



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
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T: (213) 236-1800
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MEETING NO. 656

REGIONAL COUNCIL

**Members of the Public are Welcome to Attend
In-Person & Remotely**
Thursday, June 1, 2023
12:00 p.m. – 2:00 p.m.

To Attend In-Person:
SCAG Main Office - Regional Council Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

SCAG Riverside Office – Suite 805
3403 10th Street
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<https://scag.zoom.us/j/249187052>

To Attend and Participate by Phone:
Call-in Number: 1-669-900-6833
Meeting ID: 249 187 052

PUBLIC ADVISORY

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: <https://scag.ca.gov/meetings-leadership>.

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 Attending the Meeting

To Attend In-Peron and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Regional Council Meeting Room on the 17th floor starting at 12:00 p.m.

To Attend by Computer: Click the following link: <https://scag.zoom.us/j/249187052>. 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. Select “Join Audio via Computer.” 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.

To Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 249 187 052**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

Members of the public can participate in the meeting via written or verbal comments.

1. **In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, May 31, 2023**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, May 31, 2023, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

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2. **Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.
3. **In-Person:** If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

General Information for Public Comments

Verbal comments can be presented in real time during the meeting. Members of the public are allowed a total of 3 minutes for verbal comments. The presiding officer retains discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting, including equally reducing the time of all comments.

For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called. Items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

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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REGIONAL COUNCIL AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

<p>Elizabeth Becerra Victorville - City Hall 14343 Civic Drive Conference Room A Victorville, CA 92392</p>	<p>Wendy Bucknum Mission Viejo – City Hall 200 Civic Center Mission Viejo, CA 92691</p>	<p>Rick Denison 1464 W Tiger Eye Street Kuna, ID 83634</p>
<p>Jonathan Dumitru City of Orange - City Hall 300 E Chapman Ave Orange, CA 92868</p>	<p>Margaret E. Finlay 2221 Rim Rd Duarte, CA 91008</p>	<p>Claudia Frometa City of Downey - City Hall 11111 Brookshire Ave Downey, CA 90241</p>
<p>James Gazeley City of Lomita - City Hall 24300 Narboone Avenue City Council Office Lomita, CA 90717</p>	<p>Brian Goodell City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691</p>	<p>Marshall Goodman Waldorf Astoria Hotel 2100 Frostwood Drive Park City, Utah 84098</p>
<p>Mark E. Henderson South Bay Cities Council of Governments 2355 Crenshaw Blvd, Suite 125 Torrance, CA 90501</p>	<p>Laura Hernandez City of Port Hueneme - City Hall 250 N Ventura Road Port Hueneme, CA 93041</p>	<p>Joe Kalmick City of Seal Beach - City Hall 211 8th Street Council Chambers Seal Beach, CA 90740</p>
<p>Trish Kelley City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691</p>	<p>Kathleen Kelly City of Palm Desert - City Hall 73-510 Fred Waring Drive Council Chamber Conference Room Palm Desert, CA 92260</p>	<p>Lauren Kleiman City of Newport Beach - City Hall 100 Civic Center Drive Bay 2D Newport Beach CA, 92660</p>
<p>Vianey Lopez Ventura County Government Center 800 S. Victoria Avenue Ventura, CA 93009</p>	<p>Ken Mann City of Lancaster - City Hall 44933 Fern Avenue Conference Room A Lancaster, CA 93534</p>	<p>Steve Manos City of Lake Elsinore - City Hall 130 South Main Street Conference Room B Lake Elsinore, CA 92530</p>
<p>Casey McKeon 23421 South Pointe Drive Suite 270 Laguna Hills, CA 92653</p>	<p>L. Dennis Michael City of Rancho Cucamonga - City Hall 10500 Civic Center Drive Mayor's Office/Tapia Room Rancho Cucamonga, CA 91730</p>	<p>Maria Nava-Froelich Calipatria-Niland Family Resource Center 501 W. Main Street, Room 4 Calipatria, CA 92233</p>
<p>Frank J. Navarro City of Colton – City Hall Council Conference Room 650 N La Cadena Drive Colton, CA 92324</p>	<p>Zak Schwank City of Temecula - City Hall 41000 Main Street Mayor's Office - Third Floor Temecula CA, 92590</p>	<p>David J. Shapiro City of Calabasas - City Hall 100 Civic Center Way Calabasas, CA 91302</p>
<p>Hilda Solis San Gabriel Field Office 1441 N. Santa Anita Ave South El Monte, CA 91733</p>	<p>Donald Wagner County Conference Room 425 West Santa Ana Boulevard Rooms 104/106 Santa Ana, CA 92701</p>	<p>Alan Wapner City of Ontario – City Hall 303 East B Street Ontario, CA 91760</p>



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REGIONAL COUNCIL AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, June 1, 2023
12:00 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 Art Brown, President)*

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

This is the time for public comments on any matter of interest within SCAG's jurisdiction that is *not* listed on the agenda. For items listed on the agenda, public comments will be received when that item is considered. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time.

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEM

1. CEQA Addendum No. 4 to Connect SoCal 2020 Programmatic Environmental Impact Report (State Clearinghouse No. 2019011061) PPG. 11

(Warren Whiteaker, Department Manager Integrated Planning and Programming, SCAG)

RECOMMENDED ACTION FOR RC:

Adopt Resolution No. 23-652-1 approving Addendum No. 4 to the Connect SoCal 2020 Programmatic Environmental Impact Report (PEIR, SCH No. 2019011061), and direct staff to carry out administrative tasks for the approval.

2. Connect SoCal 2020 Amendment 3 & 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment 23-03, Including the Associated Transportation Conformity Determinations PPG. 48

(Warren Whiteaker, Department Manager Integrated Planning and Programming, SCAG)

RECOMMENDED ACTION:

Adopt Resolution No. 23-656-2 approving the Connect SoCal 2020 Amendment 3 & 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment 23-03, including the associated transportation conformity determinations.

3. STBG/CMAQ Program Guidelines PPG. 64
(Warren Whiteaker, Department Manager Integrated Planning and Programming, SCAG)

RECOMMENDATION ACTION FOR RC

Approve STBG/CMAQ Program Guidelines. Authorize Executive Director to initiate call for projects consistent with approved guidelines.



CONSENT CALENDAR

Approval Items

4. Minutes of the Regular Meeting – May 4, 2023 PPG. 81
5. Adoption of Amended SCAG Conflict of Interest Code PPG. 91
6. Approval for Additional Stipend Payment PPG. 101
7. Contract Amendment: Contract No. 20-002-C01, Board Counsel Services – Term Extension PPG. 103
8. Contracts \$500,000 or Greater: Contact No. 23-024-C01, Lennox Community Pedestrian Plan PPG. 111
9. Housing and Transportation Bills of Interest Follow-Up PPG. 119
10. 2023 Sacramento Summit Legislation Follow-Up PPG. 144
11. Safety, Resilience, and Housing Bills – Support PPG. 150
12. SCAG Memberships and Sponsorships PPG. 155

Receive and File

13. June 2023 State and Federal Legislative Update PPG. 158
14. Transportation Conformity Determination of Proposed Final Connect SoCal 2020 Amendment 3 and 2023 Federal Transportation Improvement Program Consistency Amendment #23-03 PPG. 169
15. Status Report on SCAG’s Racial Equity Early Action Plan PPG. 174
16. Connect SoCal 2024: Equity Analysis Update – Priority Equity Communities PPG. 183
17. Connect SoCal 2024: Local Data Exchange (LDX) Survey Results PPG. 192
18. Connect SoCal Regional Growth Vision & Local Data Exchange Evaluation PPG. 217
19. RHNA Reform Process Updates PPG. 236
20. SCAG Regional Travel Demand Model (ABM) Peer Review Meeting PPG. 244



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|--|----------|
| 21. Federal Performance Target Update | PPG. 247 |
| 22. Purchase Orders, Contract and Amendments below Regional Council Approval Threshold | PPG. 256 |
| 23. CFO Monthly Report | PPG. 267 |

BUSINESS REPORT

(Lucy Dunn, Ex-Officio Member; Business Representative)

PRESIDENT'S REPORT

(The Honorable Art Brown, President)

EXECUTIVE DIRECTOR'S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



**AGENDA ITEM 1
REPORT**

Southern California Association of Governments
June 1, 2023

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Karen Calderon, Senior Regional Planner
(213) 236-1983, calderon@scag.ca.gov
Subject: CEQA Addendum No. 4 to Connect SoCal 2020 Programmatic
Environmental Impact Report (State Clearinghouse No. 2019011061)

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council (RC) adopt Resolution No. 23-656-1 approving Addendum No. 4 to the Connect SoCal 2020 Program Environmental Impact Report (PEIR, SCH No. 2019011061), and direct staff to carry out administrative tasks for the approval.

RECOMMENDED ACTION FOR TC:

Receive and File.

RECOMMENDED ACTION FOR RC:

Adopt Resolution No. 23-656-1 approving Addendum No. 4 to the Connect SoCal 2020 Program Environmental Impact Report (PEIR, SCH No. 2019011061), and direct staff to carry out administrative tasks for the approval.

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 2020) Amendment No. 2 and certification of the Program Environmental Impact Report (State Clearinghouse #2019011061) (PEIR) by the SCAG Regional Council (RC) and Addendums No. 1, No. 2, and No. 3, SCAG staff has received requests from several county transportation commissions to amend Connect SoCal 2020 to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new projects. Pursuant to the California Environmental Quality Act (CEQA), SCAG staff has prepared Addendum No. 4 to the PEIR, which analyzes the changes documented in the Connect SoCal 2020 Amendment No. 3 to the 2020 RTP/SCS (Connect SoCal

2020 Amendment No. 3 or Amendment No. 3), inclusive of revisions to the Draft Amendment No. 3 document that were made based on public comments and released in April 2023 for an additional 15-day public review. SCAG staff finds that the proposed changes resulting from Amendment No. 3 including the revisions would not result in a substantial change to the region-wide impacts when compared to the certified PEIR with Addendum No. 1, Addendum No. 2, and Addendum No. 3. SCAG staff also finds that the projects identified in Connect SoCal 2020 Amendment No. 3 are programmatically consistent with the analysis, mitigation measures, alternatives, Findings of Fact, and Statement of Overriding Considerations contained in the previously certified PEIR and Addendum No. 1, Addendum No. 2, and Addendum No. 3.

Pursuant to the CEQA, Addendum No. 4 to Connect SoCal 2020 PEIR must be approved prior to the RC's adoption of Connect SoCal 2020 Amendment No. 3. Since there was no EEC meeting in May 2023 due to SCAG's 58th General Assembly, staff is seeking the EEC's recommendation that the RC approve the proposed final Addendum No. 4 to the Connect SoCal 2020 PEIR and RC's approval of this CEQA document for Connect SoCal 2020 Amendment No. 3 on the same day today. This will accelerate staff transmitting the final amendments to the federal agencies.

BACKGROUND:

At its May 7, 2020 meeting, the RC adopted Connect SoCal 2020 for purposes of federal transportation conformity only and certified the associated Program Environmental Impact Report (PEIR). At its September 3, 2020 meeting, the RC adopted Connect SoCal 2020 and certified the associated PEIR Addendum No. 1. On October 30, 2020, Connect SoCal 2020 was certified by the California Air Resources Board (CARB) for compliance with Senate Bill 375, and on June 5, 2020 by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for compliance with the Federal Clean Air Act (transportation conformity). At its November 4, 2021 meeting, the RC adopted Resolution No. 21-637-1 to adopt Addendum No. 2 to the PEIR in association with Connect SoCal 2020 Amendment No. 1. At its October 6, 2022 meeting, the RC adopted Resolution No. 22-647-4 to adopt Addendum No. 3 to the PEIR in association with Connect SoCal 2020 Amendment No. 2. Since that time, SCAG staff received requests from several county transportation commissions (CTCs) to amend Connect SoCal 2020 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 2020 Amendment No. 3 consists of 215 project changes, including 22 new, 186 modified, and seven deleted projects. There are 212 financially constrained projects, and three strategic plan projects. About a fifth of the project changes, 43 out of 215, involve short-term RTP projects. Among the 215 project changes, most of them are modifications to existing projects, including revised project descriptions, modeling updates, schedules, and/or total costs. The 22 new projects include primarily Transportation System Management/Transportation Demand Management projects, minor arterial widenings, intermodal facilities, and bikeway improvements,

which provide benefits such as improving efficiency of existing systems and reducing congestion. These new projects involve new costs and modeling changes for projects that were previously not included in Connect SoCal 2020 Amendment No. 2. There are seven projects removed due to project cancellation or duplicate entries. Of the 215 project changes in Amendment No. 3, 13 of the projects are within Imperial County, 109 of the projects are within Los Angeles County, 12 of the projects are within Orange County, 50 of the projects are within Riverside County, 23 of the projects are within San Bernardino County, eight of the projects are within Ventura County, and none of the projects spread across multiple counties. A complete list of the project modifications is available in Amendment No. 3, inclusive revisions to the project modifications that were made based on public comments and released in April 2023. Consistent with the certified Connect SoCal 2020 PEIR, the environmental analysis in this Addendum No. 4 to the Connect SoCal 2020 PEIR is limited to the financially constrained projects.

CEQA BASIS FOR A PEIR ADDENDUM:

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

PROGRAMMATIC ENVIRONMENTAL ASSESSMENT:

SCAG staff has conducted a programmatic environmental assessment of the changes to the Connect SoCal 2020 Project List documented in Amendment No. 3 pursuant to CEQA. The contents of proposed final Addendum No. 4 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 2020 Project List, including the revisions to the Project List in the Draft Amendment No. 3 document that were made based on public comments and released in April 2023.
- **Chapter 3.0, Environmental Analysis** discusses the extent to which the changes to the Connect SoCal 2020 Project List inclusive of revisions would have effects on the environment as compared to those already identified in the certified PEIR.

- **Chapter 4.0, Comparison of Alternatives** discusses the extent to which the changes to the Connect SoCal 2020 Project List inclusive of revisions 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 2020 Project List inclusive of revisions 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 Addendum No. 4.

SUMMARY OF CEQA FINDINGS:

Although the new projects identified in the Connect SoCal 2020 Amendment No. 3 were not identified in the Connect SoCal 2020 PEIR, SCAG staff 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 2020 and with the analysis and conclusions presented in the previously certified Connect SoCal 2020 PEIR with Addendum No. 1, Addendum No. 2, and Addendum No. 3. See Table 1, below, for a summary of the environmental impacts analyzed in the proposed final Addendum No. 4.

TABLE 1: SUMMARY OF IMPACTS FROM CONNECT SOCIAL 2020 AMENDMENT NO. 3

Environmental Impact Areas	Compared to the Previously Certified Connect SoCal 2020 PEIR
Aesthetics	Same; no new impacts
Agriculture and Forestry Resources	Same; no new impacts
Air Quality	Same; no new impacts
Biological Resources	Same; no new impacts
Cultural Resources	Same; no new impacts
Energy	Same; no new impacts
Geology and Soils	Same; no new impacts
Greenhouse Gas Emissions	Same; no new impacts
Hazards and Hazardous Materials	Same; no new impacts
Hydrology and Water Quality	Same; no new impacts
Land Use and Planning	Same; no new impacts
Mineral Resources	Same; no new impacts

Noise	Same; no new impacts
Population, Housing, and Employment	Same; no new impacts
Public Services	Same; no new impacts
Parks and Recreation	Same; no new impacts
Transportation, Traffic, and Safety	Same; no new impacts
Tribal Cultural Resources	Same; no new impacts
Utilities and Service Systems	Same; no new impacts
Wildfire	Same; no new impacts
Cumulative Impacts	Same; no new impacts
Comparison of Alternatives	Same; no new impacts
Other CEQA Considerations	Same; no new impacts

SCAG staff has found that the changes and additions identified above with respect to Amendment No. 3 inclusive of revisions to the Draft Amendment No. 3 document that were made based on public comments and released in April 2023 would result in impacts that would fall within the range and severity of environmental impacts already identified and addressed in the previously certified Connect SoCal 2020 PEIR, PEIR Addendum No. 1, PEIR Addendum No. 2, and PEIR Addendum No. 3. Therefore, as reflected in Addendum No. 4, no substantial physical impacts to the environment beyond those already anticipated and disclosed in the Connect SoCal 2020 PEIR are anticipated to result from the changes and additions inclusive of revisions identified in the Connect SoCal 2020 Amendment No. 3. Further, each project will be assessed at the project-level by the implementing agency in accordance with CEQA, National Environmental Policy Act, and all applicable regulations. No changes to the mitigation measures or alternatives contained in the Connect SoCal 2020 PEIR are necessary or proposed.

CONCLUSION:

The environmental analysis provided above and discussed in the proposed final Addendum No. 4 to the PEIR indicates that the projects identified in Connect SoCal 2020 Amendment No. 3 are programmatically consistent with the analysis, mitigation measures, alternatives, Findings of Fact, and Statement of Overriding Considerations contained in the certified PEIR with Addendum No. 1, Addendum No. 2, and Addendum No. 3, and that the proposed modifications would not result in either new significant environmental impacts or substantial increase in the severity of previously identified significant impacts in the certified PEIR and Addendum No. 1, Addendum No. 2, and Addendum No. 3. Therefore, it is determined that a subsequent or supplemental EIR is not required

and that Addendum No. 4 to the PEIR complies with the CEQA requirements for Connect SoCal 2020 Amendment No. 3.

Addendum No. 4 to Connect SoCal 2020 PEIR must be approved prior to the RC's adoption of Connect SoCal 2020 Amendment No. 3. Since there were no EEC and Transportation Committee (TC) meetings in May 2023 due to SCAG's 58th General Assembly, staff is presenting the proposed final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 for the TC's recommendation on the amendments, the EEC's recommendations on the associated transportation conformity determination and the proposed final Addendum No. 4 to the Connect SoCal 2020 PEIR, and the RC adoption on the same day today. This will accelerate staff transmitting the final amendments to the federal agencies.

NEXT STEPS:

SCAG staff recommends that the EEC recommend that the RC adoption a Resolution to approve Addendum No. 4 to the Connect SoCal 2020 PEIR and that the RC adopt Resolution No. 23-656-1 to approve Addendum No. 4 to the Connect SoCal 2020 PEIR. **The proposed final Addendum No. 4 and resolution are attached to this staff report. The approved final Addendum No. 4 will be published on SCAG's website at: <https://scag.ca.gov/certified-2020-peir-0>.**

FISCAL IMPACT:

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

ATTACHMENT(S):

1. Final 2020 PEIR Addendum No 4
2. Resolution No. 23-656-1 - 2020 PEIR Addendum No. 4

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



FINAL ADDENDUM #4
TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

JUNE 1, 2023

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FINAL ADDENDUM #4

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

JUNE 1, 2023

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

CONNECT SOCAL Final Addendum #4 to the Program Environmental Impact Report

1.0 INTRODUCTION

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

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

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

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

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

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

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

as "Connect SoCal Amendment #1" and "Connect SoCal Amendment #2". As such, SCAG prepared [Connect SoCal PEIR Addendum #2](#) (herein referred to as "PEIR Addendum #2") and [Connect SoCal PEIR Addendum #3](#) (herein referred to as "PEIR Addendum #3") to assess potential environmental impacts of the proposed updates and revisions to the Project List included in [Connect SoCal Amendment #1 and Connect SoCal Amendment #2, respectively](#). Connect SoCal PEIR Addendum #2 was approved by the SCAG Regional Council on November 4, 2021, along with Connect SoCal Amendment #1. Connect SoCal PEIR Addendum #3 was approved by the SCAG regional Council on October 6, 2022, along with Connect SoCal Amendment #2.

Since the adoption of Connect SoCal Amendment #2, several county transportation commissions have requested to further amend the Plan to reflect changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new transportation projects contained therein (proposed Amendment #3 to Connect SoCal, referred to herein as "Connect SoCal Amendment #3"). Therefore, this PEIR Addendum #4 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 #3. This document is prepared as an addendum to the previously certified Connect SoCal PEIR and PEIR Addendums #1,#2, and #3.²

As described in more detail below, an addendum is appropriate because the modifications to the Project List would not result in either new significant environmental effects or substantial increase in the severity of previously identified significant effects and that the modifications would be consistent with the analysis, mitigation measures, alternatives, and Findings of Fact contained in the Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. Therefore, a Subsequent or Supplemental PEIR is not required and this Addendum to the Connect SoCal PEIR is sufficient.

In summary, PEIR Addendum #4 serves as an informational document to inform decision-makers and the public of the potential environmental impacts of Connect SoCal Amendment #3 by analyzing the projects and programs on a broad regional

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

² It is important to note that when the Connect SoCal PEIR is referenced in the environmental analysis of this document, it also includes all revisions that were part of the Connect SoCal PEIR Addendums #1, #2, and #3.

scale, not at a site-specific level of analysis. This programmatic analysis shows that Connect SoCal Amendment #3 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 #3 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 #3 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 #3, at the regional program-level, and finds that the additional and modified projects contained in PEIR Addendum #4 are consistent with the region-wide environmental impacts analysis, mitigation measures, alternatives, and Findings of Fact discussed in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3, 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 #4 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 #4 to the Connect SoCal PEIR to demonstrate that the proposed changes to the Connect SoCal Project List, contained in Connect SoCal Amendment #3, 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 #4 to the Connect SoCal PEIR neither controls nor determines the ultimate decision for approval for Connect SoCal Amendment #3 and the proposed changes to the Project List contained therein. The information presented in this Addendum #4 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 #3.

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 #3 consists of 215 project changes, including 22 new, 186 modified, and seven deleted projects. There are 212 financially constrained projects, and three strategic plan projects. About a fifth of the project changes, 43 out of 215, involve short-term RTP projects. Among the 215 project changes, most of them are modifications to existing projects, including revised project descriptions, modeling updates, schedules, and/or total costs. The 22 new projects include primarily Transportation System Management/Transportation Demand Management projects, minor arterial widenings, intermodal facilities, and bikeway improvements, which provide benefits such as improving efficiency of existing systems and reducing congestion. These new projects involve new costs and modeling changes for projects that were previously not included in Connect SoCal Amendment #2. There are seven projects removed due to project cancellation or duplicate entries.

Of the 215 project changes in Amendment #3, 13 of the projects are within Imperial County, 109 of the projects are within Los Angeles County, 12 of the projects are within Orange County, 50 of the projects are within Riverside County, 23 of the projects are within San Bernardino County, eight of the projects are within Ventura County, and none of the projects spread across multiple counties. [A complete list of the project modifications is available in Amendment #3.](#)

Consistent with the certified Connect SoCal 2020 PEIR, the environmental analysis in this Addendum #4 to the Connect SoCal PEIR is limited to the financially constrained projects

3.0 ENVIRONMENTAL ANALYSIS

The changes described above to the Project List identified in Connect SoCal Amendment #3 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 #3 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.

The environmental analyses in the Air Quality, Energy, and Greenhouse Gas Emissions sections in this Addendum #4 are based upon the California Air Resources Board's (CARB) Emission Factor model (EMFAC) 2021. Effective November 15, 2022, EMFAC2021 is the latest U.S. EPA-approved motor vehicle emissions model for California available at the time of the preparation of Connect SoCal Amendment #3. In addition, Connect SoCal Amendment #3 includes a required regional

TABLE 3-1 Summary of Impacts from Amendment #3

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

emission analysis using EMFAC2021. To be consistent with the regional emissions analysis in Connect SoCal Amendment #3, the analysis in the Addendum #4 uses EMFAC2021 and applies the interim off-model adjustment factors for EMFAC2021 to account for the emission benefits of California's Heavy-Duty Vehicle Inspection and Maintenance Program adopted by CARB after and thus not included in EMFAC2021. CARB developed and submitted to U.S. EPA and subsequently U.S. EPA approved the interim off-model adjustment factors, which account for only 50 percent of the emissions benefits of the previous EMFAC2021 adjustment factors for Metropolitan Planning Organizations (MPOs) to use for regional transportation conformity determinations. The interim off-model adjustment factors will remain applicable until the first California nonattainment area 70 parts per billion 8-hour attainment demonstration and/or reasonable further progress demonstration and associated motor vehicle emissions budgets approved by U.S. EPA.

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 and severity of impacts already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. 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 #3.

The environmental analysis provided in this Addendum #4 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 #3, as compared to those already identified in the Connect SoCal PEIR are summarized in **TABLE 3-1, Summary of Impacts from Amendment #3.**

3.1 AESTHETICS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to aesthetics beyond those already described in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to substantial adverse effects on a scenic vista, scenic resources, the existing visual character or quality of public views, and creating a new source of substantial light affecting day or nighttime views. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with aesthetics (see Connect SoCal PEIR pp. 3.1-26 – 3.1-42). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to aesthetics. Similarly, aesthetic impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

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

The analysis in the certified Connect SoCal PEIR Aesthetics Section and previous addendums, adequately addresses the range of aesthetic impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to aesthetics, or a substantial increase in the severity of impacts to aesthetics beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.2 AGRICULTURE AND FORESTRY RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to agriculture and forestry resources beyond those already described in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant

impacts with respect to converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use; conflicting with existing zoning for agricultural use, a Williamson Act contract, forest land or timberland zoned Timberland Production; losing or converting forest land to non-forest use; and changing the existing environment resulting in conversion of Farmland to non-agricultural use or forest land to non-forest use. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with agricultural and forestry resources (see Connect SoCal PEIR pp. 3.2-21 – 3.1-33). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to agriculture and forestry resources. Similarly, agriculture and forestry resource impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

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

The analysis in the Connect SoCal PEIR Agriculture and Forestry Resources Section and previous addendums adequately addresses the range of agricultural and forestry impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to agriculture and forestry resources, or a substantial increase in the severity of impacts to agriculture and forestry resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.3 AIR QUALITY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to air quality beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified that implementation of the Connect SoCal would result in less than significant impacts with respect to applicable air quality plans and other emissions, such as odors. However, the PEIR identified potential significant

impacts with respect to air quality standards violations; cumulative net increase of criteria pollutants for which the region is non-attainment under federal or state ambient air quality standards; and exposure of sensitive receptors to substantial pollutant concentrations. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with air quality (see Connect SoCal PEIR pp. 3.3-51 – 3.3-88). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to air quality.

As described in the Transportation Conformity Section of the Connect SoCal Amendment #3, 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 previously mentioned, this analysis uses the latest U.S. EPA-approved EMFAC2021 available at the time of preparation of Connect SoCal Amendment #3 and applies the interim off-model adjustment factors for EMFAC2021 that CARB developed and submitted to U.S. EPA and subsequently approved by U.S. EPA. **TABLE 3-2, On-Road Mobile-source Criteria Pollutant Emission By County – (2045) vs. Existing Conditions (2019) - Amendment #3** shows the Plan conditions (2045) and existing conditions (base year 2019) of the criteria pollutant emissions for the six counties in the SCAG region remain similar to what was analyzed for Connect SoCal with a slightly greater reduction in emissions with the proposed changes to the Project List identified in the Connect SoCal Amendment #3. Therefore, no changes to analyses and air quality findings previously discussed in the certified Connect SoCal PEIR and previous addendums would occur.

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

The analysis in the previously certified Connect SoCal PEIR Air Quality Section and previous addendums adequately addresses the range of air quality impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant air quality impacts or a substantial increase in the severity of air quality impacts beyond those

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

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	2	2	6	6	7	16	0.3	0.2	0.0
	Plan	1	1	3	3	3	8	0.4	0.2	0.1
	Difference (Amendment #3)	-1	-1	-3	-4	-4	-8	0.1	0.0	0.0
	Previous Difference (PEIR)*	-1	-1	-2	-2	-3	-4	0.3	0.1	0.0
Los Angeles	Existing	55	54	92	100	99	521	7.2	3.1	1.0
	Plan	22	22	22	24	24	192	6.4	2.2	0.8
	Difference (Amendment #3)	-33	-32	-69	-76	-75	-329	-0.7	-0.9	-0.3
	Previous Difference (PEIR) *	-30	-29	-55	-60	-60	-261	-0.2	-0.6	-0.3
Orange	Existing	17	17	23	25	25	155	2.2	0.9	0.3
	Plan	7	7	6	6	6	61	2.0	0.7	0.2
	Difference (Amendment #3)	-10	-10	-17	-19	-19	-94	-0.2	-0.3	-0.1
	Previous Difference (PEIR) *	-8	-8	-15	-16	-16	-68	0.1	-0.1	-0.1
Riverside	Existing	14	13	36	39	38	116	2.3	1.1	0.3
	Plan	7	6	12	13	13	56	2.4	0.9	0.3
	Difference (Amendment #3)	-7	-7	-24	-25	-25	-60	0.2	-0.2	0.0
	Previous Difference (PEIR) *	-7	-6	-20	-21	-21	-49	0.8	0.2	0.0
San Bernardino	Existing	16	15	41	44	43	127	2.5	1.2	0.3
	Plan	7	7	16	17	17	58	2.9	1.1	0.3
	Difference (Amendment #3)	-9	-8	-25	-27	-26	-69	0.4	-0.1	0.0
	Previous Difference (PEIR) *	-9	-8	-20	-21	-21	-60	1.1	0.3	0.0
Ventura	Existing	3	3	6	7	7	26	0.5	0.2	0.1
	Plan	1	1	1	1	1	9	0.4	0.1	0.0
	Difference (Amendment #3)	-2	-2	-5	-5	-5	-17	-0.1	-0.1	0.0
	Previous Difference (PEIR) *	-3	-3	-4	-5	-5	-21	0.0	0.0	0.0

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded. Based on the interim off-model adjustment factors for EMFAC2021.
 * PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.4 BIOLOGICAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to biological resources beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to species identified as a candidate, sensitive, or special status; riparian habitat or other sensitive natural community; State or Federally Protected Wetlands; the movement of native resident, migratory fish, wildlife species, corridors, or nursery sites; and local policies or ordinances protecting biological resources or approved habitat conservation plans. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with biological resources (see Connect SoCal PEIR pp. 3.4-61 – 3.4-102). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to biological resources. Similarly, biological resource impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

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

The analysis in the certified Connect SoCal PEIR and previous addendums, adequately addresses the range of impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, 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 addendums.

3.5 CULTURAL RESOURCES

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

Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to cultural resources beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to historical or archeological resources and the disturbance of human remains. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with cultural resources (see Connect SoCal PEIR pp. 3.5-33 – 3.5-42). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to cultural resources. Similarly, cultural resource impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

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

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

Year	Fuel Consumed		Percentage under Existing
	Billion Gallons per Year	Thousand Gallons per Day	
2019	8.1	22,127	—
2045 Baseline	6.6	18,005	-18.6%
Amendment #3	6.4	17,475	-21.0%
PEIR*	6.7	18,236	-20.3%

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded.
* PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

The analysis in the certified Connect SoCal PEIR Cultural Resources Section and previous addendums, adequately addresses the range of cultural resource impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to cultural resources, or a substantial increase in the severity of impacts to cultural resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.6 ENERGY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to energy beyond those already described in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified less than significant impacts with respect to wasteful, inefficient, or unnecessary consumption of energy resources and interference with state or local plan for renewable energy or energy efficiency (see Connect SoCal PEIR pp. 3.6-32 – 3.5-43). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to energy. Similarly, energy impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As previously mentioned, this analysis uses the latest U.S. EPA-approved EMFAC2021 available at the time of preparation of Connect SoCal Amendment #3 and applies the interim off-model adjustment factors for EMFAC2021 that CARB developed and submitted to U.S. EPA and subsequently approved by U.S. EPA. **TABLE 3-3, SCAG Region Estimated Transportation Fuel Consumption – Amendment #3**) shows that 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 21 percentage reduction of fuel used compared to existing conditions (base year 2019) reflects this change. As such, no new or substantial impacts would occur when compared to the previously certified Connect SoCal PEIR and previous addendums.

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

The analysis in the certified Connect SoCal PEIR Energy Section and previous addendums, adequately addresses the range of energy impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to energy, or a substantial increase in the severity of impacts to energy beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums

3.7 GEOLOGY AND SOILS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to geology and soils beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified less than significant impacts with respect to the risk of loss, injury, or death involving: rupture of a known earthquake fault, seismic ground shaking or ground failure (including liquefaction and landslides); geologic units or soils that are unstable or expansive; or soils incapable of supporting the use of septic tanks or alternative wastewater disposal systems. The Connect SoCal PEIR identified potential significant impacts with respect to destruction of a unique paleontological resource or site geologic feature. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with geology and soils (see Connect SoCal PEIR pp. 3.7-31 – 3.7-51). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to geology and soils. Similarly, geology and soil impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

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

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

On-Road Vehicles	2019 Base Year			2045 (Plan)		
	CO ₂	CH ₄	N _{2O}	CO ₂	CH ₄	N _{2O}
Light and Medium Duty Vehicles	56.53	0.003	0.0012	41.71	0.001	0.0003
Heavy Duty Trucks	16.37	0.001	0.002	17.24	0.000	0.000
Buses	1.69	0.001	0.0001	0.67	0.000	0.0000
On-Road Vehicles (Subtotal) in CO ₂	74.59	0.004	0.003	59.63	0.001	0.001
On-Road Vehicles (Subtotal) in CO _{2e} *	74.59	0.092	0.987	59.63	0.027	0.204
Total GHG Emissions from on-road vehicles in CO_{2e} (Amendment #3)	75.7			59.9		
Previous Total GHG Emissions from on-road vehicles in CO_{2e} (PEIR) **	77.4			63.4		

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

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

** PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

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

Off-Road Vehicles	2019 Base 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 #3)	6.9			10.1		
Previous Total GHG Emissions from off-road vehicles in CO_{2e} (PEIR) **	6.9			10.1		

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

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

** PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

The analysis in the certified Connect SoCal PEIR Geology and Soils Section and previous addendums, adequately addresses the range of geology and soil impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to geology and soils, or a substantial increase in the severity of impacts to geology and soils beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.8 GREENHOUSE GAS EMISSIONS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to greenhouse gas (GHG) emissions beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. 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 CARB. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with GHG emissions (see Connect SoCal PEIR pp. 3.8-61 – 3.8-81). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to GHG emissions. Similarly, GHG emissions impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As previously mentioned, this analysis uses the latest U.S. EPA-approved EMFAC2021 available at the time of preparation of Connect SoCal Amendment #3 and applies the interim off-model adjustment factors for EMFAC2021 that CARB developed and submitted to U.S. EPA and subsequently approved by U.S. EPA. Based on the analysis for the Connect SoCal PEIR, transportation emissions for this PEIR Addendum #4 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 #3**)

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

	2019 Base Year	2045 (Plan)**
Total GHG Emissions from on-road vehicles in CO _{2e} *	75.7	59.9
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}	82.6	69.9
Amendment #3 vs. 2019 Base Year		-15.4%
PEIR** vs. 2019 Base Year		-13.0%

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

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

** PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

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 #3**).

Connect SoCal Amendment #3 would result in a slight decrease compared to Connect SoCal to approximately 59.9 million metric tons per year CO₂e total GHG emissions from on-road vehicles and, similar to Connect SoCal, 10.1 million metric tons per year CO₂e from off-road vehicles in 2045, as shown in **TABLE 3-4** and **TABLE 3-5**, below. According to **TABLE 3-6, Greenhouse Gas Emissions from On-Road and Off-Road Sources in the Transportation Sector in the SCAG Region – Amendment #3**, Connect SoCal Amendment #3 would result in a 15.4 percent GHG emission reduction when compared to the 2019 baseline, which is a slight increase compared to the 13.0 percent estimated for Connect SoCal. Therefore, the proposed changes from the Connect SoCal Amendment #3 project list would result in similar GHG emissions from on-road and off-road vehicles.

SB 375 requires CARB to develop regional GHG emission reduction targets for cars

TABLE 3-7 SB 375 Analysis – Amendment #3

	2005 (Baseline)	2020 (Plan)	2035 (Plan)
Resident population (per 1,000)	17,161	19,194	21,109
CO ₂ emissions (per 1,000 tons)	204.0*	204.5**	197.4***
Per capita emissions (pounds/day)	23.8	21.3	18.7
% difference from Amendment #3 (2020) to Baseline (2005)			-8%****
% difference from Amendment #3 (2035) to Baseline (2005)			-19%****
Previous % difference from Plan (2020) to Baseline (2005)			-8%****
Previous % difference from Plan (2035) to Baseline (2005)			-19%****

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

* Based on EMFAC2007

** Based on EMFAC2014

*** Based on EMFAC 2014 Included off-model adjustments for 2035

**** Included EMFAC Adjustment

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 #3**, per capita CO₂ emissions from cars and light duty trucks (only) from Connect SoCal Amendment #3 would remain at 21.3 pounds per day in 2020. Amendment #3 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 #4 projects 18.7 pounds per day for per capita CO₂ emissions from cars and light-duty trucks (only), which is the same as the projection in the previously certified Connect SoCal PEIR with PEIR Addendums #1, #2, and #3. 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 #3 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 #3 would continue to achieve SB 375 per capita GHG reduction targets for the SCAG region.

Furthermore, Amendment #3 would result in the same GHG reduction trajectory as the original Plan and would not conflict with the State's long term GHG emission reduction goals.

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

The analysis in the certified Connect SoCal PEIR Greenhouse Gas Emissions Section and previous addendums, adequately addresses the range of GHG emission impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to GHG emissions, or a substantial increase in the severity of impacts to GHG emissions beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.9 HAZARDS AND HAZARDOUS MATERIALS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3 are not expected to result in any new or a substantial increase in the severity of significant impacts to hazards and hazardous materials beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to the routine transport, use, or disposal of hazardous materials; reasonably foreseeable upset and accident conditions involving the release of hazardous materials; emission or handling hazardous materials within one-quarter mile of a school; be located on a hazardous materials site pursuant to Government Code Section 65962.5; result in a safety hazard or excessive noise for people residing or working within two miles of a public airport; interfere with an adopted emergency response plan or emergency evacuation plan; or expose people or structures to a significant risk of loss, injury or death involving wildland fires. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with hazards and hazardous materials (see Connect SoCal PEIR pp. 3.9-39 – 3.9-60). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to hazards and hazardous materials. Similarly, hazards and hazardous material impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

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

The analysis in the certified Connect SoCal PEIR Hazards and Hazardous Materials Section and previous addendums, adequately addresses the range of hazard impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, 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 addendums.

3.10 HYDROLOGY AND WATER QUALITY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to hydrology and water quality beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to water quality standards waste discharge requirements, and groundwater quality; groundwater supplies or interfere substantially with groundwater recharge; existing drainage patterns of the area; runoff water that would exceed the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff; risk of flood hazard, tsunami, or seiches; and conflict with a water quality control plan or sustainable groundwater management plan. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with hydrology and water quality (see Connect SoCal PEIR pp. 3.10-52 – 3.10-72). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to hydrology and water quality. Similarly, hydrology and water quality impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

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

The analysis in the certified Connect SoCal PEIR Hydrology and Water Quality Section and previous addendums, adequately addresses the range of hydrology and water

quality impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, 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 addendums.

3.11 LAND USE AND PLANNING

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to land use and planning beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to physically dividing an established community and land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with land use and planning (see Connect SoCal PEIR pp. 3.11-40 – 3.11-56). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to land use and planning. Similarly, land use and planning impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

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

The analysis in the certified Connect SoCal PEIR Land Use and Planning Section and previous addendums, adequately addresses the range of impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, 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 addendums.

3.12 MINERAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to mineral resources beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state and the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with mineral resources (see Connect SoCal PEIR pp. 3.12-8 – 3.12-13). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to mineral resources. Similarly, mineral resource impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

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

The analysis in the certified Connect SoCal PEIR Minerals Section and previous addendums, adequately addresses the range of mineral resource impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to mineral resources, or a substantial increase in the severity of impacts to mineral resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.13 NOISE

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to noise beyond those already identified in the

previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to ambient noise levels, groundborne vibration or noise levels, and exposure to excessive noise levels near airports. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with noise impacts (see Connect SoCal PEIR pp. 3.13-33 – 3.13-51). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to noise. Similarly, noise impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

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

The analysis in the certified Connect SoCal PEIR Noise Section and previous addendums, adequately addresses the range of noise impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to noise, or a substantial increase in the severity of impacts to noise beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.14 POPULATION, HOUSING AND EMPLOYMENT

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

respect to population, housing, and employment. Similarly, population, housing, and employment impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

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

The analysis in the certified Connect SoCal PEIR Population, Housing, and Employment Section and previous addendums, adequately addresses the range of population, housing, and employment impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts or a substantial increase in the severity of impacts to population, housing, and employment beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.15 PUBLIC SERVICES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to public services beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1 #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to fire, police, school, and library facilities and service ratios. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with public services (see Connect SoCal PEIR pp. 3.15.1-15 – 3.15.4-6). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to public services. Similarly, public service impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

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

The analysis in the certified Connect SoCal PEIR Public Services Section and previous

addendums, adequately addresses the range of public services impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to public services, or a substantial increase in the severity of impacts to public services beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.16 RECREATION

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to recreation beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to existing neighborhood and regional parks or other recreational facilities, park facilities, and service ratios. Incorporation of mitigation measures identified in the Connect SoCal PEIR would

alleviate significant impacts associated with recreation (see Connect SoCal PEIR pp. 3.16-22 – 3.16-30). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to recreation. Similarly, recreation impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

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

The analysis in the certified Connect SoCal PEIR Recreation Section and previous addendums, adequately addresses the range of recreation impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to recreation, or a substantial increase in the severity of impacts to recreation beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

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

County	In Thousands		
	2019 Base Year	2045 No Project	2045 Plan
Imperial	6,973	11,338	11,161
Los Angeles	231,455	254,574	239,163
Orange	79,200	85,517	83,039
Riverside	60,611	80,219	76,767
San Bernardino	62,676	85,194	81,297
Ventura	19,238	21,250	19,942
SCAG Total (Amendment #3)	460,153	538,092	511,369
Previous SCAG Total (PEIR) *	460,153	538,092	511,124

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Numbers are rounded to nearest thousand.
 * PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

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

County	Light/Medium Duty Vehicles		All Vehicles	
	2019	2045	2019	2045
Imperial	29.69	32.41	35.01	41.00
Los Angeles	21.47	19.24	22.77	20.88
Orange	23.59	22.30	24.73	23.82
Riverside	22.29	20.60	24.95	23.91
San Bernardino	25.34	24.28	28.82	29.32
Ventura	21.30	19.52	22.44	21.11
Regional (Amendment #3)	22.45	20.73	24.18	23.10
Regional (PEIR) *	22.45	20.71	24.18	23.08

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded.
 * PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

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

County	2019 Base Year	2045 No Project	2045 Plan
Imperial	9,529	38,571	26,398
Los Angeles	1,685,849	2,048,956	1,599,453
Orange	438,551	546,434	393,465
Riverside	167,164	373,426	238,097
San Bernardino	151,356	320,519	197,911
Ventura	54,696	76,854	43,312
Regional (Amendment #3)	2,507,144	3,404,759	2,498,636
Regional (PEIR) *	2,507,144	3,404,759	2,486,467

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded.
 * PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

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

County	2019 Base Year	2045 No Project	2045 Plan
AUTOS – SINGLE OCCUPANCY VEHICLES			
Imperial	93.54%	91.72%	91.27%
Los Angeles	79.50%	80.06%	86.00%
Orange	84.97%	86.08%	89.53%
Riverside	71.88%	73.97%	81.49%
San Bernardino	72.18%	74.67%	79.87%
Ventura	81.04%	83.49%	86.40%
Region	79.14%	80.09%	85.39%
AUTOS – HIGH OCCUPANCY VEHICLES			
Imperial	94.93%	92.13%	90.96%
Los Angeles	79.09%	78.09%	83.06%
Orange	85.89%	84.67%	88.88%
Riverside	71.00%	70.68%	80.00%
San Bernardino	73.76%	73.31%	79.92%
Ventura	83.70%	84.30%	87.73%
Region	79.45%	78.33%	83.84%
TRANSIT			
Imperial	66.67%	59.39%	62.54%
Los Angeles	43.62%	42.58%	44.06%
Orange	60.03%	62.18%	59.66%
Riverside	69.74%	69.88%	65.64%
San Bernardino	67.06%	68.58%	63.09%
Ventura	67.91%	63.13%	64.65%
Region (Amendment #2)	47.25%	46.68%	46.94%
Region (PEIR) *	47.25%	46.68%	46.90%

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

* PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

3.17 TRANSPORTATION, TRAFFIC, AND SAFETY

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

increased impacts with respect to transportation, traffic, and safety. Similarly, transportation, traffic, and safety impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As shown in **TABLE 3-8 Daily Vehicle Miles Traveled in 2019 and 2045 – Amendment #3** and **TABLE 3-9 VMT Per Capita by County – Amendment #3, Connect SoCal Amendment #3** would result in the same 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 #3** and **TABLE 3-11 Percentage of PM Peak Period Work Trips Completed within 45 Minutes – Amendment #3** indicate that there would be a slight increase (less than 0.5%) in total hours of delay in 2045 and a slight increase by 0.04% 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 #3. **TABLE 3-12 Percentage of Mode Share on Transit and Active Transportation – Amendment #3** indicates a slight decrease by 0.2% in the percentage of mode

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

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%	3.7%
Total (Amendment #3)	11.2%	11.8%	14.3%
Previous Total (PEIR) *	11.2%	11.8%	14.5%

SOURCE: SCAG Transportation Modeling, 2020 and 2021. NOTE: Calculations may be rounded.
 * PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

share on transit and active transportation would occur. As such, project changes are not expected to result in any new or substantial impacts when compared to the certified Connect SoCal PEIR and previous addendums. Therefore, no changes to analyses and transportation findings previously discussed in the certified Connect SoCal PEIR and previous addendums would occur.

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

The analysis in the certified Connect SoCal PEIR Transportation, Traffic, and Safety Section and previous addendums, adequately addresses the range of GHG emission impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to transportation, or a substantial increase in the severity of impacts beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums

3.18 TRIBAL CULTURAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to tribal resources beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to tribal cultural resources defined in Public Resources Code section 21074. SCAG met the requirements of AB 52 by performing the requisite tribal consultation as documented in Appendix 3.5 of the PEIR. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with tribal cultural resources (see Connect SoCal PEIR pp. 3.18-18 – 3.18-21). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to tribal cultural resources. Similarly, tribal cultural resource impacts from the proposed projects included in

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

County	Freeway (Mixed-Flow)	Toll*	Truck	Expressway/ Parkway	Principal Arterial	Minor Arterial	Collector	Freeway (HOV)	Ramp	Total (All Facilities)
Imperial	417	-	-	323	342	568	2,465	-	38	4,153
Los Angeles	4,801	354	153	6	8,466	9,065	6,958	380	946	31,129
Orange	1,425	471	16	4	3,857	3,097	1,088	244	379	10,580
Riverside	1,875	297	13	121	1,509	3,604	5,734	18	362	13,533
San Bernardino	2,604	279	55	256	2,075	4,665	6,796	138	350	17,218
Ventura	568	-	-	-	861	1,007	1,059	60	123	3,677
Total (Amendment #3)	11,689	1,401	237	710	17,110	22,006	24,099	839	2,198	80,289
Previous Total (PEIR) *	11,685	1,467	237	710	17,071	22,030	24,090	866	2,198	80,354

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

* Toll includes HOT

** PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

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

The analysis in the certified Connect SoCal PEIR Tribal Cultural Resources Section and previous addendums, adequately addresses the range of tribal cultural resource impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts, or a substantial increase in the severity of impacts to tribal cultural resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.19 UTILITIES AND SERVICE SYSTEMS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to utilities and service systems beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to generating solid waste in excess of state or local standards or infrastructure capacity; nonattainment of solid waste reduction goals, or federal, state, and local management and reduction statutes and regulations; result in new or expanded wastewater treatment or storm drainage facilities or water facilities, which could cause significant environmental effects; and inadequate wastewater or water supply capacity. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with utilities and service systems (see Connect SoCal PEIR pp. 3.19.1-12 – 3.19.3-25). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to utilities and service systems. Similarly, utilities and service systems impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As indicated by **TABLE 3-14, 2045 Plan Lane Miles by County (PM Peak Network)** -

Amendment #3 minimal changes to lane miles, with a net decrease of 65 lane miles across all facilities, would occur as a result of the proposed changes to the Project List identified in the Connect SoCal Amendment #3. 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 addendums, adequately addresses the range of utility impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to utilities and service systems, or a substantial increase in the severity of impacts to utilities and service systems beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.20 WILDFIRE

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to wildfire beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to pollutant concentrations or the uncontrolled spread of a wildfire or a significant risk of loss, injury or death; the installation or maintenance of associated infrastructure that may exacerbate fire risks or impact the environment; and significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with wildfire (see Connect SoCal PEIR pp. 3.20-24 – 3.20-32). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to wildfire. Similarly, wildfire impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

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

The analysis in the certified Connect SoCal PEIR Wildfire Section and previous addendums, adequately addresses the range of wildfire impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts, or a substantial increase in the severity of impacts to wildfire beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.21 CUMULATIVE IMPACTS

The proposed changes to the Project List identified in the Connect SoCal Amendment #3 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 #3 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 #3) 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 #3 are within the scope of the broad, programmatic-level region-wide impacts identified and disclosed in the Connect SoCal PEIR and previous addendums. Thus, the Connect SoCal Amendment #3 would not be expected to result in any new cumulative impacts that have not been analyzed in the previous Connect SoCal PEIR and addendums, or cumulative impacts that are considerably different from or inconsistent with those already analyzed in the previous Connect SoCal PEIR and previous addendums.

4.0 COMPARISON OF ALTERNATIVES

The proposed changes to the Project List identified in the Connect SoCal Amendment #3 would not significantly change the comparison of alternatives in the Connect SoCal PEIR. Potential impacts from the proposed changes to the Project List are anticipated to be within the scope of the programmatic-level comparison among the alternatives already considered in the Connect SoCal PEIR: 1) No Project Alternative; 2) Existing Plans-Local Input Alternative; and 3) Intensified Land Use Alternative.

The Alternatives Chapter of the previously certified Connect SoCal PEIR adequately address the range of alternatives to the proposed projects at the programmatic level. As referenced in the previous addendums, no changes to the alternatives occurred as a result of PEIR Amendments #1 or #2. Incorporation of the proposed projects identified in the Connect SoCal Amendment #3 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 #3 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 #3 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 #3) 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 #3 are within the scope of the broad, programmatic-level region-wide impacts identified and disclosed in the Connect SoCal PEIR and previous PEIR Addendums #1, #2, and #3. Thus, the Connect SoCal Amendment #3 would not be expected to result in any new CEQA impacts that have not been analyzed in the previous Connect SoCal PEIR and addendums, or any long-term impacts that are considerably different from or inconsistent with those already analyzed in the previous Connect SoCal PEIR and previous addendums.

6.0 FINDINGS

After completing a programmatic environmental assessment of the proposed changes described herein to the Project List and when compared to the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3, SCAG finds that the proposed changes identified in the Connect SoCal Amendment #3 would not result in either new significant environmental effects or a substantial increase in the severity of any previously identified significant effect. The proposed changes are not substantial changes on a regional level as those have already been adequately and appropriately analyzed in the Connect SoCal PEIR and previous addendums. The proposed changes to the Project List do not require revisions to the programmatic, region-wide analysis presented in the previously certified Connect SoCal PEIR and addendums.

Further, SCAG finds that the proposed changes to the Project List identified in the Connect SoCal Amendment #3 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 #3 at the programmatic level and finds that inclusion of the proposed changes would be within the range of, and consistent with the findings of impacts analysis, mitigation measures, and alternatives contained in the Connect SoCal PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the Connect SoCal. Therefore, a Subsequent or Supplemental EIR is not required, and SCAG concludes that this Addendum to the previously certified Connect SoCal PEIR fulfills the requirements of CEQA.



