



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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Los Angeles, CA 90017
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www.scag.ca.gov

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Ray Marquez, Chino Hills

HYBRID (IN-PERSON & REMOTE PARTICIPATION) *

COMMUNITY,
ECONOMIC AND
HUMAN DEVELOPMENT
COMMITTEE

In-Person & Remote Participation*

Thursday, July 7, 2022

9:30 a.m. – 11:30 a.m.

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

To Attend and Participate on Your Computer:

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

Meeting ID: 116 153 109

PUBLIC ADVISORY

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

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

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



Instructions for Public Comments

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

1. **In Writing:** Submit written comments via email to: CEHDPublicComment@scag.ca.gov by 5pm on Wednesday, July 6, 2022. You are not required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

All written comments received after 5pm on Wednesday, July 6, 2022, will be announced and included as part of the official record of the meeting.

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

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

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

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

OUR VISION

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OUR CORE VALUES

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



Instructions for Participating in the Meeting

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To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/116153109>
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3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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2. Enter the **Meeting ID: 116 153 109**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press *9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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

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

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

- 16. Hon. Keith Eich**
La Cañada Flintridge, RC District 36
- 17. Hon. Rose Espinoza**
La Habra, OCCOG
- 18. Hon. Waymond Fermon**
Indio, CVAG
- 19. Hon. Margaret Finlay**
Duarte, RC District 35
- 20. Hon. Alex Fisch**
Culver City, RC District 41
- 21. Hon. Mark Henderson**
Gardena, RC District 28
- 22. Hon. Peggy Huang**
TCA Representative
- 23. Hon. Cecilia Hupp**
Brea, OCCOG
- 24. Hon. Kathleen Kelly**
Palm Desert, RC District 2
- 25. Sup. Matt LaVere**
Ventura County CoC
- 26. Hon. Tammy Kim**
Irvine, RC District 14
- 27. Hon. Jed Leano**
Claremont, SGVCOG
- 28. Hon. Patricia Lock Dawson**
Riverside, RC District 68
- 29. Hon. Jorge Marquez**
Covina, RC District 33
- 30. Hon. Anni Marshall**
Avalon, GCCOG
- 31. Hon. Andrew Masiel**
Tribal Govt Regl Planning Board Representative

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

- 32. Hon. Lauren Meister**
West Hollywood, WSCCOG
- 33. Hon. Bill Miranda**
Santa Clarita, SFVCOG
- 34. Hon. John Mirisch**
Beverly Hills, Pres. Appt. (Member at Large)
- 35. George Nava**
Brawley, ICTC
- 36. Hon. Marisela Nava**
Perris, RC District 69
- 37. Hon. Kim Nguyen**
Garden Grove, RC District 18
- 38. Hon. Trevor O'Neil**
Anaheim, RC District 19
- 39. Hon. Ed Paget**
Needles, SBCTA
- 40. Hon. Sunny Park**
Buena Park, OCCOG
- 41. Hon. Ariel Pe**
Lakewood, GCCOG
- 42. Hon. Misty Perez**
Port Hueneme, Pres. Appt. (Member at Large)
- 43. Hon. Michael Posey**
Huntington Beach, RC District 64
- 44. Hon. Nithya Raman**
Los Angeles, RC District 51
- 45. Hon. Gabriel Reyes**
San Bernardino County CoC
- 46. Hon. Rex Richardson**
Long Beach, RC District 29
- 47. Hon. Sonny Santa Ines**
Bellflower, GCCOG

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

- 48. Hon. Nicholas Schultz**
Burbank, AVCJPA

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

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

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

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

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

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

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

- 56. Hon. Frank Zerunyan**
Rolling Hills Estates, SBCCOG

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
Thursday, July 7, 2022
9:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Frank Yokoyama, Chair)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

General information for all public comments: Members of the public are encouraged, but not required, to submit written comments by sending an email to: CEHDPublicComment@scag.ca.gov by 5pm on Wednesday, July 6, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Community, Economic and Human Development Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to aguilarm@scag.ca.gov. Written comments received after 5pm on Wednesday, July 6, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Community, Economic and Human Development Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing *9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.



COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – June 2, 2022

Receive and File

2. Connect SoCal Sustainable Communities Program (SCP) Call 4 – Civic Engagement, Equity, and Environmental Justice
3. Release of Transportation Conformity Analyses of Draft 2023 Federal Transportation Improvement Program (FTIP) and Draft 2020 Connect SoCal Amendment #2
4. Initial Findings for Connect SoCal CEQA Addendum No. 3 to Programmatic Environmental Impact Report (State Clearinghouse #2019011061)
5. 2021-2022 CivicSpark Housing Fellows: Regional Affordable Housing Initiative
6. RHNA Reform Timeline
7. Equity Analysis Update (formerly Environmental Justice Analysis) - Performance Measures
8. Status Update on Transportation Conformity Challenges in SCAG Region

ACTION ITEMS

9. REAP 2.0 - Draft Subregional Partnership Program Guidelines
(Jacob Noonan, Housing Program Manager)

RECOMMENDED ACTION:

Recommend that the Regional Council adopt SCAG's REAP 2.0 Subregional Partnership Program Guidelines. This item will be presented at the September Regional Council meeting for approval.

INFORMATION ITEMS

10. SCAG Economic Development Update 40 Mins.
(Victor Negrete, Manager of Inclusive Economic Growth and Gigi Moreno, Senior Economist)



COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

11. REAP 1.0 Biannual Program Update 10 Mins.
(Ma'Ayn Johnson, Housing Program Manager)

12. Connect SoCal 2024 – Draft Vision, Goals, and Performance Measures 15 Mins.
(Sarah Dominguez, Program Manager II)

CHAIR'S REPORT

(The Honorable Frank Yokoyama, Chair)

STAFF REPORT

(Jonathan Hughes, Regional Affairs Officer, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
Thursday, July 7, 2022

**MINUTES OF THE REGULAR MEETING
COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE (CEHD)
THURSDAY, JUNE 2, 2022**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE (CEHD). A VIDEO AND AUDIO RECORDING OF THE FULL MEETING IS AVAILABLE AT: <http://scag.ig2.com/Citizens/>.

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

Members Present:

Hon. Frank Yokoyama, Chair	<i>Cerritos</i>	District 23
Hon. David Shapiro, Vice Chair	<i>Calabasas</i>	District 44
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. David Avila	<i>Yucaipa</i>	SBCTA
Hon. Megan Beaman Jacinto	<i>Coachella</i>	District 66
Hon. Claudia Bill-de la Peña	<i>Thousand Oaks</i>	District 46
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Letitia Clark	<i>Tustin</i>	District 17
Hon. Steve De Ruse	<i>La Mirada</i>	GCCOG
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Alex Fisch	<i>Culver City</i>	District 41
Hon. Mark Henderson	<i>Gardena</i>	District 28
Hon. Peggy Huang		TCA
Hon. Cecilia Hupp	<i>Brea</i>	OCCOG
Hon. Kathleen Kelly	<i>Palm Desert</i>	District 2
Hon. Tammy Kim	<i>Irvine</i>	District 14
Sup. Matt LaVere	<i>Ventura County</i>	CoC
Hon. Jed Leano	<i>Claremont</i>	SGVCOG
Hon. Jorge Marquez	<i>Covina</i>	District 33



Hon. Anni Marshall	<i>Avalon</i>	GCCOG
Hon. Lauren Meister	<i>West Hollywood</i>	WSCCOG
Hon. Bill Miranda	<i>Santa Clarita</i>	SFVCOG
Hon. Marisela Nava	<i>Perris</i>	District 69
Hon. Kim Nguyen	<i>Garden Grove</i>	District 18
Hon. Ariel Pe	<i>Lakewood</i>	GCCOG
Hon. Nicholas Schultz	<i>Burbank</i>	AVCJPA
Hon. Becky Shevlin	<i>Monrovia</i>	SGVCOG
Hon. Andy Sobel	<i>Santa Paula</i>	VCOG
Hon. Wes Speake	<i>Corona</i>	WRCOG
Hon. Tony Wu	<i>West Covina</i>	SGVCOG
Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG

Members Not Present

Hon. Al Austin, II	<i>Long Beach</i>	GCCOG
Hon. Juan Carrillo	<i>Palmdale</i>	District 43
Hon. Ramon Castro	<i>Imperial County</i>	CoC
Hon. Diane Dixon	<i>Newport Beach</i>	District 15
Hon. Rose Espinoza	<i>La Habra</i>	OCCOG
Hon. Waymond Fermon	<i>Indio</i>	CVAG
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Andrew Masiel, Sr.	<i>Tribal Gov't Reg'l Planning</i>	
Hon. George A. Nava	<i>Brawley</i>	ICTC
Hon. Trevor O'Neil	<i>Anaheim</i>	District 19
Hon. Edward Paget	<i>Needles</i>	SBCTA
Hon. Sunny Park	<i>Buena Park</i>	OCCOG
Hon. Michael Posey	<i>Huntington Beach</i>	District 64
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Gabriel Reyes	<i>San Bernardino County</i>	CoC
Hon. Rex Richardson	<i>Long Beach</i>	District 29
Hon. Sonny Santa Ines	<i>Bellflower</i>	GCCOG
Hon. Mark Waronek	<i>Lomita</i>	SBCCOG
Hon. Acquanetta Warren	<i>Fontana</i>	SBCTA
Hon. Christi White	<i>Murrieta</i>	WRCOG

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

The Honorable Frank Yokoyama called the meeting to order at 9:34 a.m. and asked Councilmember Jorge Marquez, City of Covina, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

Chair Yokoyama provided detailed instructions and general information on how to provide public comments. Additionally, he noted that public comments received via email to CEHDPublicComment@scag.ca.gov after 5pm on Wednesday, June 1, 2022, would be announced and included as part of the official record of the meeting.

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

SCAG staff noted there were no written public comments received via email before or after the 5pm deadline on Wednesday, June 1, 2022. SCAG staff also noted that there were no public comments for matters not listed on the agenda.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

No reprioritizations were made.

CONSENT CALENDAR

Approval Items

1. Minutes of the April 7, 2022 Meeting

Receive and File

2. 2020 Sustainable Communities Program (SCP) Call for Projects 1-4 Combined Update
3. CARB Draft Scoping Plan
4. California Transportation Assessment Report (AB 285) Joint Comment Letter

5. Go Human Kit of Parts Statewide Pilot Program: SCAG & Caltrans Active Transportation Resource Center
6. Housing-Supportive Grant Application Technical Assistance
7. Policy Development Framework for Connect SoCal 2024

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

AYES: Andrade-Stadler, Avila, Beaman Jacinto, Bucknum, De Ruse, Eich, Fisch, Henderson, Huang, Hupp, Kelly, Kim, LaVere, Leano, Marquez, Marshall, Meister, Miranda, M. Nava, Pe, Schultz, Shapiro, Shevlin, Sobel, Speake, Wu, Yokoyama and Zerunyan (28)

NOES: (0)

ABSTAIN: Bill-de la Peña (1)

There were no public comments on this item.

INFORMATION ITEMS

8. Regional Early Action Plan (REAP) Project Update – Other to Residential Toolkit Panel

Chair Yokoyama provided a brief overview and noted that staff invited presenters to provide information on the Other-to-Residential Toolkit which guides planners and policy makers step by step in converting underutilized non-residential “other” land to residential users. He asked David Kyobe, SCAG staff, to introduce the presentation to the Committee.

Mr. Kyobe provided additional context and details for today’s presentation. He introduced Shannon Heffernan, Principal Planner at Dudek, Shruti Shankar, Urban Design Director at Studio One Eleven and Steph Wong, Management Analyst at the San Gabriel Valley Council of Governments. He noted that the presenters would discuss strategies to support work related to the \$47M Regional Early Action Plan (REAP) program, and its activities that accelerate housing production to meet the region’s goals for producing 1.3 million new housing units by 2029, as determined by the 6th Cycle Regional Housing Needs Assessment (RHNA).

The presentation included background information and an overview of the Other-To-Residential Toolkit objectives, and approach to guide planners and policymakers in converting non-residential

“other” land uses to residential uses. The presentation discussed the fundamental principles based on Connect SoCal 2024 and industry best practices, including an overview of their in-depth research, and analysis involved in developing the Other-To-Residential Toolkit.

The Committee members engaged in discussions with various questions and comments mostly focused on housing affordability, infrastructure, and identification of suitable sites for conversion; economic development that would adequately support new projects being proposed for development was also discussed.

Staff responses regarding the Committee’s questions that required responses outside of the panelist’s work and presentations: moderate income housing, equity and wealth building, and access to financing, would be provided to the Committee after the meeting.

The Committee thanked the panelist for the presentation.

The comprehensive staff report and PowerPoint presentation – Other-To-Residential Toolkit, were included in the agenda packet.

There were no public comments on this item.

9. Connect SoCal 2024 Local Data Exchange Launch

Chair Yokoyama asked Kevin Kane, SCAG staff, to provide an overview of the Local Data Exchange (LDX) layers and discuss how cities can review and provide feedback using SCAG’s Regional Data Platform (RDP) between now and December 2, 2022.

Mr. Kane’s presentation included the LDX development update, objectives, and a summary of the preliminary growth forecast methodology. He provided LDX timelines and noted that SCAG staff aim to meet one-on-one with local staff to discuss growth projections and other data layers to assist and guide the LDX local review process. The deadline for local jurisdictions to provide feedback for possible inclusion in Connect SoCal 2024 is December 2, 2022.

Chair Yokoyama opened the public comment period and recognized, Ms. Lucy Dunn, Member of the Public and ex officio business representative to the Regional Council and Executive/Administration Committee who commented on the communication and public outreach process between LDX, local jurisdictions and landowners.

