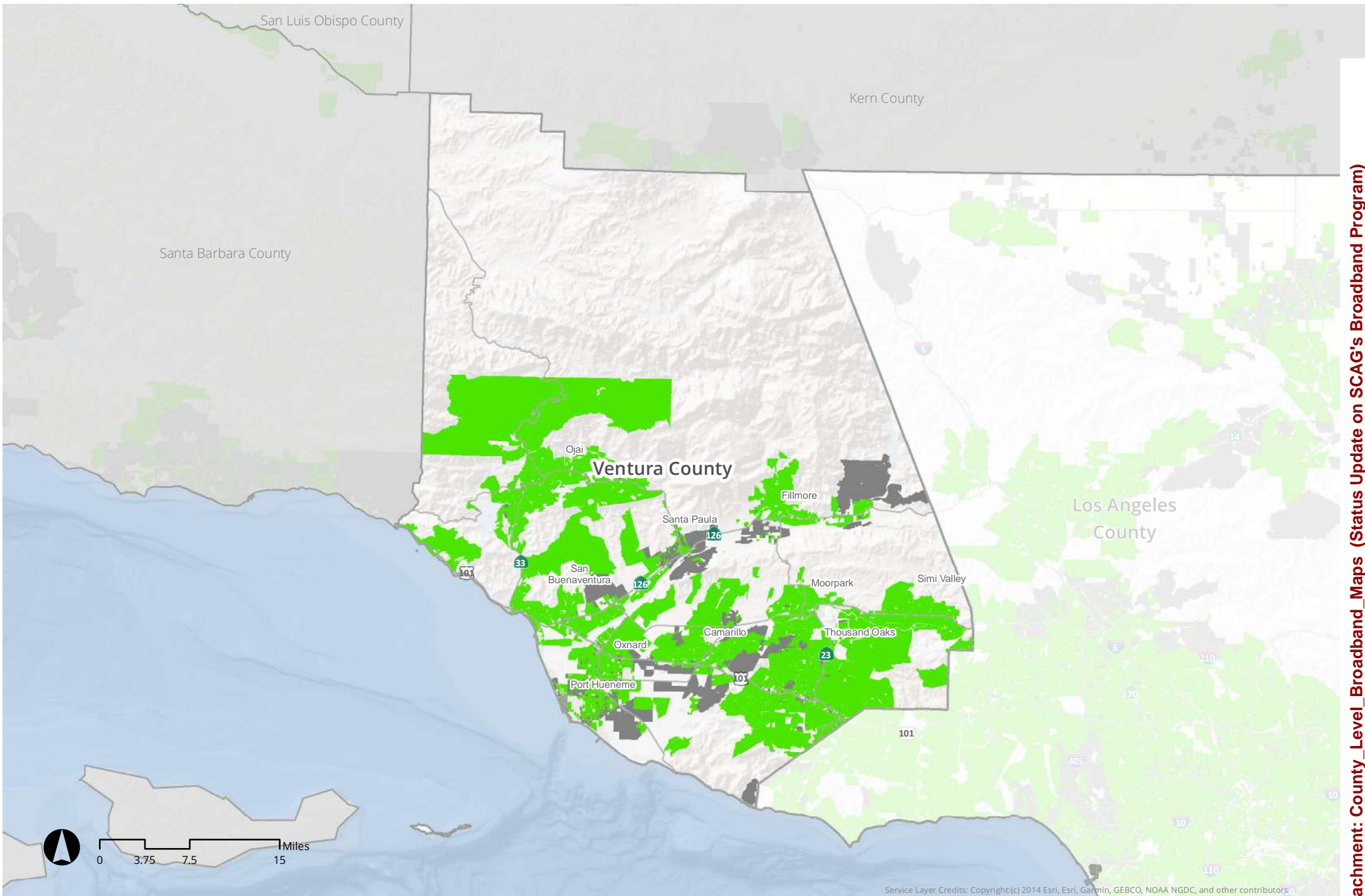
Note: The broadband layer represents the California Public Utilities Commission's (CPUC) State Broadband consumer wireline and/or fixed wireless (fixed) broadband deployment. Federal threshold is 25Mbps download speed/3Mbps upload speed

Source: California Public Utilities Commission



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



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

- Meets Federal Threshold
- Below Federal Threshold

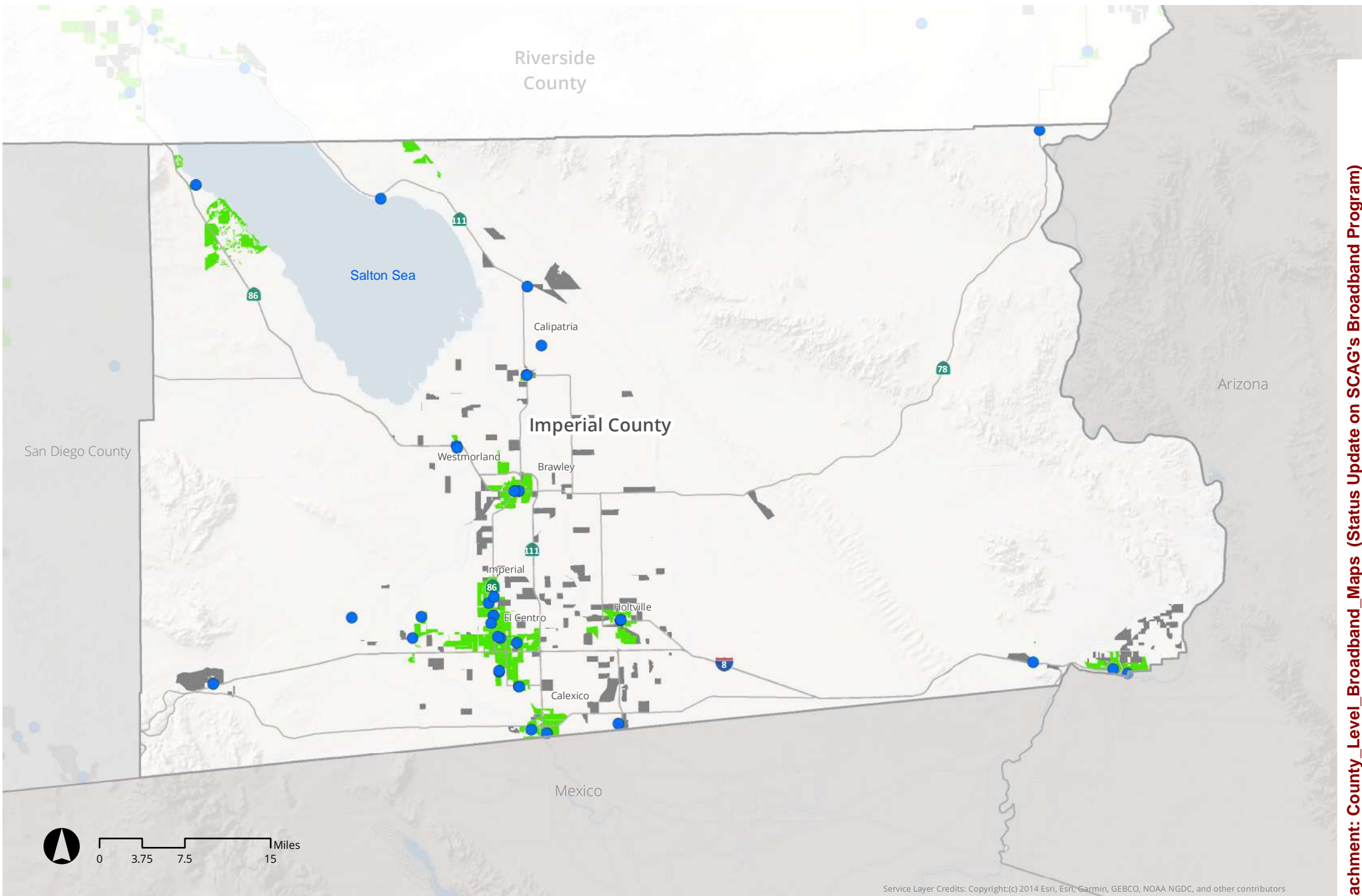
Fixed Broadband by Census Block for Ventura County



Note: The broadband layer represents the California Public Utilities Commission's (CPUC) State Broadband consumer wireline and/or fixed wireless (fixed) broadband deployment. Federal threshold is 25Mbps download speed/3Mbps upload speed

Source: California Public Utilities Commission

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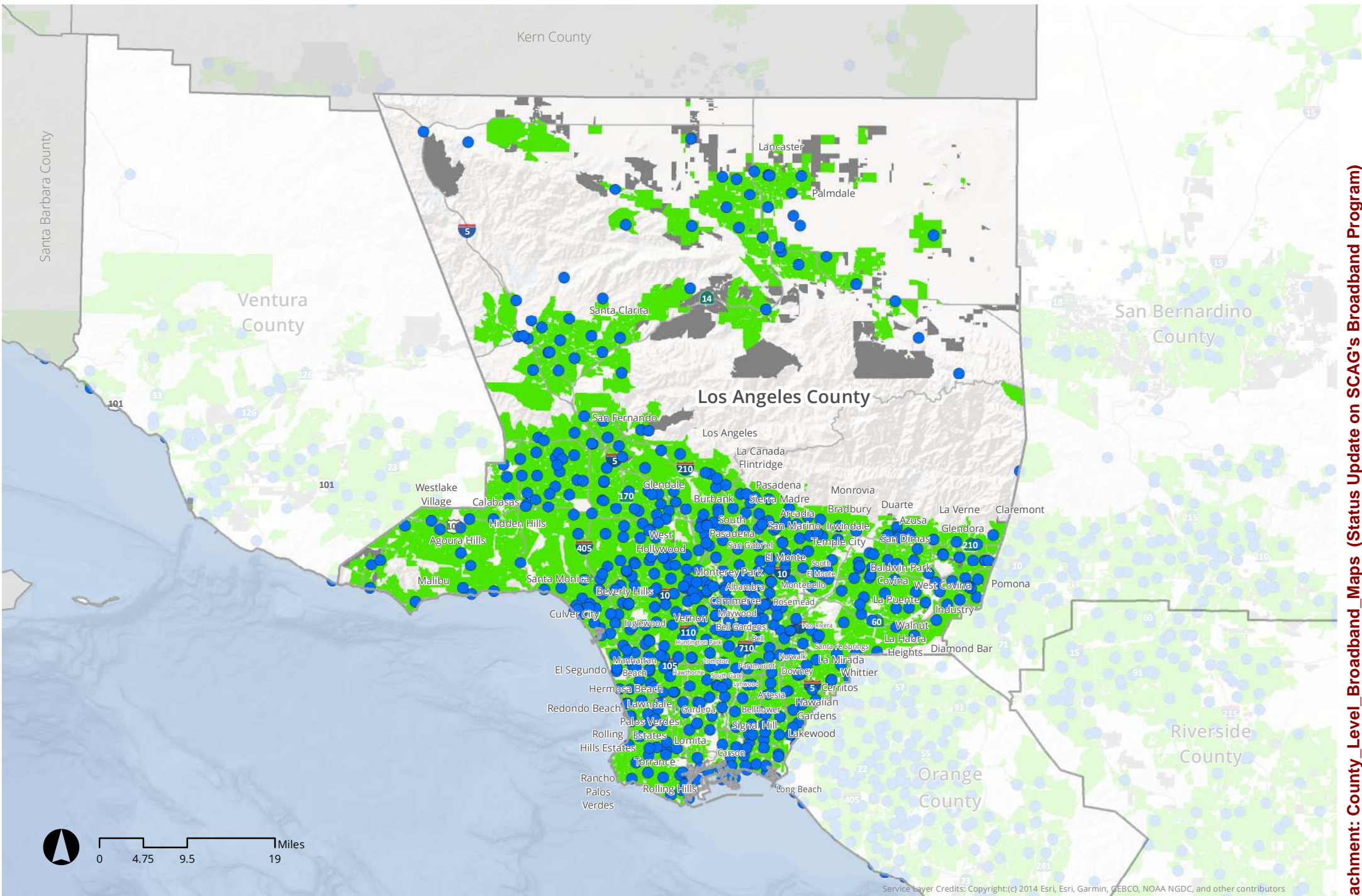
Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Community Anchor Institution - Public Safety for Imperial County

- Public Safety Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC),
California Department of Health Care Services, 2019



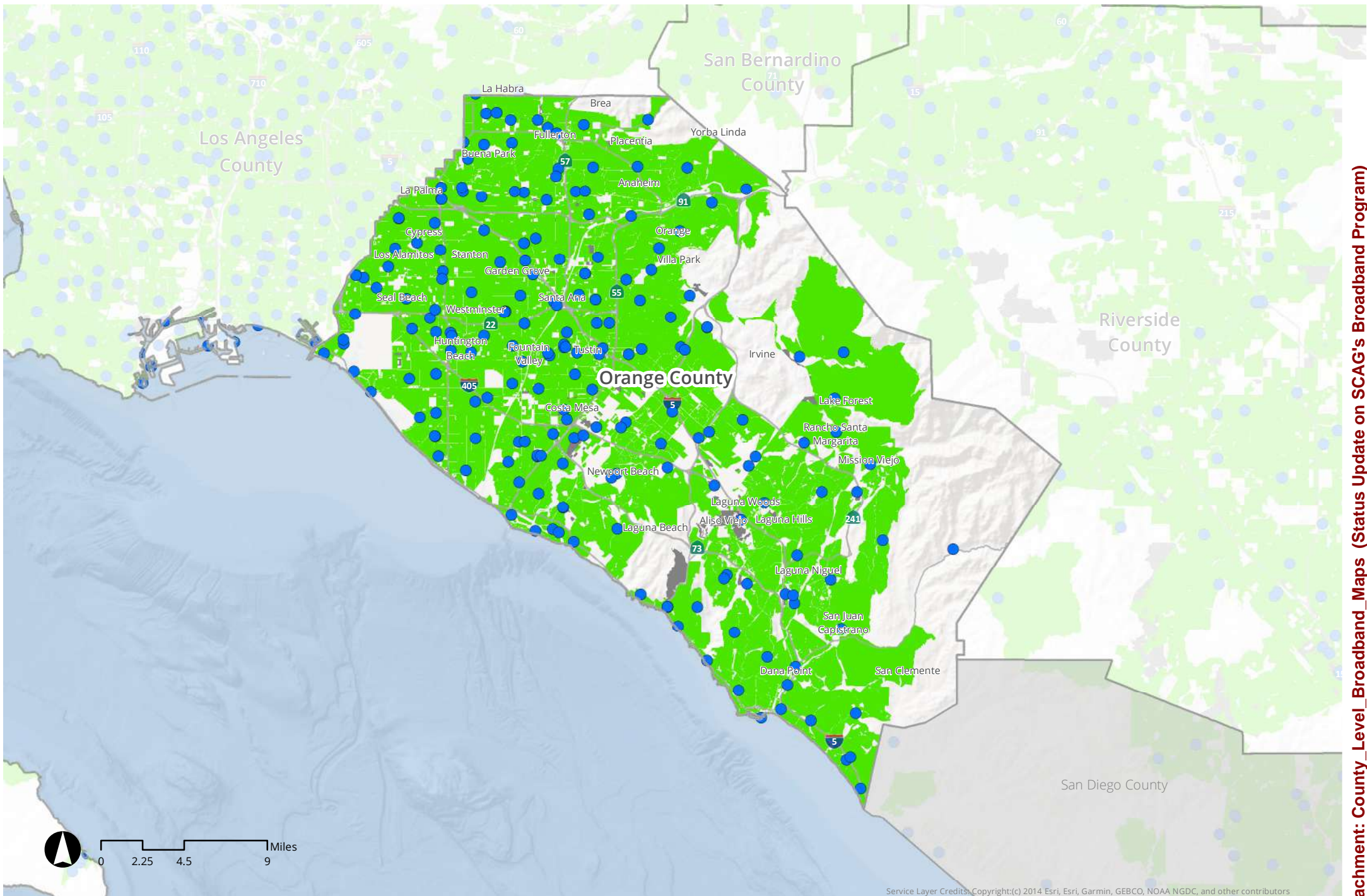
Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Community Anchor Institution - Public Safety for Los Angeles County

- Public Safety Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

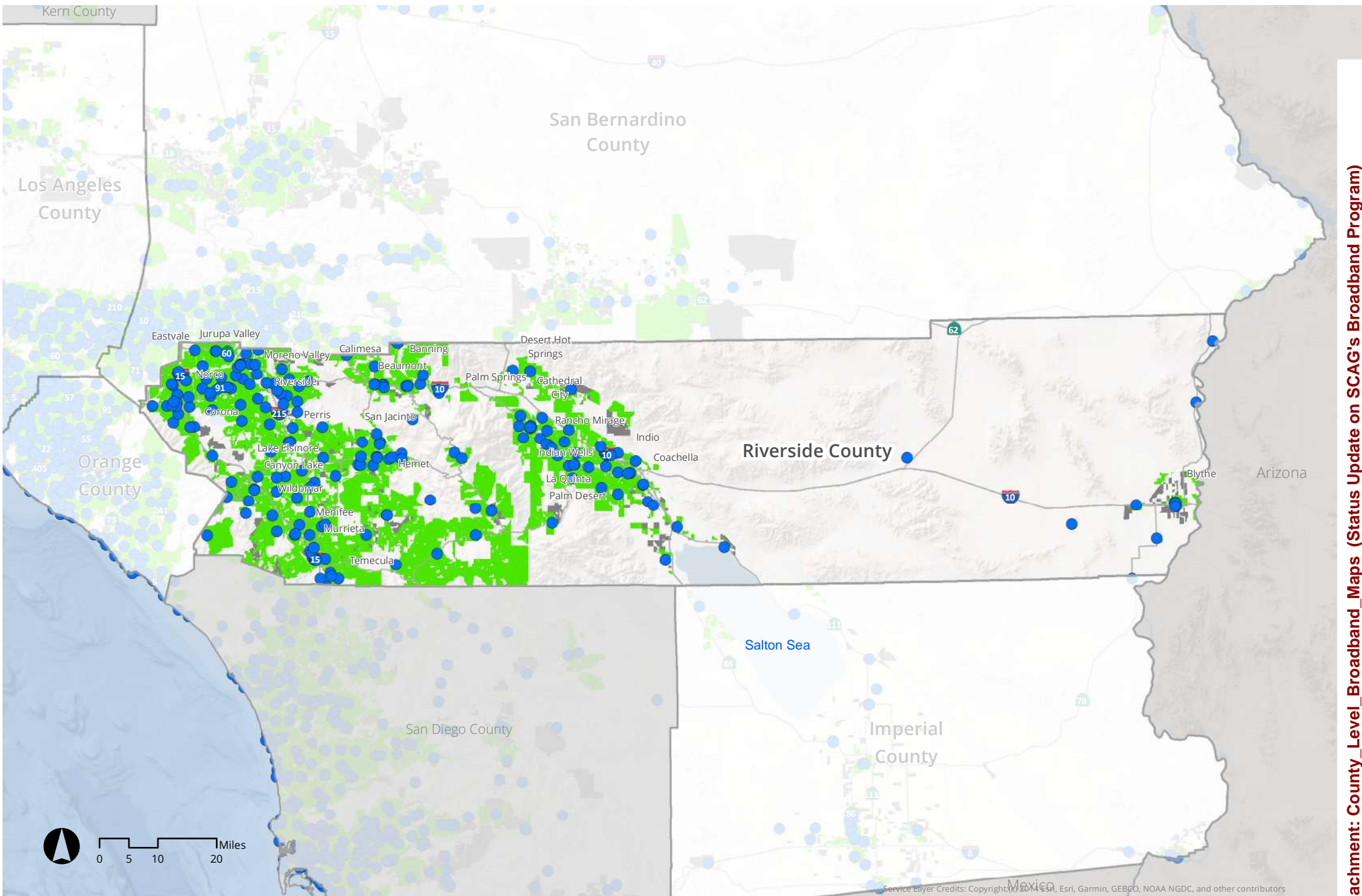
Community Anchor Institution - Public Safety for Orange County

- Public Safety Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC),
California Department of Health Care Services, 2019

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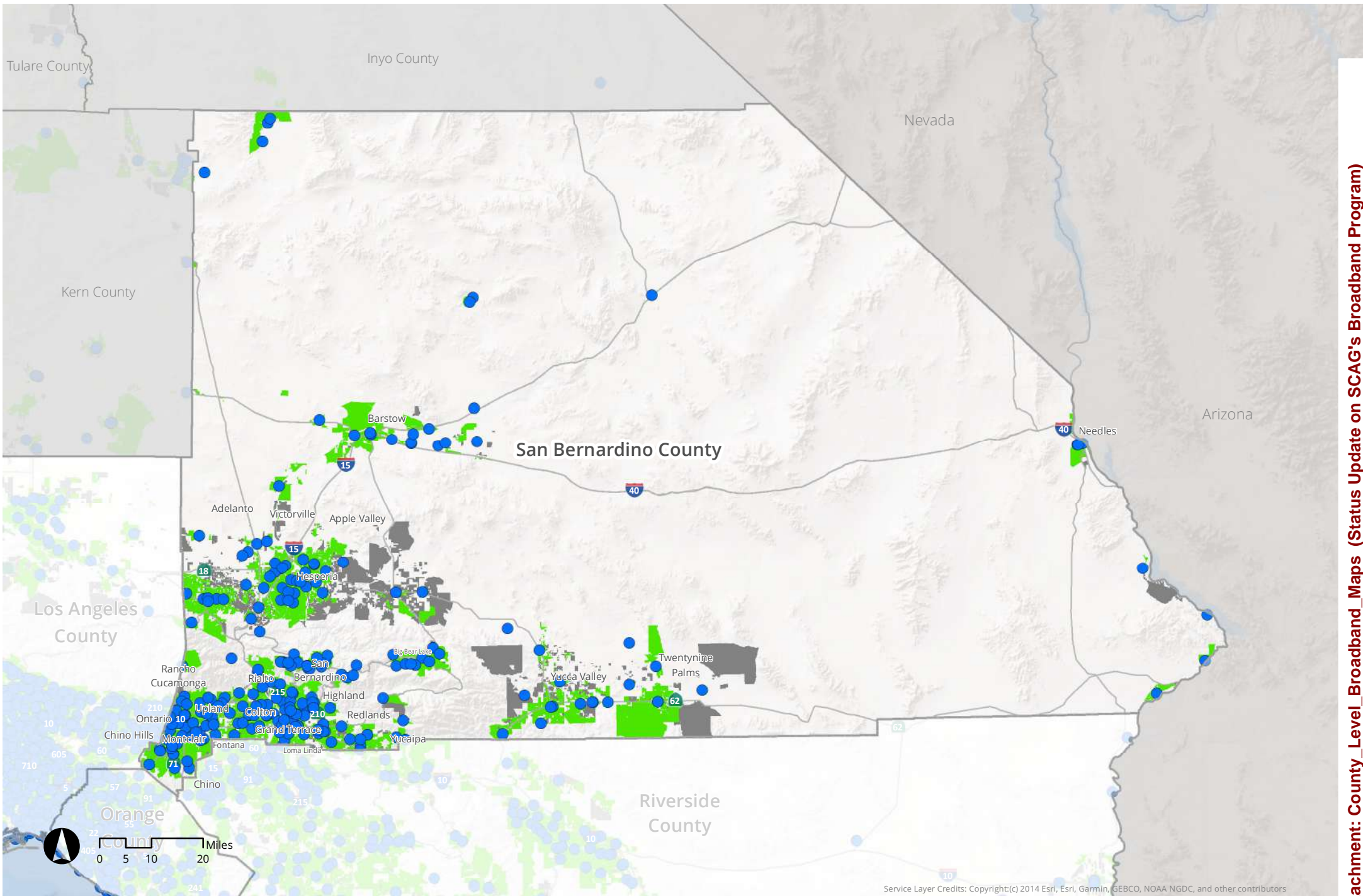
Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Community Anchor Institution - Public Safety for Riverside County

- Public Safety Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019



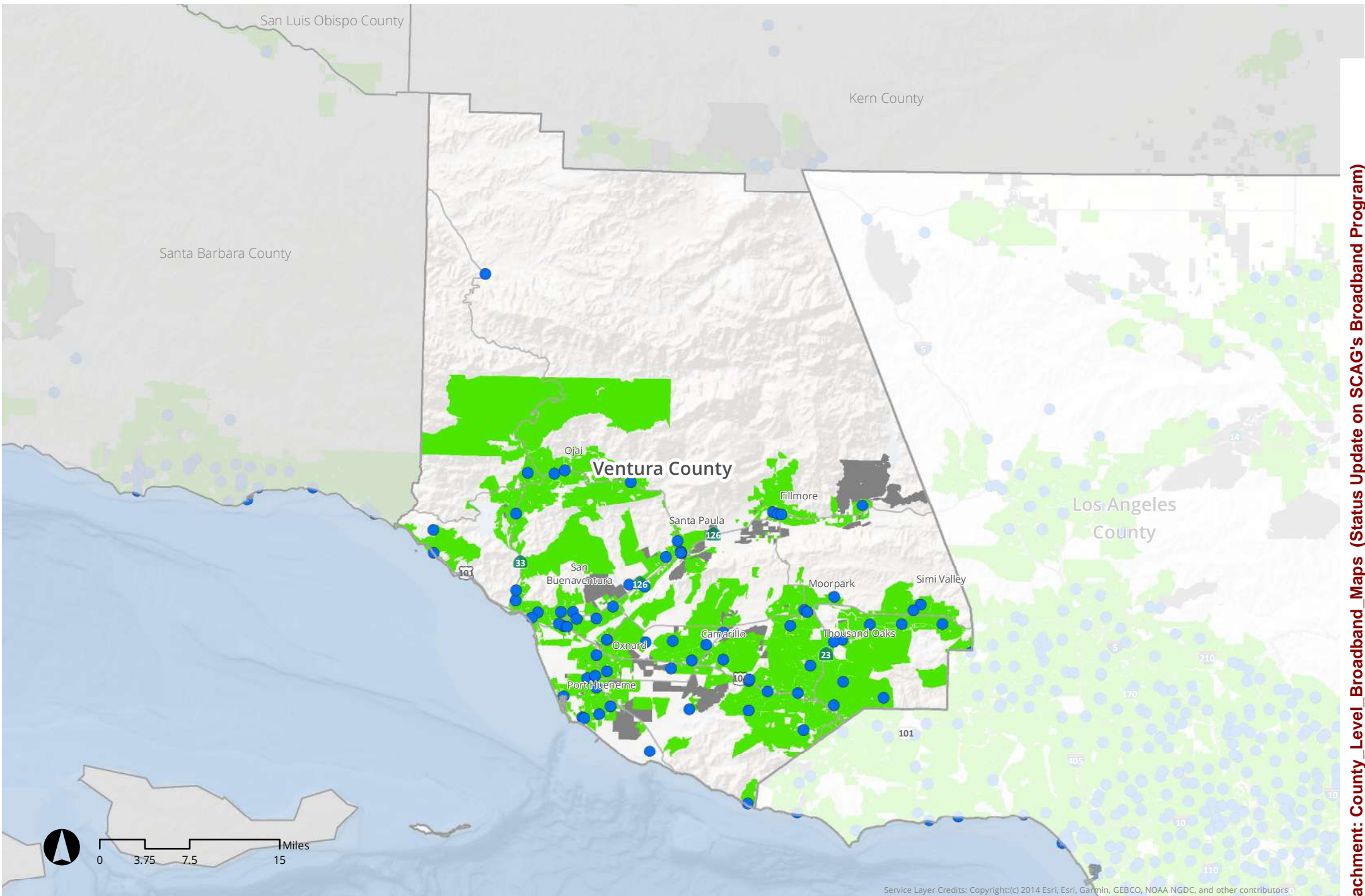
Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Community Anchor Institution - Public Safety for San Bernardino County

- Public Safety Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019



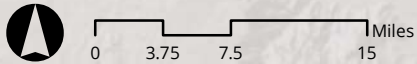
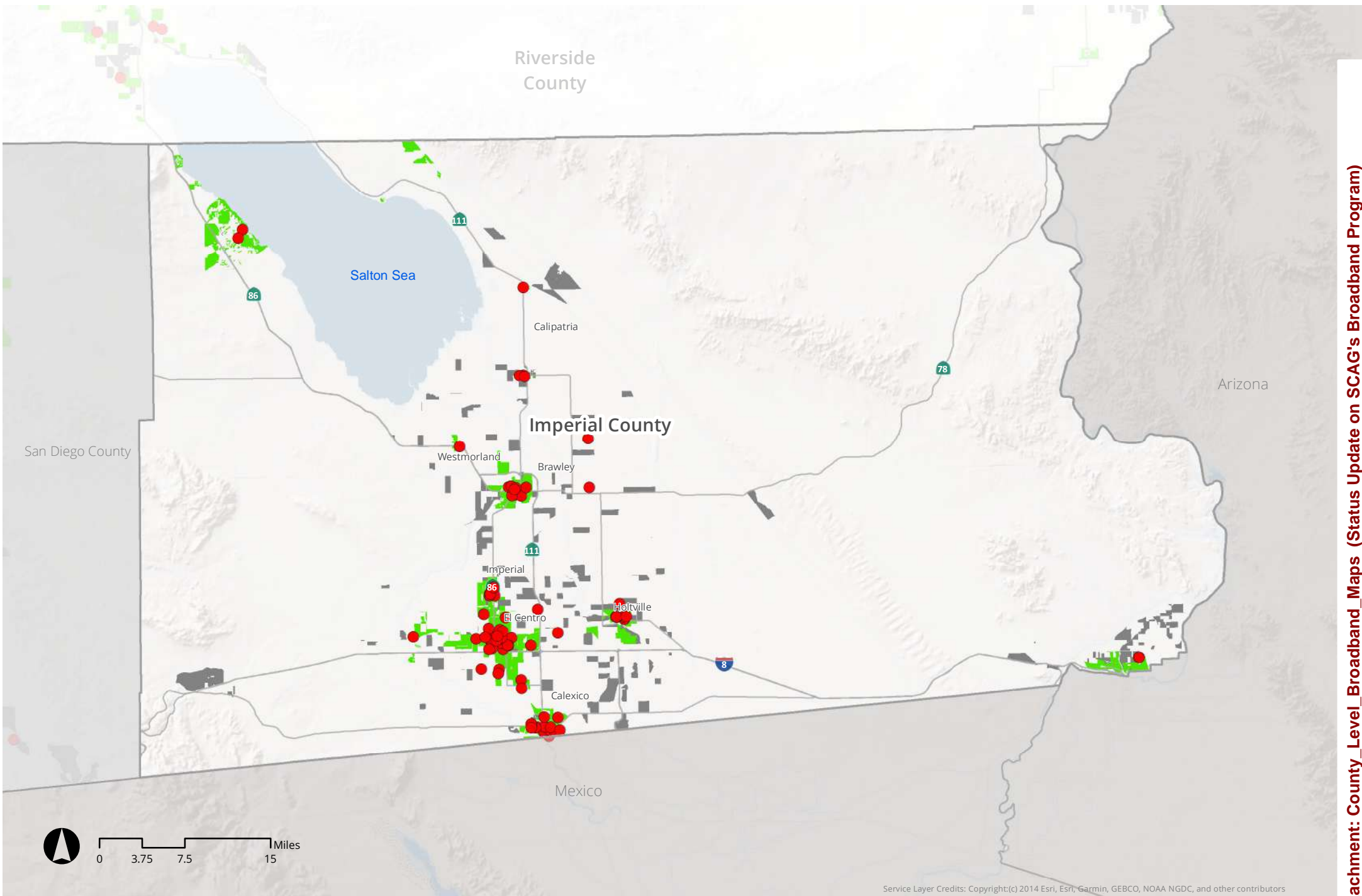
Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Community Anchor Institution - Public Safety for Ventura County

- Public Safety Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019



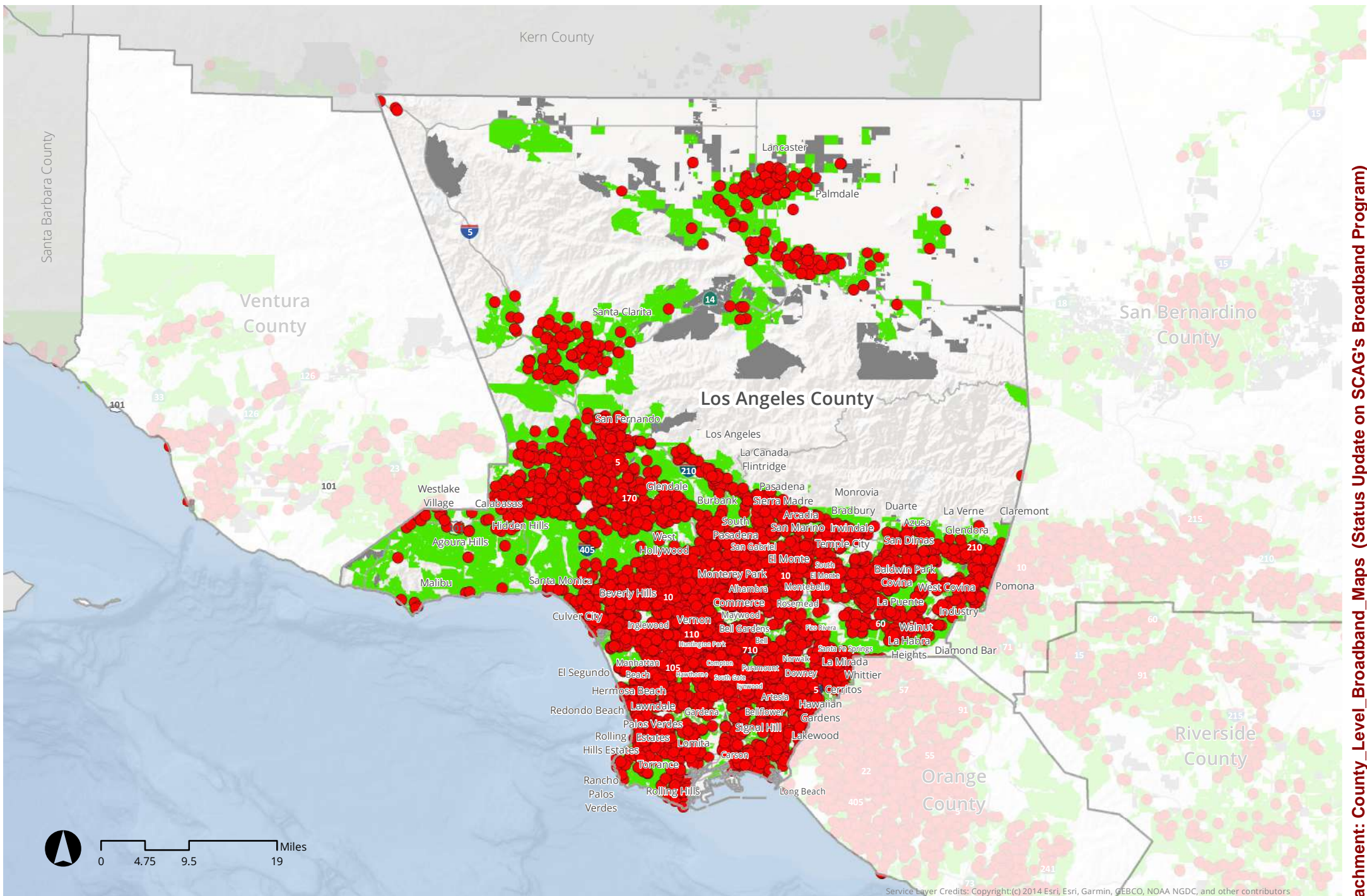
Service Layer Credits: Copyright(c) 2014 Esri, Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