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FINAL ADDENDUM #4

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

JUNE 1, 2023

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



RESOLUTION NO. 23-656-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING ADDENDUM NO. 4 TO THE PREVIOUSLY CERTIFIED 2020-2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2020 RTP/SCS OR CONNECT SOCIAL 2020) PROGRAM ENVIRONMENTAL IMPACT REPORT)

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

REGIONAL COUNCIL OFFICERS

- President Art Brown, Buena Park
First Vice President Curt Hagman, County of San Bernardino
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Immediate Past President Jan C. Harnik, Riverside County Transportation Commission

COMMITTEE CHAIRS

- Executive/Administration Art Brown, Buena Park
Community, Economic & Human Development Frank Yokoyama, Cerritos
Energy & Environment Deborah Robertson, Rialto
Transportation Tim Sandoval, Pomona

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

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

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

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

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

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

WHEREAS, on October 6, 2022, SCAG approved Addendum No. 3 to the 2020 RTP/SCS PEIR in accordance with Cal. Pub. Res. Code Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164;

WHEREAS, when approving Addendum No. 3 to the 2020 RTP/SCS PEIR, the SCAG Regional Council approved Resolution 22-647-4;

Attachment: Resolution No. 23-656-1 - 2020 PEIR Addendum No. 4 (CEQA Addendum No. 4 to the Connect SoCal 2020 PEIR)

WHEREAS, since the certification of the Final PEIR and the approvals of Addendum No. 1, Addendum No. 2, and Addendum No. 3 to the 2020 RTP/SCS PEIR, staff has received requests from all six county transportation commissions in the SCAG region to amend the 2020 RTP/SCS to reflect addition of projects or modifications to project scopes, costs, and/or schedules for critical transportation projects, as well as the addition of some new projects as specified in the Amendment No. 3 to the 2020 RTP/SCS (“Amendment No. 3”), in order to allow such projects to move forward toward the implementation phase;

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

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

WHEREAS, SCAG staff determined and for the reasons set forth in Addendum No. 4 to the 2020 RTP/SCS PEIR, an addendum is the appropriate CEQA document for Amendment No. 3 to the 2020 RTP/SCS because the proposed project revisions set forth in Amendment No. 3 do not meet the conditions of CEQA Guidelines Sections 15162 and 15163, for the preparation of a subsequent or supplemental EIR;

WHEREAS, SCAG has finalized Addendum No. 4 to the 2020 RTP/SCS PEIR, incorporated herein by this reference, in order to address the proposed changes to the 2020 RTP/SCS as described in Amendment No. 3;

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

WHEREAS, on June 1, 2023, EEC recommended the Regional Council adopt this Resolution to approve Addendum No. 4 to the 2020 RTP/SCS PEIR (State Clearinghouse # 2019011061); and

WHEREAS, pursuant to CEQA Guidelines Section 15164(d), the Regional Council has considered Addendum No. 4 to the 2020 RTP/SCS PEIR with the previously certified 2020 RTP/SCS PEIR prior to making a decision on Amendment No. 3 to the 2020 RTP/SCS.

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

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

1. Addendum No. 4 to the 2020 RTP/SCS PEIR has been completed in compliance with CEQA.
2. The adoption of the proposed revisions set forth in Amendment No. 3 would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects for the reasons described in Addendum No. 4; such proposed changes in Amendment No. 3 are consistent with the analysis, mitigation measures, alternatives, Finding of Facts, and Statement of Overriding Considerations contained in the

certified 2020 RTP/SCS PEIR; and thus, a subsequent or supplemental EIR is not required and Addendum No. 4 to the 2020 RTP/SCS PEIR fulfills the requirements of CEQA.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of June, 2023.

Art Brown
President, SCAG
City of Buena Park

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



AGENDA ITEM 2
REPORT

Southern California Association of Governments
June 1, 2023

To: Transportation Committee (TC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Nancy Lo, Associate Regional Planner
(213) 236-1899, lo@scag.ca.gov

Subject: Connect SoCal 2020 Amendment 3 & 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment 23-03, Including the Associated Transportation Conformity Determinations

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council adopt Resolution No. 23-656-2 approving the Connect SoCal 2020 Amendment 3 & 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment 23-03, including the associated transportation conformity determinations.

RECOMMENDED ACTION FOR RC:

Adopt Resolution No. 23-656-2 approving the Connect SoCal 2020 Amendment 3 & 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment 23-03, including the associated transportation conformity determinations.

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 the federally designated Metropolitan Planning Organization (MPO) for the six (6) county region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the FTIP and Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal 2020) in cooperation with the State (i.e., Caltrans), County Transportation Commission (CTCs), and public transit operators.

As requested by CTCs in March 2022, SCAG began the process for the Connect SoCal 2020 Amendment 3. Over the past several months, SCAG staff has worked in consultation and continuous communication with CTCs throughout the region to develop the Draft Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03.

In summary, Draft Connect SoCal 2020 Amendment 3 consists of a total of 215 project modifications with 22 of those being new projects and seven (7) project deletions. Despite project modification, additions, and deleted, the Draft Connect SoCal 2020 Amendment 3 remains financially constrained per federal fiscal constraint requirements (23 U.S.C. § 134(i) (2)(E)).

On January 5, 2023, SCAG's RC authorized the release of the Draft Connect SoCal 2020 Amendment 3 & 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment #23-03 including the associated transportation conformity analysis for a 30-day public review and comment period. SCAG hosted one telephone/videoconference public hearing on January 17, 2023. In summary, the Draft Connect SoCal 2020 Amendment 3 received one (1) comment. The comment was project specific.

As a precautionary measure, revisions to the Draft Amendments including the associated transportation conformity analysis were shared on the SCAG website for another 15-day public review period on April 26, 2023, and notified the Transportation Conformity Working Group (TCWG) of the availability of the revisions. The 15-day public review period also provided an opportunity for CTCs to program Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds to projects in the 2023 FTIP Consistency Amendment #23-03 and have the consistency amendment SCAG approved prior to June 30, 2023.

Once SCAG's RC approves the proposed Final Connect SoCal 2020 Amendment 3 & 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment 23-03, including the associated transportation conformity determinations, the items will be forwarded to the appropriate federal and state reviewing agencies for final approval. Staff appreciates an expedited state and federal review and approval in order for the projects to move forward towards implementation in a timely manner.

BACKGROUND:

SCAG is the federally designated MPO for the six (6) county region of Southern California and the designated RTPA per state law. As such, it is responsible for developing and maintaining the FTIP and RTP/SCS (Connect SoCal 2020) in cooperation with the Caltrans, CTCs, and public transit operators.

As requested by CTCs in March 2022, SCAG began the process for the Connect SoCal 2020 Amendment 3. Over the past several months, SCAG staff has worked in consultation and continuous communication with CTCs throughout the region to develop the Draft Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03.

In summary, Amendment 3 consists of 215 project modifications with 22 of those being new projects and seven (7) project deletions. Despite project modifications and additions, the Connect

SoCal Amendment 3 remains financially constrained per federal fiscal constraint requirements (23 U.S.C. § 134(i) (2)(E)).

After analysis of the modifications, additions, and deleted projects, SCAG staff concludes the following:

1. Draft Connect SoCal 2020 Amendment 3 does not adversely impact the financial constraint of the Connect SoCal 2020. The Connect SoCal 2020 remains financially constrained.
2. Draft Connect SoCal 2020 Amendment 3 passes all five required tests of transportation conformity.
3. With the Draft Connect SoCal 2020 Amendment 3, Connect SoCal 2020 remains in compliance with SB 375 and continues to meet and/or exceed the greenhouse gas emission reduction targets.

On January 5, 2023, SCAG's Regional Council (RC) authorized the release of the Draft Connect SoCal 2020 Amendment 3 and 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment #23-03 including the associated transportation conformity analysis for a 30-day public review and comment period. SCAG hosted one telephone/videoconference public hearing on January 17, 2023.

Following the 30-day public comment period, SCAG staff continued to revise the draft amendments document based on public comments and provided updates to Caltrans, CTCs, and federal and State agencies at SCAG's TCWG.

As a precautionary measure, revisions to the Draft Amendments including the associated transportation conformity analysis were shared on the SCAG website for another 15-day public review period on April 26, 2023, and notified the TCWG of the availability of the revisions. The 15-day public review period also provided an opportunity for CTCs to program STBG and CMAQ funds to projects in the 2023 FTIP Consistency Amendment #23-03 and have the consistency amendment SCAG approved prior to June 30, 2023.

In summary, the Draft Connect SoCal 2020 Amendment 3 received eight (8) comments. Comments were received from the Ventura County Transportation Commission and Caltrans. Comments were project specific and technical in nature and do not raise issues that affect conformity.

As required by California State Statute Assembly Bill 1246 (Chapter 1333, Statutes of 1976), a formal consultation meeting between SCAG, CTCs, and Caltrans was held on May 26, 2023.

Once SCAG's RC approves the proposed Final Connect SoCal 2020 Amendment 3 & 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment 23-03, including the

associated transportation conformity determination, the items will be forwarded to the appropriate federal and state reviewing agencies for final approval. Staff requests expedited state and federal review and approval in order for the projects to move forward towards implementation in a timely manner.

The Proposed Final Connect SoCal 2020 Amendment 3 is accessible at:
<https://scag.ca.gov/post/draft-amendment-3>

The Proposed Final 2023 FTIP Consistency Amendment No. 23-03 is accessible at:
<https://scag.ca.gov/2023-proposed-amendments>

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2022-2023 Overall Work Program (No. 23-010.0170.01: RTP Amendments, Management, and Coordination, No. 23-030.0146.02: Federal Transportation Improvement Program, and No. 23-025.0164.01: Air Quality and Conformity).

ATTACHMENT(S):

1. Resolution No. 23-656-2 - Approve the Connect SoCal 2020 Amendment 3 & 2023 FTIP Consistency Amendment 23-03
2. PowerPoint Presentation - 23-03A4CSC2020PEIR_CSC2020A3_2023FTIPA23-03



RESOLUTION NO. 23-656-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING AMENDMENT 3 TO THE 2020 - 2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (CONNECT SOCAL 2020), CONSISTENCY AMENDMENT #23-03 TO THE 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (2023 FTIP) (ALSO HEREIN REFERRED TO AS "AMENDMENTS"); AND ITS CORRESPONDING CONFORMITY DETERMINATION

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

REGIONAL COUNCIL OFFICERS

- President Art Brown, Buena Park
First Vice President Curt Hagman, County of San Bernardino
Second Vice President Cindy Allen, Long Beach
Immediate Past President Jan C. Harnik, Riverside County Transportation Commission

COMMITTEE CHAIRS

- Executive/Administration Art Brown, Buena Park
Community, Economic & Human Development Frank Yokoyama, Cerritos
Energy & Environment Deborah Robertson, Rialto
Transportation Tim Sandoval, Pomona

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to California Government Code section 6500 et seq.;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. section 134(d) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and as such, is responsible for preparing and updating the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP) pursuant to 23 U.S.C. section 134 et seq., 49 U.S.C. section 5303 et seq., and 23 C.F.R. section 450.312;

WHEREAS, SCAG is the multi-county designated transportation planning agency under state law, and as such, is responsible for preparing, adopting and updating the RTP and SCS every four years pursuant to Government Code 65080 et seq., and for preparing and adopting the FTIP (regional transportation improvement program, under state law) every two years pursuant to Government Code sections 14527 and 65082, and Public Utilities Code section 130301 et seq.;

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code section 65080(b) et seq., SCAG must prepare a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as determined by the California Air Resources Board (ARB);

WHEREAS, the Connect SoCal 2020 must be consistent with all other applicable provisions of federal and state law including but not limited to: (1) The Fixing America's Surface Transportation Act (FAST Act) (P.L. 114-94, December 4, 2015) and the Moving Ahead for Progress in the 21st Century (MAP-21) (P.L. 112-141); (2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C; (3) California Government Code section 65080 et seq.; Public Utilities Code sections 130058 and 130059; and Public Utilities Code section 44243.5; (4) 174 and 176(c) and (d) of the federal Clean Air Act

Attachment: Resolution No. 23-656-2 - Approve the Connect SoCal 2020 Amendment 3 & 2023 FTIP Consistency Amendment 23-03 (Connect

[(42 U.S.C. §§ 7504 and 7506(c) and (d)] and the United States Environmental Protection Agency (U.S. EPA) Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93; (5) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to 23 U.S.C. section 324; (6) The Department of Transportation’s Final Environmental Justice Strategy (60 Fed. Reg. 33896; June 29, 1995) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment; (7) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. § 12101 et seq.) and accompanying regulations at 49 C.F.R. sections 27, 37, and 38; (8) Senate Bill 375 (Steinberg, 2008) as codified in California Government Code section 65080(b) *et seq.*;

WHEREAS, in nonattainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on the RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the applicable State Implementation Plan (SIP);

WHEREAS, transportation conformity of the Connect SoCal 2020 is based upon a positive conformity finding with respect to the following tests: (1) regional emissions analysis, (2) timely implementation of Transportation Control Measures (TCMs), (3) interagency consultation and public involvement, and (4) financial constraint;

WHEREAS, on May 7, 2020, the SCAG Regional Council adopted the Connect SoCal 2020 for federal transportation conformity purposes only, and on June 5, 2020, FHWA and FTA, in coordination with US EPA Region 9, determined that the Connect SoCal 2020 conforms to the applicable SIPs; On September 3, 2020, the SCAG Regional Council approved and adopted the Connect SoCal 2020 for all purposes;

WHEREAS, on November 4, 2021, the SCAG Regional Council approved Amendment 1 to the Connect SoCal 2020 and the 2021 FTIP Consistency Amendment 21-05 including the associated transportation conformity determination. On January 4, 2022, FHWA and FTA, in coordination with the US EPA Region 9, determined that Amendment 1 to the Connect SoCal 2020 and 2021 FTIP Consistency Amendment 21-05 conform to the applicable SIPs;

WHEREAS, on October 6, 2022, the SCAG Regional Council approved Amendment 2 to the Connect SoCal 2020 and 2023 FTIP, including the associated transportation conformity determination. On December 16, 2022, FHWA and FTA, in coordination with the US EPA Region 9, determined that Amendment 2 to the Connect SoCal 2020 and 2023 FTIP conform to the applicable SIPs;

WHEREAS, due to significant technical changes in the U.S. EPA’s then-recently approved emission model (EMFAC2021), calculated regional emissions increased significantly in many nonattainment areas within the SCAG region even though the underlying travel activity projections remained the same. As a result, the entire SCAG region was under the transportation conformity lockdown. The conformity lockdown has been impacting over 26 billion worth of transportation projects, including critical transit projects because SCAG could not add new projects or amend current projects under the lockdown;

WHEREAS, staff from the South Coast Air Quality Management District, the California Air Resources Board (ARB), the U.S. EPA, and SCAG has made significant progress to address the regional transportation conformity lockdown;

WHEREAS, ARB's new emission model (EMFAC2021) received U.S. EPA's approval and became effective on November 15, 2022;

WHEREAS, the updated Coachella Valley ozone transportation conformity budgets received U.S. EPA's final approval and became effective April 12, 2023;

WHEREAS, ARB developed and officially submitted to U.S. EPA interim off-model adjustment factors for EMFAC2021 for MPOs to use for regional transportation conformity determinations in April 2023. The interim off-model adjustment factors are expected to receive U.S. EPA approval by the end of May 2023, thus fully lifting the transportation conformity lockdown in the SCAG region and in time for SCAG's Regional Council approval at its regular meeting on June 1, 2023;

WHEREAS, SCAG has received requests from the local county transportation commissions (CTCs) for additional project additions or modifications to the Connect SoCal 2020 and 2023 FTIP;

WHEREAS, 23 U.S.C. section 134(j)(3)(C) requires projects in the 2023 FTIP to be consistent with the Connect SoCal 2020;

WHEREAS, on January 5, 2023, SCAG's Regional Council authorized the release of the Draft Amendments including the associated transportation conformity analysis for a 30-day public review and comment period;

WHEREAS, a Notice of Availability for a 30-day public review and comment period was posted on SCAG's website on January 5, 2023; public notices were emailed to regional stakeholders; the Draft Amendments and the associated transportation conformity analysis were made available on SCAG's website; and copies were provided for review throughout the region by special request;

WHEREAS, 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 N29-20, one public hearing for the Amendments were held telephonically and electronically on January 17, 2023;

WHEREAS, following the 30-day public comment period, SCAG staff continued to revise the draft amendments document based on public comments and provided updates to Caltrans, County Transportation Commissions (CTCs), and federal and State agencies at SCAG's Transportation Conformity Working Group (TCWG). The revisions were minor and technical in nature and did not alter the draft amendments' conclusions or findings, including the associated transportation conformity determination;

WHEREAS, as a precautionary measure, revisions to the Amendments including the revisions to the associated transportation conformity analysis were released for another 15-day public review

and comment period. The general public and SCAG’s TCWG were notified of the availability of the revisions;

WHEREAS, to the extent that SCAG has received any written comments on the Draft Amendment 3 and the revisions, those comments have been responded to, and those comments along with responses are summarized in the final versions of the Amendments;

WHEREAS, SCAG has engaged in the continuing, cooperative, and comprehensive transportation planning process mandated by 23 U.S.C. section 134(c) (3) and 23 C.F.R. section 450.312;

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. section 93.105, SCAG consulted with the respective transportation and air quality planning agencies, including but not limited to, discussion of the draft conformity finding before the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) throughout the Amendment development process;

WHEREAS, the Amendment 3 includes a financial plan identifying the financial impact of the changes contained in the Amendment 3;

WHEREAS, the Amendment 3 contains a positive transportation conformity determination. Using the final motor vehicle emission budgets submitted by ARB and found to be adequate or approved by the U.S. EPA, this conformity determination is based upon staff’s analysis of the applicable transportation conformity tests;

WHEREAS, the conformity analysis of Amendment 3 has been conducted simultaneously with that for the 2023 FTIP in order to address the consistency requirement of federal law; and

WHEREAS, the transportation conformity analysis and determination of the proposed final Amendments were considered by SCAG’s Energy and Environment Committee (EEC). At its June 1, 2023 meeting, SCAG’s EEC approved staff’s recommended action that the Regional Council approve the transportation conformity determination of the proposed final Amendments and direct staff to submit to the FHWA and FTA for approvals;

WHEREAS, SCAG’s Regional Council has reviewed the Amendments including the associated transportation conformity determination and related staff reports and materials, which are incorporated herein by this reference;

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

1. The Regional Council approves Amendment 3 to the Connect SoCal 2020 and 2023 FTIP Consistency Amendment 23-03 for the purpose of complying with the requirements of the FAST Act, MAP-21, and all other applicable laws and regulations as referenced in the above recitals. In adopting this Amendment, the Regional Council finds as follows:

- a. Amendment 3 to the Connect SoCal 2020 comply with all applicable federal and state requirements, including the FAST Act and MAP-21 planning provisions;
 - b. Amendment 3 to the Connect SoCal 2020 comply with the greenhouse gas emission reduction targets established by the California Air Resources Board and meets the requirements of Senate Bill 375 (Steinberg, 2008) as codified in Government Code 65080(b) et seq. by achieving per capita GHG emission reductions at 8% below 2005 per capita emissions levels by 2020 and 19% below 2005 per capita emissions levels by 2035; and
 - c. Amendment 3 to the Connect SoCal 2020 are consistent with the policies, programs, and projects in the federally approved 2020 RTP/SCS as amended and meet all federal and state requirements and regulations.
2. The Regional Council hereby makes a positive transportation conformity determination of Amendment 3 to the Connect SoCal 2020. In making this determination, the Regional Council finds as follows:
 - a. Amendment 3 to the Connect SoCal 2020 pass the five tests required for transportation conformity, namely: consistency with the adopted Connect SoCal 2020 as amended, regional emissions analysis, timely implementation of Transportation Control Measures, interagency consultation and public involvement, and financial constraint analysis; and
 3. SCAG's Executive Director or his designee is authorized to transmit Amendment 3 to the Connect SoCal 2020 and associated conformity findings to the FHWA and the FTA to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93.

PASSED, APPROVED, AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting on the 1st day of June, 2023.

Art Brown
President, SCAG
City of Buena Park

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



Addendum No. 4 to Connect SoCal 2020 PEIR, Connect SoCal 2020 Amendment 3 & 2023 FTIP Consistency Amendment 23-03

Warren Whiteaker
Manager of Integrated Planning & Programming
June 1, 2023

www.scag.ca.gov



Purpose

Seeking Regional Council:

- Adoption of Resolution 23-656-1 approving Addendum No. 4 to Connect SoCal 2020 Program Environmental Impact Report (PEIR; State Clearinghouse No. 2019011061), and
- Approval of Connect SoCal 2020 Amendment 3 & 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment 23-03, including the associated transportation conformity determinations.
 - Resolution 23-656-2

Connect SoCal 2020 Project Modification Summary

Amendment 3 consists of 215 project modifications

Example projects with modifications:

- Calexico East Port of Entry Intermodal Transportation Center (Imperial County)
- West Santa Ana Branch Transit Corridor Light Rail Transit (Los Angeles County)
- Integrated Transit Center and Administration Building (Orange County)
- I-15 Express Lane between I-215 and SR-74 (Riverside County)
- I-10 Express Lane Contract 1 (San Bernardino County)
- Widen Las Posas Road between Ventura Blvd and Pleasant Valley Rd (Ventura County)

2023 FTIP Project Modification Summary

Changes in 2023 FTIP Consistency Amendment 23-03 include:

- Completion year updates
- Project scope changes
- Programming changes
 - The re-release of the Connect SoCal 2020 Amendment 3 & 2023 FTIP Consistency Amendment 23-03 for an additional 15-day public review allowed the County Transportation Commissions (CTCs) the opportunity to program or make changes to their Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funded projects under the current process prior to June 30, 2023

CEQA Analysis of Project Modifications

- Pursuant to the California Environmental Quality Act (CEQA), project modifications after certification of the associated PEIR trigger an evaluation to determine if changes would result in new impacts or a substantial increase to existing impacts
- Changes reflected in the project modification are consistent with the scope, goals, and policies contained in Connect SoCal 2020 as previously amended and no substantial physical impacts to the environment would occur beyond those already documented in the previously certified PEIR
- A Subsequent or Supplemental PEIR is not required
- **Addendum No. 4 to the Connect SoCal 2020 PEIR fulfills CEQA requirements**

Major Efforts to Resolve Transportation Conformity Lockdown

Unprecedented multi-agency collaboration involving management, legal, and planning staff from August 2022 through May 2023

- Extensive ongoing interagency consultation
- Expedited development and approval of a new California emissions model (EMFAC2021)
- Accelerated preparation and approval of a Coachella air quality state implementation plan (SIP) including updated conformity budgets
- Timely development and approval of interim off-model adjustment factors for the new California emissions model

Acknowledgement for Resolving Conformity Lockdown



SCAG staff would like to express sincere gratitude and acknowledge the following three key regional, state, and federal air quality regulatory agencies, their senior management for strategic leadership, their legal counsel for sound guidance, and especially their planning staff for their capable and hard work:

- South Coast Air Quality Management District
- California Air Resources Board
- U.S. Environmental Protection Agency

Transportation Conformity Determinations



Connect SoCal Amendment 3 & 2023 FTIP Consistency Amendment 23-03 meet all federal transportation conformity requirements

1. Consistent with adopted Connect SoCal as amended
2. Meet regional emissions tests
3. Demonstrate financial constraint
4. Timely implement all transportation control measures
5. Extensive interagency consultation and public involvement process

Next Steps

Following Regional Council action, Connect SoCal 2020 Amendment 3 & 2023 FTIP Consistency Amendment 23-03 will be forwarded to the applicable state and federal reviewing agencies for final approval

SCAG staff would also like to thank our transportation partners, especially our state and federal agency staff with an expedited review and approval:

- CTCs
 - Imperial County Transportation Commission
 - Los Angeles County Metropolitan Transportation Authority
 - Orange County Transportation Authority
 - Riverside County Transportation Commission
 - San Bernardino County Transportation Authority
 - Ventura County Transportation Commission
- California Department of Transportation (Caltrans)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)

Access to Documents

Proposed Final Connect SoCal 2020 Amendment 3 is accessible at: <https://scag.ca.gov/post/draft-amendment-3>

Proposed Final 2023 FTIP Consistency Amendment #23-03 is accessible at: <https://scag.ca.gov/2023-proposed-amendments>

Following Regional Council action, Addendum No. 4 to Connect SoCal 2020 PEIR will be accessible at: <https://scag.ca.gov/certified-2020-peir-0>

Recommended Actions

Two votes and in sequence

- **First vote:** Adoption of Resolution 23-656-1 approving Addendum No. 4 to Connect SoCal 2020 Program Environmental Impact Report (PEIR; State Clearinghouse No. 2019011061), and
- **Second vote:** Approval of Connect SoCal 2020 Amendment 3 & 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment 23-03, including the associated transportation conformity determinations.
 - Resolution 23-656-2



Thank you!

Warren Whiteaker
whiteakerw@scag.ca.gov
www.scag.ca.gov





AGENDA ITEM 3
REPORT

Southern California Association of Governments
June 1, 2023

To: Transportation Committee (TC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Warren Whiteaker, Department Manager
(213) 236-1810, whiteakerw@scag.ca.gov

Subject: STBG/CMAQ Program Guidelines

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council: 1) approve STBG/CMAQ Program Guidelines; and 2) authorize Executive Director to initiate call for projects consistent with approved guidelines.

RECOMMENDATION ACTION FOR RC

Approve STBG/CMAQ Program Guidelines. Authorize Executive Director to initiate call for projects consistent with approved guidelines.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

The Surface Transportation Block Grant (STBG) program is a federal funding source that may be used for projects to preserve and improve the conditions and performance of highways, bridges, and public roads, pedestrian and bicycle infrastructure, and transit capital projects. The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is a federal funding source for transportation projects and programs to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Roughly \$290 million in STBG and \$290 million in CMAQ funds for a combined amount of \$580 million annually is apportioned to the SCAG region. As of July 1, 2023, the Southern California Association of Governments (SCAG) is responsible for the selection of STBG/CMAQ-funded projects in the SCAG region. SCAG staff is seeking RC approval of program guidelines for the selection of projects to be funded with STBG and CMAQ sources. SCAG staff will subsequently initiate a call for project nominations consistent with the approved guidelines and return to the RC for approval of projects recommended for funding.

BACKGROUND:

In February 2023, the RC approved the STBG/CMAQ Compliance Action Plan, which outlined the regional approach for addressing the one corrective action raised during SCAG's 2022 federal certification review. Following approval by the RC, the Compliance Action Plan was reviewed by the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) and found to be consistent with federal requirements and guidance.

The Compliance Action Plan and STBG/CMAQ Program Guidelines were developed through extensive engagement and collaborations over the last 11 months with the six regional County Transportation Commissions (CTCs), Caltrans, and our federal partners. The program guidelines outline a process in which:

- SCAG determines the availability of STBG and CMAQ funding;
- SCAG initiates a regional call for project nominations;
- The CTCs assist in the process by outreaching to eligible project sponsors, conducting an initial screening against the selection criteria, and identifying county-level project priorities; and
- SCAG evaluates project nominations against program criteria and recommends a list of projects for RC approval.

Projects approved by the RC for funding will be programmed in the Federal Transportation Improvement Program (FTIP). While the program guidelines focus on CMAQ and STBG project selection for FY2025 through FY2028, the guidelines are effective June 30, 2023, and any new project or new project phase to be programmed in the FTIP with CMAQ/STBG funds after this date will be subject to the SCAG selection process.

FISCAL IMPACT:

Work associated with this item is included in the FY2023 Overall Work Program (WBS No. 23-010.0170.01: RTP Amendments, Management, and Coordination and WBS No. 23-030.0146.02: Federal Transportation Improvement Program).

ATTACHMENT(S):

1. PowerPoint Presentation - STBG-CMAQ Program Guidelines
2. SCAG STBG-CMAQ Program Guidelines
3. Caltrans and Federal Agencies Findings on Program Guidelines



SCAG Region STBG/CMAQ Program Guidelines

Transportation Committee
June 1, 2023

WWW.SCAG.CA.GOV

STBG/CMAQ Corrective Action

Key Compliance Issues Raised by FHWA/FTA

- STBG funds cannot be suballocated through a percentage or formula
 - *Suballocations by population or mode to cities and counties cannot occur*
- STBG and CMAQ project selection cannot be delegated
 - *SCAG as the MPO must conduct the project selection process*
- Projects funded with federal dollars must be approved by the MPO

STBG: Surface Transportation Block Grant | CMAQ: Congestion Mitigation and Air Quality | MPO: Metropolitan Planning Organization

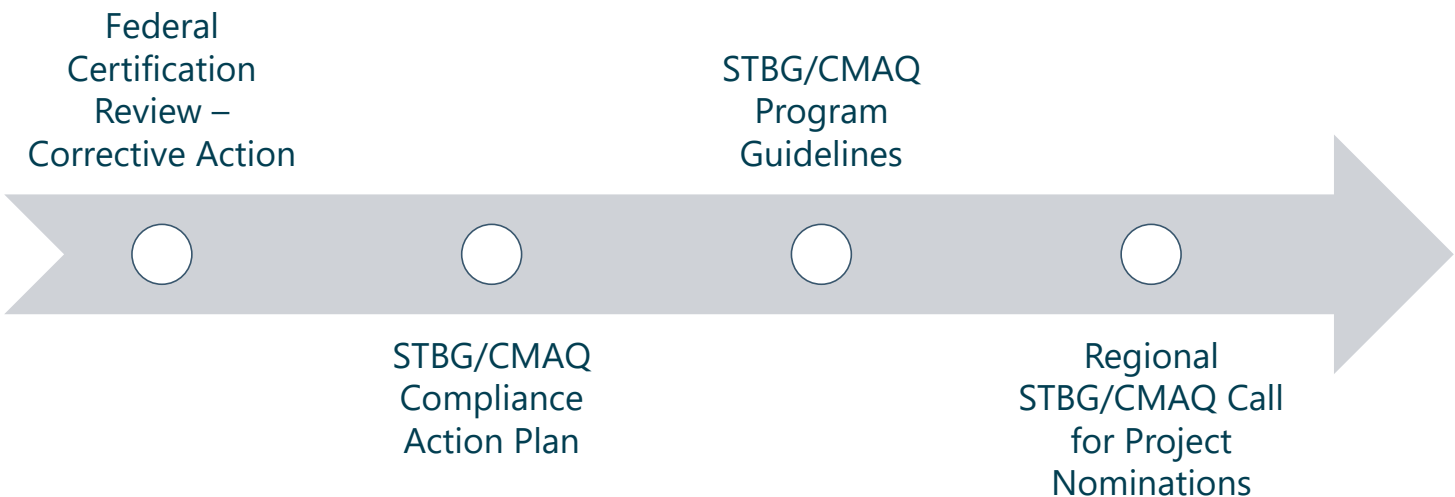
Compliance Approach

SCAG and County Transportation Commission (CTC) Roles

- SCAG initiates regionwide call for project nominations
- CTCs assist with local outreach and initial project nomination screening process, using processes reviewed by SCAG for consistency with regional program guidelines
- County nomination targets guide CTCs in amount of funding requests that they submit to SCAG for project selection
 - Performance-based nomination targets do not represent a guaranteed funding level, a nomination floor, or a nomination ceiling
- SCAG selects projects based on initial screening & prioritization by CTCs and additional regional project evaluation

Attachment: PowerPoint Presentation - STBG-CMAQ Program Guidelines (STBG/CMAQ Program Guidelines)

Key Milestones and Next Steps





THANK YOU!



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

STBG/CMAQ PROGRAM GUIDELINES

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STBG/CMAQ PROGRAM OVERVIEW

The Congestion Mitigation and Air Quality Improvement program (CMAQ) and Surface Transportation Block Grant program (STBG) Program Guidelines, scheduled for adoption by the SCAG Regional Council (RC) on June 1, 2023, establishes the framework for project selection and investing of CMAQ and STBG funds within the SCAG region in accordance with 23 CFR § 450.332(c) et al. While the program guidelines focus on CMAQ and STBG project selection for Fiscal Year (FY) 2025 through FY 2028, the guidelines are effective June 30, 2023, and any new project or new project phase to be programmed in the Federal Transportation Improvement Program (FTIP) with CMAQ and/or STBG funds after this date will be subject to the SCAG selection process. These guidelines address joint Federal Highway Administration’s (FHWA) and Federal Transit Administration (FTA) compliance findings focused on the delegation of project selection authority for the CMAQ program and the suballocation and administration of the STBG program.

BACKGROUND

Planning and programming actions for federal formula funded projects and programs are guided by the SCAG RC-approved Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) – known as Connect SoCal 2020 and Connect SoCal 2024 (expected to be adopted by the SCAG RC in April 2024), the 2023 FTIP, the 2025 FTIP (expected to adopted by the SCAG RC in September 2024), and Federal Performance-Based Planning and Programming and Transportation Performance Management requirements.

The RTP/SCS provides the long-term vision and goals for how the SCAG region will build and support transformative transportation projects and initiatives. SCAG’s RTP/SCS demonstrates how transportation projects and programs in the six-county SCAG region conform to the State of California and federal air quality mandates for funding eligibility. It identifies strategies to reduce regional greenhouse gas (GHG) emissions and criteria air pollutant (CAP) emissions.

The FTIP is the document prepared by a metropolitan planning organization (MPO) that lists projects to be funded with federal, state, and local funds for the next four-year period. The FTIP is a key component in the process by which the RTP/SCS is implemented. It does so by providing an orderly allocation of federal, state, and local funds for use in planning and building specific projects. The FTIP is required to advance the RTP/SCS by programming the projects contained in the RTP/SCS, in accordance with federal and state requirements. These include specific requirements for scheduling of projects, funding, and the timely implementation of transportation control measures to help reduce air pollution.

Federal Transportation Performance Management Targets, adopted by the SCAG RC, provide near and mid-term anticipated outcomes for the transportation network. These inform and are informed, by planning and programming actions.

FUNDING AVAILABILITY

Prior to initiating a call for project nominations, SCAG will evaluate the availability of STBG and CMAQ funding. SCAG reserves the right to set aside up to 2.5 percent of the annual obligational authority for CMAQ and STBG funds apportioned to the SCAG region to support regional planning priorities that are led by SCAG and/or in partnership with the County Transportation Commissions (CTCs) (i.e., eligible planning activities that advance implementation of the RTP/SCS and performance-based planning and

programming in the SCAG region). Use of the funds included in the set aside will be documented in the annual SCAG Overall Work Program and FTIP, as appropriate. The balance of CMAQ and STBG funding is available to projects through a competitive call for project nominations process that is administered and selected by SCAG in coordination with the SCAG region’s six CTCs. SCAG is responsible for the development of the call for project nominations process, oversight, and final project selection. As outlined in the STBG/CMAQ Compliance Action Plan, SCAG has established performance-based nomination targets to guide the nomination submittals from each county within the SCAG region. The targets do not represent a guaranteed funding level, a nomination floor, or a nomination ceiling.

County	CMAQ Target Percentage	STBG Target Percentage
Imperial	0.6%	1.2%
Los Angeles	54.8%	53.3%
Orange	17.3%	17.1%
Riverside	12.7%	11.8%
San Bernardino	11.3%	12.2%
Ventura	3.3%	4.3%

ELIGIBLE APPLICANTS

In general, SCAG cities, counties, transit agencies, federally recognized Tribal governments, and CTCs are eligible to apply for CMAQ and STBG funds. Each CTC is responsible for coordination and submission of project nominations to SCAG from eligible entities from their respective counties. SCAG encourages CTCs to coordinate with SCAG and other affected CTCs on project nominations for multi-county projects and to support multi-county agency projects such as the California Department of Transportation (Caltrans), the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, and the Southern California Regional Rail Authority (Metrolink).

PUBLIC OUTREACH & STAKEHOLDER ENGAGEMENT

Stakeholder engagement is essential in all SCAG programs. SCAG requires each CTC to engage relevant stakeholders from their respective county to maximize project impact and further collaborative policy goals.

CTCs are required to demonstrate countywide outreach and engagement with stakeholders and the public to solicit project ideas. CTCs should make every effort to follow current best practices related to virtual and in-person public participation, outreach, and engagement. SCAG strongly encourages each CTC to outreach and engage with historically disadvantaged communities (Priority Equity Communities) within their respective counties.

CTCs must document their public outreach and stakeholder engagement process and demonstrate how it meets the program guidelines. This can include a CTC conducting a call for project nominations.

PROJECT SELECTION PROCESS

SCAG will conduct a call for project nominations, provide guidance, identify available funding, perform project evaluations, develop a list of prioritized projects, and conduct the SCAG board review and approval process.

CTCs will solicit and submit project nomination applications including conducting and documenting their outreach processes, screening applicants and projects for program eligibility, and conducting initial evaluation and prioritization of projects from their respective county. CTCs will develop individual project nomination application materials for submission to SCAG and establish processes for their county's project nominations, consistent with the overall program guidelines and subject to consultation and concurrence by SCAG staff.

After completing the initial project screening and evaluations, the CTCs will submit prioritized project nominations and required documentation to SCAG by the deadline established by SCAG. Prioritized nomination lists must be approved by the CTC's CEO (and/or governing board) prior to submission to SCAG.

CTC INITIAL SCREENING

At minimum, CTCs must incorporate the following regional criteria into their project nomination evaluations:

1. **Eligibility:** CTCs will screen potential implementing agencies and projects for eligibility with federal and regional requirements. Projects must be eligible for STBG and/or CMAQ funds, as detailed in 23 USC Sec. 133, 149, et al.
2. **Alignment:** CTCs should evaluate projects for alignment with relevant federal and regional plans and policies. CTCs should prioritize projects that:
 - Implement SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies;
 - Advance Connect SoCal Performance Measures including Federal Transportation Performance Management Goals for safety, asset management, environmental sustainability and system performance, as detailed in [23 USC Sec. 105\(b\)](#) and [49 USC Sec. 5301\(b\)\(3\)](#);
 - Demonstrate direct and/or indirect benefits that positively impact Priority Equity Communities. (CTCs should aim to ensure that at least 40 percent of funding requested by projects countywide positively impact Priority Equity Communities).
3. **Community/Stakeholder Engagement:** CTCs should prioritize project nomination applications with demonstrated community support from Priority Equity Communities. Community support may be determined through a variety of means, including (but not limited to):
 - Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and/or
 - Endorsement by a Community-Based Organization (CBO) representing Priority Equity Communities.
4. **Deliverability and Readiness:** CTCs should evaluate potential implementing agencies and projects for deliverability issues. CTCs should consider if potential implementing agencies have sufficient capacity and technical expertise to meet deadlines. CTCs should encourage projects with demonstrated readiness within the programming period.

SCAG encourages CTCs to work with SCAG staff on the development of the CTC project evaluation criteria. CTC project evaluation criteria must receive concurrence from SCAG staff and approval by the CTC CEO (and/or governing board) prior to issuing the call for nominations activities (or documented equivalent process) in their respective county. CTCs may develop separate evaluation frameworks by project type, but each such framework must meet the requirements of this section.

PROJECT NOMINATIONS

After completing initial project screening and evaluations, CTCs shall submit project nominations and associated documentation to SCAG for regional evaluation and project selection. Nomination lists must be approved by the CTC CEO (and/or governing board) prior to submission to SCAG. Project nomination packets must include the following elements, including project applications identifying the requested source(s) of funding:

1. **Nomination List:** list of eligible candidate projects for STBG and/or CMAQ funds prioritized according to the evaluation criteria developed by the CTC and approved by SCAG staff.
2. **CEO Approval:** letter from the CTC's CEO approving the project nomination list.
3. **Outreach Documentation:** materials verifying CTC compliance with outreach requirements.
4. **Compliance Checklists:** completed checklists and supporting documentation affirming compliance with requirements for both the CTC and each potential implementing agency with a project on the nomination list, including emissions benefit analysis for candidate CMAQ projects. Checklists should be completed by the CTC and must be signed by a signatory authority for the agency concerned.

REGIONAL PROJECT EVALUATION

SCAG staff will form a review committee composed of a multidisciplinary group of staff members. The review committee will conduct the regional project evaluation process to review the nomination packets provided by the CTCs and develop a recommended list of projects for adoption by the SCAG RC. This process will consist of the following steps:

1. **Confirm Eligibility:** SCAG staff will review submitted documentation to ensure CTC, potential implementing agency, and project compliance with applicable federal and regional policies. Screening will include a review to ensure consistency with adopted RTP/SCS. Any issues identified will be communicated to CTC staff, and projects with unresolved issues will be excluded from further consideration.
2. **Scoring Criteria:** Eligible projects can achieve up to 110 points for projects submitted for potential CMAQ funding and up to 100 points for projects submitted for STBG funding. The review committee will score projects using the following rubric:

SCORING CRITERIA	POSSIBLE POINTS
CTC Prioritization: Relative CTC project prioritization	50 Points
Regional Priorities: Project implements SCAG’s adopted RTP/SCS, including future adopted Plan policies and strategies	20 Points
<p>Performance Measures: Project demonstrates support for Connect SoCal Performance Measures (including but not limited to Federal Transportation Performance Management Goals):</p> <ul style="list-style-type: none"> Location Efficiency, Mobility and Accessibility, Safety and Public Health, Environmental Quality, Economic Opportunity, Investment Effectiveness, Transportation System Sustainability, and Environmental Justice 	20 Points
Equity: Project demonstrates direct and/or indirect benefit that positively impact Priority Equity Communities	10 Points
Air Quality Improvements: For CMAQ-eligible projects, expected criteria air pollutant (CAP) emissions reductions and relative cost effectiveness of projects in reducing CAP emissions in the SCAG region Air Basins	10 Points

The review committee will score each project using the following criteria:

CTC Prioritization:

- Prioritized in the CTC list as Highly Recommended 50 points
- Prioritized in the CTC list as Recommended 40 points
- Prioritized in the CTC Contingency List 20 points

Regional Priorities

- Aligns with 3 or more Regional Priorities 20 points
- Aligns with 1 to 2 Regional Priorities 10 points
- Does not align a Regional Priority 0 points

Performance Measures

- Supports 6 or more Performance Measures 20 points
- Supports 4 to 5 Performance Measure 10 points
- Supports 2 to 3 Performance Measures 5 points
- Supports less than 2 Performance Measures 0 points

Equity

- Demonstrates direct positive benefit to Priority Equity Communities 10 points
- Demonstrated indirect positive benefits to Priority Equity Communities 5 points
- Does not demonstrate positive benefits to Priority Equity Communities 0 points

Air Quality Improvements

- Demonstrates cost effectiveness in reducing CAP emissions 10 points
- Estimates CAP emission reduction benefits 5 points
- Does not address CAP emission reduction benefits 0 points

3. **Project Ranking Process:** Candidate projects will be ranked according to their average review committee score. To ensure that high performing air quality improvement projects are prioritized for CMAQ funding, SCAG staff will first develop a recommended list of eligible projects for CMAQ funding using the comprehensive rubric rankings as well as projects identified as seeking CMAQ funding. (All eligible projects scored with a maximum possible score of 110 points and ranked from highest to lowest score.) In developing this list, SCAG will consider if project elements may not be eligible for CMAQ funds and should be considered for STBG funding.

All remaining projects, including CMAQ-eligible projects not recommended for funding using this first method, will then be ranked with the air quality improvement portion of the rubric score excluded. (All remaining projects scored with a maximum possible score of 100 points and ranked from highest to lowest score). The latter rankings will be used by SCAG staff to develop a recommended list of projects for STBG funding.

Once the lists are developed, they will be shared with the Air Quality Districts to obtain input on the projects selected for potential CMAQ funding. This will fulfill SCAG’s requirement to involve the local air quality districts. SCAG may also consult with Caltrans and others as applicable.

4. **Program Balancing:** Candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds, and ensure a balanced program of projects, SCAG staff may adjust project prioritization based on the following factors:
- Ensuring that at least 40 percent of funding positively benefit Priority Equity Communities,
 - County targets (as detailed in the SCAG RC-approved STBG/CMAQ Compliance Action Plan),
 - Relative STBG and/or CMAQ availability, and
 - Overall program balancing for a variety of project types, equitable investments, and regional diversity.

Project scores will be converted into recommendation categories (i.e., Highly Recommended, Recommended, Contingency List, and Not Recommended) prior to publishing the recommended program of projects. To achieve an overall Highly Recommended determination, projects must

achieve a score of at least 90 points. To achieve an overall Recommended determination, projects must achieve a score of at least 75 and less than 90 points. To be considered for the Contingency List, projects must achieve a score of at least 70 points. Depending on availability of CMAQ and STBG funds, projects may move between the Recommended list and the Contingency List. Using this process, SCAG staff will develop a draft program of recommended (Highly Recommended and Recommended) and Contingency List projects for SCAG RC adoption. Projects that achieve a score of less than 70 will be determined to be Not Recommended.

5. **Program Approval:** The SCAG RC will consider the recommended CMAQ and STBG projects. Projects approved by the SCAG RC for funding will be eligible for programming into the FTIP.

If high scoring projects (Highly Recommended and Recommended) are not selected due to funding constraints, they will be prioritized for future funding opportunities as additional programming capacity becomes available for CMAQ and/or STBG programs prior to the next scheduled call for project nominations process. Contingency List projects will be considered after high scoring projects for future funding opportunities if additional programming capacity becomes available for CMAQ and/or STBG programs prior to the next scheduled call for project nominations process.

APPROVED PROJECTS, FEDERAL PROGRAMMING, MONITORING, AND FTIP MANAGEMENT

Projects approved by the SCAG RC for funding will be programmed in the FTIP consistent with adopted FTIP Guidelines. Approved projects that meet eligibility for transfer to the FTA should consult the FTIP Guidelines. To ensure the timely use of federal funds, SCAG will collaborate with Caltrans, CTCs, local jurisdictions, and transit operators to enhance FTIP Guideline policies and procedures to ensure federal funding requirements and deadlines are met and funds are not lost to the region. Additionally, SCAG will prepare and submit annual obligation plans to Caltrans, monitor federal fund obligations, overall federal funding levels, and apportionment and Obligation Authority (OA) balances.

California Department of Transportation

DIVISION OF FINANCIAL PROGRAMMING
 P.O. BOX 942873, MS-82 | SACRAMENTO, CA 94273-0001
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May 16, 2023

Mr. Kome Ajise
 Executive Director
 Southern California Association of Governments
 900 Wilshire Blvd., Ste. 1700
 Los Angeles, CA 90017

Dear Mr. Ajise:

The California Department of Transportation (Caltrans) recently received the final draft Surface Transportation Block Grant (STBG)/Congestion Mitigation and Air Quality Improvement (CMAQ) Program Guidelines submitted by the Southern California Association of Governments (SCAG). The SCAG Regional Council's adoption of the final Program Guidelines on June 1, 2023, will satisfy the corrective action issued to Caltrans in April 2021 and to SCAG in the 2022 SCAG Planning Certification Review.

Caltrans reviewed SCAG's STBG/CMAQ Program Guidelines, in coordination with the Federal Highway Administration and the Federal Transit Administration and determined that the Program Guidelines will satisfy the corrective action in a manner consistent with federal requirements and guidance. Caltrans appreciates SCAG's extensive collaboration with Caltrans and other partners to develop the Program Guidelines.

Thank you for your continued coordination regarding the corrective action. We look forward to the SCAG Regional Council's adoption of the Program Guidelines on **June 1, 2023**. If you have any questions or concerns, please contact Kien Le, Chief of the Office of Federal Programming and Data Management, at (916) 439-4306 or by email to kien.le@dot.ca.gov.

Sincerely,

James R. Anderson

JAMES R. ANDERSON
 Chief, Division of Financial Programming
 Caltrans

c: Steven Keck, Chief Financial Officer, Caltrans
 Jeannie Ward-Waller, Deputy Director, Planning and Modal Programs, Caltrans
 Marlon Flournoy, Chief, Division of Transportation Planning, Caltrans
 Kien Le, Chief, Office of Federal Programming and Data Management, Caltrans
 Antonio Johnson, Director, Planning, Environment, and Right of Way, Federal Highway Administration – CA Division

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Mr. Kome Ajise
May 16, 2023
Page 2

Michael Morris, Community Planner, Federal Highway Administration – CA Division
Mervin Acebo, Transportation Program Specialist, Federal Transit Administration – Region IX
Charlene Lee Lorenzo, Director, Los Angeles Office, Federal Transit Administration – Region IX

Attachment: Caltrans and Federal Agencies Findings on Program Guidelines (STBG/CMAQ Program Guidelines)

"Provide a safe and reliable transportation network that serves all people and respects the environment"






SCAG Program Guidelines_Response Letter_ORMA_Final

Final Audit Report

2023-05-16

Created:	2023-05-16
By:	Ayana Webb (s152747@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAGud-sAA81MN9BboXp-FOMwY_US1XnzE

"SCAG Program Guidelines_Response Letter_ORMA_Final" History

-  Document created by Ayana Webb (s152747@dot.ca.gov)
2023-05-16 - 8:01:00 PM GMT
-  Document emailed to James Anderson (james.r.anderson@dot.ca.gov) for signature
2023-05-16 - 8:01:30 PM GMT
-  Email viewed by James Anderson (james.r.anderson@dot.ca.gov)
2023-05-16 - 9:22:59 PM GMT
-  Document e-signed by James Anderson (james.r.anderson@dot.ca.gov)
Signature Date: 2023-05-16 - 9:23:07 PM GMT - Time Source: server
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Attachment: Caltrans and Federal Agencies Findings on Program Guidelines (STBG/CMAQ Program Guidelines)



NO. 655
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE SPECIAL MEETING
THURSDAY, MAY 4, 2023

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 (RC) of the Southern California Association of Governments (SCAG) held a special meeting at the JW Marriott Desert Springs Resort and Spa, Sinatra Ballroom, 74-855 Country Club Drive, Palm Desert, CA 92260. A quorum was present.

Members Present

Hon. Jan Harnik, President

Hon. Art Brown, 1st Vice President

Supervisor Curt Hagman, 2nd Vice President

Hon. Clint Lorimore, Imm. Past President

Supervisor Luis Plancarte

Supervisor Don Wagner

Supervisor Vianey Lopez

Hon. Maria Nava-Froelich

Hon. Brian Goodell

Hon. Mike T. Judge

Hon. Gil Rebollar

Hon. Kathleen Kelly

Hon. Linda Krupa

Hon. Zak Schwank

Hon. Frank Navarro

Hon. Deborah Robertson

Hon. Ray Marquez

Hon. Randall Putz

Hon. Wendy Bucknum

Hon. Lauren Kleiman

Hon. Marshall Goodman

Buena Park

Eastvale

Brawley

Palm Desert

Hemet

Temecula

Colton

Rialto

Chino Hills

Big Bear Lake

Mission Viejo

Newport Beach

La Palma

RCTC

District 21

San Bernardino County

District 4

Imperial County

Orange County

Ventura County

ICTC

OCTA

VCTC

District 1

District 2

District 3

District 5

District 6

District 8

District 10

District 11

District 13

District 15

District 18



Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. Claudia Frometa	<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. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Gary Boyer	<i>Glendora</i>	District 33
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Lauren Meister	<i>West Hollywood</i>	District 41
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Rocky Rhodes	<i>Simi Valley</i>	District 46
Hon. Jenny Crosswhite	<i>Santa Paula</i>	District 47
Hon. Traci Park	<i>Los Angeles</i>	District 58
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Elizabeth Becerra	<i>Victorville</i>	District 65
Hon. Oscar Ortiz	<i>Indio</i>	District 66
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. Marisela Nava	<i>Perris</i>	District 69
Ms. Lucy Dunn		Business Representative

Members Not Present

Supervisor Hilda Solis
 Supervisor Kathryn Barger
 Supervisor Karen Spiegel
 Hon. Alan Wapner
 Hon. Trish Kelley
 Hon. Larry McCallon
 Hon. L. Dennis Michael
 Hon. Sandy Rains
 Hon. Tammy Kim
 Hon. Leticia Clark
 Hon. Ashleigh Aitken
 Hon. Ray Hamada

Members Not Present

Highland
Rancho Cucamonga
Laguna Niguel
Irvine
Tustin
Anaheim
Bellflower

Members Not Present

Los Angeles County
 Los Angeles County
 Riverside County
 SBCTA
 TCA
 District 7
 District 9
 District 12
 District 14
 District 17
 District 19
 District 24



Hon. Rex Richardson	<i>Long Beach</i>	District 29
Hon. Steve De Ruse	<i>La Mirada</i>	District 31
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
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. Konstantine Anthony	<i>Burbank</i>	District 42
Hon. Ken Mann	<i>Lancaster</i>	District 43
Hon. Eunisses Hernandez	<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. Katy Young Yaroslavsky	<i>Los Angeles</i>	District 52
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. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Hugo Soto-Martinez	<i>Los Angeles</i>	District 60
Hon. Kevin de León	<i>Los Angeles</i>	District 61
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Casey McKeon	<i>Huntington Beach</i>	District 64
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Karen Bass	<i>Los Angeles</i>	Member-at-Large
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.

Staff Present

Kome Ajise, Executive Director
Darin Chidsey, Chief Operating Officer
Debbie Dillon, Chief Strategy Officer
Cindy Giraldo, Chief Financial Officer
Sarah Jepson, Chief Planning Officer
Javiera Cartagena, Chief Government and Public Affairs Officer
Carmen Flores, Chief Human Resources Officer
Julie Shroyer, Chief Information Officer
Michael Houston, Chief Counsel, Director of Legal Services
Ruben Duran, Board Counsel
Maggie Aguilar, Clerk of the Board
Cecilia Pulido, Deputy Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Harnik called the meeting to order at 9:09 a.m. and asked Riverside County Auditor-Controller Ben Benoit to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

President Harnik opened the Public Comment Period and outlined instructions for public comments. She noted this was the time for persons to comment on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda. She reminded the public to submit comments via email to ePublicComment@scag.ca.gov.