Mr. Kane noted that more information could be found on SCAG specific websites. The comprehensive staff report, and PowerPoint presentation were included in the agenda packet.

10. State Regional Housing Needs Assessment (RHNA) Audit and RHNA Reform

Chair Yokoyama noted staff would provide an overview of the State RHNA audit and SCAG's RHNA reform process. He asked Ma'Ayn Johnson, SCAG staff, to present highlights of her presentation.

Ms. Johnson's presentation included an overview of the California State Joint Legislative Audit Committee's audit findings which examined HCD's RHNA regional determination process. She noted that the SCAG region was not included in the study.

Some highlights included a summary of the following sections of her presentation:

- RHNA Reform AB 101 (2019)
- SCAG RHNA Reform Action, Timelines and Stakeholder Outreach Process

Chair Yokoyama noted there would be two special CEHD Committee meetings in August to address and to develop recommendations on RHNA reform.

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

There were no public comments on this item.

CHAIR'S REPORT

Chair Yokoyama expressed appreciation to the CEHD members and to SCAG staff, he asked the CEHD members to reach out with any questions or comments. Chair Yokoyama thanked Hon. Jorge Marquez for his leadership and service to the CEHD and noted it would be Hon. Marquez' last meeting as a CEHD and RC member.

STAFF REPORT

SCAG staff Jonathan Hughes provided a brief report.

FUTURE AGENDA ITEMS

A presentation on Economic Development for the SCAG region.

ADJOURNMENT

There being no further business, Chair Marquez adjourned the CEHD Committee meeting at 11:40 a.m.

Respectfully submitted by:



Carmen Summers
Community, Economic and Human Development Committee Clerk

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE CEHD COMMITTEE]

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE ATTENDANCE REPORT

2022-23

MEMBERS	Representing	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	April	May	Total Mtgs Attended To Date
Andrade-Stadler, Adele	Alhambra, District 34	1												1
Austin, II, Al	Long Beach, GCCOG	0												
Avila, David	Yucaipa, SBCTA	1												1
Beaman Jacinto, Megan	Coachella, District 66	1												1
Bill-de la Peña, Claudia	Thousand Oaks, RC District 46	1												1
Boyles, Drew	El Segundo, District 40	1												1
Bucknum, Wendy	Mission Viejo, District 13	1												1
Carrillo, Juan	Palmdale, District 43	0												0
Castro, Ramon	Imperial County, CoC	0												0
Clark, Letitia	Tustin, District 17	1												1
De Ruse, Steve	La Mirada, District 31	1												1
Dixon, Diane B.	Newport Beach, District 15	0												0
Eich, Keith	La Cañada Flintridge, RC District 36	1												1
Espinoza, Rose	La Habra, OCCOG	0												0
Fermon, Waymond	Indio, CVAG	0												0
Finlay, Margaret E.	Duarte, District 35	0												0
Fisch, Alex	Culver City, District 41	1												1
Henderson, Mark E.	Gardena, District 28	1												1
Huang, Peggy	TCA	1												1
Hupp, Cecilia	Brea, OCCOG	1												1
Kelly, Kathleen	Palm Desert, District 2	1												1
Kim, Tammy	Irvine, RC District 14	1												1
LeVere, Matt	Ventura County, CoC	1												1
Leano, Jed	Claremont, SGVCOG	1												1
Lock Dawson, Patricia	Riverside, District 68	0												0
Marquez, Jorge	Covina, RC District 33	1												1
Marshall, Anni	Avalon, GCCOG	1												1
Masiel, Sr., Andrew	Pechanga Band of Luiseno Indians	0												0
Meister, Lauren	West Hollywood, WCCOG	1												1
Miranda, Bill	Santa Clarita, SFVCOG	1												1
Nava, George A.	ICTC	0												0
Nava, Marisela	Perris, District 69	1												1
Nguyen, Kim B.	Garden Grove, District 18	1												1
O'Neil, Trevor	Anaheim, District 19	0												0
Paget, Edward	Needles, SBCTA/SBCCOG	0												0
Park, Sunny Youngsun	Buena Park, OCCOG	0												0
Pe, Ariel "Ari"	Lakewood, GCCOG	1												1
Posey, Mike	Huntington Beach, OCCOG	0												0
Raman, Nithya	Los Angeles, District 51	0												0
Reyes, Gabriel	San Bernardino County CoC	0												0
Richardson, Rex	Long Beach, District 29	0												0
Santa Ines, Sonny	Bellflower, GCCOG	0												0
Schultz, Nick	Burbank, AVCJPA	1												1
Shapiro, David J.	Calabasas, District 44	1												1
Shevlin, Becky A.	Monrovia, SGVCOG	1												1
Sobel, Andy	Santa Paula, VCOG	1												1
Speake, Wes	Corona, WRCOG	1												1
Waronek, Mark	Lomita, SBCCOG	0												0
Warren, Acquanetta	Fontana, SBCTA	0												0
White, Christi	Murrieta, WRCOG	0												0
Wu, Tony	West Covina, SGVCOG	1												1
Yokoyama, Frank Aurelio	Cerritos, District 23	1												1
Zerunyan, Frank	Rolling Hills Estates, SBCCOG	1												1
TOTAL ATTENDANCE		32	0	0	0	0	0	0	0	0	0	0	0	

Attachment: CEHD Attendance FY 2022-23 (Minutes of the Meeting - June 2, 2022)



AGENDA ITEM 2
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
Thursday, July 7, 2022

To: Community Economic & Human Development Committee (CEHD)
Transportation Committee (TC)
Energy and Environment Committee (EEC)
From: Anita Au, Senior Planner
(213) 236-1874, au@scag.ca.gov
Subject: Connect SoCal Sustainable Communities Program (SCP) Call 4 – Civic
Engagement, Equity, and Environmental Justice

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

Recommend Regional Council approve the Connect SoCal SCP Call 4 Guidelines and authorize staff to release the Call for Applications.

RECOMMENDED ACTION FOR CEHD & TC:

Receive and File.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The 2020 Connect SoCal Sustainable Communities Program (SCP) Call for Applications, ongoing since summer 2020, comprised of multiple funding Calls, aims to provide resources and direct technical assistance to local jurisdictions. The previous three Calls for Applications in this SCP cycle focused on active transportation and safety, housing and sustainable development, and smart cities and mobility innovations. Given the timing and availability of additional funding sources, the fourth Call for Applications (Call 4) prioritizes civic engagement, equity, and environmental justice and aligns with the Regional Early Action Planning Grants (REAP 2.0) goals and objectives which include addressing coronavirus economic recovery, affirmatively furthering fair housing, increasing infill development and reducing vehicle miles traveled. Call 4 application development and evaluation are anticipated to occur from September 2022 to Winter 2023.

This staff report and corresponding presentation will provide a preview of the draft guidelines that prioritize traditionally disadvantaged, underserved, underrepresented and under-resourced communities and are aligned with the draft REAP 2.0 guidelines. The Connect SoCal SCP Call 4

Guidelines are subject to change, pending approval by HCD, upon release of the REAP 2.0 Final Guidelines in summer 2022.

BACKGROUND:

Sustainable Communities Program

Since its inception, SCAG's Sustainable Communities Program has provided resources and direct technical assistance to jurisdictions to complete important local planning efforts to enable the implementation of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) or Connect SoCal. The SCP allows SCAG to strengthen partnerships with local agencies who are responsible for land use and transportation decisions and provides local jurisdictions with multiple opportunities to seek funding and resources to meet the needs of their communities, address recovery and resiliency strategies considering COVID-19, and support regional goals. The previous three Calls for Applications in this SCP cycle focused on active transportation and safety, housing and sustainable development, and smart cities and mobility innovations. This fourth and final Call for Applications focuses on civic engagement, equity, and environmental justice. To strengthen the implementation link between this Call for Applications and the adopted Connect SoCal, the name of the program has changed to Connect SoCal SCP Call 4.

Regional Early Action Planning Grants of 2021 (REAP 2.0)

The state's Regional Early Action Planning Grants of 2021 (REAP 2.0) supports accelerating housing production, reducing greenhouse gas emissions, and aiding historically underserved communities and areas of concentrated poverty with immediate response and help for long-term unmet needs exacerbated by the pandemic. REAP 2.0 was established by AB 140 (July 2021) in the mid-year budget revise for the State's FY 21-22 budget. Approximately \$600 million is available statewide, of which approximately \$500 million is from the American Rescue Plan Act (ARPA) Coronavirus State and Local Fiscal Recovery Funds (SLFRF). The balance is State General Funds. The REAP 2.0 grant is available to regional entities, primarily metropolitan planning organizations (MPOs), through a combination of formula and competitive-based programs. The SCAG region's formula share is \$246,024,084. The California Housing and Community Development Department (HCD) is the lead for the program and will work collaboratively with the Strategic Growth Council (SGC), Governor's Office of Planning and Research (OPR), and State Air Resources Board (CARB), to develop detailed guidelines for implementation. All REAP 2021 funds are to be obligated by June 30, 2024 and expended with a final closeout report due by June 30, 2026.

On June 1, 2022, the Executive/Administration Committee recommended approval of SCAG's REAP 2021 Program Development Framework, which outlines the core objectives, guiding principles, programmatic areas, major milestones, and schedule for allocation funds availed to SCAG through the REAP 2.0. Within the Framework, Connect SoCal SCP Call 4 was identified as one of several existing programs to be expanded with REAP 2.0 funding to accelerate REAP 2.0 implementation. These Early Program Initiatives are being developed to comprise no more than 15 percent of SCAG's

funding request and include expansion of SCAG's Go Human Program, the Sub-Regional Partnership Program, the Regional Data Platform along with the SCP. In addition to the Early Program Initiatives, the Framework identifies two other programmatic areas to be supported by REAP 2.0: the County Transportation Commission (CTC) Partnership Program and the Housing Supportive Infrastructure Program (HSIP). SCAG staff is concurrently conducting stakeholder engagement on the HSIP and CTC Partnership Programs and other elements of the Early Program Initiatives to inform guideline development in each program area and will bring guidelines forward as they are developed.

SCP CALL 4: GOALS AND OBJECTIVES

As a result of the social justice movement during the summer of 2020 and the COVID-19 pandemic that brought to light disparities and inequities at many levels, the SCAG Regional Council adopted a resolution affirming the agency's commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. Call 4 specifically aims to (1) advance the goals in SCAG's Racial Equity Early Action Plan, by prioritizing efforts that directly benefit Communities of Concern and SB 535 Disadvantaged Communities by encouraging racial equity in local planning practices; (2) support a wide range of eligible land use and transportation planning activities included in SCAG's Environmental Justice Toolbox as well as housing supportive infrastructure projects; and (3) support the development of plans to close the racial equity gap. SCAG is committed to working in partnership with others to close the gap of racial injustice and better serve historically disinvested communities.

Call 4, with an anticipated budget of \$5 million, is funded by the Regional Early Action Planning Grants of 2021 (REAP 2.0) which supports accelerating housing production, reducing greenhouse gas emissions, and aiding historically underserved communities and areas of concentrated poverty with immediate response and help for long-term unmet needs exacerbated by the pandemic. The Connect SoCal SCP Call 4 Guidelines have been developed with consideration of the draft REAP 2.0 guidelines and Call 4 goals of prioritizing civic engagement, equity, and environmental justice and with input received from stakeholders at the SCP Listening Sessions held in July 2021 and Information Sessions held in June 2022. SCP Call 4 Guidelines are subject to change, pending approval by HCD, upon release of the REAP 2.0 Final Guidelines in summer 2022.

APPLICANT ELIGIBILITY

Eligible applicants can apply for the Connect SoCal SCP Call 4 using two structures: an agency applicant structure where an eligible agency applicant can apply alone or through a co-applicant structure where up to two (2) co-applicants can apply in partnership with an agency applicant. This Call for Applications encourages co-applicant partnerships to support local engagement and collaboration. Eligible agency applicants include but are not limited to, local or regional agencies, transit agencies or districts, county transportation agencies, natural resources or public land agencies, public academic institutions, county public health agencies, housing authorities, special districts, school districts, and tribal governments. Eligible co-applicants include Community Based

Organizations (CBOs), non-profits, regional housing trust funds, academic institutions, and social enterprises that fulfill a social or public service mission. Agencies eligible to be primary applicants may apply as a co-applicant with another agency if appropriate.

Under an agency and co-applicant partnership, awarded co-applicants can be compensated to lead key elements of the project. Upon award, co-applicants listed on the application may enter a joint Memorandum of Understanding (MOU) agreement with SCAG and the local agency applicant to outline roles, responsibilities, the scope of work, and payment structure for each co-applicant.

PROJECT ELIGIBILITY

This Call for Applications will prioritize funding in areas that have been traditionally disadvantaged, underserved, underrepresented, and under resourced, as aligned by the REAP 2.0 Draft Guidelines. In addition to geographical prioritization, Call 4 will also include a variety of eligible projects focused across multiple categories that meet the REAP 2.0 Draft Guidelines. To meet the requirements of the program funding, all projects must directly address coronavirus (COVID-19) economic recovery by considering the impact of COVID-19 on their communities when designing programs and directly address at least one of the following three objectives:

- Accelerating infill development that facilitates housing supply, choice, and affordability
- Affirmatively furthering fair housing (AFFH) by means of taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics, when considering housing¹
- Reducing vehicle miles traveled

Proposed projects must be innovative, impactful, and transformative. Applicants may apply to one or more of the following SCP project categories:

- Land Use and Transportation Strategies that increase accessibility, mobility, resiliency, and safety
- Housing Supportive Infrastructure Plans and Programs
- Planning Convenings and Community Engagement Strategies that support inclusionary land use and transportation planning

EVALUATION CRITERIA

The evaluation criteria will focus on four main categories:

- Local Partnerships
- Project Need and Priority Population Benefits

¹ Pursuant to Government Code section 899.50, AFFH means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.