Community Anchor Institution - Education for Imperial County

- Education Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019



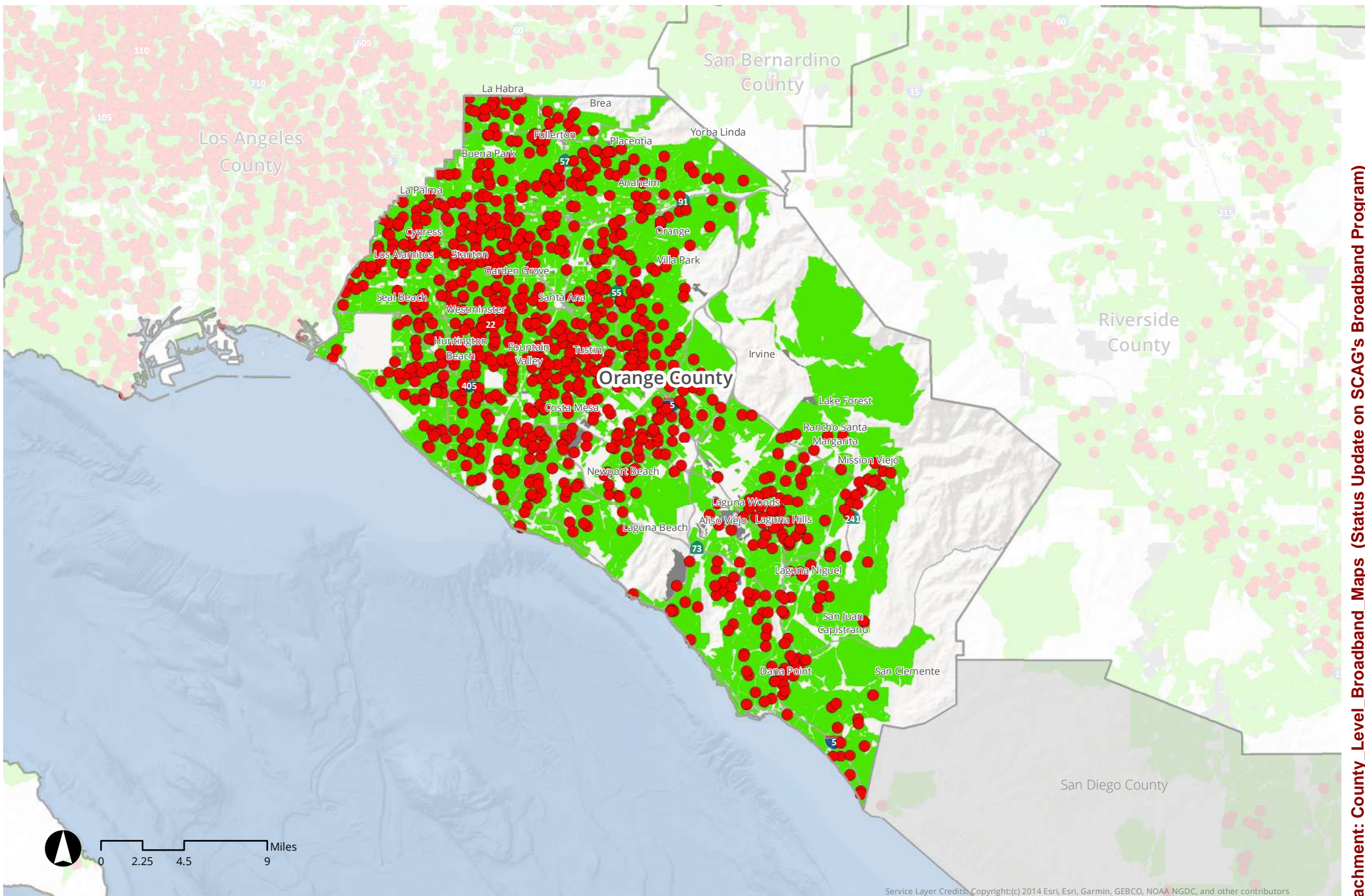
Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Community Anchor Institution - Education for Los Angeles County

- Education Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

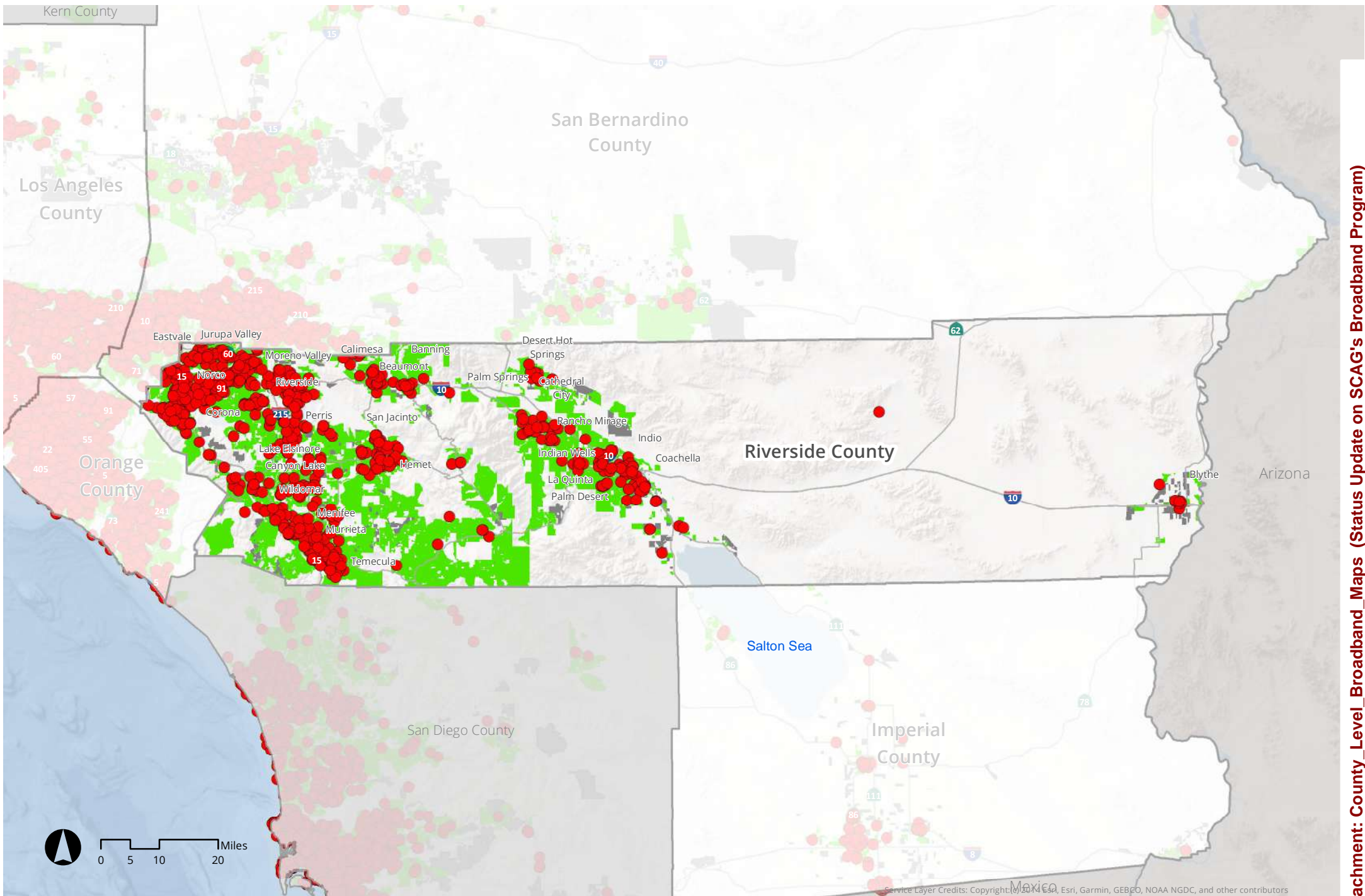
Service Layer Credits: Copyright:(c) 2014 Esri, Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

Community Anchor Institution - Education for Orange County

- Education Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC),
California Department of Health Care Services, 2019



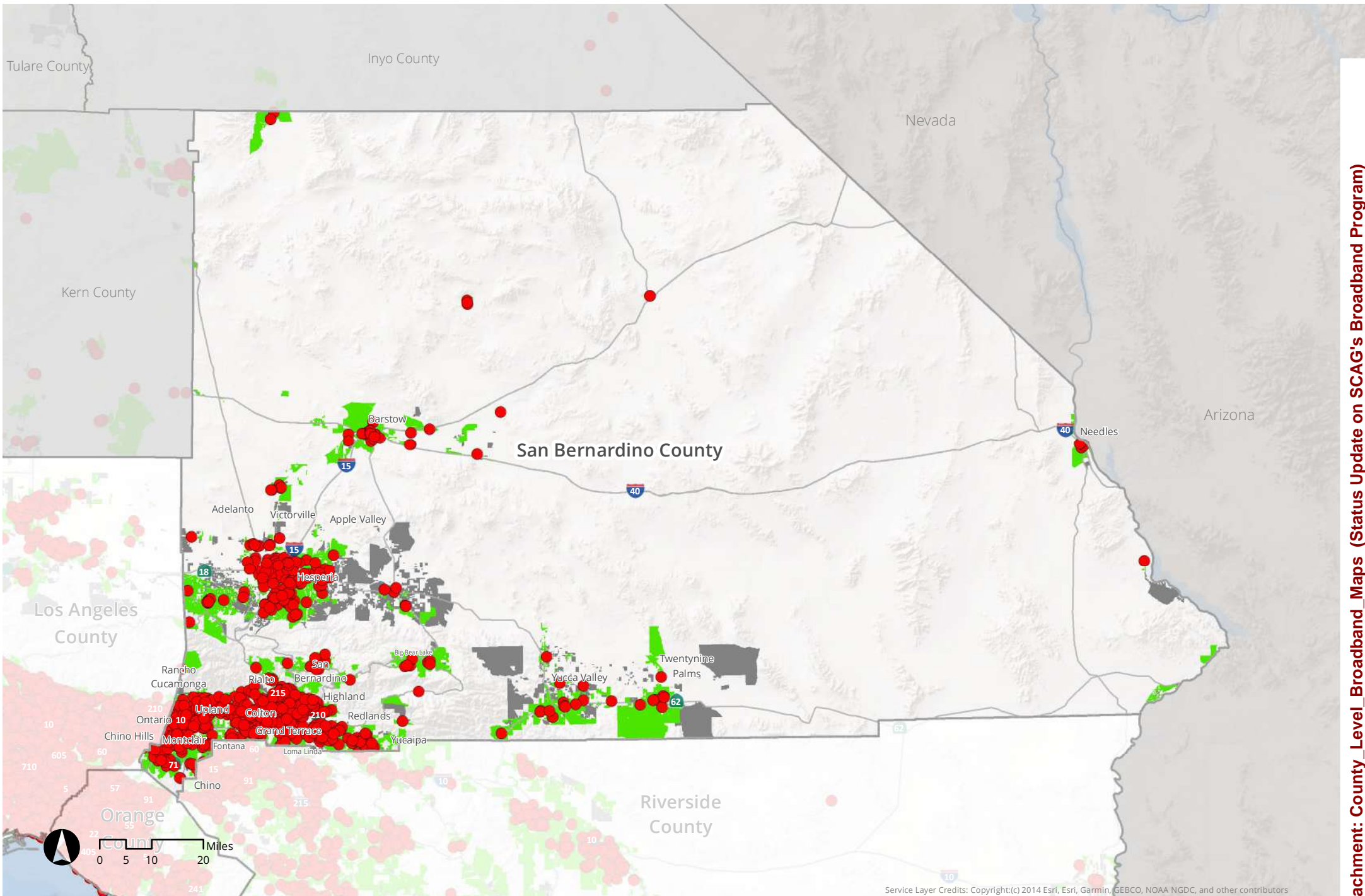
Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Community Anchor Institution - Education for Riverside County

- Education Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC),
California Department of Health Care Services, 2019

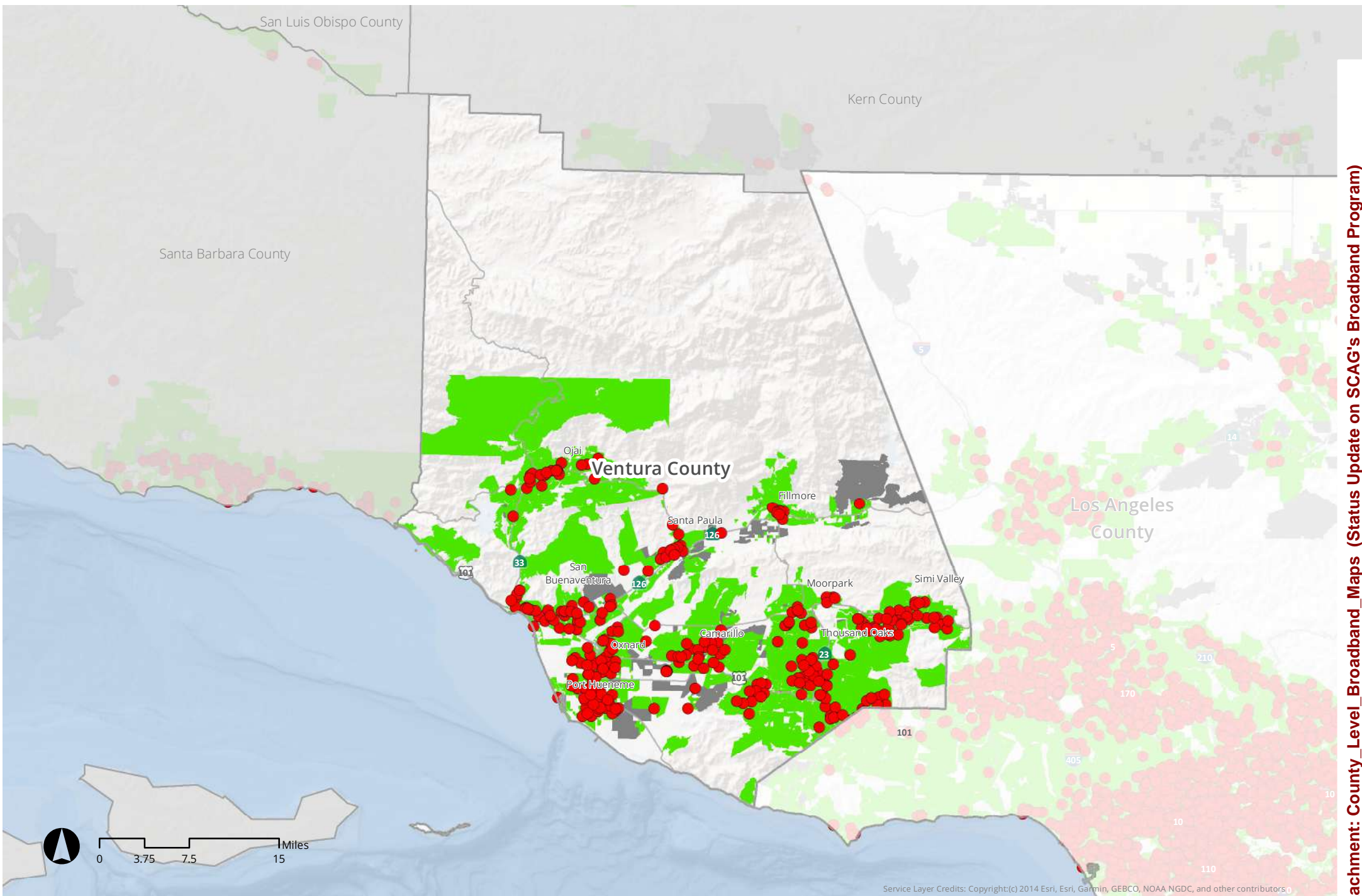


Community Anchor Institution - Education for San Bernardino County

- Education Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019



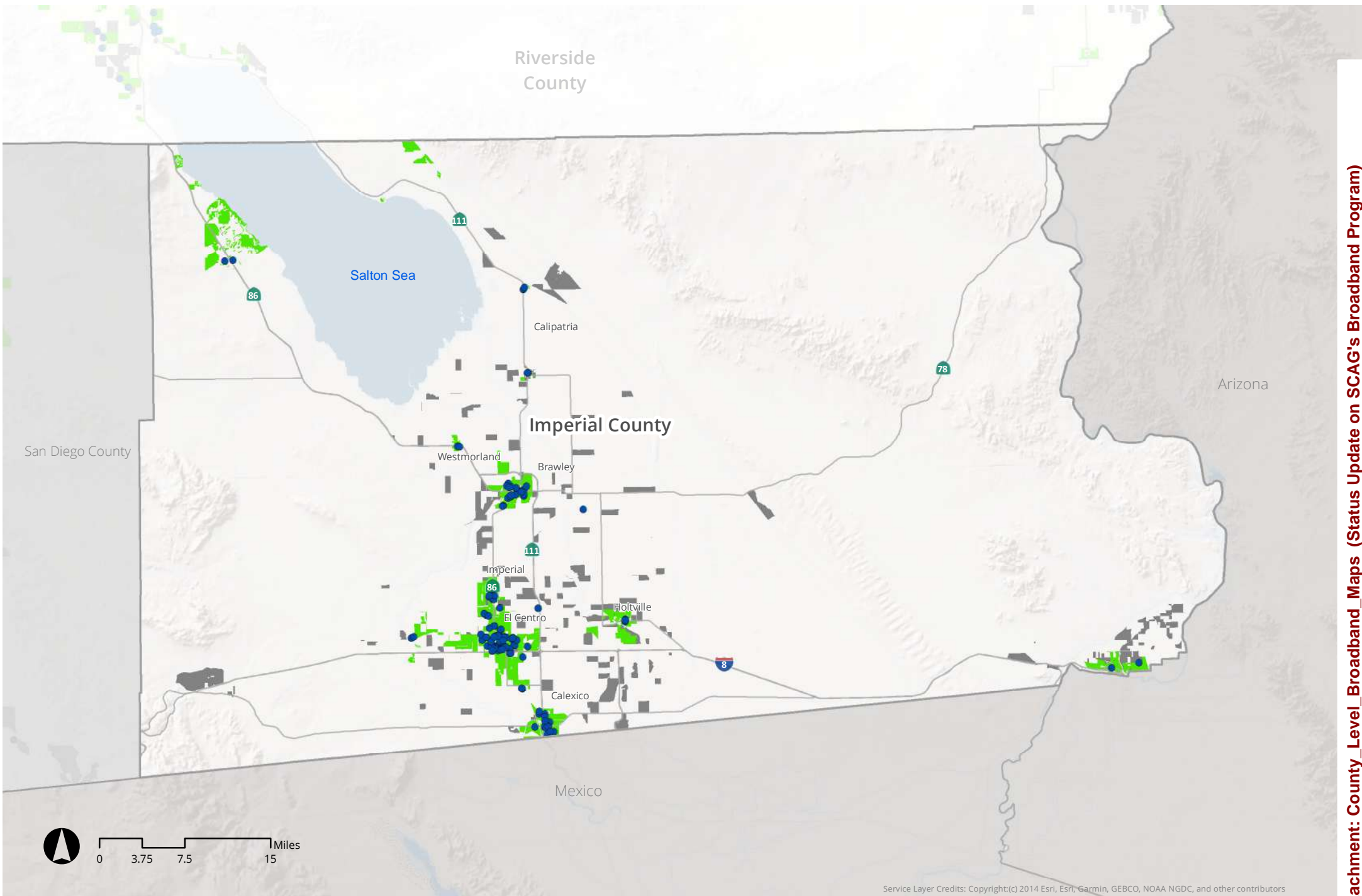
Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Community Anchor Institution - Education for Ventura County

- Education Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC),
California Department of Health Care Services, 2019



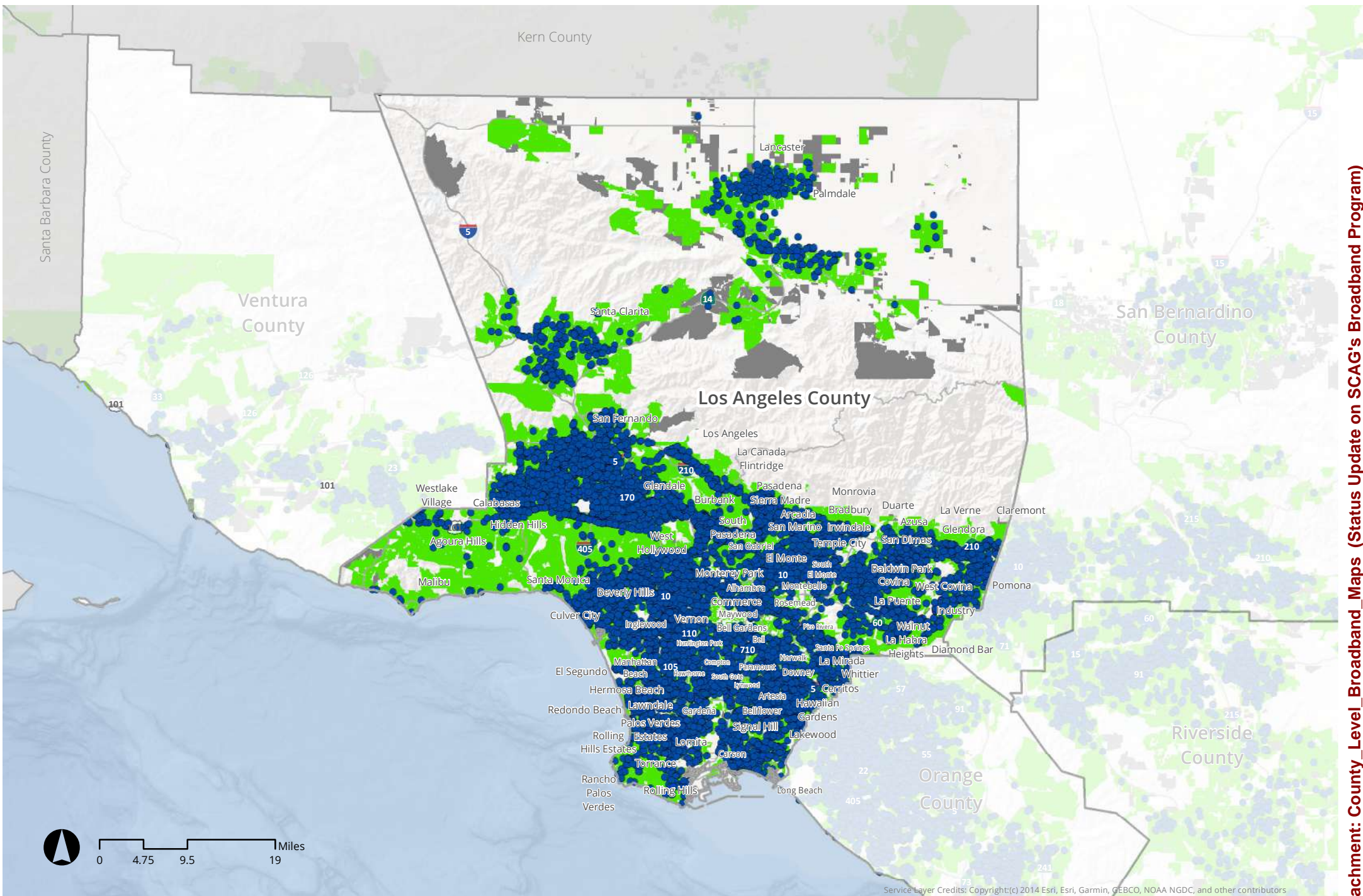
Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Community Anchor Institution - Healthcare/Social Services for Imperial County

- Healthcare/Social Services
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC),
California Department of Health Care Services, 2019



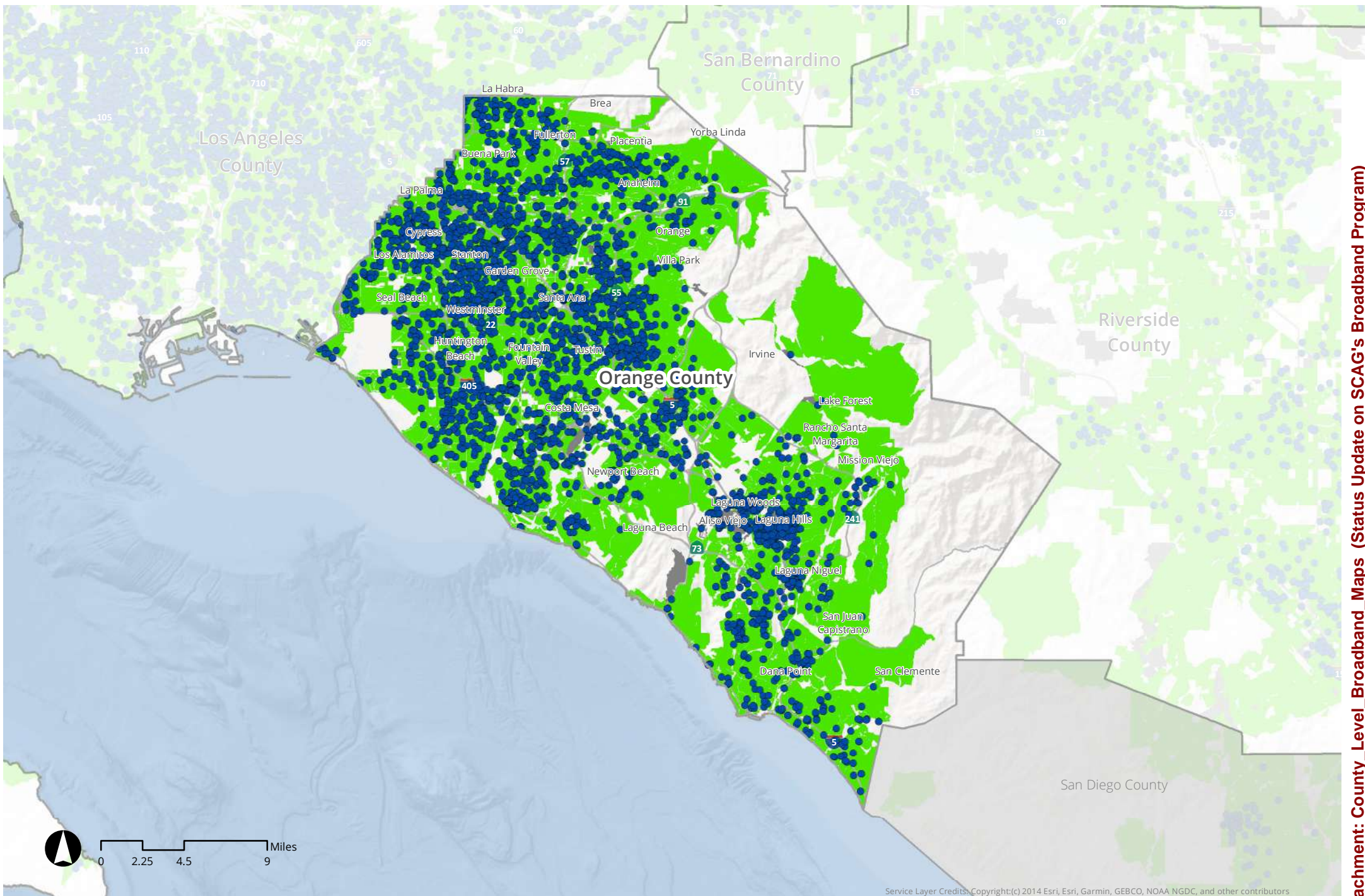
Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Community Anchor Institution - Healthcare/Social Services for Los Angeles County

- Healthcare/Social Services
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019



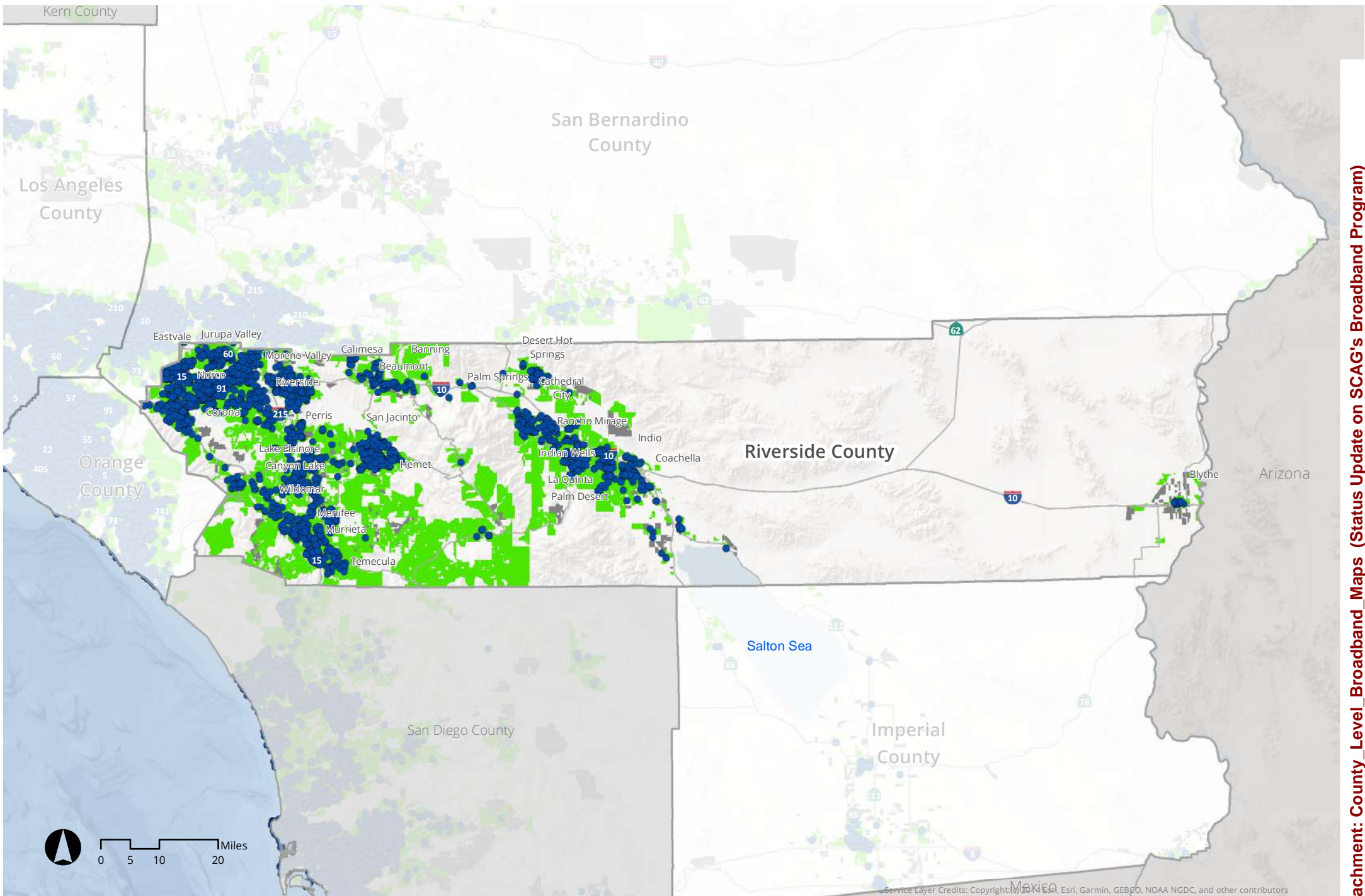
Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Community Anchor Institution - Healthcare/Social Services for Orange County

- Healthcare/Social Services
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC),
California Department of Health Care Services, 2019



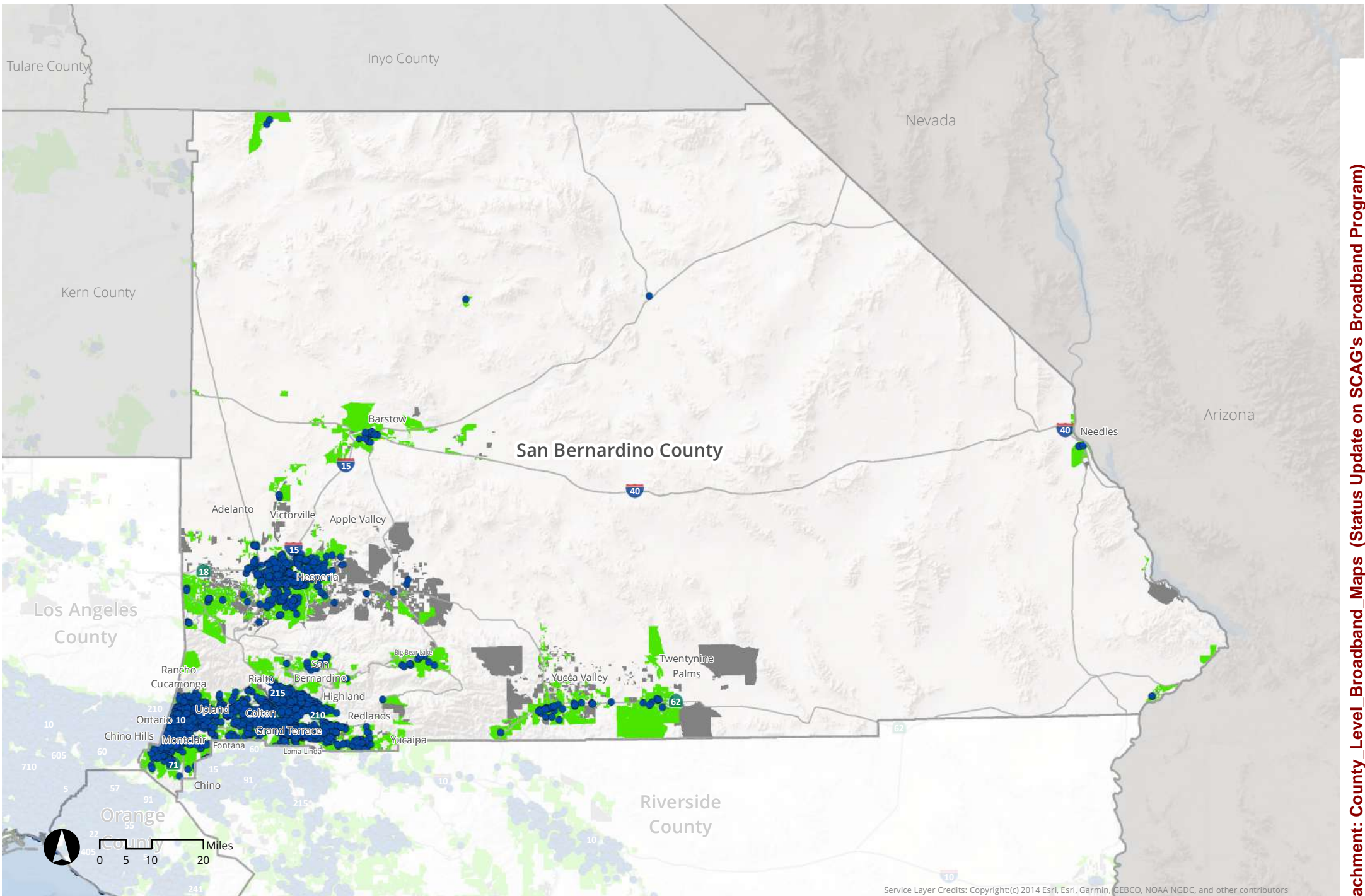
Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Community Anchor Institution - Healthcare/Social Services for Riverside County