The Clerk of the Board acknowledged there no written public comments received before or after the deadline.

Seeing no public comment speakers, President Harnik closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

ACTION ITEM

1. Resolution No. 23-655-1 Approving the Fiscal Year 2023-24 Final Comprehensive Budget

There were no public comments speakers for Item No. 1.

Cindy Giraldo, Chief Financial Officer, provided a brief update on the Fiscal Year 2023-24 Final Comprehensive Budget. She explained that on March 1st and 2nd, the EAC and Regional Council received a report on the comprehensive budget and the overall work program. She noted that staff was authorized to release the draft budget for public comment, which closed on April 3rd and that no public comments were received. She described that the budget totaled just under \$350.3 million which was an increase of \$1.37 million from the draft comprehensive budget approved by the Regional Council back in March. She further reported that Attachment 2 of the staff report provided detail of the change contributing to the overall increase. As discussed in the staff report, of the \$1.37 million increase, \$1.2 million was attributable to consultant budget carry over adjustments along with the associated partner agency match contributions. She noted that there were no other significant changes to the draft budget.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

A MOTION was made (Hagman) that the Regional Council: 1) Adopt Resolution No. 23-655-1 approving the Fiscal Year 2023-24 (FY2023-24) Final Comprehensive Budget, subject to approval of the General Fund Budget and Membership Dues Assessment by the SCAG General Assembly; 2) Authorize the Executive Director, or his designee, to submit the FY 2023-24 Overall Work Program (OWP) to the California Department of Transportation (Caltrans), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA); and 3) Authorize the Executive Director, or his designee, to submit the FY24 Indirect Cost Rate Proposal (ICRP) and the FY24 Fringe Benefits Cost Rate Proposal to the FTA. Motion was SECONDED (Saleh). The motion passed by the following roll call votes:

AYES: Allen, Becerra, Boyer, Brown, Bucknum, M. Clark, Crosswhite, Eich, Finlay, Frometa, Goodman, Hagman, Harnik, Henderson, Hernandez, Judge, Kalmick, Kelly, Kleiman, Krupa, Lopez, Lorimore, Manos, Marquez, McLean, Meister, Nava, Nava-Froelich, Navarro, Ortiz, Park, Plancarte, Putz, Rebollar, Rhodes, Robertson, Saleh, Schwank, Shapiro, Simonoff, Solache, Tye, and Yokoyama (43)

NOES: None (0)

ABSTAIN: None (0)

2. Resolution No. 23-655-2 to Sign onto National Roadway Safety Strategy (NRSS) Call to Action

There were no public comments speakers for Item No. 2.

Kome Ajise, Executive Director, provided a brief update on the National Roadway Safety Strategy Call to Action. It was noted that for nearly a decade, SCAG had been a leader in promoting biking and active transportation in the region through their *Go Human* program. Additionally, the region was facing a traffic safety crisis – the number of traffic related deaths and serious injuries continued to threaten their communities. It was explained that to further elevate their work on safety at the national level and expand partnerships and collaboration, staff was asking the Regional Council for direction to reaffirm their commitment to roadway safety by signing onto the National Roadway Safety Strategy Call to Action. Doing so commits to work in alignment with U.S. DOT's Safe Systems, which was currently in place with SCAG's *Go Human* program.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

A MOTION was made (Hagman) that the Regional Council approve Resolution No. 23-655-2 authorizing SCAG to sign onto the U.S. Department of Transportation (U.S. DOT) National Roadway Safety Strategy (NRSS) Call to Action. Motion was SECONDED (Frometa). The motion passed by the following roll call votes:

AYES: Allen, Boyer, Brown, Bucknum, Crosswhite, Eich, Finlay, Frometa, Goodman, Hagman, Harnik, Henderson, Judge, Kalmick, Kelly, Kleiman, Krupa, Lopez, Lorimore, Manos, Marquez, McLean, Meister, Nava, Nava-Froelich, Navarro, Ortiz, Park, Plancarte, Putz, Rebollar, Rhodes, Saleh, Schwank, Shapiro, Simonoff, Solache, Tye, and Yokoyama (39)

NOES: None (0)

ABSTAIN: None (0)

3. 2023 SCAG Scholarship Program

There were no public comments speakers for Item No. 3.

Margaret Finlay, Scholarship Committee Chair, provided a brief update on the Scholarship program which the Regional Council approved in 2009 as a Scholarship Pilot Program to provide financial support to a select group of high school and community college students. Now in its thirteenth year, the program is open to high school seniors and community college students who reside in the six-county SCAG region. Students applying are required to have a minimum 3.0 grade point average and must be enrolled in higher education, if graduating. SCAG received a total of 71 applications from throughout the SCAG region: 11 from Imperial County; 25 from Los Angeles County; 22 from Orange County; 5 from Riverside County; 4 from San Bernardino County; and 4 from Ventura County. Chair Finlay thanked the Scholarship Committee which was comprised of thirteen (13) Regional Council members from throughout the region and two (2) members representing academia. Committee members reviewed the applications and made recommendations based on the interests described in their essay, career goals, and other activities in each student's respective school and surrounding community. Chair Finlay announced the nine (9) students recommended for the 2023 SCAG Scholarship Program and the two (2) additional scholarship awardee recipients which would be funded by the California Transportation Foundation.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.



A MOTION was made (McLean) that the Regional Council approve Scholarship Committee recommendations for the 2023 SCAG Scholarship Program Award. Motion was SECONDED (Solache). The motion passed by the following roll call votes:

AYES: Allen, Becerra, Boyer, Brown, Bucknum, M. Clark, Crosswhite, Eich, Finlay, Frometa, Goodell, Goodman, Hagman, Harnik, Henderson, Hernandez, Judge, Kalmick, Kelly, Kleiman, Krupa, Lopez, Lorimore, Manos, Marquez, McLean, Meister, Nava-Froelich, Navarro, Ortiz, Park, Plancarte, Rebollar, Rhodes, Robertson, Saleh, Schwank, Shapiro, Simonoff, Solache, Tye, Wagner, and Yokoyama (43)

NOES: None (0)

ABSTAIN: None (0)

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

President Harnik reported that for Agenda Item No. 5, the May 2023 State and Federal Legislative Update, there were corrections to be made for the record as follows: 1) that the SCAG delegation met with Senator Monique Lemon – not with her staff as listed – in the report; and 2) the delegation met with staff to Assemblymembers Steve Bennett and Eloise Gomez-Reyes not the legislators as they unfortunately were stuck in Committee hearings.

Approval Items

- 4. Minutes of the Meeting – April 6, 2023

Receive and File

- 5. May 2023 State and Federal Legislative Update
- 6. Purchase Orders, Contracts and Amendments below Regional Council Approval Threshold
- 7. CFO Monthly Report

A MOTION was made (Manos) to approve the Consent Calendar Item 4; Receive and File Items 5 through 7 with the corrections as noted above. Motion was SECONDED (Navarro). The motion passed by the following roll call votes:

AYES: Allen, Becerra, Boyer, Brown, Bucknum, M. Clark, Crosswhite, Eich, Frometa, Goodman, Hagman, Harnik, Henderson, Hernandez, Judge, Kalmick, Kelly, Kleiman, Krupa, Lopez, Lorimore, Manos, Marquez, McLean, Meister, Nava, Nava-Froelich, Navarro, Ortiz, Park, Plancarte, Putz, Rebollar, Rhodes, Robertson, Saleh, Schwank, Shapiro, Simonoff, Solache, Tye, Wagner, and Yokoyama (43)

NOES: None (0)

ABSTAIN: None (0)

President Harnik asked if there was any Public Comment on the remaining administrative items.

Seeing no public comment speakers, President Harnik closed the Public Comment Period.

BUSINESS REPORT

Regional Council Member Lucy Dunn reported that the feds announced its 10 straight interest rate hike to continue an aggressive attempt to control inflation and that the business community continues to watch the regional banking industry. She indicated that real estate developers and other businesses were finding it harder and harder to get construction financing and equity, and that it was expected to get much worse with more and more banks failing. She indicated that in the housing market, new homes were taking a bigger share of sales because there was so little resale inventory, and that people with cheap mortgages didn't want to move up and get a relatively expensive mortgage. She also reported that failing to align climate change goals with housing goals, almost 5 million residents could be affected by increased insurance rates, effectively placing a moratorium on condo construction as well as increasing all housing costs. She indicated that there was a clear conflict between the state's fire prevention mask and housing mandates, especially in unincorporated areas, and that the insurance situation was coming to a crisis situation. She explained that insurance rates were skyrocketing, and many national insurers didn't want to do new insurance in California, because of state regulations and the failure of the Insurance Commissioner to look at reasonable rates. She also reported that in a new study by the Center for Jobs and Economy, the migration of high earners to other states accelerated in 2021 according to the IRS resulting in an estimated tax loss to California of \$2 billion, and this was a trend being watched by business. She also reported that members of GLUE Council joined President Harnik, LCMC members, and staff to advocate for Southern California priorities and for CEQA modernization. She reported that the next GLUE Council meeting was scheduled for May 22, 2023 from 10:00 a.m. to 12:00 p.m. She thanked President Jan Harnik for her remarkable term of office and who handled many very tough issues.

PRESIDENT'S REPORT

President Harnik provided an update on SCAG's annual Sacramento Summit which took place on April 17th and 18th. The summit included SCAG elected officials from the region who discussed transportation, housing, and greenhouse gas reduction goals with more than 30 legislative offices and departments. Assembly Speaker Anthony Rendon kicked off the summit with a powerful message on the importance of local governments. She provided a report on the Regional Utilities Supporting Housing (RUSH) Panel and Industry Forum which was hosted by SCAG on April 28 in partnership with PlaceWorks and the Urban Land Institute of Los Angeles. The forum brought together regional and national thought leaders to discuss recommendations for implementing the basic utility infrastructure needed for housing in the region: water, wastewater, stormwater management and electricity. Results of the forum will help guide the delivery of SCAG's RUSH grant program. She also reported that SCAG led a roundtable discussion with California Public Utilities Commissioner Darcie Houck on April 26 to discuss opportunities and challenges pertaining to bridging the digital divide in our region. She indicated that they were pleased to learn that the CPUC Commissioners were aware of the concerns and various challenges of local jurisdictions and were developing solutions to streamline the grant process. President Harnik also recognized the outgoing members and thanked them for their hard work and dedication to SCAG. The following members were recognized, and each provided brief comments: Ben Benoit, Air District Representative; Fred Minagar, Laguna Niguel; Marsha McLean, Santa Clarita; Mike Posey, Huntington Beach; Randall Putz, Big Bear Lake; and Cheryl Viegas-Walker, El Centro. Lastly, she reported that the next meeting of the Regional Council was scheduled for June 1, 2023 at 12:00 p.m.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Ajise reported there were currently three funding calls open for the REAP 2.0 Program. He explained that SCAG was granting \$108 million dollars to advance work to increase housing and improve transportation. He noted that calls would be closing later this month and they looked forward to working with them on their applications and projects. Lastly, he reported that SCAG was in the middle of updating their visionary plan for the future of the region, Connect SoCal - their 2024 Regional Transportation Plan/Sustainable Communities Strategy. He indicated that this plan meets federal and state requirements for infrastructure and sustainable planning, and outlines strategies to help their communities thrive when it comes to mobility, housing, economy and the environment. He explained that they were currently in the development stage of this plan update and gathering input, and that SCAG was hosting public workshops and pop-up events throughout the region. He also indicated they had seven virtual workshops this month and a short survey on their website to share their input at ConnectSoCal.org.



FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

There being no further business, President Harnik adjourned the Regional Council meeting at 9:59 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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AGENDA ITEM 5 REPORT

Southern California Association of Governments
June 1, 2023

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Cecilia Pulido, Deputy Clerk of the Board
(213) 630-1480, cpulido@scag.ca.gov

Subject: Adoption of Amended SCAG Conflict of Interest Code

RECOMMENDED ACTION EAC:

Recommend that the Regional Council adopt amendments to the Conflict of Interest Code of the Southern California Association of Governments (SCAG).

RECOMMENDED ACTION RC:

Adopt amendments to the Conflict of Interest Code of the Southern California Association of Governments (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:

Every public agency in the state of California is required to promulgate and adopt a conflict of interest code identifying those positions in the agency that file statements of economic interest (often called "Form 700s") to disclose financial interest. For agencies such as SCAG, the conflict of interest code must also be approved by its "code reviewing body." The Fair Political Practices Commission ("FPPC") is SCAG's code reviewing body and formally approves SCAG's Conflict of Interest Code. State law further requires, on a biennial basis in even numbered years, that each agency review its adopted conflict of interest code to determine if amendments are necessary. If amendments are necessary, then the agency works with the code reviewing body to prepare an updated conflict of interest code. In 2022, SCAG conducted a biennial review of its Conflict of Interest Code, which was last amended in 2016. Due to significant changes in staffing and job classifications, including as a result of the 2022 classification and compensation study, SCAG's legal counsel, in consultation with the FPPC, determined that it was necessary to amend and update SCAG's Conflict of Interest Code. Following FPPC approval of the draft amendments, the draft amended Conflict of Interest Code was posted and noticed for a 45-day public comment period from April 4, 2023 until May 19, 2023. SCAG did not receive any comments during the public comment period. The proposed amendments would add new staff positions, delete old

staff positions, and revise the titles of existing staff positions to reflect organizational changes since approval of SCAG’s last code amendments by the FPPC in August 2016.

BACKGROUND:

Pursuant to the state Political Reform Act (Govt. Code § 81000 *et seq.*), SCAG is required to review every two years its Conflict of Interest Code and determine whether the code must be amended. Each public official holding a designated position on the Code is required to file an Annual Statement of Economic Interests (“FPPC Form 700”) to disclose financial interests as provided in the Conflict of Interest Code.

For agencies such as SCAG, the conflict of interest code adopted by the agency must also be approved by its “code reviewing body.” The FPPC is SCAG’s code reviewing body that formally approves SCAG’s Conflict of Interest Code. Additionally, prior to an agency adopting and the FPPC approving an amended conflict of interest code, the agency must obtain FPPC staff’s approval of a draft amended code and then provide notice of the code for public review and comment for a period of 45 days.

SCAG’s Conflict of Interest Code was last amended in 2016. In 2022, SCAG’s legal counsel conducted a review of the Conflict of Interest Code and determined that amendments were required. Specifically, the proposed code amendments would add new staff positions, delete old staff positions, and revise the titles of existing staff positions to reflect organizational changes since approval of SCAG’s last code by the FPPC in August 2016. Significant changes have been made to reflect recent 2022 classification updates that were made as a result of the classification and compensation study performed by SCAG’s Human Resources Department and thereafter approved by the Regional Council on November 3, 2022.

The FPPC’s staff approved the draft amendments for noticing to the public. As required by law, the draft amended Conflict of Interest Code was posted and noticed for a 45-day public comment period from April 4, 2023 until May 19, 2023. SCAG did not receive any comments during the public comment period.

Following the Regional Council’s adoption of the amended Conflict of Interest Code, this adoption will be forwarded to the FPPC so that it can thereafter formally approve the code. The Code would be effective thirty days after the FPPC’s approval. Following approval, and pursuant to Bylaws Article V.A.(4)(a), the Executive Director will append this updated Conflict of Interest Code as “Attachment A” to the Regional Council Policy Manual, as referenced in Article III.E of the manual.

Included with this report are: 1) SCAG Conflict-of-Interest Code Amendments (shown in tracked changes); and 2) Notice of Intent to Amend the Conflict of Interest Code of the Southern California Association of Governments.



FISCAL IMPACT:

None.

ATTACHMENT(S):

1. Code in ~~strikeout~~ underline format (Final for Notice and Adoption)
2. Notice of Intent v.1

CONFLICT-OF-INTEREST CODE FOR THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

The Political Reform Act (Cal. Govt. Code §81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict-of-interest codes. The Fair Political Practices Commission has adopted a regulation (2 Cal. Code of Regs. §18730) that contains the terms of a standard conflict-of-interest code, which can be incorporated by reference in an agency's code. After public notice and hearing, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 California Code of Regulations Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict- of-interest code of the Southern California Association of Governments (SCAG).

~~Individuals holding designated positions listed in Appendix A of this Conflict of Interest Code have been determined to make or participate in making decisions that may foreseeably have a material effect on financial interests and shall file their statements of economic interests with SCAG when assuming or leaving their positions and annually while holding the position. SCAG will make the statements available for public inspection and reproduction (Govt. Code § 81008.) Upon receipt of the statements for the General Assembly Members (i.e., Official Representatives/Delegates and Alternates), Regional Council Members, Policy Committee (i.e., the Community Economic and Human Development Committee, the Transportation Committee and the Energy and Environment Committee)~~ and other Committee Members, and the Executive Director, SCAG shall make and retain copies and forward the originals to the Fair Political Practices Commission.

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Commented [BK2]: Edited to add delegates, alternates and to list specific committees

CONFLICT-OF-INTEREST CODE FOR THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Appendix A

Designated Position	Assigned Disclosure Category
General Assembly Members and delegates, including alternates (Official Representatives/Delegates and Alternates)	1
Regional Council Members (including ex officio members)	1
Policy Committees (TC, EEC, CEHD):	
Transportation Committee (TC) Members	1
Energy and Environment Committee (EEC) Members	1
Community, Economic and Human Development Committee (CEHD) Members	1
Accountant	3
Assistant Regional Planner	3
Budget and Grants Analyst	3, 7
Chief Operating Officer	1
Chief Strategy Officer	1
Communications Supervisor	3
Community Engagement Specialist	3
Contracts Administrator	3
Deputy Clerk of the Board	3
Deputy Director (Division)	3
Executive Director	1
Chief Executive Director	1
Deputy Executive Director of Administration	1
Deputy Executive Director of Strategy, Policy and Public Affairs	2
General Counsel (consultant, see "Note")	1
Chief Counsel/ Director of Legal Services	1
Chief Information Officer / Director of Information Technology Division	3, 4, 1
Deputy Legal Counsel	1
Chief Planning Officer/ Director of Transportation Planning Division	1
Chief Government and Public Affairs Officer/ Director of Land Use and Environmental Planning Policy & Public Affairs	1
Facilities Supervisor	3, 4, 7
Clerk of the Board	3
Internal Auditor	1, 6, 7
Manager of Transportation Integrated Planning and Programming	3
Manager of Goods Movement and Transportation Finance	3
Manager of IT Application Development & Support	3, 7
Manager of Legislation	3
Manager of Transportation/Rail Mobility Planning and Goods Movement	3
Manager of Compliance and Performance Monitoring	3
Manager of Modeling and Forecasting	3
Manager of Sustainability-Sustainable and Resilient Development	3
Manager of Active Transportation and Special Programs	3
Manager of Budget and Grants	2, 7

- Commented [BK3]:** Position retitled in reorg
- Commented [BK4]:** Ex-Officio members added
- Commented [BK5]:** Individual committees added
- Commented [BK6]:** Position added. Agency confi category 3 is appropriate for this position
- Commented [BK7]:** Position added in reorg
- Commented [BK8]:** Position added in reorg
- Commented [BK9]:** Position added in reorg
- Commented [BK10]:** Position added
- Commented [BK11]:** Position added in reorg
- Commented [BK12]:** Position added in reorg
- Commented [BK13]:** Position added in reorg
- Commented [BK14]:** Position added in reorg
- Commented [BK15]:** Position added in reorg
- Commented [BK16]:** Position removed (retitled)
- Commented [BK17]:** Position eliminated in reorg
- Commented [BK18]:** Position eliminated in reorg
- Commented [BK19]:** Note added by agency
- Commented [BK20]:** Position retitled and design changed in reorg. Agency confirmed that this position has broad, ager decision-making authority and does make real prop decisions.
- Commented [BK21]:** Position retitled in reorg
- Commented [BK22]:** Position retitled in reorg
- Formatted Table**
- Commented [BK23]:** Position added Agency confirmed that this position participates in IT decisions, participates in real property decisions.
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- Commented [BK24]:** Disclosure category broad review of duties during reorg.
- Commented [BK25]:** Position retitled in reorg
- Formatted Table**
- Commented [BK26]:** Position eliminated in reorg
- Commented [BK27]:** Position retitled in reorg
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- Commented [BK28]:** Position retitled in reorg
- Commented [BK29]:** Position eliminated in reorg
- Commented [BK30]:** Position retitled in reorg
- Commented [BK31]:** Position eliminated in reorg
- Commented [BK32]:** Grant disclosure added

CONFLICT-OF-INTEREST CODE FOR THE

- ~~Manager of Research and Analysis Planning Strategy~~
- ~~Manager of the Federal Transportation Improvement Program~~
- ~~Manager of Government Affairs Regional Services~~
- ~~Manager of Communications~~
- Manager of Media and Public Affairs
- Manager of Contracts
- ~~Manager of Chief Human Resources Officer~~
- ~~Manager of Information Technology Services Infrastructure and Operations~~
- ~~Manager of Housing and Economic Empowerment~~
- ~~Manager of Inclusive Economic Growth~~
- ~~Manager of Partnership for Innovative Deployment~~
- Planning Administration Officer
- Principal Accountant
- Applications Administration Supervisor
- Principal Budget and Grants Analyst
- GIS Applications Supervisor
- IT PMO Supervisor
- Audio/Visual Supervisor
- Principal Contracts Administrator
- Principal Human Resources Analyst
- Principal Planner
- Planning Supervisor
- Senior Accountant
- Senior Budget and Grants Analyst
- Senior Contracts Administrator
- Senior Economist
- Senior Deputy Legal Counsel
- Senior IT Quality Assurance Analyst
- Senior Regional Planner
- Special Events Producer
- Modeling Supervisor

- 3 **Commented [BK33]:** Position retitled in reorg
- 3 **Commented [BK34]:** Position eliminated in reorg
- 3 **Commented [BK35]:** Position retitled in reorg
- 3 **Commented [BK36]:** Position eliminated in reorg
- 2
- 3, 1, 5 **Commented [BK37]:** Position retitled, disclosure after review. Assigned full disclosure as a member of Executive Team.
- 3, 4, 7 **Commented [BK38]:** Category number corrected
- 3 **Commented [BK39]:** Position retitled and disclosure category changed after reorg and review of duties
- 3 **Formatted:** Strikethrough
- 2, 6 **Formatted:** Strikethrough
- 3 **Commented [BK40]:** Position added in reorg
- 2, 7 **Commented [BK41]:** Position added in reorg
- 3, 7 **Commented [BK42]:** Position added in reorg
- 3, 7 **Commented [BK43]:** Position added in reorg
- 3 **Commented [BK44]:** Position added. Agency category 2 is appropriate for this position.
- 2 **Commented [BK45]:** Position added in reorg
- 3 **Commented [BK46]:** Position added in reorg
- 3 **Commented [BK47]:** Position added in reorg
- 2 **Formatted:** Strikethrough
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- 3 **Commented [BK49]:** Position added in reorg
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- 3 **Commented [BK58]:** Position added in reorg
- 3 **Commented [BK59]:** Position added; disclosure after review
- 3 **Formatted:** Strikethrough
- 3 **Commented [BK60]:** Position added in reorg
- 3 **Commented [BK61]:** Position added in reorg
- 3 **Commented [BK62]:** Position added in reorg

Attachment: Code in ~~strikeout underline format~~ (Final for Notice and Adoption) (Adoption of Amended SCAG Conflict of Interest Code)

CONFLICT-OF-INTEREST CODE FOR THE SOUTHERN
CALIFORNIA ASSOCIATION OF GOVERNMENTS

Appendix A-Continued

Consultant/New Position

*

Note: The position of General Counsel is filled by an outside consultant, but acts in a staff capacity.

*Consultants/New Positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation:

The Executive Director may determine in writing that a particular consultant or new position, although a "designated position," is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such written determination shall include a description of the consultant's or new position's duties and, based on that description, a statement of the extent of the disclosure requirements. The Executive Director's determination is a public record and shall be retained for public inspection in the same manner as this conflict-of-interest code. (Gov. Code Sec. 81008.)

The following positions are NOT covered by the conflict-of-interest code because they must file under Government Code Section 87200 and, therefore, are listed for informational purposes only:

Chief Financial Officer / Director of Finance Division
Manager of Accounting

Commented [BK63]: Position retitled in reorg

An individual holding one of the above listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe that their position has been categorized incorrectly. The Fair Political Practices Commission makes the final determination whether a position is covered by Government Code Section 87200.

CONFLICT-OF-INTEREST CODE FOR THE
SOUTHERN CALIFORNIA ASSOCIATION OF
GOVERNMENTS

Appendix B
Disclosure Categories

1. A designated position in this category must report all investments, business positions in business entities and sources of income (including receipt of gifts, loans and travel payments). This position must also disclose interests in real property located within the jurisdiction as well as interests in real property located within a two-mile radius of real property used by SCAG.
2. A designated position in this category must report investments in and income (including receipt of gifts, loans and travel payments) from individuals and entities of the type that supply equipment, products, materials or services (including training or consulting services) to SCAG.
3. A designated position in this category must report investments in and income (including receipt of gifts, loans and travel payments) from individuals and entities of the type that supply equipment, products, materials or services (including training or consulting services) to the division(s) or department(s) to which the designated position is assigned duties.
4. A designated position in this category must report all interests in real property located within the jurisdiction of SCAG and/or within a two-mile radius of any property used by SCAG.
5. A designated position in this category must report investments, business positions in business entities and sources of income (including receipt of gifts, loans, and travel payments) that have filed a claim within the last two years or have a claim pending against SCAG.
- ~~6. A designated position in this category may file Statements of Economic Interests, Form 700 A. The statement shall identify each source of income (including receipt of gifts, loans, and travel payments), investments, or real property if the source of income, investment, or real property was the subject of a case assignment during the period covered by the statement. Intentionally deleted. [Removed not applicable to our agency. Kept in for purpose of Disclosure Category consistency.]~~
7. 6. A designated position in this category must report investments in and income, including gifts, loans, and travel payments from entities of the type to provide auditing services.

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Commented [BK65]: Category 6 removed because agency confirmed they do not have any classification meet the criteria in Regulation 18733.

~~9.8.7~~ A designated position in this category must report investments, business positions in business entities and sources of income (including receipt of gifts, loans and travel payments) if the business entity or source is of the type to receive grants or other funding from or through SCAG.

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Commented [BK66]: Category added in reorg. SC confirmed they award grants.

**NOTICE OF INTENTION TO AMEND
THE CONFLICT OF INTEREST CODE OF THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

NOTICE IS HEREBY GIVEN that the Southern California Association of Governments, pursuant to the authority vested in it by Section 87306 of the Government Code, proposes amendment to its Conflict of Interest Code. A comment period has been established commencing on **April 4, 2023** and closing on **May 19, 2023**. All inquiries should be directed to the contact listed below.

The Southern California Association of Governments proposes to amend its Conflict of Interest Code to include employee positions that involve the making or participation in the making of decisions that may foreseeably have a material effect on any financial interest, as set forth in subdivision (a) of section 87302 of the Government Code. The amendment carries out the purposes of the law and no other alternative would do so and be less burdensome to affected persons.

The proposed changes to the Conflict of Interest Code would add new staff positions, delete old staff positions and revise the titles of existing staff positions to reflect organizational changes since approval of SCAG's last code amendments by the Fair Political Practices Commission in 2016. The proposed amendment and explanation of the reasons can be obtained from the agency's contact.

Any interested person may submit written comments relating to the proposed amendment by submitting them no later than **May 19, 2023**, or at the conclusion of the public hearing, if requested, whichever comes later. At this time, no public hearing is scheduled. A person may request a hearing no later than **May 4, 2023**.

The Southern California Association of Governments has determined that the proposed amendments:

1. Impose no mandate on local agencies or school districts.
2. Impose no costs or savings on any state agency.
3. Impose no costs on any local agency or school district that are required to be reimbursed under Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.
4. Will not result in any nondiscretionary costs or savings to local agencies.
5. Will not result in any costs or savings in federal funding to the state.
6. Will not have any potential cost impact on private persons, businesses or small businesses.

All inquiries concerning the proposed amendment and any communication required by this notice should be directed to: Michael R.W. Houston, Chief Counsel, at (213) 630-1471 or at houston@scag.ca.gov.



AGENDA ITEM 6
REPORT

Southern California Association of Governments
June 1, 2023

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 November 3, 2022], as requested by Regional Council Member David J. Shapiro.

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 Council Member David J. Shapiro.

BACKGROUND:

In accordance with the Regional Council Policy Manual, Article VIII, Section B(4) [RC Approved June 2019, amended November 3, 2022], *“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 April 2023, Regional Council Member David J. Shapiro, attended the following event for SCAG, which will count towards the 9th stipend request:

No.	Meeting Date	Meeting Name
9 th	April 18	Sacramento Summit



FISCAL IMPACT:

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



AGENDA ITEM 7
REPORT

Southern California Association of Governments
June 1, 2023

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: Contract No. 20-002-C01, Board Counsel Services –
Term extension

RECOMMENDED ACTION:

Approve Amendment No. 5 to Contract No. 20-002-C01 with Best Best & Krieger, LLP, to extend the contract Term from June 30, 2023 to June 30, 2024, to continue to provide Board Counsel and as needed legal 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 1: Produce innovative solutions that improve the quality of life for Southern Californians. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

In October 2019, SCAG awarded contract 20-002-C01 to Best Best & Krieger (BB&K) to provide legal support to the Regional Council, as specified in Task 1, and provide as-needed legal support to the agency, as specified in Task 2 of the contract. Staff subsequently requested and the RC approved amending the contract via Amendment 1 (for Term only) and Amendments 2 – 4 either increasing the contract's Term and/or value. Consistent with the Regional Council's (RC's) approval of Amendment 1, staff now requests RC approval of Amendment 5 to extend the term for the final one-year extension in the interest of transparency as it relates to amending this Legal Services contracts.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Best Best & Krieger,	The consultant shall continue to serve as the	\$907,830



LLP, (20-002-C01)	primary counsel to the Regional Council and work with SCAG's internal Legal Department to provide legal services to the agency.	(no change to amount; term extension only)
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FISCAL IMPACT:

Funding of \$150,000 is available in the Fiscal Year (FY) 2023-24 General Fund Budget and Indirect Cost Program Budget in project numbers 800-0160.01 (\$135,000) and 810-0120.09 (\$15,000), and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 20-002-C01 Amendment No. 5
2. Contract No. 20-002-C01 COI

CONSULTANT CONTRACT NO. 20-002-C01 AMENDMENT 5

Consultant: Best Best & Krieger, LLP

Background & Scope of Work: On October 23, 2019 SCAG awarded Contract 20-002-C01 to Best Best & Krieger, LLP (BBK) to provide legal services as Board Counsel to the Regional Council and its committees and to provide certain “on call” services, including litigation services and other services as approved by the Executive Director. Under this agreement, BBK provides “Task 1” legal services that include, but are not limited to: attending and serving as Board Counsel at Regional Council (RC) and other committee meetings; consulting and providing advice to the RC, committees, Executive Director and other staff on various legal matters; assisting with the annual performance review of the Executive Director; reviewing and revising as needed proposed changes to the SCAG Bylaws and RC policies; and additional services as requested by the RC or the Executive Director. Task 1 services are rendered in accordance with an agreed-upon flat monthly fee, starting at \$8,000 per month for FY 2019-20, with indexing in subsequent years. As needed “Task 2” services include litigation assistance (if approved by the Regional Council) and other services (as approved by the Executive Director), in accordance with an agreed upon hourly rate structure. The contract is for three (3) years, with two addition 12-month options, for a total of 60-months. The first 12-month extension was approved by the Regional Council on April 7, 2022 pursuant to Amendment 3 to the contract.

This amendment is needed for Regional Council to approve the second and final 12-month term extension, which extension right is part of the original contract.

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

- Continuation of Board Counsel Services to the Regional Council on a flat fee monthly basis in FY 2023-24; and
- As Needed Task 2 services on an hourly fee basis.

Strategic Plan: This item supports SCAG’s Strategic Plan Goal: 1: Produce innovative solutions that improve the quality of life for Southern Californians. And Goal 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Amendment Amount:	Amendment 5 (term extension only)	\$0
	Amendment 4 (term extension only)	\$0
	Amendment 3 (term extension and increase)	\$48,870
	Amendment 2	\$363,480
	Amendment 1 (administrative only)	\$0
	Original contract value	<u>\$495,480</u>
	Total contract value is not to exceed	\$907,830

This amendment requires the Regional Council’s approval because it approves extension of the contract for an additional term of 12 months.

Contract Period: October 3, 2019 through October 31, 2024 (subject to extension as noted above, of which one extension of one year is being sought by this amendment)

Project Number: 800-0160.01 \$135,000
810-0120.09 \$15,000
Funding source: General Fund and Indirect Cost

Funding of \$150,000 is available in the Fiscal Year (FY) 2023-24 General Fund Budget and Indirect Cost Program Budget in project numbers 800-0160.01 (\$135,000) and 810-0120.09 (\$15,000), and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

**Basis for the
Amendment:**

As state above, in October 2019, SCAG awarded contract 20-002-C01 to BBK to provide legal support to the Regional Council, as specified in Task 1, and provide as-needed legal support to the agency, as specified in Task 2 of the contract. Staff subsequently requested and the RC approved amending the contract via Amendmen1 (for Term only) and Amendments 2 – 4 either increasing the contract’s Term and/or value. Consistent with the Regional Council’s (RC’s) approval of Amendment 1, staff now requests RC approval of Amendment 5 to extend the term for the final one-year extension in the interest of transparency as it relates to amending this Legal Services contracts, as there is an on-going need to retain the consultant to continue to provide these services to the RC.

**Conflict Of Interest (COI) Form - Attachment
For June 8, 2023 Regional Council Approval**

Approve Amendment No. 5 to Contract No. 20-002-C01 with Best Best & Krieger, LLP, to extend the contract Term from June 30, 2023 to June 30, 2024, to continue to provide Board Counsel and as needed legal services. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment 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)?
Best Best & Krieger, LLP (prime consultant)	Yes - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 20-002-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: Best Best & Krieger LLP
Name of Preparer: Ruben Duran
Project Title: Board Counsel & Legal Services as Requested
Date Submitted: 5/24/23

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?



AGENDA ITEM 8
REPORT

Southern California Association of Governments
June 1, 2023

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

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

Subject: Contracts \$500,000 or Greater: Contact No. 23-024-C01, Lennox
Community Pedestrian Plan

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve Contract No. 23-024-C01, in an amount not to exceed \$623,764 with Mark Thomas & Company, Inc., to develop a Pedestrian Plan for the unincorporated Lennox community in the County of Los Angeles and a First Mile/Last Mile Plan for the busiest bus stops in Orange County, subject to Caltrans final approval of the consultant's Indirect Cost Rate and final negotiation. 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:

Consistent with the requirements of the California Active Transportation Program (ATP) that funds this Architectural and Engineering (design) project, and in partnership with the Los Angeles County Department of Public Health (Public Health) and the Orange County Transportation Authority (OCTA), the Consultant shall develop a Pedestrian Plan for the unincorporated Lennox community in the County of Los Angeles and a First Mile/Last Mile Plan for the busiest bus stops in Orange County.

BACKGROUND:

Staff recommends executing the following contract \$500,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Mark Thomas & Company, Inc. (23-024-C01)	The consultant shall develop a Pedestrian Plan for the unincorporated Lennox community in the County of Los Angeles and a First Mile/Last Mile Plan for the busiest bus stops in Orange County.	\$623,764



FISCAL IMPACT:

Funding of \$623,764 is available in the FY 2022-23 Overall Work Program (OWP) Budget in Project Number 275-4892X7.02, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 23-024-C01
2. Contract Summary 23-024-C01 COI

CONSULTANT CONTRACT NO. 23-024-C01

Recommended Consultant:	Mark Thomas & Company, Inc.	
Background & Scope of Work:	Consistent with the requirements of the California Active Transportation Program (ATP) that funds this Architectural and Engineering (design) project, and in partnership with the Los Angeles County Department of Public Health (Public Health) and the Orange County Transportation Authority (OCTA), the consultant shall develop a Pedestrian Plan for the unincorporated Lennox community in the County of Los Angeles and a First Mile/Last Mile Plan for the busiest bus stops in Orange County. The project shall contribute to regional goals to increase the percentage of local trips made by walking, reduce GHG emissions and vehicle miles traveled (VMT) in each of the cities, increase awareness for active transportation, and plan for safe connections between essential destinations in the cities.	
Project's Benefits & Key Deliverables:	The project's benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none">• A robust technical analysis to develop a safe and comfortable walkable network within each project area;• A comprehensive engagement of historically underrepresented and non-traditional stakeholders;• An analysis of connections to key destinations and access to regional economic opportunities and essential services; and• A recommendation of priority safety enhancement projects.	
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	\$623,764
	Mark Thomas & Company (prime consultant)	\$513,313
	Latino Health Access (subconsultant)	\$100,188
	Los Angeles Neighborhood Initiatives (subconsultant)	\$10,263
	Note: the final cost of this contract is subject to Caltrans final approval of the consultant's Indirect Cost Rate and final negotiation	
Contract Period:	Notice to Proceed through June 30, 2025	
Project Number(s):	275-4892X7.02 \$623,764 Funding source(s): Active Transportation Program (ATP) Cycle 5 Plans	
	Funding of \$623,764 is available in the FY 2022-23 Overall Work Program (OWP) Budget in Project Number 275-4892X7.02, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.	
Request for Proposal (RFP):	SCAG staff notified 4,668 firms of the release of RFP 23-024 via SCAG's Solicitation Management System website. A total of 45 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:	
	Mark Thomas & Company, Inc., (2 subconsultants)	\$623,764

Alta Planning & Design – (2 subconsultants)

*\$0

* Note: This solicitation was conducted as an Architectural and Engineering (A&E) procurement and therefore as required by law each offeror was evaluated based on qualifications and not cost. The Proposal Review Committee ranked Mark Thomas & Company, Inc. as the highest (most qualified) proposer and the other offeror's cost proposal was kept sealed.

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 offerors.

The PRC consisted of the following individuals:

Cory Wilkerson, Principal Regional Planner, SCAG

Justin Robertson, Senior Planner, Los Angeles Department of Public Health

Kevin Khouri, Transportation Analyst, Orange County Transportation Authority

Basis for Selection:

The PRC recommended Mark Thomas & Company for the contract award because the consultant:

- Demonstrated the best qualifications, in particular, Mark Thomas proposed a project manager who developed a similar project plan concept for Orange County Transportation Authority (OCTA) and has previous experience on similar projects at SCAG. Further, the proposed sub-consultant Community Based Organization (CBO) staff has extensive engagement experience in comparable communities;
- Demonstrated the best understanding of the project and provided the best technical approach, specifically emphasizing utilizing input from underrepresented or nontraditional stakeholders; as well as showing an understanding of essential local agency input; Designated a CBO staff person to serve as the contract staff for Lennox. Prepared and provided clearly defined maps of the 12 intersections to be studied, without interruption of bus services and provided an in depth six (6) step plan for the walk audits; and
- Proposed a team of community-based partners. Mark Thomas is currently working on comparable projects in Southern California.

**Conflict of Interest (COI) Form - Attachment
For June 8, 2023 Regional Council Approval**

Approve Contract No. 23-024-C01, in an amount not to exceed \$623,764 with Mark Thomas & Company, Inc., to develop a Pedestrian Plan for the unincorporated Lennox community in the County of Los Angeles and a First Mile/Last Mile Plan for the busiest bus stops in Orange County, subject to Caltrans final approval of the consultant’s Indirect Cost Rate and final negotiation. 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)?
Mark Thomas (prime consultant)	No - form attached
Latino Health Access (subconsultant)	No - form attached
Los Angeles Neighborhood Initiatives (subconsultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No. 23-024

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: Los Angeles Neighborhood Initiative
Name of Preparer: Veronica Hahni
Project Title: LENNOX COMMUNITY PEDESTRIAN PLAN AND OCTA BUS STOP SAFETY AND ACCESSIBILITY PLAN
RFP Number: 23-024 **Date Submitted:** May 16, 2023

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) Veronica Hahni, hereby declare that I am the (position or title) Executive Director of (firm name) Los Angeles Neighborhood Initiative, 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.

Veronica Hahni _____ May 16, 2023
 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.



AGENDA ITEM 9
REPORT

Southern California Association of Governments
June 1, 2023

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

From: Javiera Cartagena, Chief Government and Public Affairs Officer
(213) 236-1980, cartagena@scag.ca.gov

Subject: Housing and Transportation Bills of Interest Follow-Up

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

The Legislative/ Communications and Membership Committee (LCMC) recommends the Regional Council (RC) adopt an “oppose” position on Assembly Bill (AB) 6 (Friedman), AB 7 (Friedman), and Senate Bill (SB) 670 (Allen) and adopt a position that AB 1525 (Bonta) be held as a “two-year bill.” The LCMC also forwards informational updates to the RC on the status of AB 1000 (Gomez Reyes) and AB 1335 (Zbur).

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:

After receiving a report and staff presentation at its May 23, 2023 meeting, the LCMC recommends an “oppose” position on AB 6 (Friedman), AB 7 (Friedman), and SB 670 (Allen). In addition, the LCMC recommends that AB 1525 (Bonta) be held as a “two-year bill.” Lastly, the LCMC forwards informational updates on AB 1000 (Gomez Reyes), AB 1335 (Zbur), and SB 423 (Wiener) for the RC’s awareness and edification.

BACKGROUND:

SCAG is monitoring over 200 legislative bills that relate to active transportation, affordable housing and housing production, land use, transportation, California Environmental Quality Act (CEQA) modernization, and more. The LCMC received a report and presentation on the bills below, which could have potentially significant impacts on SCAG, the Southern California region, and/or our member organizations.

For today’s meeting, the LCMC recommends an “oppose” position on AB 6 (Friedman), AB 7 (Friedman), and Senate Bill (SB) 670 (Allen). In addition, the LCMC recommends AB 1525 (Bonta) be

held as a “two-year bill.” Lastly, updates relating to AB 1000 (Gomez Reyes) and AB 1335 (Zbur) are provided for the RC’s information.

Summaries of the bills are included below in numerical order.

Bill: AB 6 **Author:** Assemblymember Laura Friedman (D-Glendale)

Title: Transportation Planning

Status: Passed Assembly Appropriations Committee on 05/10/2023. Pending vote on the Assembly Floor.

Recommendation: OPPOSE

Background:

AB 6 would require the California Air Resources Board (CARB) to establish additional targets for 2035 and for 2045. SB 375 (Chapter 728, Statutes of 2008) directs CARB to set regional targets for reducing greenhouse gas (GHG) emissions from the automobile and light-duty truck sector for 2020 and 2035. SB 375 also requires MPOs to create Sustainable Communities Strategies in conjunction with their Regional Transportation Plans. In 2018, CARB updated SCAG’s assigned GHG reduction target to 19 percent per capita by 2035, relative to 2005 levels. SCAG’s 2020 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, represents the vision for achieving that regional GHG reduction goal.

AB 6 would also require MPOs to submit their RTP/SCS technical methodology to CARB for approval at least 60 days prior to starting their public participation processes. State law requires MPOs to adopt a public participation plan for the development of their SCSs that must include active participation from a broad range of stakeholders, consultation with transportation agencies, public workshops throughout the region, circulation of the draft SCS, public hearings, and informational hearings tailored for the region’s city and county elected officials.

In addition, this bill would require MPOs to submit their adopted SCSs to CARB within 120 days of the plan’s adoption by its board of directors. The bill would also extend CARB’s review period from 60 days to 180 before CARB is required to accept or deny an MPO’s SCS.

Lastly, AB 6 would require that each application for the Solutions for Congested Corridors Program (SCCP) demonstrate how the proposed project would contribute to achieving the state’s GHG emissions reduction targets. SB 1 (Chapter 5, Statutes of 2017) created this competitive program to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state.

AB 6 has passed the Assembly Transportation, Natural Resources, and Appropriations committees. A vote by the full Assembly is forthcoming.

Analysis:

Connect SoCal represents the vision for Southern California's sustainable future. The plan includes policies, strategies, and projects for advancing the region's mobility, economy, and sustainability through 2045. Currently, SCAG is updating Connect SoCal with an anticipated adoption in 2024 and a horizon year of 2050. As such, SCAG's SCS horizon date already exceeds AB 6's proposed new targets for 2035 and 2045. New targets for 2035 and 2045 would result in additional model runs but may not represent a tremendous imposition.

At the May 23, 2023, LCMC meeting, staff objected to AB 6's proposal to require MPOs to submit the RTP/SCS Technical Methodology to CARB for approval at least 60 days prior to starting its public participation process. With this proposal, it is unclear what problem AB 6 attempts to solve. CARB's SCS Guidelines acknowledge that the development of the Technical Methodology is an iterative and ongoing process. Currently, SCAG staff meets at least quarterly with CARB staff to discuss the development of Connect SoCal, including the development of the Technical Methodology. CARB evaluates Connect SoCal's draft Technical Methodology, including its aggregated strategies, measures, and policies that help to reduce per-capita GHG emissions. The strategies, measures, and policies collectively result in the achievement of our region's GHG reduction goal.

Additionally, SCAG collaborated with CARB as the SCS Program and Evaluation Guidelines were updated. This collaboration was essential to ensuring Connect SoCal aligns with state expectations. The final technical methodology, however, was submitted to CARB after the adoption of Connect SoCal.

Furthermore, the purpose of SCAG's SCS public participation is to present the public with challenges and potential solutions. Public participation does not achieve a level of detail that would inform the Technical Methodology.

AB 6 would require SCAG to submit the SCS to CARB within 120 days of the plan's adoption by the Regional Council and would triple the time CARB has to review the plan from 60 days to 180. This is another solution in search of a problem. The Affordable Housing Sustainable Communities Program, Solutions for Congested Corridors Program, Local Partnerships Program, Trade Corridor Enhancement Program, and Infill Infrastructure Grant Program, among many others, require a proposed project to support the implementation of a region's adopted SCS. These programs offer billions of dollars of state funding for local and regional projects. Eligibility for these funding programs already provide the necessary incentive to submit an RTP/SCS to CARB for approval immediately upon its adoption by the Regional Council.

Increasing the time for CARB to evaluate SCAG's SCS only prolongs the back-and-forth between CARB and SCAG and discourages the expeditious approval of the RTP/SCS. In addition, the extended

timeframe can potentially impact a project's eligibility for any of the funding programs mentioned above.

Lastly, AB 6 requires applications for the Solutions for Congested Corridors Program to demonstrate how the proposed project would contribute to achieving the state's GHG emissions reduction targets. SB 1 created this competitive program to fund projects that achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. For the SCAG region, the most recent cycle of the SCCP resulted in awards for the Los Angeles County Metropolitan Transportation Authority for the construction of express lanes infrastructure on the I-105. In addition, San Bernardino County Transportation Authority received awards for the construction of bus rapid transit stations and the purchase of 18 new zero-emission buses.

Applications for the SCCP must be included in an adopted RTP/SCS that CARB has determined achieves the region's GHG reduction goals. In addition, each project is also required to complete an environmental analysis, pursuant to the California Environmental Quality Act (CEQA), including an SB 743 transportation analysis. The SB 743 transportation analysis measures any project's actual transportation-related environmental impacts and requires that they be mitigated. While this provision of AB 6 does not represent a tremendous burden, it is duplicative with existing climate-related safeguards.

Recommendation:

SCAG will continue to collaborate and engage on AB 6 to ensure that our region's concerns are included in the dialogue on this bill. Because AB 6 has now advanced from two policy committees and one fiscal committee, the LCMC recommends an OPPOSE position before AB 6 advances from the Assembly to the Senate.

Bill: AB 7 **Author:** Assemblymember Laura Friedman (D-Glendale)

Title: Transportation Project Selection Process

Status: Passed Assembly Transportation Committee on 03/27/2023. Pending vote on the Assembly Floor. Ordered to the Appropriations Committee "Suspense File."

Recommendation: OPPOSE

As currently written, AB 7 would require the project selection process for transportation infrastructure projects funded by some of the state's largest transportation accounts to incorporate federal principles that promote accessibility, climate change, the environment, resilience, safety, and timeliness, among other principles. Specifically, AB 7 would apply to the application selection process for each transportation project that would be funded, at least partially, from the following state funding sources:

- The State Highway Account
- The Road Maintenance and Rehabilitation Account
- A local transportation fund
- The Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006
- The Highway Users Tax Account
- The Trade Corridor Enhancement Account

AB 7 would require the following principles to be incorporated into the project selection process for any programs funded by the above-named accounts:

- Improving the condition, resilience, and safety of road and bridge assets consistent with asset management plans
- Promoting and improving safety for all road users, particularly vulnerable users, and supporting major actions and goals consistent with the federal Department of Transportation's January 2022 National Roadway Safety Strategy for safer people, safer roads, safer vehicles, safer speeds, and enhanced post-crash care
- Supporting accelerated project delivery and an efficient environmental review process through the One Federal Decision framework and by continuing to coordinate with other federal partners to ensure that the benefits of projects are realized as soon as possible
- Making streets and other transportation facilities accessible to all users and compliant with the Americans with Disabilities Act
- Addressing environmental impacts ranging from stormwater runoff to the emissions of greenhouse gases
- Prioritizing infrastructure that is less vulnerable and more resilient to a changing climate
- Future-proofing transportation infrastructure by accommodating new and emerging technologies such as electric vehicle charging stations, renewable energy generation, and broadband deployment in transportation rights-of-way
- Reconnecting communities and reflecting the inclusion of disadvantaged and underrepresented groups in the planning, project selection, and design process

California's transportation system consists of sidewalks, bike lanes, ports, light and commuter rail systems, local streets and roads, and highways. These various transportation infrastructure assets provide Californians with options to move around the state. The funding to sustain these assets comes from various sources, including local sales tax measures, state taxes and fees, federal taxes, and even public-private partnerships. In the Governor's January Budget, he estimates that a total of \$14.7 billion will be available for transportation from state and federal sources.

In November of 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA), which authorized \$1.2 trillion in various broadband, energy, transportation, and water

infrastructure types over a five-year period. Of that, \$567 billion in spending was specifically authorized for federal transportation programs. Already, California has announced \$20 billion in IJIA funding (both formula and competitive), of which \$15.14 billion is dedicated to transportation-related projects, \$4.6 billion is dedicated to clean energy, power, and environmental projects, and \$177 million is dedicated to broadband projects.

The adopted 2020 Connect SoCal outlines more than \$638 billion in transportation system investments through 2045, and the state and federal funds described above are an important component of implementing that plan.

At a time when the Legislature should be maximizing the State's ability to secure as much federal investment in our multi-modal transportation system, AB 7 introduces new layers of project selection criteria that must be incorporated in nearly every transportation project receiving any amount of state funding.

While it is important for California to maximize its share of federal funding, it is unclear how AB 7 will assist project sponsors in supporting that goal. AB 7 selects a whole host of federal goals and requires all local and regional projects to incorporate them, even if the local or regional project does not have a clear federal nexus. For example, AB 7 covers the Road Maintenance and Rehabilitation Account, which funds the Road Maintenance and Rehabilitation Program. A portion of the Road Maintenance and Rehabilitation Program is apportioned by formula to cities and counties for basic road maintenance and critical safety projects on local streets and roads. Local streets and road projects may not share all of the federal principles outlined in AB 7, putting into question the ability of local cities and counties to put those funds to work in their local communities.

SCAG will continue to monitor, collaborate, and engage on AB 7 to ensure that our region's concerns are included in the dialogue on this bill. Because AB 7 has passed the Assembly Transportation Committee, the LCMC recommends an OPPOSE position on this bill at this time.

Bill: AB 1000 **Author:** Assemblymember Eloise Gomez Reyes (D-San Bernardino)

Title: Logistics Projects

Status: Dead. Failed Assembly Local Government Committee on 04/26/2023.

Recommendation: NONE. For Information.

This bill would have prohibited a city or county from approving the development or expansion of any qualifying logistics use within 1,000 feet of sensitive receptors. AB 1000 defines sensitive receptors as residences, including a private home, apartment, or shelter, a school, daycare facility,

health care facility, community center, established community place of worship, prison or jail, or public playground or recreation center.

The bill would have authorized a local agency to approve the development or expansion of a qualifying logistics use greater than 750 feet from a sensitive receptor and within 1,000 feet of a sensitive receptor only if the local agency had taken certain actions, including, among other things, conducting a cumulative analysis of the air quality impacts of the warehouse development project.

AB 1000 failed to advance from the Assembly Local Government Committee by a vote of 2-1-5 on April 26, 2023.

Bill: AB 1335 **Author:** Assemblymember Rick Zbur (D-Santa Monica)

Title: Sustainable Communities Strategy and Regional Housing Needs Assessment.

Status: Passed Assembly Appropriations Committee on 04/19/2023. Pending vote on the Assembly Floor.

Recommendation: NONE. Regional Council adopted an OPPOSE position on AB 1335 at 04/06/2023 RC Meeting; the LCMC does not recommend any changes to the current position.