- Project Design and Outcome
- Inclusive and Equitable Engagement

Each application will be scored out of 100 points and shall demonstrate innovative and impactful approaches that produce transformative results for traditionally disadvantaged, underserved, underrepresented, and under-resourced communities.

TIMELINE

Pending approval of the Guidelines, the proposed schedule for Connect SoCal SCP Call 4 is provided in Table 1, Connect SoCal SCP Call 4 Draft Timeline. Staff anticipate presenting to the Regional Council in September 2022, after the release of the REAP 2.0 Final Guidelines and approval from HCD, for approval to release the Call for Applications. Application development and evaluation will occur from September 2022 to January 2023. Staff will return to SCAG’s Policy Committees and Regional Council in March and April of 2023. All awarded projects must be completed by June 30, 2025.

Table 1: Connect SoCal SCP Call 4 Draft Timeline

Connect SoCal SCP Call 4: Civic Engagement, Equity & Environmental Justice	Date
Call for Applications Opens	September 5, 2022
Application Workshops	September and October 2022
Call for Applications Submission Deadline	November 18, 2022, at 5:00 p.m.
Proposal Review and Scoring	November 2022 – January 2023
SCAG Policy Committee and Regional Council Approval of the SCP Call 4 Rankings	March and April 2023
Final Work and Invoices Submitted	June 30, 2025

FISCAL IMPACT:

Work associated with this item will be included in the FY22-23 OWP, once funding is received, with no fiscal impact to the existing budget.

ATTACHMENT(S):

1. Connect SoCal SCP Call 4 Draft Guidelines



2. PowerPoint Presentation - Connect SoCal SCP Call 4 Presentation

Sustainable Communities Program (SCP) Overview

Since 2005, SCAG’s various sustainability planning grant programs (Compass Blueprint, Sustainability Planning Grants, Sustainable Communities Program) have provided resources and direct technical assistance to jurisdictions to complete important local planning efforts to enable implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), which today is called [Connect SoCal](#).

The SCP allows SCAG to strengthen partnerships with local agencies who are responsible for land use and transportation decisions. The SCP provides local jurisdictions with multiple opportunities to seek funding and resources to meet the needs of their communities, address recovery and resiliency strategies considering COVID-19, and support regional goals. To strengthen the implementation link between this Call for Applications and the adopted Connect SoCal, the name of the program has changed to Connect SoCal SCP Call 4.

Connect SoCal SCP Call 4: Civic Engagement, Equity and Environmental Justice (CEEEJ)

The Southern California Association of Governments (SCAG) announces the Connect SoCal SCP Call 4 Call for Applications focused on Civic Engagement, Equity, and Environmental Justice.

On July 2, 2020, the SCAG Regional Council adopted a [resolution](#) reaffirming the agency’s commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. SCAG is committed to work in partnership with others to close the gap of racial injustice and better serve historically disinvested communities. The SCP aims to prioritize resources where there is a demonstrated need, guided by the Connect SoCal Goal, “to support healthy and equitable communities.” For more information on SCAG’s equity efforts, please review the [Racial Equity Early Action Plan](#) and visit SCAG’s [IDEA webpage](#).

SCP Call 4 CEEEJ specifically aims to:

- Advance the goals in SCAG’s Racial Equity Early Action Plan, by prioritizing efforts that directly benefit **Communities of Concern** and **SB 535 Disadvantaged Communities** by encouraging racial equity in local planning practices.
- Support a **wide range of eligible** land use and transportation planning activities included in **SCAG’s Environmental Justice Toolbox** as well as housing supportive infrastructure projects.
- Support the development of plans to close the **racial equity gap**.

SCP Call 4 CEEEJ has an anticipated budget of \$5 million. The program is funded by Regional Early Action Planning Grants of 2021 (REAP 2.0) which supports the State’s commitment to a future where all residents have the option to live closer to their jobs, services, and daily destinations. REAP 2.0 supports accelerating housing production, reducing greenhouse gas emissions, and aiding historically underserved communities and areas of concentrated poverty with immediate response and help for long-term unmet needs exacerbated by the pandemic. SCP Call 4 Guidelines are subject to change, pending approval by HCD, upon release of the REAP 2.0 Final Guideline in summer 2022.

Applicant Eligibility

Eligible agency applicants include but are not limited to, local or regional agencies, transit agencies or districts, county transportation agencies, public academic institutions, natural resource or public land agencies, county public health agencies, housing authorities, special districts, school districts, and tribal governments.

This Call for Applications includes a co-applicant structure. Community Based Organizations (CBOs), non-profits, regional housing trust funds, and social enterprises that fulfill a social or public service mission are eligible to apply as co-applicants in partnership with an agency applicant. An organization that utilizes a fiscal sponsor is eligible to apply. Multiple co-applicants, up to two (2), may apply alongside an agency applicant. Agencies eligible to be primary applicants may apply as a co-applicant with another agency if appropriate.

Partnership Structure

This Call for Applications allows agency applicants to apply via a partnership with co-applicants. Local agencies may apply with Community Based Organizations as a co-applicant partnership. Under an agency and co-applicant partnership, co-applicants would be compensated to lead key elements of the project. In addition, a consultant team would be procured to perform identified work on behalf of the agency and co-applicant partnership. Further details on the co-applicant partnership are included in Attachment 1.

Prioritization

SCAG, as aligned with REAP 2.0, prioritizes funding in areas that have been traditionally disadvantaged, underserved, underrepresented, and under resourced. The REAP 2.0 Guidelines have clearly defined areas that are in most need of support and recovery efforts to address impacts from COVID-19. These targeted areas include:

- SB535 Disadvantaged Communities (CalEnviroScreen 4.0)
- Low scoring communities identified in the Health Places Index
- Disadvantaged communities identified using CEQ Climate and Economic Justice Screening Tool
- SCAG Communities of Concern
- HUD Qualified Census Tracts (Low-income Housing Tax Credit Qualified Census Tracts)
- TCAC/HCD Opportunity Areas (High segregation and poverty, low resource and moderate resource communities)

For more information, please review the [Draft REAP 2.0 Guidelines](#).

Project Eligibility

This Call for Applications includes a variety of eligible projects focused across multiple categories. To meet the requirements of the program funding, all projects must directly address coronavirus (COVID-19) economic recovery by considering the impact of COVID-19 on their communities when designing programs to respond to the direct and immediate need of the pandemic and its negative economic impacts. The proposed project/program **must** explain how it meaningfully responds in a proportionate way to a negative economic impact of the pandemic and show that the program or project serves “Impacted Households¹”. In addition to addressing COVID-19 economic recovery, applicable projects must also, at minimum, directly address at least one of the three following objectives:

- Accelerating infill development that facilitates housing supply, choice and affordability
- Affirmatively furthering fair housing (AFFH) by means of taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive

¹ The Coronavirus Economic Recovery requirement is included pursuant to the [State and Local Fiscal Recovery Fund \(SLFRF\) Final Rule 32 CFR 35.1-12](#),

communities free from barriers that restrict access to opportunity based on protected characteristics, when considering housing²

- Reducing vehicle miles traveled (VMT)

Proposed projects must be **innovative**, **impactful** and **transformative**. Applicants shall strive for innovative and impactful approaches that produce transformative, visible, and measurable results on the ground. The program seeks activities that are demonstrably exemplary, and applicants can demonstrate the funds will lead to changes that support program goals and objectives, stated above (e.g. housing production, VMT reduction, AFFH, Advancing/Implementing the SCS).

Applicants may apply to one or more of the following SCP project categories, and some projects may qualify under more than one category:

- **Land Use and Transportation Strategies.** Plans and projects should increase accessibility, mobility, resiliency, and safety, including and not limited to the following examples:
 - Park and Greenway Connectivity Plans
 - Highways to Boulevards and Freeway Cap Plans – Improvements for Non-Motorized Vehicles and Pedestrian Traffic (Motorized Vehicle Infrastructure improvements are ineligible)
 - Integration of Environmental Justice Goals and/or Policies into General Plan Updates
 - Integrating Infill Housing into General Plan Updates
 - Affordable Housing Plans & Ordinances
 - Accessibility and Safety Demonstration Projects
- **Housing Supportive Infrastructure Plans & Programs**, including and not limited to the following example projects:
 - Infrastructure & Utility Financing Plans (not including fossil fuel and natural gas)
 - Community E-Bike Rebates and E-Bike Share Plans & Pilots
 - Public Art in Infrastructure Programs
- **Planning Convenings & Community Engagement Strategies.** Plans and programs should support inclusionary land use and transportation planning, including and not limited to the following examples:
 - Youth Leadership Development & Cohort-Based Engagement Programs
 - Community Advocacy & Storytelling
 - Community Resiliency Playbooks & Toolkits

Evaluation Criteria

Each application includes the following scoring criterion and approach to improve housing equity and livability:

- Local Partnerships
- Project Need and Priority Population Benefits
- Project Design and Outcomes

² Pursuant to Government Code section 899.50, AFFH means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.

- Inclusive and Equitable Engagement

Further detail regarding how points are determined will be provided in the project application, available on the SCP project website.

Scoring Criteria	Points
Local Partnerships	30
Relationships, Roles & Responsibilities	
Governance & Decision-making	
Equitable, Respectful & Reciprocal Partnership	
Letters of Support	
Project Need & Priority Population Benefits	30
COVID-19 Economic Recovery*	
REAP 2 Objectives	
Addressing and Repairing Historic/Current Inequities	
Priority Populations Benefits	
Project Design & Outcomes	10
Scope of Work & Project Outcomes	
Sustainable Communities Strategy (SCS) Implementation	
Project Feasibility	
Inclusive & Equitable Engagement	30
Priority Populations Engagement	
Inclusive, Diverse & Equitable Engagement	

*Required for all projects

Schedule

The following schedule outlines important dates for the Program.

SCP Civic Engagement, Equity & Environmental Justice	Date
Call for Applications Opens	September 5, 2022

Application Workshops	September and October 2022
Call for Applications Submission Deadline	November 18, 2022 at 5:00 p.m.
Proposal Review and Scoring	November 2022 – January 2023
SCAG Policy Committee and Regional Council Approval of the SCP Call 4 Rankings	March and April 2023
Final Work and Invoices Submitted	June 30, 2025

Contact Information

Anita Au
 Senior Regional Planner
 Telephone: (213) 236-1874
 Email: au@scag.ca.gov

Attachment 1

This Call for Applications encourages co-applicant partnerships to support local engagement and collaboration. Upon award, co-applicants listed on the application will enter a joint Memorandum of Understanding (MOU) agreement with SCAG and the local agency applicant to outline roles, responsibilities, the scope of work, and payment structure for each co-applicant. SCAG will evaluate the risks to the program posed by each co-applicant to assess a co-applicant's ability to manage federal funds pursuant to the requirements prescribed in the Title 2 Code of Federal Regulations Part 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards." In some circumstances, special grant conditions may be imposed to mitigate anticipated risks. Each applicant will be required to furnish documentation to SCAG for this evaluation. The proposed payment method is based on a milestone payment, subject to the approval of the State. SCAG will perform cost analysis of the proposed budget and will pay the co-applicant(s) based on a milestone payment schedule as outlined in the MOU agreement. The total budget request for each co-applicant shall be no more than \$200,000 in the application and may not exceed \$250,000 in total compensation throughout the duration of the project.



Connect SoCal SCP Call #4: Civic Engagement, Equity & Environmental Justice

Anita Au & Hannah Brunelle
Planning Strategy Department

WWW.SCAG.CA.GOV



Agenda

1. **Sustainable Communities Program (SCP) & Call for Applications Overview**
2. **Call for Applications Goals & Objectives**
3. **Applicant & Project Eligibility**
4. **Call Structure, Process, & Partnership Opportunities**
5. **Proposed Scoring Criteria**
6. **Timeline**

Sustainable Communities Program Overview

- Since 2005, the Southern California Association of Governments (SCAG) has provided resources and direct technical assistance to local jurisdictions via the Sustainable Communities Program (SCP).
- The 2020/21 SCP provided local agencies with three opportunities to access funding and resources to meet the needs of their communities, address recovery and resiliency strategies considering COVID-19, and support regional goals.
- **SCAG will release a fourth Call for Applications for programs and projects prioritizing Civic Engagement, Equity & Environmental Justice in September 2022.**

Sustainable Communities Program Goals

- Provide needed planning resources
- Promote, address and ensure equity
- Encourage strategies to reduce VMT and GHG emissions
- Implement strategies in Connect SoCal
- Support Connect SoCal Key Connections
- Support regional resiliency
- Increase funding to the region

Learn more about the SCP on [SCAG's website!](#)

Regional Early Action Planning (REAP) 2021 Grant

\$246 million = SCAG region's formula share

Obligated by June 2024

Expended by June 2026

"Transformative Planning and Implementation Activities"

Accelerating infill housing development AND

Coronavirus Economic Recovery AND

Reduce Vehicle Miles Travelled AND

Affirmatively Further Fair Housing



SCP & SCAGs Racial Equity Action Plan

The Racial Equity Early Action Plan (REEAP), approved by the Regional Council in May 2021, established goals and a policy direction to advance racial equity through SCAG's programs.