- Healthcare/Social Services
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC),
California Department of Health Care Services, 2019



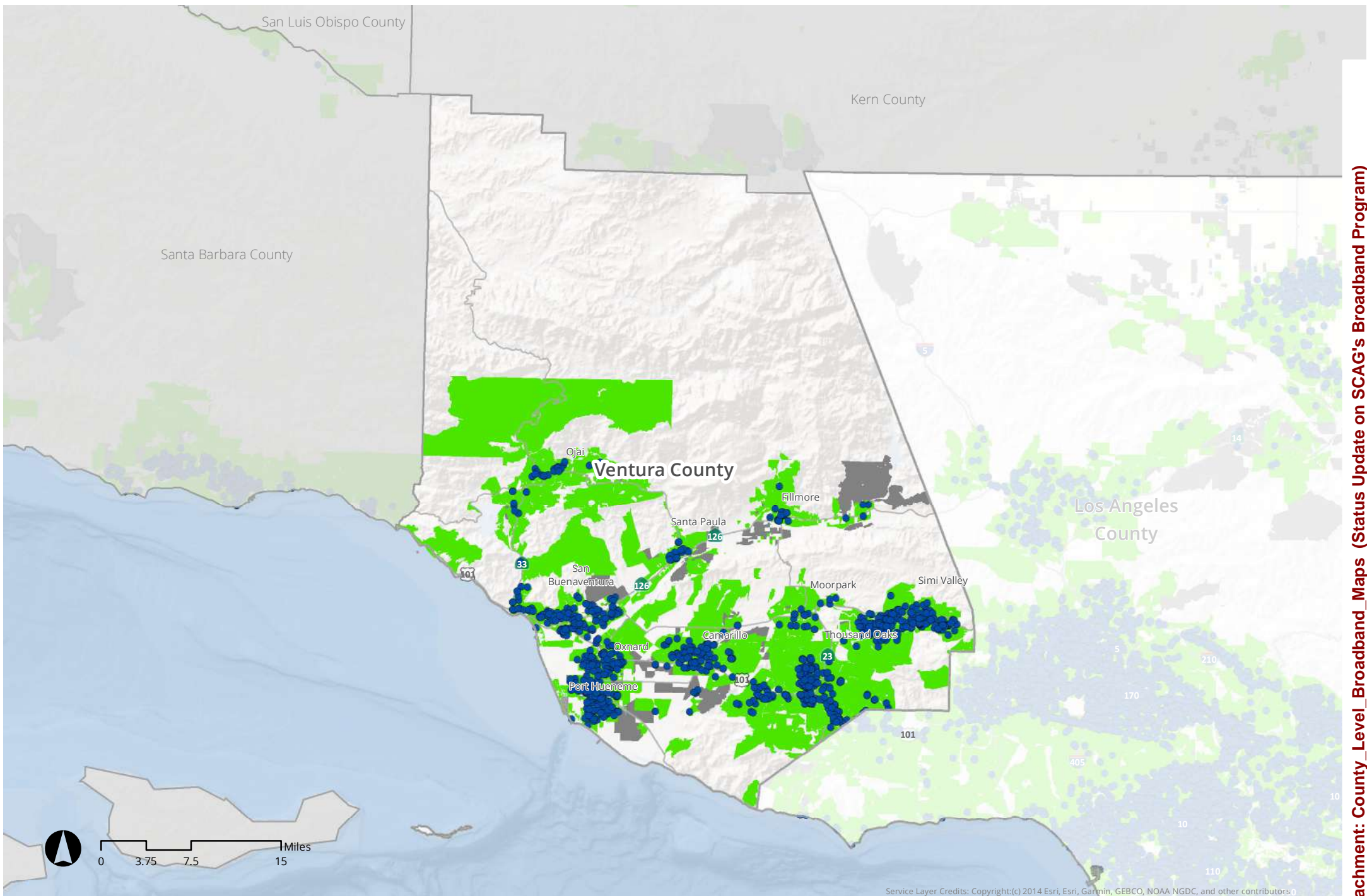
Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Community Anchor Institution - Healthcare/Social Services for San Bernardino County

- Healthcare/Social Services
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC),
California Department of Health Care Services, 2019



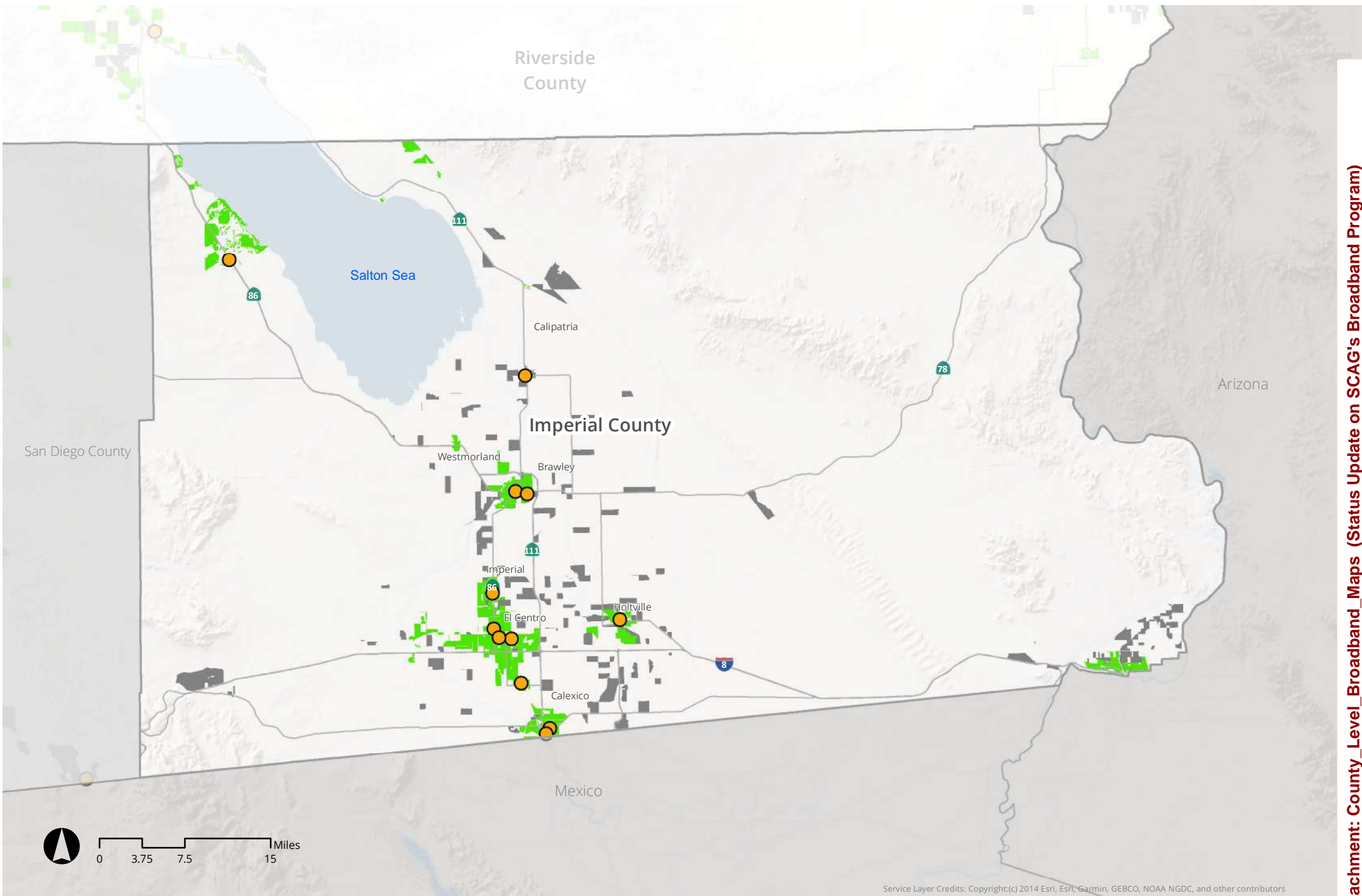
Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Community Anchor Institution - Healthcare/Social Services for Ventura County

- Healthcare/Social Services
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC),
California Department of Health Care Services, 2019

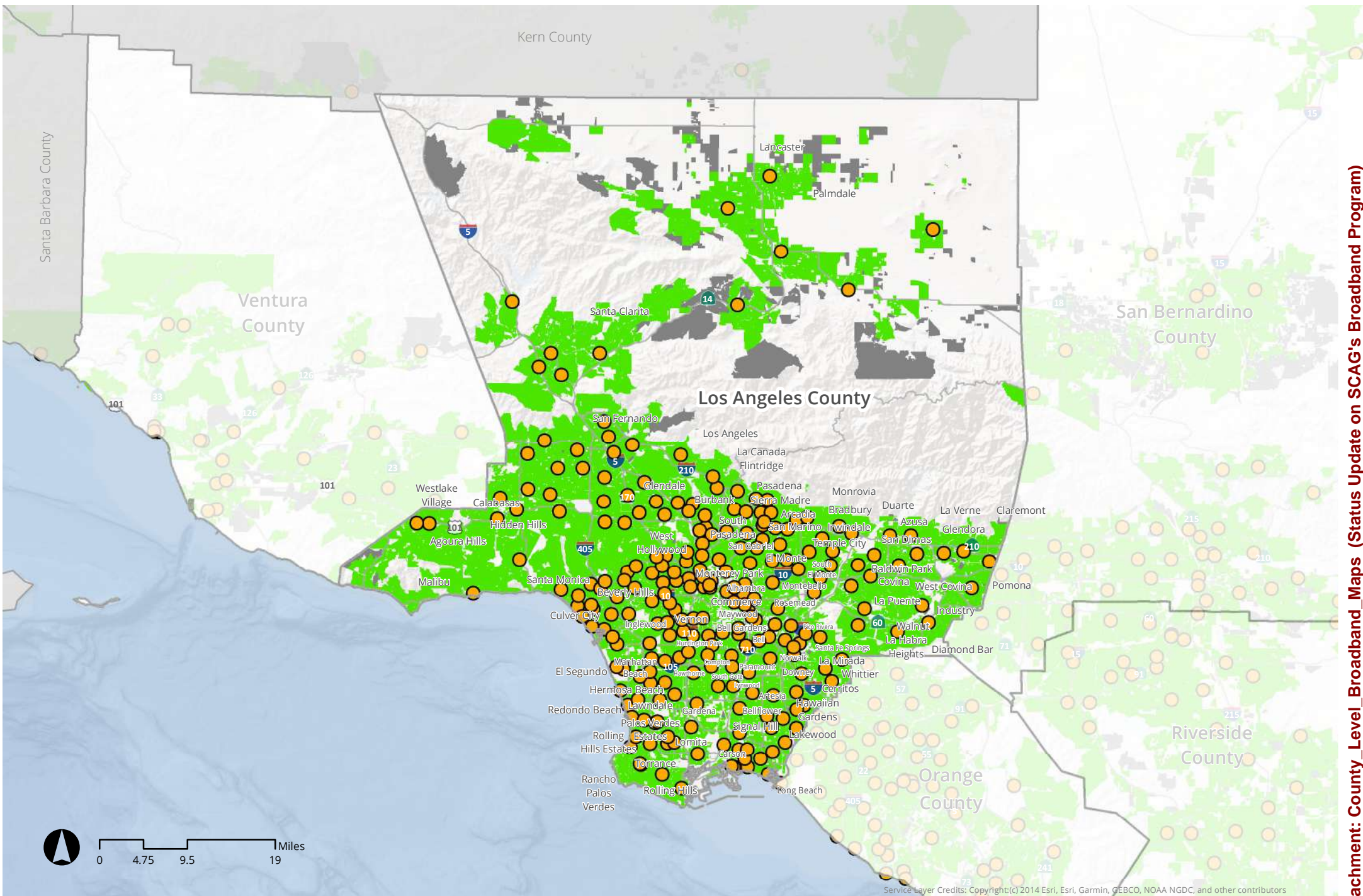


- Libraries
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Community Anchor Institution - Libraries for Imperial County



Source: California Public Utilities Commission (CPUC),
California Department of Health Care Services, 2019



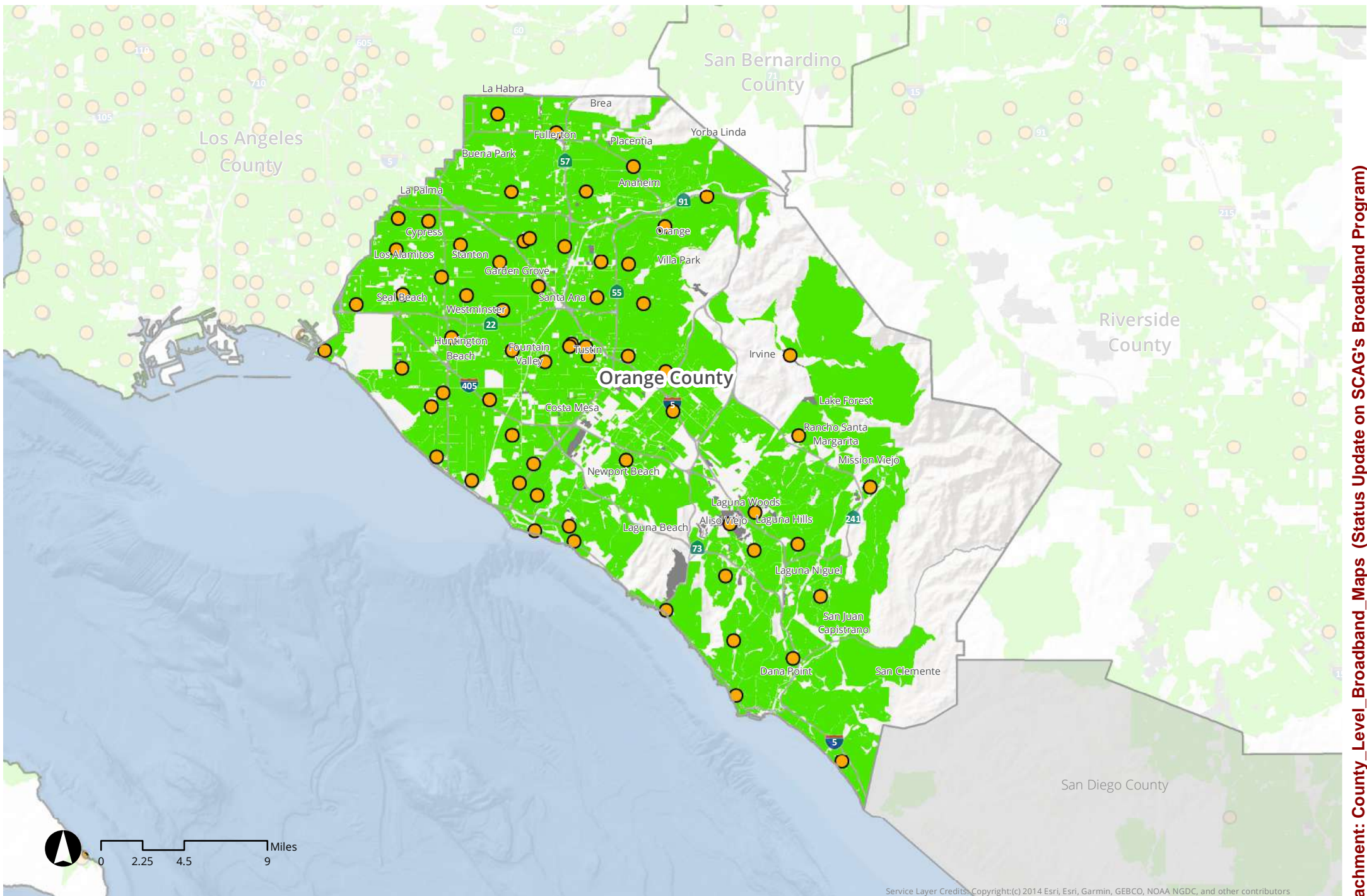
Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

- Libraries
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Community Anchor Institution - Libraries for Los Angeles County



Source: California Public Utilities Commission (CPUC),
California Department of Health Care Services, 2019



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

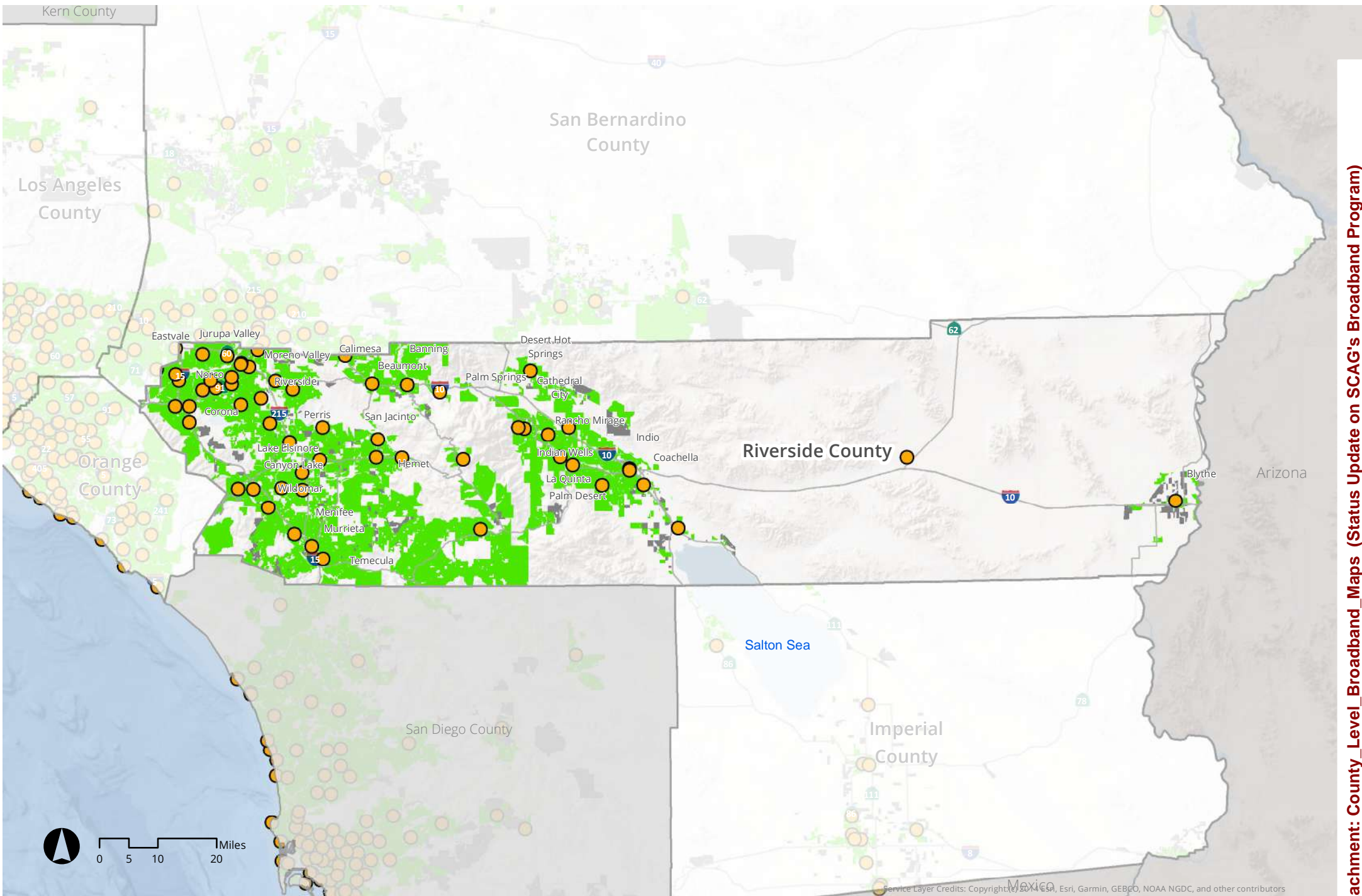
- Libraries
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Community Anchor Institution - Libraries for Orange County



Source: California Public Utilities Commission (CPUC),
California Department of Health Care Services, 2019

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Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

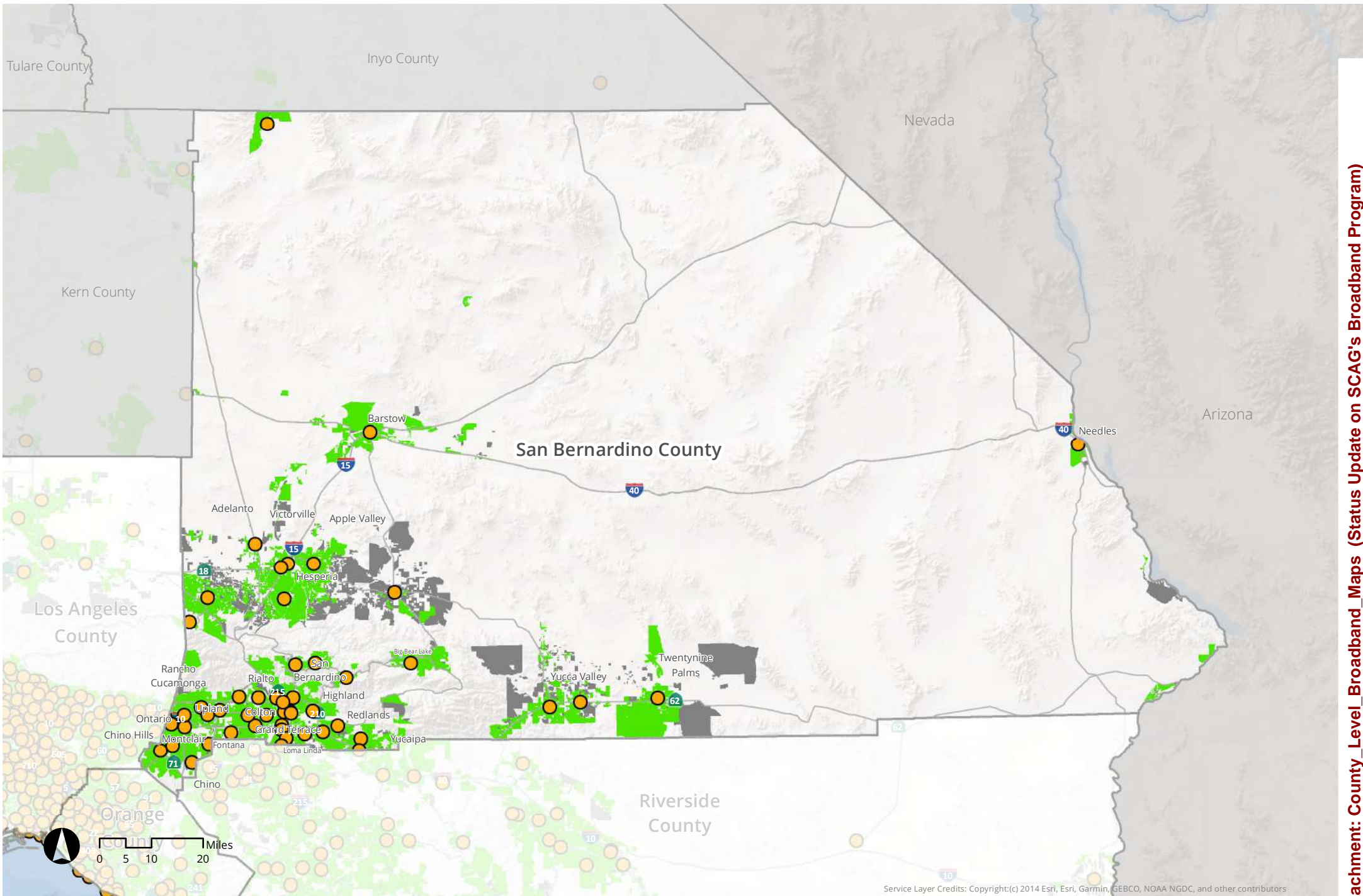
- Libraries
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Community Anchor Institution - Libraries for Riverside County



Source: California Public Utilities Commission (CPUC),
California Department of Health Care Services, 2019

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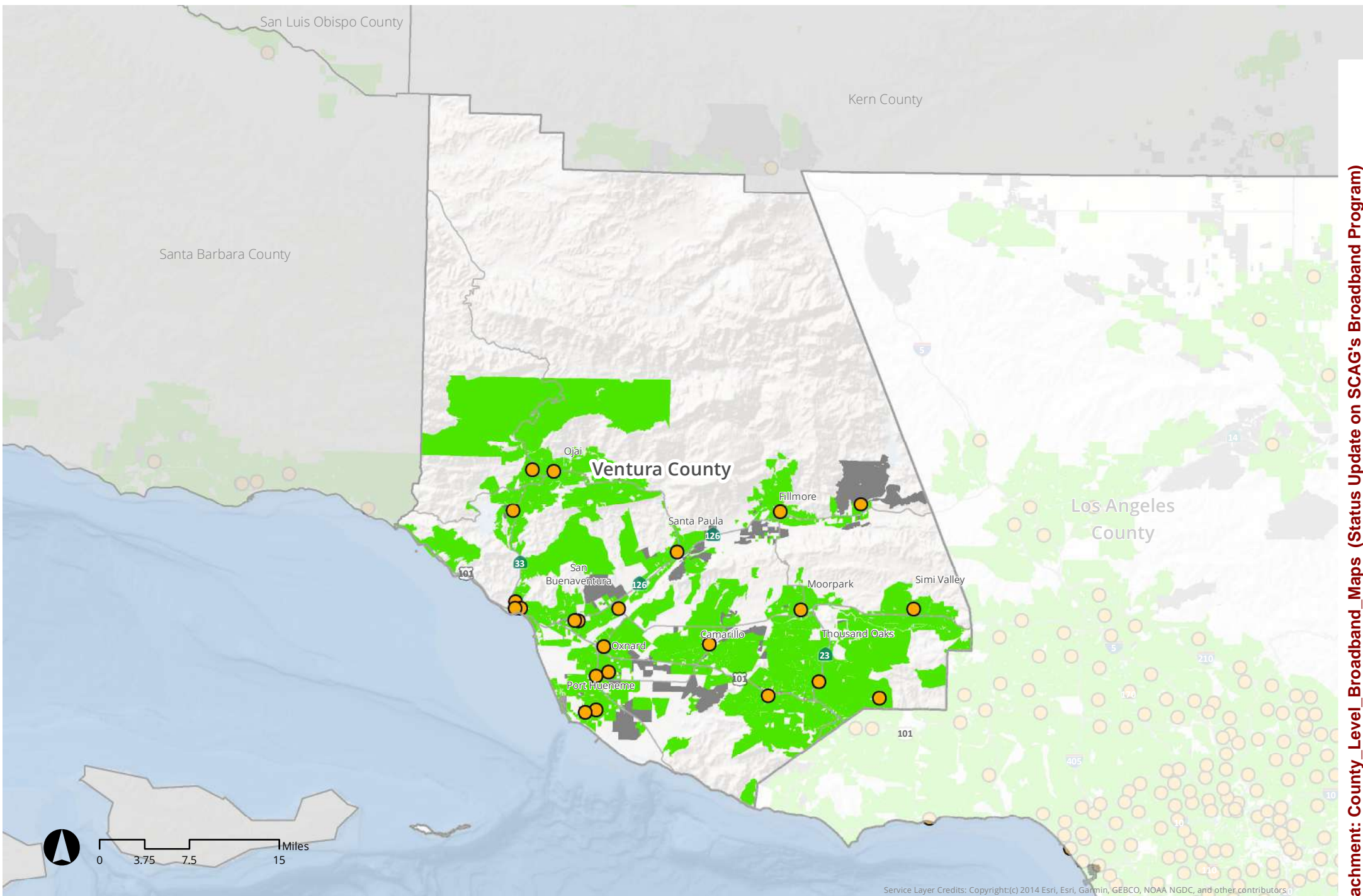
Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Community Anchor Institution - Libraries for San Bernardino County

- Libraries
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019



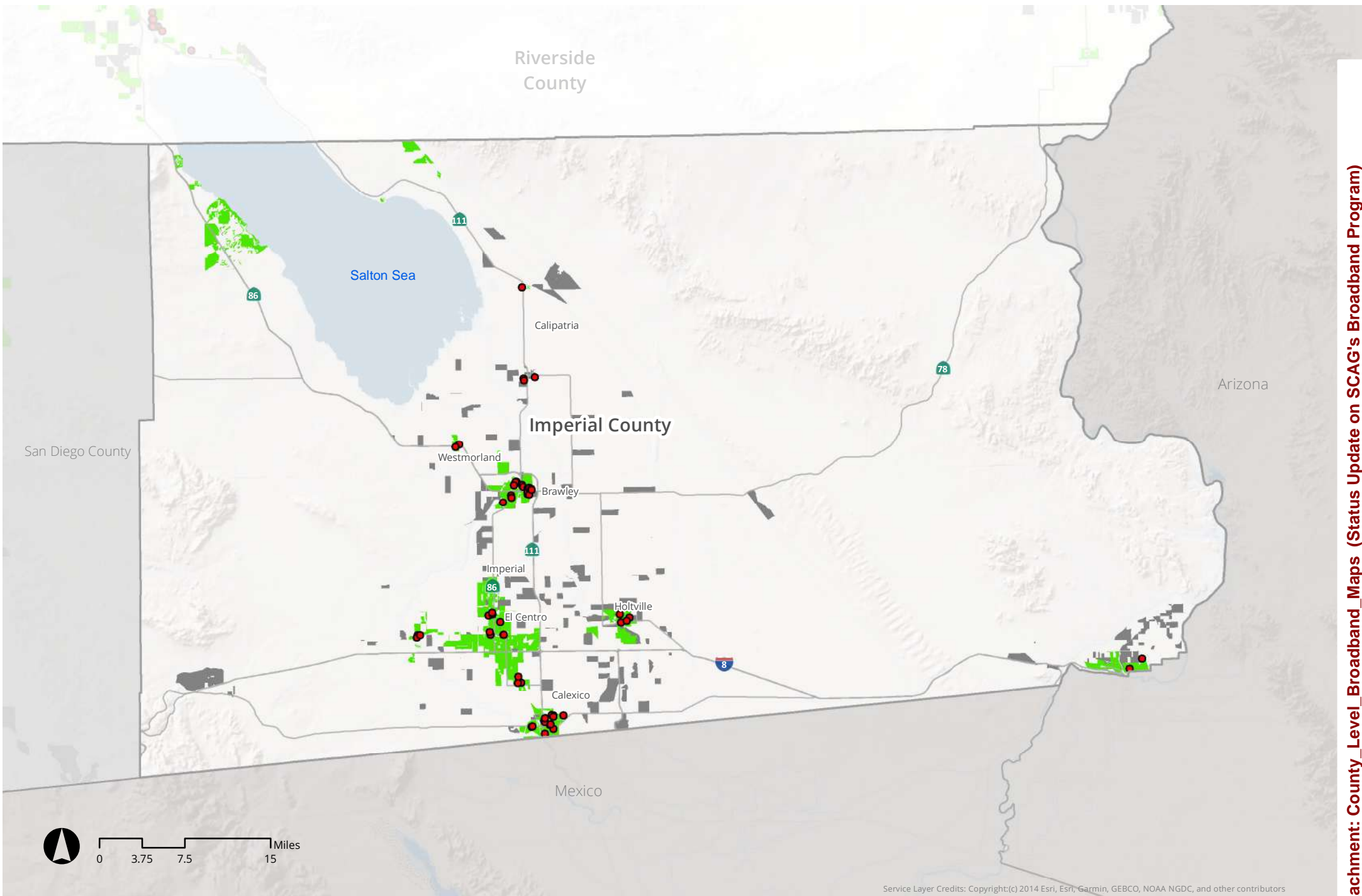
Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

- Libraries
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Community Anchor Institution - Libraries for Ventura County



Source: California Public Utilities Commission (CPUC),
California Department of Health Care Services, 2019



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

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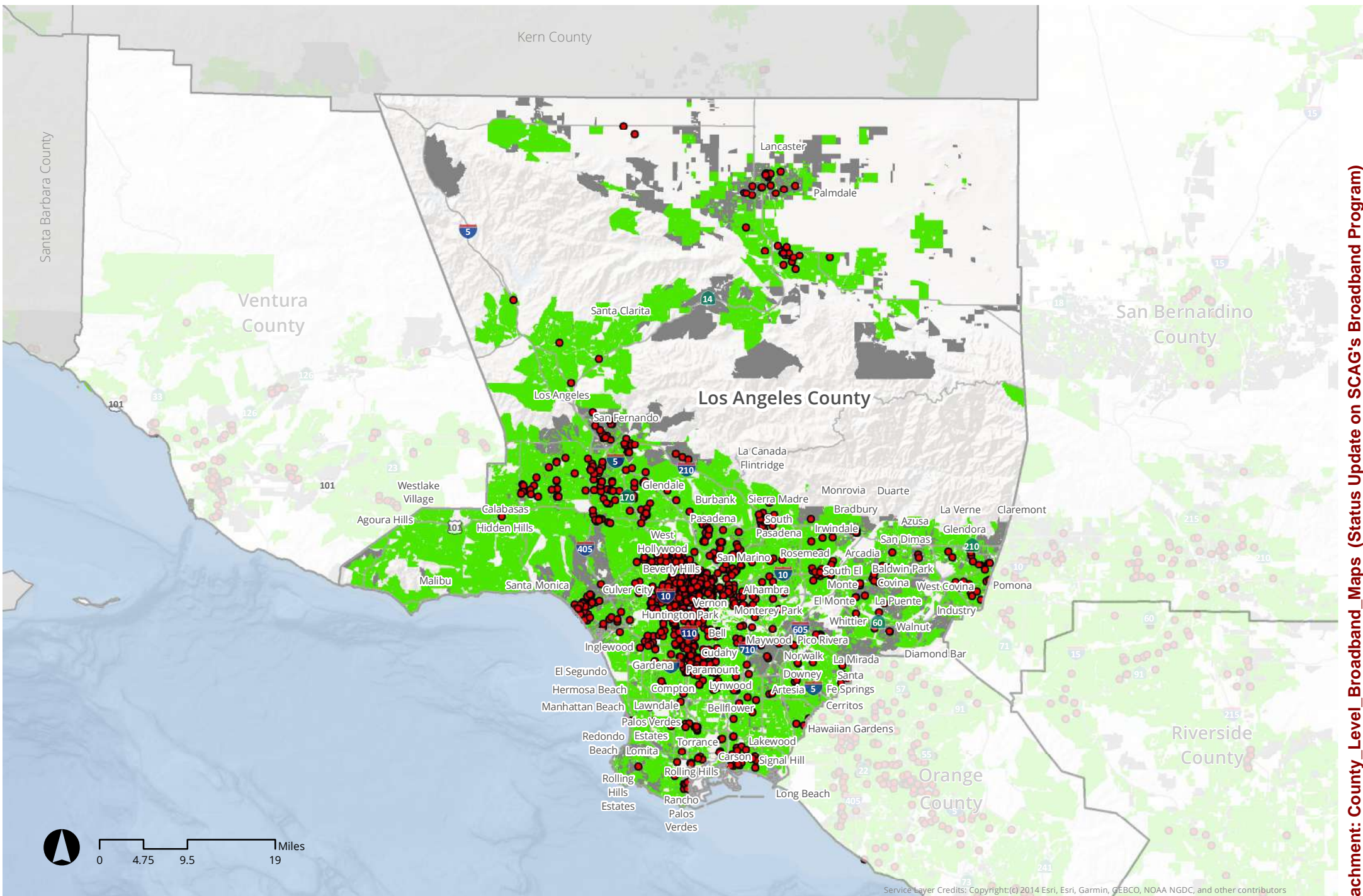
- Public-Subsidized Housings
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Public-Subsidized Housings for Imperial County