As originally introduced, AB 1335 would have required the Sustainable Communities Strategy (SCS) to be based on population projections produced by the Department of Finance (DOF), thereby removing the ability for agencies like SCAG to develop our regional growth forecasts.

SCAG staff presented AB 1335 to the LCMC at its March 21, 2023, meeting with a recommendation to “watch” as conversations with the author were ongoing. The LCMC agreed with that recommendation and forwarded a watch position to the RC. Subsequent to that action, but before the RC’s April 6, 2023 meeting, AB 1335 advanced from the Assembly Transportation Committee on a vote of 11-3-1. After consultation with the LCMC Chair, staff requested that the LCMC Chair pull AB 1335 at the April 5, 2023, Executive-Administration Committee (EAC) meeting and April 6, 2023, RC meeting and request that the RC adopt an “oppose” position. The EAC agreed, and the RC adopted the “oppose” position.

The RC’s strong position on AB 1335 increased SCAG’s advocacy standing by submitting an official letter outlining SCAG’s concerns to the author and to every member of the State Assembly from the Southern California region. The letter was also shared with SCAG’s sister agencies from the Bay Area, Monterey Bay area, Sacramento, and San Diego regions. SCAG’s official position letter is attached to this report.

On May 12, 2023, AB 1335 was amended to remove the requirement that an MPO use the population growth forecasts produced by the DOF for the SCS. The removal of this requirement is a positive development so SCAG can maintain its robust population, housing, and jobs projection process, which includes the Local Data Exchange program, panel of demographic experts, and internal expert demographic staff when developing likely scenarios 25 years into the future.

Unfortunately, AB 1335 was also amended so that MPOs would have to plan for a commensurate amount of housing from their RHNA throughout the entire SCS planning period. Functionally, this means that SCAG would have to divide our total RHNA determination of 1.34 million by the eight-year RHNA planning period (=167,500 housing units) and then multiply that number across the total number of years of the SCS. SCAG's current RTP/SCS, the 2020 Connect SoCal, runs from 2020 to 2045 (=25 years). AB 1335 would, therefore, require SCAG's Connect SoCal to plan for 4.187 million new housing units in our region.

Given that California as a whole, not just the SCAG region, produced only 123,000 housing units in 2022 (a record not seen since 2008), the 4.187 million number AB 1335 would foist upon SCAG would be completely divorced from market reality. In addition, requiring SCAG to plan for such a huge number of housing units could have severe, unintended consequences related to federal transportation conformity or our Natural and Farmlands Conservation strategies in the SCS.

Because of AB 1335's recent and extremely problematic amendments, staff does not recommend any changes to the current "oppose" position. SCAG will continue to engage on AB 1335 to ensure that our region's concerns are reflected in this bill.

Bill: AB 1525 **Author:** Assemblymember Mia Bonta (D-Oakland)

Title: Transportation funding for priority populations.

Status: In Assembly Appropriations. Referred to suspense file.

Recommendation: Two-year bill.

Background:

This bill would direct the California Department of Transportation (Caltrans), California Transportation Commission (CTC), and California State Transportation Agency (CalSTA) to adopt a criteria and evaluation process that defines "priority populations" and assesses the benefits and potential harms of proposed transportation projects. Those agencies would then be required to submit an annual report, beginning in 2026, that details how proposed projects meet the evaluation criteria while requiring them to allocate at least 60% of transportation funds to projects within five identified programs located in, benefiting, and avoiding harm to those priority populations.

The five programs that this bill would impact include the following:

- Interregional Transportation Improvement Program (ITIP),
- State Highway Operation and Protection Program (SHOPP),
- Solutions for Congested Corridors Program (SCCP),
- Trade Corridor Enhancement Program (TCEP), and
- Local Partnership Program (LPP – Competitive).

The 60 percent target set by the agencies would be shared among the five identified programs. As such, the administering agencies would have the discretion to determine individual programmatic targets amongst themselves. If passed, Caltrans, CTC, and CalSTA would have one year to do public outreach to identify and set the criteria for identifying a priority population, followed by one year to identify projects that would fall under those criteria. Implementation would then begin by July 1, 2026.

AB 1525 is sponsored by the Greenlining Institute and is supported by the California Bicycle Coalition, Coalition for Clean Air, Move LA, Natural Resources Defense Council, and Safe Routes to School National Partnership. The bill is opposed by the Association General Contractors, California Alliance for Jobs, California State Council of Laborers, Rebuild SoCal Partnership, Riverside County Transportation Commission, and Transportation California.

Analysis:

SCAG is deeply committed to advancing equity in transportation planning, including it as a key component of Connect SoCal. Recognizing the demographic and economic diversity throughout our vast region, SCAG's work engages stakeholders in our regional and local planning activities as we seek to eliminate racial bias and barriers in both land-use and transportation planning. In line with these efforts and with the leadership and support of Senators Dianne Feinstein and Alex Padilla, SCAG secured \$480,000 in Community Project Funding for a "Highways to Boulevard Regional Study" in the FY 2022 Omnibus Appropriations Act. This study will identify and evaluate urban highways within the six-county SCAG region that could be converted to city streets that better fit the context of their surroundings, particularly within environmental justice areas and disadvantaged communities, working to remove barriers to mobility and economic opportunity due to highway construction.

Recommendation:

The LCMC recommends AB 1525 (Bonta) be made into a two-year bill to give more time to assess its impacts, especially noting any potential unintended consequences.

SCAG's equity goals may be aligned with the intent of AB 1525, but there may be numerous unintended consequences. Regional planning takes into consideration various other factors for assigning funding. Therefore additional time is needed to evaluate the bill in the context of existing

policies and programs and to ensure that local and regionally significant projects that accomplish other public policy goals, such as air quality, economic growth, housing production, and safety, are not negatively impacted.

Bill: SB 423 **Author:** Senator Scott Wiener (D-San Francisco)

Title: Streamlined approval for multi-family housing

Status: Passed Senate Appropriations Committee on 05/15/2023. Ordered to the “Suspense File.”

Recommendation: NONE. For information.

Senator Scott Wiener (D-San Francisco) authored SB 35 (2017), which creates a streamlined, ministerial approval process for development proponents of multi-family housing in cities or counties that the Department of Housing and Community Development (HCD) has determined, based on the jurisdiction’s most recent annual progress report, has failed to issue building permits consistent with the jurisdiction share of the regional housing need.

The development project must meet certain requirements, such as the site being in an urban infill site, zoned for residential use or residential mixed-use development with at least two-thirds of the square footage for residential use, and not located in the coastal zone. SB 35 also prohibits a local government from imposing parking standards for approved streamlined developments in cases in which the development is located within one-half mile of public transit or other specified circumstances. SB 35’s authorities expire on January 1, 2026.

SB 423 would delete the January 1, 2026, repeal date, thereby making SB 35’s authorities operative permanently. In addition, this bill would delete the standard prohibiting a multi-family housing development from being subject to the streamlined ministerial approval process if the development is located in a coastal zone.

No major changes have been made to SB 423 since the March 21, 2023, LCMC meeting, when staff last presented this bill.

This bill is supported by Abundant Housing-LA, the State Council of Laborers, the Council of Infill Builders, the Los Angeles Chamber of Commerce, and YIMBY Action. Presently, at least 39 SCAG region cities have filed their official opposition to SB 423, in addition to the Los Angeles County Division of the League of California Cities, the League of California Cities, Orange County Council of Governments, and the Ventura Council of Governments. SB 423 received a unanimous vote in the Senate Appropriations Committee, and a vote on the Senate floor is forthcoming.

Bill: SB 670 **Author:** Senator Ben Allen (D-Santa Monica)

Title: Vehicle Miles Traveled

Status: Held in Senate Appropriations Committee "Suspense File."

Recommendation: OPPOSE

Background:

SB 670 would require the California Air Resources Board (CARB), in consultation with the Governor's Office of Planning and Research (OPR) and Caltrans, to develop a methodology for assessing light-duty vehicle miles traveled (VMT) and to develop maps to display average VMT per capita in the state at the local, regional, and statewide levels. The bill would require CARB to update the methodology and maps at least every four years and make the maps publicly available on its website. Under certain circumstances, SB 670 would require CARB to provide technical assistance to any local agency requesting assistance concerning the usage and interpretation of the statewide map.

SB 743 (Chapter 386, Statutes of 2013) changed how improvement projects evaluate transportation impacts under the California Environmental Quality Act (CEQA). The objective of SB 743 was to balance mobility with the achievement of statewide greenhouse gas (GHG) reduction goals through the facilitation of infill development, encouragement of mixed-use, transit-accessible communities, and improvement of active transportation infrastructure while still ensuring that the environmental impacts of traffic such as noise, air pollution, and safety are properly addressed and mitigated.

In January 2019, the California Natural Resources Agency finalized updates to the CEQA Guidelines in response to the provisions of SB 743. SB 743 changes the methodological focus of CEQA transportation impact analysis from motor vehicle delay to the reduction of GHG emissions. The new requirements state that a project's impact on motor vehicle delay shall no longer be considered a significant CEQA environmental impact. The change replaces the previously used 'Level of Service' (LOS) metric, which assessed the amount of motor vehicle delay occurring on a highway segment or intersection, with a metric based on vehicle miles of travel (VMT).

Lead agencies were required to use the new VMT assessment provisions no later than July 1, 2020. After that date, local agencies were required to assess the amount of VMT generated by an applicable project as part of the CEQA process.

VMT may be calculated using a regional or statewide travel model or by using available spreadsheet-based VMT assessment tools. Lead agencies have the discretion to choose the most appropriate methodology to evaluate a local project's VMT impact.

Analysis:

According to the author, SB 670 was introduced because not all jurisdictions have been successful in implementing SB 743. Many jurisdictions struggle with resourcing, conflicting data, methods for

data collection, and other issues which impact their ability to implement SB 743's required VMT analysis. The author asserts that in many parts of the state, cities, and counties lack adequate VMT mapping or have no VMT mapping at all.

For this reason, SB 670 requires CARB to establish a consistent methodology for VMT assessment and develop maps based on that assessment. SB 743, however, required OPR to prepare and submit revisions to the CEQA guidelines for establishing criteria for determining the significance of transportation impacts of projects within transit priority areas. Why CARB has been tasked with SB 670's responsibilities is unclear.

In addition, SB 670 would provide a source of substantial evidence when determining the significance of transportation impacts for new developments. However, this substantial evidence developed by the state agencies may conflict with or differ from the substantial evidence submitted by the lead agency, virtually guaranteeing more topics to litigate within CEQA. Specifically, having two sets of VMT maps with differing VMT analyses would play into the hands of NIMBYs seeking to weaponize CEQA to stop responsible community improvements.

Recommendation:

As part of its legislative priorities for the 2023 legislative session, SCAG asked the Legislature to establish a state task force to evaluate and make recommendations for comprehensive CEQA modernization. VMT maps developed pursuant to SB 670 have the potential to conflict with already existing information and VMT maps produced by SCAG, other regional agencies, or lead agencies. SB 670, as a result, would likely increase CEQA litigation, precisely the opposite of SCAG's long-standing goals concerning CEQA modernization. Therefore, the LCMC recommends an "oppose" position on SB 670.

Presently, SB 670 is supported by Climate Plan and Streets for All. The bill is opposed by the California Building Industry Association, California Chamber of Commerce, Orange County Business Council, Southern California Leadership Council, and Transportation California.

Prior Committee Action:

After receiving a report and staff presentation at its May 23, 2023 meeting, the LCMC unanimously voted to recommend an "oppose" position on AB 6 (Friedman), AB 7 (Friedman), and SB 670 (Allen). In addition, the LCMC recommends that AB 1525 (Bonta) be held as a "two-year bill." Lastly, the LCMC forwards informational updates on AB 1000 (Gomez Reyes), AB 1335 (Zbur), and SB 423 (Wiener) for the RC's awareness and edification.

FISCAL IMPACT:

Work associated with the staff report on Housing & Transportation Bills of Interest is contained in the Indirect Cost budget, Legislation 810-0120.10.



ATTACHMENT(S):

1. Chair Friedman SCAG Data Request Letter and Response
2. AB 1335 (Zbur) - Oppose

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NATURAL RESOURCES
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BUDGET SUBCOMMITTEE NO. 3 ON
CLIMATE CRISIS, RESOURCES,
ENERGY, AND TRANSPORTATION

March 13, 2023

Kome Ajise Executive Director
Southern California Association of Governments
900 Wilshire Blvd, Suite 1700
Los Angeles, CA 90017

Re: Information Regarding Current Plan Expenditures and Vehicles Miles Traveled Reductions

Dear Director Ajise:

We are at the beginning of a transportation renaissance that incorporates improved health and safety, housing, equity, and the state's climate goals into decisions we make about transportation investments. I appreciate and recognize the dedicated work SCAG has done to incorporate SB 375 (Steinberg), Chapter 728, Statutes of 2008, principles into local funding and planning. Our goals are shared in this space.

We are nearly a decade after passage of SB 743 (Steinberg) Chapter 386, Statutes of 2013, and are still working on how to incentivize and better prioritize projects that more closely align with our climate, safety, and equity goals. While outcomes differ from project to project, investing in added roadway capacity, such as new or widened roadways or interchanges, often induces additional vehicle-miles traveled (VMT) and climate pollution.

I have a suite of bills this year (AB 6 and AB 7) that are working towards the transportation sector reducing its greenhouse gas emissions and vehicle mile traveled. This is a state and local issue, and I need your help. Our funding is constrained, and with climate change and the cost of living, and Californian's quality of life is getting harder to maintain. Your responses to the list of questions posed below will help to better inform policy around what is considered a climate efficient and equitable project, and what projects are being prioritized. I request the following factual information, as soon as possible, to help answer the following overriding policy related questions:

- What estimation or percentage of all funding sources in your region is being spent to maintain and operate the existing transportation system?
- What estimation or percentage of all funding sources in your region is being spent on new investments that are targeted to reduce VMT? What types of projects are these?

Attachment: Chair Friedman SCAG Data Request Letter and Response (Housing and Transportation Bills of Interest Follow-Up)

- Does your MPO spend more, less or the same (as a percent of total budget) on new projects that are targeted to reduce VMT in the first few plan years (e.g. 5--10) as they do in the later years?
- How much of the total budget for SCSs helps to implement the types of infill housing supported by, for example, Transit Priority Areas in SB375, AB2011, AB 2097 or MPO designated infill areas (functionally similar to MTCs Priority Development Areas)? What are the opportunities and constraints (legal and/or political) to allocating more existing resources to these areas?

The types of information that would help us answer these questions include the following (these are examples, please feel free to provide different or additional relevant information that you have access to).

1. A complete summary and categorized list of current plan expenditures for two periods: a short horizon (e.g. 5-8 years) and the remaining plan years.
 - 1a. For example, categories would include transit operations, transit capital, active transportation, road operations and maintenance, road capacity, et cetera. I understand that each MPO draws categories differently.
 - 1b. Specifically, we are requesting information about fiscally-constrained plan expenditures.
2. Examples of VMT reducing transportation projects that would advance state climate goals if implemented in the shorter 5-8 year time horizon, including barriers and possible solutions to accomplishing these projects sooner than currently planned.
3. The percentage of your region's recent (last 2-5 years) housing growth that has occurred in infill areas.
4. The percentage of your plan's future housing that is forecast to occur in infill areas and initial thoughts on whether recently passed legislation, e.g. AB 2011, AB 2097 will effectively increase the rate of infill housing construction in your plan.
5. Thoughts about further land use regulatory changes and the quantity and uses of additional funding that would effectively increase the rate of infill housing construction in your plan.
6. Please provide any existing studies/plans for infill housing in subareas of your region that identify the adequacy of existing non-transportation infrastructure (e.g. water, sewer, etc.) and estimates of amount of funding needed for any upgrades in that infrastructure necessary to serve the forecasted growth in infill housing.

Please let us know as soon as possible when you will be able to respond to any or all of the items in this request. We would rather receive any information you can provide incrementally as opposed to waiting for you to assemble the complete package.

Finally, we will share a draft with you of anything we prepare that uses the information you provide to make sure we are reporting it accurately and in the right context to promote understanding.

I appreciate our partnership, and look forward to working on these issues together. Please do not hesitate to reach out to myself or my staff as we work towards understanding how to build a transportation system that puts people before the car. We look forward to having a conversation with you about the information you are able to provide.

Sincerely,

A handwritten signature in black ink, appearing to read "Laura Friedman". The signature is fluid and cursive, with the first name "Laura" and last name "Friedman" clearly distinguishable.

LAURA FRIEDMAN
Assemblymember, 44th District



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May 2, 2023

The Honorable Laura Friedman
Chair, Assembly Transportation Committee
1021 O Street, Suite 5740
Sacramento, California 95814

RE: Information Regarding SCAG 2020 – 2045 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) Expenditures and Vehicles Miles Traveled Reductions

Dear Chair Friedman:

Thank you for the letter dated March 13, 2023, requesting information on SCAG’s RTP/SCS. SCAG’s RTP/SCS, marketed as Connect SoCal, was adopted by the Regional Council on September 3, 2020. As the agency responsible for developing the blueprint to achieve our region’s greenhouse gas (GHG) emissions reduction goals, I am pleased to provide the information requested.

From a big-picture perspective, Connect SoCal was developed through a four-year planning process which builds and expands upon existing land use and transportation strategies that increase mobility options and achieve a more sustainable growth pattern for Southern California. Connect SoCal includes more than 3,000 individual projects, including but not limited to active transportation projects, managed lanes, railroad grade separations, and street safety improvements. These 3,000 projects are evaluated as a system. In their totality, these 3,000 projects, when combined with other plan strategies, achieve the SCAG region’s 19 percent per capita GHG emissions reduction goal, as determined by the California Air Resources Board (CARB Executive Order G-20-239).

The following information is in response to questions posed in your letter relating to overriding policy considerations, such as climate-efficient and equitable projects and how projects are being prioritized in Connect SoCal.

Question 1 – What estimation or percentage of all funding sources in your region is being spent to maintain and operate the existing transportation system?

REGIONAL COUNCIL OFFICERS

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Ray Marquez, Chino Hills

Answer 1 – Connect SoCal is financially constrained and includes revenues from “traditional” core revenue sources, such as existing local, state, and federal sources as well as more innovative but reasonably assured sources of revenue. Together, both core and reasonably assured revenue sources total \$638.9 billion from Fiscal Year (FY) 2020-21 through FY 2044-45. Please note that this figure and others referenced in this letter are reported as Year of Expenditure (YOE) dollars, meaning they consider the inflation rate over the time covered by Connect SoCal. Of the total plan cost of \$638.9 billion, \$316.0 billion is assigned to maintain and operate the existing transportation system, representing 49.5 percent of the total.

Question 2 – What estimate or percentage of all funding sources in your region is being spent on new investments that are targeted to reduce VMT? What types of projects are these?

Answer 2 – As mentioned above, Connect SoCal represents \$638.9 billion of total investment. Of this, \$287.3 billion represents investments in new capital projects and other programs in Connect SoCal. Of this \$287.3 billion, \$176.6 billion is for new investments targeted to reduce vehicle miles traveled (VMT), accounting for 27.6 percent of the total plan. New capital projects and programs that specifically reduce VMT include transit, passenger rail, active transportation, transportation demand management (TDM), high occupancy vehicle/express lanes (which provide dedicated lanes for transit and high occupancy vehicles), and other safety, road pricing mitigation programs, and regional plug-in electric vehicle charging stations programs.

Additionally, Connect SoCal includes \$200.5 billion for transit and passenger rail operations and maintenance (O&M). These O&M costs account for 31.4 percent of the total plan.

When accounting for new capital projects and other program investments (\$176.6 billion) and O&M expenditures (\$200.5 billion), 59.0 percent of Connect SoCal’s total investments are targeted to reduce VMT.

Question 3 - Does your MPO spend more, less or the same (as a percent of total budget) on new projects that are targeted to reduce VMT in the first few plan years (e.g. 5--10) as they do in the later years?

Answer 3 – The table below breaks down Connect SoCal into five-year columns. Each column reports the percentage of the Plan’s total cost that is targeted towards projects and programs targeted to reduce VMT. As illustrated in the table below, Connect SoCal spends the highest share of investments in the middle of the Plan (FY 2031 – FY 35). This is followed by the latter years of the Plan, although these are generally comparable. The final column represents the cumulative total.

	FY21- FY25	FY26- FY30	FY31- FY35	FY36- FY40	FY41- FY45	Total (FY21-FY45)
Share of Capital Projects and Other Programs	55.3%	61.9%	72.2%	54.9%	60.4%	61.5%
Share of Operations and Maintenance (O&M)	62.7%	61.5%	62.9%	62.6%	65.5%	63.4%
Share of Total Plan Cost	55.2%	57.4%	64.0%	55.6%	60.9%	59.0%

Question 4 – How much of the total budget for SCSs helps to implement the types of infill housing supported by, for example, Transit Priority Areas in SB375, AB2011, AB 2097 or MPO designated infill areas (functionally similar to MTCs Priority Development Areas)? What are the opportunities and constraints (legal and/or political) to allocating more existing resources to these areas?

SCAG’s Connect SoCal contains a single financial plan for all components, including the SCS. Consistent with federal and state requirements for long-range, metropolitan transportation plans, the Connect SoCal financial plan does not include separate housing cost or revenue estimates. Revenues included in Connect SoCal are restricted to transportation uses only. Nevertheless, many infrastructure projects can support land use strategies that promote climate friendly, infill housing development.

The share of transportation revenues that help to implement infill housing can reasonably be assumed to align with new investments targeted to reduce VMT. This is because locating new households and employment growth around bus and rail stations can reduce the number and length of vehicle trips by encouraging more bicycle/pedestrian and transit use and can also support transit investments by creating density around stations to boost ridership.

SCAG also incorporated an assumption of Enhanced Infrastructure Financing Districts (EIFDs) for transit-supportive housing-related infrastructure in Connect SoCal, representing about \$3.0 billion over the life of the plan. Tax increment financing is an essential tool that provides cities and counties with a funding source to improve infill sites, combine parcels, and subsidize affordable housing development, which is why SCAG is an enthusiastic supporter of your Assembly Bill (AB) 930 this year.

Outside of Connect SoCal, the programs funded through SCAG’s Regional Early Action Planning (REAP 2.0) Grant Program will help implement the strategies in Connect SoCal. SCAG’s REAP 2.0 Program combines coordinated and transformative housing development and finance, land use, and transportation strategies to help achieve California’s housing and greenhouse gas emission reduction goals.

SCAG’s REAP 2.0 Framework includes the following objectives:

- Support transformative planning and implementation activities that realize Connect SoCal;
- Promote infill development across the Southern California region, as identified in Connect SoCal;
- Represent best practices in VMT reduction;
- Leverage and augment the Connect SoCal implementation strategy to support activities that can be implemented quickly and consistently with community-driven priorities;
- Build regional capacity to deliver housing that realizes 6th Cycle RHHA goals; and
- Demonstrate consistency with SCAG’s Racial Equity Early Action Plan.

In summary, SCAG’s core program objectives for the REAP 2.0 grant program are aligned with and support (1) the acceleration of infill development that facilitates housing supply, choice, and affordability, (2) affirmatively furthering fair housing, and (3) reducing VMT. SCAG is eligible for up to \$246 million from the REAP 2.0 program.

The following information is provided to build upon the responses to the questions posed above.

1. **A complete summary and categorized list of current plan expenditures for two periods: a short horizon (e.g. 5-8 years) and the remaining plan years.**

Costs (YOE dollars in billions)	FY21- FY25	FY26- FY45	Total
<i>Capital Projects and Other Programs</i>	<i>36.2</i>	<i>251.1</i>	<i>287.3</i>
Arterials	7.1	13.6	20.7
Goods Movement (including Grade Separations)	4.8	61.2	66.0
High-Occupancy Vehicle/Express Lanes	0.9	12.5	13.4
Mixed-Flow and Interchange Improvements	2.7	7.6	10.3
Transportation System Management (including Intelligent Transportation Systems)	1.4	12.3	13.7
Transit	10.9	55.9	66.8
Passenger Rail	4.6	48.7	53.3
Active Transportation	1.6	16.1	17.7
Transportation Demand Management	0.7	6.6	7.3
Other*	1.5	16.6	18.1
<i>Operations and Maintenance</i>	<i>35.9</i>	<i>280.2</i>	<i>316.0</i>
State Highways	8.5	59.5	68.0
Transit	20.5	153.4	173.9
Passenger Rail	2	24.6	26.6
Regionally Significant Local Streets and Roads**	4.8	42.7	47.5
<i>Debt Service</i>	<i>5.2</i>	<i>30.4</i>	<i>35.6</i>
Cost Total	\$77.3	\$561.7	\$638.9

Note: numbers may not sum to total due to rounding.

* Includes Safety, Transportation Demand Management Incentive Program, Road Pricing Mitigation Program, Regional Plug-In Electric Vehicle Charger Program, and Others.

** Includes \$4.8 billion for active transportation in addition to capital project investment level of \$17.7 billion for a total of \$22.5 billion for active transportation improvements.

2. Examples of VMT reducing transportation projects that would advance state climate goals if implemented in the shorter 5-8 year time horizon, including barriers and possible solutions to accomplishing these projects sooner than currently planned.

SCAG's current target is to reduce GHG emissions from automobiles and light-duty trucks by 19 percent per capita by 2035, relative to 2005 emissions levels, as established by CARB. After excluding exogenous and baseline factors (phenomena that impact the calculation of SCAG's GHG reduction target achievement but are outside the influence of SCAG's programs and policies, such as the cost of gasoline), the most significant contributions to achieving GHG emission reductions are road pricing (19%*), land use strategies (18%*), and electric vehicle (EV) charging infrastructure (16%*). The balance (48%*) includes strategies such as car share, bike share, micromobility, transit/TNC partnerships, parking deregulation, multimodal dedicated lanes, and the like. Each of these individual strategies, however, accounts for significantly fewer emissions reductions than pricing, land use strategies, or EV charging infrastructure.

It is worth noting that transportation infrastructure projects included in Connect SoCal account for only 4.6 percent of the plan's GHG emission reduction strategies. This 4.6 percent reduction from transportation infrastructure projects includes transit projects (6.8%*), active transportation projects (0.5%*), and road capacity projects (+2.7%*). These detailed calculations are submitted to CARB in a Technical Methodology with the submittal of SCAG's SCS following plan adoption. While this documentation is focused on GHG emissions, the calculation of GHG emission reduction is highly correlated with VMT reduction.

Since road pricing policies are SCAG's most impactful GHG emission reduction strategies, robust state assistance is fundamental to advancing pricing strategies included in Connect SoCal. State assistance should also include funding to deploy pilot programs and legislation to authorize the establishment of pilot programs. Additionally, political champions are needed to build public understanding and support for how pricing programs, coupled with universal basic mobility/mobility wallets, mobility hubs, and similar strategies, will reduce VMT and GHG.

*Indicates % of total GHG emission reduction from plan strategies, not absolute GHG emission reduction.

3. The percentage of your region's recent (last 2-5 years) housing growth that has occurred in infill areas.

According to the Department of Housing and Community Development's Annual Progress Report data over 2018-2020, 65.6 percent of newly completed housing units in the SCAG region were constructed in at least one Priority Development Area (PDA), as defined in Connect SoCal.

Connect SoCal designates PDAs as High-Quality Transit Areas, Transit Priority Areas, Jobs Centers, Livable Corridors, and Neighborhood Mobility Areas. These are areas in the SCAG region with more mobility options and opportunities for shorter trips. This 65.6 percent figure represents tremendous progress for the Southern California region. In 2012, the year of SCAG’s first RTP/SCS, there were 5.9 million households in the region. By 2019, this number grew to approximately 6.2 million households. While the term “households” is not directly equivalent to “housing units,” it generally means that 95 percent of the SCAG region’s housing stock predates 2012. At that time, only 30 percent of SCAG region households were located near transit, whereas between 2010 and 2020, closer to 40 percent of total housing units in the SCAG region were built near high-quality transit areas.

4. The percentage of your plan’s future housing that is forecast to occur in infill areas and initial thoughts on whether recently passed legislation, e.g. AB 2011, AB 2097 will effectively increase the rate of infill housing construction in your plan.

Over the life of the plan, Connect SoCal assumes that the Southern California region will increase by 1.6 million housing units, with about 62 percent of those new units being developed in at least one PDA. As SCAG works to update Connect SoCal’s 2020 version with the 2024 version, we anticipate the percentage of housing units located in at least one PDA to increase to about 65 percent.

In Connect SoCal, PDAs account for only four percent of our region’s total land area. Implementing SCAG’s recommended growth strategies will help these areas accommodate about 65 percent of forecasted household growth and 74 percent of forecasted employment growth.

AB 2011 and AB 2097 have the ability to spur housing development in PDAs as they would reduce the approval process at the local level and the cost of parking for sites that are within a half-mile of public transit.

5. Thoughts about further land use regulatory changes and the quantity and uses of additional funding that would effectively increase the rate of infill housing construction in your plan.

For all its promise, infill development remains extremely expensive due to the complexities of construction in established neighborhoods and the need to expand or relocate existing utility infrastructure to accommodate increased usage. Therefore, SCAG recommends continued investment in the Infill Infrastructure Grant (IIG) and Affordable Housing Sustainable Communities (AHSC) programs. The IIG program provides funding for infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Developers and local governments partner to apply for grant funding for urban parks, sidewalk and streetscape improvements, water, sewer, or other utility service improvements, transit linkages, transit shelters, or other infrastructure needs that facilitate infill housing in climate-friendly, infill locations. The AHSC program provides subsidies for affordable housing projects

near jobs, commercial centers, transit linkages, and other essentials of daily life. For both programs, the projects' proximity to transit reduces commute distances and times, thereby providing needed funding to implement land use strategies that reduce GHG emissions.

In summary, additional funding for the following purposes could effectively increase the rate of infill housing construction:

- Planning, predevelopment (including environmental);
 - Infrastructure and utility investments to support housing production (planning and capital);
 - Housing funding supporting the development of financing tools as well as directly funding housing production and affordable housing gap financing;
 - Technical capacity building at the local level (staffing resources to secure and manage funded projects);
- 6. Please provide any existing studies/plans for infill housing in subareas of your region that identify the adequacy of existing non-transportation infrastructure (e.g. water, sewer, etc.) and estimates of amount of funding needed for any upgrades in that infrastructure necessary to serve the forecasted growth in infill housing.**

SCAG is unaware of any plans or studies identifying the adequacy of existing (non-transportation) infrastructure and related costs. As part of the REAP 2.0 program mentioned above, however, we are launching a Regional Utility Supporting Housing (RUSH) Pilot Program. The RUSH Pilot Program will focus on investments in utility infrastructure planning and capital improvements supporting jurisdictions to meet 6th cycle housing elements and REAP 2 program objectives. Utilities refer to electric, water, stormwater, or sewer but exclude gas or other fossil fuels. We are hopeful that this pilot will serve as a resource and provide meaningful information on this important topic.

SCAG is committed to providing any additional information you may need as conversations concerning accelerating implementation of our climate strategies continue to unfold in Sacramento. To follow up on this letter or inquire about future data needs, please do not hesitate to contact Mr. Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878 or via e-mail at gilhooley@scag.ca.gov.

Sincerely,



Kome Ajise
Executive Director



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

May 1, 2023

The Honorable Rich Chavez Zbur
Assemblymember, 51st District
1021 O Street, Suite 4350
Sacramento, CA 95814

RE: OPPOSE AB 1335 – Population Forecasts

Dear Assemblymember Chavez Zbur:

On behalf of the Southern California Association of Governments (SCAG), I regret to inform you of our opposition for Assembly Bill (AB) 1335. This bill would require the Sustainable Communities Strategy (SCS) to be based on population projections produced by the Department of Finance (DOF), thereby taking away the ability for agencies like SCAG to develop our own regional growth forecasts.

In developing the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), SCAG develops a growth forecast of likely outcomes that balances many policy goals, such as air quality conformity, congestion reduction, equity, housing, and greenhouse gas emissions reduction. In contrast, DOF’s projections are a single-objective population forecast (births, deaths, migration) which exist primarily to inform the distribution of funds for various state programs. While the DOF’s population growth projections are robust, they do not include employment or household growth projections, or other regional policy goals, as does SCAG’s. SCAG’s ability to fulfill these myriad obligations would be adversely affected if we were required to hew to projections which, according to their manual, “may not accurately project the future population of the state or the counties when future events do not follow past trends.” The needs of regional planning necessitate the consideration of alternative, yet still very plausible, future scenarios.

Additionally, the DOF is not required to conduct comprehensive public participation or consultation on developing its population projections the way an RTP/SCS projection must. Currently, SCAG meets with all local jurisdictions as part of our Local Data Exchange program to collect on the ground conditions, including the communities in your district. The information gathered from those meetings informs SCAG population, households, and jobs forecasts. The forecasts are then refined by a

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Deborah Robertson, Rialto
- Transportation
Ray Marquez, Chino Hills

Attachment: AB 1335 (Zbur) - Oppose (Housing and Transportation Bills of Interest Follow-Up)

combination of SCAG staff, technical consultants, and a panel of demographic experts. SCAG's Community, Economic, and Human Development Committee and Regional Council consider principles and a process which guide our RTP/SCS forecasts. These meetings provide members of the public an opportunity to review and comment on the forecasts' development. In summary, SCAG's growth forecasts are comprehensive, are tailored specifically to the unique conditions of the Southern California region, and allow us to fulfill our wide-ranging state and federal planning obligations.

Furthermore, SCAG has grave concerns related to AB 1335's consultation procedures and the staffing costs the requirement will necessitate. Currently, SCAG conducts exhaustive consultation with the California Air Resources Board (CARB) concerning the 20 greenhouse gas reduction strategies contained in our adopted 2020-2045 RTP/SCS. Because of the magnitude of the collaboration, this consultation is very extensive and nearly on-going, requiring the participation of multiple Full Time Equivalent (FTE) staff persons on an annual basis for both SCAG and CARB. SCAG also conducts consultation with the Department of Housing and Community Development (HCD) once every eight years for the development of our household projections that inform the Regional Housing Needs Assessment. The consultation with HCD is roughly ¼ FTE for one and one-half years. SCAG estimates that AB 1335's consultation procedure will be an addition to the aforementioned consultations with fewer than what is required with CARB but more than what is required with HCD, since the RTP/SCS growth forecasting process is conducted on a four-year cycle. AB 1335 makes no provision to assist regional agencies with these new costs, nor does it address the additional personnel needed at DOF to respond to and liaise with California's 18 Metropolitan Planning Organizations.

Because of the reasons listed above, we respectfully oppose AB 1335. If you have any questions, please contact Mr. Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878 or via e-mail at gilhooley@scag.ca.gov.

Sincerely,



Kome Ajise
Executive Director

cc: Members of the Southern California Legislative Delegation



AGENDA ITEM 10
REPORT

Southern California Association of Governments
June 1, 2023

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

From: Javiera Cartagena, Chief Government and Public Affairs Officer
(213) 236-1980, cartagena@scag.ca.gov

Subject: 2023 Sacramento Summit Legislation Follow-Up

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

The Legislative/ Communications and Membership Committee (LCMC) recommends a “support” position for AB 585 (Rivas), AB 1181 (Zbur), AB 1488 (Wallis), and SB 860 (Bradford), as well as a “support if amended” position for AB 1332 (Carrillo).

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:

During SCAG’s 2023 Sacramento Summit, members of the SCAG delegation were asked by state legislators during scheduled advocacy meetings to review several pieces of legislation. Staff took note of those requests and presented them to the Legislative/ Communications & Membership Committee (LCMC) at its May 23, 2023, meeting. The LCMC reviewed the requested bills and recommended the following positions: “support” for AB 585 (Rivas), AB 744 (Carrillo), AB 1181 (Zbur), AB 1488 (Wallis), and SB 860 (Bradford), and a “support if amended” position for AB 1332 (Carrillo).

BACKGROUND:

SCAG held its annual Sacramento Summit from Monday, April 17, through Tuesday, April 18, 2023. Members of the SCAG delegation met with over 30 legislative offices, including staff and legislators. During the meetings, various legislators requested that SCAG take note of specific legislative bills. SCAG staff collected these and brought them before the LCMC for review. The LCMC reviewed the bills at their meeting on Tuesday, May 23, 2023, and is requesting that the Regional Council forward the following positions: “support” position for AB 585 (Rivas), AB 744 (Carrillo), AB 1181 (Zbur), AB 1488 (Wallis), and SB 860 (Bradford), and a “support if amended” position for AB 1332 (Carrillo).

Summaries of the six bills are below.

LCMC recommends SUPPORT for the following five legislative bills:

Bill: AB 585 **Author:** Assemblymembers Robert Rivas (D-Salinas) and Cottie Petrie-Norris (D-Irvine)

Title: Achieving California’s Climate Goals.

Status: Read second time. Ordered to third reading.

This bill would require the state to regularly assess clean infrastructure needs across sectors and publish annual progress reports identifying where faster buildout of clean infrastructure is needed. The California Council on Science and Technology (CCST) would be requested to perform a literature review every two years, including source materials, to assess the infrastructure project types, scale, and pace necessary to achieve the quantities of renewable energy and the distribution and transmission networks necessary, to achieve the state’s energy, climate change, and air quality goals.

Simultaneously, the State Clearinghouse at the Office of Planning and Research would be required to provide an annual progress report to the Joint Legislative Committee on Climate Change regarding the number of permit applications, permitted projects approved, and the number of projects commissioned for each of the infrastructure categories identified in the CCST report. The State Clearinghouse is asked to collaborate with the Energy Commission, the Public Utilities Commission, the state board, and the Independent System Operator as it forms its report.

This bill was recently amended to take effect immediately upon passage as an urgency statute.

Funding required for these purposes would be appropriated by the Legislature.

AB 585 (Rivas) is supported by the California Council for Environmental & Economic Balance (sponsor), American Federation of State, County, and Municipal Employees (AFSCME), California Environmental Voters, California Trucking Association, and the Clean Air Task Force. It has no opposition on file.

The LCMC is recommending a “support” position as it aligns with Item 6 under the Technology & Data section of SCAG’s 2023 State Legislative Platform, which encourages the coordination of state agencies to collect and share data.

Bill: AB 744 **Author:** Assemblymember Juan Carrillo (D-Palmdale)

Title: California Transportation Commission: data, modeling, and analytic software tools
Procurement

Status: Read second time. Ordered to third reading.

This bill would authorize the California Transportation Commission (CTC) to take a leading role in the acquisition of data, modeling, and analytic software tools to support the state’s sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate goals. Additionally, the bill would require the commission to provide access to the data, modeling, and analytic software tools to state and local agencies.

AB 744 (Carrillo) is supported by the League of California Cities, California State Association of Counties, Transportation California, CalCOG, Self Help Counties, Streets for All, and Streetlight. It has no opposition on file.

The LCMC is recommending a “support” position as it aligns with Item 6 under the Technology & Data section of SCAG’s 2023 State Legislative Platform, which supports the securing of funding to support the coordination among various public agencies to collect and share data, which reflects emerging technologies and mobility choices, among others.

Bill: AB 1181 **Author:** Assemblymember Rick Chavez Zbur (D-Santa Monica)
Title: Energy Resilience for Multifamily and Affordable Homes
Status: In Appropriations Committee. Held under submission.

This bill would make it easier for multifamily homes to achieve energy reliability and lower electricity costs for their tenants by directing the California Public Utilities Commission (CPUC) to improve financial incentives for pairing battery and solar panels in multifamily homes and ensure tenants receive direct economic benefit from these technologies.

Existing law requires the Public Utilities Commission to set aside at least 10 percent of the funds for the California Solar Initiative to install solar energy systems in low-income residential housing. If the bill is passed, the Public Utilities Commission (CPUC) would be directed to evaluate program or tariff improvements to multifamily installations of hybrid resources. Specifically, the CPUC would evaluate the inclusion of energy storage paired with solar energy systems and consider possible adjustments to the program to facilitate the installation of energy storage technologies with new or existing solar energy systems.

AB 1181 (Zbur) is supported by the California Housing Partnership (Sponsor), Association for Energy Affordability, California Democratic Party Renters Council, California Environmental Voters, Clean Coalition, Grid Alternatives, Los Angeles County Board of Supervisors, and the Non-Profit Housing Association of Northern California. There is no opposition on file.

While the bill was held under submission in the Assembly Appropriations Committee, the LCMC would still recommend a “support” position be forwarded as they support the policy.

LCMC is recommending a “support” position for this bill as it aligns with Item 3 under the Technology & Data section of SCAG’s 2023 State Legislative Platform, which, among other things, encourages making on-site energy storage available.

Bill: AB 1488 **Author:** Assemblymember Greg Wallis (R-Palm Desert)

Title: California Environmental Quality Act: environmental leadership development projects: water storage, water conveyance, and groundwater recharge projects: streamlined review

Status: Failed Deadline pursuant to Rule 61 (a)(2). (Last location was Natural Resources on 3/9/2023) (May be acted upon January 2024)

This bill would allow water storage, water conveyance, and groundwater recharge projects to benefit from the Jobs and Economic Improvement through the Environmental Leadership Act of 2021’s expedited CEQA judicial review procedures. Several laws have established the importance of expedited judicial review for types of projects essential for California’s future. In 2011, AB 900 (Buchanan) and SB 292 (Padilla) established this concept for large-scale projects, which were used to construct football stadiums and convention centers. In 2021, SB 7 (Atkins), which SCAG supported, expanded the expedited standards to include smaller housing projects to help the state meet its housing needs.

The Water Quality, Supply, and Infrastructure Improvement Act of 2014 (Proposition 1) authorized \$7.545 billion in general obligation bonds to fund ecosystems, watershed protection and restoration, and water supply infrastructure projects, including surface and groundwater storage and drinking water. Of those funds, \$2.7 billion was dedicated to the Water Storage Investment Program through the California Water Commission. AB 1488 (Wallis) seeks to help expedite the delivery of those projects by adding water storage, water conveyance, and groundwater recharge projects to the list of projects eligible to use expedited CEQA judicial review procedures under the guidelines re-established by SB 7 (Atkins), making no other changes to the program.

The LCMC recommends “support” for this bill as it is consistent with Item 3 of the Project Streamlining section of SCAG’s 2023 State Legislative Platform, which supports judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit.

Bill: SB 860 **Author:** Senator Steven Bradford (D-Gardena)

Title: Affordable Connectivity Program Outreach

Status: In Assembly Appropriations: Held in Committee and under submission.

The Office of Broadband and Digital Literacy within the Department of Technology oversees the acquisition and management of contracts for the development and construction of a statewide open-access middle-mile broadband network, as well as the maintenance and operation of the network.

This bill would require that office to use existing and available materials to create an awareness campaign of broadband discount service and device programs, including but not limited to the federal Affordable Connectivity Program. The office would then collaborate with all state and local agencies that interact with low-income California households to disseminate the information.

SB 860 (Bradford) is supported by USTelecom-The Broadband Association (Sponsor), the California Independent Telecommunications, and the Utility Reform Network (TURN). There is no opposition on file.

While the bill was held under submission in the Assembly Appropriations Committee, the LCMC would still recommend a “support” position be forwarded as they support the policy.

The LCMC is recommending a “support” position for this bill as it aligns with Item 1 under the Broadband Access section of SCAG’s 2023 State Legislative Platform, which supports coordinated efforts that would prioritize additional resources for broadband infrastructure, particularly in low-income and rural communities, to bridge the digital divide.

LCMC recommends SUPPORT IF AMENDED for the following legislative bill:

Bill: AB 1332 **Author:** Assemblymember Juan Carrillo (D-Palmdale)

Title: Accessory dwelling units: preapproved plans.

Status: In Senate. Read first time. To Committee on Rules for assignment.

This bill would require local governments to create a program for the preapproval of Accessory Dwelling Units (ADUs) by January 1, 2025. The program would have to comply with all requirements, including accepting ADU plan submissions for preapproval, approving or denying the applications for preapproval pursuant to existing ADU law, and posting the preapproved ADU plans to their website with the contact information provided by the applicant. Local agencies would be able to charge a permitting fee for reviewing the submission for preapproval as if they were reviewing a site-specific ADU plan.

Additionally, this bill would require local agencies to approve or disapprove an application for a detached ADU within 30 days from receipt of the completed application within the specified parameters, including a plan for an ADU that the local agency has preapproved or a plan that is

identical to a plan used in an application for a detached ADU approved by the local agency within the current triennial California Building Standards Code rulemaking cycle.

The LCMC recommends that this bill be amended to require the California Department of Housing and Community Development (HCD) to develop model preapproval programs that local jurisdictions can use, but are not required, to comply with the law. While some jurisdictions already have been developing their own ADU preapproval plan programs, some smaller jurisdictions with very limited staff capacity may find the requirement costly and burdensome to establish. Having HCD as a resource would help reduce costs and make compliance more feasible for smaller jurisdictions whose planning staff can be as small as one individual.

Additionally, staff recommends that the bill be amended to provide protection from liability. Including the contact information associated with the preapproved plans can be perceived as an endorsement from the local jurisdictions.

AB 1332 (Carrillo) is supported by the Bay Area Council and the Casita Coalition. The California Building Officials have taken a “support if amended” position. There is no opposition on file.

The LCMC recommends a “support if amended” position for this bill, offering up the amendments mentioned, as it aligns with Item 1 under the Project Streamlining section of SCAG’s 2023 State Legislative Platform, which supports reform that expedites and streamlines project development and delivery, including housing.

Prior Committee Action

At the LCMC meeting on May 23, 2023, staff presented the following recommended positions: “support” for AB 585 (Rivas), AB 744 (Carrillo), AB 1181 (Zbur), AB 1488 (Wallis), and SB 860 (Bradford), and a “support if amended” position for AB 1332 (Carrillo). After receiving a report and staff presentation, the Committee voted unanimously to confirm the staff-recommended positions and forward them to the RC.

FISCAL IMPACT:

Work associated with the staff report on the 2023 Sacramento Summit Legislation Follow-Up is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 11
REPORT

Southern California Association of Governments
June 1, 2023

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

From: Javiera Cartagena, Chief Government and Public Affairs Officer
(213) 236-1980, cartagena@scag.ca.gov

Subject: Safety, Resilience, and Housing Bills - Support

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

The Legislative/Communications and Membership Committee (LCMC) recommends a support position on Assembly Bill (AB) 364 (Bryan), AB 785 (Santiago), AB 1508 (Ramos), Senate Bill (SB) 517 (Gonzalez), and SB 538 (Portantino).

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 May 23, 2023, meeting, the Legislative/Communications and Membership Committee (LCMC) members received a report on seven bills related to safety, resilience, and housing policy. After discussion and deliberation, the LCMC voted to forward recommendations to the Regional Council (RC) to adopt a support position on AB 364 (Bryan), AB 785 (Santiago), AB 1508 (Ramos), Senate Bill (SB) 517 (Gonzalez), and SB 538 (Portantino).

BACKGROUND:

SCAG is monitoring over 200 legislative bills relating to active transportation, affordable housing, housing production, California Environmental Quality Act (CEQA) modernization, land use, transportation, and more. At its May meeting, the LCMC forwarded a recommendation for the Regional Council to support the following five bills: AB 364 (Bryan), AB 785 (Santiago), AB 1508 (Ramos), SB 517 (Gonzalez), and SB 538 (Portantino). These bills would further the principles included in the Regional Council’s adopted legislative platform.

Summaries of all five bills are included below.

:

The LCMC recommends SUPPORT for the following five legislative bills

Bill: AB 364 **Author:** Assemblymember Isaac Bryan (D-Los Angeles)
Title: Statewide Street Furniture Data
Status: Pending Asm. Floor Vote.

This bill would create a data platform for street furniture, including bus shelters, benches, trash receptacles, and public toilets. The bill would also require the California Department of Transportation (Caltrans) to develop guidelines for sharing street furniture data and submit a report to the Legislature every three years to update the guidelines. Caltrans would be required to consult with the California Transportation Commission, state transportation agencies, the Office of Planning and Research (OPR), the Department of Public Health, local agencies, and metropolitan transportation organizations to develop data-sharing guidelines. It designates the Integrated Climate Adaptation and Resiliency Program (ICARP) Technical Advisory Council to review and make recommendations on Caltrans' guidelines to increase public accessibility for street furniture data. Lastly, this bill would require Caltrans and OPR to make this data publicly available so that trip planner applications can use it to help transit customers plan their trips. The Appropriations Committee estimates this bill would cost Caltrans hundreds of thousands of dollars to implement.

AB 364 passed unanimously out of the Assembly Privacy & Consumer Protection, Asm. Transportation, and Asm. Appropriations Committees. This bill is sponsored by Move LA and is supported by various SCAG partners and other Community-Based Organizations, including Pacoima Beautiful, Streets for All, Coalition for Clean Air, Santa Ana Active Streets, Costa Mesa Alliance for Better Streets, Active San Gabriel Valley, Norwalk Unides, and the California Bicycle Coalition. There is no registered opposition.

The LCMC recommends a "support" position as it aligns with Item 2 under Building Resilience to support programs that provide the resources necessary for communities to prepare for the consequences of a changing climate and Item 1 under Transit & Rail to support legislative efforts that expand public transit operations and maintenance.

Bill: AB 785 **Author:** Assemblymember Miguel Santiago (D-Los Angeles)
Title: LA CEQA Streamlining for Homelessness
Status: Passed in the Assembly 74-0. Pending Senate Committee Assignments.

AB 1197 (Santiago), Chapter 340, Statutes of 2019, established a CEQA exemption for emergency shelters and supportive housing projects approved or carried out within the City of LA by the City of LA or other specified public agencies. However, AB 1197 will sunset on January 1, 2025. AB 785 would extend the CEQA exemption for emergency shelters and supportive housing projects undertaken by the City and County of Los Angeles by five years, with a new sunset date of January

1, 2030. Additionally, this bill would expand the CEQA exemptions provided by AB 1197 to include affordable and transitional housing projects.

This bill passed unanimously from the Assembly Appropriations, Asm. Housing & Community Development, Asm. Natural Resources committees, and on the Asm. Floor by a vote of 74-0. It is sponsored by the Mayor of the City of Los Angeles, Karen Bass, as well as the California Housing Partnership Corporation, LA Family Housing, and the Los Angeles Unified School District. There is no registered opposition.

The LCMC recommends a “support” position as it aligns with Item 5 under Expanding Economic Opportunity & Economic Development to support programs and legislation providing more emergency, transitional, and permanent supportive housing options to address the homelessness crisis.

Bill: AB 1508 **Author:** Assemblymember James Ramos (D-San Bernardino)

Title: California Statewide Housing Plan First-Time Home Buyers

Status: Pending Asm. Floor Vote.

This bill would require future Statewide Housing Plan (SHP) updates to include analyses related to first-time homeownership in California. Specifically, this bill would require that each update and revision to the SHP after January 1, 2024, incorporate an analysis of first-time homebuyer assistance policies, goals, and objectives, recommendations on how to increase homeownership opportunities for first-time homebuyers, and an evaluation of demographic disparities in homeownership attainment. This bill would require the California Department of Housing and Community Development (HCD) to consult with the California Housing Finance Agency (CalHFA) and optionally consult other departments and agencies to inform the update related to this bill.

This bill passed unanimously in the Assembly Housing & Community Development Committee and Asm. Appropriations Committee and is pending a floor vote. The California Community Builders and The Two Hundred for Homeownership sponsored this bill, and various other organizations are in support, including the California Association of Realtors, California Black Chamber of Commerce, Inland Empire Latino Coalition, Southern California Black Chamber of Commerce, Southern California Leadership Council, and Ventura County Community Development Corporation. There is no registered opposition.

The LCMC recommends a “support” position as it aligns with Item 5 under Expanding Economic Opportunity & Economic Development to support efforts to expand access to homeownership, particularly for first-time homebuyers and communities of color.

Bill: SB 517 **Author:** Senator Lena Gonzalez (D-Long Beach)

Title: Freight and Supply Chain Coordinator

Status: Pending hearing in Asm. Approps on 5/18/23.

This bill would establish a Freight Coordinator within the Governor’s Office of Business and Economic Development (GO-Biz) and require the Governor to appoint the coordinator. This coordinator would be tasked with steering the growth, competitiveness, and sustainability of freight and the supply chain across the state and promoting the freight sector’s continued economic vitality, competitiveness, and sustainability. The coordinator would work directly with the California Transportation Commission, the State Transportation Agency, the Department of Transportation, the California Energy Commission, the California Public Utilities Commission, the State Air Resources Board, and other agencies to address freight and supply chain issues.

This bill passed unanimously in the Senate Business, Professions, & Economic Development, Sen. Transportation, and Senate Appropriations Committees and is pending a Sen. Floor vote. SCAG supported SB 1104, also authored by Senator Gonzalez, in the previous legislative session, which is substantially similar to SB 517. However, SB 1104 did not pass in the Assembly Appropriations Committee. According to the Senate Appropriations Committee, GO-Biz would have increased annual costs in the hundreds of thousands of dollars, and the California Air Resources Board (CARB) estimates around \$484k in annual costs. This bill is supported by the California Association of Port Authorities, Pacific Merchant Shipping Association, California Trucking Association, California Business Roundtable, California Retailers Association, and the Ports of Hueneme and Long Beach. There is no opposition on file.