SCP Call 4 directly supports the policy direction and Goal 3 of the Plan

"Encourage Racial Equity in Local Planning"

- Provide resources for CBO engagement in Local Planning
- Refine equity goals and evaluation criteria used in the Sustainable Communities Program
- Provide resources through the Sustainable Communities Program to promote Environmental Justice

SCP Call for Applications #4 Goals and Objectives

Goals

- Center and prioritize racial and social equity
- Address the pervasive and deep inequities experienced in historically disinvested communities
- Include a wide range of eligible project types
- Support the development of plans to close the gap of racial inequities
- Support the goals in SCAG's Racial Equity Early Action Plan, Connect SoCal, and SCAG's Public Participation Plan

Objectives

- Focus support in SCAG's Communities of Concern, SB 535 Disadvantaged Communities and Regional Early Action Planning Grants (REAP) 2.0 priority areas
- Support local planning efforts focused on eliminating barriers to civic engagement
- Build community capacity, trust, and sustainable relationships with stakeholders
- Prioritize community identified and implemented projects

SCP Call 4 Objectives



Support the development of plans to close the **racial equity gap**.



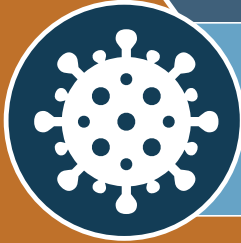
Support a **range of eligible** land use and transportation activities.



Prioritize efforts that benefit **Communities of Concern** and **SB 535 Disadvantaged Communities**.

Project Eligibility

This program is funded by the Regional Early Action Planning Grants of 2021 (REAP 2.0)



COVID-19 economic recovery



Affirmatively furthering fair housing



Accelerating infill housing



Reducing vehicle miles traveled

Project Eligibility

Applicants may apply to one or more of the following SCP project categories



Land Use & Transportation Strategies



Housing Supportive Infrastructure Plans & Programs



Planning Convenings & Community Engagement Strategies

Greenway Connectivity Plans

Highways to Boulevard Plans

Infrastructure & Utility Financing Plans

Public Art in Infrastructure Programs

Community Advocacy and Storytelling

Resiliency Toolkits

Applicant Eligibility

Agency Applicant

- Cities and Counties
- County Transportation Agencies
- Natural Resources or Public Land Agencies
- Public academic institutions
- Transit Agencies
- School Districts
- Tribal Entities
- Special District

Co-Applicant(s)

- Community Based Organizations (CBOs)
- Non-profits
- Social enterprises that fulfill a social or public service mission
- Regional housing trust funds

Call for Applications Co-Applicant Partnership Structure

Meeting community needs through local partnerships

- Local agency could apply with up to two CBO co-applicant(s).
- CBOs would be compensated to lead key elements of the project.
- A Consultant team could be procured to support the local agency and perform identified work.

Geographic Prioritization

Targeted Areas based on REAP 2.0 Guidelines

- Areas of High Segregation and Poverty
- Disadvantaged and Historically Underserved Communities
- Disproportionately Impacted Households
- Impacted Households
- Low-Income Households

Proposed Application & Evaluation Process



SCAG develops guidelines with feedback from regional partners



Applicants submit proposals



SCAG holds office hours and coaching to support applicants



Proposals are evaluated and awarded based on pre-determined criteria



Proposed Scoring Criteria



Applicants are encouraged to apply by completing an application via an online form

While one application is recommended, applicants may submit **multiple** applications

SCP Call 4 Timeline*



*subject to change upon feedback



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/scp>

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AGENDA ITEM 3
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
Thursday, July 7, 2022

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Rongsheng Luo, Program Manager II
(213) 236-1994, luo@scag.ca.gov
Subject: Release of Transportation Conformity Analyses of Draft 2023 Federal
Transportation Improvement Program (FTIP) and Draft 2020 Connect
SoCal Amendment #2

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council authorize the Executive Director to release the transportation conformity analyses of the Draft 2023 FTIP and the Draft Connect SoCal (2020 RTP/SCS) Amendment #2 for public review and comment.

RECOMMENDED ACTION FOR CEHD & TC:

Receive and File.

RECOMMENDED ACTION FOR RC:

Authorize the Executive Director to release the transportation conformity analyses of the Draft 2023 FTIP and the Draft Connect SoCal (2020 RTP/SCS) Amendment #2 for public review and comment.

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 requested by County Transportation Commissions (CTCs), SCAG has developed the draft 2023 Federal Transportation Improvement Program (FTIP) and 2020 Connect SoCal Amendment #2 including the associated transportation conformity analyses. The conformity analyses demonstrate that the draft 2023 FTIP and 2020 Connect SoCal Amendment #2 meet all federal transportation conformity requirements. Staff is seeking recommendation from the Energy and Environment Committee (EEC) and approval of the Regional Council (RC) to release the conformity analyses as part of the draft 2023 FTIP and 2020 Draft Connect SoCal Amendment #2 for public review and comment. Pending approval by the EEC, the Transportation Committee (TC), and the

RC, the draft 2023 FTIP and 2020 Connect SoCal Amendment #2 which include the associated transportation conformity analyses will be released for a thirty (30) day public review and comment period. Upon completion of the public review and comment, the proposed final 2023 FTIP and 2020 Connect SoCal Amendment #2 are scheduled to be presented to the TC and the transportation conformity analyses portion is scheduled to be presented to the EEC for recommended adoption by the RC in October 2022.

BACKGROUND:

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

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

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

Under the U.S. Department of Transportation's metropolitan planning regulations and the U.S. Environmental Protection Agency's transportation conformity regulations, the draft 2023 FTIP and 2020 Connect SoCal Amendment #2 need to pass five transportation conformity tests: consistency with the adopted Connect SoCal as previously amended, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement. Once approved by the federal agencies, the 2023 FTIP and the 2020 Connect SoCal Amendment #2 would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation. Staff has performed the required transportation conformity analyses, and the analyses demonstrate conformity.

At its meeting today, the TC is considering recommended approval to the RC of the public release of the draft 2023 FTIP and 2020 Connect SoCal Amendment #2 for a 30-day public review and comment period beginning on July 8, 2022 and ends on August 8, 2022.

Upon completion of the public review period, staff will provide responses to all comments in the proposed final 2023 FTIP and 2020 Connect SoCal Amendment #2. The proposed final 2023 FTIP and 2020 Connect SoCal Amendment #2 will thereafter be presented to the TC in September 2022 and the RC in October 2022 meetings. The proposed final conformity finding will be presented to the EEC and the RC for approval on the same day. Federal approval of the 2023 FTIP and 2020 Connect SoCal Amendment #2 is expected to occur in December 2022.

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

The draft 2020 Connect SoCal Amendment #2 is available at:
www.scag.ca.gov/post/amendment-2-0

FISCAL IMPACT:

Work associated with this item is included in the current FY 2021-22 Overall Work Program (025.0164.01: Air Quality Planning and Conformity).



AGENDA ITEM 4
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
Thursday, July 7, 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Annaleigh Ekman, Assistant Planner
(213) 630-1427, ekman@scag.ca.gov

Subject: Initial Findings for Connect SoCal CEQA Addendum No. 3 to Programmatic
Environmental Impact Report (State Clearinghouse #2019011061)

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:

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

An informational copy of draft Addendum No. 3 to the PEIR is attached to this staff report. This staff report and draft addendum is for informational purposes only. Staff will return to the EEC for

approval of the final Addendum No. 3 to the PEIR on September 1, 2022 and to SCAG's Regional Council for certification on October 6, 2022.

BACKGROUND:

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

Connect SoCal Amendment No. 2 consists of 102 project changes, including 14 new and 88 modified projects. All 102 project changes are for financially constrained RTP/SCS projects, meaning there are no project changes to financially unconstrained RTP/SCS projects. Almost all the project changes, 98 out of 102, involve short-term RTP projects. Among the 102 project changes, most of them are modifications to existing projects, including revised project descriptions, schedules, and/or total costs. The 14 new projects include primarily Transportation System Management/Transportation Demand Management projects and minor arterial widenings providing benefits such as improving efficiency of existing systems and reducing congestion. These new projects involve new costs and modeling changes for projects that were previously not included in Connect SoCal Amendment #1. No projects are removed due to project cancellation or duplicate entries. Of the 102 project changes in Amendment #2, 3 of the projects are within Imperial County, 37 of the projects are within Los Angeles County, 4 of the projects are within Orange County, 48 of the projects are within Riverside County, 8 of the projects are within San Bernardino County, 2 of the projects are within Ventura County, and none of the projects spread across multiple counties. A complete list of the project changes is available in Amendment #2.

BASIS FOR A PEIR ADDENDUM:

When an Environmental Impact Report (EIR) has been certified and the project is modified or otherwise changed after certification, additional review may be necessary pursuant to the CEQA. The key considerations for determining the need and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code and CEQA Guidelines Sections 15162, 15163 and 15164. In general, an addendum is the appropriate form of environmental documentation when there are not substantial changes to the project or new information that

would require major revisions to the EIR. Substantial changes are defined as those which “will require major revisions of the previous EIR...due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.” An addendum is not required to be circulated for public review.

PRELIMINARY PROGRAMMATIC ENVIRONMENTAL ASSESSMENT:

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

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

Summary of Findings:

Although the new projects identified in the Connect SoCal Amendment No. 2 were not identified in the Connect SoCal PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the Connect SoCal and with the analysis and conclusions presented in the previously certified Connect SoCal PEIR with Addendum No. 1 and Addendum No. 2. Additionally, modeling results indicate that modifications to the Project List resulted in an overall difference of less than one percent. See Table 1, below, for a summary of the impacts analyzed in draft Addendum No. 3.

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

Impact	Compared to the Certified Connect SoCal PEIR
Aesthetics	Same; no new impacts

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

SCAG staff has determined that the changes and additions identified above with respect to Amendment No. 2 would result in impacts that would fall within the range of impacts already identified in the previously certified Connect SoCal PEIR, PEIR Addendum No. 1, and PEIR Addendum No. 2. Therefore, as reflected in Addendum No. 3 no substantial physical impacts to the environment beyond those already anticipated and documented in the Connect SoCal PEIR are anticipated to result from the changes and additions identified in the Connect SoCal Amendment No. 2. Further, each project will be fully assessed at the project-level by the implementing agency in

accordance with CEQA, National Environmental Policy Act (NEPA), and all applicable regulations. No changes to the mitigation measures or alternatives contained in the Connect SoCal PEIR are necessary or proposed. ***An informational copy of draft Addendum No. 3 to the PEIR is attached to this staff report.***

CONCLUSION:

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

NEXT STEPS:

Staff will return to the EEC for its approval of the final Addendum No. 3 to the PEIR on September 1, 2022 and to SCAG's Regional Council for certification on October 6, 2022.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. Draft Addendum #3 PEIR

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



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

JULY 7, 2022

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DRAFT ADDENDUM #3

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

JULY 7, 2022

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

CONNECT SOCAL Draft Addendum #3 to the Program Environmental Impact Report

DRAFT

1.0 INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.1 BASIS FOR THE ADDENDUM

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

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

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

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

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

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

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

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

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

1.2 PURPOSE AND SCOPE OF THE ADDENDUM TO THE PEIR

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

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

2.0 PROJECT DESCRIPTION

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

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

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

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

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

3.0 ENVIRONMENTAL ANALYSIS

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

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

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

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

TABLE 3-1 Summary of Impacts from Amendment #2

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



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

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

3.1 AESTHETICS

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

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

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

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

3.2 AGRICULTURE AND FORESTRY RESOURCES

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

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

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

3.3 AIR QUALITY

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

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

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

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

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

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

3.4 BIOLOGICAL RESOURCES

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

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

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

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

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

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



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

3.5 CULTURAL RESOURCES

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

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

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

3.6 ENERGY

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

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

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

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

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

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



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

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

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

3.7 GEOLOGY AND SOILS

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

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

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

3.8 GREENHOUSE GAS EMISSIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TABLE 3-7 SB 375 Analysis – Amendment #2

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

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

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

3.9 HAZARDS AND HAZARDOUS MATERIALS

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

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

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

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

3.10 HYDROLOGY AND WATER QUALITY

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

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

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

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

3.11 LAND USE AND PLANNING

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

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

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

3.12 MINERAL RESOURCES

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

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

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

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

3.13 NOISE

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

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

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

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

3.14 POPULATION, HOUSING AND EMPLOYMENT

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

Connect SoCal PEIR and addendums.

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

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

3.15 PUBLIC SERVICES

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

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

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

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

3.16 RECREATION

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

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

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

3.17 TRANSPORTATION, TRAFFIC, AND SAFETY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Attachment: Draft Addendum #3 PEIR (Initial Findings for Connect SoCal CEQA Addendum No. 3 to

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

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

3.18 TRIBAL CULTURAL RESOURCES

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

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

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

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

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

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

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

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

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

3.19 UTILITIES AND SERVICE SYSTEMS

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

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

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

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

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

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

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

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

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

3.20 WILDFIRE

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

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

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

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

3.21 CUMULATIVE IMPACTS

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

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

4.0 COMPARISON OF ALTERNATIVES

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

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

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

5.0 OTHER CEQA CONSIDERATIONS

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

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

6.0 FINDINGS

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

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



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DRAFT ADDENDUM #3

TO THE
 PROGRAM ENVIRONMENTAL IMPACT REPORT
 STATE CLEARINGHOUSE #2019011061

JULY 7, 2022

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

DRAFT





Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
Thursday, July 7, 2022

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

From: Lorianne Esturas, Assistant Planner
(213) 236-1853, esturas@scag.ca.gov

Subject: 2021-2022 CivicSpark Housing Fellows: Regional Affordable Housing Initiative

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR CEHD:

Receive and File

RECOMMENDED ACTION FOR RC:

Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The CivicSpark program is a statewide Governor’s Initiative AmeriCorps program administered by the State of California’s Office of Planning and Research and CivicWell (formerly the Local Government Commission). SCAG is a regional partner and beneficiary of the CivicSpark program and has hosted CivicSpark Fellows working in the Sustainability Department for the past eight (8) years. SCAG’s 2021-2022 CivicSpark Housing Fellows—Clare Blackwell, Isabel Goldfarb, and Angelica Gonzalez—advanced the goals and Key Connections of SCAG’s 2020 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal, primarily helping cities plan for new affordable housing in order to meet state housing goals.