Source: California Public Utilities Commission (CPUC),
California Tax Credit Allocation Committee (TCAC)

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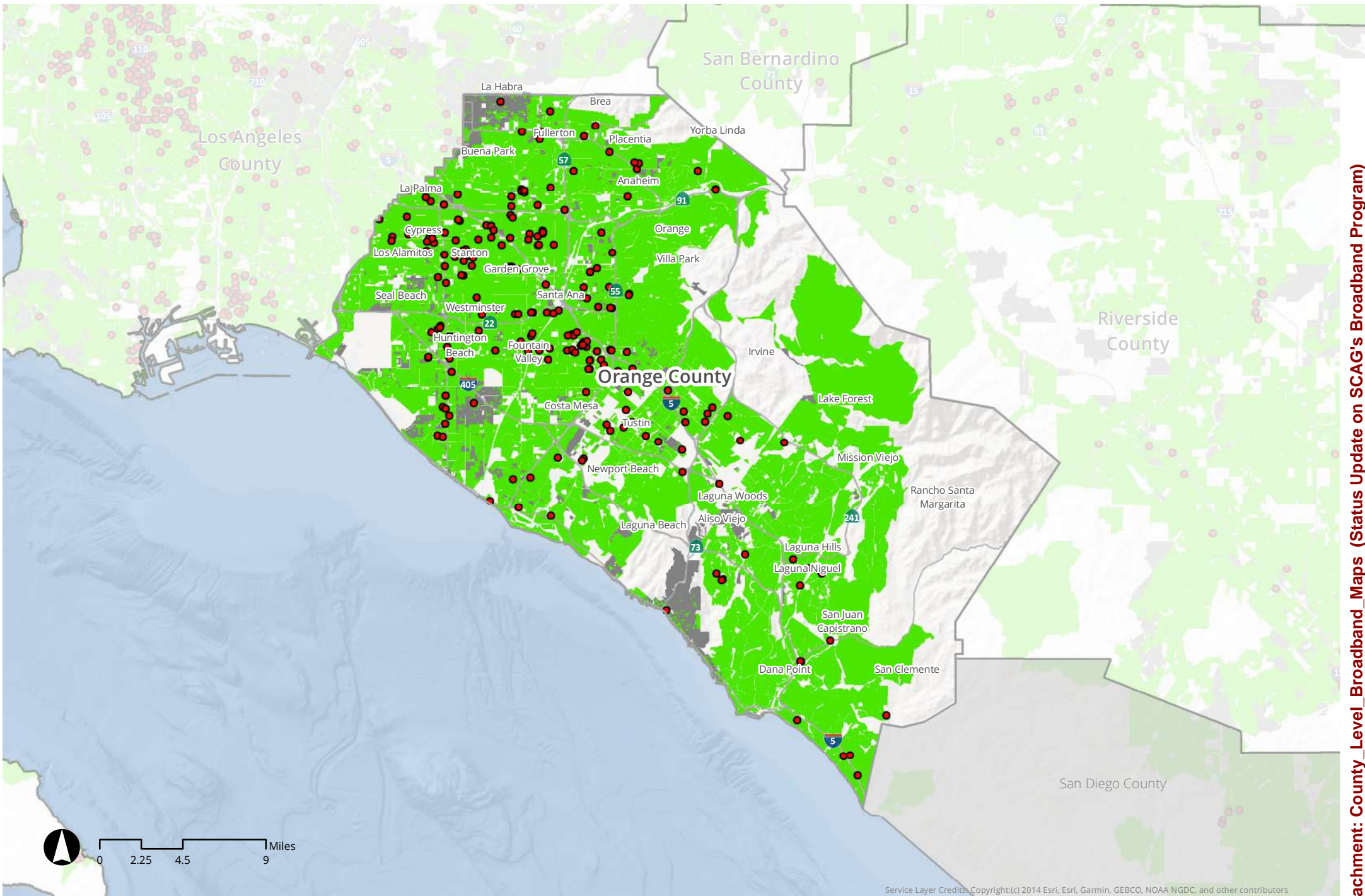
Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

- Public-Subsidized Housings
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Public-Subsidized Housings for Los Angeles County



Source: California Public Utilities Commission (CPUC), California Tax Credit Allocation Committee (TCAC)



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

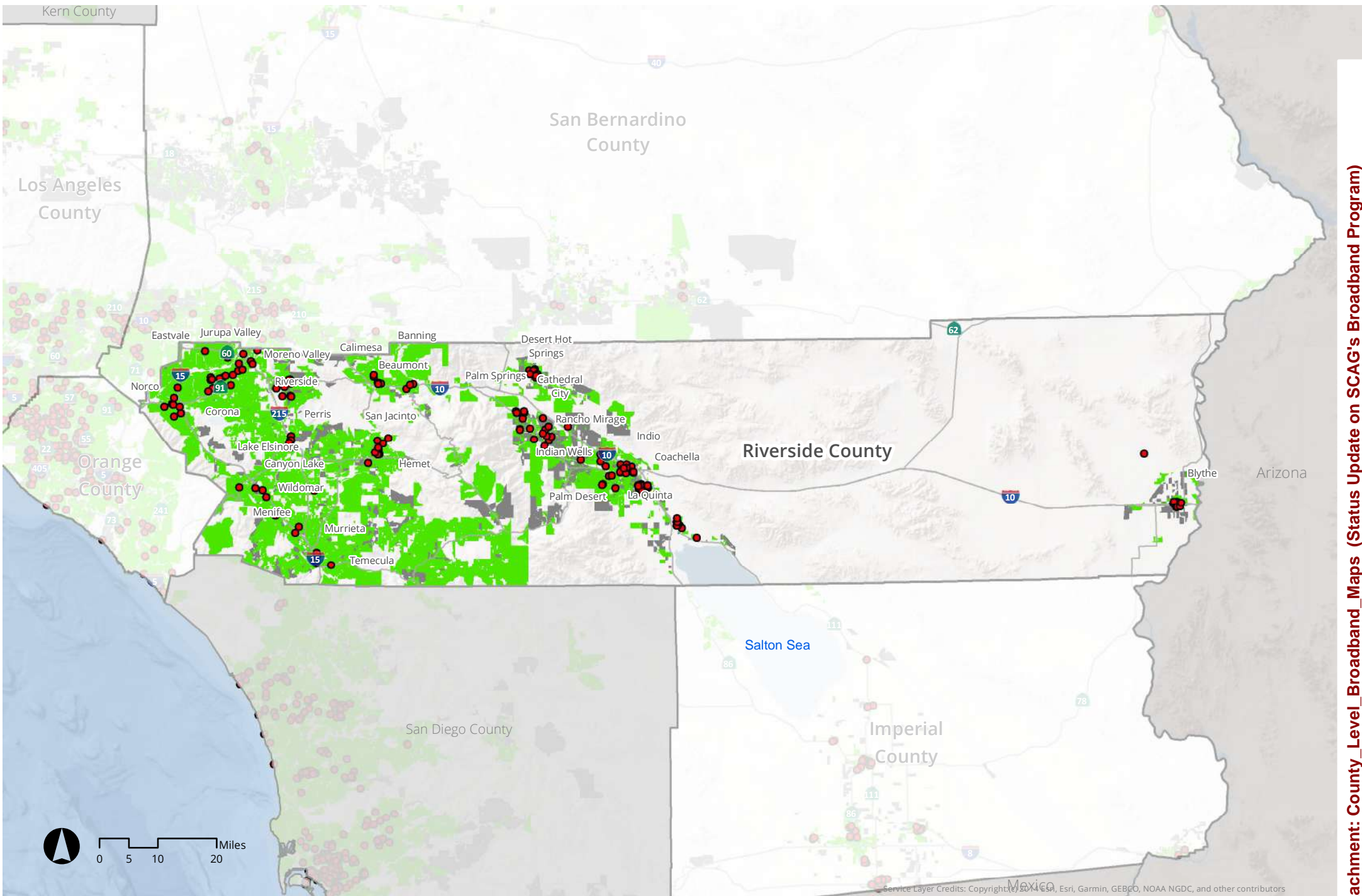
- Public-Subsidized Housings
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Public-Subsidized Housings for Orange County



Source: California Public Utilities Commission (CPUC), California Tax Credit Allocation Committee (TCAC)

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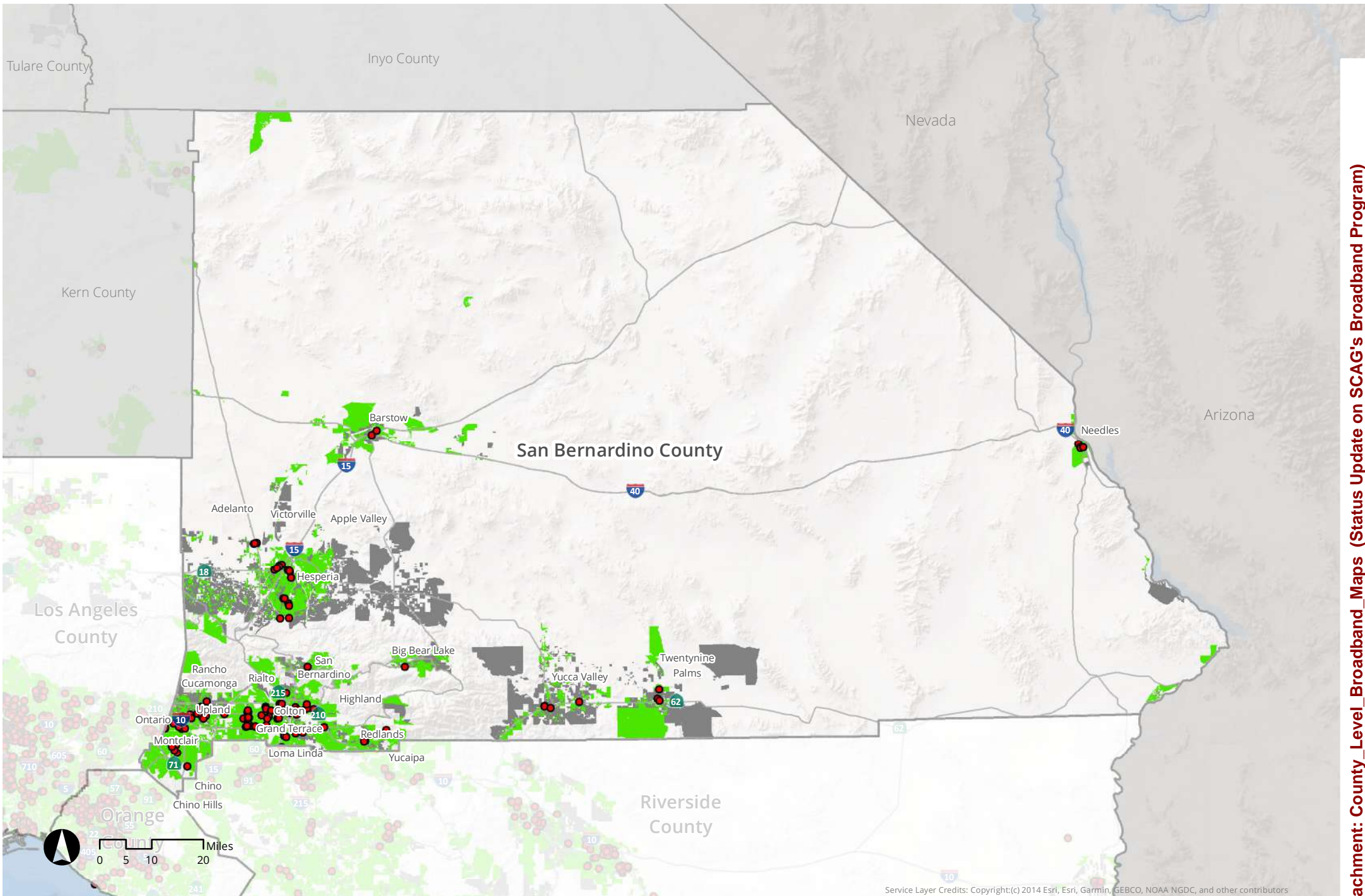
Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

- Public-Subsidized Housings
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Public-Subsidized Housings for Riverside County



Source: California Public Utilities Commission (CPUC), California Tax Credit Allocation Committee (TCAC)

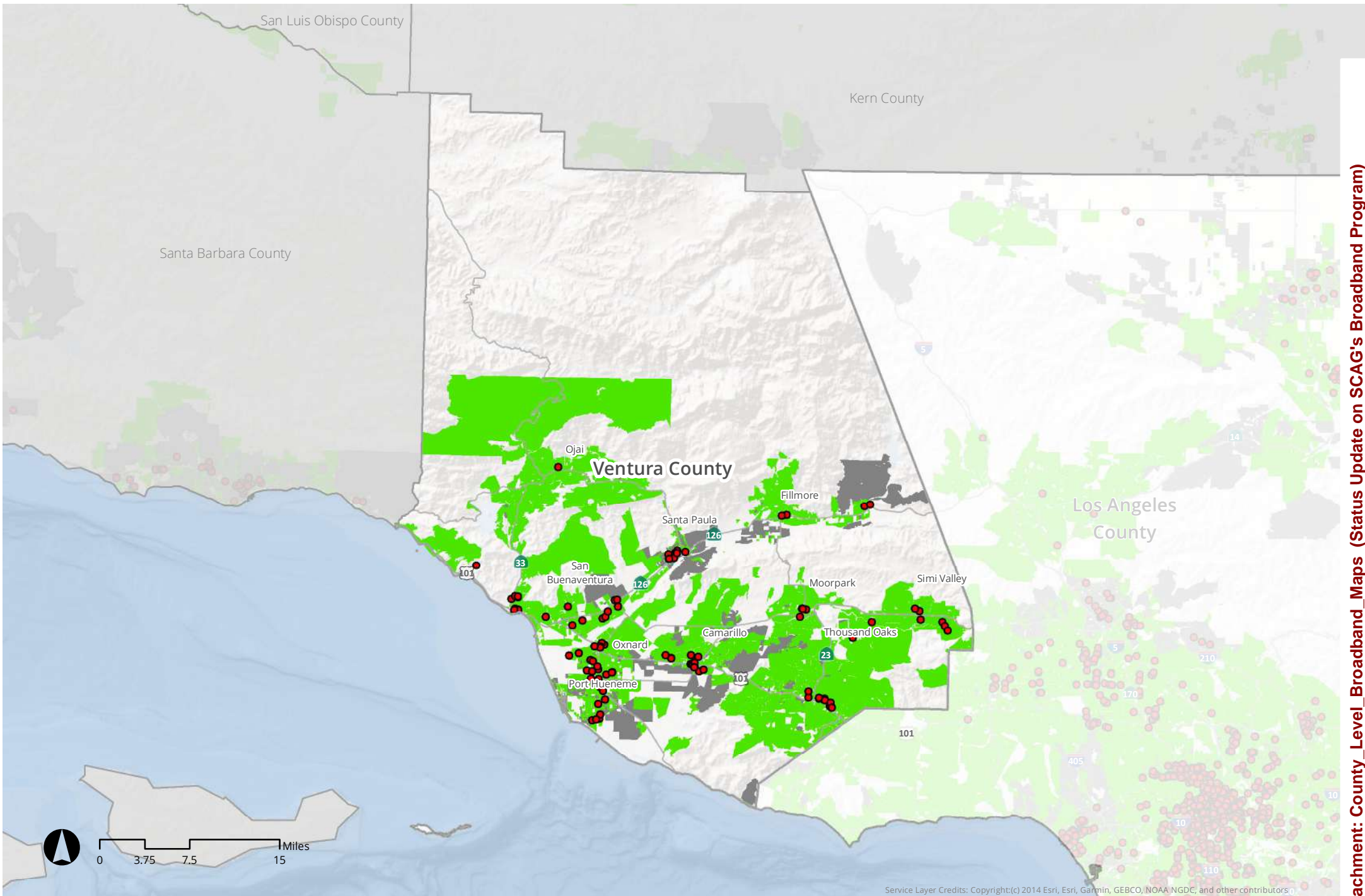


- Public-Subsidized Housings
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Public-Subsidized Housings for San Bernardino County



Source: California Public Utilities Commission (CPUC), California Tax Credit Allocation Committee (TCAC)



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

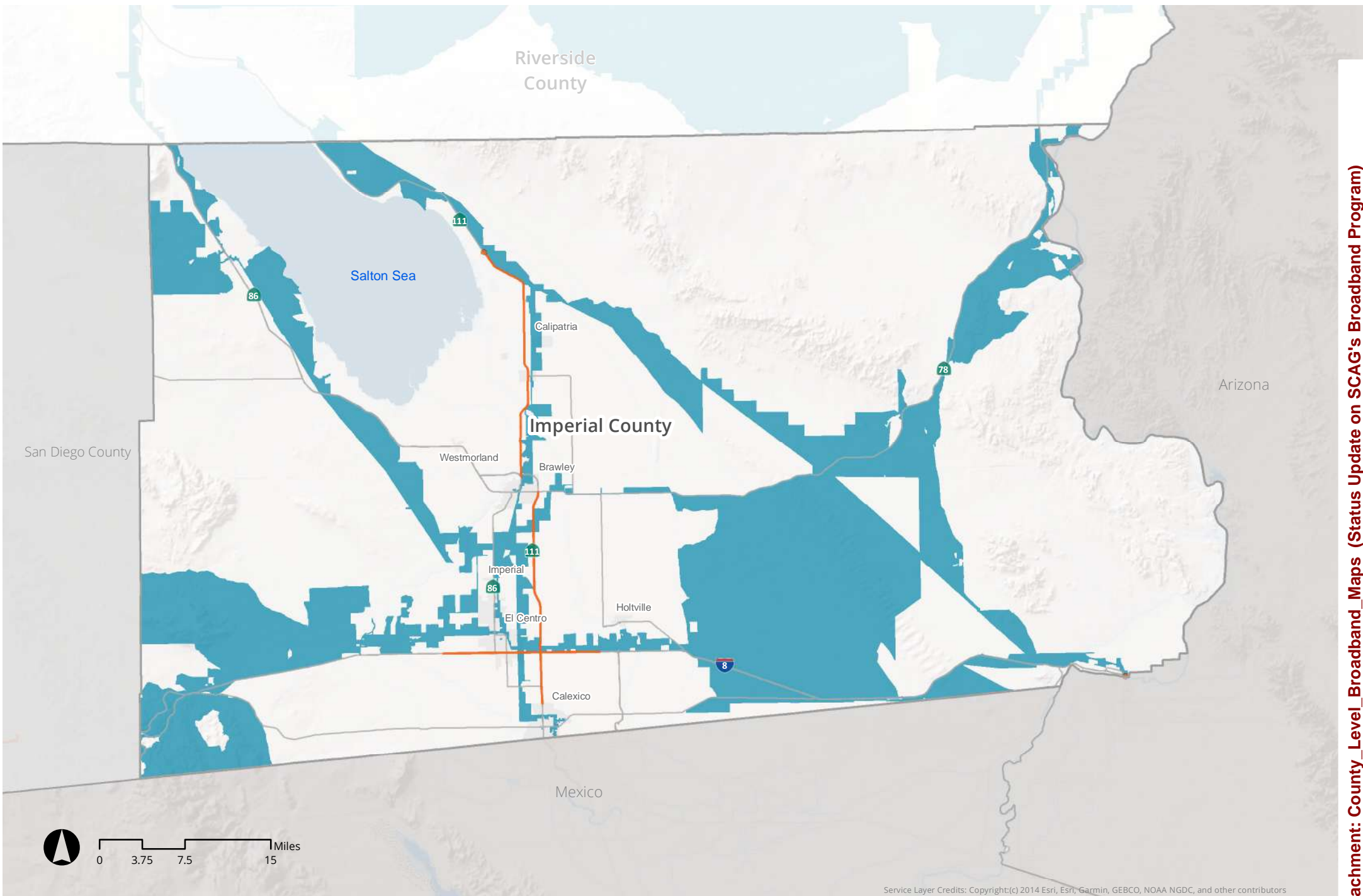
- Public-Subsidized Housings
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Public-Subsidized Housings for Ventura County



Source: California Public Utilities Commission (CPUC), California Tax Credit Allocation Committee (TCAC)

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

Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

- Fiber Presence
- SHOPP Projects (Points)
- SHOPP Projects (Lines)

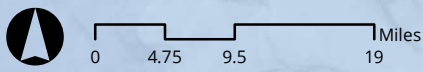
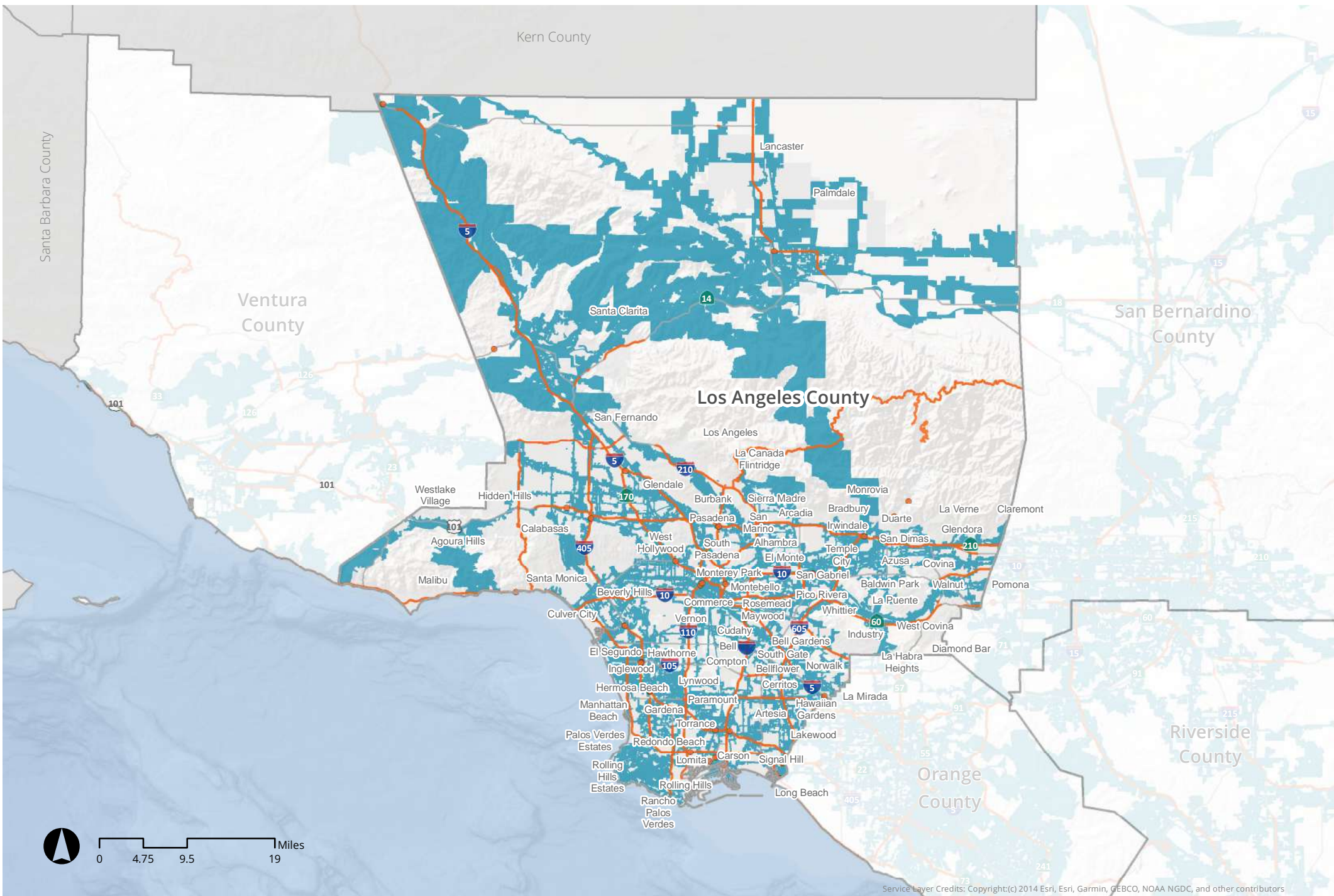
Fiber Presence by Census Block for Imperial County



Source: California Public Utilities Commission (CPUC),

Packet Pg. 313

Note: Census blocks highlighted on this map contain broadband line infrastructure within their boundaries. The data does not indicate the precise location of lines, only that fiber lines are present somewhere within the Census block area.



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

Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

- Fiber Presence
- SHOPP Projects (Points)
- SHOPP Projects (Lines)

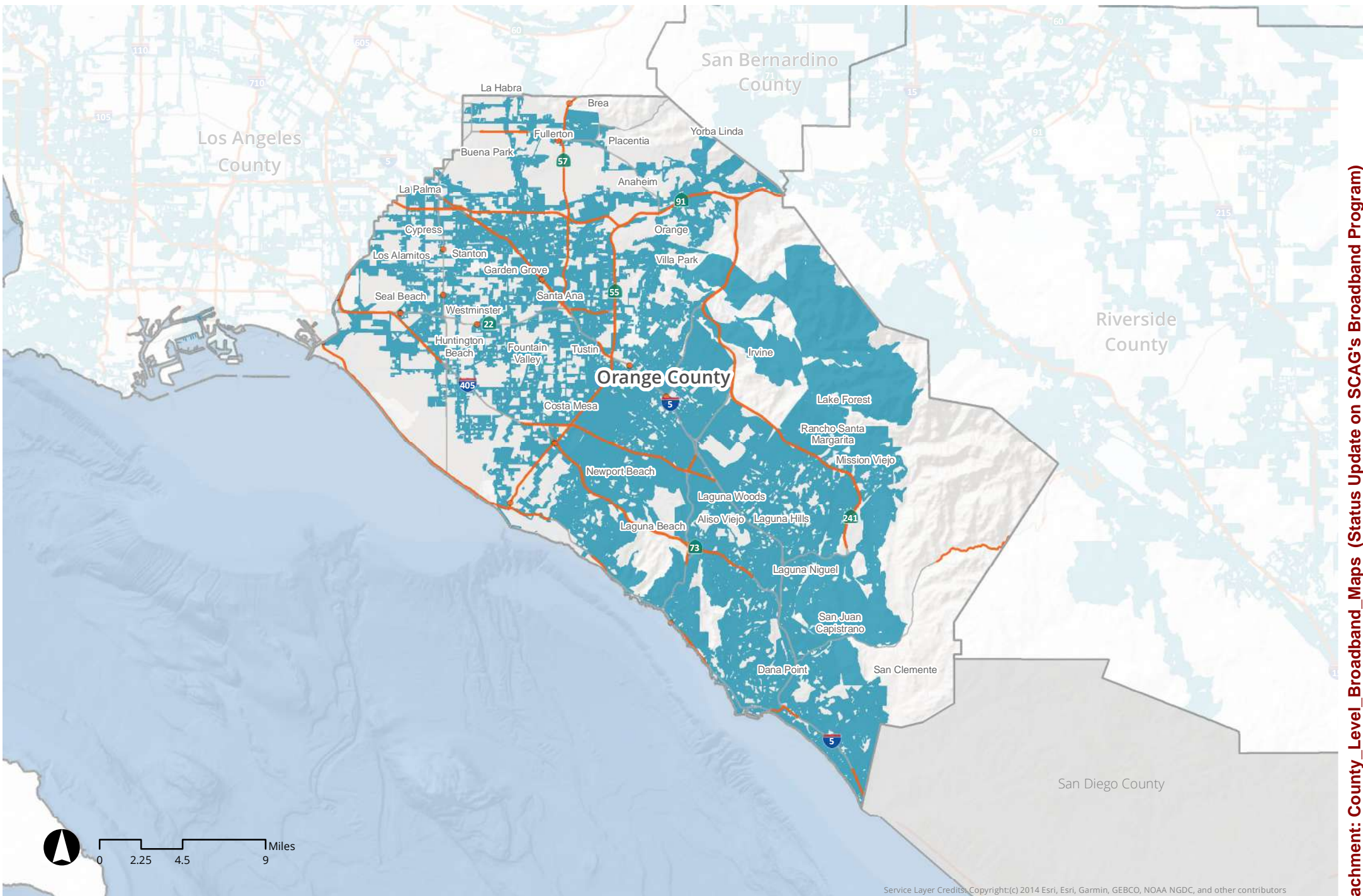
Fiber Presence by Census Block for Los Angeles County

Note: Census blocks highlighted on this map contain broadband line infrastructure within their boundaries. The data does not indicate the precise location of lines, only that fiber lines are present somewhere within the Census block area.

Source: California Public Utilities Commission (CPUC),



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

Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

- Fiber Presence
- SHOPP Projects (Points)
- SHOPP Projects (Lines)

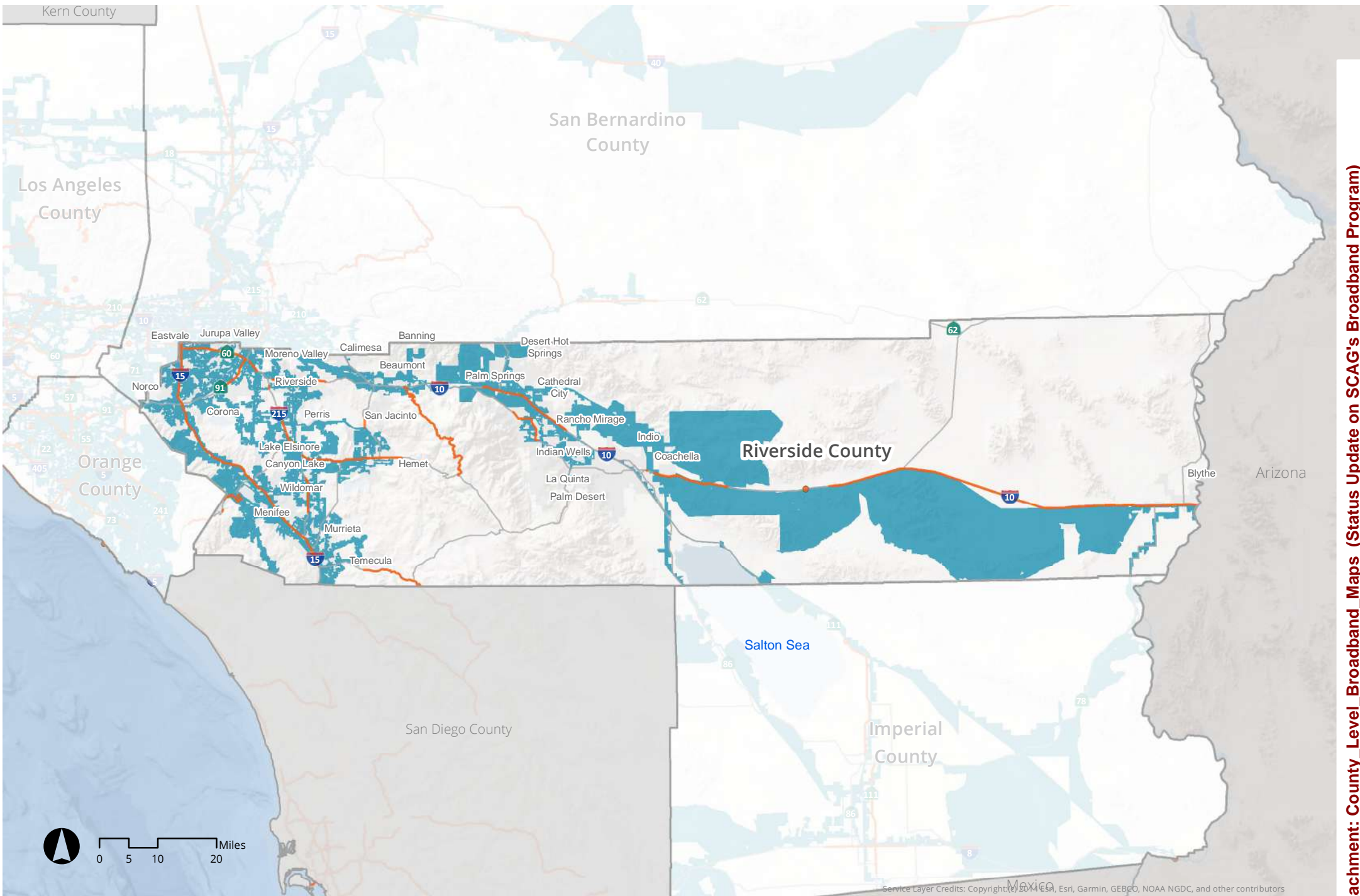
Fiber Presence by Census Block for Orange County



Source: California Public Utilities Commission (CPUC),

Packet Pg. 315

Note: Census blocks highlighted on this map contain broadband line infrastructure within their boundaries. The data does not indicate the precise location of lines, only that fiber lines are present somewhere within the Census block area.