The LCMC recommends a “support” position as it aligns with Item 2 under Freight & Goods Movement to support legislation designed to improve freight mobility, establish public-private partnerships, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors.

Bill: SB 538 **Author:** Senator Anthony Portantino (D-Glendale)

Title: Department of Transportation: Chief Advisor on Cycling and Active Transportation

Status: Pending Senate Floor Vote.

This bill would require the California Department of Transportation director to appoint a Chief Advisor on Cycling and Active Transportation, who shall serve as the department’s chief advisor on all issues related to bicycle transportation, safety, and infrastructure. The advisor would be required to serve as a point of contact for stakeholders, the public, and local officials to gather feedback and

provide support. The advisor’s work would be undertaken with the ultimate goal of lowering bicycle and pedestrian deaths and increasing public access to active transportation.

SB 538 passed 12 to 3 in the Senate Transportation Committee and 31 to 5 on the Senate Floor. It now moves to the Assembly, where it is pending its committee assignments. Streets for All sponsored this bill, and various other organizations are in support, including Active San Gabriel Valley, California Bicycle Coalition, Norwalk Uni-Des, and Santa Ana Active Streets.

The LCMC recommends a “support” position on SB 538 as it aligns with Item 2 under Active Transportation to Support legislation protecting active transportation users’ safety.

Prior Committee Action

At the LCMC meeting on May 23, 2023, staff presented the above five bills to the Committee with a recommendation to support AB 364 (Bryan), AB 785 (Santiago), AB 1508 (Ramos), Senate Bill (SB) 517 (Gonzalez), and SB 538 (Portantino).

After hearing the presentation, the LCMC voted unanimously to forward a support position on AB 364 (Bryan), AB 785 (Santiago), AB 1508 (Ramos), Senate Bill (SB) 517 (Gonzalez), and SB 538 (Portantino) to the Regional Council.

FISCAL IMPACT:

Work associated with the staff report on Safety, Resilience, & Housing Bills - Support is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 12
REPORT

Southern California Association of Governments
June 1, 2023

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

From: Javiera Cartagena, Chief Government and Public Affairs Officer
(213) 236-1980, cartagena@scag.ca.gov

Subject: SCAG Memberships and Sponsorships

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Approve up to \$18,500 for memberships with 1) the LA County Business Federation (BizFED) (\$6,000) and 2) the University of Southern California Sol Price School of Public Policy – Executive Education Forum for Policy (USC EXED) (\$12,500).

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 May 23, 2023, meeting, the Legislative/Communications and Membership Committee (LCMC) recommended approval of up to \$18,500 for memberships with 1) the LA County Business Federation (BizFED) (\$6,000) and 2) the University of Southern California Sol Price School of Public Policy – Executive Education Forum for Policy (USC EXED) (\$12,500).

BACKGROUND:

Item 1: LA County Business Federation (BizFED)
Type: Membership **Amount:** \$6,000

The LA County BizFed is made up of more than 180 business organizations representing over 400,000 employers with 3.5 million employees throughout Los Angeles County, along with Southern California’s leading civic-minded corporations and public agencies. The organization advocates for policies and projects that strengthen the regional economy. This membership will allow SCAG access to continue to utilize BizFed’s massive business networks to actively promote SCAG’s initiatives, such as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Southern California Economic Summit, and other planning activities.

The Bronze Level membership would provide SCAG with the following benefits:

- One (1) voting seat on the BizFed Board of Directors;
- One (1) voting seat on the BizFed Advocacy Committee;
- SCAG’s website link on the BizFed website – BizFed.org; and
- Access for up to five (5) representatives from SCAG to all BizFed intelligence sharing and events.

Item 2: University of Southern California (USC) Sol Price School of Public Policy – Executive Education (EXED) Forum for Policy
Type: Membership **Amount:** \$12,500

The USC EXED Forum for Policy offers specialized, non-degree certificate programs for local and global leaders. The EXED Forum is a suite of programs targeting the public sector and other senior, mid-level, and emerging leaders. It is designed to deepen their understanding of substantive policy issues, augment their ability to leverage existing public sector capacity, and foster leadership – all with the purpose of improving public and nonprofit administration and solving public problems. The Forum achieves this by bringing together world-renowned faculty of USC Price, experienced practitioners, and a dynamic curriculum to teach and reach across boundaries.

The EXED Forum offers the Local Leaders Program and the Global Leaders Program. The Local Leaders Program is designed for local elected officials and offers a focused curriculum in ethics, governance, leadership, and public policy to promote and enhance commitment to public value and to reach across sectors. The target learners for this program are mayors, council members, supervisors, and special district board members.

SCAG has supported the USC Price EXED Forum since the 2011-2012 program and is a Strategic Alliance Partner. The program has been on hiatus since we last supported it in 2020 due to the pandemic but is now resuming operations. Several SCAG city leaders have participated in the Local Leaders Program, including former SCAG Presidents Pam O’Connor, Larry McCallon, Alan Wapner, and Rex Richardson. SCAG staff is recommending a sponsorship in the amount of \$12,500.

PRIOR COMMITTEE ACTION:

Staff presented the sponsorship for up to \$18,500 memberships with 1) the LA County Business Federation (BizFED) (\$6,000) and 2) the University of Southern California Sol Price School of Public Policy – Executive Education Forum for Policy (USC EXED) (\$12,500) to the LCMC at its meeting on May 23, 2023. The LCMC approved this item unanimously as part of the consent calendar.



FISCAL IMPACT:

\$6,000 for membership with the LA BizFED is included in the approved FY 22-23 General Fund Budget. \$12,500 for membership with USC EXED is included in the approved FY 23-24 General Fund Budget.



AGENDA ITEM 13
REPORT

Southern California Association of Governments
June 1, 2023

To: Regional Council (RC)
From: Javiera Cartagena, Chief Government and Public Affairs Officer
(213) 236-1980, cartagena@scag.ca.gov
Subject: June 2023 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

State Legislature Update

Governor Newsom presented his May Revision budget proposal for the 2023-24 fiscal year on Friday, May 12, 2023. The \$306.5 billion budget prioritizes protecting the state’s continued investments in select programs, including healthcare access, homelessness, and housing supply. Of note were the additional cuts the Newsom administration is proposing for climate programs, an additional \$1.1 billion on top of the proposed \$6 billion proposed cuts in the January budget, and the lack of aid for public transit systems.

To offset the proposed cuts to climate programs, the Newsom administration is proposing the development of a Climate Resilience Bond, essentially shifting funding for the climate resilience programs from the General Fund to be funded by the bond measure. No changes were made in transportation funding from the January budget, which maintains funding at 84 percent of what was originally budgeted in the last fiscal year.

Interestingly, the Legislative Analyst Office’s (LAO) tax revenue estimates are \$11 billion lower than the administration’s May Revision estimates, meaning more severe cuts may need to be made than the Governor’s May Revision is currently proposing.

Cruz Strategies, LLC represents SCAG in Sacramento. A copy of their summary of the Governor’s May Revision budget is included in this report.

The Legislature has until June 15, 2023, to pass a balanced budget. The table below highlights recent and upcoming legislative deadlines:

Date	Deadline
May 19, 2023	Last day for fiscal committees to hear and report to the Floor bills introduced in their house. Last day for fiscal committees to meet prior to June 5.
May 30-June 2, 2023	Floor Session Only. No committees, other than conference or Rules committees, may meet for any purpose.
June 2, 2023	Last day for each house to pass bills introduced in that house.
June 5, 2023	Committee meetings may resume.
June 15, 2023	Budget must be passed by midnight.
July 14, 2023	Last day for policy committees to meet and report bills. Summer Recess begins upon adjournment of session provided Budget Bill has been passed.

2023 Multifamily Finance Super NOFA Guidelines and Notice of Funding Availability

The California Department of Housing and Community Development (HCD) announced the 2023 Multifamily Finance Super NOFA (MFSN) Guidelines and Notice of Funding Availability. The Multifamily Finance Super NOFA offers an opportunity to apply for multiple HCD funding sources simultaneously and includes approximately \$576 million in total available funding as follows:

- Multifamily Housing Program - \$236 million
- Infill Infrastructure Grant Program - \$168 million
- Joe Serna Jr., Farmworker Housing Grant Program - \$110 million
- Veterans Housing and Homelessness Prevention Program - \$62 million

The SUPER NOFA and its applicable guidelines are intended to advance the state’s goal of creating 2.5 million homes by 2030. These programs make multifamily housing funds accessible to more developers and communities, more equitable in serving the lowest-income Californians, and more targeted to achieve better outcomes in health, climate, and household stability.

Application documents will be available June 1, and applications will be due by July 12, 2023, by 4:00 p.m.

FEDERAL

The Federal Debt Ceiling

On-going meetings between White House and Congressional Staff are said to be gaining traction, and a planned meeting between the president and congressional leaders on Tuesday, May 23, 2023, may result in forward movement, as the time for negotiation is rapidly ending. Negotiators are getting some help from the Congressional Budget Office, which has projected that the government may not run out of money until late June, giving negotiators until then to reach an agreement.

Per the National League of Cities, congressional and White House staff continue to face major disagreements. Speaker Kevin McCarthy's staff are demanding significant spending cuts. White House staff are willing to create a framework for addressing spending negotiations but continue to maintain that spending cuts should be addressed as a separate issue.

Congressionally Directed Spending and Congressional Programmatic Requests

Congress once again allowed for congressional directed spending requests (earmarks) from members for the FY 24 appropriations process. Additionally, Congress was accepting requests for Congress to fund an authorized federal program at a specific level or to include language directing a federal agency to implement a program in a specific way, known as a Programmatic Request. SCAG submitted the following items for consideration.

On the Move: SCAG's Comprehensive Regional Goods Movement Plan and Implementation Strategy

"On the Move" is a long-range transportation plan for goods movement in Southern California designed to ensure that the region continues to play a vital role in the global supply chain while meeting regional economic goals, addressing critical mobility challenges, preserving the environment, and contributing to community livability and quality of life goals. SCAG submitted a request for Congressionally Directed Spending (earmark funding) to Senator Feinstein and Senator Padilla's office. The total project cost is estimated to be \$5 million, and \$2 million was requested, considering the existing federal/local cost share requirements. Letters of support were provided by: Riverside County Transportation Commission, City of Palm Desert, San Bernardino Supervisor Curt Hagman, Port of Long Beach, Mayor Gibbs (city of Santa Clarita), Mayor Leon (city of Ontario), Mayor Lock Dawson (city of Riverside), Mayor Richardson (city of Long Beach), Mayor Simonoff (city of Brea), and State Senator Lena Gonzalez (D-Long Beach), Chair of the Senate Committee on Transportation.

Senator Padilla selected SCAG's study to move forward through the appropriations process.

Active Transportation Infrastructure Investment Program

The Active Transportation Infrastructure Investment Program, authorized but not funded in the Infrastructure and Investments Jobs Act (IIJA), provides funding for pedestrian and bicycle facilities Packet Pg. 65 REPORT that strategically connects active transportation networks to everyday life. It is the only program that focuses investment on enabling communities to plan and construct safe and convenient routes to walk and bike to routine destinations. Eighty-one percent of the SCAG region's High Injury Network, which are stretches of roadways where the highest concentrations of collisions occur, are in equity areas, such as state-designated disadvantaged communities, federally designated environmental justice areas, and communities of concern. This relationship underscores the ability of these programs to provide resources in areas with the greatest need. SCAG submitted this as a programmatic funding request to the offices of Senator Dianne Feinstein and Senator Alex Padilla, as well as Congressmembers Julia Brownley (D-Thousand Oaks), Grace Napolitano (D-El Monte), and Norma Torres (D-Pomona).

Healthy Streets for All Program

The Healthy Streets for All Program, authorized but not funded in the Infrastructure and Investments Jobs Act (IIJA), provides for cool and porous pavements, as well as to expand tree canopies to address urban heat islands, improve air quality and reduce stormwater runoff. Introducing trees and other vegetation in urban environments has been proven to lower surface and air temperatures by providing direct shade to buildings, decreasing air conditioning demand. Additionally, using paving materials that reflect more energy than conventional pavements can cool pavement surfaces and surrounding air, enhance water evaporation, improve human comfort, and even improve nighttime visibility. SCAG submitted this as a programmatic funding request to the offices of Senator Dianne Feinstein and Senator Alex Padilla, as well as Congressmembers Julia Brownley (D-Thousand Oaks), Grace Napolitano (D-El Monte), and Norma Torres (D-Pomona).

Congressmember Julia Brownley (D-Thousand Oaks), who sits on the House Committee on Transportation and Infrastructure, selected both programs to submit for Congressional Programmatic Requests.

Federal Notices of Funding Opportunities (NOFOs) Update

President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act (IRA) into law. These bills provide nearly \$2 trillion in total spending over the coming years. Federal agencies have been working to implement the IIJA and IRA. These historic levels of investment in transportation grant programs have allowed jurisdictions in the SCAG region to apply for funding for diverse projects.

Below is a current list of open NOFOs issued for transportation, housing, broadband, and other SCAG-related competitive programs:



Grant Program	Agency	Due Date
Charging and Fueling Infrastructure Discretionary Grant Program	Federal Highway Administration	6/13/2023
Reduction of Truck Emissions at Port Facilities (RTEPF) Grant Program	Federal Highway Administration	6/26/2023
Public Transportation on Indian Reservations Program (Tribal Transit Program)	Federal Transit Administration	6/26/2023
Safe Streets and Roads for All Grant Program	US Department of Transportation	7/10/2023
Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) Discretionary	US Department of Transportation	8/18/2023

FISCAL IMPACT:

Work associated with the June 2023 State and Federal Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. Cruz Strategies May Revise 23-24 Budget Update



Summary of Governor's 2023-24 May Revise

May 12, 2023

This morning, Governor Newsom unveiled an updated budget proposal through the 2023-2024 May Revision, which sets in motion the plan for the Legislature to negotiate and tweak before the June 15 deadline for the budget to be passed. The current budget projections show a \$31.5 billion deficit, which is nearly \$9 billion more than projected in the Governor's initial January budget which projected a \$22.5 billion shortfall. The May Revise reflects a total \$306.5 billion spending plan.

In January, the Governor proposed a number of ideas to cover the deficit, including about \$9.6 billion in spending cuts that hit some of the state's ambitious climate programs and other policy areas. The May Revise includes roughly another \$1 billion in spending reductions. Some of that comes from clawing back unspent money in various programs and delaying previously allocated spending to later years.

While the Governor noted that he tried to limit any cuts or delays in spending, he did provide the following caution in his budget summary: "While the May Revision does not project a recession, should risks be realized and a moderate recession occur, revenue declines below the May Revision forecast could be significant."

Below, please find a summary of the most significant portions of the Governor's May Revise, including housing and homelessness, transportation, public safety, health and human services. We will be sure to keep you updated as additional details and clarifications become available in the coming weeks with the Legislature's budget subcommittee process. The full May Revise budget documents can be reviewed online ([summary](#) and [details](#)). Please feel free to reach out if you have any questions.

Housing and Homelessness

The May Revision continues the Administration's emphasis on local accountability so that all jurisdictions build their fair share of housing units. It also maintains \$3.4 billion in funding proposed for homelessness programs.

- The May Revision maintains the commitment to \$1 billion one-time General Fund proposed in the Governor's Budget for the Homeless Housing, Assistance and Prevention Program (HHAP), the Administration proposed statutory language to focus that funding allocation on the highest priority needs, with a specific focus on reducing unsheltered homelessness.
- The May Revision includes \$500 million one-time Mental Health Services Fund in 2023-24 in lieu of General Fund for the Behavioral Health Bridge Housing Program, effectively eliminating the Governor's Budget proposed delay of \$250 million General Fund to 2024-25.
- The May Revision includes \$17.5 million in General Fund reductions and \$345 million in deferrals related to housing programs. Even with these reductions, funding for housing programs remains at approximately 88 percent of the allocations made in 2022-23 and proposed for 2023-24 (\$2.85 billion).
- **Foreclosure Intervention Housing Prevention Program**—The 2023-24 May Revision proposes to defer \$345 million of the \$500 million one-time General Fund over four fiscal years—for a revised allocation of: \$50 million in 2023-24, \$100 million in 2024-25, \$100 million in 2025-26, and \$95 million in 2026-27.
- **Downtown Rebound Program**—The May Revision proposes to revert \$17.5 million in unexpended funding that remained in this program after the Notice of Funding Availability.

Health and Human Services

- The May Revision proposes the renewal of the Managed Care Organization (MCO) Tax effective April 1, 2023, through December 31, 2026, resulting in \$19.4 billion in funding to help maintain the Medi-Cal program and support increased investments while minimizing the need for reductions to the program.
 - A total of \$8.3 billion over the proposed MCO Tax period in net General Fund offset to support the Medi-Cal program and achieve a balanced budget.
 - Of the remaining \$11.1 billion, the Administration proposes to support Medi-Cal investments that improve access, quality, and equity in the Medi-Cal program over an 8-to-10-year period.
- The May Revision includes \$128.9 million General Fund in 2023-24, \$234 million General Fund in 2024-25, \$290.6 million General Fund in 2025-26, and \$290.8 million General Fund in 2026-27 and annually thereafter for the Department of Health Care Services and Judicial Branch to implement the CARE Act.
 - Of this amount, \$67.3 million General Fund in 2023-24, \$121 million General Fund in 2024-25, and \$151.5 million in 2025-26 and annually thereafter is to support estimated county behavioral health department costs for the CARE Act.
- The May Revision includes \$15 million one-time 988 State Suicide and Behavioral Health Crisis Services Fund in 2023-24 to support eligible 988 call center behavioral health crisis services, for a total of \$19 million in 2023-24 and \$12.5 million in 2024-25 and ongoing.
- The May Revision includes a \$500 million one-time Mental Health Services Fund in 2023-24 in lieu of the General Fund for the Behavioral Health Bridge Housing Program.
- The May Revision reflects a 3.6-percent increase to CalWORKs Maximum Aid Payment levels,

effective October 1, 2023, which is estimated to cost \$111.2 million in 2023-24.

- The May Revision includes \$22.4 billion (\$8.4 billion General Fund) for the IHSS program in 2023-24.
- The May Revision includes \$60.7 million (\$27.9 million General Fund) ongoing to increase access to authorized services and better serve the IHSS program's minor recipients and their families.
- Child Welfare Services-California Automated Response and Engagement System Project—The May Revision includes \$163.7 million (\$83.4 million General Fund), in alignment with Special Project Report 6, to support ongoing project development costs, and authority to access an additional \$36.6 million (\$18.3 million General Fund) should project activities accelerate.
- The May Revision includes \$406.5 million (\$159.5 million General Fund) to reflect a revised budgeting methodology for county CalFresh administration activities.
- The May Revision maintains a \$300 million ongoing General Fund to modernize state and local public health infrastructure and transition to a more resilient public health system.
- The May Revision includes an additional \$141.3 million in Opioid Settlements Fund over four years for the Department of Health Care Services to support the Naloxone Distribution Project, for a total of \$220.3 million over four years.
- The May Revision includes \$20 million General Fund in 2023-24, \$20 million General Fund in 2024-25, and \$10 million General Fund in 2025-26 at the California Department of Aging to support the continuation of the Older Adult Friendship Line—a targeted media campaign for older adults, and competitive grants to local jurisdictions to build organizational capacity to identify and address older adult behavioral health and substance use disorder needs.

Infrastructure

The May Revision proposes statutory changes to expedite infrastructure projects that advance California's climate, equity, and economic goals and maximize the state's share of federal infrastructure spending while maintaining appropriate environmental review.

- **California Environmental Quality Act (CEQA)** - The Governor has already signed 20 CEQA-related bills in order to streamline the construction of housing and emergency shelter. The Administration remains committed to working with the Legislature on additional legislation to speed the planning, permitting, and construction of needed housing. Additionally, the Administration will continue its efforts to hold local governments accountable for planning and developing their fair share of housing across the state.
- **Department of Transportation (Caltrans)** - The May Revision includes \$39 million and 143 full-time equivalents for Caltrans engineering work for the state's many transportation programs.
- **2023 Five-Year Infrastructure Plan (Plan)** - The California Infrastructure Planning Act (Chapter 606, Statutes of 1999) requires the Governor to submit a five-year infrastructure plan to the Legislature for consideration with the annual budget bill. The Plan reflects approximately \$56.6 billion in state infrastructure investments over the next five years. This includes investments in capital assets that support core state functions, including state office buildings, fire protection facilities, state parks, correctional facilities, and courts.
- **Education Facilities**— The May Revision includes roughly \$2.9 billion General Fund to support the debt service costs associated with General Obligation bonds. In addition to state General Obligation bonds, school districts may use developer fees, local General Obligation bonds, and Mello-Roos bonds to construct additional classrooms or renovate existing classrooms and community colleges may use local General Obligation bonds to support their facility needs.

Specifically for transportation, the May Revision includes a reduction of \$2.85 billion General Fund, partially offset by \$650 million of new state transportation funds for a net reduction of \$2.2 billion. This reflects an additional fund shift of \$150 million as compared to the Governor's Budget.

- These adjustments will maintain a total of \$12.8 billion in continuing new transportation infrastructure investments, including:
 - \$5.65 billion for high-priority transit and rail infrastructure projects that will improve rail and transit connectivity between state and local/regional services that are designed to reduce traffic congestion and greenhouse gas production.
 - \$4.2 billion for the High-Speed Rail Authority to continue building the 119-mile Central Valley Segment from Madera to just north of Bakersfield.
 - \$1.4 billion for Active Transportation Program projects, the Highways to Boulevards Pilot, and bicycle and pedestrian safety projects.
 - \$1.2 billion for projects that improve goods movement on rail and roadways at port terminals, including rail yard expansions, new bridges, and zero-emission modernization projects.
 - \$350 million for grade separation projects that support critical safety improvements and expedite the movement of traffic and rail by separating the vehicle roadway from the rail tracks.
- **State Highway Operations and Protection Program** - Caltrans will continue delivering over \$20 billion worth of planned state highway repair and rehabilitation projects over the next five years.
- **State Transportation and Improvement Program (STIP)** - Caltrans and local partners will invest over \$3 billion in projects that support the implementation of regional Sustainable Community Strategies.

Public Safety

- Consistent with the Governor's January Budget, the May Revision reflects a decrease of \$92.1 million (\$89.3 million General Fund and \$2.8 million various funds) in 2023-24, and \$95.8 million beginning in 2025-26 (\$93 million General Fund and \$2.8 various funds) associated with the closure of DJJ.
- The May Revision includes an additional investment of \$12 million one-time General Fund for Grants for Missing and Murdered Indigenous Persons.
- \$10 million one-time General Fund to provide security assistance to nonprofit organizations at risk of hate-motivated violence, which includes members of the Asian American Pacific Islander, LGBTQ+, Black, Latinx, and Jewish communities.
- The May Revision proposes reallocating the Gun Buyback Program funding to the Office of Emergency Services to work directly with local law enforcement agencies to expedite targeted, coordinated gun buybacks.
- The May Revision includes an additional \$1.1 million General Fund for county probation departments to supervise the temporary increase of individuals on Post Release Community Supervision as a result of Proposition 57 credit earning opportunities.
- In total, the Budget provides the Judicial Branch \$32.7 million in 2023-24, \$55.3 million in 2024-25, and \$68.5 million ongoing for CARE Act implementation. The May Revision also includes an additional \$16.8 million in 2023-24, \$29.8 million in 2024-25, and \$32.9 million ongoing to double the number of hours per participant for legal services from 20 hours to 40 hours.
- Cannabis Related Funding: The May Revision estimates \$567.4 million will be available for these purposes in 2023-24, which includes \$150 million General Fund to backfill the estimated decline in

revenues:

- Education, prevention, and treatment of youth substance use disorders and school retention—60 percent (\$340.4 million)
- Clean-up, remediation, and enforcement of environmental impacts created by illegal cannabis cultivation—20 percent (\$113.5 million)
- Public safety-related activities—20 percent (\$113.5 million)

Climate Change & Extreme Heat

- The May Revision includes an additional \$1.1 billion in General Fund shifts across climate resilience programs. These programs remain a high priority for the Administration and will be included as part of the future climate bond proposal.
- The May Revision maintains \$8.9 billion (89 percent) in investments to the state's ZEV agenda—ranging from cleaning up short-haul trucks and school buses to accelerating equitable electrification of passenger vehicles—coupled with infrastructure and incentives for in-state manufacturing.
- The May Revision maintains \$11.6 billion (84 percent), including fund shifts, for transportation programs and projects that align with the state's climate goals.
- The May Revision maintains \$2.7 billion (98 percent) over four years to advance critical investments in restoring forest and wildland health to continue to reduce the risk of catastrophic wildfires in the face of extreme climate conditions, in addition to a \$25 million one time investment in the Climate Catalyst Fund.
- The May Revision maintains \$1.4 billion (89 percent) in investments over multiple years in programs and projects to support nature-based solutions.
- The May Revision maintains \$444 million (68 percent) in investments over multiple years in programs and projects to support extreme heat.
- The May Revision maintains \$1.6 billion (85 percent) in investments over multiple years in programs and projects to promote community resilience.
- The May Revision maintains \$734 million (57 percent) in investments over multiple years in programs and projects for coastal resilience.
- The May Revision continues to support building the clean, reliable, affordable, and safe electric grid of the future by providing details on the one-time \$1 billion investment in programs and projects as proposed by the Clean Energy Reliability Investment Plan (over multiple years).

Water and Drought

- The May Revision includes an additional \$290 million to support flood response and projects to protect communities from future floods. This is in addition to the Governor's \$202 million proposed in January - for a total of \$492 million. The new \$290 million is broken down as follows:
 - \$125 million to support preparedness, response and recovery related to the 2023 storms
 - \$75 million to support local flood control projects;
 - \$25 million to expand the current California Small Agricultural Business Drought Relief Grant Program to provide direct assistance to eligible agriculture-related businesses that have been affected by the recent storms;
 - \$25 million for potential additional disaster relief and response costs in this fiscal year to address immediate impacts;
 - \$40 million for the San Joaquin Floodplain restoration.
- The state is also providing funding in the May Revision to raise a levee in Corcoran that is needed to maintain public safety in the Tulare Basin region.

- A reduction of \$25 million one-time General Fund for the Agriculture and Delta Drought Response Program (LandFlex).
- The May Revision includes \$4.8 million General Fund in 2023-24 and 2024-25 to support the State Water Board’s oversight roles for basins deemed inadequate, as required by SGMA.

K-12 Education

- The May Revision includes total funding of \$127.2 billion (\$79.1 billion General Fund and \$48.1 billion other funds) for all K-12 education programs.
- The 2022 Budget Act included a \$100 million one-time General Fund and included a planned \$550 million General Fund in 2023-24, to support the California Preschool, Transitional Kindergarten and Full-Day Kindergarten Facilities Grant Program. The California Preschool, Transitional Kindergarten and Full-Day Kindergarten Facilities Grant Program supports the construction of new school facilities or retrofitting existing school facilities for the purpose of providing transitional kindergarten, full-day kindergarten, or preschool classrooms. The Governor’s Budget proposed delaying this \$550 million investment to 2024-25.
- **Local Control Funding Formula (LCFF)** - The 2023-24 cost-of-living adjustment is updated from 8.13 percent at the Governor’s Budget to 8.22 percent at the May Revision. This adjustment, when combined with further declining enrollment at the May Revision, would increase year-over-year discretionary funds available to local educational agencies (LEAs) by approximately \$3.4 billion. The May Revision also reflects the utilization of approximately \$2.7 billion one-time Proposition 98 General Fund to support the overall costs of the LCFF in 2023-24.
- The May Revision includes an increase of \$80 million ongoing Proposition 98 General Fund to support county offices of education serving students in juvenile court and other alternative school settings.
- The May Revision proposes reducing support for the following one-time programs to better enable the state to support and maintain critical ongoing education investments:
 - **Arts, Music, and Instructional Materials Discretionary Block Grant**—A decrease of approximately \$607 million one-time Proposition 98 General Fund for the Arts, Music, and Instructional Materials Block Grant, taking proposed support for the Block Grant from \$2.3 billion Proposition 98 General Fund at the Governor’s Budget to approximately \$1.8 billion Proposition 98 General Fund at the May Revision. The Arts and Music in Schools: Funding Guarantee and Accountability Act (Proposition 28) is expected to provide approximately \$933 million ongoing Proposition 98 General Fund beginning in 2023-24.
 - **The Arts and Music in Schools: Funding Guarantee and Accountability Act (Proposition 28)**—A decrease of approximately \$8 million to support the implementation of Proposition 28, which requires an amount equal to one percent of the Proposition 98 Guarantee to be allocated to schools to increase arts instruction and/or arts programs in public education. With this adjustment, support for the program would be approximately \$933 million in 2023-24.



AGENDA ITEM 14
REPORT

Southern California Association of Governments
June 1, 2023

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Lijin Sun, Principal Planner
213-236-1804, sunl@scag.ca.gov

Subject: Transportation Conformity Determination of Proposed Final Connect
SoCal 2020 Amendment 3 and 2023 Federal Transportation Improvement
Program Consistency Amendment #23-03

RECOMMENDED ACTION FOR EEC:

That the Regional Council approve the transportation conformity determination of proposed final Connect SoCal 2020 Amendment 3 and 2023 Federal Transportation Improvement Program Consistency Amendment #23-03; and direct staff to submit the transportation conformity determination to the Federal Highway Administration and Federal Transit Administration for approvals upon Regional Council's approval.

RECOMMENDED ACTION FOR RC AND TC:

Receive and File.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

As previously reported, to reduce impact of the regional transportation conformity lockdown and in collaboration with the six County Transportation Commissions (CTCs) in the SCAG region, SCAG staff proactively initiated in March 2022 the development of Connect SoCal 2020 Amendment 3 and 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment #23-03. These amendments are to process additional urgent new transportation projects and changes to existing transportation projects that could not be included in the accelerated 2023 FTIP and Connect SoCal 2020 Consistency Amendment #2.

On January 5, 2023, SCAG's Regional Council (RC) authorized the release of the draft Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 including the associated transportation conformity analysis for public review. Following the 30-day public comment period, SCAG staff continued to revise the draft Amendments document based on public

comments and provided periodic updates to Caltrans, CTCs, and federal and state agencies at SCAG's monthly Transportation Conformity Working Group (TCWG) meetings.

After review of feedback, SCAG staff concluded that the revisions were minor and technical in nature and did not alter the draft Amendments' conclusions or the associated transportation conformity determination. As a precautionary measure, SCAG staff posted the revisions to the transportation conformity analysis as part of the revisions to the draft Amendments document on SCAG's website for another 15-day public review from April 26 through May 11, 2023 and notified SCAG's TCWG of the availability of the revisions. SCAG staff received seven comments. The comments were generally technical in nature, have been addressed in the proposed final Amendments document, and do not raise issues that affect the associated transportation conformity analysis. SCAG staff has determined that the proposed final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 meet all federal transportation conformity requirements.

Since there were no EEC and TC meetings in May 2023 due to SCAG's 58th General Assembly, at their respective meetings today, staff is seeking EEC's recommendation that the RC approve the transportation conformity determination of the proposed final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03, Transportation Committee's (TC) recommendation that the RC approve the proposed final amendments, and RC's approval of the proposed final Amendments including the associated transportation conformity determination on the same day, pending U.S. Environmental Protection Agency (EPA) final approval of the interim off-model adjustment factors for EMFAC2021 that were used in the conformity analysis. This will accelerate staff transmitting the final Amendments to the federal agencies. SCAG staff has requested expedited federal review and approval of the Amendments to allow important transportation projects to move forward with implementation as soon as possible.

BACKGROUND:

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

On May 7, 2020, the RC adopted the Connect SoCal 2020 (2020 RTP/SCS) for federal transportation conformity purposes only. On June 5, 2020, the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) approved the final transportation conformity determination required under the federal Clean Air Act for the Connect SoCal 2020. On September 3, 2020, the RC approved and adopted the Connect SoCal 2020 for all purposes.

On November 4, 2021, the RC approved the Connect SoCal 2020 Amendment #1 and the 2021 FTIP Consistency Amendment #21-05 including the associated transportation conformity determinations. On January 4, 2022, FHWA/FTA approved the final transportation conformity determinations for the Connect SoCal 2020 Amendment #1 and 2021 FTIP Consistency Amendment #21-05.

On October 6, 2022, the RC approved the Connect SoCal 2020 Amendment #2 and the 2023 FTIP including the associated transportation conformity determinations. In December 2022, SCAG received federal approval of the conformity determinations for the Connect SoCal 2020 Amendment #2 and the 2023 FTIP.

As previously reported and due to significant technical changes in the U.S. EPA's then-recently approved emission model (EMFAC 2017), calculated regional emissions increased significantly in many nonattainment areas within the SCAG region even though the underlying travel activity projections remained the same. As a result, the entire SCAG region was under the transportation conformity lockdown. The conformity lockdown has been impacting over \$26 billion worth of transportation projects, including critical transit projects because SCAG could not add new projects or amend current projects under the lockdown.

At the July 2022 and February 2023 EEC meetings, staff provided a comprehensive status update on major activities and significant progress made by staff from the South Coast AQMD, the California Air Resources Board (ARB), the U.S. EPA, and SCAG to address the regional transportation conformity lockdown. U.S. EPA approved ARB's new emission model (EMFAC2021) in November 2022. The updated Coachella Valley ozone transportation conformity budgets received U.S. EPA's final approval and became effective in April 2023. At the same time, SCAG staff is actively working with ARB and U.S. EPA staff to address an emerging technical issue related to off-model adjustment factors for EMFAC2021. As a result of the close interagency collaboration, ARB developed and officially submitted to U.S. EPA interim off-model adjustment factors for EMFAC2021 for MPOs to use for regional transportation conformity determinations in early April. The interim off-model adjustment factors are expected to receive U.S. EPA approval by the end of May, thus fully lifting the transportation conformity lockdown in the SCAG region.

On a separate and parallel track, to reduce impacts of the conformity lockdown and in collaboration with the six CTCs in the SCAG region, SCAG staff proactively initiated the process of developing the Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 in March 2022. Over the past year, staff has worked in consultation and continuous communication with the six CTCs throughout the region to support the development. These amendments are to process additional 22 new transportation projects and changes to 168 existing transportation projects, totaling over \$26 billion that could not be included in the accelerated Connect SoCal Amendment #2 and the 2023 FTIP.

On January 5, 2023, RC authorized the release of the draft Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 including the associated transportation conformity analysis for public review. Following the 30-day public comment period, SCAG staff continued to revise the draft amendments document based on public comments and provided periodic updates to Caltrans, CTCs, and federal and state agencies at SCAG's monthly TCWG meetings. The revisions were minor and technical in nature and did not alter the draft amendments' conclusions or findings, including the associated transportation conformity determination.

As a precautionary measure, SCAG staff posted the revisions to the draft Amendments document including the revisions to the associated transportation conformity analysis on SCAG's website (<https://scag.ca.gov/post/draft-amendment-3>) for an additional 15-day public review from April 26, 2023 through May 11, 2023 and notified the TCWG of the availability of the revisions. SCAG staff received seven comments. The comments were generally technical in nature and do not raise issues that affect the associated transportation conformity analysis. All minor and technical changes to projects have been addressed in the proposed final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03.

The proposed final Amendments include project modifications amounting to a total of 215 project modifications including 212 financially constrained projects and three strategic plan projects. Majority of the 215 project modifications involve short-term FTIP projects. Of the 215 project modifications, 13 of the projects are within Imperial County, 109 of the projects are within Los Angeles County, 12 of the projects are within Orange County, 50 of the projects are within Riverside County, 23 of the projects are within San Bernardino County, and eight projects are within Ventura County. Among the 215 project modifications, most of them are modifications to existing projects, including revised project descriptions, schedules, and/or total costs. Of the 22 new projects, 10 of the projects are within Los Angeles County, two of the projects are within Orange County, seven of the projects are with Riverside County, two of the projects are within San Bernadino County, and one project is within Ventura County.

Under the U.S. Department of Transportation's metropolitan planning regulations and the U.S. EPA's transportation conformity regulations, the proposed final Connect SoCal Amendment 3 and 2023 FTIP Consistency Amendment #23-03 need to pass five transportation conformity tests: consistency with the adopted Connect SoCal 2020 as amended, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement. Once approved by the federal agencies, Connect SoCal Amendment 3 and 2023 FTIP Consistency Amendment #23-03 would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation. Staff has performed the required transportation conformity analysis and determined that the analysis demonstrates conformity.

At its meeting today, the TC is considering whether to recommend that the RC approve the proposed final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03. On the same day today, the EEC is considering whether to recommend that the RC approve the associated transportation conformity analysis.

To accelerate staff transmitting the final amendments to the federal agencies, the RC is considering the TC and EEC recommendations of whether to approve the proposed final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 including the associated transportation conformity analysis at its meeting today. Upon RC approval, the final Amendments including the associated transportation conformity analysis will be submitted to the applicable federal and state agencies for their review and approval.

It is important to note that the RC may not adopt the conformity determinations until the U.S. EPA has approved the interim off-model adjustment factors for EMFAC2021, currently anticipated by the end of May 2023. SCAG staff has been working and will continue to work closely with U.S. EPA staff to ensure timely final approval of the interim off-model adjustment factors in time for RC approval at its meeting on June 1st.

At the request of SCAG staff, Caltrans, EPA, FHWA, and FTA staff have committed to conducting their expedited review and approval of the Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 to allow important transportation projects to move forward with implementation as soon as possible upon RC adoption.

The proposed final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 is available at: <https://scag.ca.gov/post/draft-amendment-3>.

FISCAL IMPACT:

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



AGENDA ITEM 15
REPORT

Southern California Association of Governments
June 1, 2023

To: Executive/Administration Committee (EAC)
Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Debbie Dillon, Chief Strategy Officer
(213) 236-1870, Dillon@scag.ca.gov
Subject: Status Report on SCAG’s Racial Equity Early Action Plan

EXECUTIVE DIRECTOR’S
APPROVAL

RECOMMENDED ACTION FOR EAC:
Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, EEC, TC AND RC:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal

EXECUTIVE SUMMARY:
In July 2020, the Regional Council adopted Resolution NO. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. The resolution called for the formation of an ad hoc Special Committee on Equity and Social Justice to further develop SCAG’s response to advancing equity. The Committee met on a quarterly basis starting in September 2020 and concluding in March 2021, culminating in the development of an early action plan. On May 6, 2021, the Regional Council adopted the Racial Equity Early Action Plan (Plan), which SCAG has used to guide and sustain SCAG’s regional and organizational leadership in service of equity and social justice since its adoption. This report provides a summary of Plan progress to date.

Additionally, the Racial Equity and Regional Planning Subcommittee (Subcommittee) was created last year along with two other Subcommittees to dive deeper into issue areas related to the development of Connect SoCal. This Subcommittee met four times between September 2022 and January 2023 culminating in recommendations contained in a White Paper that built on the Special Committee’s work to advance racial equity through Connect SoCal. These recommendations were then presented in the Joint Meeting of the Policy Committees held on

March 2, 2023. *This report provides a summary of activities and progress on Racial Equity efforts across the agency to date.*

BACKGROUND:

The Racial Equity Framework adopted by SCAG's Regional Council in May of 2021 established overarching goals and strategies to advance racial equity through SCAG's policies, practices, and activities. This ensures that SCAG's equity-related work is aligned toward common goals and continues through actions pursued across the agency.

The Framework includes four overarching goals:

1. **Shift Organizational Culture:** Focus SCAG's internal work and practices on inclusion, diversity, equity, and awareness.
2. **Center Racial Equity in Regional Policy & Planning:** Bring equity into SCAG's regional planning functions.
3. **Encourage Racial Equity in Local Planning Practices:** Promote racial equity in efforts involving local elected officials and planning professionals.
4. **Activate & Amplify:** Communicate broadly SCAG's commitment to racial equity and join others in different fields and sectors to amplify impact.

Each of these goals is advanced through a focus on the following three strategies:

1. **Listen & Learn:** Develop a shared understanding of our history of discrimination and the structural barriers that continues to perpetuate the inequities experienced today.
2. **Engage & Co-Power:** Create an environment where everyone is included, able to share their experiences, and equipped to talk about racial equity and inequities.
3. **Integrate & Institutionalize:** Focus on systems change to improve racial equity. Center racial equity in all aspects of work. This involves internal and external systems change.

The Plan was and is intended to be a living document with opportunities to identify new actions and commitments over time. SCAG understands that the work of advancing equity requires continual listening and learning, and SCAG is utilizing input received from the Subcommittee, the Joint Policy Committee meeting, the Connect SoCal development process, the SCAG strategic plan update process underway and other resources to update the plan.

Attached to this report is a table that provides the Goal, Action, Status and Notes about each element in the current Plan.

FISCAL IMPACT:

Work associated with this item is included in the FY 22-23 Overall Work Program (310.4874.01: Connect SoCal Development) and in the FY 22-23 Indirect Budget 810-1020.02.



ATTACHMENT(S):

1. SCAG's Racial Equity Early Action Plan FY 2022-23 Progress Report



SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Shift Organizational Culture	Develop an Inclusion, Diversity, Equity, and Access (IDEA) Education and Training Program.	In-Progress	Launched Mental Health Matters program, centering key elements of inclusion and belonging. Sessions were offered on a quarterly basis, and three sessions were completed in FY23, with additional sessions to be offered in FY24. Executive Team members completed Leading with Equity training facilitated by external Diversity Equity Inclusion and Belonging (DEIB) consultant. Learning newsletter, Learner's Corner, featured a spotlight on "A Seat at the Table" program, centering critical dialogue related to DEIB related topics. Management Team completed Empowering Minds training program to provide strategies to leaders to foster a resilient, creative, and kind environment with their teams. Further training curriculum is in development.
Shift Organizational Culture	Conduct an externally led racial equity audit to further inform equity actions.	Planned	This action will be included as part of the update to SCAG's strategic plan which is currently underway.
Shift Organizational Culture	Establish an IDEA Team to oversee and update EAP.	Completed	The IDEA team, consisting of 17 cross-functional SCAG team members, underwent a foundational knowledge workshop series titled "IDEA Foundations," where a shared language of DEI principles was established. With both the addition of a DEIB Principal Management Analyst position in HR, and the execution of a contract between a DEIB consultant firm in Spring, the IDEA team reconvened in July 2022 to continue working toward shifting the organizational culture.
Shift Organizational Culture	Assess and align procurement policies with diversity goals.	In-Progress	A service provider has been procured to facilitate the rewrite of the Procurement manual. An Internal Review Committee has been established to evaluate and inform the rewrite. A member of the IDEA (Inclusion, Diversity, Equity, Access) Strategies, Policies, and Procedures subcommittee has been included on the Internal Procurement Review committee to ensure the integration of DEIB opportunities to the extent possible. The first draft of the new procurement manual is expected to be made available for review and comment by the Internal Review Committee and the Executive team in June 2023.
Shift Organizational Culture	Create an Equity Planning Resource Group to share best practices.	Completed	SCAG has established an internal Equity Work Group that has developed an equity resource guide to support local jurisdictions as they take on advancing equity and is currently developing a racial equity toolkit to help institutionalize equity in the Planning Division. Additionally, with support from an equity expert, SCAG developed resources for staff to incorporate racial equity in Connect SoCal.
Shift Organizational Culture	Develop a Diversity Style Guide on standards for communication.	In-Progress	Media and Public Affairs will complete a draft overall agency styleguide with Diversity, Equity, Inclusion, and Belonging integration by the end of the fiscal year.
Shift Organizational Culture	Update SCAG's Strategic Plan to incorporate an equity vision and goals to guide agency work plans.	In-Progress	Consultant has completed the data collection phase of the project, staff is developing updated plan elements to work through at the EAC retreat in June.
Shift Organizational Culture	Prepare an Inclusive and Equitable Talent Management Strategy.	In-Progress	SCAG Human Resources is currently developing a hiring toolkit to inform the early stages of the employee journey from recruitment to onboarding. The outreach guide will include an outreach guide informing outlets to reach highly diverse candidate pools. Training will be deployed to support the launch and utilization of the toolkit in early 2023. An improved onboarding program is in-development with inclusion of a buddy program to increase belonging within the agency. NEOGOV, the agency's applicant tracking system, is being expanded to support talent management functions including pre-boarding and offboarding. Offboarding will improve data collection as individuals depart the agency through intentional exit surveys. Clarity related to internal mobility is underway through the development of a succession planning framework and defined career mapping. The Global Diversity, Equity, and Inclusion benchmarks are serving as a framework to inform best practices and measure maturity of DEIB integration.



SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Center Racial Equity in Regional Policy & Planning	Offer equity training for Board members, including as part of Board Orientation.	In-Progress	SCAG's equity efforts are incorporated into New Member Orientation presentations and onboarding materials. Resources from GARE and other publications will be shared with members. A formal training program will be proposed to Human Resources as part of their DEI Consultant initiatives.
Center Racial Equity in Regional Policy & Planning	Include Equity Assessment section in Staff Reports.	Planned	This action will follow the update of SCAG's Strategic Plan to ensure alignment with equity vision and goals and may include the addition of an equity section to the staff report template in MinuteTraq. Evaluating a date when it will become effective (requires advance staff training).
Center Racial Equity in Regional Policy & Planning	Prepare Racial Equity Indicators Report.	In-Progress	In November 2022, SCAG staff released an update to the Racial Equity Baseline Conditions Report which provides an assessment of existing disparities and inequities focused on goals from Connect SoCal. Moving forward, staff is recommending that Baseline Conditions report be updated to every four years, with the next release planned for the fall of 2026, to support the development of Connect SoCal 2028.
Center Racial Equity in Regional Policy & Planning	Increase opportunity for participation in Policy Committees; Formalize Committee equity roles.	Completed	Coinciding with the adoption of the Racial Equity Early Action Plan, last May SCAG's Bylaws were amended to expand Policy Committee membership to include Communities of Concern representatives to create a more inclusive governance structure.
Center Racial Equity in Regional Policy & Planning	Update Public Participation Plan.	Completed	SCAG updated the Public Participation Plan to include several goals and strategies to ensure SCAG's communications are looked at through an equity framework whenever possible. The Regional Council approved the document at its April 2022 meeting.
Center Racial Equity in Regional Policy & Planning	Form Regional Policy Working Group dedicated to Equity.	Completed	SCAG staff convenes a quarterly Regional Equity Working Group (EWG) to engage stakeholders on SCAG's equity-focused regional and local planning activities as well as uplift efforts across the region to advance equity in land-use and transportation planning. To date, staff have hosted eight meetings.
Center Racial Equity in Regional Policy & Planning	Develop equity goals, policies, and metrics as part of Connect SoCal update.	In-Progress	As described further below, SCAG formed a Racial Equity and Regional Planning Subcommittee to provide guidance on opportunities to advance racial equity in Connect SoCal. The Subcommittee's recommendations will inform policies and strategies in the draft plan. The draft plan will also include an enhanced approach for conducting equity analysis, including by defining and analyzing plan impacts on Priority Equity Communities.



SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Center Racial Equity in Regional Policy & Planning	Explore developing Research Program with University Partners.	In-Progress	<p>Although further work is needed on a holistic scope for the program, specific work elements are being developed. For example, staff is seeking to update its understanding of the travel behavior and travel challenges of low-income residents to improve future planning and support equitable travel initiatives throughout the region. Staff hopes to better understand the travel behavior and transportation needs of low-income drivers across the region, examining the relationship between access to reliable transportation and employment status, including consideration of non-commute travel needs including childcare and access to health care and public services. The work would also include strategies specifically to address challenges for unbanked populations and those who do not own smart phones. This effort is intended to serve as a foundation for understanding how to design innovative mobility pilots to increase participation of and benefits to low-income populations. This is particularly critical for understanding the potential of universal basic mobility programs.</p> <p>In addition, SCAG is partnering with the Brookings Institution to conduct a tribal data needs assessment that will include strategies for improved data-collection and analysis to better serve the unique needs of tribal and native-serving organizations. This work will build on Brookings' Black Progress Index.</p>
Center Racial Equity in Regional Policy & Planning	Form a Restorative Justice Subcommittee to inform work on Connect SoCal.	Completed	The Racial Equity and Regional Planning Subcommittee was established to identify opportunities to advance racial equity through the policies and strategies in Connect SoCal and guide how planning and investments over the next 30 years can address and rectify the effects of racially discriminatory policies in SCAG's communities. The subcommittee held four meetings and advanced a White Paper with recommendations for infusing racial equity in Connect SoCal. The White Paper was considered by the Joint Policy Committee in March 2023 and will inform policies and strategies in Connect SoCal.
Center Racial Equity in Regional Policy & Planning	Form Economic Empowerment Program.	In-Progress	The Economic Empowerment unit will oversee the administration of the Sustainable Communities Program Call 4 efforts (projects focused on Civic Engagement, Equity, and Environmental Justice) and the Public Health Fellows program. Both Calls were released in Spring 2023. The Call 4 will make up to \$5M in funding available to support equity-centered planning across the SCAG region with an emphasis on community-centered partnerships.
Encourage Racial Equity in Local Planning	Support data requests, create tools for information sharing.	In-Progress	<p>SCAG staff have been conducting outreach to local jurisdictions in the region, including those that are low-resourced and located in Disadvantaged Communities, to introduce the available tools and resources in the Regional Data Platform (RDP) as part of the Local Data Exchange (LDX) process. To date, the SCAG Local Information Services Team (LIST) provided one-on-one technical assistance to various subregional COGs and 167 local jurisdictions in the region to promote RDP tools and resources along with the LDX process. LIST is ready to provide technical assistance upon request.</p> <p>SCAG staff will use the REAP 2021 funding program to provide a Big Data Consulting Practice to provide consulting services to small and under resourced jurisdictions who may not have capacity to use big data to advance racial equity in local transportation planning.</p>
Encourage Racial Equity in Local Planning	Expand Toolbox Tuesday trainings to include sessions on racial equity.	Completed	On a quarterly basis, SCAG hosts equity-focused Toolbox Tuesday trainings for practitioners. In FY23, SCAG held four trainings centered around strategies in the Racial Equity Early Action Plan: listen and learn, engage and co-power, and integrate and institutionalize.
Encourage Racial Equity in Local Planning	Provide elected officials with fact sheets and tools to promote racial equity.	In-Progress	SCAG's equity efforts are incorporated into New Member Orientation presentations and onboarding materials. Resources from GARE and other publications are posted on SCAG's website.



SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Encourage Racial Equity in Local Planning	Provide resources for CBO engagement in Local Planning - e.g., Call for Collaboration, Go Human Mini-Grants.	In-Progress	<p>SCAG has continued to support CBOs through the Call for Collaboration in partnership with three foundations. SCAG provided \$1 million of its REAP 1.0 funding to develop a program that provided capacity-building technical assistance and grants to non-profits and CBOs. Fifteen organizations were granted funding to engage in land use planning efforts that support the acceleration of housing production, with an emphasis on ensuring principles of equity are included in planning processes, new funding programs, and policies. This program is near completion with nearly all grantees having completed their work. SCAG has evaluated the program to apply lessons learned to future efforts.</p> <p>In April 2023, Go Human launched its Community Hubs Program, which offers funding opportunities for community organizations to implement local traffic safety and community engagement strategies that leverage community gathering and resource sites or networks. The program aims to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, prioritizing Black, Indigenous and People of Color; people with disabilities; and frontline workers, particularly those walking and biking. Awardees may utilize the Go Human Kit of Parts to demonstrate street treatments and co-branded safety advertisements. The implementation period for this program will run through August 2023.</p> <p>As part of the 2023 Go Human Safety Strategies contract, SCAG will distribute co-branded advertisements for 25 local partners, demonstrate street treatments with the Go Human Kit of Parts Lending Library with 5 local partners, and develop oral histories focused on mobility justice.</p> <p>SCAG's SCP Call 4 is focused on Civic Engagement, Equity and Environmental Justice. This program will be released in early 2023 and will support strategic partnerships between lead applicants and CBOs to advance equitable, community driven housing and mobility projects across the region. The new co-applicant structure directly shifts and advances opportunities for CBOs to access funding opportunities and resources through SCAG and not only engage but direct planning decisions and efforts.</p>
Encourage Racial Equity in Local Planning	Build planning capacity in low-resourced jurisdictions by providing staff support - e.g., Civic Sparks, Public Health Fellows.	In-Progress	<p>SCAG released the Call for Fellowship Providers in April 2023 to create opportunities for early-career and mid-career fellows to gain experience and proficiency in public service and to make a meaningful positive impact in the SCAG region. SCAG will leverage REAP 2021 funding to support this effort.</p>



SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Encourage Racial Equity in Local Planning	Refine equity goals and evaluation criteria used in Sustainable Communities Program (SCP).	In-Progress	The SCP prioritizes equity in its evaluation and the program goals point to prioritizing priority populations and disadvantaged communities in alignment with SCAG's resolution on race and equity. Call 4, developed throughout FY22/23 and in alignment with the REAP 2.0 Guidelines and state partner feedback, further prioritized and centered equity through all components of the Call, within the Guidelines, evaluation and new co-partnership structure. Evaluation prioritized equity through significant point allocation for Project Need & Priority Population Benefits, inclusive of strategies to address historic and current inequities and priority population benefit. Significant point allocation also included Inclusive and Equitable Partnerships, inclusive of inclusive, diverse and equitable engagement, as well as Local Partnerships, inclusive of reciprocal relationships and impact, and governance and decision making. The evaluation sought to recognize historic harms communities have experiences and sought reparative efforts to address harm or historic exclusion from funding opportunities. SCP CEEJ also piloted a Co-Applicant structure, which allows for community-based organizations (CBOs) to apply as co-applicants, to support community-identified and community-led project identification and implementation opportunities, alongside a primary jurisdiction or agency applicant. This co-applicant structure facilitates opportunities for equity-centered proposal development and decision-making. Finally, the SCP has continued to facilitate opportunities to compensate CBO partners committed to equity to serve as evaluators to ensure projects are assessed with intentional attention to equity.
Encourage Racial Equity in Local Planning	Provide resources through the Sustainable Communities Program to promote Environmental Justice.	Planned	Developed SCP Call 4, Civic Engagement, Equity and Environmental Justice (SCP CEEJ), to support the goals and implementation of the Racial Equity Early Action Plan. This program prioritizes resources in historically disinvested areas and communities most impacted by adverse public health outcomes and air quality impacts. This program will catalyze planning activities to support GHG and VMT reduction, advance equity and environmental justice, and provide needed funding to communities with the highest need. SCP CEEJ includes \$5M in available funding, inclusive of \$3M through REAP 2.0, to fund Housing & Land Use projects, and \$2M through SB1 to fund Multimodal Communities projects. The Call opened on Wednesday, April 12 and closes on Monday, June 5, 2023. Applications shall be evaluated throughout the summer, with an anticipated project list to be reviewed by the Regional Council in September 2023.
Encourage Racial Equity in Local Planning	Identify opportunities to incorporate equity analysis in development of 2023 Federal Transportation Improvement Program (FTIP).	Completed	Based on the adopted FTIP Guidelines, County Transportation Commissions (CTCs) were encouraged to consider equity in developing their respective County TIPs. In future FTIPs, more advanced database analytics combined with spatial analysis may be utilized to evaluate investments across the region and consider whether they are addressing under resourced or underserved areas. In the near term, SCAG has initiated an FTIP mapping tool through the updated eFTIP database to capture the location and extent of all projects including non-modeled (exempt) projects. Any changes to the FTIP process involving equity will be done in collaboration with the CTCs.
Activate & Amplify	Collaborate on a fair housing public information campaign	Planned	SCAG designated funding for the development of a community outreach and advertising campaign with the goals of creating positive associations with housing development and housing-supportive land use policies. The Chan Zuckerberg Initiative (CZI) has been working with a marketing and branding firm on a market segmentation analysis, identifying core values associated with housing development. CZI has finalized their report and is coordinating with United Way of Greater LA (for the SCAG region) to develop implementation toolkits. SCAG is working to dedicate REAP2 funding to support development of the toolkits and model this effort on the success of SCAG's Go Human campaign. CZI and SCAG are preparing to enter an MOU, kick off is expected in summer 2023.



SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Activate & Amplify	Strengthen relationships with other MPOs.	In-Progress	On a bimonthly basis, SCAG works with others to convene an MPO Equity Working Group to discuss current equity efforts, challenges, and best practices. Meetings have focused on various equity topics including but not limited to performance measures, partnering with community-based organizations, environmental justice analysis, and equity tools. SCAG also participates in the monthly California Association of Councils of Governments Big 4 MPO + Caltrans meetings to discuss experiences advancing equity and share resources.
Activate & Amplify	Explore opportunities to partner to establish a “Planning University” for Community-Based Organizations & Stakeholders.	Planned	On a bimonthly basis, SCAG works with others to convene an MPO Equity Working Group to discuss current equity efforts, challenges, and best practices. Meetings have focused on various equity topics including but not limited to performance measures, partnering with community-based organizations, environmental justice analysis, and equity tools. SCAG also participates in the monthly California Association of Councils of Governments Big 4 MPO + Caltrans meetings to discuss experiences advancing equity and share resources.
Activate & Amplify	Develop an Excellence in Equity Annual Award Program.	Completed	SCAG's Sustainability Awards Program now includes an equity category to highlight projects that advance equity and facilitate the growth of healthy, livable, sustainable, and economically resilient communities. SCAG renamed the Equity Award to honor the late Ventura County Supervisor Carmen Ramirez, who was tragically killed in 2022 after a lifetime of championing sustainability. The inaugural recipient of the Carmen Ramirez Award for Equity is a unique partnership between the City of Rialto and the Inland Empire Utility Agency (IEUA) whereby Rialto will sell a portion of its recycled water supply to IEUA, which, in turn, will fund the design, construction and operation of a pipeline, pump station and connection between the wastewater plant and the agency's own recycled water distribution system.
Activate & Amplify	Develop Inclusive Economic Recovery Strategy.	Completed	The Inclusive Economic Recovery Strategy (IERS) was developed through a rigorous public outreach and engagement process, including 20 convenings with stakeholders from the private, public, and government sectors. The resulting Inclusive Economic Recovery Strategy Report and recommendations were adopted by the Regional Council on July 1, 2021.
Activate & Amplify	Inclusive Economic Growth Implementation Program.	In-Progress	Following adoption of the Inclusive Economic Recovery Strategy in July 2021, SCAG was awarded \$3.5 million in State funding to implement IERS core recommendations. Of these recommendations, SCAG is working to develop a county-level Job Quality Index to help measure progress toward a more robust, inclusive, and equitable economy; inclusive contracting toolkits to support the region's diverse, small-businesses; action-oriented plans to expand access to family-supporting jobs; and county-level analyses of the economic costs of inequality. This work will be completed by June 30, 2024.



AGENDA ITEM 16
REPORT

Southern California Association of Governments
June 1, 2023

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Anita Au, Planning Supervisor
(213) 236-1874, au@scag.ca.gov
Subject: Connect SoCal 2024: Equity Analysis Update – Priority Equity
Communities

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

With direction from the Regional Council, Energy and Environment Committee (EEC), and Racial Equity and Regional Planning Subcommittee, SCAG continues to affirm its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California by working to operationalize racial equity through regional planning functions. Staff have presented to the EEC on the progress of developing a new approach for Connect SoCal 2024’s Equity Analysis that is grounded on best practices and extensive internal and external stakeholder input. This staff report provides an overview of equity-related comments received from the Connect SoCal public outreach events between March and May 2023 and an update on SCAG’s approach for the Equity Analysis. Updates include revised methods for defining Priority Equity Communities (formerly Environmental Justice areas, Disadvantaged Communities and Communities of Concern) which incorporate considerations from input received through Connect SoCal public outreach, meant to frame and focus the Equity Analysis on populations that have been historically marginalized and are susceptible to inequitable outcomes.

BACKGROUND:

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development.

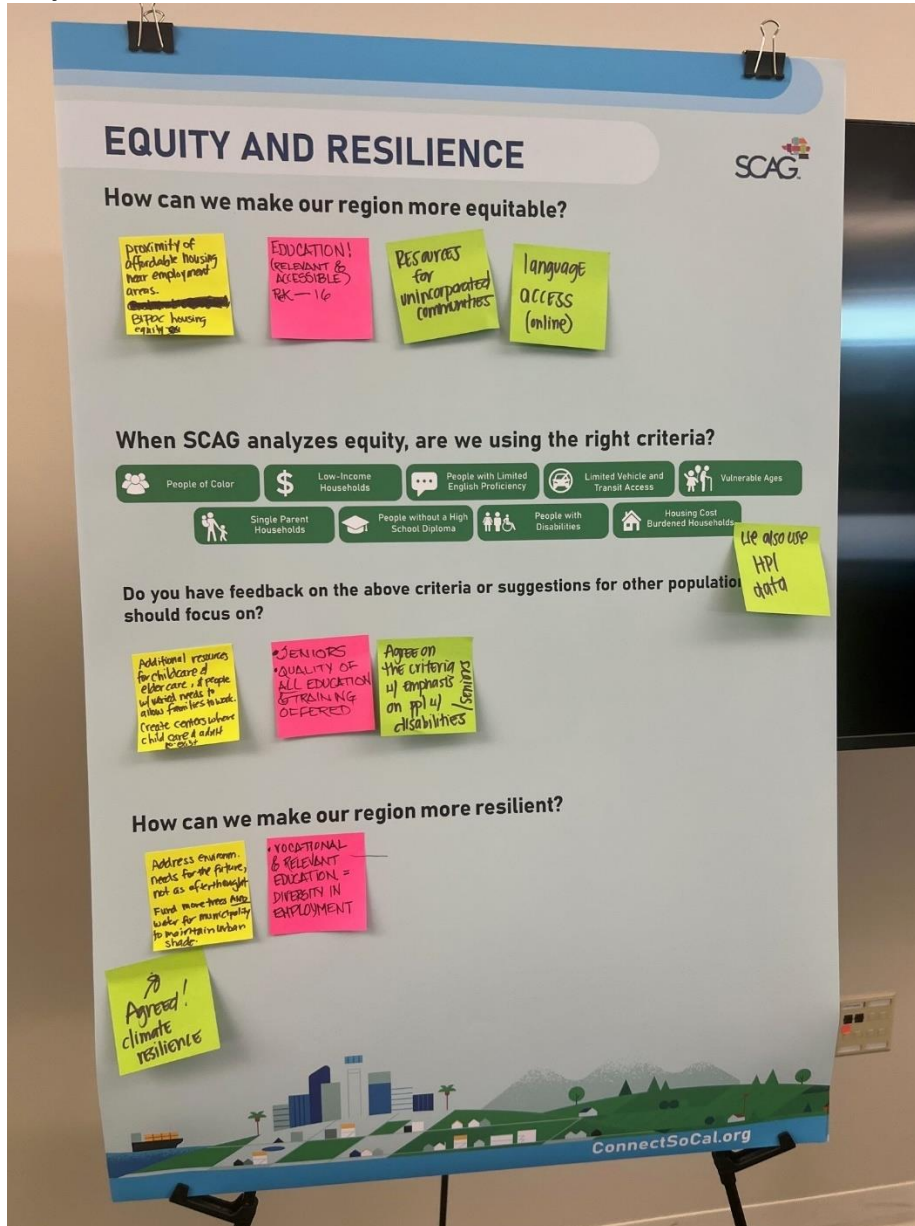
SCAG's next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. An Equity Analysis is included to comply with statutory requirements and ensure there are no disparate or disproportionate impacts to people of color or low-income populations as a result of implementing Connect SoCal 2024.

On April 7, 2022, staff provided the EEC a preview of the approach for the Connect SoCal 2024 Equity Analysis, including revisiting the populations and communities analyzed in previous EJ analyses, and developing a new equity area definition of Priority Equity Communities. On September 1, 2022, staff provided the EEC with proposed updates to the equity performance measures for Connect SoCal 2024. On March 2, 2023, SCAG's Joint Policy Committee adopted the Racial Equity and Regional Planning Subcommittee White Paper, which included recommendations for Connect SoCal 2024 and suggested preliminary strategies for inclusion in the Plan. On April 6, 2023, staff provided the EEC with revised methods for defining Priority Equity Communities and equity performance measures. Since then, SCAG hosted several Connect SoCal workshops and distributed a survey in which SCAG directly requested input on the priority population criteria for Priority Equity Communities and ideas for ways to make the region more equitable. In response to input received from outreach, staff proposes a final version of Priority Equity Communities to be used in the Connect SoCal 2024 Equity Analysis.

CONNECT SOCIAL 2024 OUTREACH:

In April and May 2023, SCAG hosted 21 in-person workshops, seven virtual workshops, and appeared at several pop-up events throughout the region to share to gather input regarding challenges each community faces to establish planning priorities for the next 20 to 30 years. At the workshops, participants learned about the Plan's policy direction and were encouraged to respond to various prompts by placing sticky-notes on a board to indicate priorities. One station included questions related to equity and resilience, as pictured in **Exhibit 1**.

Exhibit 1 - Equity and Resilience Poster from a Connect SoCal 2024 Workshop in Palm Desert on May 2, 2023



Feedback on Making the Region More Equitable

Based on the feedback received through the first equity question, staff learned what participants thought could contribute to a more equitable region.

Equitable Outreach Through Proactive Methods: Participants called on government agencies to conduct more equitable outreach by employing more proactive methods of inclusion, taking actions to convey respect to communities and build diverse relationships with neighbors, focusing engagement with marginal groups (e.g., Spanish-speaking populations), and generally arranging meetings so that they're available to more people.

Equitable Policies: Participants recommended local agencies to enact more equitable actions in local planning, including re-examining existing policies and processes for unintended consequences and implicit bias and being intentional in collaboration on planning efforts to reconnect communities.

Economic Justice: Participants focused on better and greater choice in jobs, schools, and training opportunities for everyone, particularly for youth and people living in disadvantaged and rural communities, paired with more affordable housing near these opportunities.

Environmental Justice: Participants acknowledged that environmental burdens, including air pollution, noise, and degradation of infrastructure, disproportionately impact communities of color and lower income groups and are geographically imbalanced between parts of the region. Several participants shared this through the example of siting new warehouse facilities and logistics activities.

Better Resources: Participants envisioned increased resources that improve community connections, particularly for unincorporated communities and small towns, including greater access to childcare and eldercare facilities, libraries, and community centers; improved language access programs; more open space; healthier food options and community gardens; and more indoor spaces to be physically active.

Affordable and Resilient Housing: Participants emphasized the need for more affordable housing in the region and shared strategies for more secure housing, including rent control, combatting racial bias in the real estate market, creating more realistic qualifications for housing assistance, and eliminating real estate speculation. Participants also mentioned improving housing resilience and safety measures, like home hardening and evacuation, for vulnerable populations.

Improved Transit Services and Active Transportation Options: Participants emphasized greater coverage, frequency, and connection for transit services, particularly fare-free service and safer active transportation options, including secure bicycle storage.

Feedback on Identifying Priority Populations

Based on the responses to the two questions on criteria to analyze equitable outcomes, participants generally supported the list of criteria SCAG provided; some commenters specifically elevated people of color, low-income communities, youth, older adults, and people with disabilities.

Participants elevated additional populations, including people experiencing homelessness, veterans, farm workers, LGBTQIA2S+¹ community members, college students, and children in foster care. Each of these groups experience unique barriers to transportation and are often exacerbated by intersectional identities with race and poverty. In response to this input, SCAG staff will discuss how the Plan caters to the issues that each of these groups in the relevant performance measures of the Equity Analysis and other technical reports in Connect SoCal 2024. Additionally, to capture the focus on youth emphasized by several comments, staff will amend the vulnerable age category to expand from under 5 years old to include people under 18 years old and over 65 years old.

Some participants noted the criteria should include Black and Indigenous communities, with one participant naming the Tongva and Kizh tribes. In the list of criteria, “people of color” is used to describe people who identify as non-white and/or Hispanic (Latino) who are impacted by the effects of racism. Federal guidance refers to racial and ethnic “minority” persons or communities, including Black Americans, Native Americans, Hispanic Americans, and Asian Americans, and is a term that no longer describes the demographic make-up of the SCAG region. SCAG recognizes that people of color is not a perfect term; grouping people into a single category can diminish the unique experiences of individuals, particularly Black and Indigenous people who are disproportionately burdened by the effects of racism. Moreover, the data available falls short of distinguishing people who experience racism, relying on aggregate racial and ethnic groups defined at the federal level. SCAG aims to evaluate the impacts of the Plan in a way that acknowledges this understanding, including by sharing results that are disaggregated by race/ethnicity when feasible.

Overall, SCAG received valuable feedback that helps shape the Equity Analysis. Staff will continue to monitor comments received through SCAG’s outreach efforts and incorporate changes wherever feasible. Any input received that staff is unable to incorporate at this stage of Plan development will be considered for future Equity Analyses.

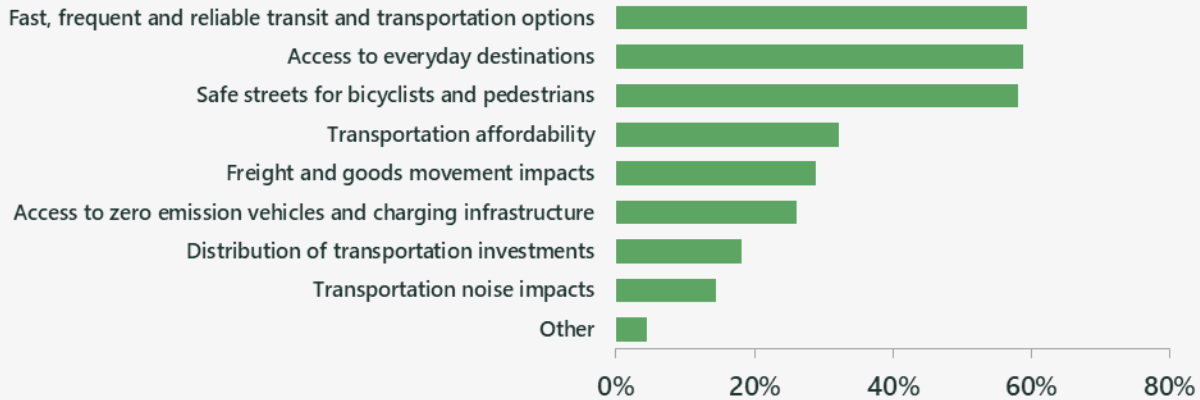
Preliminary Survey Results

Beginning March 19, 2023, SCAG distributed a 15-question survey hosted online at SurveyMonkey and Survey123 and partnered with 16 community-based organizations to distribute the survey and share at various plan outreach efforts. As of May 8, 2023, SCAG received 731 responses to the Connect SoCal online survey. The survey included two equity-related questions, one focused on transportation issues and another on more general regional issues. The responses for Questions 8 and 9 are summarized in **Exhibit 2** and **Exhibit 3**, respectively.

¹ LGBTQIA2S+ is an acronym that stands for Lesbian, Gay, Bisexual, Transgender, Queer and/or Questioning, Intersex, Asexual, Two-Spirit, and the plus sign represents the countless affirmative ways in which people choose to self-identify. Two-Spirit is used within some Indigenous communities, encompassing cultural, spiritual, sexual, and gender identity. It means different things in each nation and to each person who holds that identity, and it is culturally specific, meaning that it belongs to Indigenous communities and cannot be used by non-Indigenous folks.

Exhibit 2 – Initial Results from Question 8 of the Connect SoCal 2024 Survey as of May 8, 2023

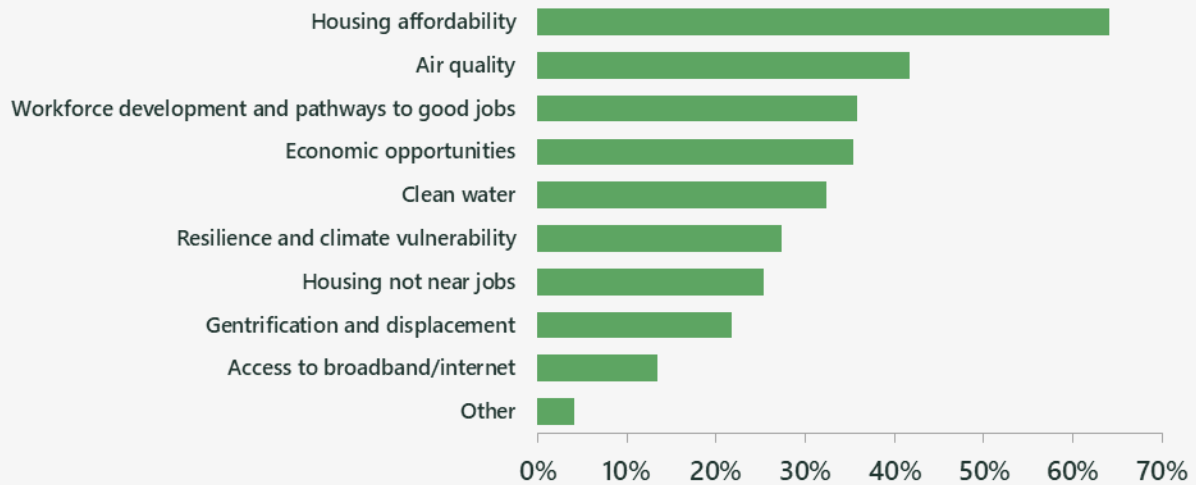
Consider how benefits and burdens of our current transportation system are unevenly distributed to people. What are the top three (3) most important regional transportation equity issues for you and your community?



For Question 8, survey respondents that chose “other” expanded on their answer with the need for walking and biking infrastructure; support of denser communities; traffic; support and opposition for congestion pricing and tolls; support for neighborhood electric vehicles; and personal safety on the transit system. According to the survey respondents, the top three most important regional transportation equity issues include (1) fast, frequent and reliable transit and transportation options, (2) Access to everyday destinations (e.g., work, retail, schools, health care and parks), and (3) safe streets for bicyclists and pedestrians.

Exhibit 3 – Initial Results from Question 9 of the Connect SoCal 2024 Survey as of May 8, 2023

Consider how environmental hazards, housing quality and economic opportunities are unevenly distributed across the region’s population. What are the top three (3) most important regional equity issues for you and your community?



For Question 9, survey respondents that chose “other” expanded on their answer with the availability of water; access to well-funded, high-quality education; the need for local agriculture; exploitation of workers; concerns about changes to neighborhood aesthetic, specifically blocked views; and poor cycling infrastructure. Exceeding all other responses, housing affordability was one of the most important regional equity issues according to the survey respondents. All of these and the topics covered in Question 8 will be discussed and assessed in the Equity Analysis and other Connect SoCal 2024 technical reports, including the Housing and Economy Technical Reports.

Since the survey remained open past the time this staff report was prepared, staff are closely monitoring additional responses, particularly non-digital responses, received after this report was published. Any major changes to Priority Equity Communities resulting from this additional feedback will be reported through future updates on the Connect SoCal 2024 Equity Analysis.

PRIORITY EQUITY COMMUNITIES:

As a result of extensive internal and external engagement on the development of Priority Equity Communities, staff present this final proposed approach for identifying an equity area for the SCAG region for use in the Connect SoCal 2024 Equity Analysis. Staff propose replacing the three equity communities (i.e., Environmental Justice Areas, SB 535 Disadvantaged Communities, and Communities of Concern) with a new, flexible equity area definition, called Priority Equity Communities, to comply with statutory requirements and support SCAG equity efforts beyond the

Plan. Priority Equity Communities are *census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.*

Staff propose determining a census tract as a Priority Equity Community if there is a concentration above the county average of:

1. **BOTH** low-income households² and people of color; **OR**
2. **EITHER** low-income households or people of color **AND** of four or more of the following:
 - i. Vulnerable Ages³
 - ii. People with Disabilities
 - iii. People with Limited English Proficiency
 - iv. Limited Vehicle and Transit Access⁴
 - v. People without a High School Diploma
 - vi. Single Parent Households
 - vii. Housing Cost Burdened Households

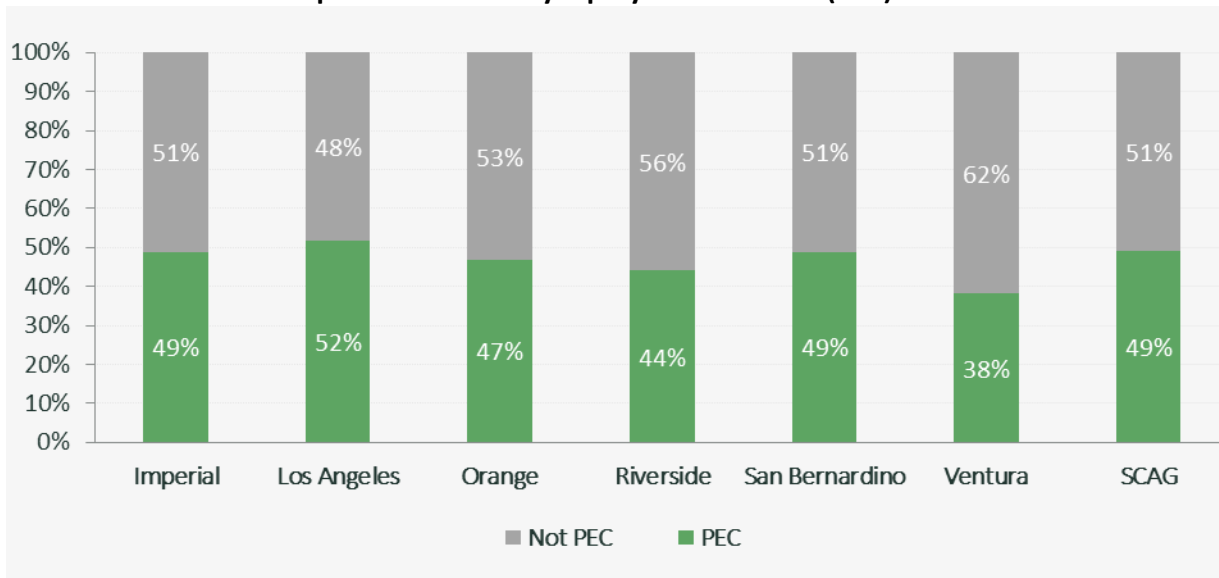
With the proposed approach and using data from the U.S. Census Bureau American Communities Survey five-year estimates (2017-2021), Priority Equity Communities cover approximately 49 percent of the region's population. **Exhibit 4** shows the percent of population in Priority Equity Communities in each county and in the SCAG region. A geographic shapefile of the Priority Equity Communities will be made available online for the public to view and download.

² Households with an income less than or equal to twice the federal "poverty level"

³ Older adults over 65 years old and youth under 18 years old

⁴ Households with more people than vehicles owned not located near a High-Quality Transit Corridor

Exhibit 4 – Percent of Population in Priority Equity Communities (PEC)



NEXT STEPS:

After confirming that the approach considers all input received through the Connect SoCal outreach process, staff will use the Priority Equity Communities as defined in this staff report to conduct analysis for the Connect SoCal 2024 Equity Analysis. SCAG will continue to explore opportunities to incorporate Priority Equity Communities in planning practices and to advance equity through the policies and strategies in the plan.

FISCAL IMPACT:

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



AGENDA ITEM 17
REPORT

Southern California Association of Governments
June 1, 2023

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Sarah Dominguez, Planning Supervisor
(213) 236-1918, dominguezs@scag.ca.gov

Subject: Connect SoCal 2024: Local Data Exchange (LDX) Survey Results

RECOMMENDED ACTION FOR CEHD, EEC, TC, AND 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.

EXECUTIVE SUMMARY:

In 2022, SCAG conducted a Local Data Exchange (LDX) process to collect input and data from local jurisdictions for the purpose of informing Connect SoCal 2024 development. One component of this process was a survey to local planners to help improve SCAG's understanding of the trends, existing conditions and local planning initiatives as well as the barriers and opportunities for achieving the vision of Connect SoCal. In total, 90 jurisdictions completed all or part of this survey. This staff report provides a summary of these responses.

BACKGROUND:

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. SCAG's next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020.

On May 23, 2022, SCAG officially launched the Local Data Exchange (LDX) process, which provided local jurisdiction's an opportunity to submit input on land use and future growth of employment and households to help the development of Connect SoCal 2024. Throughout 2022, SCAG's Local Information Services Team (LIST) met with local jurisdictions to provide background on the data,

available tools, and describe the input opportunity. Feedback and data edits were due to SCAG by December 2, 2022. This process included a survey for local planners to help improve SCAG’s understanding of the trends, existing conditions, local planning initiatives, opportunities and challenges to implementing the prior Connect SoCal.

The survey included questions in the following categories:

- Land use and housing (23 questions)
- Transportation (5 questions)
- Environmental (5 questions)
- Public Health and Equity (5 questions)
- Data (1 question)

Out of the 191 total cities and counties in the region, SCAG received responses to part or all of the survey from 90 jurisdictions.

County	Total Cities	Completed Survey	County Percent
Imperial	8	0	0%
Los Angeles	89	42	47%
Orange	35	23	66%
Riverside	29	10	34%
San Bernardino	25	10	40%
Ventura	11	5	45%
SCAG	197	90	46%

The attached report documents the results of the survey.

Key Findings:

- Land Use and Housing
 - 45 of the 90 jurisdictions were currently or had recently updated their General Plans.
 - The most prevalent SCS strategies included in recently adopted General Plans were **Infill** and **Promoting Diverse Housing Choices**.
 - Across the region, **limited staff capacity** and **budget limitations** were the primary barriers that prevents jurisdictions from updating and implementing General Plan elements, as noted by roughly half of survey respondents.

- 50% of respondents reported that additional grant or budget funding would most positively impact their capacity to add Sustainable Community Strategies to their General Plans.
- Jurisdictions throughout the region each face unique circumstances that impact their ability to fulfill RHNA and housing element quotas. Survey respondents noted a range of reasons **why housing production goals remain unmet**. The most common responses cited a lack of land (42%), lack of developer interest (25%), lack of funding for affordable housing (25%), and public opposition (21%).
- Transportation
 - The most common **transportation policies and plans adopted** by local jurisdictions included: Bicycle Master Plan (50 jurisdictions), Streetscape Standards and Design Guidelines (49 jurisdictions), Truck Route/Truck Prohibit Route Plan (46 jurisdictions).
 - 38 jurisdictions have a complete streets policy, with most common focus being on active transportation.
 - Over half (55%) of respondents reported **political or community pushback** as barriers to implementing parking reforms.
- Environmental
 - The most common **natural lands conservation strategies** used by local jurisdictions are development impact fees (47 jurisdictions), tree planting or other urban heat mitigation (40 jurisdictions), and hillside/steep slope protection (37 jurisdictions).
 - Only 12 jurisdictions have approved projects utilizing CEQA streamlining.
- Public Health & Equity
 - Only 6 jurisdictions have developed an Equity Action Plan.
 - The most common **plans to address emergencies caused by natural disasters** are Hazard Mitigation Plans (56 jurisdictions), Emergency Response Plan (48 jurisdictions) and Emergency Evacuation Plan (45 jurisdictions)
- Data
 - For the one question assessing **data collected by local jurisdictions**, the most common are: Local road pavement management and performance data (52 jurisdictions), Collision data (51 jurisdictions) and Pavement Condition Index (49 jurisdictions).

Next Steps:

SCAG staff are currently using the findings from this survey to inform the draft Connect SoCal 2024. Because only 90 jurisdictions had the resources or ability to provide input to SCAG through this survey, we will take this data limitation into account as we work with or extrapolate from these findings. These survey results, particularly the understanding of barriers and opportunities, will also



help to inform the development of Implementation Strategies to be included in the draft Connect SoCal 2024.

FISCAL IMPACT:

Work associated with this item is included in the FY 22-23 Overall Work Program (310.4874.01: Connect SoCal Development).

ATTACHMENT(S):

1. Connect SoCal 2024: Local Data Exchange Survey Results

SCAG Local Data Exchange (LDX) Survey Results

Background

The Southern California Association of Governments (SCAG) sought input from local jurisdictions across the six-county region to develop Connect SoCal 2024, SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) through the Local Data Exchange (LDX) process in 2022.

SCAG used a survey to better understand the trends, existing conditions and local planning in the region. The survey was organized into five parts including: Land Use & Housing, Transportation, Environmental, Public Health and Equity and Data. This report summarizes the responses SCAG received through this survey.

Overall Survey Participation:

In total, out of the 191 cities and counties in the region, 90 jurisdictions completed part or all of the survey, summarized by county in the table below. There were no survey responses received from jurisdictions in Imperial County.

County	Total Cities	Completed Survey	County Percent
Imperial	8	0	0%
Los Angeles	89	42	47%
Orange	35	23	66%
Riverside	29	10	34%
San Bernardino	25	10	40%
Ventura	11	5	45%
SCAG	197	90	46%

Part I – Land Use & Housing

General Plan

3. Please enter the year of your jurisdiction’s most recent general plan element update¹. (n=90²)
 - a. Land Use: 67% have updated since 2010

¹ Numbering starts at Question 3 since first two questions were: Contact Info and SCAG Subregion

² Total number of survey responses for the Land Use element, percentages are based on total section respondents and do not represent regional percentages.

- b. Circulation: 62% have updated since 2010
- c. Housing: 98% have updated since 2010
- d. Conservation: 50% have updated since 2010
- e. Open Space: 53% have updated since 2010
- f. Noise: 53% have updated since 2010
- g. Safety: 76% have updated since 2010
- h. Environmental Justice: 37% have updated since 2010

4. What are barriers and/or opportunities to updating and implementing these elements as part of the General Plan? (n=76)³

The most common barriers cited for updating and implementing the elements of the General Plan were funding (42 jurisdictions) and staffing (36 jurisdictions).

For opportunities, five agencies saw opportunities to use grants, SCAG assistance and Local Early Action Planning (LEAP) funding, and five saw opportunities to modernize their general plans.

5. Is your jurisdiction currently updating or recently completed its General Plan?⁴ (n=90)

SCAG Total		Los Angeles	Orange	Riverside	San Bernardino	Ventura
Yes	45	17	13	4	6	5
No	45	25	10	6	4	0

6. When was the zoning code last updated to reflect your most recent General Plan amendments? (n=70)

44 jurisdictions have updated their zoning code since 2020 or are currently in the process. An additional 19 jurisdictions updated their zoning code between 2010-2019. The remaining 7 jurisdictions last updated in 2009 or earlier.

7. What are barriers and/or opportunities to updating and implementing the zoning code? (n=78)

The most common cited barriers for updating or implementing the zoning code were limited staff capacity (47 jurisdictions) and lack of funding/budget (27 jurisdictions). Other barriers included conflicts with state requirements, lack of political support or CEQA and regulatory challenges.

³ Qualitative questions and open-ended questions have been categorized and these summaries do not articulate every unique response received.

⁴ Note: Imperial County is not included in this or subsequent tables because no responses were received from jurisdictions in Imperial County.

For opportunities, jurisdictions noted the ability to meet changing trends (4 jurisdictions) and grant funding or assistance from SCAG (3 jurisdictions).

8. Is your jurisdiction currently in the process of updating its land use designation and zoning code, separate from any General Plan update? (n=90)

	SCAG Total	Los Angeles	Orange	Riverside	San Bernardino	Ventura
Yes	40	16	9	5	7	3
No	50	26	14	5	3	2

9. Does your 6th cycle housing element update include any of the following? (n=88)

- Rezone Plan: 46 jurisdictions
- Overlay Zone Plan: 40 jurisdictions

10. Does the most recently adopted general plan update support any of the following Sustainable Communities Strategies (SCS)? (n=90)

	Supports and Includes Strategies	Supports	Does not Support	N/A
Center Focused Placemaking	21	30	3	29
Focus Growth Near Destinations and Mobility options	31	32	3	22
High Quality Transit Areas	19	32	5	33
Infill	44	33	0	11
Job Centers	16	43	1	27
Leverage Technology Innovations	9	33	8	32
Livable Corridors	13	41	4	28
Neighborhood Mobility Areas	11	37	3	33
Priority Development Areas	21	27	3	34
Promote Diverse Housing Choices	42	31	0	13
Promote Green Region	18	28	4	33
Regional Advance Mitigation	3	18	11	50
Support Implementation of Sustainability Policies	23	40	2	19
Transfer of Development Rights	4	13	20	46
Transit Oriented Development (TOD)	18	27	6	35
Transit Priority Areas	9	35	6	35
Urban Greening	13	36	6	29

What are barriers and/or opportunities to implementing or supporting these strategies? (n=67)

Of the 67 responses, lack of funding (23 jurisdictions) and limited staff capacity (17 jurisdictions) were the top cited barriers. Other barriers included lack of support, lack of transit opportunities and existing urban form (“city is built-out”).

The opportunities cited for supporting SCS strategies included the development potential (business, residential and transit oriented) and SCAG assistance.

11. For those strategies above that are reflected in current plans, which have seen the most implementation? The least? What are the local conditions impacting implementation of these strategies? (n=67)

The strategies with the most implementation were infill (23 jurisdictions) and diverse housing choices (18 jurisdictions). Other implemented strategies, primarily but not exclusively in Los Angeles and Orange County also include high quality transit and TOD, sustainability policies and growth near destinations.

Conversely, several jurisdictions noted those same strategies above as the least implemented in their jurisdiction, namely: high quality transit and TOD. One agency noted that any state related programs were not implemented, and several indicate there was no interest from developers in developing affordable housing. It should be noted that the agencies were silent on many of the strategies and only focused on those relevant to their communities.

12. What resources, technical assistance or policy action at the regional, state or federal level would be most impactful to support implementation of these strategies? (n=82)

Resources Needed	LA	Orange	RIV	SB	Ventura	Total
Funding initiatives	16	7	3	2	2	30
Technical support	11	2	1	2		16
Added staff or consultants	7	1	3			11
Grants	9	1		1		11
SCAG, state or local officials to provide policy guidance	2	2	2			6
Added statewide regulation	2		1			3
Legislation for more long term, streamlined processes		3				3
Infrastructure expansion	1		1			2

13. Does the circulation element of your General Plan have a policy regarding complete streets and if so, what is its scope and applicability? (n=78)

In total, 38 jurisdictions noted having a policy regarding complete streets. The scope and applicability varied as follows: Active Transportation (18 jurisdictions), Multi-modal transportation (11 jurisdictions), Safety (4 jurisdictions), and Connectivity (1 jurisdiction)⁵.

14. Does your jurisdiction offer any of the following incentives for infill development or transit-oriented development? (n=83, infill; n=76, transit-oriented development)

Incentives for Infill Development	Yes	No
Affordable Housing Catalyst Fund, Trust fund or Revolving Loan Fund	7	65
Affordable Housing Set Aside	20	57
Building Height Waivers	25	51
By Right Approval	37	40
Density Bonus	63	20
Fast Track Permitting	28	48
Fee Waivers	13	67
Increased Floor Area Ratio	25	52
Reduced Open Space Requirements	28	49
Rezoning	19	56
Super Density Bonus	10	64
Tax Increment Financing Districts	6	67
Tax Subsidies or Other Benefits	8	65
Transfer of Development Rights	8	65
Waived or Reduced Minimum Parking Requirement	37	41

Incentives for TOD	Yes	No
Affordable Housing Catalyst Fund, Trust fund or Revolving Loan Fund	3	68
Affordable Housing Set Aside	9	61
Building Height Waivers	17	55
By Right Approval	16	54
Density Bonus	38	35
Fast Track Permitting	19	51
Fee Waivers	7	65
Increased Floor Area Ratio	18	53
Reduced Open Space Requirements	15	56
Rezoning	11	58
Super Density Bonus	4	65
Tax Increment Financing Districts	3	65

⁵ Note: not all jurisdictions provided details on the scope and applicability of their complete streets policy.

Incentives for TOD (cont.)	Yes	No
Tax Subsidies or Other Benefits	5	63
Transfer of Development Rights	2	66
Waived or Reduced Minimum Parking Requirement	27	45

Are there barriers to offering any of the above incentives? If so, are they technical, political, financial or other? If your jurisdiction has offered incentives, which have been the most used or successful?
(n=64)

The most notable barriers were financial (22 jurisdictions) and political (19 jurisdictions). Other barriers mentioned included technical, staffing and infrastructure.

The incentives that were noted as the most successful were: density bonuses for affordable housing, and parking reduction in TOD areas.

15. Which of the following parking strategies are included in any of your existing specific plans, general plans or zoning code? (n=86)

	Yes	No
Bicycle Parking	70	15
Innovative Parking Design (i.e., Sustainable Features)	32	52
Parking Maximums in Designated Areas	11	72
Parking Pricing	8	75
Park-Once Districts	20	62
Right-Sized Parking	12	71
Shared Parking	67	18
Unbundled Parking	12	71
Waived or Reduced Minimum Parking Requirement	65	21

Are there barriers to offering any of the above parking strategies? If so, are they technical, political, financial or other? (n=56)

The top barriers noted were political (21 jurisdictions) and financial, with a lack of both funding and staff resources (14 jurisdictions).

16. Does your jurisdiction have a development/impact/linkage fee ordinance? (n=84)

	Yes	No
Development Fee Ordinance	53	29
Impact Fee Ordinance	54	28
Linkage Fee Ordinance	11	66

17. If yes to question 16, which of the following do any of the above fund? (n=65)

	Yes	No
Active Transportation	23	33
Affordable Housing	14	43
Local Streets and Roads	46	14
Natural Lands/Open Space Preservation	20	35
Parks	53	10
Traffic and/or Vehicle Miles Traveled (VMT) Reduction	19	36
Transit Improvements/Amenities	23	29

Housing

18. Does your jurisdiction use any of the following zoning or land use strategies for housing (e.g., in your 6th Cycle Housing Element)? (n=89)

	Yes	Considering	No
Affordable Housing Preservation Ordinance	23	16	44
Fair Housing Policy	57	12	15
Housing Trust Fund	20	19	42
Inclusionary Zoning Ordinance	25	20	35
In-lieu Fee Component	21	21	34
Owner Program	15	21	39
Rental Program	17	22	36
Incentives for Affordable Housing	50	14	9
Building Height Waivers	35	16	27
Density Bonus	60	17	5
Fast Track Permitting	33	25	23
Fee Waivers	25	21	36
Increased Floor Area Ratio	32	15	34
Reduced Open Space Requirements	32	21	27
Tax Subsidies or Other Benefits	16	18	44
Waived or Reduced Minimum Parking Requirements	44	19	19
Other Relaxed Requirements for Affordable Housing	33	29	18
Low-Income Housing Tax Credit (LITHC)	20	17	42
Mortgage Down Payment Assistance Program	33	12	35
Rent Stabilization Ordinance	12	10	61

(cont.)	Yes	Considering	No
Special financing district (Tax Increment Financing District, Community Revitalization and Investment Authority, Enhanced Infrastructure Finance District, Others?)	7	15	54

Are there other strategies not identified above your jurisdiction is considering? What are barriers to include these strategies in your housing element? (n=39)

Many jurisdictions shared specific strategies including:

- Specific Plans and CEQA Streamlining (Monrovia);
- Safe at Home grants, lead and asbestos as well as environmental funding (Huntington Park);
- Land acquisition for low- and moderate-income housing (Laguna Beach);
- Conditionally allowing residential development on public land (Brea);
- Lot Consolidation Program (Rolling Hills Estates);
- Affordable Housing Overlay Ordinance (Garden Grove); and
- Creative development standards to encourage neighborhood-sensitive density (Yucaipa)

Top barriers included funding and staff time as well as developer interest.

19. What are the most critical barriers to your city/county in realizing the housing production goals in your RHNA and housing element? (n=76)

The critical barriers cited by jurisdictions included lack of land (32 jurisdictions), limited developer interest/submittals (19 jurisdictions) and lack of funding for affordable housing (19 jurisdictions).

20. What are some housing policies or broader strategic actions that would most help you achieve your RHNA housing production goals? (n=68)

The top cited opportunities included: funding to subsidize affordable housing (15 jurisdictions), waivers for fees (10 jurisdictions) and accessory dwelling units (ADU)s (8 jurisdictions).

21. How does your city or county balance the need to deliver more housing with the need to consider growth in areas of environmental resources, high habitat values, and areas at risk of climate change impacts (high fire severity zones, sea level rise, sensitive habitat areas, farmland, etc.)? (n=66)

Top responses included: Environmental conditions limit development (22 jurisdictions), locating development outside of environmental hazard zones (18 jurisdictions) and reliance on CEQA (7 jurisdictions).

22. **Connect SoCal seeks to advance land use strategies that focus on housing affordability, production and preservation. Please indicate and briefly describe whether your jurisdiction is implementing policies in the following areas, or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are. (n=66)**

Implemented Policies	LA	Orange	RIV	SB	Ventura	Total
Permit streamlining for Accessory Dwelling Units (ADUs)	33	11	6	7	2	59
Permit Streamlining and/or Zoning for Multi-Family Developments	25	10	7	3	2	47
Affordability of Housing	24	11	2	6	2	45
Preservation of Affordable Housing	23	11	6	3	2	45

Few jurisdictions provided details on barriers, those that did cited lack of funding, challenges with staffing levels and lack of community support.

23. **Connect SoCal seeks to advance land use strategies that focus on infrastructure improvements and financing. Please indicate and briefly describe whether your jurisdiction is implementing policies in the following areas, or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are.**

Implemented	LA	Orange	RIV	SB	Ventura	Total
Tax-Increment Financing Districts (e.g. Enhanced Infrastructure Finance Districts)	4	3				7
Infrastructure Improvement Plans for Future Development or Redevelopment	15	5	4	2	1	27
Housing-Supportive Infrastructure (Including Broadband)	11	2	1	1	1	16

Other infrastructure issues noted by survey respondents include:

- Aging infrastructure that needs costly upgrades
- Costs incurred by tourists and visitors
- Controversy associated with placement of radios (for municipal use 5G network)

Barriers to implementing the above policies include: lack of staff, cost/funding, and changing political priorities.

24. Connect SoCal seeks to advance land use strategies that focus on infill development and redevelopment. These strategies encourage development in walkable neighborhood centers, arterial corridors, transit rich areas, and job centers. Please indicate and briefly describe whether your jurisdiction is implementing policies in the following areas, or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are.

Land Use Strategies focused on Infill and Redevelopment	LA	Orange	RIV	SB	Ventura	Total
Walkable Mixed-Use Neighborhood Centers?	34	13	6	6	3	62
Transit-Oriented Development (TOD)	26	8	4	1	2	41
Job Center Creation/Expansion	17	10	5	5	3	40
Arterial/Blvd. Redevelopment? Other Infrastructure Issues	35	8	4	5	3	55

25. Connect SoCal is a long-term regional plan that seeks to advance a **number of land use and transportation strategies that focus on a future several decades out**. These strategies encourage near-term actions that will lead to desirable future outcomes in communities throughout the region. Please indicate and briefly describe whether your jurisdiction is implementing policies that will result in positive future outcomes or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are.

How will your community change over the next 20-30 years? (n=71)

	LA	Orange	RIV	SB	Ventura	Total
Growth in Res/Comm/Industrial Areas	6	4	4	4	1	19
Increased Diverse Housing Available near Transit	11	3	1		1	16
Community will be Built-Out, Very Little Change except ADUs	6	1	1	1		9
Focus on Growth in Urban Infill Areas	4	4			1	9
More Development, Increased Density	1	2	3	1		7
More Walkable Pedestrian Friendly	5	2				7
Aging Population, Diversity Changes, Rising Population	5			1		6

(cont.)	LA	Orange	RIV	SB	Ventura	Total
Increased Electric Vehicles	1					1
Resort Focus for Future of Community				1		1

What strategies is your community interested in to retain vibrant neighborhoods and business districts? (n=69)

	LA	Orange	RIV	SB	Ventura	Total
Specific Plans, Strategic Plans, Development Standards, Master Plans	8	2	3		1	14
Housing near Commercial	1	1		2		4
Funding, Financing, Grant Options	4	1	2	2		9
No Strategies	4	3			1	8
Economic Development Strategies	7					7
Streamline the Development Process	3	2		2		7
Downtown Revitalization or Redevelopment Strategies	3	2				5
Sustainable Initiatives (i.e., Air Quality, Recycling)	4	1				5
Housing Element or General Plans	2	1	1			4
Code Enforcement	1					1
Seek Tenants		1				1

What current trends are impacting your community's future? (n=64)

	LA	Orange	RIV	SB	Ventura	Total
Land: Housing/Building/Land Prices, Rent Prices (Some due to Vacation Rentals)	16	6	1	3	1	27
Lack of Local Control Expanding	8	3		1		12
Climate Change, Sea Level Rise, Wildfires	5	4				9
Land Use and Transportation Progress	3	2		1	1	7
Aging Infrastructure: Energy, Water needs	1	1	1	1		4
Safety, Crime, Homelessness	2		1	1		4

(cont.)	LA	Orange	RIV	SB	Ventura	Total
Change Commercial/Office to Residential Uses	3					3
Residential Economic Downturn	2		1			3
Sustainability/Green Technology	2			1		3
Residential/Industrial Growth			1	1		2

The answers to these questions were diverse across the region. In addition to the responses below, the following trends were noted:

- Increased medical facility needs,
- more outdoor uses,
- increased large warehouse development,
- increased logistics,
- increased cannabis land needs,
- decreased big box development,
- increased social media pressure,
- reducing sales tax due to ecommerce and reducing property tax due to rezoning,
- disinvestment in downtown,
- industrial/retail expansion.

Other future issues? (n=32)

Responses to this question varied, with the top response being “economic downturn” (5 jurisdictions). Other responses shared by 1 or more jurisdictions include: aging infrastructure, climate change, reduced parking demand, declining size of residential units, job/housing balance, and overabundance of commercial property.

PART II – Transportation

26. Has your jurisdiction adopted or plans to adopt any of the following policies, plans and strategies. And if so, please indicate when it was adopted, or intends to be adopted: (n=80)

	Yes	In Development	No
Active Transportation Plan	28	10	32
Bicycle Master Plan	50	7	19
Broadband Adoption Plan/Strategy	7	13	50
Complete Streets Policy	37	11	25
Does it include provisions for delivery vehicles or truck access?	12	5	35
Curb Space Management or Inventory	5	6	54
Electric Vehicle Station Plan	5	11	53
First/Last Mile Strategies	7	10	52
Industrial Land Use Ordinance	26	4	37

(cont.)	Yes	In Development	No
Intelligent Transportation Systems Plan/Program	12	1	52
Intermodal Facility Plan	3	1	61
Local Road Safety Plan or Equivalent (Vision Zero Action Plan)	22	7	40
Does it include a High Injury Network (or equivalent)?	15	1	41
Multimodal Performance Measures/Targets	9	3	55
Parking Management Plan/Ordinance	19	5	45
Provisions for commercial vehicle?	11	2	41
Provisions for truck parking?	11	2	42
Pavement Management Plan	43	7	19
Pedestrian Masterplan	22	10	38
Safe Routes to School Education/Encouragement Program	35	5	28
Safe Routes To School Program or Plan	43	6	20
Safety Plan/Safety Targets	28	5	35
Scenic Roadway Plan	14	0	54
Streetscape Standards and Design Guidelines	49	4	17
Technology or Broadband Equity Plan/Strategy	6	6	55
Technology Plan (Preparing for or implementing technology upgrades incl. 5G, connected/automated vehicle readiness, etc.)	9	8	49
Traffic Calming Measures	40	6	24
Transit Overlay District	8	1	59
Transportation Demand Management Ordinance	33	0	35
Transportation Demand Management Program	22	2	43
Truck Route/Truck Prohibit Route Plan	46	4	21

27. Has your jurisdiction adopted or implemented any of the following Transportation Demand Management (TDM) Strategies and, to your knowledge, have any major employers or other entities implemented any such strategies? (n=76)

Jurisdiction Strategies	Yes	No
Bike share system	13	58
Car share program	11	60
Designated pick-up/drop-off for ride sourcing or transportation network companies (TNCs, such as Lyft or Uber)	13	60
Dynamic pricing for parking	3	68
Employee training programs on multimodal travel options	9	61

Jurisdiction Strategies (cont.)	Yes	No
Facilities or incentives for low speed modes (Neighborhood Electric Vehicles)	0	68
Guaranteed ride home programs	10	62
Incentives for telecommuting or hybrid work	14	56
Integrated mobility hubs	6	63
Intelligent parking programs	7	64
Micromobility program (bike share, scooter share, etc.)	7	63
Parking cash-out policies	7	64
Parking Pricing	4	67
Preferential parking or parking subsidies for carpoolers	5	64
Private employer shuttles or other transportation providers	19	52
Programs or mobility services aimed at local tourism travel (e.g. Shuttle bus)	12	59
Ridesharing incentives and rideshare matching	11	61
Transportation Network Company (TNC) partnership (providing first/last mile, dial-a-ride or paratransit, microtransit, etc.)	18	52
Transit pass benefits	21	47
Transportation management areas	8	61
Vanpool programs	11	57

Major Employer Strategies	Yes	No
Bike share system	6	29
Car share program	7	26
Designated pick-up/drop-off for ride sourcing or transportation network companies (TNCs, such as Lyft or Uber)	10	23
Dynamic pricing for parking	4	28
Employee training programs on multimodal travel options	6	26
Facilities or incentives for low speed modes (Neighborhood Electric Vehicles)	3	28
Guaranteed ride home programs	6	26
Incentives for telecommuting or hybrid work	11	23
Integrated mobility hubs	1	30
Intelligent parking programs	4	29
Micromobility program (bike share, scooter share, etc.)	1	31
Parking cash-out policies	2	28
Parking Pricing	4	26
Preferential parking or parking subsidies for carpoolers	16	19
Private employer shuttles or other transportation providers	15	19

Major Employer Strategies (cont.)	Yes	No
Programs or mobility services aimed at local tourism travel (e.g. Shuttle bus)	8	24
Ridesharing incentives and rideshare matching	12	24
Transportation Network Company (TNC) partnership (providing first/last mile, dial-a-ride or paratransit, microtransit, etc.)	6	27
Transit pass benefits	13	20
Transportation management areas	4	27
Vanpool programs	13	16

Any other TDM Strategies your jurisdiction is considering? What are barriers and/or opportunities to include these strategies in your plans, programs, or ordinances? (n=35)

Other TDM strategies under consideration include: satellite parking, flex and modified work schedules, on demand micro transit, incentivized bike parking and informational programs.