BACKGROUND:

The CivicSpark program places 90 Fellows in local governments around the state to build local capacity around climate, water management, affordable housing, and mobility issues. SCAG is a regional partner and beneficiary of the CivicSpark program and has hosted CivicSpark Fellows for the past eight (8) years.

To help advance the goals and Key Connections of Connect SoCal, particularly around Housing Supportive Infrastructure, SCAG partnered with CivicWell, hosting its second cohort of CivicSpark

Housing Fellows. During the 2021-2022 fiscal year, three Housing Fellows, Clare Blackwell, Isabel Goldfarb, and Angelica Gonzalez, worked with the SCAG Housing Program to advance projects and programs aimed at increasing the production of affordable housing throughout the SCAG region through a number of initiatives. Fellows supported the implementation of Regional Early Action Plan (REAP) funded programs, including the Housing and Sustainable Development (HSD) program and the Subregional Partnership Program to ensure that projects increase housing supply to meet the sixth cycle Regional Housing Needs Allocation (RHNA). Additionally, Fellows researched Accessory Dwelling Unit (ADU) development in the SCAG region, as well as Transit Oriented Communities (TOC) policies. Furthermore, Fellows compiled their work and conducted interviews with planners across the region to create the “Accessory Dwelling Units in the SCAG Region” ArcGIS StoryMap. The StoryMap highlights ADU permitting trends; innovative practices throughout the region; the benefits of ADUs; and SCAG’s current ADU technical assistance efforts. The StoryMap aims to promote ADU development and increase awareness of the status of ADUs across the SCAG region and is anticipated to launch in late Summer 2022. Over the course of their 2021-2022 service term, the Fellows helped build longer-term capacity to address housing issues in the region by strengthening regional/subregional partnerships, collaborations, and funding models.

SCAG’s partnership with CivicSpark will continue through the 2022-2023 program year with Fellows supporting SCAG’s climate adaptation and mitigation, resilience, and greenhouse gas emissions reduction goals.

FISCAL IMPACT:

The CivicSpark program is funded jointly by CivicWell and SCAG’s FY 21-22 Overall Work Program (290.4862.02).

ATTACHMENT(S):

1. PowerPoint Presentation - 21-22 CivicSpark Fellows - updated

CivicSpark Housing Fellowship Regional Affordable Housing Initiative

July 7, 2022

Clare Blackwell, Angelica Gonzalez, and Izzy Goldfarb



WWW.SCAG.CA.GOV



AGENDA

Overview of the CivicSpark Program

Regional Early Action Planning (REAP) Program Support

Accessory Dwelling Unit (ADU) Production in the SCAG Region

- ADU Research
- ADU Story Map

Post-CivicSpark Next Steps

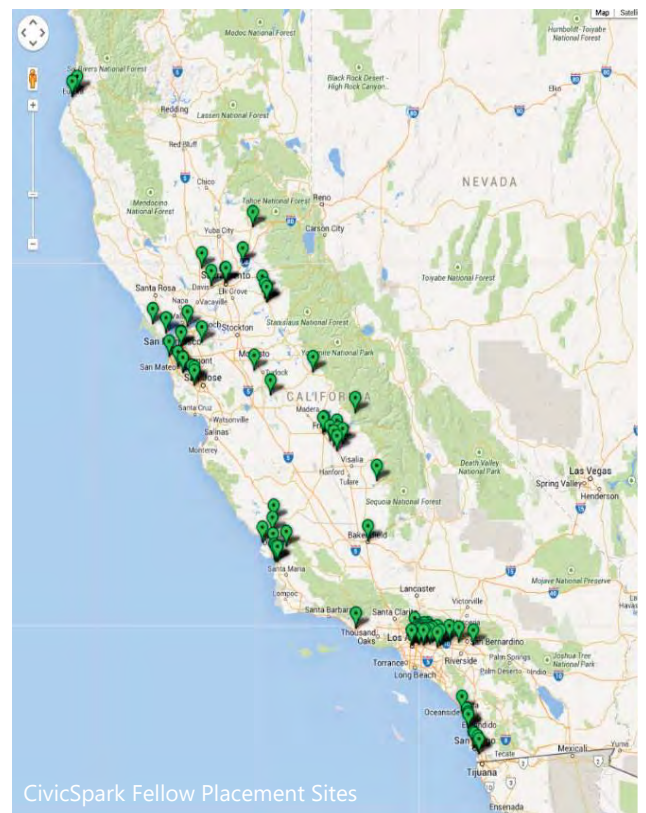


OVERVIEW OF THE CIVICSPARK PROGRAM

Overview of the CivicSpark Program

What is CivicSpark?

- Governor's initiative AmeriCorps program
- Administered by CivicWell (*formerly the Local Government Commission*)
- Dedicated to building capacity for local governments to address environmental, social equity, and resilience challenges
- SCAG has been a CivicSpark partner and beneficiary since 2014





REGIONAL EARLY ACTION PLANNING (REAP) PROGRAM SUPPORT

Regional Early Action Planning (REAP) Program Support

CivicSpark + REAP Program Support

Goals

- Align investment in housing planning with the 6th cycle RHNA
- Provide technical assistance to support REAP Sub-Recipients in applying for and expending program resources
 - *Subregional Partnership Program*
 - *Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD)*
- Encourage a cross-jurisdictional approach to the housing crisis
 - Peer-to-Peer Collaboration



ACCESSORY DWELLING UNIT (ADU) PRODUCTION IN THE SCAG REGION

Accessory Dwelling Unit (ADU) Production in the SCAG Region

Accessory Dwelling Unit (ADU) Research

Goals

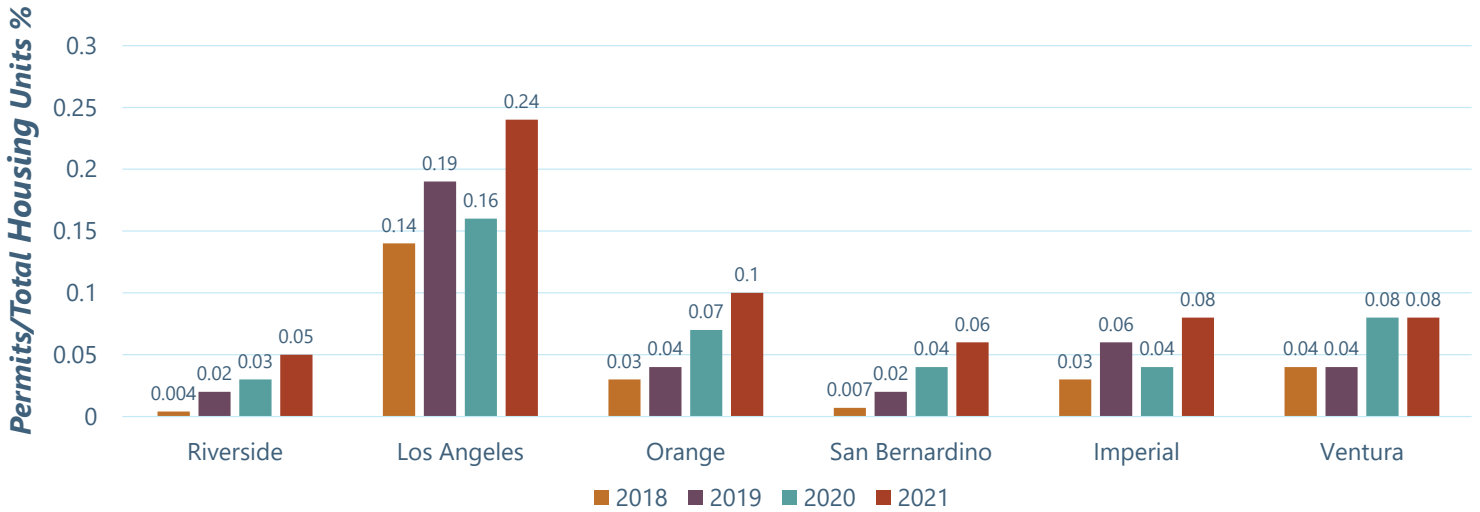
- Track ADU permit data reported to the California Department of Housing and Community Development (HCD) in Annual Progress Reports (APR's)
- Examine best practices from ADU efforts across the SCAG region to provide technical assistance to local jurisdictions



Image sourced from [City of Garden Grove](#)

ADU Permits: SCAG Counties

ADU Permits/Total Housing Units Reported 2018-2021*



* Permit Data from HCD APR Data Dashboard Updated 06/22/22, Total Housing Units Estimates from California Department of Finance

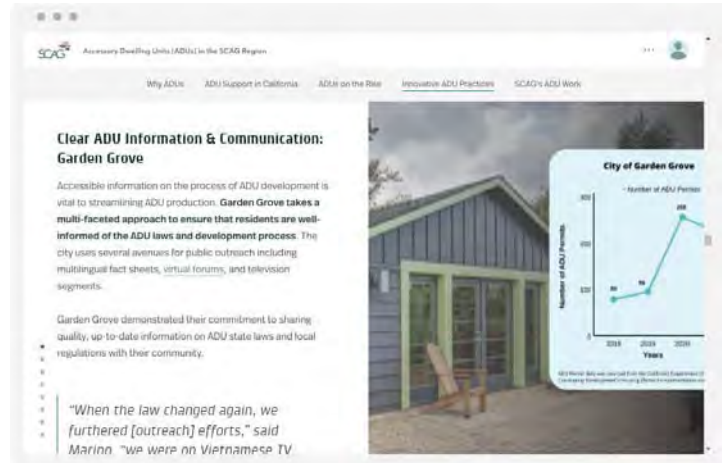
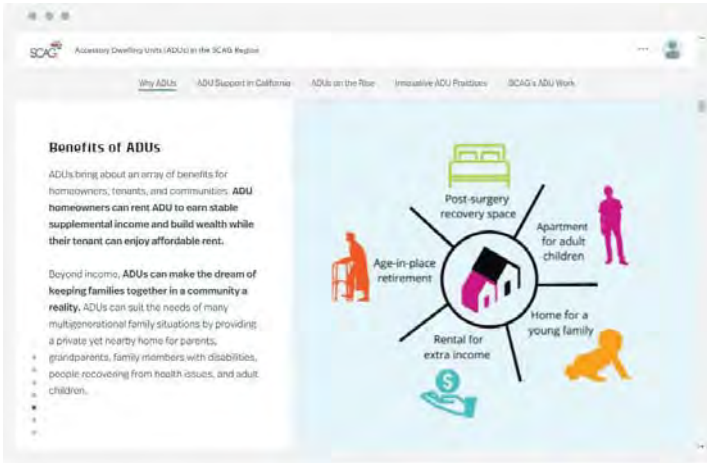
Accessory Dwelling Unit (ADU) Story Map

Goals

- **Exhibit** the benefits of ADUs for renters, residents, communities, and cities through human-centered stories
- **Highlight** innovative ADU practices in the SCAG region to promote multiple avenues of support for ADU development
- **Illustrate** ADU permitting progress across the SCAG region
- **Promote** SCAG's current work regarding ADUs



ADU Story Map



ADU Story Map

Featured jurisdictions with innovative ADU practices

City of Garden Grove

- Accessible ADU Communication Strategies

City of Pasadena

- Second Unit ADU Program

City of Los Angeles

- LA ADU Accelerator Program
- Standard Plan Program (LADBS)



Image sourced from LA's [Standard Plan Program](#); Connected Homes by Architect Jared Levy



POST-CIVICSPARK NEXT STEPS

Post-CivicSpark Next Steps

Next Steps

- SCAG Fellows will present their deliverables to the CivicSpark cohort during the Poster Symposium
- Moving forward, SCAG's CivicSpark fellows will continue their careers in housing planning





THANK YOU!

For more information, please visit:

<https://civicspark.civicwell.org/>

Clare Blackwell, blackwell@scag.ca.gov
Angelica Gonzalez, gonzalez@scag.ca.gov
Izzy Goldfarb, goldfarb@scag.ca.gov



AGENDA ITEM 6
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
Thursday, July 7, 2022

To: Community Economic & Human Development Committee (CEHD)
Regional Council (RC)
From: Ma'Ayn Johnson, Program Manager II
(213) 236-1975, johnson@scag.ca.gov
Subject: RHNA Reform Timeline

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:

The Regional Housing Needs Assessment (RHNA) is a process to determine existing and projected housing need for every jurisdiction within the State of California. Assembly Bill (AB) 101 (2019) requires HCD, in collaboration with the Office of Planning and Research, to conduct RHNA reform and make recommendations to the legislature by December 31, 2023 (a date presumed by staff at the time of this report’s publication). In response to requests during and after the 6th cycle RHNA process, staff is launching a series of meetings with stakeholders develop recommendations on RHNA reform. These recommendations will be presented to the CEHD Committee and Regional Council once a timeline on Statewide RHNA reform is published by HCD, and will be included in a letter to HCD as part of their engagement process.

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. SCAG developed and adopted a methodology of the regional determination to distribute regional housing need for every jurisdiction within the region. Following an appeals process, the Regional Council adopted the 6th cycle final RHNA allocation on March 4, 2021, which was subsequently approved by HCD.

RHNA Reform

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 have been 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) requires HCD, in collaboration with the Office of Planning and Research, to conduct RHNA reform and make recommendations to the legislature. The original deadline to submit the report was December 31, 2022, but at the time of the drafting and publication of this report, SCAG staff expects legislative action via AB 197 (2022) and the signature of the Government on July 1, 2022 to extend this date to December 31, 2023. The purview of RHNA reform 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 has not published any information regarding their process for RHNA reform per AB 101. Prior remarks by HCD staff indicate that they are considering holding a statewide process of engaging stakeholders, such as public workshops, The input from this engagement will be used to develop the report of HCD’s findings and recommendations due to the State legislature by December 31, 2023.