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

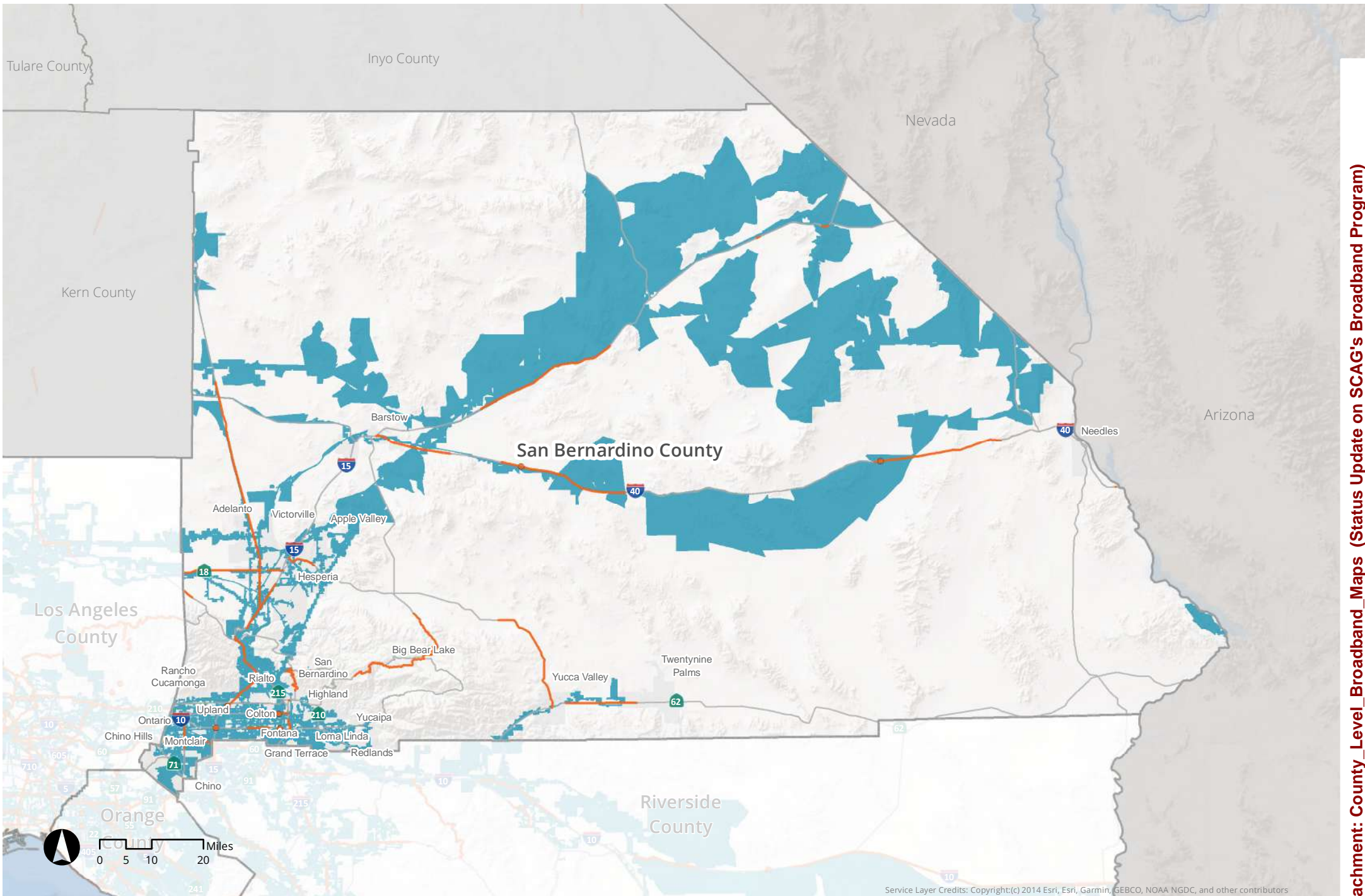
- Fiber Presence
- SHOPP Projects (Points)
- SHOPP Projects (Lines)

Fiber Presence by Census Block for Riverside County

Note: Census blocks highlighted on this map contain broadband line infrastructure within their boundaries. The data does not indicate the precise location of lines, only that fiber lines are present somewhere within the Census block area.

Source: California Public Utilities Commission (CPUC),





Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

- Fiber Presence
- SHOPP Projects (Points)
- SHOPP Projects (Lines)

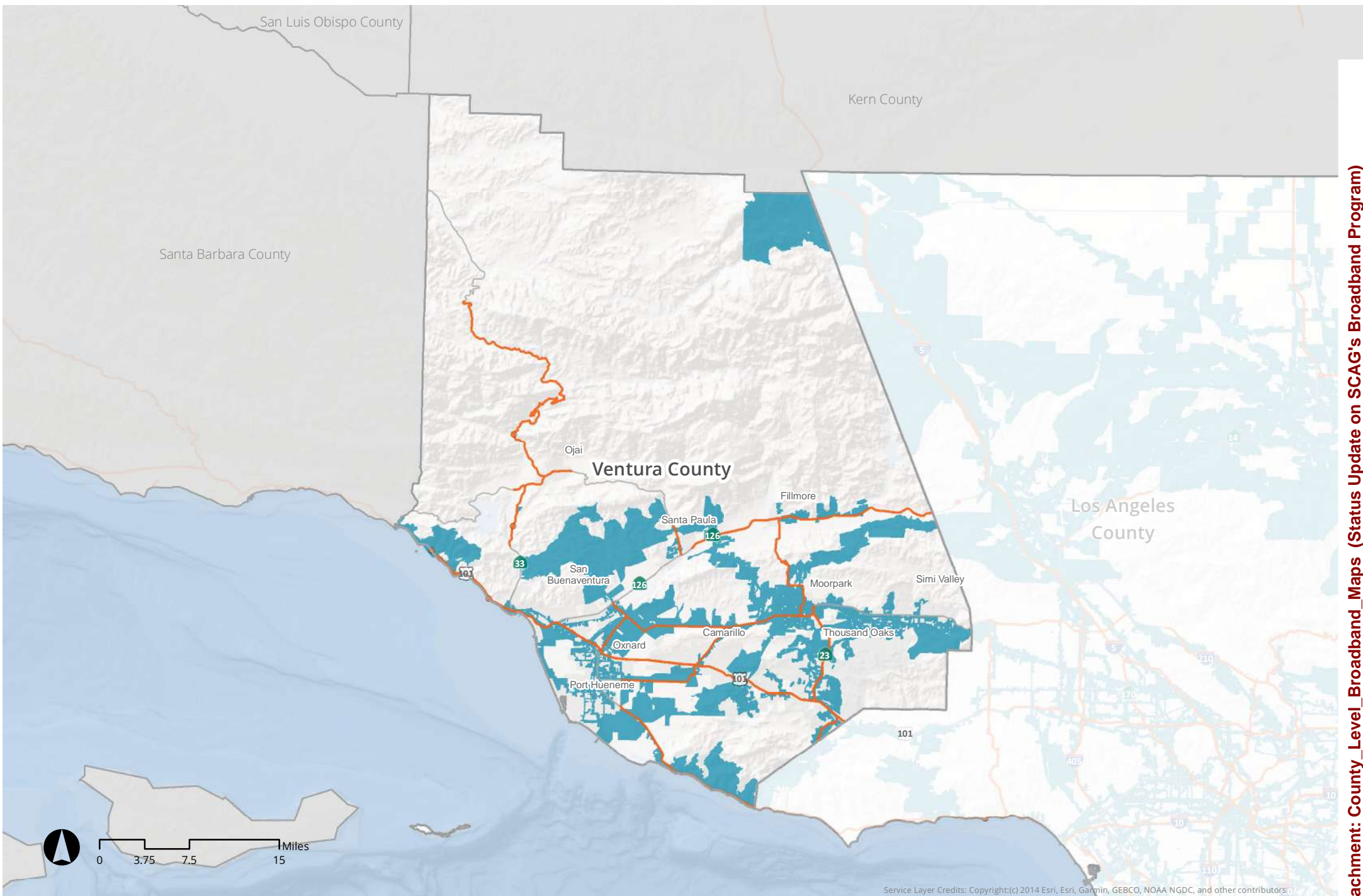
Fiber Presence by Census Block for San Bernardino County



Source: California Public Utilities Commission (CPUC),

Note: Census blocks highlighted on this map contain broadband line infrastructure within their boundaries. The data does not indicate the precise location of lines, only that fiber lines are present somewhere within the Census block area.

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Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

- Fiber Presence
- SHOPP Projects (Points)
- SHOPP Projects (Lines)

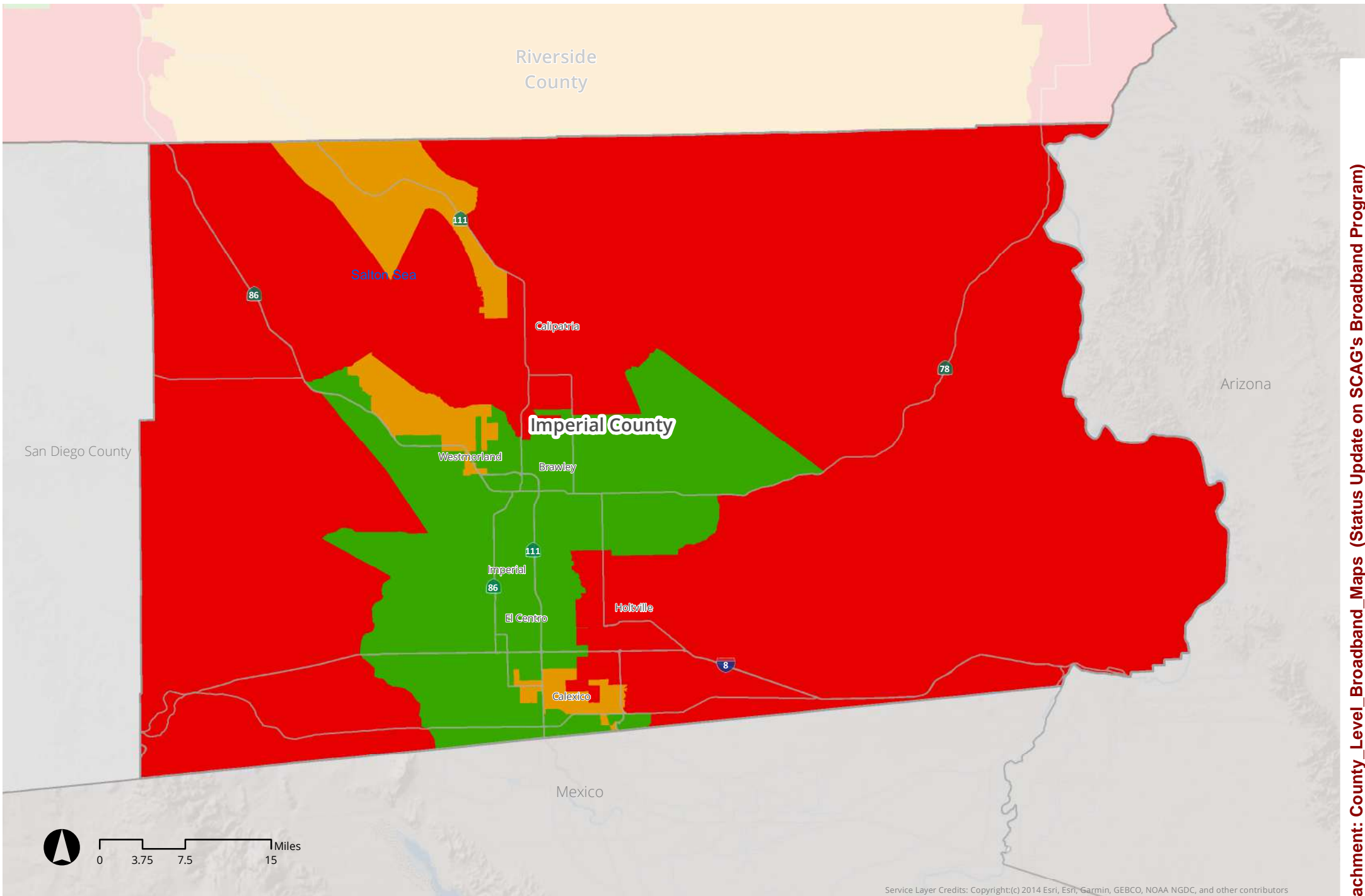
Fiber Presence by Census Block for Ventura County



Source: California Public Utilities Commission (CPUC),

Packet Pg. 318

Note: Census blocks highlighted on this map contain broadband line infrastructure within their boundaries. The data does not indicate the precise location of lines, only that fiber lines are present somewhere within the Census block area.



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Download/Upload Speeds in Mbps

- Down 25+ / Up 3+
- Down 1-25 / Up 3+
- Down 1-25 / Up 0-3
- No Data

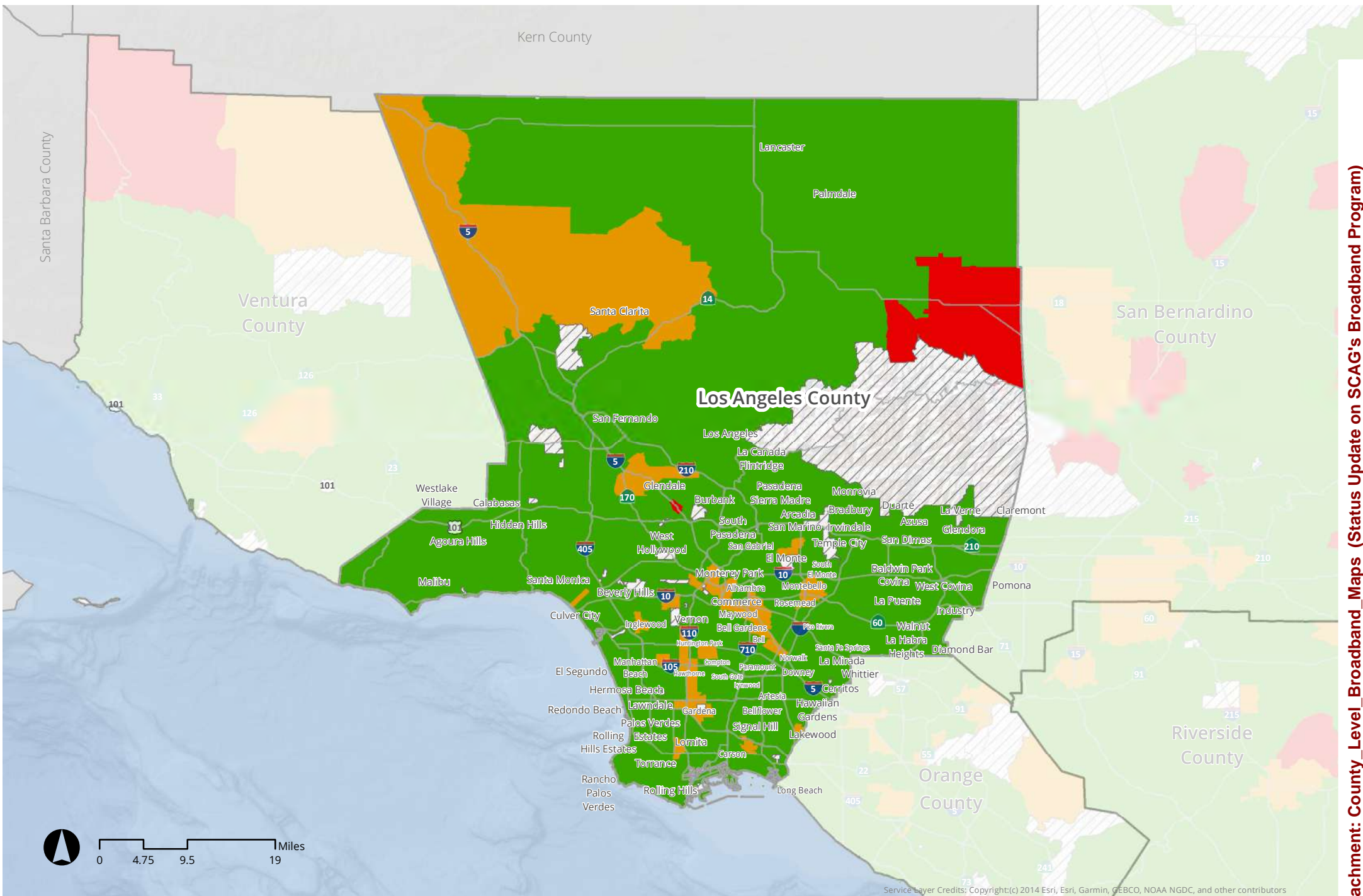
Note: Federal threshold is 25 Mbps download and 3 Mbps upload speeds.

Broadband Speed Test Map by Zip Code for Imperial County



Source: M-Lab speed

Packet Pg. 319



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Download/Upload Speeds in Mbps

- Down 25+ / Up 3+
- Down 1-25 / Up 3+
- Down 1-25 / Up 0-3
- No Data

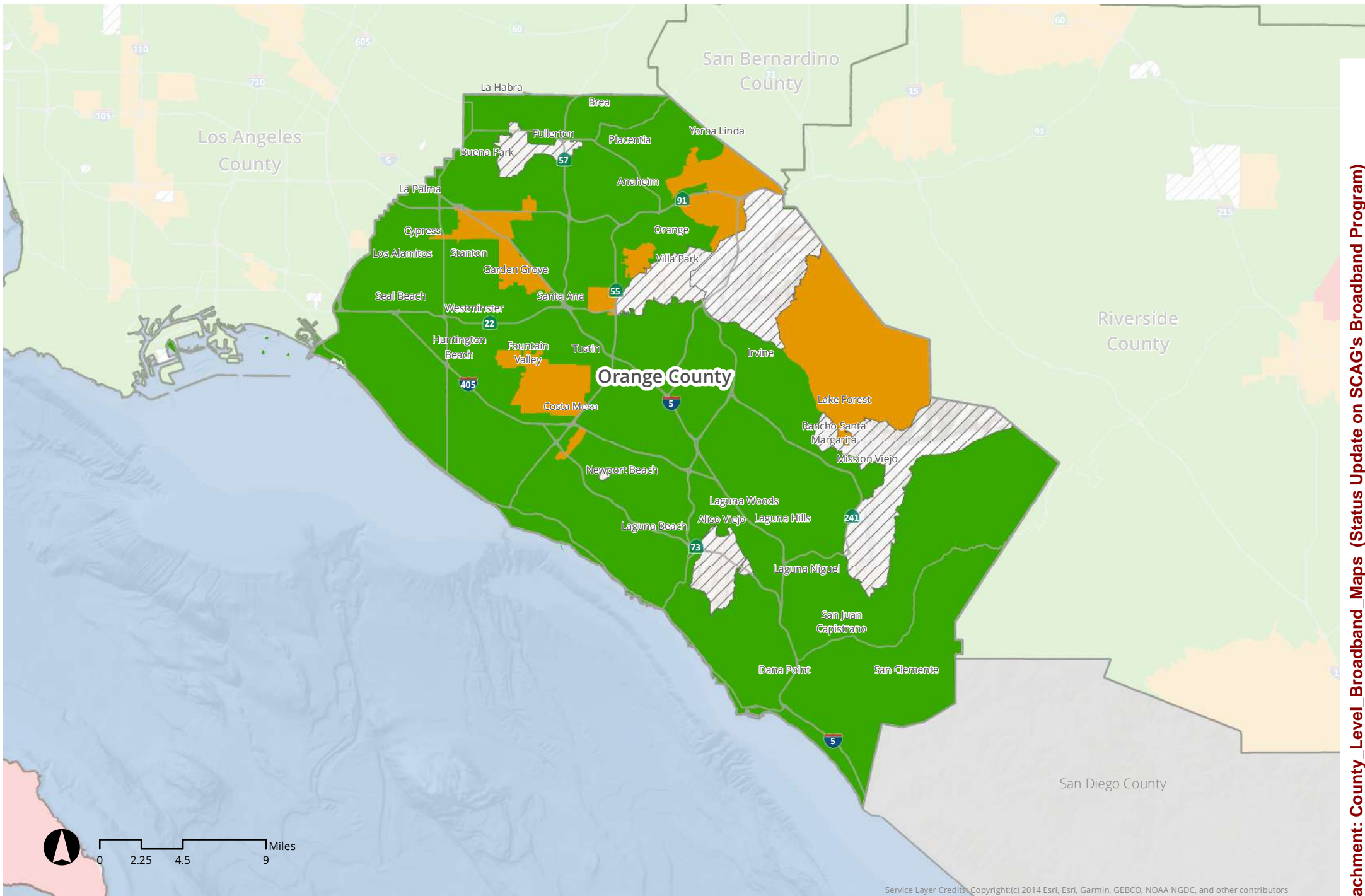
Note: Federal threshold is 25 Mbps download and 3 Mbps upload speeds.

Broadband Speed Test Map by Zip Code for Los Angeles County



Source: M-Lab speed

Packet Pg. 320



Download/Upload Speeds in Mbps

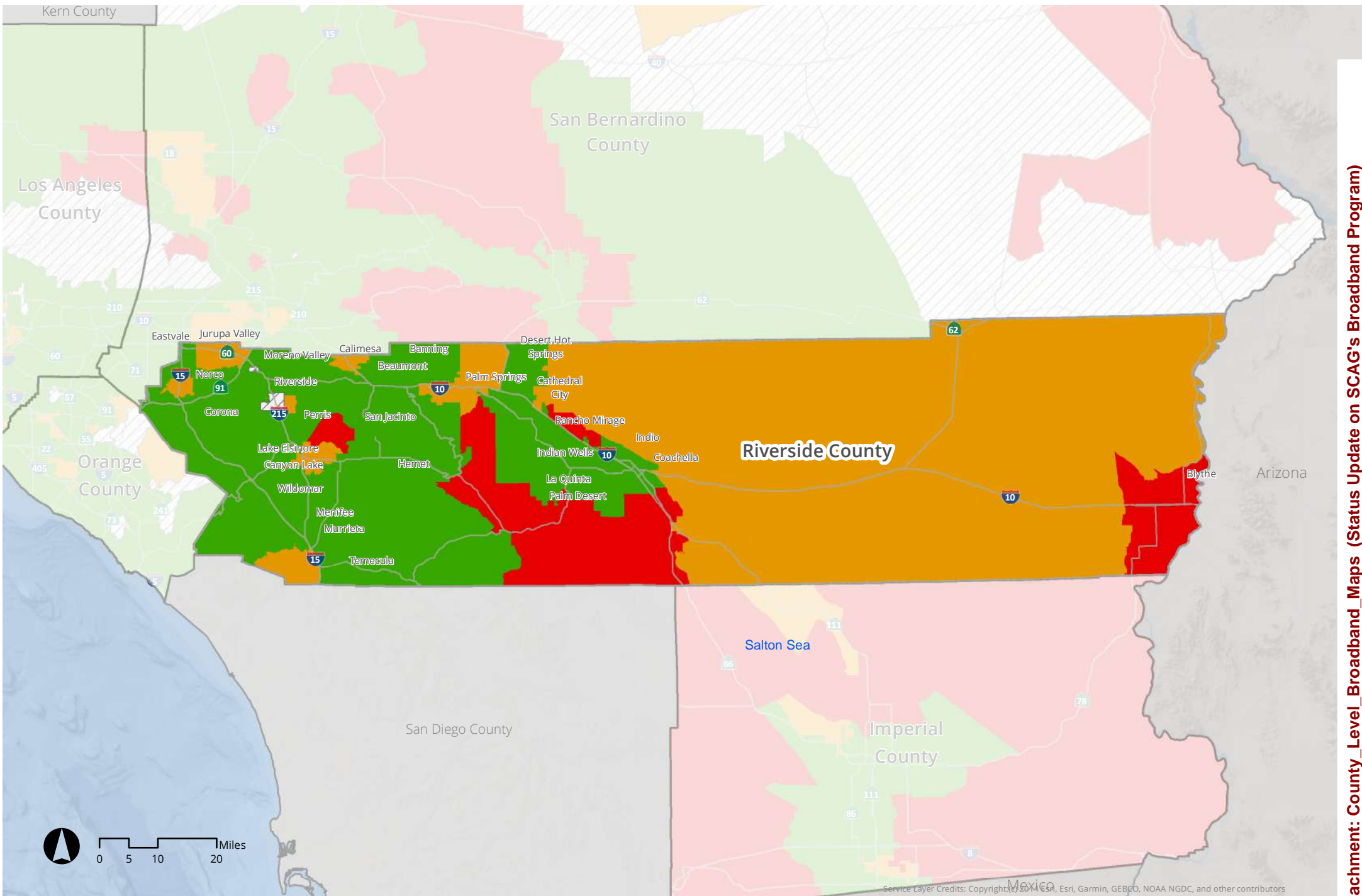
- Down 25+ / Up 3+
- Down 1-25 / Up 3+
- Down 1-25 / Up 0-3
- No Data

Note: Federal threshold is 25 Mbps download and 3 Mbps upload speeds.

Broadband Speed Test Map by Zip Code for Orange County



Source: M-Lab speed



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Download/Upload Speeds in Mbps

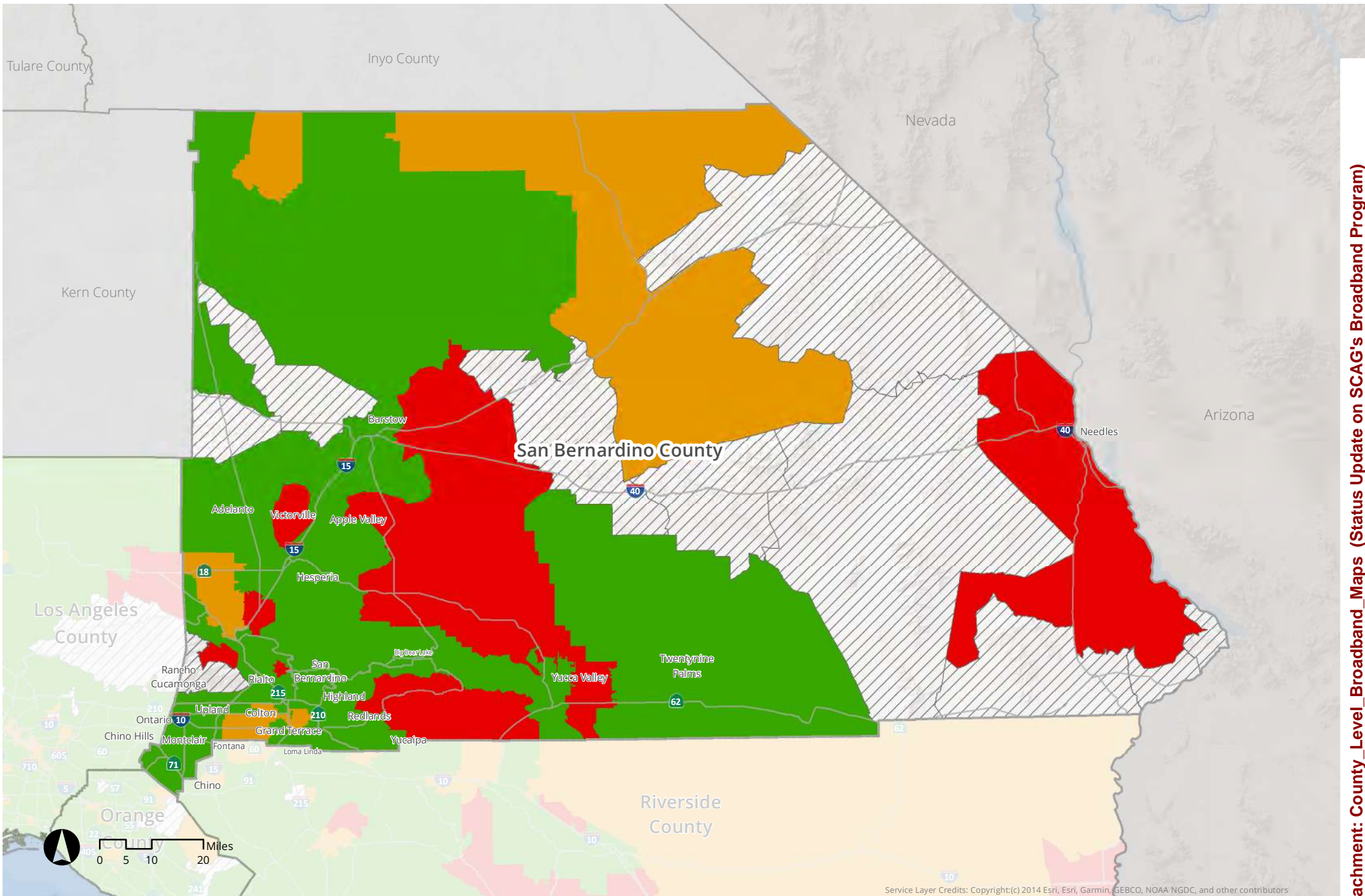
- Down 25+ / Up 3+
- Down 1-25 / Up 3+
- Down 1-25 / Up 0-3
- No Data

Note: Federal threshold is 25 Mbps download and 3 Mbps upload speeds.

Broadband Speed Test Map by Zip Code for Riverside County



Source: M-Lab speed



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Download/Upload Speeds in Mbps

- Down 25+ / Up 3+
- Down 1-25 / Up 3+
- Down 1-25 / Up 0-3
- No Data

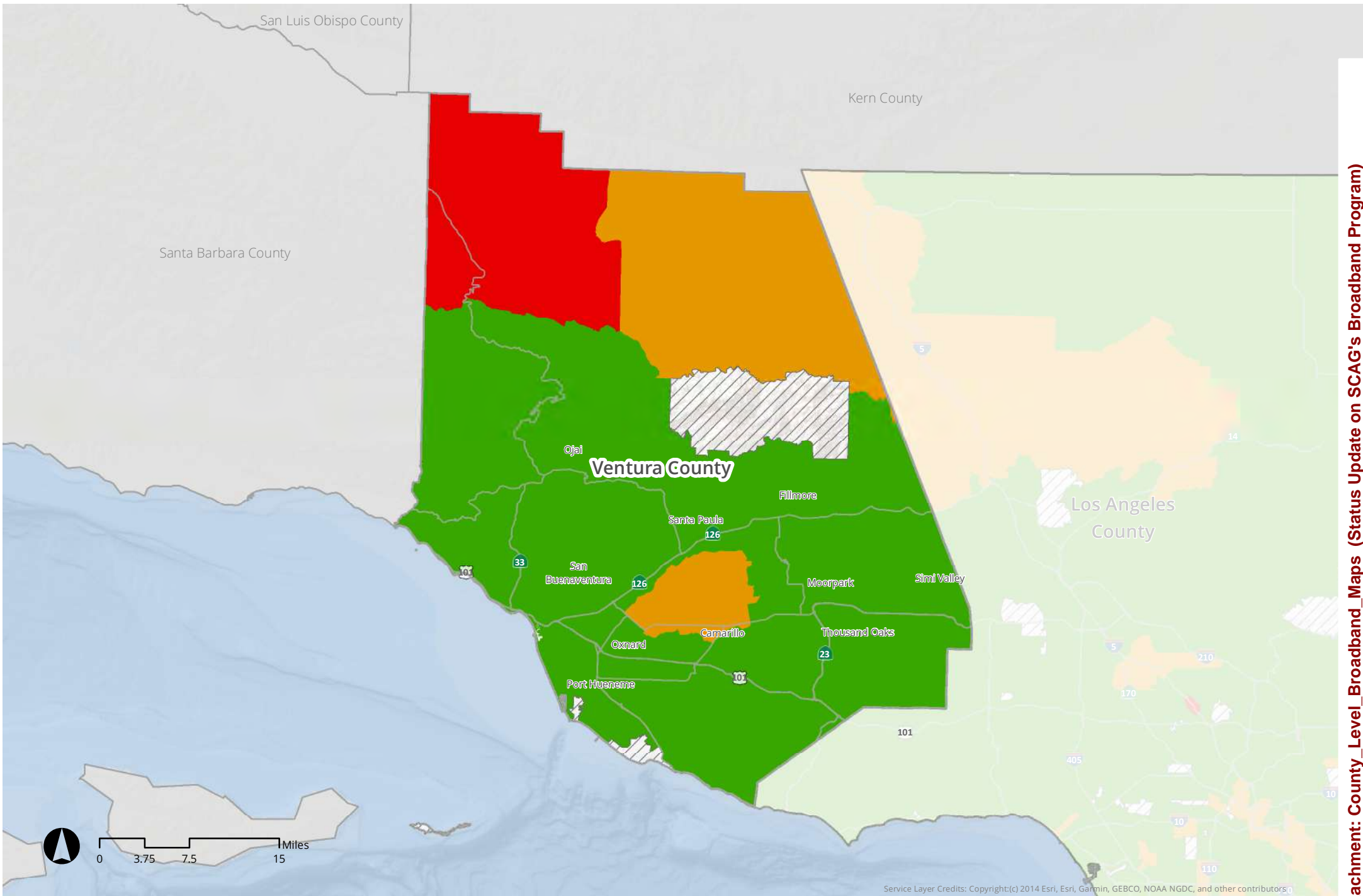
Note: Federal threshold is 25 Mbps download and 3 Mbps upload speeds.

Broadband Speed Test Map by Zip Code for San Bernardino County



Source: M-Lab speed

Packet Pg. 323



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Download/Upload Speeds in Mbps

- Down 25+ / Up 3+
- Down 1-25 / Up 3+
- Down 1-25 / Up 0-3
- No Data

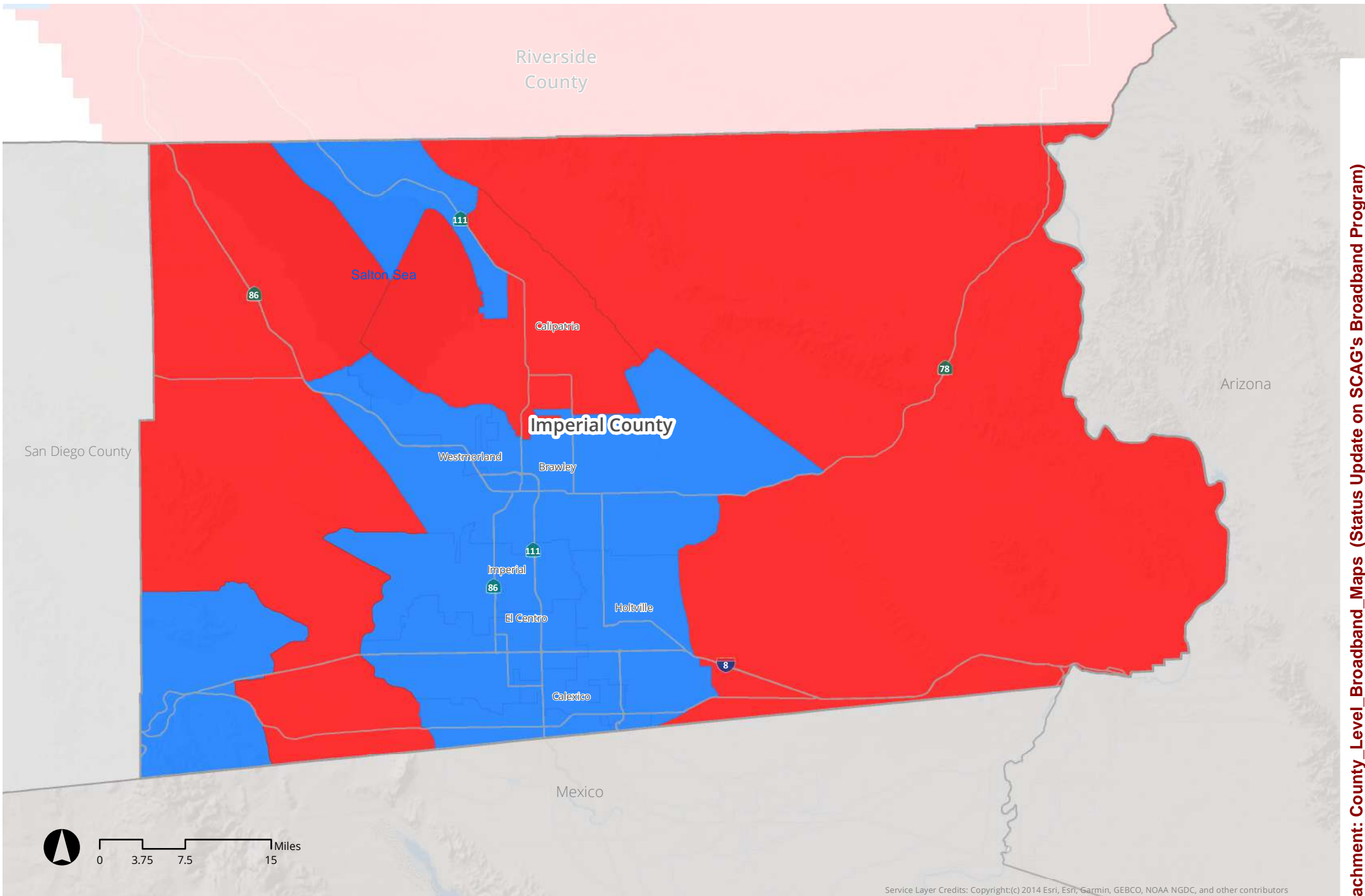
Note: Federal threshold is 25 Mbps download and 3 Mbps upload speeds.