The key barriers cited included: funding (6 jurisdictions), limited transit options (3 jurisdictions), limited staffing (2 jurisdictions), and stakeholder education (2 jurisdictions). In addition, one jurisdiction cited potential theft as a barrier to implementing a bike share program.

28. Does your jurisdiction currently have strategies for mitigating vehicle miles travelled (VMT) related development impacts? (n=71)

31 jurisdictions have strategies for mitigating VMT.

For jurisdictions that specified applicable projects or measures taken to mitigate VMT impacts, most noted their adopted VMT thresholds (11 jurisdictions) while others noted TDM measures (3 jurisdictions).

29. Does your jurisdiction use local return (from a county transportation tax measure) and/or general fund revenue to support any of the following: (n=72)

	Local Return		General Fund	
	Yes	No	Yes	No
Bike Lanes	41	19	36	20
Complete Streets	32	26	30	25
Dial-a-ride or other demand response service	27	33	13	40
Fixed route transit service	24	34	16	36
Pedestrian improvements	51	9	38	13
Repair (pavement, potholes)	49	12	42	11
Taxi scrip	4	52	2	41

If yes, please describe how your jurisdiction prioritizes spending of these funds.

The largest response was received regarding short-term and long-term needs being prioritized for spending funds (12 jurisdictions). Additional responses related to the Capital Improvement Program (CIP) prioritizing, Safety and Security and Bike Lane priorities.

30. Has your jurisdiction implemented any of the following efforts to support zero emission fueling infrastructure in your city? (n=73)

	Yes	No
Electric Vehicle Infrastructure	40	32
Electric Vehicle Incentives	13	58
Electrical Vehicle Station	37	33
Heavy Duty Vehicles	7	61
Passenger/Light Duty Vehicles	34	34
Alternative Fuel Fleet	32	35
Heavy Duty Vehicles	18	48
Passenger/Light Duty Vehicles	33	33
Permit Streamlining	35	36
Workplace Charging Program	29	38

Any other Electric Vehicle Strategies your jurisdiction is considering? What are barriers and/or opportunities to include electric vehicle strategies in your jurisdiction? (n=23)

The top strategies for EVs being considered by local jurisdictions include increasing charging stations (4 jurisdictions), expanding public-private partnerships (3 jurisdictions) and increasing the alternative fuel vehicles in the city’s fleet (3 jurisdictions).

The top barrier cited was funding availability for which several jurisdictions are in the process of seeking grant resources.

PART III – Environmental

31. Does your jurisdiction use any of the following natural lands conservation strategies? (n=77)

	Yes	No
Conservation easement	28	48
Development impact fee	47	29
Hillside/steep slope protection ordinance	37	40
Mitigation bank	7	68
Multiple species habitat conservation program (MSHCP)	12	61
Natural community conservation plan (NCCP)	10	61

(cont.)	Yes	No
Transfer of development rights	12	63
Tree planting or other urban heat mitigation	40	34

Any other natural lands conservation strategies not mentioned above? What are barriers and/or opportunities to include these strategies in your plans, programs, or ordinances? (n=35)

Other strategies noted by jurisdictions include but are not limited to:

- Conservation easements
- Urban Forestry Management Plan
- Tax Default Property Acquisition Program
- Wildlife Management Plan

Barriers cited include: Cost/funding limitations, complexity (layers of approvals required), limited staff resources.

32. Does your jurisdiction have a climate action plan or related policies in place to implement a “local version” of the State’s climate goal of reducing greenhouse gases by 40% below 1990 levels by 2030? (n=72)

Yes	31
In Development	3
No	38

33. Has your jurisdiction approved projects utilizing CEQA streamlining? (e.g. SB 743, SB 375, SB 35, or SB 226) (n=70)

Yes	12
No	58

Of the jurisdictions that have utilized CEQA streamlining: 8 in Los Angeles, 1 in Riverside, 2 in San Bernardino, 1 in Ventura.

34. What CEQA streamlining vehicles may be missing that would facilitate implementing projects? (n=36)

CEQA Streamlining Vehicles	LA	Orange	RIV	SB	Ventura	Total
Exemptions or Streamlining for Housing that Meets City Goals	2			1		3

CEQA Streamlining Vehicles (cont.)	LA	Orange	RIV	SB	Ventura	Total
Streamlining for Affordable or Farm Worker Housing	1				2	3
City Follows Current State CEQA Regulations		2				2
Exemptions for Clean Tech				1		1
Exemptions in Urban Zones near Transit		1				1
Local CEQA Guidelines				1		1
Streamlining in Coastal Zone	1					1
Streamlining for Developments to Achieve Meeting Code with Parking Requirement Changes	1					1
VMT Mitigation Banking	1					1
Zone Changes Exempt in Infill Areas	1					1

35. Connect SoCal seeks to advance land use strategies which enhance the capacity of the SCAG region’s built, social, economic, and natural systems to anticipate and respond to changing conditions, acute shocks, and chronic stressors. Land use strategies may include a focus on climate resilience and conservation of natural and working lands. Please indicate and briefly describe whether your jurisdiction is implementing policies in the following areas, or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are. (n=58)

Policies	LA	Orange	RIV	SB	Ventura	Total
Development Standards or Limits on Development in Climate Change Risk Areas	11	3	1	4	2	21
Resilience Plans, Actions or Metrics	8	5			1	14
Agricultural and/or Natural Land Preservation	1	3	2	3	2	11

Other climate resilience issues mentioned include water supply, sea level rise, blufftop erosion, droughts and extreme heat.

No barriers noted.

PART IV – Public Health and Equity

36. Has your jurisdiction developed/adopted any of the following equity documents/efforts? (n=76)

	Yes	No
Equity Action Plan or Framework	6	70
Equity Baseline Conditions Analysis	5	71
Equity Definition	6	69
Equity Resolution	6	67

37. Pursuant to SB 1000, jurisdictions with disadvantaged communities are required to adopt an Environmental Justice (EJ) Element or incorporated EJ goals, policies, and objectives in the General Plan Update. If your jurisdiction is required to comply with SB 1000 requirements, did you utilize the [EJ Toolbox](#) or include any recommended practices and approaches from the EJ Toolbox? (n=56)

Of the 56 responding jurisdictions, only 13 jurisdictions used the EJ Toolbox or recommended practices.

38. Does your jurisdiction use any unique outreach strategies to engage low-income residents, people of color and Tribal Governments? Typical engagement strategies include community workshops, events, activities, advertisement through media outlets, and partnerships with local community groups. (n=70)

25 jurisdictions answered yes to using unique outreach strategies. These include but are not limited to the following:

- partnership with local community groups
- direct outreach to low-income and special needs groups
- providing input opportunities at varied days, times and locations
- maintaining non-digital options for aging community members
- network of neighborhood associations

39. Has your jurisdiction incorporated any of the following planning practices to support health outcomes? (n=74)

	Yes	No
Equity Action Plan or Framework	11	63
Equity Baseline Conditions Analysis	12	62
Equity Definition	10	63
Equity Resolution	13	58

40. Does your jurisdiction have any of the following plans to address emergencies caused by natural disasters? (n=69)

	Yes	No
Emergency evacuation plan	45	22
Emergency response plan	48	20
Extreme Heat plan	17	45
Fire protection plan	29	32
Hazard mitigation plan	56	13
SB 379 Compliant Safety Element	38	22
Seismic safety plan	27	33
Wildfire Emergency plan	20	39

In what ways do the aforementioned plans, programs, or ordinances support built, social, and/or natural systems resilience in anticipation of changing conditions (e.g., increasing extreme heat days, wildfires), acute shocks (e.g., earthquakes), and chronic stressors (e.g., housing affordability, health and wellness disparities)? What are the barriers and/or opportunities to include these strategies in your plans, programs, or ordinances?

Responses to this question varied greatly, with several jurisdictions referencing their ability to protect residents and noted staffing and funding as barriers.

PART V - Data

41. Does your jurisdiction have or collect any of the following observed data?: (n=70)

	Yes	No
Allowed parking and restricted parking areas	23	47
Automated traffic counters	25	44
Bicycle or pedestrian volume data	18	50
Bike lane mileage data (bike lane, bike path, Class 3 bike routes, separated bike lanes (cycle tracks). Note please also include bike routes in your LDX submission.	27	38
Bridge condition data	27	38
Collision data (e.g., police or fire department data, hospital data, etc.)	51	18
Local road pavement management and performance data	52	16
Needs Assessment for System Preservation	6	54
New Housing starts data	44	24
Number of manufacturing firms	18	50
Open data portal	19	45
Pavement Condition Index	49	20
Pavement condition index (PCI) or International roughness index (IRI) data for local roads.	38	26
Public health data	6	54
Sidewalk data	40	26
Traffic counts	45	22
Transit Ridership by Line/Route	22	42
Truck traffic counts	13	51
Warehousing/distribution centers	17	45



AGENDA ITEM 18
REPORT

Southern California Association of Governments
June 1, 2023

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Connect SoCal Regional Growth Vision & Local Data Exchange Evaluation

RECOMMENDED ACTION FOR CEHD AND EEC:

Information Only - No Action Required

RECOMMENDED ACTION FOR TC AND 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. 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

The regional growth vision is developed in collaboration with the region's 197 local jurisdictions to identify a pathway for accommodating future growth that is rooted in local plans, steered by regional policies, and aligned with state and federal policy. The regional growth vision aims to meet state requirements at that SCAG prepare a forecasted regional development pattern for the region to achieve a greenhouse gas (GHG) emissions reduction target. This is accomplished by preparing a preliminary regional development pattern which uses local data and builds on Connect SoCal 2020 sustainability strategies and conducting a comprehensive outreach effort to the region's 197 local jurisdictions called Local Data Exchange (LDX).

Previously, staff presented the assessment of the locally-reviewed Connect SoCal 2024 county and regional growth projections, which between 2019 and 2050 projects 10.9 percent population growth, 25.9 percent household growth, and 14.2 percent employment growth regionwide. Staff has now completed its evaluation of the jurisdictional and Transportation Analysis Zone (TAZ)-level growth projections which were reviewed and refined during the LDX between February and December 2022. While ultimately the development pattern is defined by regional policies, strategies, and process, SCAG uses these four spatial scales to assist in its development.

This evaluation, which was previously shared with SCAG’s Technical Working Group, uses simple sketch-planning measures to compare aspects of the growth vision as it evolved from the 2020 plan into the preliminary 2024 plan and the locally-reviewed 2024 plan. For the draft Plan release, anticipated in October 2023, SCAG will formally assess GHG reduction using SCAG’s ABM.

BACKGROUND:

Pursuant to Government Code 65080(b)(2)(B) et seq., Connect SoCal 2024 is required to:

“set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board and will allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C Sec. 7506).”

With the help of an expert panel and consultants, staff developed a methodology and forecasted high, medium, and low regional growth ranges in Fall 2021.

The Demographic Panel of Experts, which met twice in the Fall of 2021, stressed that the overwhelming impediment to increased employment growth in the region was housing supply and affordability. If this could not be addressed, the region’s growth trajectory might more closely resemble the low scenario. However, if a combination of market and policy factors could yield increases in household formation, the region’s strong economic fundamentals would be realized in strong job growth and a higher projection would be plausible.

Following the panel’s recommendations, staff moved forward with a modified version of the medium growth scenario, titled *Slower Growth, Steady Improvement*. County-level projections were shared with SCAG’s Joint Policy Committee in February 2022.

Beginning in May 2022, staff rolled out both parts of the growth vision – the preliminary allocation/FRDP and the Local Data Exchange, which build on past regional plans to link local plans with state targets.

1. SCAG’s preliminary forecasted regional development pattern

This step-by-step formula begins by estimating remaining general plan capacity for new housing (i.e. supply) and aligning it with the growth projection (i.e. demand). Sites identified in local jurisdictions’ 6th cycle housing element updates and existing entitlement agreements were added to the extent that available data indicated higher housing capacity than the general plan. Demand and

supply were matched using a growth prioritization scale which allocates growth to available sites based their alignment with regional objectives, SB 375 requirements, and state GHG targets¹. Specifically, this step used Priority Development Areas (PDAs) and Green Region Resource Areas (GRRAs).

2. Local Data Exchange (LDX) process

Between May and December 2022, SCAG met one-on-one with local jurisdictions to discuss several Connect SoCal data layers including the preliminary development pattern. Jurisdictions were given the opportunity to review and refine their preliminary projections based on updated plans and local knowledge in order to assist SCAG staff in linking this local knowledge with regional policies and state targets. After a comprehensive outreach effort conducted by SCAG’s Local Information Services Team, SCAG received input from 148 jurisdictions during LDX and growth forecast information from 132 jurisdictions. Additional detail can be found in the January 2023 CEHD presentation.

Evaluating the Forecasted Regional Development Pattern

The development pattern is the result of regional policies, strategies, and the process described above. SCAG uses four main spatial scales to help generate the regional development pattern (see Table 1); however, statute does not specify any specific level, or spatial scale, for the development pattern. Projecting growth at multiple scales plans necessitates a variety of inputs, expertise, and techniques and the data outputs vary accordingly. The purpose of evaluating the development pattern at this time is to provide an additional step prior to travel demand modeling and the release of the draft Plan that brings local, regional, and state plans closer together.

Table 1: Spatial Scales Associated with Preparing the Forecasted Regional Development Pattern

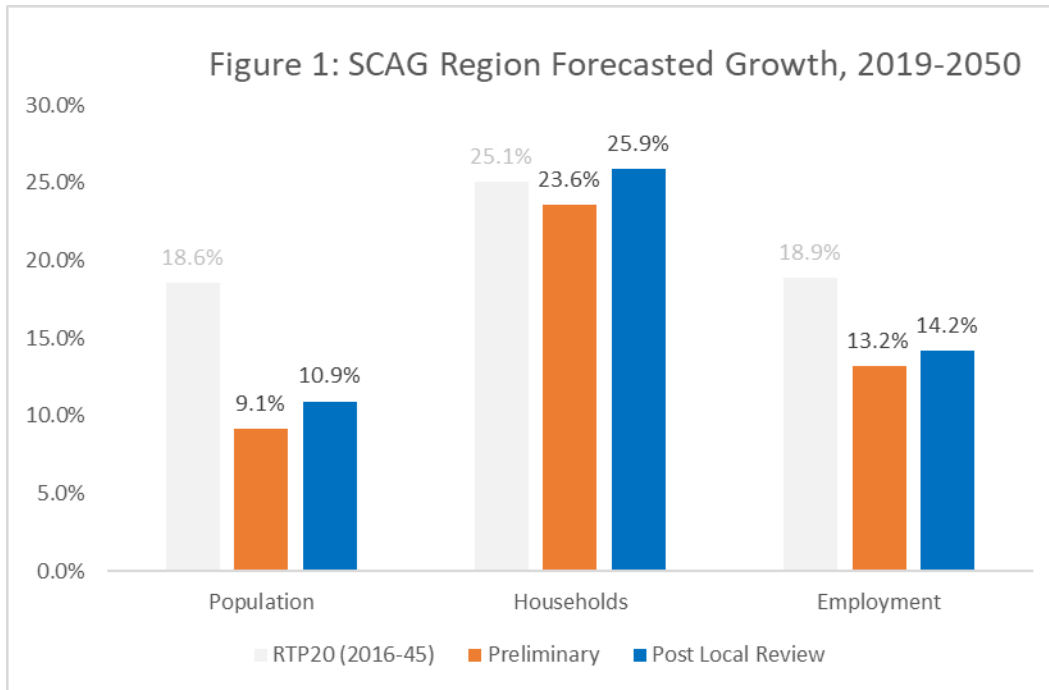
Spatial Scale	Count	Principal Data Outputs	Review by	Description and purpose
Region	1	<ul style="list-style-type: none"> - Total population, households, and employment - 5-year intervals from 2019-2050 - Demographic detail - Industries by 2-digit NAICS code 	Demographic Panel of Experts	<ul style="list-style-type: none"> - Use demographic and economic data and insights to provide the most accurate possible balanced projection and growth range
County	6	<ul style="list-style-type: none"> - Total population, households, and 	Demographic Panel of	<ul style="list-style-type: none"> - Same as region, with consideration for economic

¹ This scale is based on Connect SoCal 2020 strategies, updated in some instances to reflect updates available to 3rd party data. See www.scag.ca.gov/technical-working-group and www.scag.ca.gov/local-data-exchange for details.

		<ul style="list-style-type: none"> - employment 5-year intervals from 2019-2050. 	Experts	and demographic differences across counties
Jurisdiction	197	<ul style="list-style-type: none"> - Total households and total employment 2019, 2035, and 2050 only 	Jurisdictions, through LDX	<ul style="list-style-type: none"> - Level at which land use policies and strategies are implemented. - Population and intermediate year data derived by SCAG staff for required modeling.
City/Split Tier2 TAZ	13,062	<ul style="list-style-type: none"> - Total households and total employment 2019, 2035, and 2050 only 	Jurisdictions, through LDX	<ul style="list-style-type: none"> - Understand and communicate how regional strategies may be reflected in neighborhoods. - Enables modeling which is required to evaluate plan performance. - Advisory and nonbinding.

County and Regional Growth Evaluation

The evaluation of region and county level growth was shared with CEHD in April 2023. SCAG demographic and economic staff, with assistance from the Population Reference Bureau, conducted a series of robustness checks on the revisions to the county and regional totals made following LDX and found them to be technically sound based on the input data used and the panel’s guidance.



Especially noteworthy is the increase in household projection following local review, which is a significant departure from prior regional plan cycles wherein local review usually yields a lower household total. Put differently, the aggregate view of the region’s local jurisdictions is that 1,605,000 additional households will form by 2050, which is higher than the expert panel’s already optimistic medium scenario of 1,460,000 additional households.

Staff followed up with several jurisdictions to request clarifications or additional documentation regarding changes significant enough contribute to this overall observed increase. Broadly speaking, increases were made in places where there was identified capacity to accommodate them. Specifically, efforts by Los Angeles County jurisdictions to promote infill or Accessory Dwelling Unit development have shown encouraging increases in recent years and are supported by local housing elements². San Bernardino County growth rates have historically lagged behind neighboring Riverside County; however, they nearly achieve parity in the locally-reviewed projection and suggest the county’s land use planning may be able to foster relatively higher growth rates going forward.

² For example, in 2021 the City of Los Angeles alone represented 22 percent of the entire state’s increase in multifamily housing, see https://dof.ca.gov/wp-content/uploads/sites/352/Forecasting/Demographics/Documents/E-1_2022PressRelease.pdf. According to the California Department of Housing and Community Development’s Annual Progress Report data for 2021, 45 percent of the state’s permitted ADUs were in Los Angeles County.

Another notable difference between this locally-reviewed household projection and past plans is timing of growth. The product of SCAG’s expert panel and local jurisdiction review yields a much higher level of housing growth in the mid-term—particularly during the 6th cycle housing element period. This level of new housing would accommodate expected growth in people and jobs but also alleviate many of the effects of past housing undersupply over by the mid-2030s (i.e. existing housing need). However, increases in age and mortality in the region (and globally) would result in much lower new housing to support population growth during the late 2030s and 2040s.

Table 2: Annual Household Growth

Time period	Locally-reviewed Connect SoCal 2024	Final Connect SoCal 2020
2020-2025	73,400	57,000
2025-2030	74,800	57,000
2030-2035	60,800	53,400
2035-2040	45,400	46,300
2040-2045	32,200	46,300
2045-2050	20,600	--

Total employment growth was projected using a technical approach relying on updated data from the CA Employment Development Department (EDD), Infogroup, and past growth shares by industrial sector in jurisdictions and TAZs. Input from local jurisdictions provided additional detail and in aggregate the increased employment projection is consistent with the expected increase in the region’s ability to house future workers.

Growth Vision, Jurisdiction and TAZ-level Evaluation

In prior plan cycles, SCAG had linked state targets with local plans by conducting a purely technical preliminary projection (to the extent that is possible), soliciting local feedback, then making modifications based on sustainability-oriented growth principles such as PDAs and GRRAs.

The process to develop Connect SoCal 2024 differed. Its objective is instead to embed sustainability strategies into the preliminary projections reviewed by jurisdictions, solicit edits and refinements, then use these refined values provided that they advance regional policies and strategies and put the plan on a strong footing to achieve the GHG target.

To the extent it is possible to do so prior to running a complete travel demand model, the purpose of this evaluation is to compare the development pattern of the final Connect SoCal 2020, the preliminary Connect SoCal 2024, and the locally-reviewed Connect SoCal 2024. This is done using the growth prioritization scale which was used by SCAG staff to develop the preliminary development pattern reviewed by local jurisdictions. Using four kinds of PDAs and 13 kinds of GRRAs rooted in Connect SoCal 2020 (see attached slides), this scale provides a rough guide to help

compare areas, across a very diverse region, based on their consistency with regional strategies, SB 375 environmental requirements, and achieving state GHG targets. The scale’s most consistent areas are shown in dark green and the least consistent areas are in dark pink.

Number of Priority Development Areas	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0
Number of Green Region Resources Areas	0	0	0	0	0	1	1	1	1	1	2	2	2	2	2	3+	3+	3+	3+	3+
Growth Prioritization Scale	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

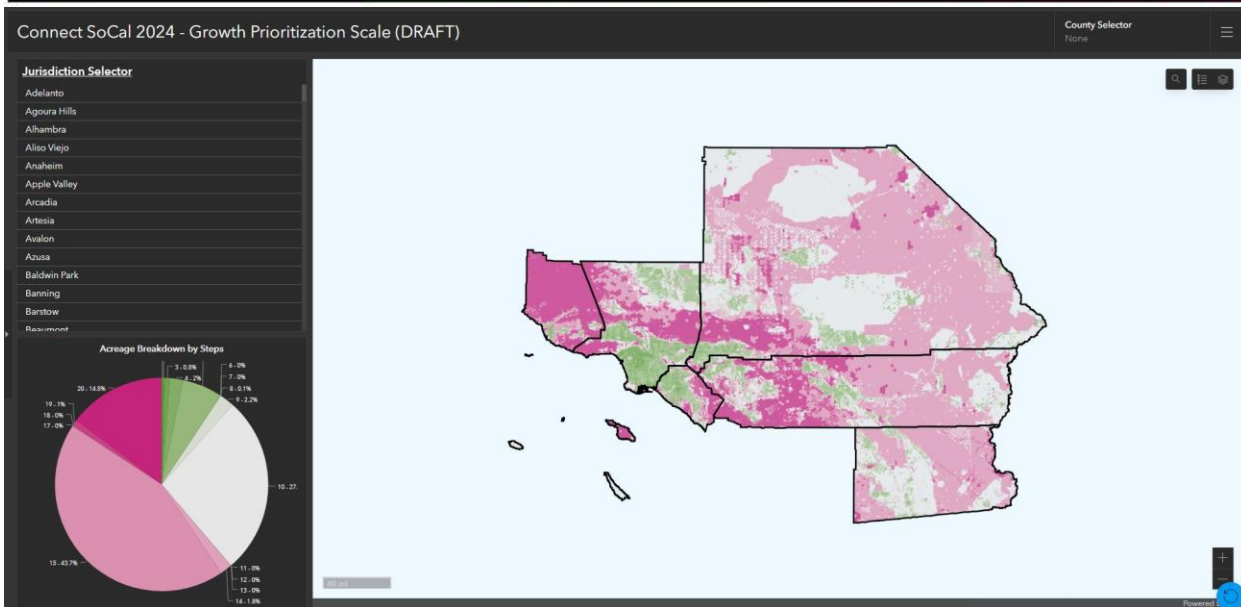


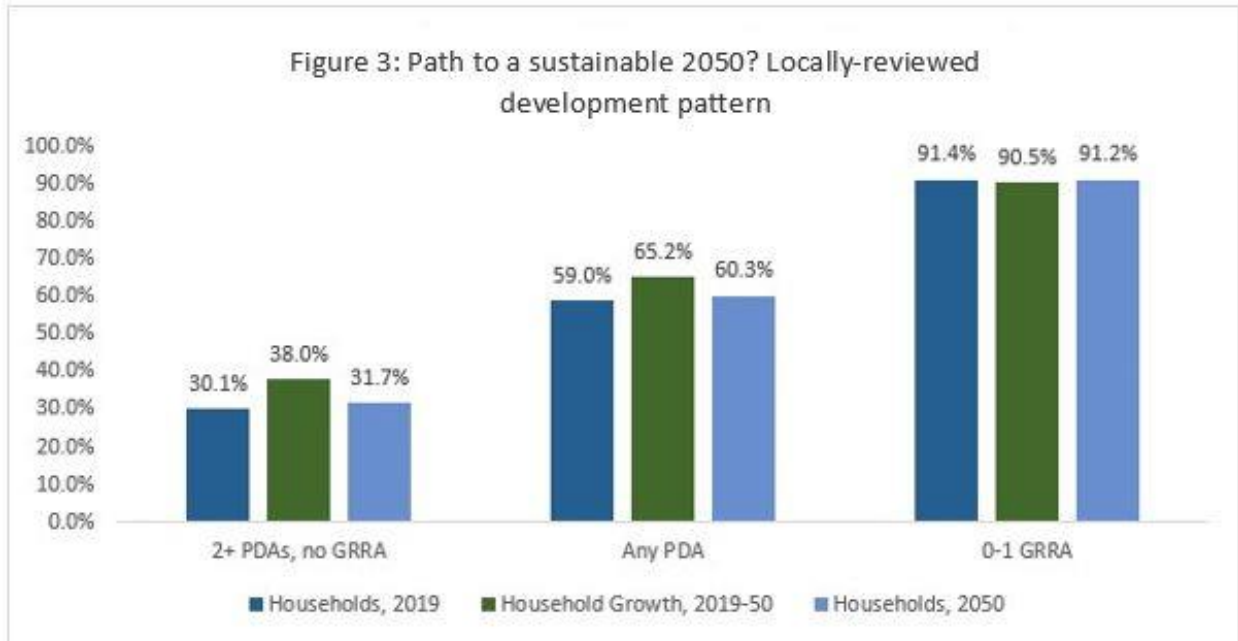
Figure 2: Growth Prioritization Scale and Map by Land Area

The preliminary regional development pattern can be seen as a *maximization* of Connect SoCal 2020 strategies given local plans and data as understood by SCAG staff. As such, evaluating local edits against it can provide a measure of confidence that the locally-reviewed development pattern continues to advance regional objectives.

The attached Data Review and Verification Form outlines how LDX invited local jurisdictions to modify PDA boundaries, provide entitlement data, housing element update data, and also indicate whether local programs or requirements are in place to mitigate potential environmental impacts from growth in GRRAs. Its intent was to help bridge the two parts of the growth vision: the preliminary development pattern and local input.

Evaluating SoCal’s Path toward Sustainable and Resilient Development

This exercise supports plan development by asking how the location of future growth helps move the region toward plan goals by combining and collapsing the steps along the growth prioritization scale.



For instance, the middle cluster in Figure 3 indicates that 59.0 percent of the region’s households in 2019 were in a PDA, but 65.2 percent of new households will be in one. The result is that by 2050 a slightly higher share of all households – 60.3 percent – will be in a PDA.

Conversely, the share of new growth within no or just one GRRAs (90.5 percent) is slightly lower than the level existing today (91.4 percent), indicating that most growth to accommodate housing need can be in areas without such impediments and risks.

Evaluating plan-over-plan: Is the SCS process improving?

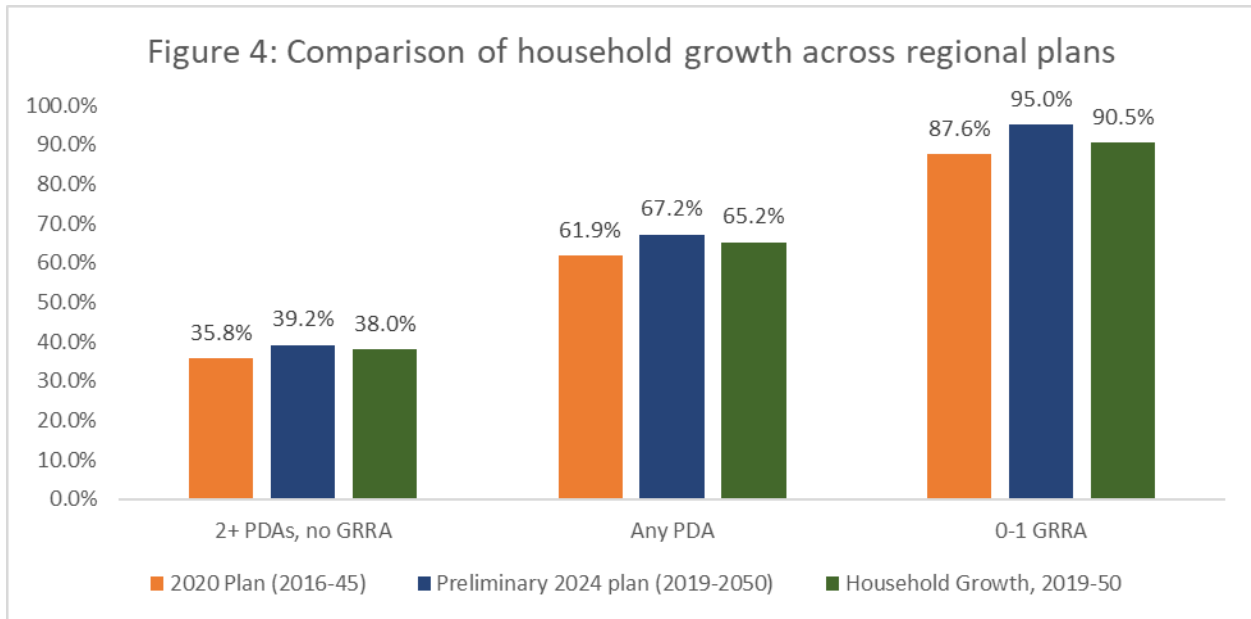


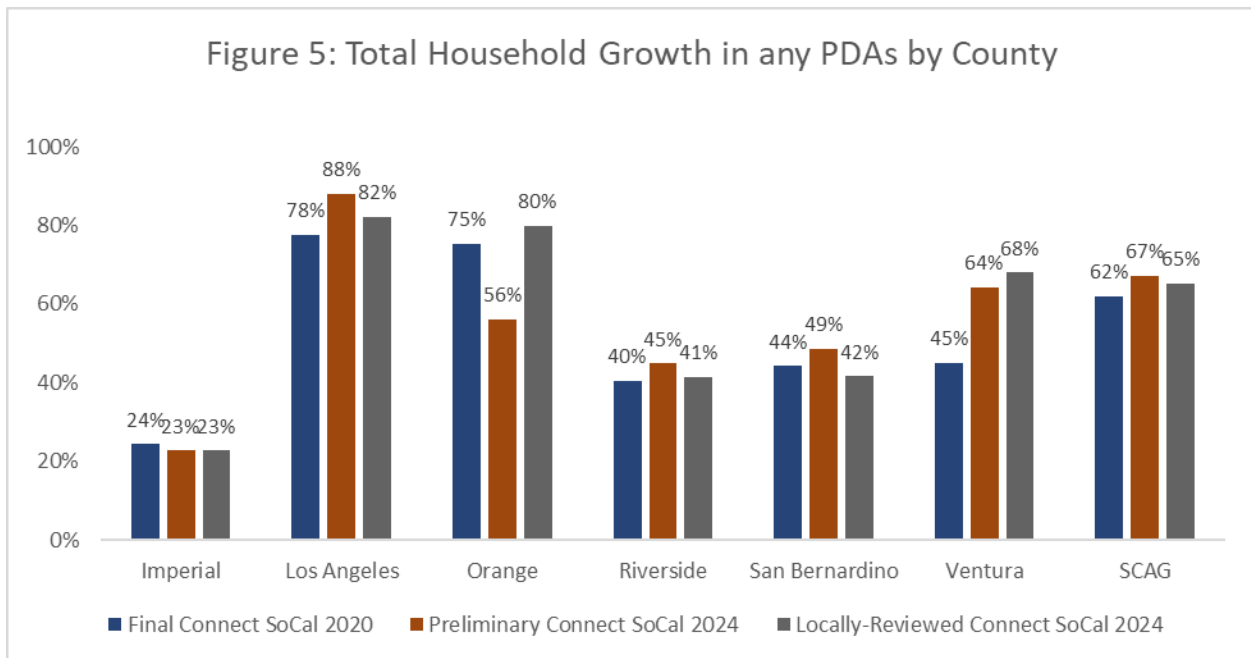
Figure 4 compares the final Connect SoCal 2020 development pattern, the preliminary Connect SoCal 2024 development pattern, and the locally-reviewed Connect SoCal 2024 development pattern. Across the three outcome measures displayed, the preliminary plan’s approach toward *maximizing* the effect of Connect SoCal strategies appears generally effective in that long-range growth is much more represented in PDA and non-GRRRA areas. For example, the share of future household growth in multiple PDAs and no GRRAs (steps 1-3) increased from 35.8 percent to 39.2 percent.

However, the preliminary figures reflected only one portion of the regional growth vision and do not have the benefit of coordination with local land use authorities and updated plans. This local coordination occurred through the LDX, during which roughly ¾ of local jurisdictions took the opportunity to refine the location of growth as well as the boundaries of certain PDAs. Following local review, 38.0 percent of the region’s household growth was in these highly-prioritized areas. While this is lower than the *theoretical maximum*, it is still 2.2 percent higher than in the final, adopted Connect SoCal 2020.

This general pattern of better performing indicators than Connect SoCal 2020, and slightly lower than the theoretical maximum established by the preliminary Connect SoCal 2024 development pattern, was seen across most indicators³ and nearly all counties (see Figure 4)³.

³ See the April 2023 Technical Working Group materials for more detail at www.scag.ca.gov/technical-working-group

In addition to providing input to SCAG on the refinement of growth, 90 jurisdictions provided input to SCAG via a survey. This survey provided additional information of the trends, existing conditions, planning initiatives as well as challenges to meeting growth and sustainability objectives. These results can be found in the “Connect SoCal 2024: Local Data Exchange (LDX) Survey Results” Receive and File staff report in this June 2023 Agenda Packet. The findings from this survey can inform how to keep improving the plan-over-plan process and identify barriers and opportunities for plan implementation.



Conclusion

The forecasted regional development pattern is a key element in advancing the joint housing and sustainability objectives of Connect SoCal 2024. The growth vision, consisting of regional policies and strategies plus local review, provides a bridge between local plans and state targets such that the region’s development pattern can satisfy its statutory requirement and have a meaningful path toward implementation.

Additional detail on the above evaluation can be found in staff’s April 20, 2023 report to the Technical Working Group (TWG). This report also includes a preliminary comparison using the Scenario Planning Model’s new Transportation Module which allows for rudimentary comparison of per-capita Vehicle Miles Traveled (VMT) of different land use patterns. SCAG will formally assess the plan’s per-capita VMT reduction using the Activity-Based Travel Demand Model (ABM) during

Summer 2023 as part of fulfilling the Sustainable Communities Strategy's per-capita Greenhouse Gas (GHG) emission reduction target.

Since policies, strategies, and process are the keys to understanding local growth in the context of the SCS, this review and evaluation serves to educate in advance of the release of the draft plan in Fall 2023. Especially noteworthy is the increase in households *proposed by local jurisdictions* which will help the region address the issue of undersupply for the existing population, particularly in the near-to-medium term. Using a sketch planning measure, the locally-reviewed Connect SoCal 2024 development pattern performs better than Connect SoCal 2020 and is slightly below a theoretical performance maximum established by the preliminary Connect SoCal 2024 developed by SCAG staff. While we await detailed model results, indications so far are positive that the plan's development pattern can contribute to achieving the plan's per-capita GHG-based targets in conjunction with the land use authority of local jurisdictions.

FISCAL IMPACT:

This work is included in OWP Item 055-4856-01, Regional Growth and Policy Analysis.

ATTACHMENT(S):

1. PowerPoint Presentation - Connect SoCal Regional Growth Vision and Local Data Exchange Evaluation
2. SCAG_DataReviewVerificationForm2024_p1



Connect SoCal Regional Growth Vision

and Local Data Exchange Evaluation

Kevin Kane, PhD

Program Manager – Demographics and Growth Vision

SCAG CEHD Committee, June 1, 2023

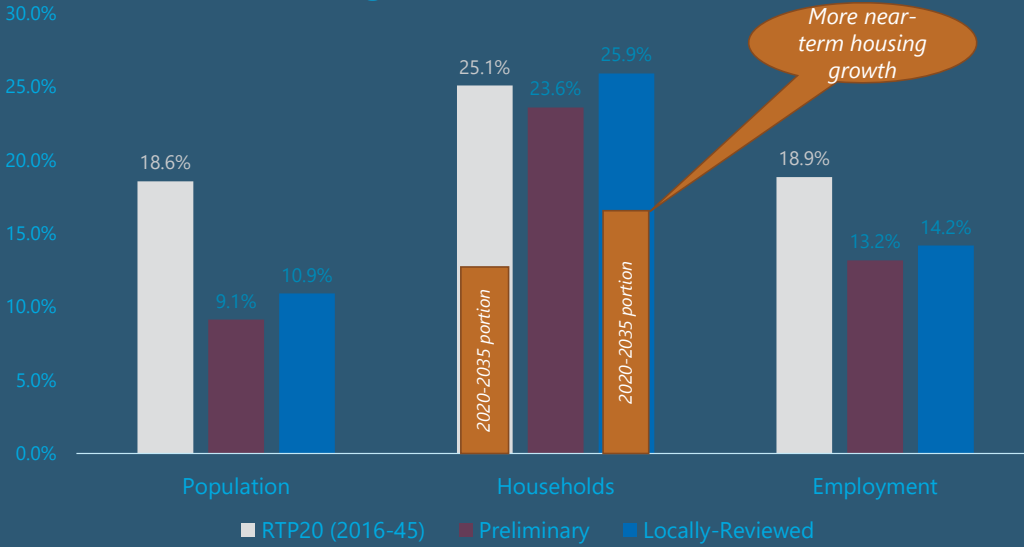
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Presentation Outline

- Recap Connect SoCal 2024 Growth Forecast (*Slower Growth, Steady Improvement*)
- Forecasted Regional Development Pattern
- Growth Vision, Growth Prioritization Scale
- Evaluating SoCal's Path toward Sustainable and Resilient Development

Region and County-Level Forecast

SCAG Region Forecasted Growth, 2019-2050

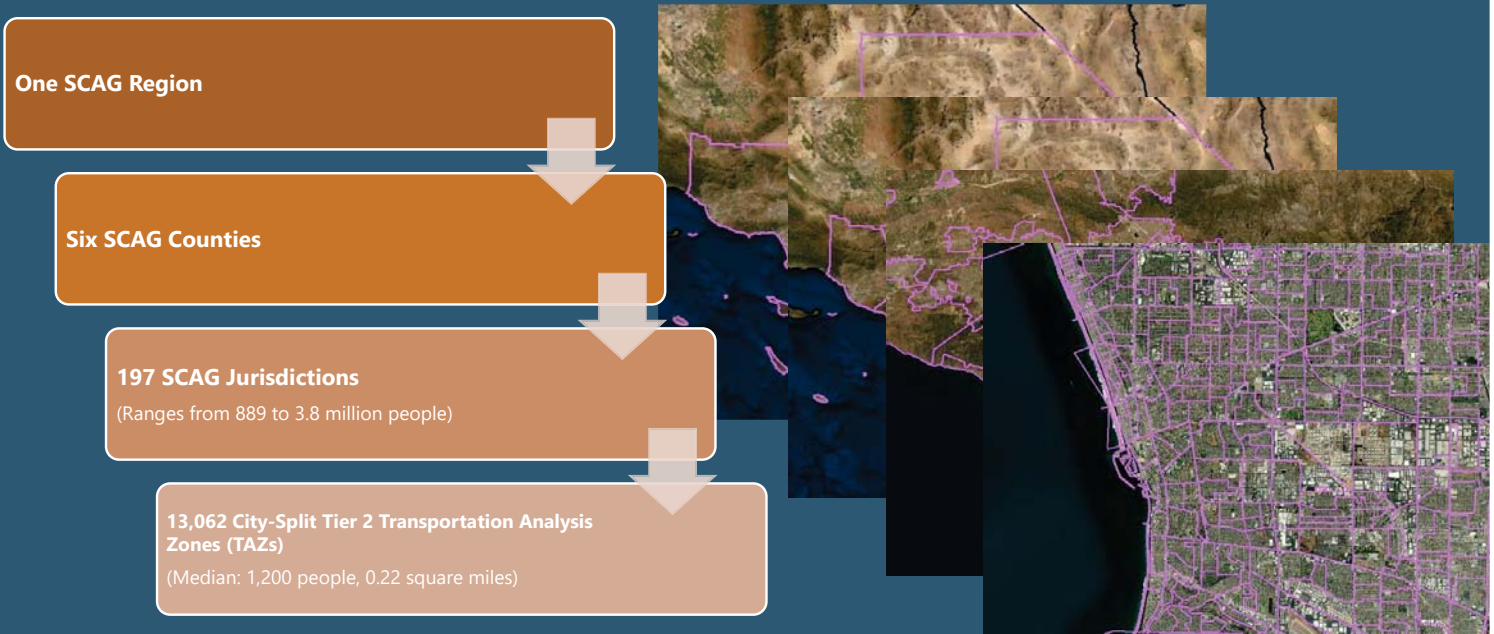


- Within initial low and high ranges
- Employment and households changed in the same direction
- County and regional P:E ratios stable

Note: Local jurisdictions reviewed total households and employment. Population generated by SCAG staff using household figures provided.

3

Connect SoCal 2024 – Four scales help inform development pattern



Forecasted Regional Development Pattern

“set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board, and (viii) allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).” California Government Code 65080(b)(vii)



Preliminary small area household allocation methodology

1. Estimate remaining general plan capacity and control to county/regional projection
2. Add RHNA/housing element rezone sites if needed
3. Growth prioritization scale
 - Increase in Priority Development Areas (PDAs)
 - Minimize in Green Region Resource Areas (GRRAs)

PDAS

- Neighborhood Mobility Areas (NMAs)
- Livable Corridors
- Transit Priority Areas (TPAs)
- Spheres of Influence

GRRAs

- 100-year floodplains
- Wildfire risk within high and very high risk areas
- Wildland-urban interface and intermix areas
- 3-ft sea level rise
- Wetlands
- Areas providing habitat connectivity
- Areas of conservation emphasis
- Open space and parks – SOAR (Ventura County only)
- Open space and parks – CA Protected Areas Database
- Open space and parks – CA Conservation Easement Database
- Tribal Nations
- Military Installations
- Farmlands

Matching supply and demand

Growth Prioritization Scale

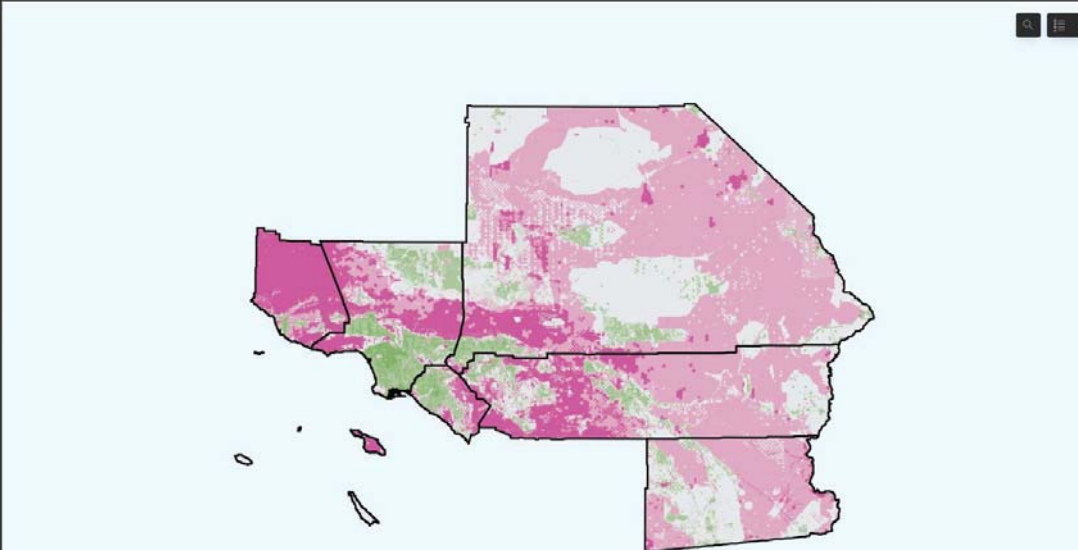
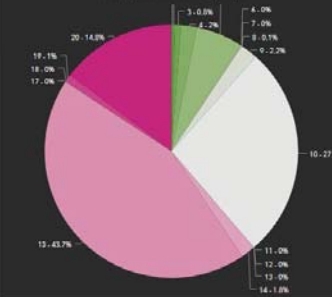
Connect SoCal 2024 - Growth Prioritization Scale (DRAFT)

County Selector
None

Jurisdiction Selector

- Adelanto
- Agoura Hills
- Alhambra
- Aliso Viejo
- Anaheim
- Apple Valley
- Arcadia
- Artesia
- Avalon
- Azusa
- Baldwin Park
- Banning
- Barstow
- Beaumont

Acres Breakdown by Steps



Number of Priority Development Areas	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0
Number of Green Region Resources Areas	0	0	0	0	0	1	1	1	1	1	2	2	2	2	2	3+	3+	3+	3+	3+
Growth Prioritization Scale	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

LDX Data Review and Verification Form

Please use this form to formally indicate that you have completed review of data for which SCAG is seeking update/corrections or optional review during the LDX process. For each layer reviewed, please indicate whether the review was provided through the Regional Data Platform (RDP) or via email to list@scag.ca.gov.

Growth Forecast Review (197 Jurisdiction)

- 10% approved
- 56% made some revisions
- 33% provided no forecast input

Category	Layer	Review Type	Review Provided Via:	Notes/Comments – Continue on back if needed
Land Use	General Plan	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Zoning	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Existing Land Use	Update		
	Specific Plan	Update		
Priority Development	Key Entitlements	Update		
	Neighborhood Mobility Areas	Optional		
	Livable corridors	Optional		
Transportation	Housing trajectory	Update		
	Regional bikeways	Optional		
	Regional truck routes	Optional		

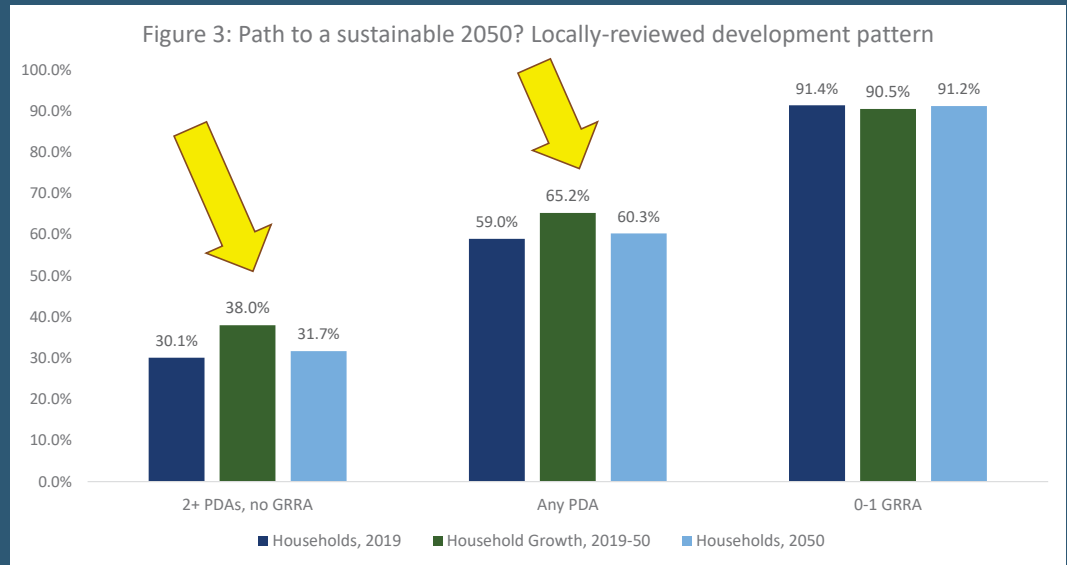
Growth/SED	Year	Jurisdiction-level	TAZ-level	Sent by:	Notes/Comments – Continue on back
Total Households	2015	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2035	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2050	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
Total Employment	2019	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2035	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2050	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	

If growth/SED were revised, please select a reason and describe:

Category	Reason	Description – Continue on back if needed
Correction	<input type="checkbox"/> General Plan capacity (current or expected future)	
Correction	<input type="checkbox"/> Entitlements	
Local Policy	<input type="checkbox"/> Zoning/plan changes resulting from the 6 th cycle housing element update	
Local Policy	<input type="checkbox"/> Growth will be focused in other priority development areas	
Local Policy	<input type="checkbox"/> Higher development potential in green region/resource areas	

A path toward sustainable land use in 2050

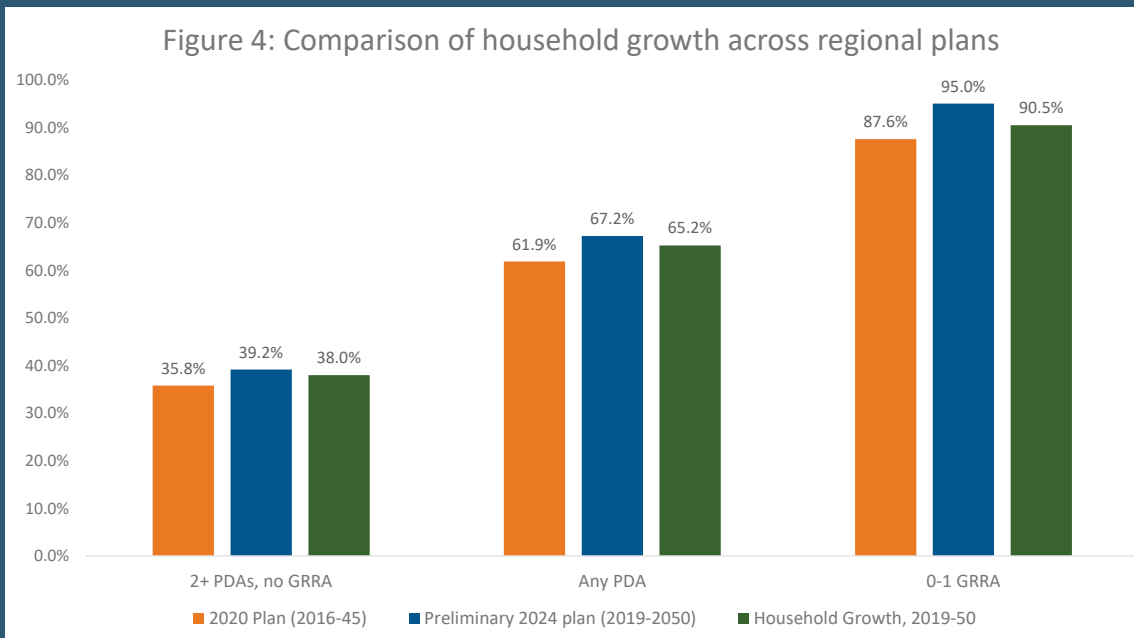
- Any Priority Development Area
- No or only one Green Region area
- Multiple Priority Development Areas and no Green Region areas



Number of Priority Development Areas	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0
Number of Green Region Resources Areas	0	0	0	0	0	1	1	1	1	1	2	2	2	2	2	3+	3+	3+	3+	3+
Growth Prioritization Scale	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

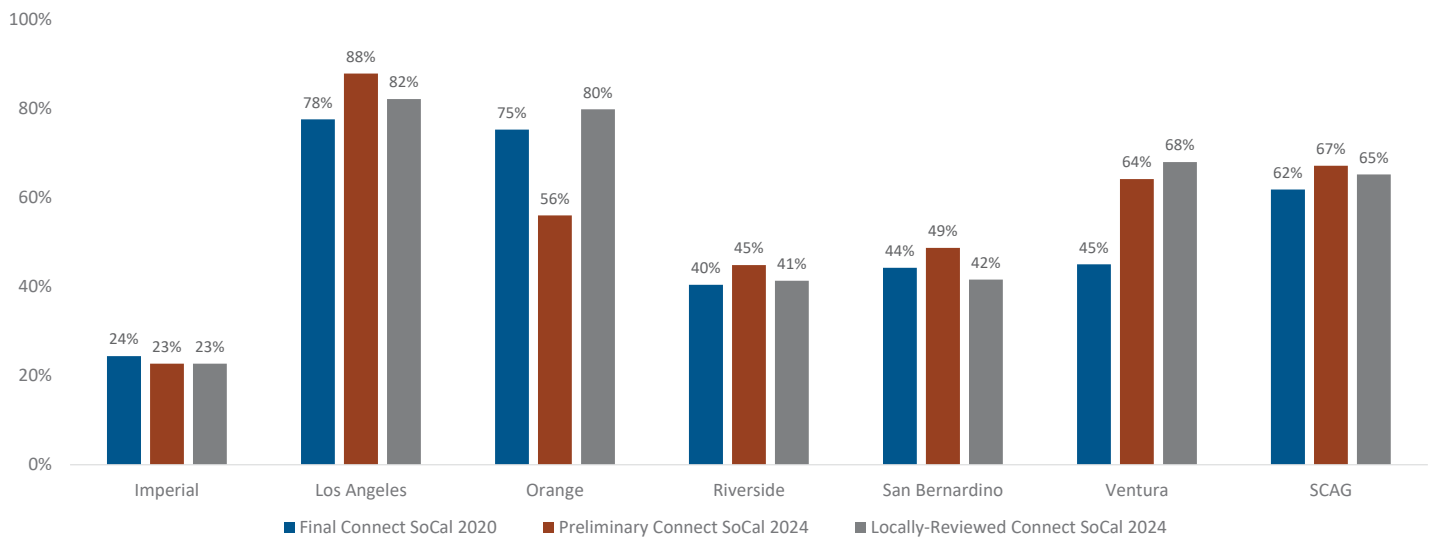
Developing the plan: How does Household Growth Compare?