Prior to the enactment of AB 197, SCAG staff developed a schedule to synchronize with the original HCD report due date of December 2022. Based on the updated due date of December 2023, SCAG staff has updated its RHNA reform schedule. Stakeholder and community outreach and engagement is still scheduled for July 2022, but staff recommendations will be postponed to a date determined once HCD publishes its RHNA reform schedule.

RHNA Reform Schedule

Date	Action
July 6, 2022	Public Information and Input Session on RHNA reform
July 19, 2022	Housing Working Group meeting

July 21, 2022	Technical Working Group meeting
TBD	Special CEHD Meeting #1
TBD	Special CEHD Meeting #2
TBD	Presumed statewide workshops on RHNA reform by HCD
TBD	CEHD Meeting to review and approve recommendations to Regional Council
TBD	Regional Council approval of CEHD recommendations/submit final RHNA Reform recommendations to HCD
TBD	Presumed due date for comments to HCD on RHNA Reform
December 31, 2023	Due date for HCD's report to the Legislature on RHNA Reform

In July 2022, SCAG staff will engage stakeholders to collect input on various topics for RHNA reform.

On July 6, 2022 from 1:00 to 3:00 p.m. SCAG will hold an online public information and input session to educate stakeholders on the RHNA process and reform and collect input on ways to reform RHNA. A registration link for the session is available on SCAG's RHNA webpage: www.scag.ca.gov/rhna. A view-only live stream option for the presentation part of the session will be also made available.

Additionally, SCAG will present at the July 19, 2022 Housing Working Group meeting, which is open to the public, and at the July 21, 2022 Technical Working Group (TWG) meeting. SCAG has also reached out to subregional partners, planning directors, city/county managers, and housing stakeholders to inform them of the RHNA reform process and opportunities to provide input.

Based on input from this process and input already collected during the RHNA process, SCAG staff will present its recommendations at CEHD Committee special meetings at a date undetermined. The purpose of these CEHD special meetings will be to conduct a public input session on RHNA reform as well as get input from the CEHD committee members. Based on these special CEHD meetings, staff will develop recommendations on RHNA reform and present them to both CEHD and the Regional Council for action. The approved recommendations will be included in a comment letter submitted by SCAG to HCD by their published deadline for comments on RHNA reform. The dates of these meetings will be determined after HCD publishes its schedule on RHNA reform. SCAG staff will provide updates to the Regional Council, CEHD Committee, stakeholders, and the public as more information becomes available.

Comments and input on RHNA reform can be submitted to housing@scag.ca.gov. Materials on RHNA and RHNA reform will be posted on SCAG's webpage: www.scag.ca.gov/rhna.

Due to the urgency of AB 101 RHNA reform, the process described in this report will focus solely on RHNA. However, SCAG acknowledges the issues raised by stakeholders on the challenges of



developing compliant 6th cycle housing elements. Staff will explore a longer-term plan to review these specific issues and make recommendations for action and possible implementation prior to the 7th cycle.

FISCAL IMPACT:

Work associated with this item is included in the FY 22-23 Overall Work Program (21-300.4872.01: Regional Early Action Planning (REAP) Grants Program (AB 101)).



AGENDA ITEM 7
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
Thursday, July 7, 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

For Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, TC, and RC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

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

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

STRATEGIC PLAN:

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

BACKGROUND:

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

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

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

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

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

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

More specifically, staff are evaluating the following tools:

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

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

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

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

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

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

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

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

REFINED APPROACH:

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

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

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

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

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

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

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

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

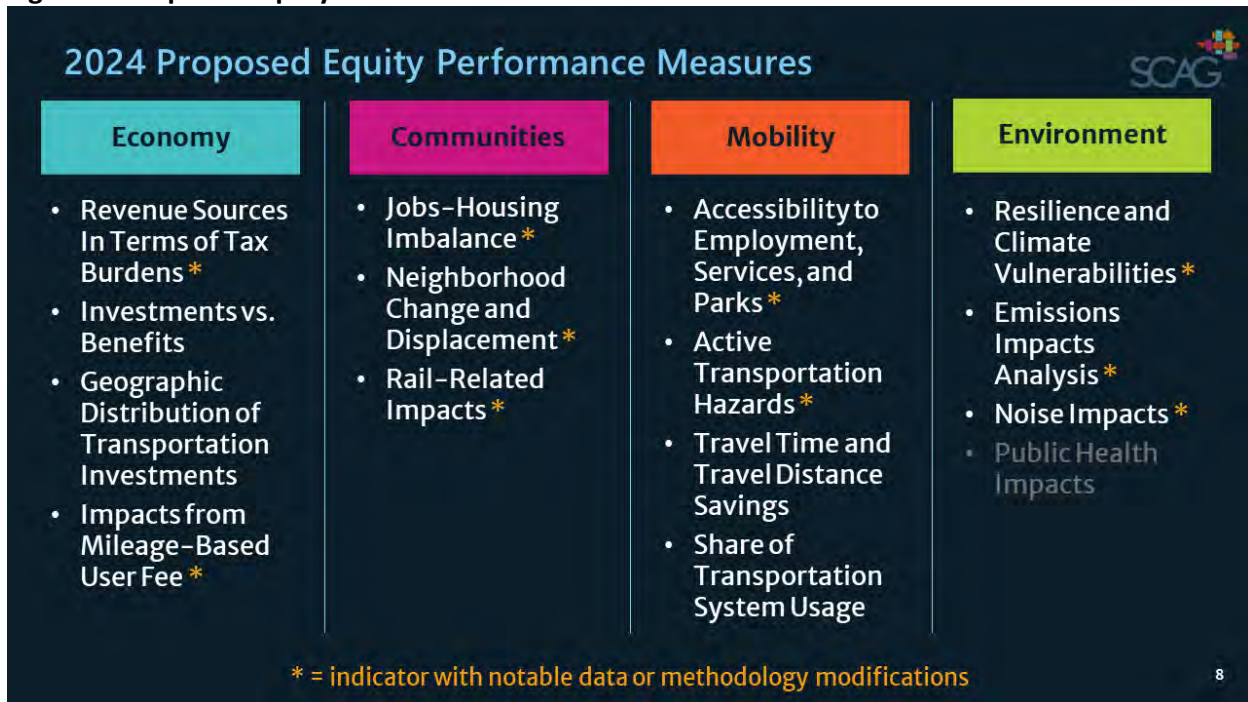
Reorganizing Equity Performance Measures

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

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

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

Figure 1: Proposed Equity Performance Measures



Proposed Changes for the Equity Performance Measures

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

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

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

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

Staff recommends the following consolidations for the equity performance measures:

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

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

Next Steps

Staff is seeking input from the Energy and Environment Committee on this evolved approach and the shift to a more robust equity analysis. Staff has conducted extensive outreach to internal subject matter experts and will continue to seek input from external stakeholders to ensure the proposed methodology is inclusive of EJ and equity concerns and accurately reflects SCAG initiatives. Staff will continue to return to the Committee to provide updates on the Connect SoCal 2024 Equity Analysis as part of the Connect SoCal 2024 development process.



FISCAL IMPACT:

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

ATTACHMENT(S):

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



Connect SoCal 2024

Draft Performance Measures: Equity*

Category	Subcategory**	Performance Measures	Plan Evaluation Measure	Definition	New, Existing, Revised, Removed	Changes/Notes
Economy	Revenue Sources In Terms of Tax Burdens	Proportion of Connect SoCal revenue sources		Proportion of Connect SoCal revenue sources (taxable sales, income, and gasoline taxes) generated from low income households and people of color	Revised	Adding racial/ethnic disaggregation
Economy	Investments vs. Benefits	Transportation system investment benefit/cost ratio	X	Analysis of Connect SoCal investments by income quintile and race/ethnicity	Existing	Continue to 2024.
Economy	Geographic Distribution of Transportation Investments	Geographic distribution of transportation investments by mode	X	Evaluation of Connect SoCal transit, roadway, and active transportation infrastructure investments in various communities throughout the region	Existing	Continue to 2024.
Economy	Impacts from Mileage-Based User (MBU) Fee	MBU fee impacts		Examination of potential impacts from implementation of a mileage-based user fee on low income households and people of color in the region	Revised	Adding racial/ethnic disaggregation
Communities	Jobs-Housing Imbalance	Jobs-house balance		Comparison of median earnings for intra-county vs intercounty commuters for each county; analysis of relative housing affordability and jobs throughout the region	Revised	Adding racial/ethnic disaggregation; Improvements pending internal discussion; potentially shifting analysis to housing-related analysis (if applicable)
Communities	Neighborhood Change and Displacement	Neighborhood change trends		Examination of historical and projected demographic and housing trends for areas surrounding rail transit stations	Revised	Adding racial/ethnic disaggregation; Improvements pending internal discussion; Incorporate a greater focus on cultural changes; potentially shifting analysis to housing-related analysis (if applicable)
Communities	Rail-Related Impacts	Proximity to rail corridors		Breakdown of population by demographic group for areas in close proximity to rail corridors	Revised	Adding railyards as a rail-related entity; potentially renaming indicator
Communities	Rail-Related Impacts	Proximity to planned grade separations		Breakdown of population by demographic group for areas in close proximity to planned grade separations	Revised	Adding railyards as a rail-related entity; potentially renaming indicator
Communities	Rail-Related Impacts	Proximity to railyards		Breakdown of population by demographic group for areas in close proximity to railyards	Revised	Adding railyards as a rail-related entity; potentially renaming indicator
Mobility	Accessibility to Employment, Services, and Parks	Job access	X	Share of employment reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period (5 - 7 P.M.)	Revised	Combining and renaming from "Accessibility to Employment and Services" and "Accessibility to Parks and Education Facilities"
Mobility	Accessibility to Employment, Services, and Parks	Shopping access		Share of shopping centers reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period (5 - 7 P.M.)	Revised	Combining and renaming from "Accessibility to Employment and Services" and "Accessibility to Parks and Education Facilities"
Mobility	Accessibility to Employment, Services, and Parks	Parks access	X	Share of park acreage reachable within 30 minutes by automobile or 45 minutes by transit during mid-day period (9 a.m. - 3 p.m.)	Revised	Combining and renaming from "Accessibility to Employment and Services" and "Accessibility to Parks and Education Facilities"
Mobility	Active Transportation Hazards	Bike and pedestrian collisions	X	Analysis of population by demographic group for areas that experience highest rates of bicycle and pedestrian collisions	Revised	Updating with collision data; overlays with High Injury Network and bicycle infrastructure
Mobility	Travel Time and Travel Distance Savings	Distribution of travel time	X	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel time for 30 minutes auto and 45 minute transit	Existing	Continue to 2024.
Mobility	Travel Time and Travel Distance Savings	Distribution of travel distance	X	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel distance savings for 30 minutes auto and 45 minute transit	Existing	Continue to 2024.
Mobility	Share of Transportation System Usage	Mode share	X	Comparison of transportation system usage by mode for low income and minority households relative to each group's regional population share	Existing	Continue to 2024.
Environment	Resilience and Climate Vulnerabilities	Percentage of population with substandard housing		Population analysis by demographic group for areas potentially impacted by substandard housing (housing without plumbing)	Revised	Updating datasets, adding extreme heat and tree canopy analysis, and renaming from "Climate Vulnerability" indicators
Environment	Resilience and Climate Vulnerabilities	Percentage of population in climate risk areas	X	Population analysis by demographic group for areas potentially impacted by sea level rise, wildfire risk, flood hazard risk, or extreme heat effects related to climate change	Revised	Updating datasets, adding extreme heat and tree canopy analysis, and renaming from "Climate Vulnerability" indicators
Environment	Emissions Impacts Analysis	Emissions impacts (CO and PM2.5)	X	Comparison of Plan and Baseline scenarios; identification of areas that are lower performing as a result of the Plan	Revised	Combining from "Emissions Impact Analysis" and "Emissions Impacts Along Freeways and Highly Traveled Corridors" indicators
Environment	Emissions Impacts Analysis	Proximity to freeways and highly traveled corridors	X	Comparison of Plan and Baseline scenarios; identification of communities in close proximity to freeways and highly traveled corridors	Revised	Combining from "Emissions Impact Analysis" and "Emissions Impacts Along Freeways and Highly Traveled Corridors" indicators
Environment	Noise Impacts	Percentage of population impacted by roadway noise		Comparison of Plan and Baseline scenarios, identification of areas that are low performing due to Connect SoCal investments; breakdown of population for impacted areas by ethnicity and income	Revised	Combining and renaming from "Aviation Noise Impacts" and "Roadway Noise Impacts"; shifting to qualitative analysis
Environment	Noise Impacts	Percentage of population impacted by aviation noise		Comparison of Plan and Baseline scenarios, identification of areas that are low performing due to Connect SoCal investments; breakdown of population for impacted areas by ethnicity and income	Revised	Combining and renaming from "Aviation Noise Impacts" and "Roadway Noise Impacts"; shifting to qualitative analysis
Environment	Public Health	N/A		Summary of historical emissions and health data for areas with high concentrations of minority and low income population	Removed	Public health is addressed in DACs and incorporated throughout the Equity Analysis

*Formerly referenced as "Environmental Justice (EJ)"

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

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



Equity Analysis (formerly EJ Analysis) Performance Measures

July 7, 2022

WWW.SCAG.CA.GOV

Statutory Requirements

Federal

Title VI of the Civil Rights Act of 1964

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

Executive Order 12898 (1994)