Broadband Speed Test Map by Zip Code for Ventura County



Source: M-Lab speed

Packet Pg. 324



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Broadband Low Cost Plans Available by zipcode

- Available
- Not Available
- No Data

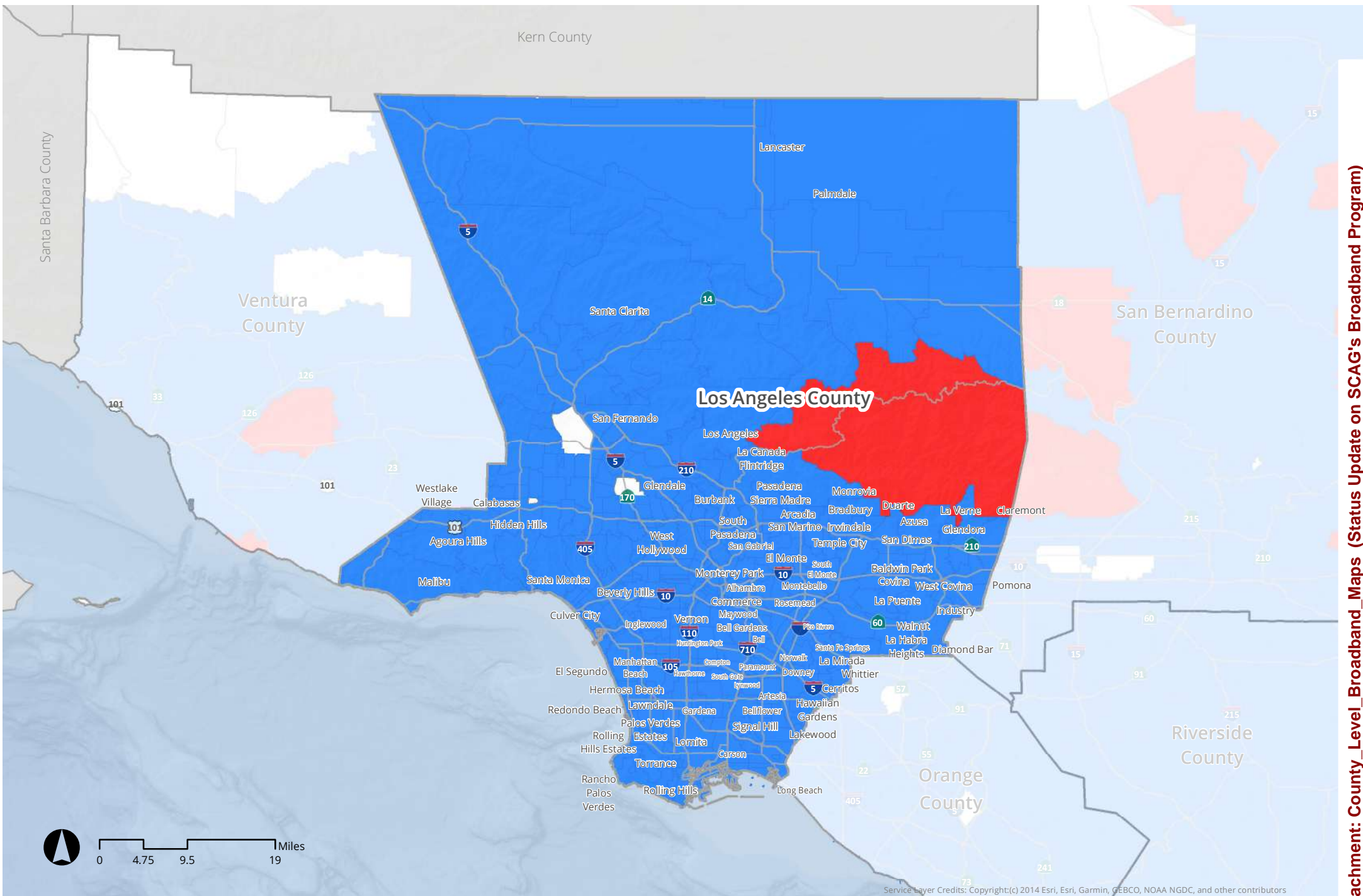
Note: Zipcodes highlighted on this map indicate service areas for ISPs (Spectrum, AT&T, Cox) that offer a low cost plan available for qualifying households it is because the internet service provider is accessible to over 50 percent of residents.

Availability of Low Cost Plans for Qualifying Households in Imperial County



Source: Broad

Packet Pg. 325



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Broadband Low Cost Plans Available by zipcode

- Available
- Not Available
- No Data

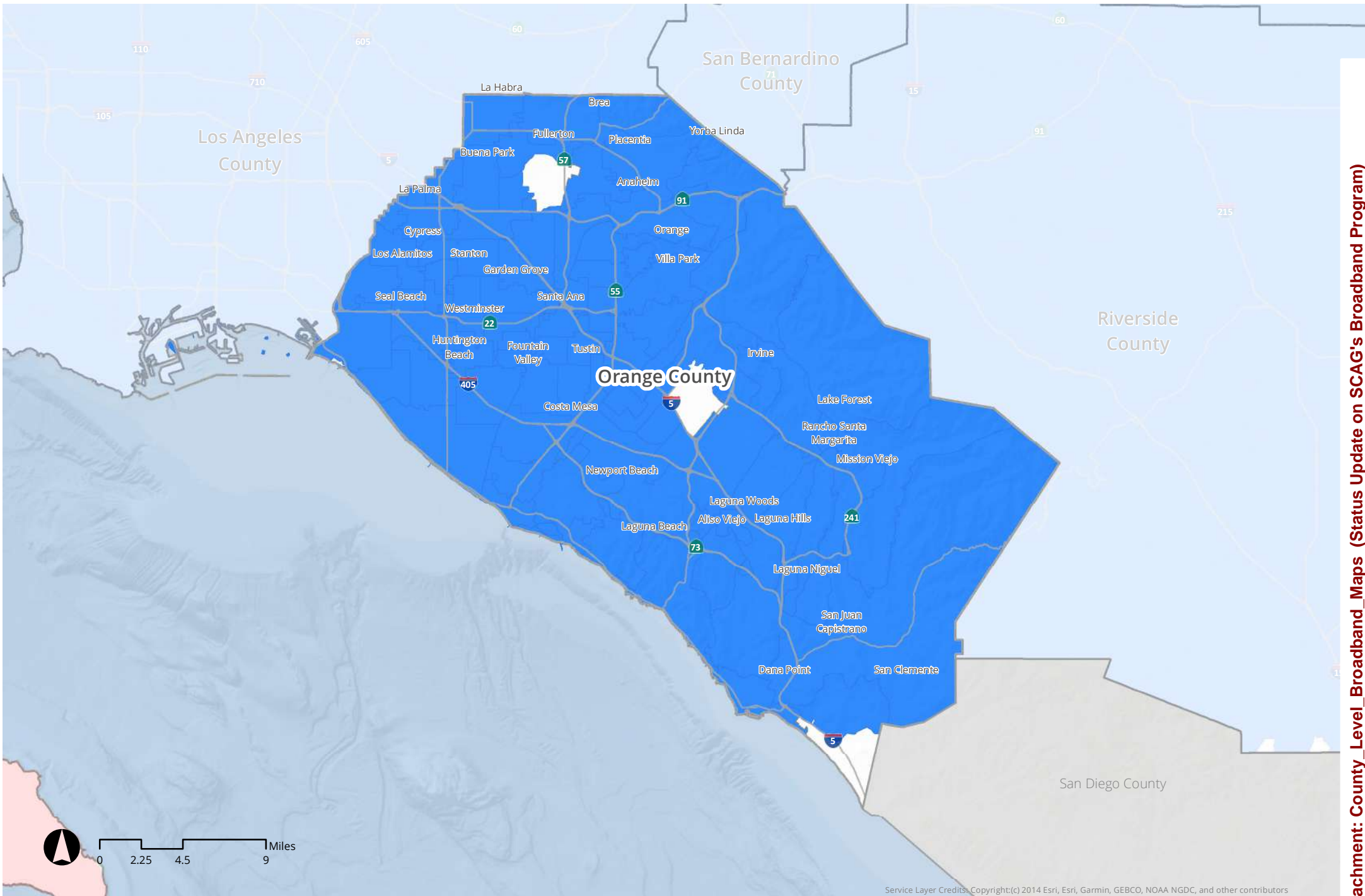
Note: Zipcodes highlighted on this map indicate service areas for ISPs (Spectrum, AT&T, Cox) that offer a low cost plan available for qualifying households if it is because the internet service provider is accessible to over 50 percent of residents.

Availability of Low Cost Plans for Qualifying Households in Los Angeles County



Source: Broad

Packet Pg. 326



Broadband Low Cost Plans Available by zipcode

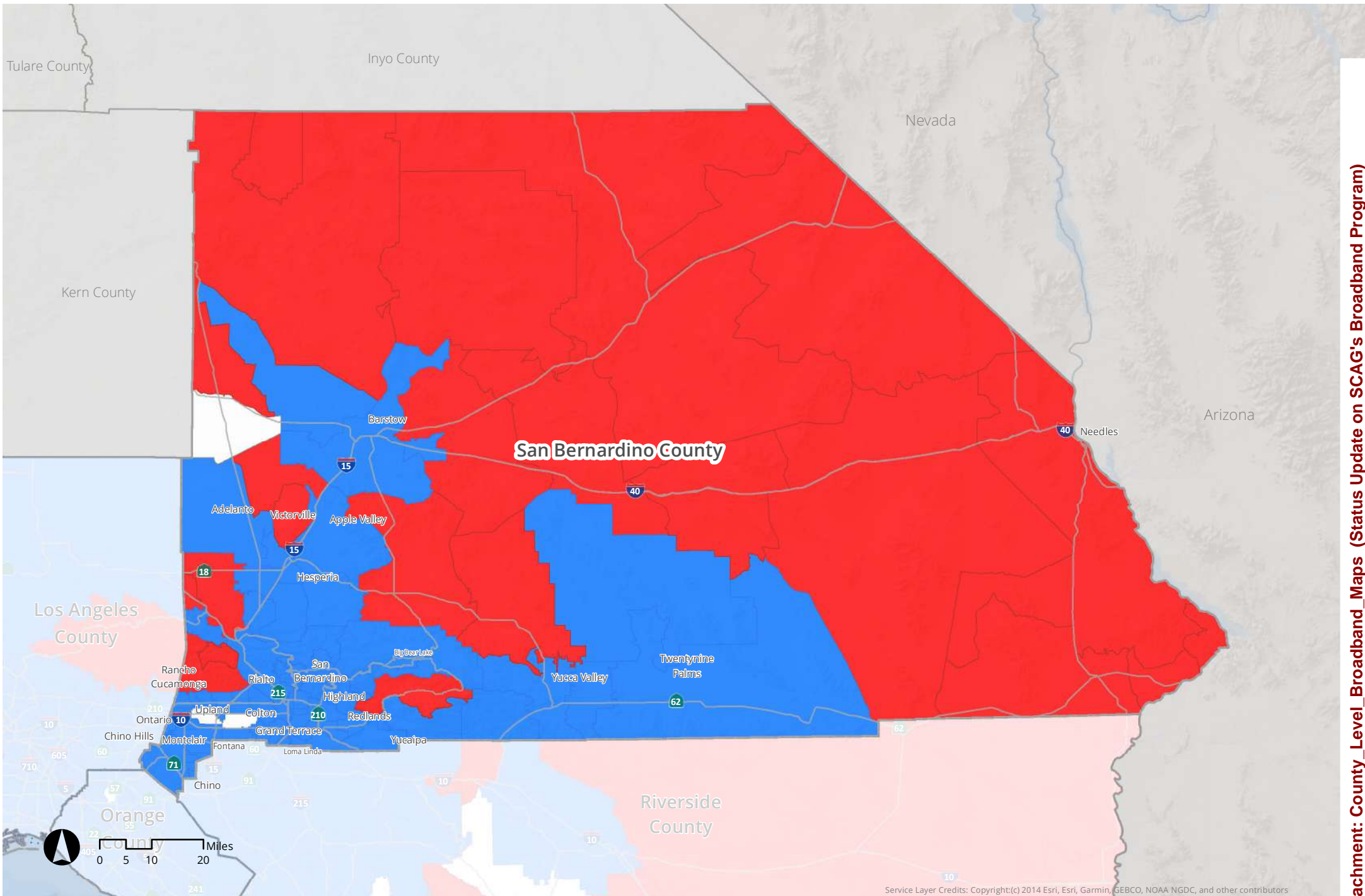
- Available
- Not Available
- No Data

Note: Zipcodes highlighted on this map indicate service areas for ISPs (Spectrum, AT&T, Cox) that offer a low cost plan available for qualifying households it is because the internet service provider is accessible to over 50 percent of residents.

Availability of Low Cost Plans for Qualifying Households in Orange County



Source: Broadband



Broadband Low Cost Plans Available by zipcode

- Available
- Not Available
- No Data

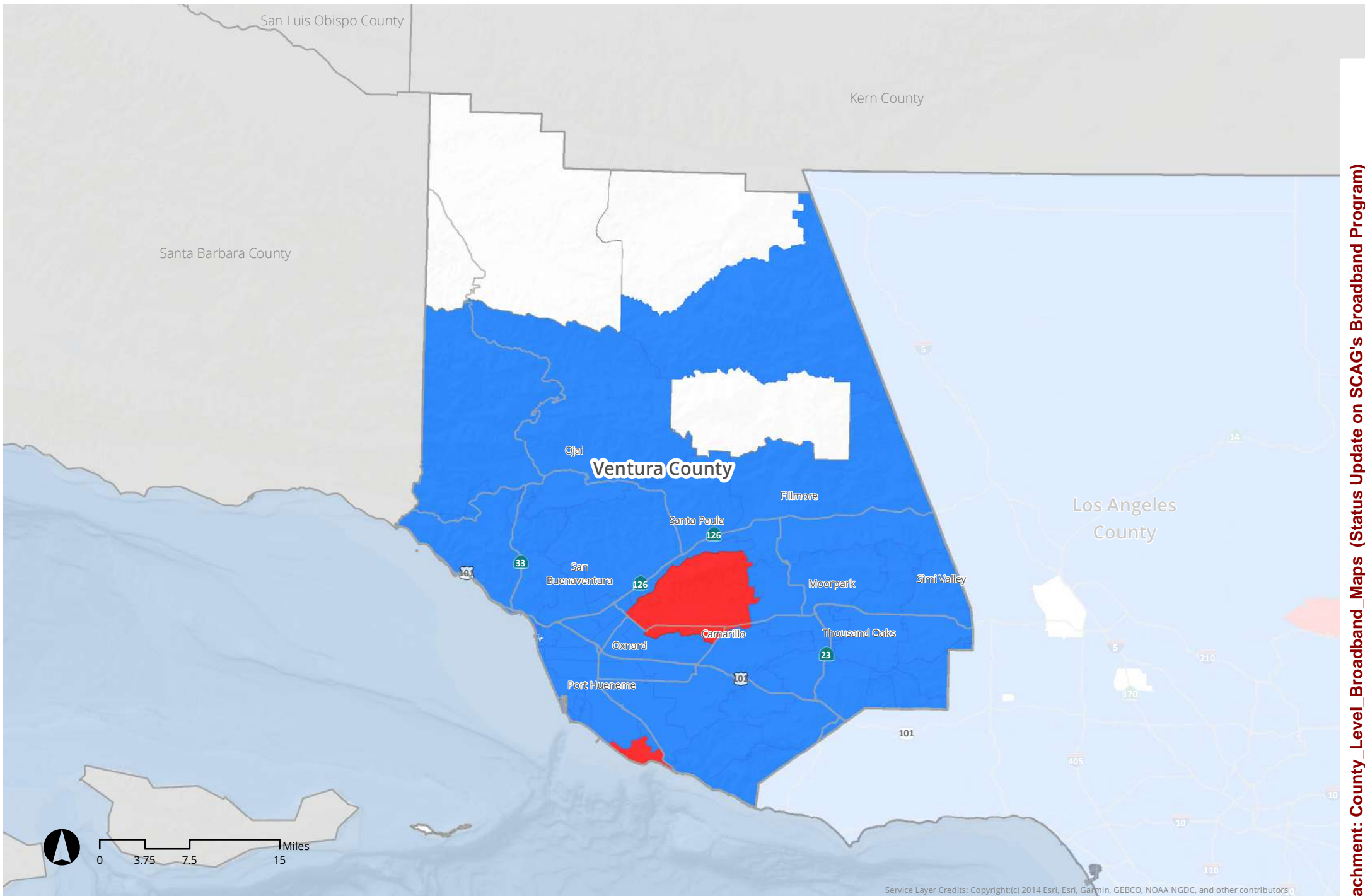
Note: Zipcodes highlighted on this map indicate service areas for ISPs (Spectrum, AT&T, Cox) that offer a low cost plan available for qualifying households it is because the internet service provider is accessible to over 50 percent of residents.

Availability of Low Cost Plans for Qualifying Households in San Bernardino County



Source: Broadband

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



Broadband Low Cost Plans Available by zipcode

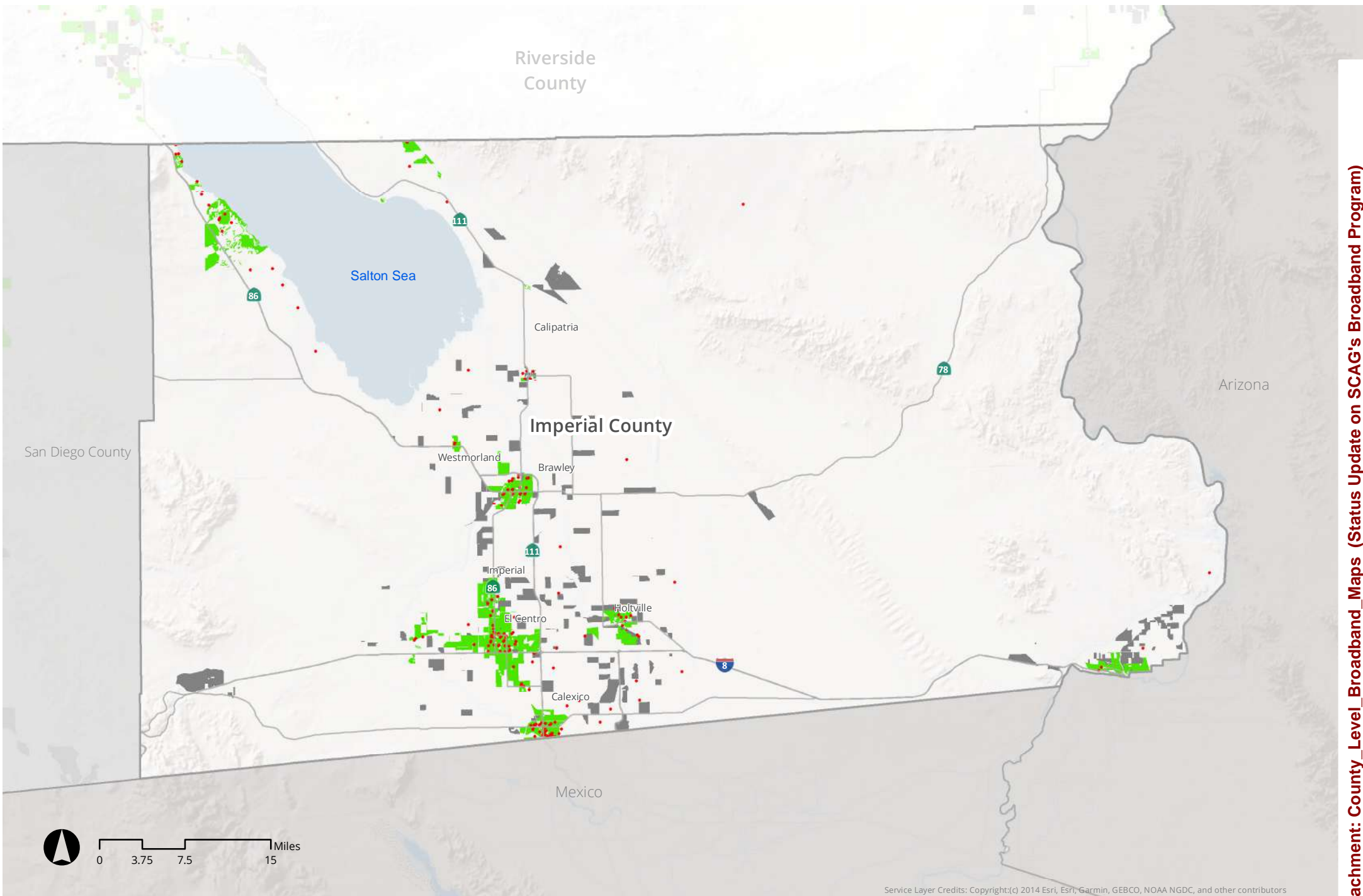
- Available
- Not Available
- No Data

Note: Zipcodes highlighted on this map indicate service areas for ISPs (Spectrum, AT&T, Cox) that offer a low cost plan available for qualifying households it is because the internet service provider is accessible to over 50 percent of residents.

Availability of Low Cost Plans for Qualifying Households in Ventura County



Source: Broadband



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Low Income Households
without Broadband by Blockgroup

- 1 Dot = 50
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

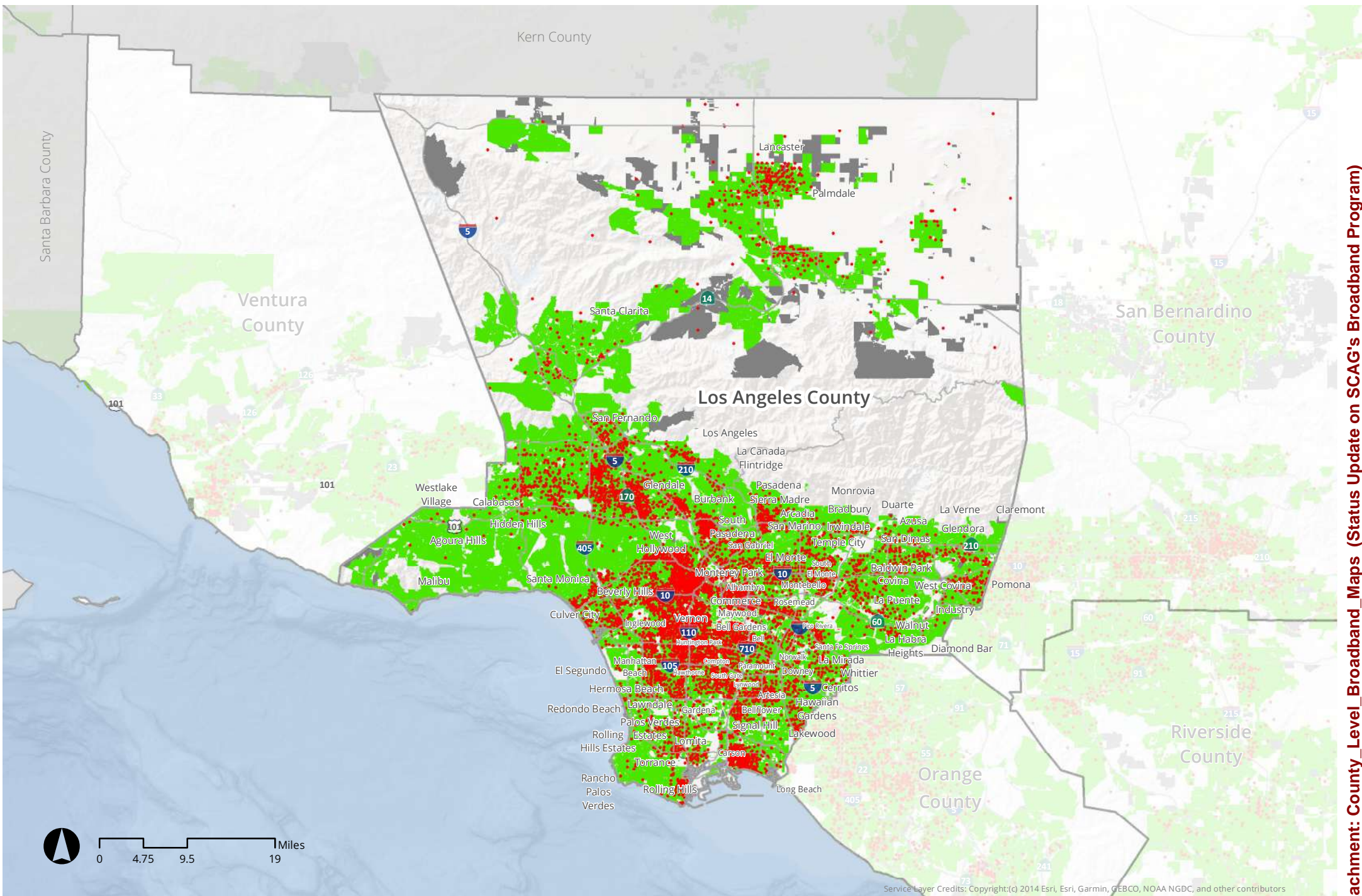
Lower Income Households without Broadband for Imperial County

Note: Low Income households are defined by reported annual income (about \$50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019

Packet Pg. 331





Low Income Households without Broadband by Blockgroup

1 Dot = 50

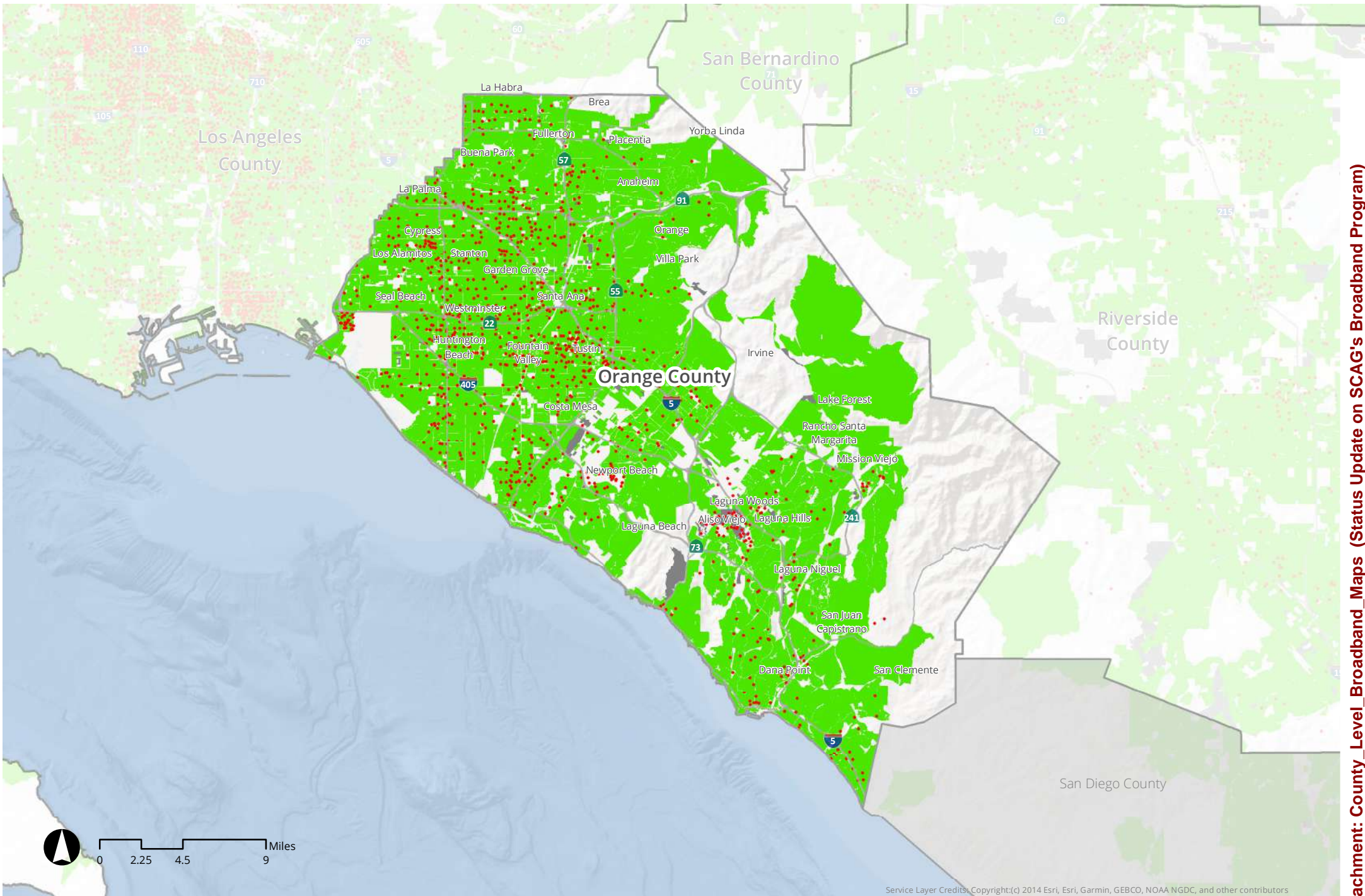
Fixed Broadband That Meets Federal Threshold

Fixed Broadband Below Federal Threshold

Lower Income Households without Broadband for Los Angeles County

Note: Low Income households are defined by reported annual income (about \$50K) below 200% of federal poverty threshold.

Source: ACS 2015-2017 **Packet Pg. 332**



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Low Income Households without Broadband by Blockgroup

1 Dot = 50

Fixed Broadband That Meets Federal Threshold

Fixed Broadband Below Federal Threshold

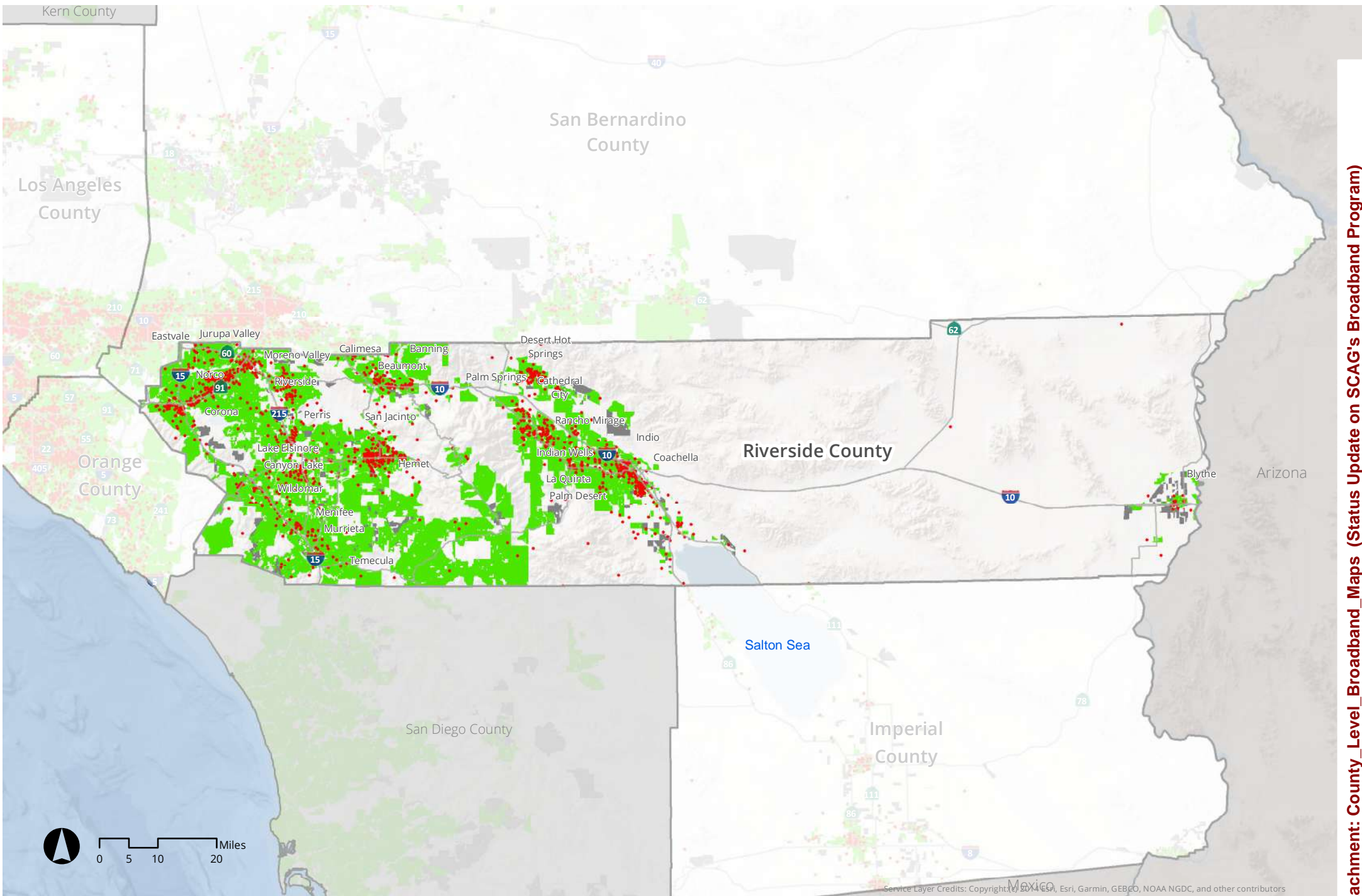
Lower Income Households without Broadband for Orange County



Note: Low Income households are defined by reported annual income (about \$50K) below 200% of federal poverty threshold.