- Final Connect SoCal 2020 (2016-2045)
- Preliminary Connect SoCal 2024 (2019-2050)
 - SCAG *maximization* approach
 - Basis: Local plan data circa early 2022
- Locally-Reviewed Connect SoCal 2024 (2019-2050)



Household Growth Comparison by County

Figure 5: Total Household Growth in any PDAs by County



This general pattern of better performing indicators than Connect SoCal 2020, and slightly lower than the theoretical maximum established by the preliminary Connect SoCal 2024 development pattern, was seen across most indicators and nearly all counties.

LDX Survey Results

90 jurisdictions completed all or part of the LDX Survey

Key Findings:

Land Use and Housing

- 45 of the 90 jurisdictions were currently or had recently updated their General Plans.
- The most prevalent SCS strategies included in recently adopted General Plans were Infill and Promoting Diverse Housing Choices.
- Across the region, **limited staff capacity and budget limitations** were the primary barriers that prevents jurisdictions from updating and implementing General Plan elements.
- 45 respondents reported that **additional grant or budget funding** would most positively impact their capacity to add Sustainable Community Strategies to their General Plans.
- Jurisdictions throughout the region each face unique circumstances that impact their ability to fulfill RHNA and housing element quotas. Survey respondents noted a range of reasons **why housing production goals remain unmet**. The most common responses cited a lack of land (42%), lack of developer interest (25%), lack of funding for affordable housing (25%), and public opposition (21%).

Overall assessment



- Especially strong in housing
- Near-universal county & region-level improvements over Final Connect SoCal 2020
- Proceed with using LDX input for draft Connect SoCal 2024 analysis
- Transparent process: TAZ-level data accompanied this analysis

Next Steps

- Draft plan release, October 2023
- Process-based *Forecasted Regional Development Pattern* to support streamlining opportunities
 - Regional Growth Vision
 - Local Data Exchange & Evaluation



13



THANK YOU!

For more information, please visit:

www.scag.ca.gov/technical-working-group

www.scag.ca.gov/local-data-exchange

Kevin Kane, PhD

Program Manager, Demographics and Growth Vision

kane@scag.ca.gov

Data Review and Verification Form – SCAG Connect SoCal 2024 – Local Data Exchange (LDX) Process

Date: _____ Jurisdiction: _____

Name: _____ Position/Title: _____

Email: _____ Phone: _____

Please use this form to formally indicate that you have reviewed of data for which SCAG is seeking update/corrections or optional review during the LDX process. For each layer reviewed, please indicate whether the review was provided through the Regional Data Platform (RDP) or via the Local Information Services Team (LIST) email to list@scag.ca.gov.

Category	Layer	Review Type	Sent by:	Notes/Comments – Continue on back if needed
Land Use	General Plan	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Zoning	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Existing Land Use	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Specific Plan	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Key Entitlements	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
Priority Development	Neighborhood Mobility Areas	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Livable corridors	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Housing trajectory	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
Transportation	Regional bikeways	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Regional truck routes	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	

Please indicate whether you have completed a review of the preliminary growth forecast / socioeconomic data (SED). Please also indicate whether you made revisions at the jurisdiction or transportation analysis zone (TAZ) level, and the method of delivery. Note that changes will be integrated by SCAG and do not guarantee inclusion in the Final Connect SoCal 2024 due to state-mandated targets.

Growth/SED	Year	Jurisdiction-level	TAZ-level	Sent by:	Notes/Comments – Continue on back
Total Households	2019	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2035	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2050	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
Total Employment	2019	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2035	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2050	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	

If growth/SED were revised, please select a reason and describe:

Category	Reason	Description – Continue on back if needed
Correction	<input type="checkbox"/> General Plan capacity (current or expected future)	
Correction	<input type="checkbox"/> Entitlements	
Local Policy	<input type="checkbox"/> Zoning/plan changes resulting from the 6 th cycle housing element update	
Local Policy	<input type="checkbox"/> Growth will be focused in other priority development areas	
Local Policy	<input type="checkbox"/> Higher development potential in green region/resource areas	

Check if you have also submitted the LDX Survey via <https://www.surveymonkey.com/r/LDX24>

Name: _____ Title: _____ Signature: _____

Signature should be from city manager or planning director to be considered complete. Please email to list@scag.ca.gov.



AGENDA ITEM 19
REPORT

Southern California Association of Governments
June 1, 2023

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Ma'Ayn Johnson, Planning Supervisor
(213) 236-1975, johnson@scag.ca.gov

Subject: RHNA Reform Process Updates

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 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
The California Department of Housing and Community Development (HCD) is undertaking a statewide engagement process to develop recommendations to reform the Regional Housing Needs Assessment (RHNA) process, which they must submit to the State legislature by December 31, 2023. Based on feedback received during its initial outreach in Summer 2022, SCAG has recently developed a set of draft recommendations and brief survey to gather feedback on its draft recommendations. Two public virtual listening sessions will be held to collection additional input in June. Based on input received through June 30, SCAG staff will forward draft recommendations for review by the CEHD Committee for further approval by the Regional Council in August and September, respectively. The approved recommendations will be used to inform a comment letter to HCD on RHNA reform that will be submitted by early to mid-September.

BACKGROUND:
The Regional Housing Needs Assessment (RHNA) is a process to determine existing and projected housing need for every jurisdiction within the State of California. This housing need, also known as the RHNA allocation, covers an 8-year period and requires each jurisdiction, defined as cities and unincorporated counties, to plan for this need in their housing elements through an analysis of suitable sites and implementing various programs, including rezoning. The California Department of

Housing and Community Development (HCD) provides every council of governments (COG), including SCAG, a regional RHNA determination and each COG is responsible for developing a methodology to distribute this regional need to individual jurisdictions. The 6th cycle RHNA regional determination for the SCAG region is 1,341,827 housing units across four income categories and covers the planning period October 2021 through October 2029.

During and after the 6th cycle RHNA process, a number of elected officials and stakeholders requested that SCAG pursue reform to the RHNA and Housing Element process. A gamut of issues was raised, such as the regional determination methodology, the use of land planning factors in the SCAG RHNA methodology, basis for RHNA appeals, the accounting of sites in housing elements, and the timeline for housing element completion.

Assembly Bill (AB) 101 (2019) and SB 197 (2022) require HCD, in collaboration with the Office of Planning and Research, to conduct RHNA reform and make recommendations to the legislature by December 31, 2023. However, its purview is restricted to Government Code Section 65584 through 65584.2, which concerns the RHNA process such as the regional determination, COG methodology, appeals process, and adoption of the final RHNA plan. Housing elements and zoning are in other sections of Government Code and thus not part of this current process.

HCD kicked off its statewide engagement in mid-March 2023 and is planning to end its initial phase by early June. Their efforts have included an online survey that closed on May 12, a dedicated email inbox (CAHousingFuture2040@hcd.ca.gov), and a series of meetings with an invited advisory group of experts to provide feedback on various reform topics, also known as the Sounding Board (see following section). HCD has indicated that all comments must be submitted by mid-September, though at the time of this report a specific date has not been publicized. This information was presented at the April 6, 2023 CEHD Committee meeting.

To complement HCD's efforts, SCAG is conducting its own RHNA reform outreach process, which will ultimately inform a comment letter that the agency will submit to HCD by mid-September. On May 15, SCAG published online its [draft RHNA reform recommendations](#), which includes various input from stakeholders and the public that was collected by staff in Summer 2022. Additionally, a [brief public survey](#) focusing on general concepts for RHNA reform is also available. Written comments may also be submitted to housing@scag.ca.gov.

SCAG will also hold two public listening sessions to collect input and feedback on its draft recommendations. One is scheduled for Thursday, June 22 from 1:00 to 3:00 p.m. while staff is in the process of finalizing a second date. More information and a registration link can be found on SCAG's RHNA webpage at www.scag.ca.gov/rhna.



The input and feedback collected through June 30 will be reviewed and considered by staff. Draft recommendations will be reviewed for action at a special CEHD meeting in August (date to be determined) and for approval at the September 7, 2023 Regional Council meeting. The approved recommendations will be used to inform a comment letter from SCAG to HCD on RHNA reform by early September.

Date	Action
May 15, 2023	Kickoff SCAG RHNA reform outreach on draft recommendations
June 22, 2023	Public listening session (1-3pm) Zoom Registration
June TBD, 2023	Public listening session (TBD)
June 30, 2023	End of SCAG outreach period
July 1, 2023	HCD progress update to Legislature
Mid-Aug. 2023	Special CEHD meeting
Sep 7, 2023	Sept. Regional Council meeting
Early Sept. 2023	Submit comment letter on approved recommendations to HCD
Dec. 31, 2023	Due date for HCD’s report to the Legislature on RHNA Reform

Sounding Board

As part of its statewide engagement process, HCD has convened a group of approximately 30 invited stakeholders, also known as the “Sounding Board”, to advise and provide direct feedback on various concepts for RHNA reform. Stakeholders include representation from academia, the California Building Industry Association, California YIMBY, various COGs, and other industries and organizations. Ma’Ayn Johnson, Housing Program Manager, represents SCAG on the Sounding Board.

The first two meetings were held on May 3 and May 15, 2023 and the final two will be held on May 31 (after the finalization of this report) and June 5, 2023. While the meetings are not open to the public, agendas have been posted prior to the meetings along with supporting background materials. The full agendas and supporting materials are posted on [HCD’s RHNA reform webpage](#). Below are topics of focus for each meeting:

Meeting	Date	Topic(s)
1	May 3	<ul style="list-style-type: none"> • Regional determination process • Factors used in determining regional housing need <ul style="list-style-type: none"> ○ Cost burden adjustments ○ Improving the jobs housing relationship ○ Use of comparable region for setting benchmarks ○ Accounting for unhoused populations
2	May 15	<ul style="list-style-type: none"> • Furthering the 5 statutory objectives of RHNA • Producing better affirmatively furthering fair housing (AFFH) outcomes • Review and use of RHNA methodology opportunity and constraint factors
3	May 31	<ul style="list-style-type: none"> • Housing and transportation planning alignment • Housing and climate change
4	June 5	<ul style="list-style-type: none"> • Process improvements • Overflow from previous meetings

Because the draft recommendations have not been reviewed and approved by the CEHD Committee and Regional Council, comments from the SCAG representative have been focused on simplifying the process, along with increasing transparency and using accurate sources. These concepts will help SCAG conduct a 7th cycle RHNA process that maximizes participation and strengthens public trust in the process. SCAG staff will present an overview of the Sounding Board meetings and general feedback provided by the SCAG representative at the June 1, 2023 CEHD Committee meeting.

SCAG will continue to update the CEHD Committee on the progress of both HCD’s and SCAG’s engagement efforts and outreach process on RHNA reform, as needed.

FISCAL IMPACT:

Work associated with this item is included in the FY 22-23 Overall Work Program (290.4924.01 – Regional Housing Program).



ATTACHMENT(S):

1. PowerPoint Presentation - RHNA Reform Update June 2023



RHNA REFORM UPDATE

June 1, 2023

Ma'Ayn Johnson, AICP

Housing Program Manager

WWW.SCAG.CA.GOV

RHNA Reform

- In July and August of 2022, staff conducted a stakeholder engagement process to gather input and feedback on RHNA reform.
- Staff has reviewed the comments received and have prepared draft recommendations for public input through June 30:
 - [Brief survey](#)
 - Two virtual public listening sessions
 - Additional comments to housing@scag.ca.gov
- These draft recommendations will be presented to CEHD and Regional Council for recommendation and approval in August and September 2023.
- The approved recommendations will inform a comment letter to HCD by early-mid-September

SCAG RHNA Reform Timeline

Date	Action
May 15, 2023	Kickoff SCAG RHNA reform outreach on draft recommendations including RHNA Reform Survey
June 22, 2023	Public listening session #1 (1-3pm) Zoom Registration
June TBD, 2023	Public listening session #2
June 30, 2023	End of SCAG outreach period
July 1, 2023	HCD progress update to Legislature
Mid-Aug. 2023	Special CEHD meeting
Sep 7, 2023	Sept. Regional Council meeting
Early Sept. 2023	Submit comment letter on approved recommendations to HCD
Dec. 31, 2023	Due date for HCD's report to the Legislature on RHNA Reform

Sounding Board

- As part of their statewide RHNA reform, HCD convened a “Sounding Board” of experts as an advisory group to provide direct feedback
- Comprised of representatives from academia, advocates, COGs, and other housing-related industries
- Agendas are posted prior to the meeting but meetings are not open to the public

Sounding Board

- Meetings were held on May 3, 15, 31
- Topics included so far:
 - Regional determination process
 - Statutory objectives
 - AFFH
 - Housing connection to transportation and climate change



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/rhna>



AGENDA ITEM 20
REPORT

Southern California Association of Governments
June 1, 2023

To: Executive/Administration Committee (EAC)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Bayarmaa Aleksandr, Principal Modeler
(213) 236-1958, aleksandr@scag.ca.gov
Subject: SCAG Regional Travel Demand Model (ABM) Peer Review Meeting

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EAC, EEC, TC and 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.

EXECUTIVE SUMMARY:

The SCAG Activity-based Travel Demand Model (SCAG ABM) was enhanced for the analysis of Connect SoCal 2024. To ensure its alignment with current practices, a Model Peer Review meeting took place at the SCAG main office on May 10, 2023. Experts from federal, state, MPOs, academia, and professional sectors participated, reviewing the model's framework, performance, validation, and sensitivity analysis. The peer review panel provided positive feedback and offered suggestions for short-term and long-term enhancements. SCAG Modelling team will incorporate panel's recommendations to enhance the model in the future.

BACKGROUND:

SCAG Model Enhancement

The SCAG Activity-based Travel Demand Model (SCAG ABM) has undergone significant enhancements for the analysis of Connect SoCal 2024. These enhancements include refining and re-estimating existing sub-models using the most up-to-date data and introducing new sub-models for future planning and policy analysis. The model has been carefully validated with observed data to ensure it accurately represents realistic travel patterns. Furthermore, the SCAG ABM has been updated to incorporate emerging transportation modes like Uber and Lyft. Additionally, the model software has been upgraded, leading to improvements in run time, code optimization, and overall performance.

SCAG Model Peer Review

Model Peer Review procedure is recommended by Regional Transportation Plan Guidelines, which are adopted by California Transportation Commission (CTC). The primary objective of the Model Peer Review is to ensure that SCAG ABM aligns with current state of the practice and can effectively support the analysis of SCAG’s plans and projects. This peer review process continues SCAG’s tradition of soliciting input from industry experts to improve and advance our modeling program and technical tools. Review items include, but not limited to, model framework, performance, validation, and sensitivity to policies and strategies. Suggestions and recommendations proposed by the panel members will be incorporated for future model improvements.

On May 10, 2023, SCAG Modeling Team conducted a Peer Review meeting with seven modeling experts from Federal, State, MPOs, academic, and professional. The meeting’s objective was to review and provide feedback on enhancement and validation to the SCAG ABM. The meeting consisted of SCAG staff and consultants presenting their works to the panel members, who then delivered comments and recommendations for short-term and long-term model enhancement.

Below table shows a list of Peer Review Panel.

Name	Title	Organization
Guy Rousseau (Chair)	Modeling Manager	Atlanta Regional Commission
Anthony Catalina	Senior Director, Countywide Planning	LA Metro
Brian Gardner	System Planning and Analysis Team Lead	Federal Highway Administration
Konstadinos Goulias	Professor of Transportation	UCSB
Nesamani Kalandiyur	Manager, Transportation Analysis Section	CARB
Wu Sun	Manager of Regional Models	SANDAG
Mike Wallace	Principal	Fehr & Peers

Summary of Peer Review Recommendations

The SCAG model was praised for having a well-qualified modeling team and consultants, being up and running for a large region, and being aggressive and flexible in exploring data options. The model also received praise for improved validation results since the last peer review, and informative sensitivity testing. The panel provided recommendations for short-term enhancements related to model documentation and additional modeling tests, which are already part of the SCAG's plan. The long-term enhancements included travel survey data collection and analysis for post-pandemic travel patterns, sub-model development for special generators, and new modes analysis such as electric vehicles and autonomous vehicles. Overall, the meeting was successful in



providing valuable feedback and recommendations for the SCAG model, and the SCAG team will implement the suggested improvements.

FISCAL IMPACT:

This work is supported by OWP item 070.00130.13, Activity-Based Model (ABM) Development and Support.



AGENDA ITEM 21
REPORT

Southern California Association of Governments
June 1, 2023

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Michael Gainor, Senior Regional Planner
(213) 236-1822, gainor@scag.ca.gov
Subject: Federal Performance Target 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.

EXECUTIVE SUMMARY:

In accordance with Federal transportation authorization legislation and associated regulations, transportation investments included in Connect SoCal (Regional Transportation Plan/Sustainable Community Strategy) and the regional Federal Transportation Improvement Program (FTIP) should serve to promote progress toward achieving federal performance targets established pursuant to U.S. Department of Transportation rulemaking. National transportation system performance measures have been established for transportation safety, National Highway System (NHS) infrastructure condition, NHS system reliability, Interstate System freight movement, congestion, and air quality. National performance measures have also been established for transit asset management and transit system safety. SCAG is required to update its regional transportation safety targets on an annual basis. The other federal performance measures are updated every four years. SCAG coordinates with the California Department of Transportation (Caltrans) throughout the statewide and regional target update process to ensure consistency and to facilitate performance monitoring and reporting. SCAG, in turn, uses the federal performance targets, as well as state and regional goals to guide development and evaluation of Connect SoCal and the FTIP.

This update focuses on the performance measures commonly known as PM 3, which include NHS travel time reliability, freight travel time reliability, congestion, and air quality. Caltrans released the updated statewide PM 3 performance targets in December 2022. From that date, SCAG has

180 days to establish the regional PM 3 targets. SCAG staff recommends supporting the statewide targets, which were set by Caltrans in consultation with SCAG and other Metropolitan Planning Organizations (MPOs) throughout the state. SCAG will have the opportunity to review and update the regional PM 3 targets during the Mid Performance Period Review in 2024.

BACKGROUND:

The 'Moving Ahead for Progress in the 21st Century' (MAP-21) federal transportation authorization bill, enacted in 2012, established a framework for a national performance-based transportation planning process through the setting of performance measures and performance targets to advance specific national transportation goals, enhance transparency in transportation planning, and promote more efficient investment of federal transportation funding. The development of federal performance measures provides for a standardized metric for evaluating progress made toward meeting each of the national goals. Performance targets provide a numeric threshold by which the performance measures may be interpreted as having made adequate progress toward achieving federal performance goals.

The national performance-based planning program established by MAP-21 was continued in subsequent federal transportation authorization legislation including the 'Fixing America's Surface Transportation' (FAST) Act in 2015 and, more recently, the 'Infrastructure Investment and Jobs Act' (IIJA) in 2022. Federal rulemaking established a set of national performance measures and guidelines to be used for setting statewide and regional performance targets within several federal performance areas.

The Federal Highway Administration (FHWA) released the national transportation performance measures rulemakings in three separate packages, identified as 'Performance Management' (PM) groups. PM 1 focuses on transportation system safety, and the statewide and regional PM 1 safety targets are updated each calendar year. The statewide PM 1 targets for calendar year 2023 were established by Caltrans in August 2022 and the regional PM 1 targets were adopted by the SCAG Regional Council in February 2023.

Unlike the transportation safety targets, which are updated annually, the PM 2 and PM 3 performance targets are updated every four years. PM 2 focuses on pavement and bridge condition on the National Highway System (NHS). In California, the NHS is owned and operated by Caltrans in conjunction with local jurisdictions. The NHS includes the Interstate System plus additional roadways, such as principal arterials, that are considered particularly important to the nation's economy, defense, and mobility. Since the Interstate System and much of the non-interstate NHS is operated by the State, SCAG and the other MPOs in the state actively coordinate with Caltrans on the establishment of the NHS pavement and bridge condition targets. The PM 2 targets are generated through the statewide Transportation Asset Management Plan (TAMP).

The focus of this report is on the statewide and regional targets associated with the PM 3 set of national transportation performance measures. PM 3 provides a set of performance measures to evaluate NHS travel time reliability, freight travel time reliability, and the Congestion Mitigation and Air Quality Improvement (CMAQ) program toward achieving the program objectives of improved air quality and reduced traffic congestion.

SCAG actively coordinated with Caltrans in the development of the statewide PM 3 targets for the second four-year federal performance reporting period. Caltrans released the updated statewide PM 3 performance targets in December 2022. From that date, SCAG has 180 days to establish the regional PM 3 targets. SCAG staff recommends supporting the statewide targets as they were developed in consultation with SCAG and other state MPOs to ensure that regional considerations are incorporated into the statewide targets. If needed, SCAG will have the opportunity to revisit and update its targets at the Mid Performance Period Review in 2024.

PM 3 PERFORMANCE MEASURES

PM 3 established six quantitative performance measures to monitor NHS System Performance, Freight Movement, and the CMAQ program.

The NHS System Performance category includes two specific measures:

- Percent of reliable person-miles travelled on the Interstate System.
- Percent of reliable person-miles travelled on the non-interstate NHS.

There is one performance measure for the assessment of Freight Movement:

- Percent of Interstate System mileage providing reliable truck travel times, reported by the Truck Travel Time Reliability Index (TTTI), with lower TTTI values indicating more reliable performance.

The CMAQ program includes three specific performance measures:

- Total emission reductions by applicable pollutants.
- Annual hours of peak hour excessive delay (PHED) per capita.
- Percent of non-single occupancy vehicle (non-SOV) travel.

Attachment 1 provides more detail regarding the statewide PM 3 targets and Attachment 2 presents the SCAG regional PM 3 targets.

PM 3 PERFORMANCE TARGETS

Caltrans, as the state Department of Transportation (DOT), is required to establish a set of statewide targets that reflect anticipated performance at the end of each four-year reporting period for each of the federal measures. MAP-21 provides for a 'Mid Performance Period Progress

Review' to occur two years after the beginning of a performance period. To fulfill this requirement, Caltrans must also establish two-year targets for the measures to reflect anticipated performance at the midpoint of each reporting period. The 'Mid Performance Period Progress Report' allows Caltrans and SCAG to evaluate conditions two years into the reporting period and to adjust their four-year targets as needed to account for any unforeseen changes in anticipated performance. Caltrans is required to coordinate with MPOs, including SCAG, when adjusting any of the statewide four-year performance targets.

The MPOs in California, including SCAG, are provided the option to either adopt the two- and four-year statewide targets set by Caltrans for implementation at the regional level, or to develop a separate set of regional targets applicable only to the SCAG region.

STATEWIDE PM 3 TARGETS

As presented in Attachment 1, the statewide PM 3 targets for the initial federal performance reporting period (2018-2021) anticipated a small but steady improvement for each of the travel time reliability performance indicators. In 2017, 64.6 percent of total person-miles of travel on the Interstate System was considered reliable. Caltrans established statewide Interstate System travel time reliability targets of 65.1 percent after two years (0.5 percent increase), and 65.6 percent after four years (1.0 percent increase). Both targets were subsequently met, with 65.2 percent of Interstate segments reporting reliable travel times in 2019, and 73.8 percent in 2021. On the non-interstate NHS, 73.0 percent of total person miles traveled were considered reliable in 2017. Caltrans introduced a statewide target of 74.0 percent after four years (1.0 percent increase). The anomalously high 83.7 percent non-interstate travel time reliability value reported in 2021 met the four-year target by a significant margin. A two-year non-interstate travel time reliability target was not required for the initial federal performance reporting cycle.

Truck travel time reliability is reported through the 'Truck Travel Time Reliability Index' (TTTRI), which is a calculated value representing the ratio of the 95th percentile truck travel time (least reliable travel time) by the normal (50th percentile) travel time along a specific highway segment. A higher TTTRI value represents a less reliable travel time, therefore a lower value indicates improvement in reliability. In 2017, the reported statewide TTTRI was 1.69. Caltrans established statewide targets for moderate improvement in truck travel time reliability over the initial reporting cycle, to 1.68 after two years and 1.67 after four years. As indicated in the table, truck travel time performance declined in 2019 with a reported TTTI of 1.71 representing a 0.02 reduction relative to 2017. However, the pandemic-influenced 1.60 TTTI value observed in 2021 easily met the four-year target for the initial reporting period.

For the initial four-year federal performance period, the two CMAQ traffic congestion performance measures, 'Annual Hours of Peak Hour Excessive Delay' and 'Percent of Non-Single Occupancy Vehicle Travel' were applicable only to the two U.S. Census designated 'Urban Areas' within the

SCAG region that had populations exceeding one million as reporting by the 2010 U.S. Census. These Urban Areas included 'Los Angeles/Long Beach/Anaheim' and 'Riverside/San Bernardino'. For these two CMAQ traffic congestion measures, Caltrans and SCAG are required to coordinate and agree upon on a single, unified set of targets for each applicable Urban Area in the SCAG region. The two CMAQ traffic congestion measures, and the associated four-year unified targets for the Urbanized Areas in the SCAG region, are presented in Attachment 2. The targets for the initial reporting period (2018-2021) are highlighted in green, while the updated targets for the second federal performance period (2022-2025) are highlighted in purple.

The Los Angeles/Long Beach/Anaheim Urban Area reported 45.7 hours of per capita hours of peak hour excessive delay (PHED) in 2017, while the San Bernardino/Riverside Urban Area reported 16.2 hours. For the initial reporting period, Caltrans and SCAG agreed on a 1.0 percent improvement target after four years for both applicable Urban Areas in the SCAG region. A moderate approach was also followed in developing targets for the 'Non-Single Occupancy Vehicle Travel' (Non-SOV) measure, with a 0.5 percent increase in non-SOV mode share projected for both Urban Areas at the conclusion of the initial four-year performance reporting period in 2022. As indicated in the table, the Los Angeles/Long Beach/Anaheim Urban Area reported a pandemic influenced PHED value of 32.7 hours in 2021, easily exceeding the 2021 target of 45.2 hours. However, PHED in the Riverside/San Bernardino Urban Area increased to 16.6 hours in 2021 which did not meet the four-year target of 16.1 hours. The impact of the pandemic on the 2021 observed value is not yet known.

PM 3 PERFORMANCE TARGET UPDATE

The federal transportation performance management framework for the PM 3 measures is based on four-year performance reporting periods. PM 3 performance targets are now being updated for the second federal reporting period. Caltrans submitted the updated statewide PM 3 targets for the second federal performance reporting period to FHWA in December 2022, including the two- and four-year statewide targets for each of the federal performance measures. Caltrans submitted the statewide PM 3 performance targets to FHWA in December 2022. Federal guidance provides MPOs, including SCAG, 180 days from the date of submittal of the statewide targets to elect either to accept the statewide PM 3 targets, or to develop a separate set of targets specific to the region.

SCAG, along with the other major MPOs in the state, were actively involved throughout the statewide target-setting process to ensure that regional considerations are fully incorporated into the statewide targets. For this reason, SCAG staff recommends adoption of the statewide targets for the second federal performance reporting period. Progress toward achievement of the targets will be assessed after two years, and SCAG will have an opportunity to update the regional targets at that time, if needed.

Attachment 1 provides the updated statewide PM 3 travel time reliability targets for the second performance reporting period as established by Caltrans in consultation with SCAG and the other

MPOs throughout the state. As indicated in the table, the 2021 baseline value of 73.8 percent on the Interstate System is significantly higher than observed performance in 2019 (65.2 percent), due to the impacts of the pandemic that continued to affect travel behavior in 2021. The 83.7 percent travel time reliability reported for non-interstate NHS roadway segments also reflects an anomalous improvement over 2019 performance (76.1 percent). For this reason, a moderate approach was used in setting the targets for the second federal reporting period, with improvements of 0.5 percent and 1.0 percent after two years and four years, respectively, projected for both the Interstate System and non-interstate NHS.

The updated truck travel time reliability targets are also presented in Attachment 1. Once again, truck travel time reliability index performance in 2019 (1.71) in comparison to 2021 (1.60) reveals a significant improvement in truck travel time due to reduced levels of traffic congestion on the Interstate System experienced during the pandemic. Accordingly, a conservative approach toward the setting of truck travel time reliability targets was used in projecting no change from observed 2019 performance (1.60) for both the two-year and four-year intervals.

At the conclusion of each four-year performance reporting cycle, Caltrans is required to submit a progress report to FHWA indicating the extent to which each of the designated statewide performance targets for each of the federal measures was achieved. If FHWA determines that sufficient progress has not been made toward meeting any of the performance targets, a separate report must be submitted by Caltrans indicating why the targets were not met and what steps are being taken to ensure the targets are met during the subsequent reporting cycle.

The two CMAQ program performance measures, discussed above, for which a single, unified target is required are excluded from the regional target setting option. Any adjustments made to the four-year targets established for those two measures at the two-year Mid Performance Reporting Period must be agreed upon collectively by Caltrans and SCAG.

One significant change in PM 3 reporting initiated for the second federal performance period is a change in the population threshold for Urban Areas that must be reported for the CMAQ 'Peak Hour Excessive Delay' (PHED) and 'Non-Single Occupancy Vehicle Mode Share' (Non-SOV) measures. While the Urban Area population threshold for the initial reporting period was set at one million or more (based on 2010 Census), the threshold has been reduced to 200 thousand (based on 2020 Census) for the second reporting period. This change has resulted in the addition of eight Urban Areas in the SCAG region to the target-setting and reporting requirements for those two measures.

Attachment 2 presents the ten applicable Urban Areas in the SCAG region for which targets are now required for the second reporting period. For both the PHED and non-SOV mode share measures, Caltrans and SCAG agreed upon a target of no change for each of the applicable Urban Areas over

the four-year period, with the understanding that the 2021 baseline values were influenced by the travel impacts of the COVID-19 pandemic. It is expected that performance data reported in support of the two-year Mid-Performance Period Review will offer better information as to the actual trend trajectory for these two measures to guide future target-setting efforts.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 23/24 Overall Work Program (080.SCG00153.04: Regional Assessment).

ATTACHMENT(S):

1. Statewide PM 3 System Performance Targets
2. SCAG Region PM 3 Urban Area Targets

Statewide PM 3 Travel Time Reliability Targets

Percent Reliable Person Miles Traveled	Baseline (2017)	2-yr Target (2019)	4-yr Target (2021)	Observed Performance				Baseline (2021)	2-yr Target (2023)	4-yr Target (2025)
				2019	2021	2017-19	2017-21			
Interstate System	64.6%	65.1% (+0.5%)	65.6% (+1.0%)	65.2%	73.8%	+0.6%	+9.2%	73.8%	74.3% (+0.5%)	74.8% (+1.0%)
Non-Interstate NHS	73.0%	N/A	74.0% (+1.0%)	76.1%	83.7%	+3.1%	+10.7%	83.7%	84.2% (+0.5%)	84.7% (+1.0%)

Statewide PM 3 Truck Travel Time Reliability Targets

Percent Reliable Truck Miles Traveled	Baseline (2017)	2-yr Target (2019)	4-yr Target (2021)	Observed Performance				Baseline (2021)	2-yr Target (2023)	4-yr Target (2025)
				2019	2021	2017-19	2017-21			
Truck Travel Time Reliability Index (TTTRI)	1.69	1.68 (-0.01)	1.67 (-0.02)	1.71	1.60	+0.02	-0.09	1.60	1.60 (no change)	1.60 (no change)

SCAG Region PM 3 Peak Hour Excessive Delay Targets

Urban Area	2020 Population	2017 Baseline	2021 Target		2021 Baseline	2025 Target	
			Value	Change		Value	Change
Los Angeles/Long Beach/Anaheim	12,237,376	45.7	45.2	-1.0%	32.7	32.7	0.0%
Riverside/San Bernardino	2,276,703	16.2	16.1	-1.0%	16.6	16.6	0.0%
Mission Viejo/Lake Forest/San Clemente	646,843	N/A	N/A	N/A	9.4	9.4	0.0%
Temecula/Murrieta/Menifee	528,991	N/A	N/A	N/A	9.2	9.2	0.0%
Oxnard/San Buenaventura	376,117	N/A	N/A	N/A	11.1	11.1	0.0%
Indio/Palm Desert/Palm Springs	361,075	N/A	N/A	N/A	6.4	6.4	0.0%
Lancaster/Palmdale	359,559	N/A	N/A	N/A	4.3	4.3	0.0%
Victorville/Hesperia/Apple Valley	355,816	N/A	N/A	N/A	6.2	6.2	0.0%
Santa Clarita	278,031	N/A	N/A	N/A	11.5	11.5	0.0%
Thousand Oaks	213,986	N/A	N/A	N/A	7.1	7.1	0.0%

SCAG Region PM 3 Non-SOV Mode Share Targets

Urban Area	2017 Baseline	2021 Target		2021 Baseline	2025 Target	
		Value	Change		Value	Change
Los Angeles/Long Beach/Anaheim	25.6%	26.6%	0.5%	36.7%	36.7%	0.0%
Riverside/San Bernardino	22.7%	23.7%	0.5%	25.2%	25.2%	0.0%
Mission Viejo/Lake Forest/San Clemente	N/A	N/A	N/A	38.6%	38.6%	0.0%
Temecula/Murrieta/Menifee	N/A	N/A	N/A	33.1%	33.1%	0.0%
Oxnard/San Buenaventura	N/A	N/A	N/A	28.6%	28.6%	0.0%
Indio/Palm Desert/Palm Springs	N/A	N/A	N/A	25.2%	25.2%	0.0%
Lancaster/Palmdale	N/A	N/A	N/A	23.7%	23.7%	0.0%
Victorville/Hesperia/Apple Valley	N/A	N/A	N/A	27.6%	27.6%	0.0%
Santa Clarita	N/A	N/A	N/A	32.7%	32.7%	0.0%
Thousand Oaks	N/A	N/A	N/A	35.9%	35.9%	0.0%



AGENDA ITEM 22
REPORT

Southern California Association of Governments
June 1, 2023

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, Contract and Amendments below Regional Council's
Approval Threshold

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) for more than \$5,000 but less than \$500,000

<u>Consultant/Contract #</u>	<u>PO' Purpose</u>	<u>Amount</u>
Southern California Leadership Council (SCLC)	FY23 SCLC Membership	\$40,000
Ciclavia	FY23 Event Booth Ciclavia	\$14,500
Civic Well	FY23 Civic Well Conference	\$7,500
Bright Market LLC DBA Fastspring	FY23 Onbase Migration Tools	\$6,999
Advantage Mailing LLC	FY23 Printing 2023 Ga Program	\$5,932

SCAG executed the following Contracts more than \$25,000 but less than \$500,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
1. Meyers Nave, APC (23-046-C01)	The consultant shall provide legal counsel services to represent SCAG in litigation entitled <i>Orange County Council of Governments v. Gustavo Velasquez and California Department</i>	\$415,000



SCAG executed the following Contracts more than \$25,000 but less than \$500,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
	<i>of Housing and Community Development</i> (LA County Sup. Ct. Case No. 21STCP01970).	
2. Community Action Partnership of Orange County (CAP OC – 23-031-C01)	The consultant shall assist SCAG in providing direct resources to communities via the creation of a <i>Go Human</i> Affordable Connectivity Program (ACP) Local Toolkit, referred to as “Toolkit” and piloting the Toolkit with target communities. The Toolkit will also serve as a resource to eligible areas more broadly, promoted through targeted outreach and partner engagement.	\$150,000
3. Tech Coast Consulting Group (23-020-C01)	The consultant shall provide economic advisory services to support SCAG’s overall planning activities and ongoing economic analysis and communicate SCAG’s planning activities to stakeholders.	\$57,825
4. BB2 Technology Group (23-039-C01)	The consultant shall provide 30 staff with Meraki Wireless Infrastructure updates and a five-year cloud software license subscription.	\$33,840

SCAG executed these Amendments for more than \$5,000 but less than \$150,000 and less than 30% of the original contract value

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
N/A	N/A	N/A

ATTACHMENT(S):



-
1. Contract Summary 23-046-C01
 2. Contract Summary 23-031-C01
 3. Contract Summary 23-020-C01
 4. Contract Summary 23-039-C01

CONSULTANT CONTRACT NO. 23-046-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 **\$415,000**
Meyers Nave, APC (prime consultant)

Note: Through negotiations, Meyers Nave, APC agreed to honor their 2021 SCAG contract rates.

Contract Period:

March 1, 2023 through June 30, 2026 with two available option years.

Project Number(s):

800-0160.04 \$115,000
Funding source(s): General Fund

Funding of \$115,000 is available in the General Fund Budget in Project Number 800-0160.04, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

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 – Sole Source

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. 23-031-C01

Recommended Consultant: Community Action Partnership of Orange County (CAP OC)

Background & Scope of Work: The consultant shall assist SCAG in providing direct resources to communities via the creation of a *Go Human* Affordable Connectivity Program (ACP) Local Toolkit, referred to as “Toolkit” and piloting the Toolkit with target communities. Through existing resources available from the ACP, the consultant will develop a Toolkit of co-branded collateral (advertising and promotion materials) and advertising strategies and pilot the Toolkit with up to three (3) target communities in the SCAG region. Additionally, the Consultant shall develop a Digital Ambassadors (local community members) strategy and pilot Digital Ambassadors in up to three (3) target communities to lead local engagement. The Toolkit will also serve as a resource to eligible areas more broadly, promoted through targeted outreach and partner engagement.

This project will further SCAG’s adopted Connect SoCal and SCAG’s Broadband program in support of Resolution No. 22-646-6 Digital Equity Call to Action to expand access to affordable broadband in unserved and underserved areas across the region.

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

- Developing a Local Government Toolkit to expand access to ACP campaign messaging and co-branded creative;
- Recruiting and piloting a Digital Ambassadors Cohort in up to three (3) target communities to lead engagement to increase ACP sign ups and provide digital training;
- Piloting ACP campaigns through media buys in up to three (3) target communities; and
- Conducting targeted and strategic local outreach with communities unserved and underserved by broadband to increase ACP sign ups.

Strategic Plan: This item supports the following Strategic Plan Goals 1: Produce innovative solutions that improve the quality of life for Southern Californians. 4: Provide innovative information and value-added services to member agencies’ planning and operations and promote regional collaboration.

Contract Amount:	Total not to exceed	\$150,000
	Community Action Partnership Orange County (prime consultant)	\$115,500
	Bayside Engineering Construction, Inc. (subconsultant)	\$34,500

Contract Period: April 10, 2023 through April 10, 2024

Project Number(s): 050-4920A.01 \$100,000
050-4920E.01 \$50,000

Funding source(s): Consolidated Planning Grant (CPG) – Federal Highway Administration (FHWA) and Transportation Development Act (TDA)

Funding of \$150,000 is available in the Fiscal Year (FY) 2022-23 Overall Work Program (OWP) Budget in Project Numbers 050-4920A.01 (\$100,000) and 050-4920E.01 (\$50,000), and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

Request for Proposal (RFP):

SCAG staff notified 4,225 firms of the release of RFP 23-031-C01 via SCAG’s Solicitation Management System website. A total of 59 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

Community Action Partnership (CAP OC) Orange County (1 subconsultant) \$150,000

BizFed Institute (1 subconsultant) \$148,861

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:
Hannah Brunelle, Senior Regional Planner, SCAG
Thomas Bellino, Senior Regional Planner, SCAG
Roland H. Ok, Supervising Planner SCAG

Basis for Selection:

The PRC recommended Community Action Partnership (CAP OC) Orange County for the contract award because the consultant:

- Demonstrated the best understanding of the project, specifically, the consultant presented a clear and detailed technical approach in their proposal that confirmed their understanding of the key tasks and deliverables for the project. Their proposal provided a robust level of detail describing how the consultant will approach each task and achieve each objective;
- Presented a strong equity analysis that is integrated throughout the entire planning approach. The consultant presented a participatory approach to community engagement to directly inform the processes. The consultant provided clear examples and approaches for engagement that reflected a cross-sector, multidisciplinary approach and explained multiple scenarios for engaging the public. The consultant has several staff members that are bilingual, which is especially critical for this work;
- Recognized by the PRC for a well-balanced budget, and especially well-distributed budget across key tasks. For example, their engagement and outreach costs represent a large portion of the budget, with relatively balanced project management costs, reflecting their understanding of the work and key deliverables of the project. The roles of staff and sub-consultants are clearly defined; and

- Provided specific examples of past related experience, how their experience relates to the project, and anticipated issues and resolutions, demonstrating their research and commitment to a successful project.

Although the other firm proposed a lower price, the PRC did not recommend this firm for contract award because this firm:

- Did not demonstrate the same level of experience needed to work on the ground with the community partners, which is a key goal of this work and did not provide enough detail describing their approach to community engagement; and
- Did not provide a clear and specific response to each task in their proposal. The commitment to the success of the project was not demonstrated as the proposal did not provide enough detail to adequately assess their proposed approach.

CONSULTANT CONTRACT NO. 23-020-C01

Recommended Consultant:

Tech Coast Consulting Group

Background & Scope of Work:

SCAG seeks to better understand the economic implications of SCAG’s planning activities. As the centerpiece of the agency’s transportation planning efforts, the economic data and analysis contained within the RTP/SCS is important to a multitude of planning and research efforts at SCAG. The economic analysis conducted for the RTP/SCS also serves to inform the development of the Federal Transportation Improvement Program (FTIP). The purpose of the services under this contract is to obtain economic advisory services to support SCAG’s overall planning activities and ongoing economic analysis and communicate SCAG’s planning activities to stakeholders.

Project’s Benefits & Key Deliverables:

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

- Leveraging the consultant’s expertise in current and historical SCAG-region industry and economic conditions to assist SCAG staff to document and articulate the economic benefits and job impacts of the RTP/SCS, including, but not limited to construction jobs, network, amenity, and health benefits;
- Collaborating with consultant in assessing the economic impacts of transportation investments and cost of delays in the transportation arena, including, but not limited to, economic impacts of project acceleration, project certainty, and implications for the Southern California Economic Recovery & Job Creation Strategy and peer review of SCAG’s economic impact analysis for Connect SoCal; and
- Consultant shall serve as lead on-call Economic Advisor for SCAG.

Strategic Plan:

This item supports SCAG’s Strategic Plan Goals:

Goal 3: Be the foremost data information hub for the region;

Goal 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration;

and Goal 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

Contract Amount:

Total not to exceed

\$57,825

Tech Coast Consulting Group (prime consultant)

None (subconsultant)

Contract Period:

May 1, 2023 through June 30, 2026

Project Number(s):

055-1531A.01 \$25,674

055-1531E.01 \$3,326

Funding source(s): Consolidated Planning Grant (CPG) – Federal Highway Administration (FHWA) and Transportation Development Act (TDA)

Funding of \$29,000 is available in the Fiscal Year (FY) 2022-23 Overall Work Program (OWP) Budget Project Number 055-1531.01, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 1,530 firms of the release of RFP 23-020 via SCAG's Solicitation Management System website. A total of 34 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

Tech Coast Consulting Group LLC (No sub consultants)	\$57,825
Steer Davies & Gleave Inc. (no subconsultants)	\$45,115

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 the two (2) offerors.

The PRC consisted of the following individuals:

- Georgina Moreno, Senior Economist, SCAG
- Kevin Kane, Program Manager I, SCAG
- John Cho, Senior Planner, SCAG

Basis for Selection: The PRC recommended Tech Coast Consulting Group (TCCG) for the contract award because the consultant:

- Demonstrated the best understanding of the project, specifically, TCCG showed understanding of the importance of checking the results for consistency with real-world economic conditions and not relying on model outputs alone as the other proposer included in their technical approach;
- Showed an openness to new approaches, such as exploration of methods for quantifying equity impacts of RTP/SCS projects;
- Demonstrated ability to communicate results to (potentially) skeptical stakeholders with scientific integrity, which the other proposer did not;
- Through past experience, demonstrated ability to deliver high quality projects and meet SCAG deadlines;
- Demonstrated ability to be flexible and collaborate closely and productively with SCAG staff, which the other proposer did not;

Further, PRC determined that the other proposer did not clearly communicate their ability to work collaboratively with SCAG staff. Which was a concern to SCAG staff as this would be more administratively burdensome.

CONSULTANT CONTRACT NO. 23-039-C01

Recommended Consultant: BB2 Technology Group

Background & Scope of Work: On April 11, 2023 SCAG awarded contract 23-039-C01 to provide 30 staff with Meraki Wireless Infrastructure updates and a five-year cloud license subscription. Under this Master Services Agreement with TD Synnex, BB2 Technology Group acts as the channel partner and reseller for the purchase of Meraki parts and software.

Project's Benefits & Key Deliverables: The quantity of 30 parts and 30 licenses will support SCAG IT infrastructure upgrade.

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:** **\$33,840**

Contract Period: April 11, 2023 through April 11, 2028

Project Number(s): 811-1163.17 \$33,840
Funding source(s): Indirect Cost Program Budget

Funding of \$33,840 is available in the Fiscal Year (FY) 2022-23 Indirect Cost Program Budget in Project Number 811-1163.17.

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 BB2 Technology at TD Synnex (NCPA Contract No. #01-97) that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing.



AGENDA ITEM 23
REPORT

Southern California Association of Governments
June 1, 2023

To: Executive/Administration Committee (EAC)
Regional Council (RC)
From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov
Subject: CFO Monthly Report

**EXECUTIVE DIRECTOR'S
APPROVAL**

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.

ACCOUNTING:

Membership Dues

As of April 30, 2023, 187 cities, six counties, seven commissions, and three tribal governments have paid their FY23 membership dues. This represents 99.12% of the membership assessment. Government Affairs Officers continue following up with phone calls and emails.

Investments & Interest Earnings

As required by SCAG's investment policy adopted by the Regional Council in July 2018, staff will provide a monthly report of investments and interest earnings. During FY 2022-23, SCAG has moved all funds invested in the Los Angeles County Investment Pool to our Bank of the West operating account, except for any remaining interest earnings received in July 2022-April 2023. Alternatively, SCAG has established a new investment account in the Local Agency Investment Fund (LAIF) and invested \$6.11M as of April 30, 2023. SCAG has earned \$6,750.05 interest from funds invested in the Los Angeles County Investment Pool and \$113,710.19 interest from funds invested in the Local Agency Investment Fund account as of April 30, 2023.

BUDGET & GRANTS (B&G):

On April 27, 2023, SCAG submitted the FY 2022-23 (FY23) Overall Work Program (OWP) 3rd Quarter Progress Report to Caltrans. The total expenditures reported are approximately \$46.45 million or 36% of the FY23 OWP Amendment 02 budget.



On May 4, 2023, the Regional Council approved the FY 2023-24 (FY24) Final Comprehensive Budget, including OWP in the amount of \$350.34 million. Also, the General Assembly approved the General Fund Budget and Membership Assessment Schedule. The FY24 OWP was submitted to Caltrans on May 4th, and state and federal approval of the OWP is expected by June 30, 2023.

With support from the California Office of Traffic Safety (OTS), SCAG's Go Human Community Hubs Program funds community-driven traffic safety engagement projects that meet the needs of people most harmed by traffic injuries and fatalities. SCAG closed the Call for Projects for the Go Human Community Hubs Program in April 2023, and staff started developing the materials needed to finalize the award process. During May, staff finalized a risk assessment review of the Go Human Community Hubs subrecipients, performed cost analysis, and drafted Memorandums of Understanding (MOUs) to provide funding support to help the subrecipients implement local traffic safety projects.

CONTRACTS:

In April 2023, the Contracts Department issued two (2) Requests for Proposals; awarded three (3) contracts; issued two (2) contract amendments; and processed twenty-six (26) Purchase Orders to support ongoing business and enterprise operations. Staff also administered 204 consultant contracts. Contract staff continued to negotiate better pricing and reduced costs for services. Contracts' staff negotiated \$439,393 in budget savings this month, bringing the cumulative FY23 savings to \$1,555,800.



To: Regional Council (RC)

From: Lucy Dunn, Ex-Officio Member; Business Representative

Subject: Business Report – June 1, 2023

1. **SCAG Regional Conference & General Assembly.** Congratulations to the Regional Council and SCAG staff for another excellent conference on May 4-5. Business and industry were well-represented among leadership with great panels, excellent speakers and networking. For those of us who stayed to the very end, we were well-rewarded with an excellent presentation by the closing panel (“We have the most ambitious climate change goals in the world...and we’re not planning for them.” “We don’t have a housing crisis, we have a housing POLICY crisis.” “New homebuyers are asked to pay for all new policies, not fair.” “Understand the math of building—more homes being built in Houston than the entire state of California—the cost to build matters.” “Housing security means better health, better education for children and better communities.” [#SCAG23GA](#)). And an inspiring keynote from Rocket Scientist Ozan Varol who cautioned us all to continue with moonshot thinking, but then plan and implement the plan!

2. **GLUE Council.** On May 23, I chaired another robust, well-attended meeting of the Global Land Use and Economics (GLUE) Council, the business and industry advisory group to SCAG. We welcomed **Laura Archuleta**, President and CEO of Jamboree Housing, a statewide affordable housing builder, to the council. I also want to thank Regional Council member **Clint Lorimore** for joining our meeting.
 - **GLUE Council Recommends Tom Grable for Technical Advisory Committee.** SCAG’s Greenprint/Regional Advance Mitigation Program Technical Advisory Committee includes a business representative to help inform the team on issues of industry concern. Tom Grable was selected by the GLUE Council through consensus as its recommended candidate to fill the position. He is a homebuilder with strong technical experience and knowledge of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act as well as environmental regulations important to this process.
 - **SCAG Manager of Legislation,** Kevin Gilhooley, presented the status of legislation SCAG is particularly concerned with, including the Governor’s proposals for streamlining CEQA for certain infrastructure and energy projects, as well as bills impacting SCAG’s ability to deliver timely, federally consistent plans for housing and

transportation, particularly Assembly Bill 1335, which is also opposed by GLUE Council business members. Kevin asked that GLUE Council member organizations be sure to forward to him copies of their position letters to help inform the legislative committee on mutual issues.

- **Educational Attainment Key to LA and IE Economic Success.** Paul Granillo of Inland Empire Economic Partnership (IEEP) and Maria Salinas of the Los Angeles Area Chamber of Commerce presented compelling info on the state of educational attainment, workforce development and vocational training to meet the economic goals of their regions. GLUE Council welcomes these presentations to help inform Connect SoCal plan development. The Council also discussed, briefly, Artificial Intelligence’s impact on educational attainment which may be a future topic for discussion.
- **Connect SoCal Economic and Job Creation Technical Report and Transportation Finance.** GLUE Council reviewed overviews from Gigi Moreno and Annie Nam on the financial issues behind the plan. Bottom line: revenue is down, costs are up and the transportation system needs growth, said Annie Nam. I would also add, it needs a public mindset change on how to move—there is not yet a realization by the public on the changes they must make to their everyday commutes to meet state climate goals.

3. Next Meeting is July 31 from 10 a.m. to noon.