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

State

California Government Code Section 11135

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

Environmental Justice Research



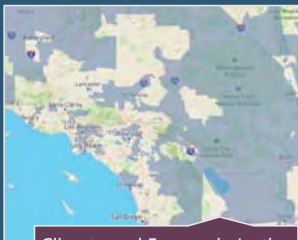
Conducted extensive research

- Reviewed 20 MPO EJ Methodologies



Grounded in best practices

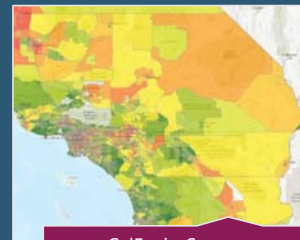
Aligned with Federal and State Equity Efforts



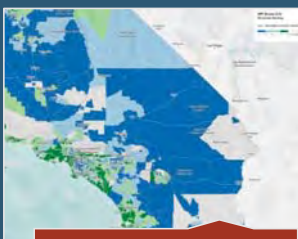
Climate and Economic Justice Screening Tool, Council on Environmental Quality



EJScreen, U.S. Environmental Protection Agency



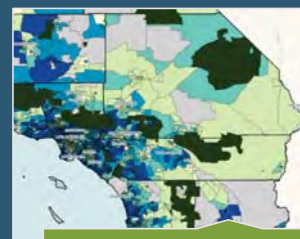
CalEnviroScreen Disadvantaged Communities, OEHA/ Cal EPA



Healthy Places Index, Public Health Alliance of Southern California



Transportation Equity Index, Caltrans [forthcoming]



California TCAC/HCD Opportunity Map

2024 Equity Analysis

Environmental Justice Analysis



Equity Analysis



Incorporate Equity in Analysis



Enhance and Consolidate
Performance Measures



EQUITY ANALYSIS PERFORMANCE MEASURES

2020 Environmental Justice Performance Measures

Transportation Costs

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

Quality of Life

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

Commute

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

Health & Safety

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

Revisiting Equity Performance Measures

CONNECT SOCIAL GOALS



Economy



Communities



Mobility



Environment

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Equity Performance Measures

2024 Proposed Equity Performance Measures

Economy

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

Communities

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

Mobility

- Accessibility to Employment, Services, and Parks *
- Active Transportation Hazards *
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage

Environment

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

* = indicator with notable data or methodology modifications

Proposed Changes - Economy

Economy

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

Enhancements

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

Proposed Changes - Communities

Economy

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

Enhancements

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

Proposed Changes - Communities

Economy

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

Consolidation

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

Proposed Changes - Mobility

Mobility

- Accessibility to Employment, Services, and Parks
- Active Transportation Hazards
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage

Consolidation

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

Proposed Changes - Mobility

Mobility

- Accessibility to Employment, Services, and Parks
- Active Transportation Hazards
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage

Enhancements

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

Proposed Changes - Environment

Environment

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

Enhancements

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

Proposed Changes - Environment

Environment

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

Consolidation

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

2024 Proposed Equity Performance Measures

Economy

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

Communities

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

Mobility

- Accessibility to Employment, Services, and Parks *
- Active Transportation Hazards *
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage

Environment

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

* = indicator with notable data or methodology modifications

Next Steps





THANK YOU!

For more information, please visit:

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

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AGENDA ITEM 8
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
Thursday, July 7, 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

Energy and Environment Committee (EEC)

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

Subject: Status Update on Transportation Conformity Challenges in SCAG Region

RECOMMENDED ACTION FOR EEC:

Information Only – No Action Required.

RECOMMENDED ACTION FOR CEHD, TC, AND RC:

Receive and File.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY: SCAG develops the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years, the Federal Transportation Improvement Program (FTIP) every two years, and their amendments from time to time. The RTP/SCS, FTIP, and their amendments are required to demonstrate transportation conformity.

As part of the conformity determination, SCAG is required to use the vehicle emissions model (EMFAC) developed by the California Air Resources Board (ARB) and approved by the U.S. Environmental Protection Agency (EPA). Due to significant changes to the currently approved EMFAC model (EMFAC2017), SCAG can no longer demonstrate transportation conformity because EMFAC2017 has been required for analyzing new conformity determinations starting August 16, 2021. As a result, SCAG region is under what is known as a "conformity lockdown." Staff will present a status update on the conformity lockdown including its causes and implications, staff's efforts to address the challenge and progress made to date, staff's proactive actions to reduce its impact, the estimated current impact on transportation projects, the remaining obstacles and needed additional actions to fully resolve the conformity lockdown.

As a separate issue, the South Coast Air Quality Management District (AQMD) and Earthjustice (a non-profit environmental law organization) filed two separate notices of intent (NOIs) to sue EPA,

on April 15 and June 10, 2022, respectively, for failing to act on the AQMD's 2019 Contingency Measure State Implementation Plan (SIP) for attainment of the federal 1997 8-hour ozone standard in the South Coast region. These NOIs seek to have the EPA take action, and are a precursor to one or both of these entities potentially bringing litigation against the EPA. The likelihood and impact of potential litigation on the region is not clear at this time, but there is the potential that one result of litigation could be to compel EPA's disapproval of the SIP and, thus, have the potentially impact the RTP, the FTIP, and transportation projects in the SCAG region. The potential SIP disapproval was identified as a significant regional challenge in the adopted 2020 RTP/SCS (Connect SoCal). However, the NOIs also have the potential to motivate or force the federal government to develop a regulatory strategy and/or provide sufficient funding to reduce emissions from federal sources to meet the ozone standard in the South Coast region. Staff will present on the implications of the NOIs and a status update on staff's current effort to address the potential SIP disapproval.

BACKGROUND:

I. Introduction to Transportation Conformity

Transportation conformity is required by the Federal Clean Air Act (CAA) to ensure that regional transportation plans, programs, and projects are consistent with or "conform" to an air quality state implementation plan (SIP) for meeting the National Ambient Air Quality Standards (NAAQS). Specifically, transportation conformity means that the regional transportation plans, programs, and projects will not cause new violations of the national air quality standards, worsen the existing violations, or delay the timely attainment of the standards.

Under the EPA's Transportation Conformity Regulations, the RTP and FTIP are required to pass the following conformity tests:

- Consistency with the adopted RTP: The FTIP project listing must be consistent with the policies, programs, and projects of the adopted RTP.
- Regional emission analysis: The RTP and FTIP regional emissions must not exceed the motor vehicle emissions budgets/caps in the applicable SIPs. Where there are no applicable budgets, the build scenario's emission must not exceed the no-build scenario's emissions and/or the build scenario's emission must not exceed the base year emissions.
- Timely implementation of transportation control measures (TCMs): The RTP and FTIP must demonstrate that the TCM project categories listed in the applicable SIPs have been given funding priority, implemented on schedule, and, in the case of any delays, any obstacles to implementation have been overcome.
- Financial constraint: The RTP and FTIP must be financially constrained, in other words, the RTP and FTIP must be based on reasonable estimates about future revenues. In addition, in the first two years of the FTIP, projects must be limited to those for which funds are known to be available and committed.

- Interagency consultation and public involvement: The SCAG's Transportation Conformity Working Group (TCWG) must serve as the forum for interagency consultation. The RTP also must go through an extensive and on-going public outreach effort throughout the RTP and FTIP development process including public workshops, release for public review, public hearings, and adoption by the Regional Council. All public comments must be documented and responded to.

Many public agencies are involved in the transportation conformity process. At the federal level, EPA is responsible for the NAAQS, conformity regulations, adequacy finding or approval of motor vehicle emissions budgets, and SIP approval. EPA concurrence is also required for TCM substitution upon adoption by SCAG Regional Council. FHWA/FTA is responsible for approving the final conformity determination in consultation with EPA.

At the state level, ARB is responsible for developing the EMFAC model, setting motor vehicle emissions budgets, and submitting the SIP to EPA. ARB concurrence is also required for TCM substitution upon adoption by SCAG Regional Council. Caltrans is responsible for reviewing and approving financial constraint of the FTIP.

At the regional and local level, SCAG staff performs the conformity analysis and the Regional Council adopts the initial conformity determination. SCAG staff also prepares final TCM substitution report in collaboration with project lead county transportation commissions (CTCs). TCM substitution also requires adoption by SCAG Regional Council. The five local air districts in the SCAG region develop and adopt their respective air quality management plans (AQMPs)/SIPs. There are six CTCs in the SCAG region and the CTCs submit transportation projects for the RTP and FTIP. Five of the six CTCs are also responsible for preparing initial needed TCM substitution analysis.

A regional transportation conformity failure can cause serious consequences. A transportation "conformity lockdown" occurs when the transportation conformity determinations of the current RTP/SCS and FTIP are still valid, but no new transportation conformity determination may be made. Under a conformity lockdown, only projects in the current conforming RTP/FTIP can move forward. No new RTP/FTIP amendment is allowed except for exempt projects. A conformity lockdown will lead to a conformity lapse grace period if not resolved before the current conformity determination expires.

A conformity lapse grace period is triggered when a conformity determination is not made according to the required frequency or expires. Under the one-year conformity grace period, only projects in the current conforming RTP/FTIP or the most recent conforming RTP/FTIP can move forward. No new RTP/FTIP amendment is allowed except for exempt projects.

SIP deficiencies or failures can also trigger a transportation conformity failure. A transportation conformity freeze occurs upon some SIP disapprovals without a protective finding by EPA. The applicable SIPs include the 15 percent rate of progress SIPs and attainment SIPs. The conformity freeze starts on the effective date of the SIP disapproval. During a conformity freeze, all projects in the regional transportation plan or program can still receive federal approval; however, no new

RTP, no new FTIP, and no new projects may be added and no changes may be made to the projects in the transportation plan or program.

If not corrected within the one-year grace period or two years after SIP deficiencies or failures including non-submittal by statutory deadline, incompleteness, or disapproval, a conformity lapse is imposed. A conformity lapse impacts non-exempt projects (mainly mixed-flow capacity expansion projects) as well as TCM projects (HOV/Express Lane, transit and non-motorized modes, and intelligent transportation system projects) not in an approved air plan unless these projects have received federal authorization prior to the lapse. Specifically, these impacted projects can neither receive federal funding or federal approval, nor be amended into the RTP/FTIP.

II. Current Transportation Conformity Lockdown

Under the transportation conformity lockdown, the current conformity approval remains valid for the 2020 Connect SoCal and the 2021 FTIP. However, no conformity determination may be made for new RTPs, new FTIPs, or new RTP/FTIP amendments.

1. *Causes and Implications of the Transportation Conformity Lockdown*

SCAG develops the RTP/SCS every four years, the FTIP every two years, and their amendments from time to time. The RTP/SCS, FTIP, and their amendments are required to demonstrate transportation conformity.

As part of the conformity determination, SCAG is required to use the EMFAC model developed by ARB and approved by EPA to calculate emissions from SCAG's RTP/SCS or FTIP; In addition, the emissions from the RTP/SCS or FTIP are required to not exceed the applicable motor vehicle emissions budgets established by ARB and found adequate or approved by EPA.

ARB updates its EMFAC model about every three years to reflect the latest planning assumptions and adopted air quality regulations. EMFAC2017, developed by CARB and approved by EPA in 2019, is required to be used for new transportation conformity determinations after August 15, 2021. Significant changes were made from the previous EMFAC2014 to EMFAC2017. As a result, calculated emissions increase substantially in many areas even though the underlying travel activity projections remain the same.

In collaboration with local air districts and using current EMFAC model approved by EPA, ARB is also responsible for establishing motor vehicle emissions budgets as part of the SIP or SIP revision to address the applicable NAAQS. Upon approval or adequacy finding by EPA, new emissions budgets are required to be used for new transportation conformity determinations. Most of the existing emissions budgets that SCAG's RTP/SCS and FTIP are required to meet were established using the previous EMFAC2014.

Due to the significant changes to EMFAC2017 that produce substantially higher calculated emissions, SCAG can no longer demonstrate transportation conformity after EMFAC2017 was required to be used for new conformity determinations, that is, starting August 16, 2021. As a result, SCAG region is under a conformity lockdown.

During a conformity lockdown, transportation conformity determinations of the current RTP/SCS and FTIP are still valid, but no new transportation conformity determinations may be made. As a result, only projects in the current conforming RTP/FTIP can move forward. No new RTP/FTIP amendment is allowed except for exempt projects. The conformity lockdown would lead to a one-year conformity lapse grace period if not resolved before the current conformity determination expires on June 5, 2024. Furthermore, if not corrected within the one-year grace period, a conformity lapse would be triggered.

2. Efforts to Address the Conformity Lockdown and Progress to Date

Staff at all levels has been making every effort to address the conformity lockdown and some progress has been made.

Due to the nature and magnitude of the underlying issues, critical actions are required from ARB, EPA, and South Coast AQMD to address the conformity lockdown. Staff has been actively identifying and seeking the critical actions by these involved agencies.

SCAG Executive Director, Chief Operating Officer, Planning Division Director, and/or Chief Counsel have met with their AQMD, ARB, and EPA counterparts multiple time since August 2021. As a result of these active engagements, some progress has been made in two critical areas to resolve the conformity lockdown.

ARB had accelerated the development and submittal of the new EMFAC2021 model to EPA. EPA has been prioritizing the review and approval of the new model. Once approved by EPA (anticipated in July 2022), EMFAC2021 can significantly, but not fully, address the conformity lockdown. ARB also has adopted a major Heavy-duty Truck Inspection and Maintenance (I&M) Regulation that can further help address the conformity lockdown.

At SCAG's request, AQMD and ARB also have been undertaking a needed Coachella ozone SIP update with replacement emissions budgets to fully address the conformity lockdown. However, due to concerns expressed by the EPA, AQMD, ARB, and SCAG have been working with EPA to address these concerns and to explore viable and timely alternative approaches.