Source: ACS 2015-2

Packet Pg. 333



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Low Income Households
without Broadband by Blockgroup

- 1 Dot = 50
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

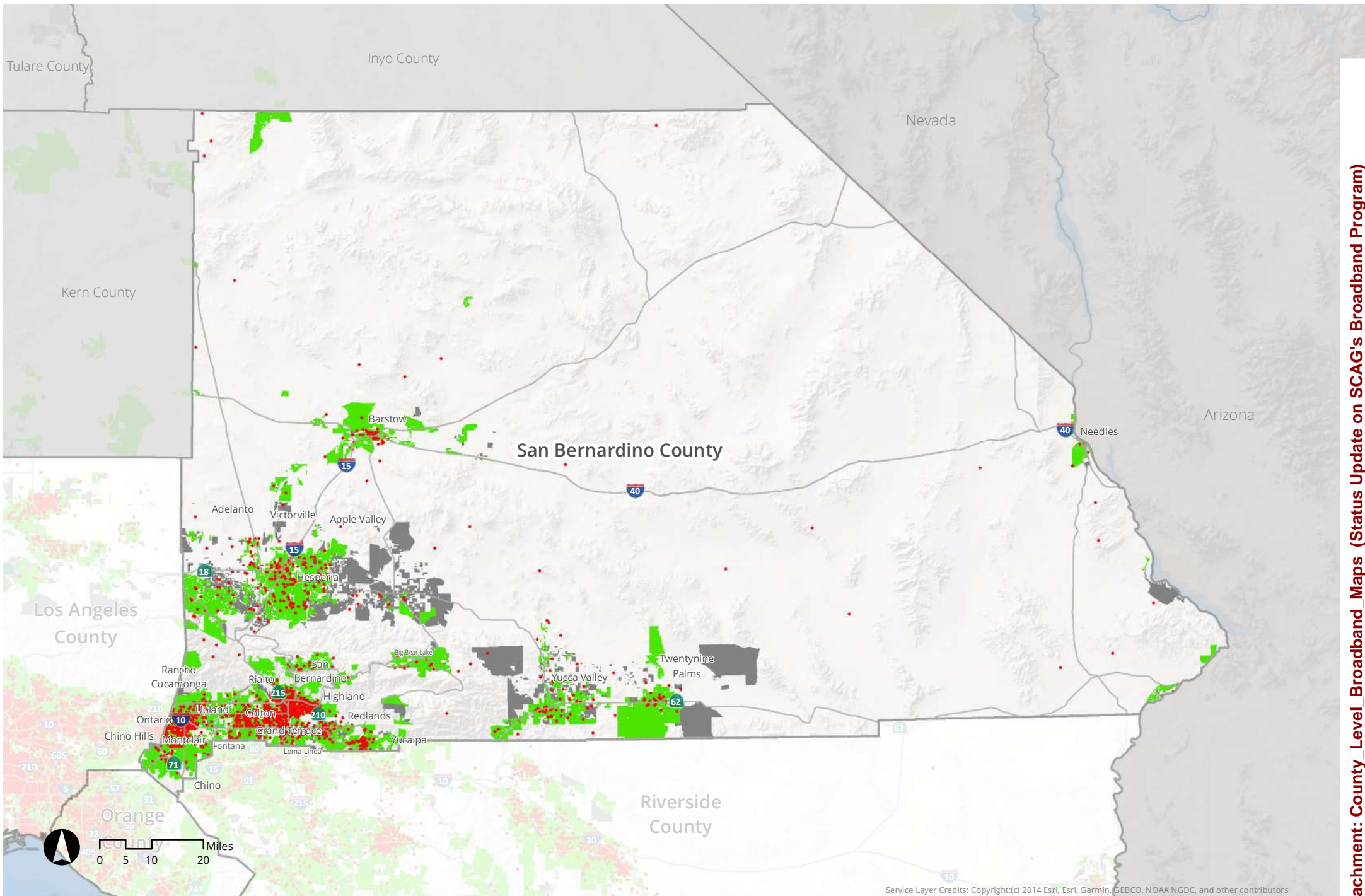
Lower Income Households without Broadband for Riverside County

Note: Low Income households are defined by reported annual income (about \$50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019

Packet Pg. 334





Low Income Households without Broadband by Blockgroup

1 Dot = 50

Fixed Broadband That Meets Federal Threshold

Fixed Broadband Below Federal Threshold

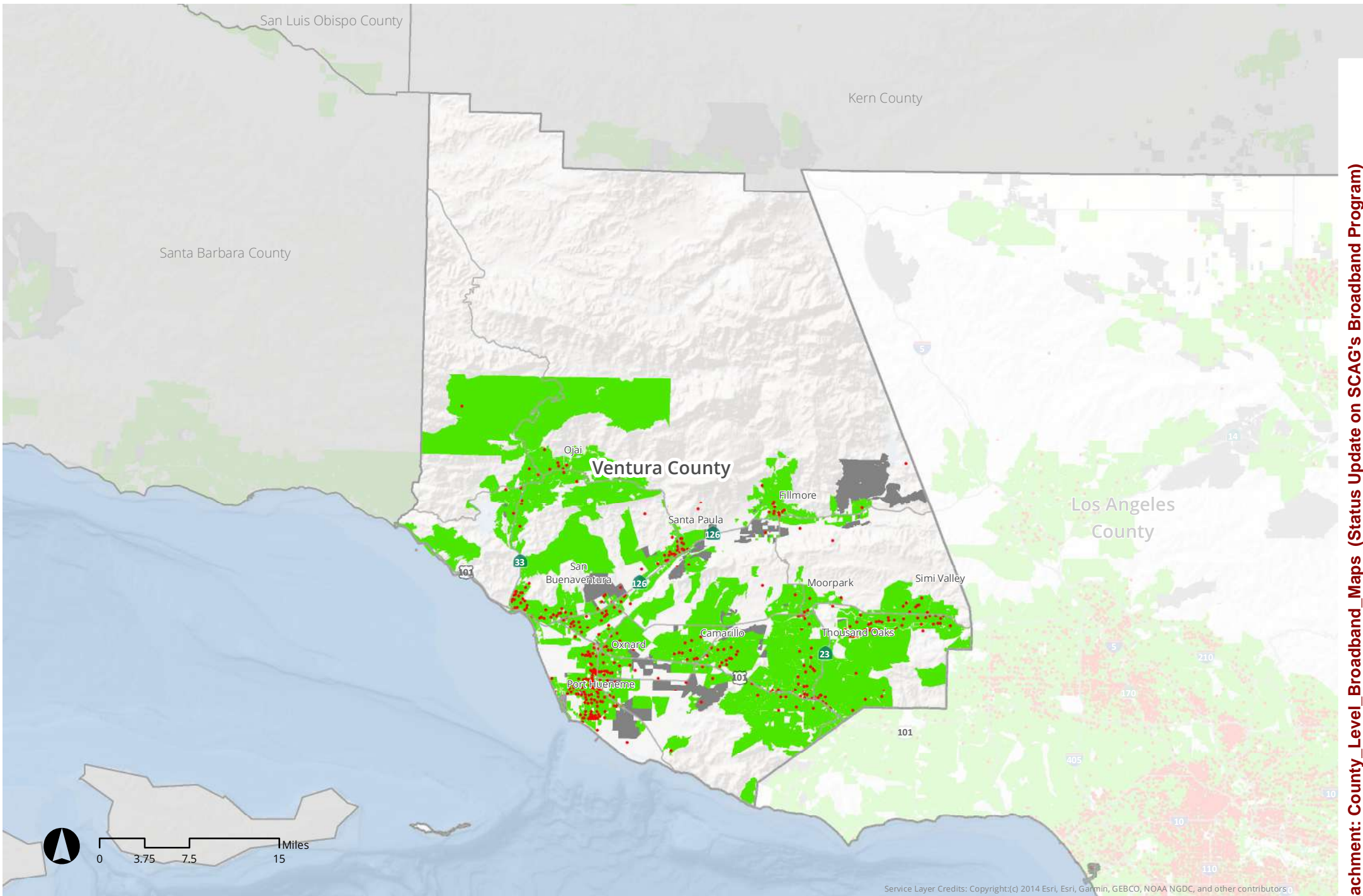
Lower Income Households without Broadband for San Bernardino County

Note: Low Income households are defined by reported annual income (about \$50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019

Packet Pg. 335





Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Low Income Households without Broadband by Blockgroup

- 1 Dot = 50
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Lower Income Households without Broadband for Ventura County

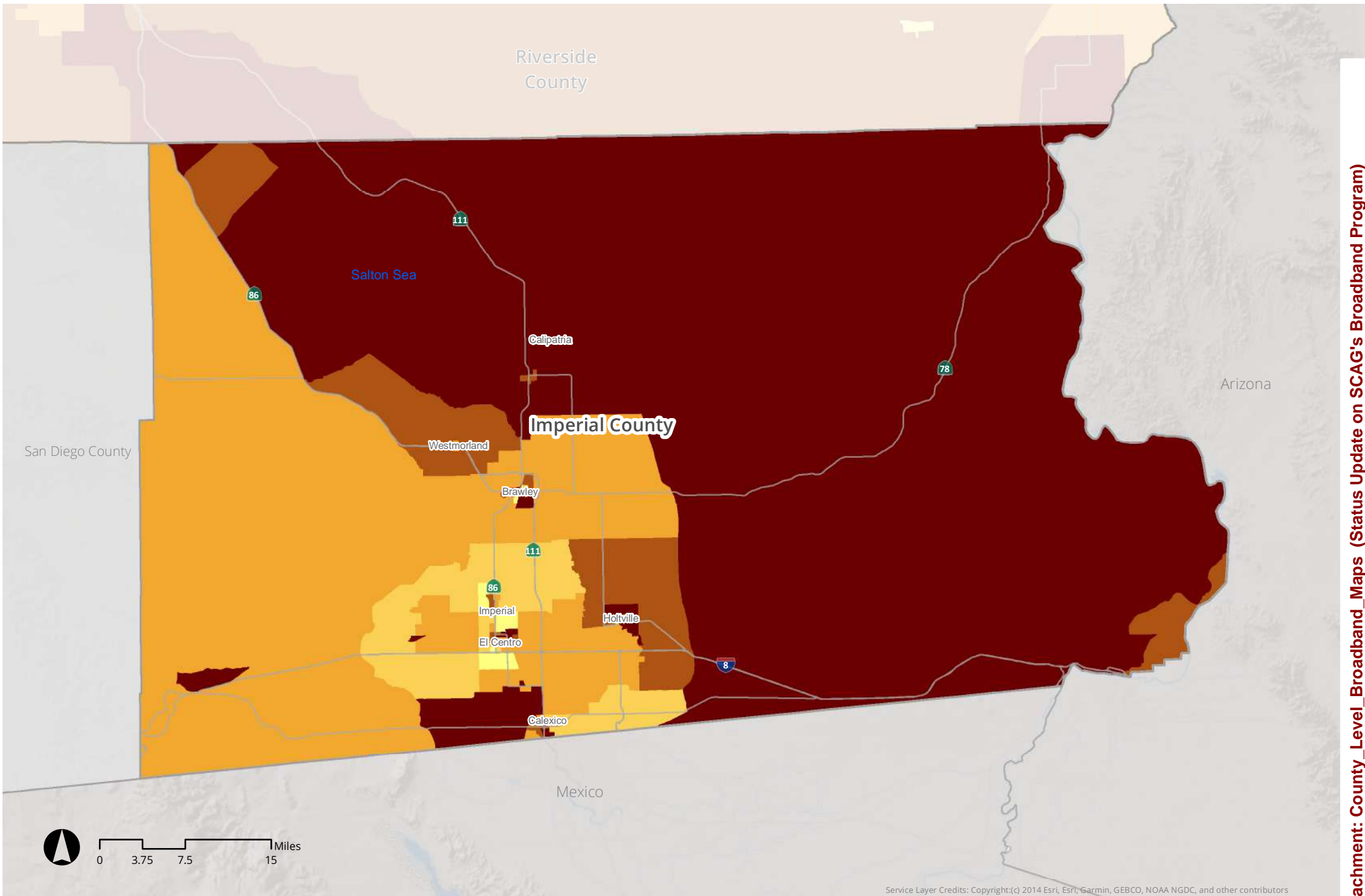
Note: Low Income households are defined by reported annual income (about \$50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019

Packet Pg. 336



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% of Low Income Households without Broadband by Blockgroup*

- Less than 5%
- 5 - 10%
- 11 - 20%
- 21 - 30%
- More than 30%

* SCAG region low income households without broadband is 10%.

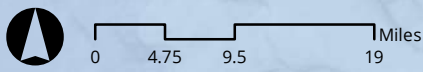
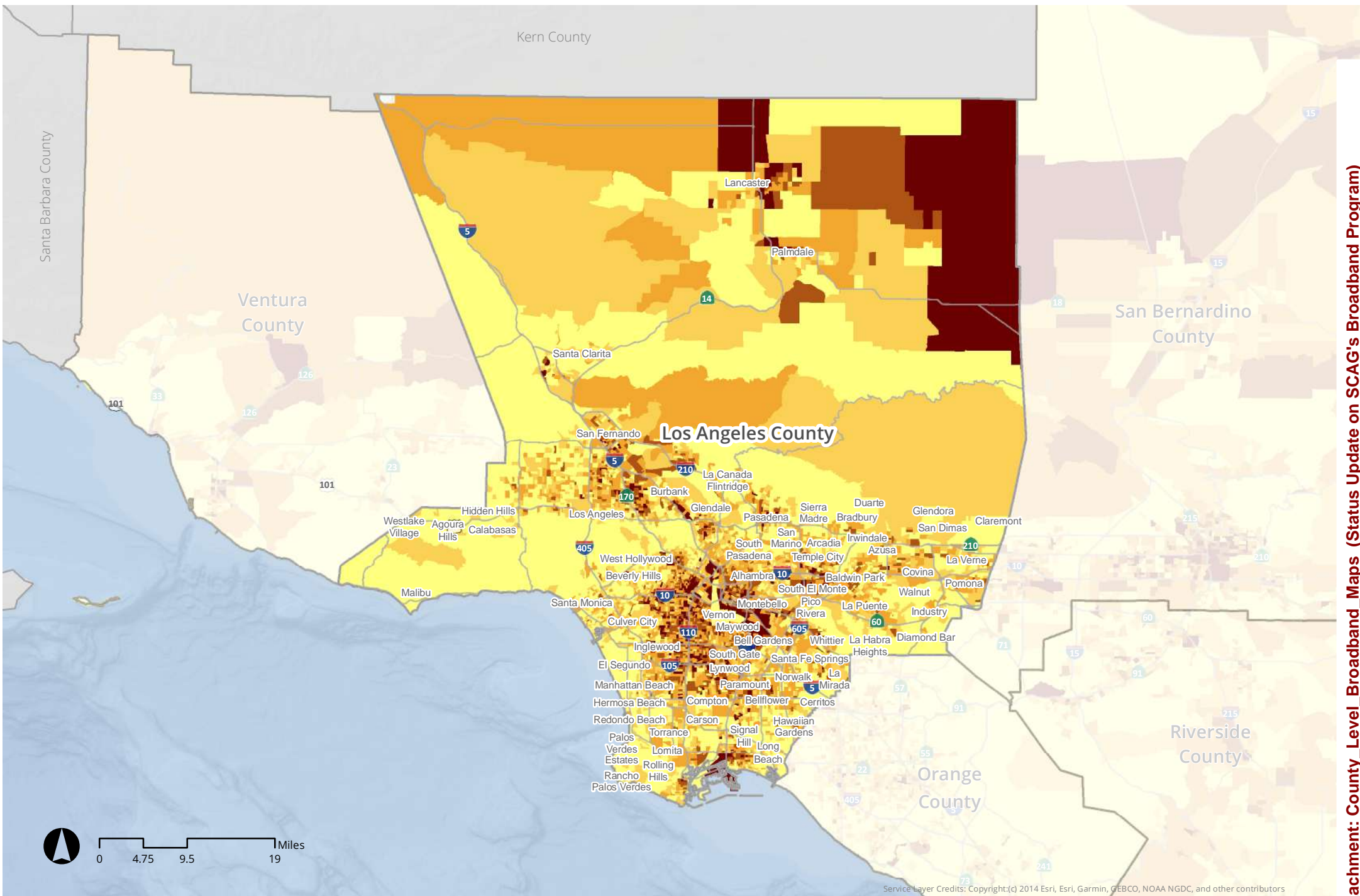
Low Income Households without Broadband for Imperial County

Note: Low Income households are defined by reported annual income (about \$50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019

Packet Pg. 337





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

% of Low Income Households without Broadband by Blockgroup*

- Less than 5%
- 5 - 10%
- 11 - 20%
- 21 - 30%
- More than 30%

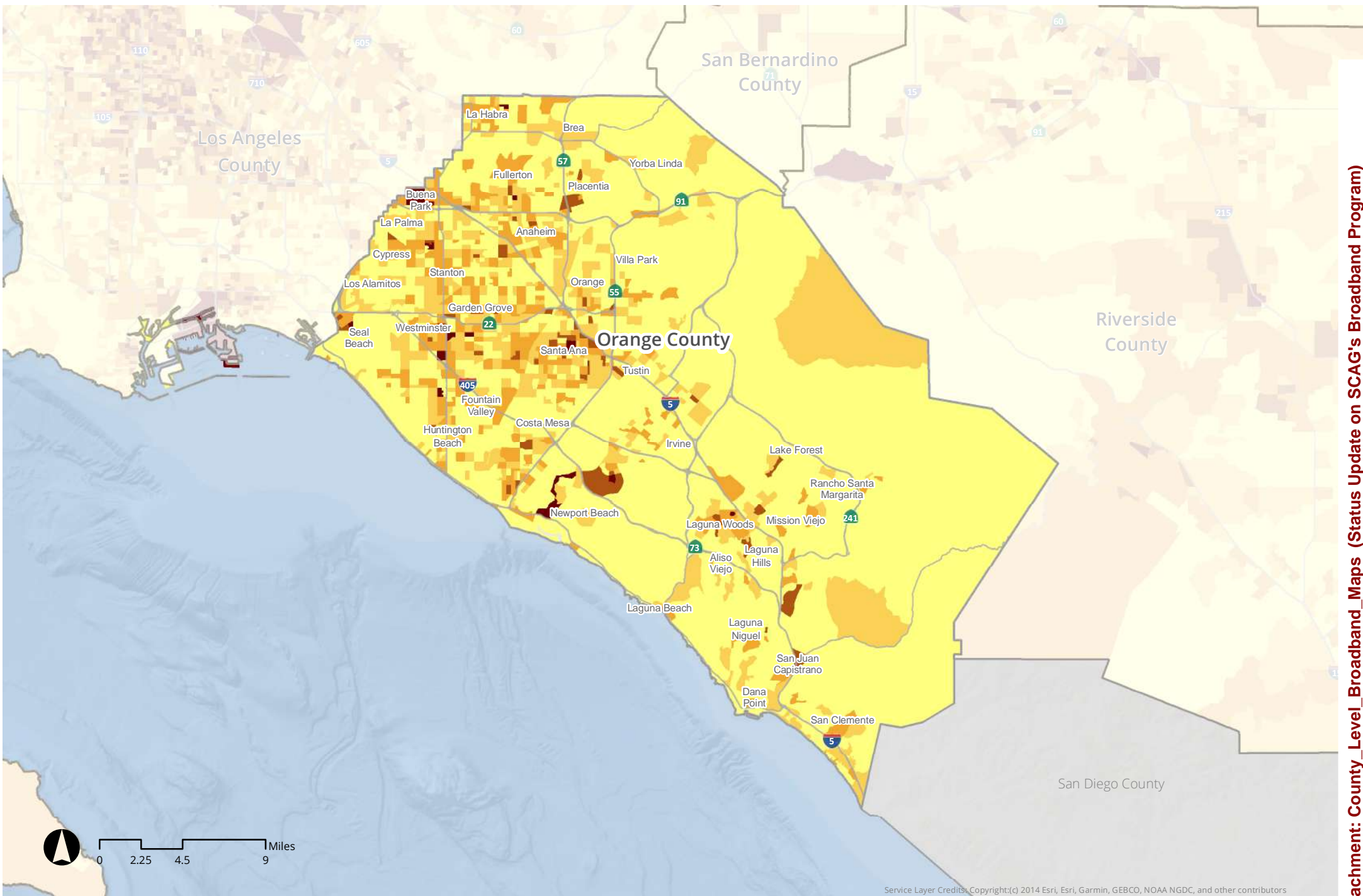
* SCAG region low income households without broadband is 10%.

Low Income Households without Broadband for Los Angeles County

Note: Low Income households are defined by reported annual income (about \$50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019 Packet Pg. 338

Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)



% of Low Income Households without Broadband by Blockgroup*

- Less than 5%
- 5 - 10%
- 11 - 20%
- 21 - 30%
- More than 30%

* SCAG region low income households without broadband is 10%.

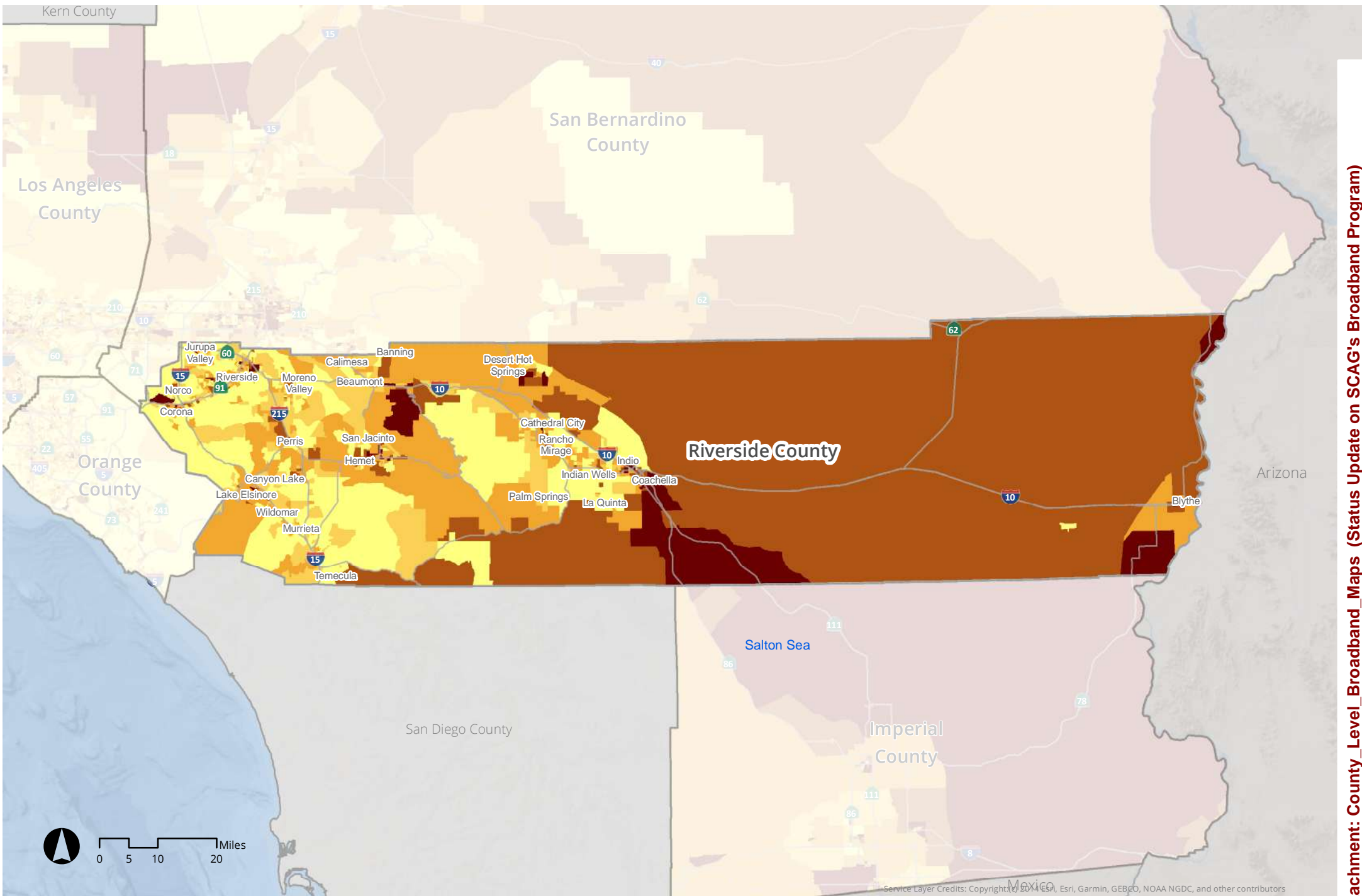
Low Income Households without Broadband for Orange County

Note: Low Income households are defined by reported annual income (about \$50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019

Packet Pg. 339





Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

% of Low Income Households without Broadband by Blockgroup*

- Less than 5%
- 5 - 10%
- 11 - 20%
- 21 - 30%
- More than 30%

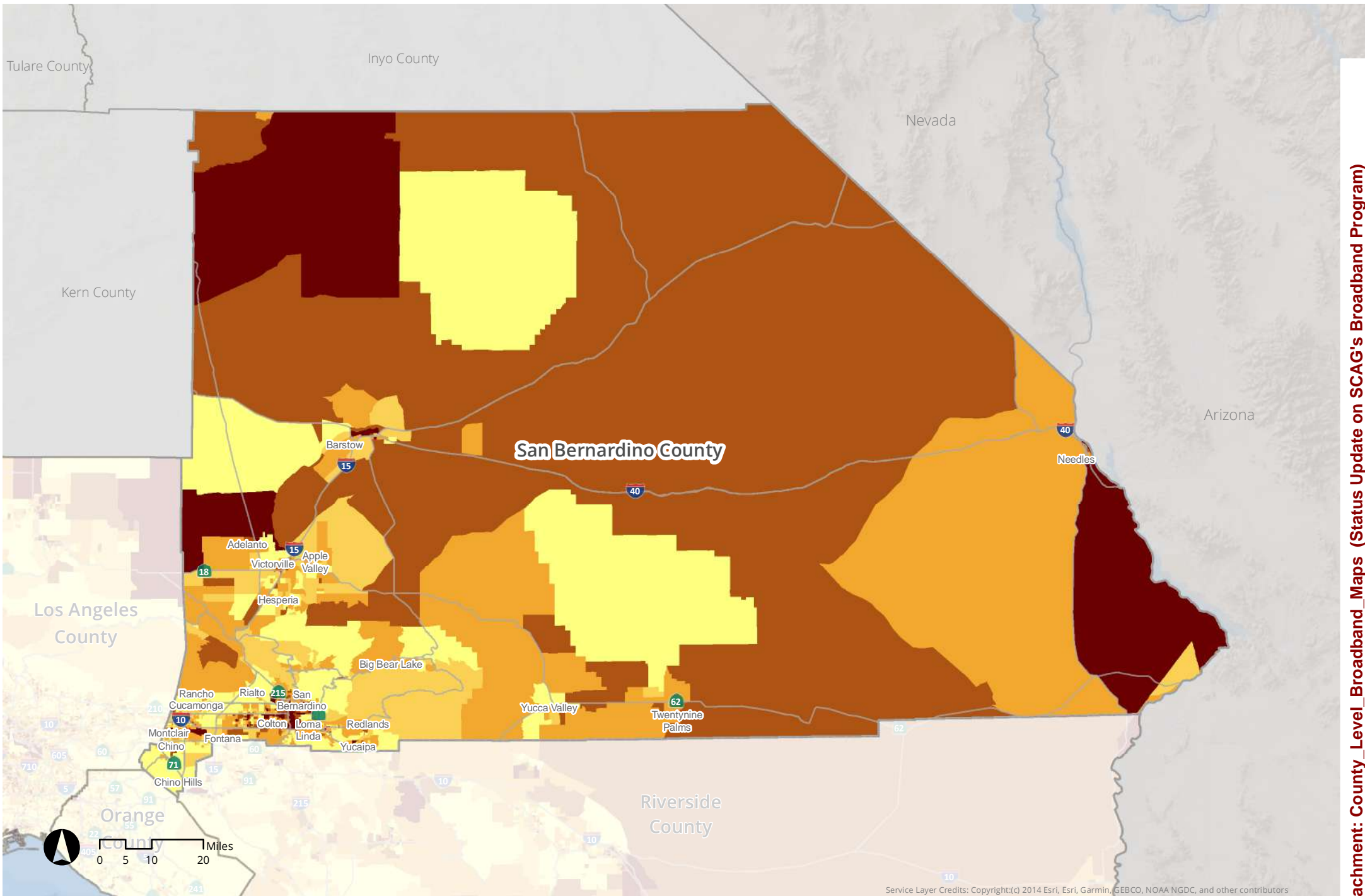
* SCAG region low income households without broadband is 10%.

Low Income Households without Broadband for Riverside County



Note: Low Income households are defined by reported annual income (about \$50K) below 200% of federal poverty threshold.

Source: ACS 2015-2017 **Packet Pg. 340**



% of Low Income Households without Broadband by Blockgroup*

- Less than 5%
- 5 - 10%
- 11 - 20%
- 21 - 30%
- More than 30%

* SCAG region low income households without broadband is 10%.

Low Income Households without Broadband for San Bernardino County

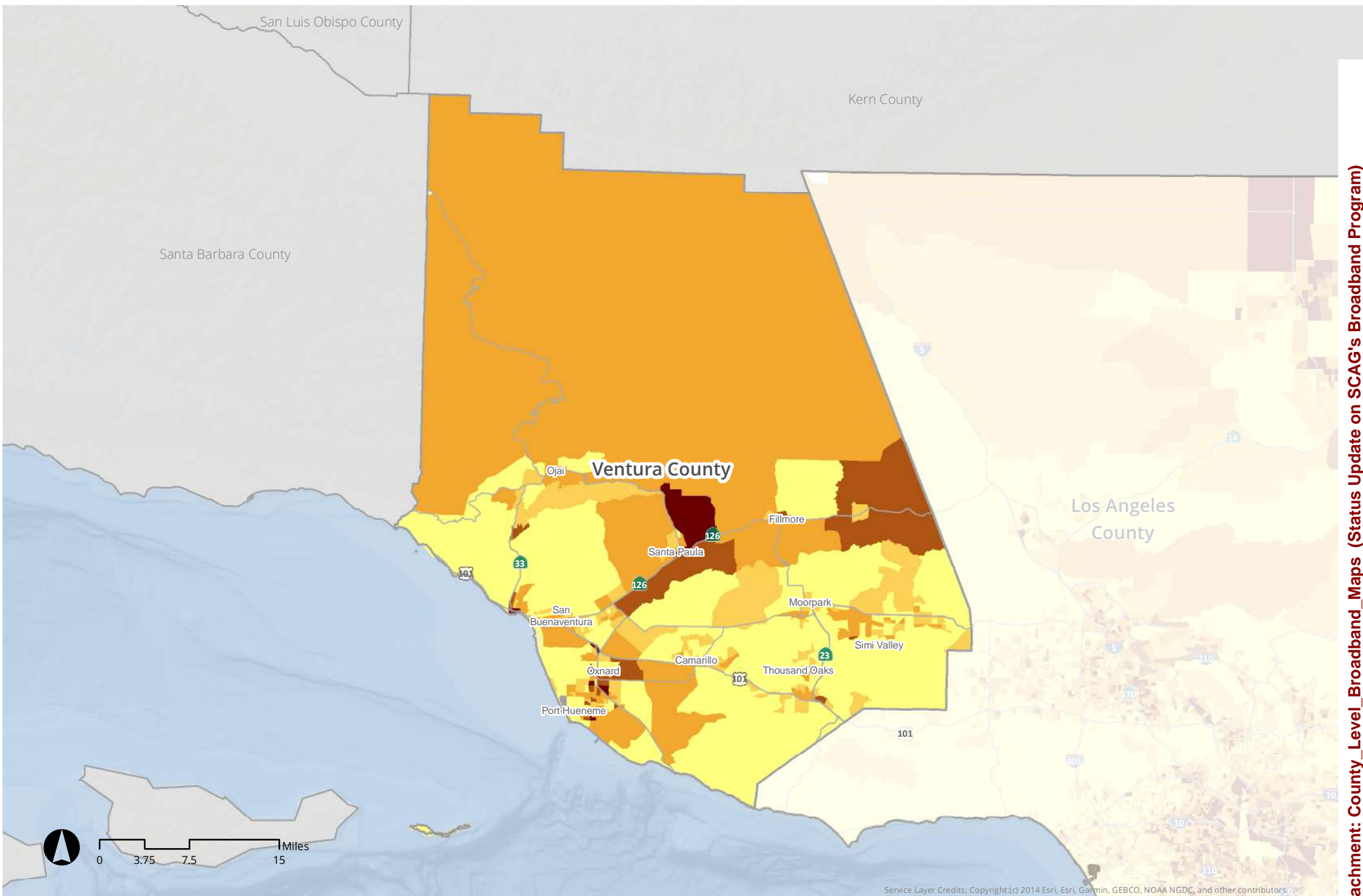
Note: Low Income households are defined by reported annual income (about \$50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019

Packet Pg. 341



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



% of Low Income Households without Broadband by Blockgroup*

- Less than 5%
- 5 - 10%
- 11 - 20%
- 21 - 30%
- More than 30%

* SCAG region low income households without broadband is 10%.

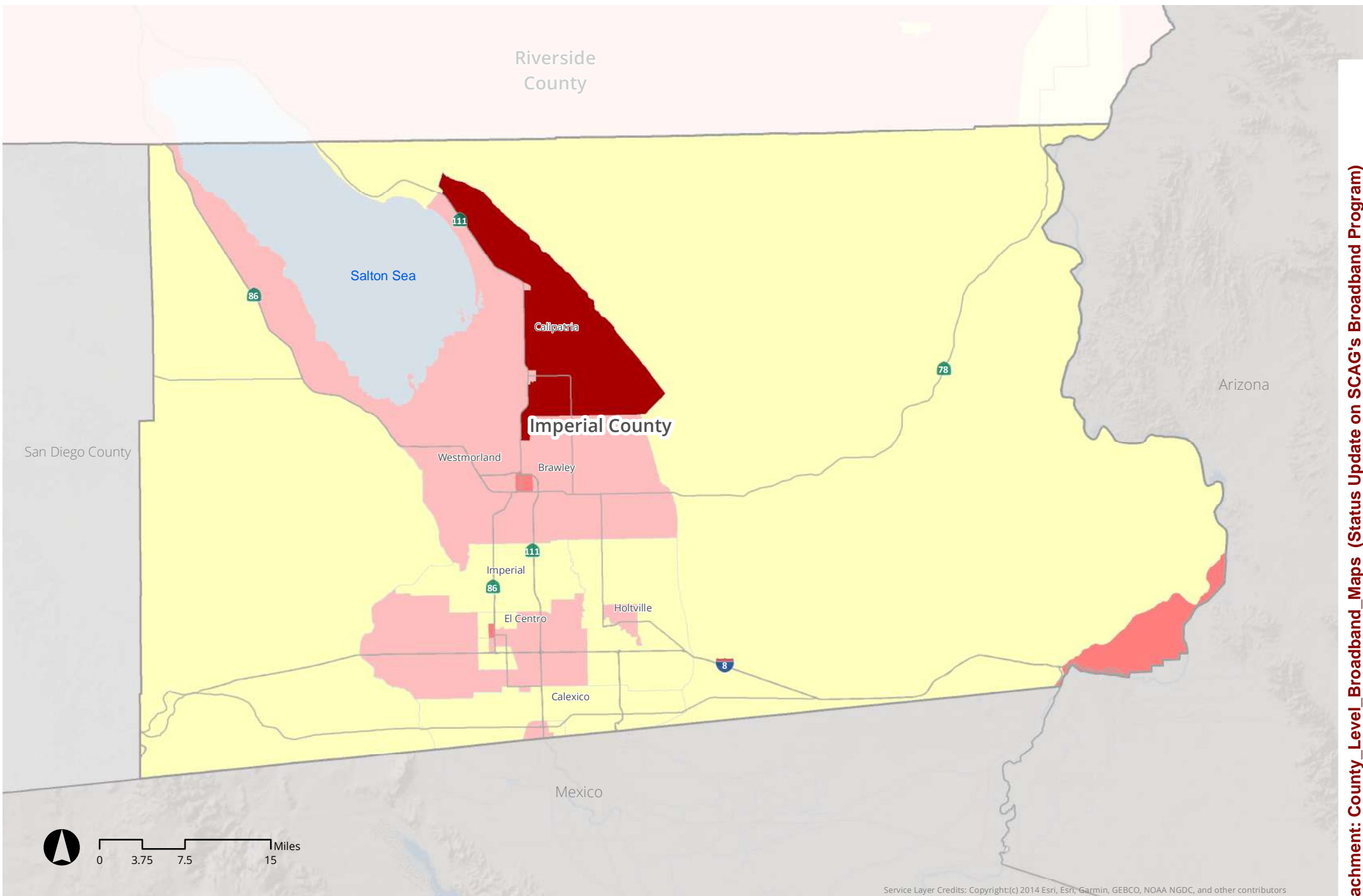
Low Income Households without Broadband for Ventura County



Note: Low Income households are defined by reported annual income (about \$50K) below 200% of federal poverty threshold.

Source: ACS 2015-2017

Packet Pg. 342



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

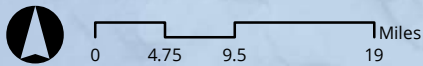
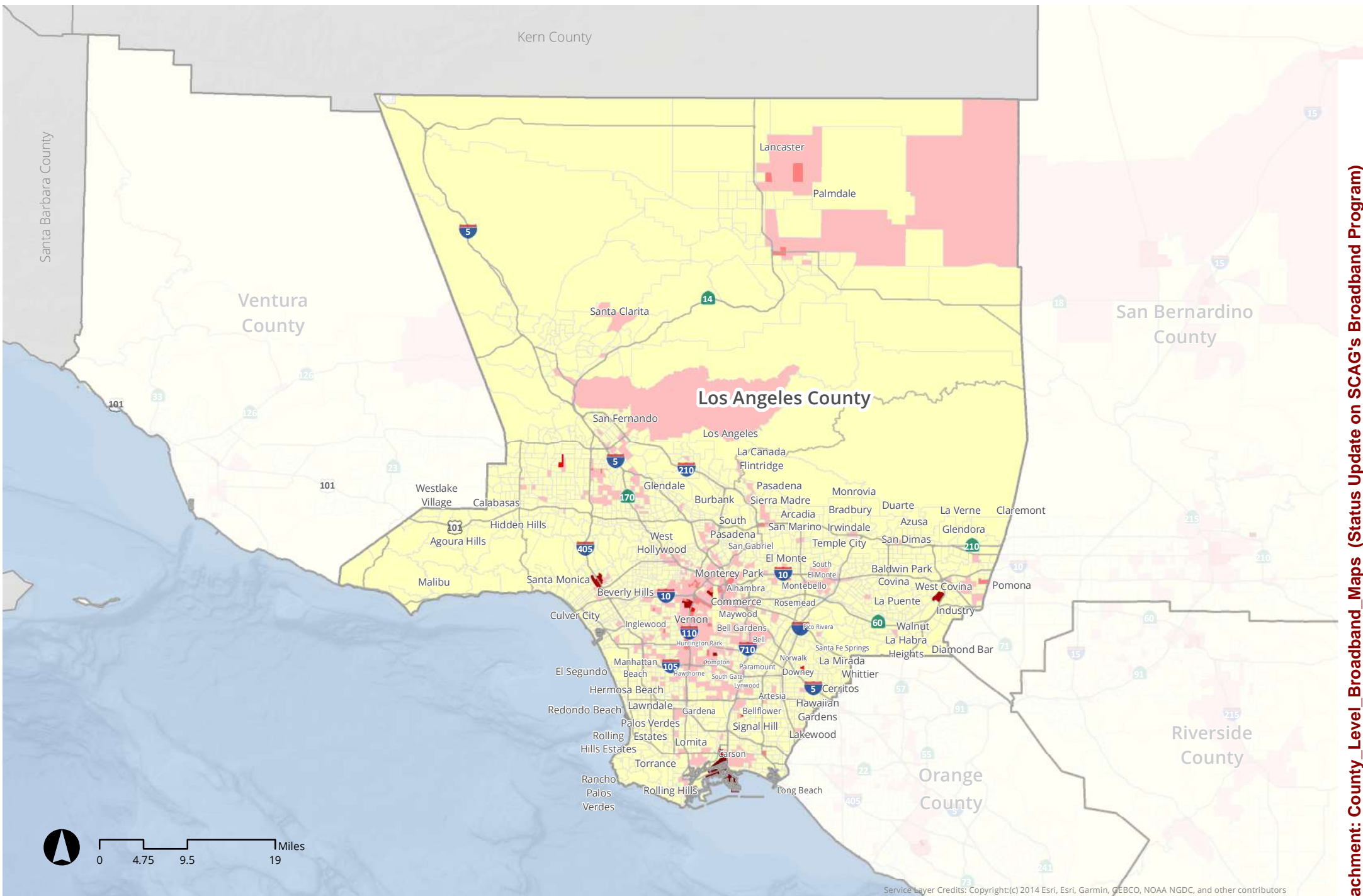
- | | |
|--|--|
| 20% or less | 51% - 60% |
| 21% - 40% | 61% - 80% |
| 41% - 50% | 81% or more |

Percentage of Population Whose Income is Below Federal Poverty Level by Tract in Imperial County



Note: Poverty status is based on income in past 12 months of ACS survey

Source: 2015-2019 ACS 5-Year Summary File



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

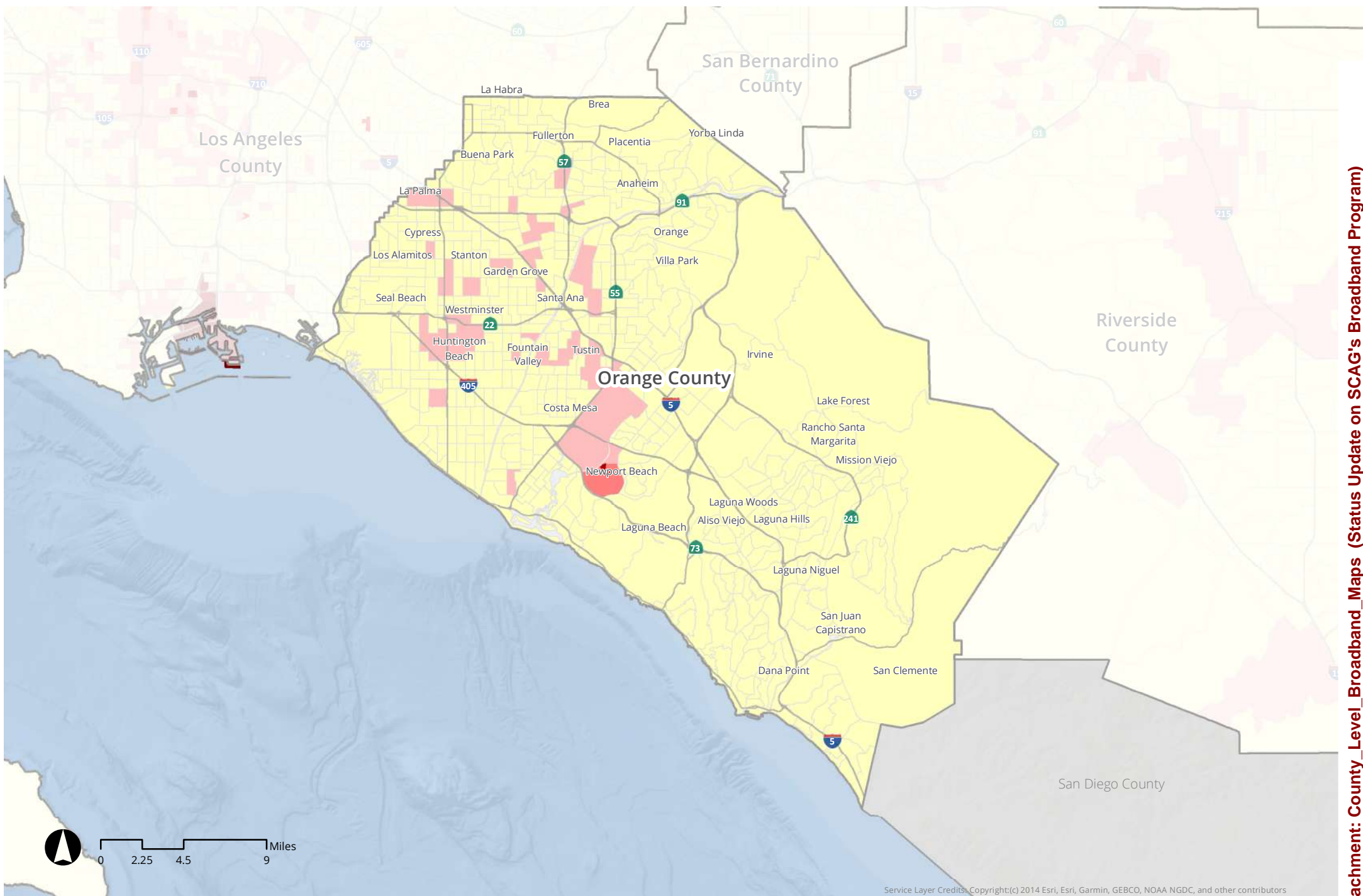
- 20% or less
- 21% - 40%
- 41% - 50%
- 51% - 60%
- 61% - 80%
- 81% or more

Percentage of Population Whose Income is Below Federal Poverty Level by Tract in Los Angeles County



Note: Poverty status is based on income in past 12 months of ACS survey

Source: 2015-2019 ACS 5-Year Summary File



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

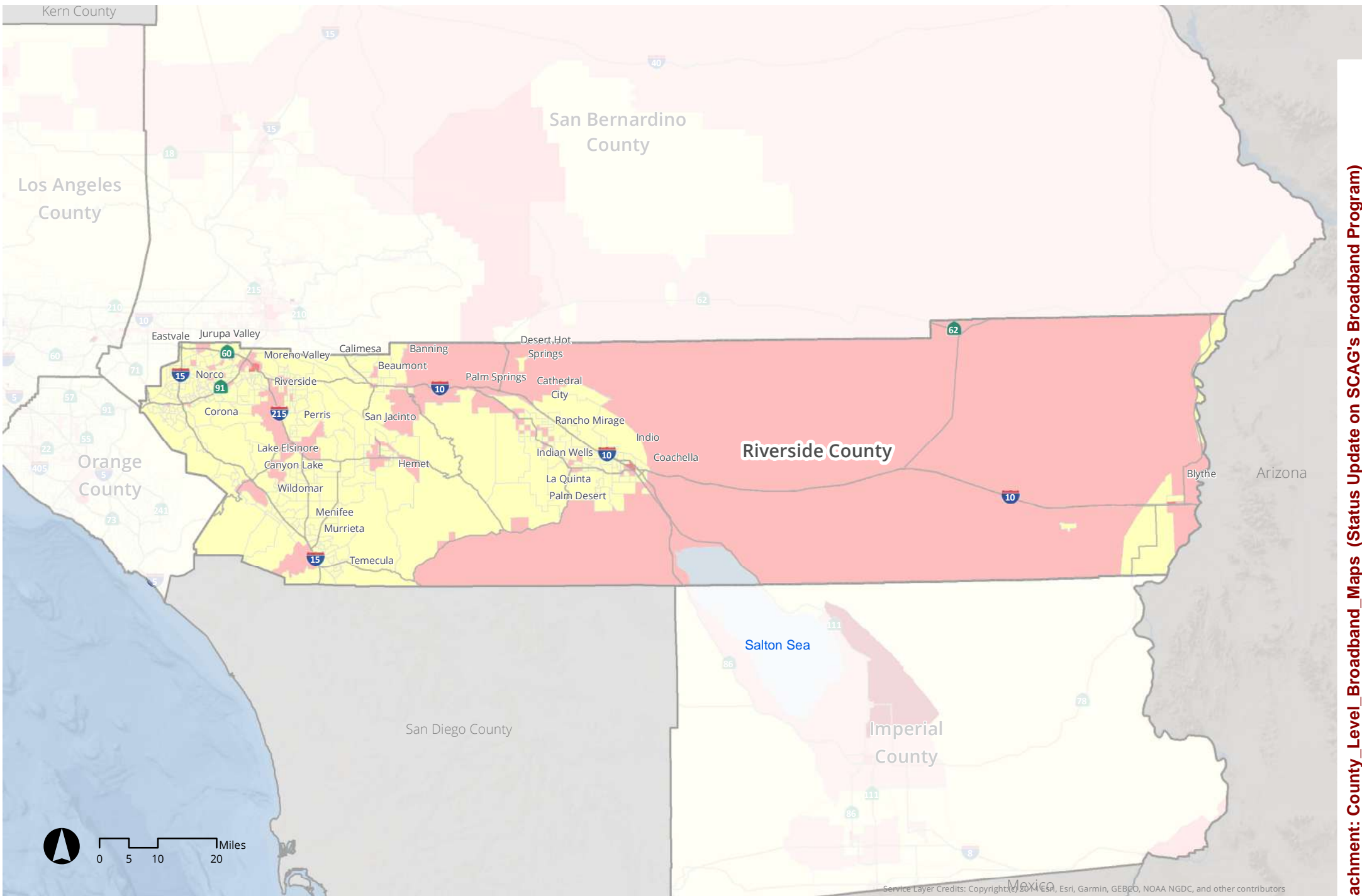


Percentage of Population Whose Income is Below Federal Poverty Level by Tract in Orange County

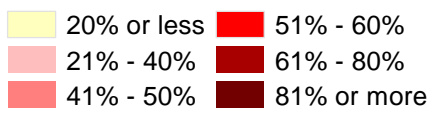


Note: Poverty status is based on income in past 12 months of ACS survey

Source: 2015-2019 ACS 5-Year Summary File



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

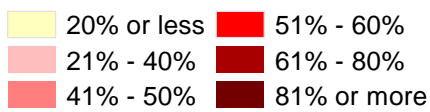
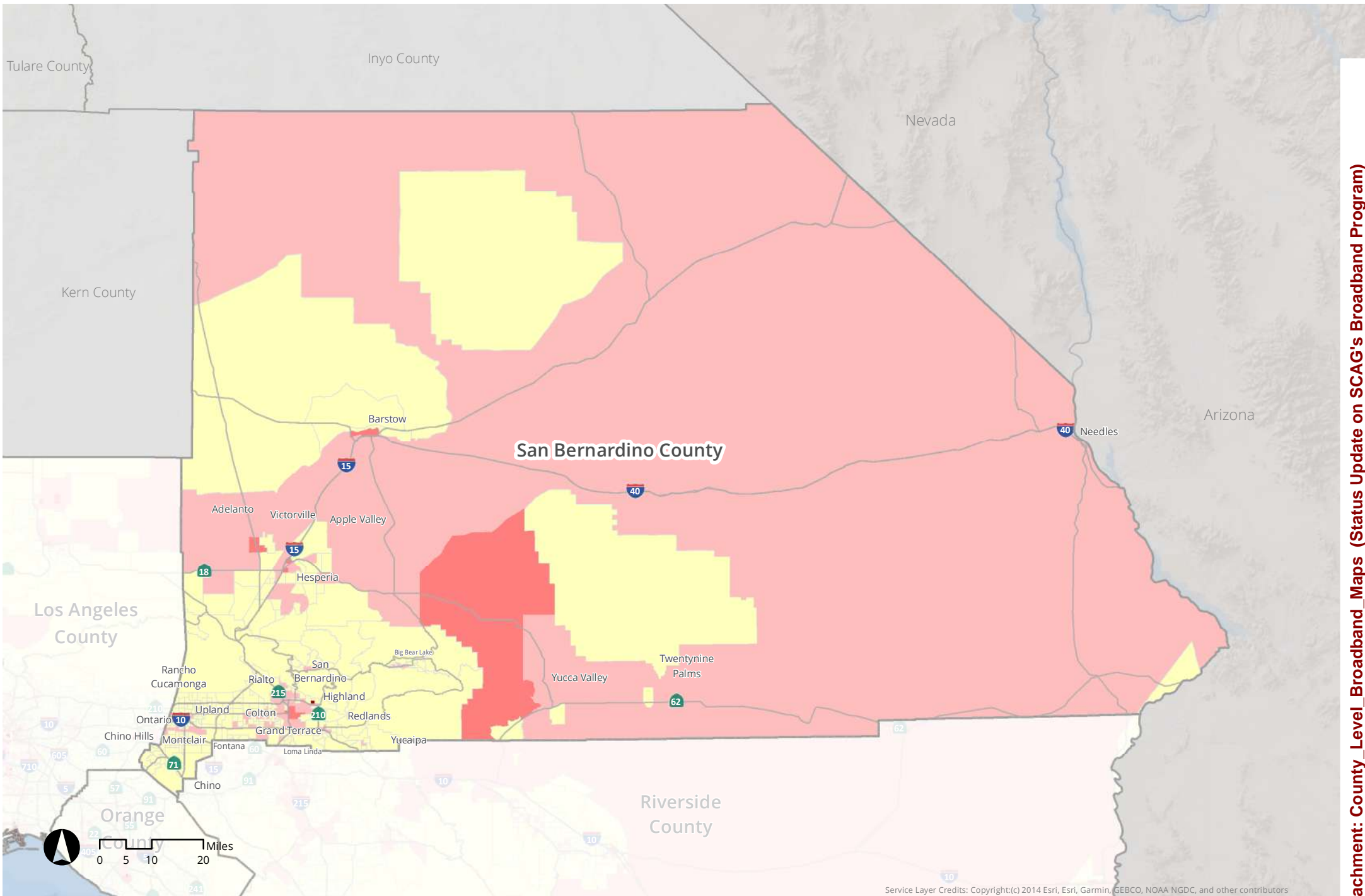


Percentage of Population Whose Income is Below Federal Poverty Level by Tract in Riverside County



Note: Poverty status is based on income in past 12 months of ACS survey

Source: 2015-2019 ACS 5-Year Summary File

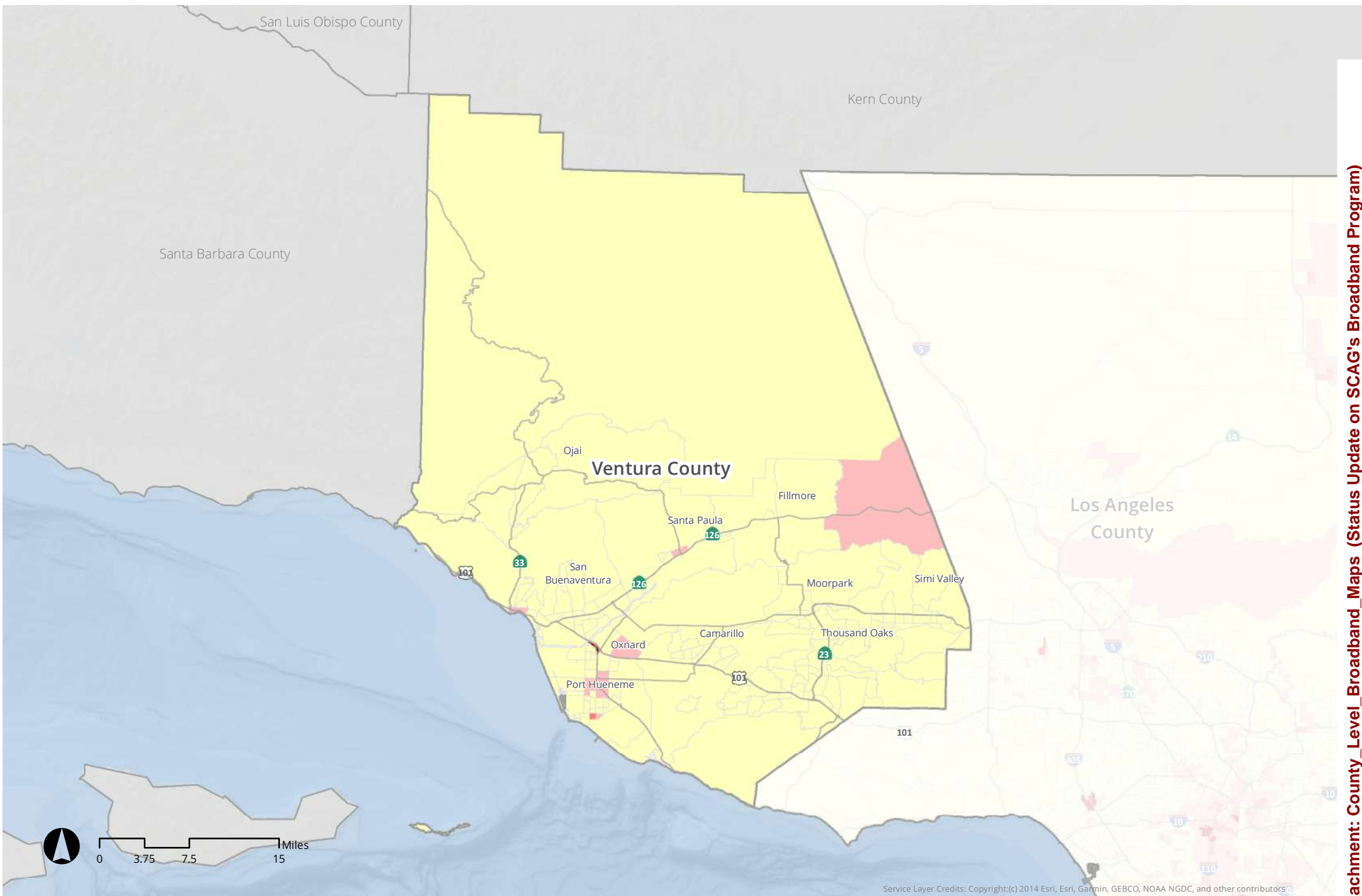


Percentage of Population Whose Income is Below Federal Poverty Level by Tract in San Bernardino County

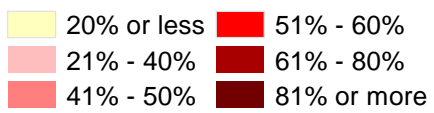


Note: Poverty status is based on income in past 12 months of ACS survey

Source: 2015-2019 ACS 5-Year Summary of Selected Demographic Characteristics



Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)



Percentage of Population Whose Income is Below Federal Poverty Level by Tract in Ventura County



Note: Poverty status is based on income in past 12 months of ACS survey

Source: 2015-2019 ACS 5-Year Summary File

Status Update on SCAG's Broadband Program

Southern California Association of
Governments

September 2, 2021



Work efforts



- Resolution No. 21-629-2
 - Adopted on February 2, 2021
- County Level Resolutions
 - All six counties have adopted
- Broadband Survey and Interviews
- GIS Analysis
- Broadband Funding
- Strategic and Technical Studies

Broadband Survey and Interviews



- Survey and Interviews with Local Jurisdictions and ISPs still in progress
- Too early to quantify data
- Some general findings:
 - Staffing and resource constraints for local jurisdictions
 - Lack of granular data for accurate broadband mapping
 - Inconsistencies in permitting and implementation practices between jurisdictions
 - Lack of standards for micro trenching and Dig Once policies
 - Inconsistent fair share or cost sharing practices
 - NIMBYism

Data Sources available or needed



	Data Source	Geography	Year
Self Reported Data	FCC Form 477/CPUC	Census Blocks	2020
	American Community Survey	Census Block Groups, Zip Codes	2015-2019
Observed Data	Broadband Now	Zip Codes	2020
	M-Lab	Zip Codes	2020
Data needed	ISP Data	TBD	2021
	Local Jurisdiction Data	TBD	2021
	Ookla	TBD	2021
	ESRI	TBD	2021

Data Limitations



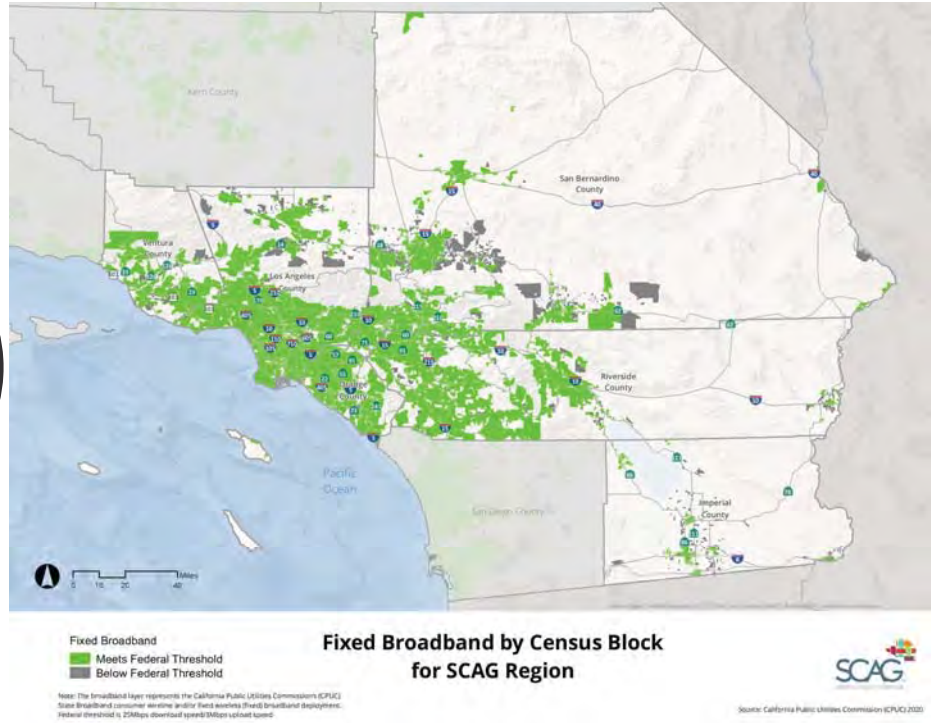
- Data sources at the federal and state level are too “high-level” and may be outdated
- Granular level data is proprietary
- Organizations (public and private sector) tackling the digital divide are in the same situation
- SCAG is coordinating with ISPs, ESRI, Local Jurisdictions and others to gather additional data
- Current data still provides us valuable insight

Digital Divide in the SCAG Region

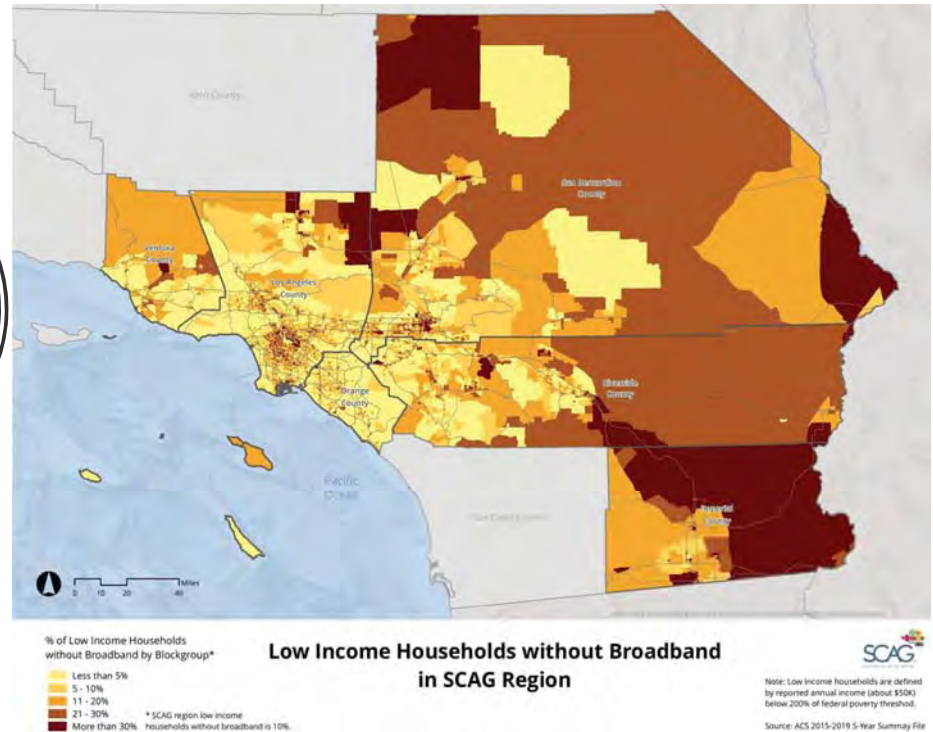


- 15% of the population households do not have access to adequate internet speeds or a computer
- 27% of households earning less than \$50,000/year do not have broadband subscriptions
- 22% of seniors age 65+ do not have a computer and/or broadband subscription
- 10% of students under age 18 do not have a computer or broadband subscription
- 16% of the region are below the federal threshold (25/3 Mbps)
- Rural areas – broadband speed is lower but more expensive

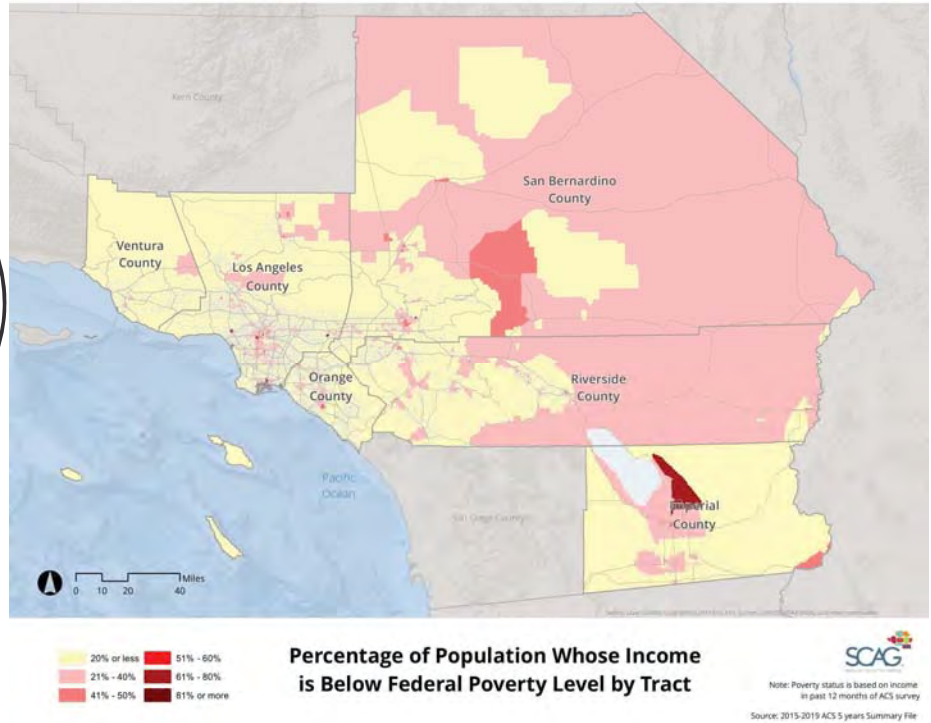
Fixed Broadband in the SCAG Region



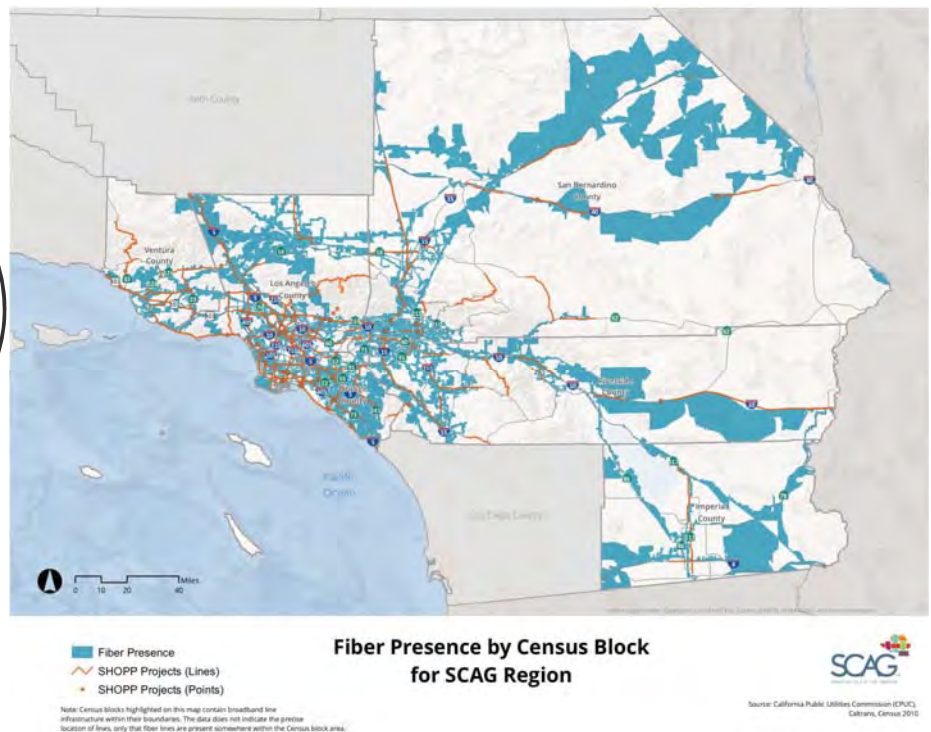
Low Income Households without Broadband



Population below Federal Poverty Level



Fiber Presence



Broadband Funding



- Southern California (SCAG and SANDAG regions) needs approximately \$8 billion in broadband investments
- SCAG currently working with stakeholders requesting \$8 billion from the Federal and State government
- Primary sources – California Broadband Budget Bill and Federal Infrastructure Bill
- Other sources – Coronavirus State and Local Fiscal Recovery Funds and Connecting Minority Communities Pilot Program
- SANDAG and SCAG are proposing a joint “Request for Partnerships” and develop a “bench” to pursue funding

Strategic and Technical Studies



- Strategic Studies
 - Advocate expansion of middle mile fiber
 - Develop regionally consistent broadband policies, permitting practices, advocate local broadband plans
 - Support policy and legislative initiatives that establish higher speed thresholds and affordability standards
- Technical Studies
 - Determining internet infrastructure within the SCAG region
 - VMT and GHG impacts of increased broadband adoption
 - Support Connect SoCal (2024 RTP/SCS)



Thank You

Please feel free to send additional questions to Roland Ok at:
Ok@scag.ca.gov