In addition, SCAG modeling and conformity staff has been performing comprehensive internal and interagency testing, evaluation, and consultation to support the above efforts.

3. Proactive Actions to Reduce Impact of the Conformity Lockdown

In addition to the effort to address the conformity lockdown, staff has been taking proactive actions to reduce its impact.

SCAG conformity staff actively participated in proactive state-wide interagency coordination led by Caltrans Headquarters staff early last year to address anticipated impact on transportation conformity before EMFAC2017 was required to be used for conformity determination.

In collaboration with the six CTCs in SCAG region, SCAG staff proactively initiated in June 2021 a concurrent 2023 FTIP and 2020 RTP/SCS Consistency Amendment #2 to allow urgent new projects

and changes to existing projects to avoid conformity lockdown. The regional transportation and emission modeling have both been completed. Draft 2023 FTIP and 2020 RTP/SCS Amendment #2 are scheduled to be released for public review in July 2022, with RC adoption in October 2022. Federal approval is anticipated in December 2022.

SCAG staff has also been undertaking a second proactive concurrent 2023 FTIP Modeling Amendment and 2020 RTP/SCS Consistency Amendment #3 since March 2022 to process additional urgent new projects and changes to existing projects to reduce impact of conformity lockdown. The draft amendments are scheduled to be released for public review in November 2022, with RC adoption anticipated in January/February 2023. Federal approval is anticipated in March/April 2023 pending EPA approval of both EMFAC2021 and Coachella ozone replacement emissions budgets.

4. Estimated Current Impact on Transportation Projects

Based on a tally of all the projects submitted by the six CTCs to SCAG for the second proactive concurrent 2023 FTIP Modeling Amendment and 2020 RTP/SCS Consistency Amendment #3, over \$26 billion worth of transportation projects are being impacted because SCAG can not add new projects or amend current projects due to the conformity lockdown. More transportation projects are expected to be impacted over time.

5. Remaining Challenges and Needed Additional Actions to Fully Resolve the Conformity Lockdown

EMFAC2021 can substantially address the conformity lockdown issue, so its approval is critical. Staff will continue to work closely with EPA and ARB staff to ensure its timely approval, anticipated later June 2022.

However, there are still substantial near-term ozone budget shortfalls in Coachella even after using EMFAC2021 and accounting for the anticipated emissions reduction from ARB's heavy-duty truck I&M regulation. The region-wide conformity lockdown will continue if the Coachella issue is not fully resolved. Note that there are also relatively small budget shortfalls in the South Coast Air Basin and the Western Mojave; however, staff has been working closely with ARB staff and expect to be able to fully address those small shortfalls.

The remaining large near-term Coachella ozone budgets shortfalls after using EMFAC2021 can only be fully addressed by a Coachella ozone SIP update with adequate replacement budgets based on EMFAC2021.

It is important to note that the Coachella ozone budgets shortfalls are a result of change in ARB's EMFAC models, not due to relaxation in regulations, policies, measures, programs, or projects of ARB, South Coast AQMD, and SCAG.

To ensure federal approval of the second proactive concurrent 2023 FTIP Modeling Amendment and 2020 RTP/SCS Consistency Amendment #3 by March/April 2023, staff will continue to work closely and proactively with staff of ARB, AQMD, and EPA to ensure that the Coachella Ozone SIP update be developed and approved as soon as possible.

III. Notices of Intent (NOIs) to Sue EPA by the South Coast AQMD and Earthjustice

On April 15, 2022, AQMD filed a 60-day NOI with the Administrator of the U.S. EPA to sue the EPA for failing to act on the AQMD's contingency measure ozone SIP submitted to EPA on December 31, 2019 (see Attachment 1).

Subsequently, on June 10, 2022, Earthjustice also filed a separate 60-day NOI to sue the EPA for failing to act on the same SIP.

1. *Background - AQMD's 2019 Contingency Measure Ozone SIP*

The South Coast Air Basin (comprised of the urbanized areas of Los Angeles, Riverside, and San Bernardino Counties and the entire Orange County) is required to meet the 2023 statutory deadline of attaining the 1997 federal ozone standard. Pursuant to the CAA, a Contingency Measure Plan was developed jointly by AQMD and ARB and subsequently submitted to EPA on December 31, 2019. The 2019 Contingency Measure Plan highlights the critical need for federal regulatory actions and/or funding to address emission sources under federal jurisdiction including aircraft, ships, trains and out-of-state trucks in order to meet the air quality standard. Furthermore, the Plan assumed/assigned 68 of the needed 108 tons per day of NO_x reduction from federal measures or funding by 2023. This is in addition to regulatory actions, programs and incentive funding that AQMD and ARB have developed to achieve emission reductions.

As acknowledged in ARB staff presentation to the ARB Board for adoption of the Plan, although the assumed federal actions are reasonable, timely action is problematic.

2. *Summary of the NOIs*

To motivate EPA to develop a plan with AQMD to address EPA's role in regulating mobile sources, the AQMD's NOI: (i) explains why the South Coast region cannot attain the 1997 ozone standard without massive emission reductions from federally regulated sources (i.e., sources that only the federal government has regulatory purview over); (ii) documents a brief federal legislative history to demonstrate that the Congress intended EPA to regulate federal sources as needed and (iii) provides extensive case information to demand that EPA approve the 2019 contingency measures SIP. The AQMD NOI also explains that disapproval of the SIP would lead to sanctions that the Congress did not intend; violates several constitutional principles; and would result in impossible and/or absurd results. Finally, the NOI includes an offer to negotiate with EPA during the 60-day notice period.

On behalf of two environmental justice organizations and Sierra Club, Earthjustice filed its NOI to compel EPA to perform its statutory duty to review and act upon the same AQMD's 2019 SIP. The NOI also asks the EPA Administrator to direct EPA Region 9 to take immediate action to address the air quality problems in the South Coast region.

3. Implication of the NOIs

Although the goal of the NOI filings are to motivate EPA to develop a plan with AQMD to address their role in regulating mobile sources, the filings have serious implications. These NOIs seek to have the EPA take action, and are a precursor to one or both of these entities potentially bringing litigation against the EPA. The likelihood and impact of potential litigation on the region is not clear at this time, but the NOIs have the potential to compel the EPA to disapprove the contingency measure ozone SIP, even though the AQMD's NOI includes extensive case information to demand that EPA approve the SIP. Such an occurrence would immediately trigger two sanction clocks in the South Coast Air Basin: an 18-month stationary sanction clock and a 24-month highway sanction clock. The sanction clocks will not be turned off until ARB submits, and EPA approves the SIP revisions that corrects the deficiency identified in EPA's disapproval.

While the implications above are significant, the NOIs also have the potential to motivate or force the federal government to develop a regulatory strategy and/or provide sufficient funding to reduce emissions from federal sources to meet the ozone standard in the South Coast region. According to AQMD, the South Coast region needs about 68 tpd of NO_x reductions from federal sources and it would be impossible to attain the standard without the required reductions from these federal sources. The goal of the NOI filing is to motivate EPA to develop a plan with AQMD to address their role in regulating mobile sources.

The NOIs are not expected to have any impact on the anticipated EPA approval of EMFAC2021. Although not directly related at this time, the NOIs may complicate the development and review of the Coachella Ozone SIP Update currently underway, and thus may impact timely resolution of the current conformity lockdown.

Next Steps

Staff will continue to proactively address the conformity lockdown and the potential SIP disapproval from the NOIs. Staff will provide EEC with timely status update on the two transportation conformity challenges in the future as appropriate.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2021-22 Overall Work Program (025.0164.01: Air Quality Planning and Conformity).

ATTACHMENT(S):

1. SCAQMD Notice of Intent to Sue US EPA
2. Earthjustice Notice of Intent to Sue US EPA



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

*Office of the General Counsel
P.O. Box 4940
Diamond Bar, CA 91765-0940
909-396-3535/Fax: 909-396-2691*

April 15, 2022

The Honorable Michael S. Regan, Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W. (Mail Code 1101A)
Washington, D.C. 20460

Sent via certified mail, return receipt requested

RE: Notice of Intent to Sue Pursuant to Section 304(b)(2) of the Clean Air Act; State Implementation Plan Submissions from California; South Coast Air Quality Management District

Dear Administrator Regan:

I am writing on behalf of South Coast Air Quality Management District (South Coast AQMD) to notify you of ongoing violations of the federal Clean Air Act by the U.S. Environmental Protection Agency (EPA) for failing to timely act on a State Implementation Plan (SIP) submittal on contingency measures submitted by the South Coast AQMD on December 31, 2019. EPA action on this SIP submittal is due according to the mandatory deadlines assigned by Section 110(k)(2) of the Clean Air Act (CAA), 42 U.S.C. § 7410(k)(2). More specifically, EPA has failed to timely act on a contingency measures plan adopted December 6, 2019 that was submitted through the California Air Resources Board (CARB) on December 31, 2019 for EPA approval in addressing the provisions of CAA Section 182(e)(5). EPA was required to act on the plan by June 30, 2021. Section 110(k)(2) directs action in accordance with Section 110(k)(3) on “Full and partial approval and disapproval,” but in this case, EPA must under Section 110(k)(3) only approve, and not disapprove, this SIP submittal. Congress intended for EPA to regulate federal sources¹ as necessary to allow all areas, and in particular the South Coast Air Basin, to attain the air quality standards. Any action to disapprove the SIP on the basis that it relies on the federal government to take actions would be subject to challenge because the South Coast region simply cannot attain without massive reductions from federal sources. Accordingly, we submit

¹ Federal sources, as used in this notice, refers to federally regulated sources for which neither South Coast AQMD nor the State (i.e., CARB) can set emission standards. EPA has previously employed this terminology, for example, in recognizing EPA’s need to deliver “fair share reductions of federal sources” to South Coast. *See, e.g.*, 64 Fed. Reg. 39923, 39924 (July 23, 1999).

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that the SIP must be approved, and EPA must develop a regulatory strategy and find sufficient funding to reduce federal emissions to meet the health-based National Ambient Air Quality Standards.

The South Coast AQMD intends to file a lawsuit seeking to address EPA's failure to timely act as required by 42 U.S.C. § 7410(k)(2) and (3), 60 days from the date of this letter under CAA Section 304, 42 U.S.C. § 7604. This notice is submitted in accordance with 40 C.F.R Section 54.3. The following case information supports our position.

I. The South Coast Air Basin Cannot Attain the 1997 Eight-Hour Ozone Standard Without Massive Emission Reductions From Federally Regulated Sources

The South Coast Air Basin cannot attain the 1997 8-hour ozone standard without massive emission reductions from federal sources. Even considering only emissions from ships, locomotives, and aircraft, the region needs an additional 46 tons per day (tpd) of NO_x reductions by 2023 to attain the standard in a timely manner.² When also considering the emissions from on-road heavy-duty trucks that are subject to federal authority, the region needs a total of 67-69 tpd of NO_x reductions from federal sources.³

Unfortunately, the federal government does not currently have plans to secure these reductions as specific commitments and a regulatory agenda were noticeably absent in the Fiscal Year 2022-2026 EPA Strategic Plan released on March 28, 2022. While total NO_x emissions in the South Coast Air Basin will have been reduced by almost 50% between 2012 and 2023, almost all these reductions will come from sources under CARB or South Coast AQMD authority. For example, over this time, NO_x emissions from light duty vehicles will have been reduced by over 70%. CARB and the South Coast AQMD are doing our part. In contrast, NO_x emissions from aircraft, locomotives, and ocean-going vessels will *increase* by almost 10% over the same period.⁴

It would be impossible to attain the standard without the required reductions from these federal sources. Reaching attainment solely with emission reductions from South Coast AQMD and CARB regulated sources would require eliminating all emissions from *virtually all* such sources. According to the CARB 2018 updates to the California SIP, baseline emissions of NO_x in 2023 in the South Coast Air Basin will total 269 tpd. *See* Summary Table for 2023 NO_x Emissions, appended to this letter. To attain the 1997 ozone standard, these emissions must be reduced to a

² Revised Proposed 2016 State Strategy for the State Implementation Plan (March 7, 2017), p.32. *available at* <https://ww3.arb.ca.gov/planning/sip/2016sip/rev2016statesip.pdf>.

³ Final Contingency Measure Plan, December 2019, Table 2-1, p. 39, *available at* <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/1997-ozone-contingency-measure-plan/1997-8-hour-ozone-draft-contingency-measure-plan---120619.pdf?sfvrsn=10>.

⁴ Final Contingency Measure Plan, December 2019, p. 58.

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carrying capacity of 141 tons per day by 2023.⁵ Thus, the region must reduce expected 2023 emissions by 128 tpd (the difference between the baseline of 269 tpd and the carrying capacity of 141 tpd). If no further reductions come from federal sources, all 128 tons of reductions would need to come from state and locally regulated sources. This would mean, for example, completely eliminating all emissions from stationary and area sources (49 tpd), all emissions from California-regulated on-road vehicles (69 tpd), and 10 tpd of California-regulated off-road sources such as larger farm and construction equipment (about 20% of the total of off road sources).

It is not yet possible to completely eliminate all emissions from on-road, stationary, and area sources of NOx in the South Coast Air Basin. Nor is it realistic to expect that all such sources would be entirely zero-emissions in the near future. Therefore, it is imperative that significant emission reductions come from federal sources. And it would be manifestly unfair to penalize the South Coast AQMD and the State by disapproving the Contingency Measure Plan and triggering sanctions based on emissions under federal control.

II. The Legislative History Demonstrates that Congress Intended EPA to Regulate Federal Sources as Needed to Enable All Areas of the Nation to Attain the National Ambient Air Quality Standards

In the 1990 Amendments to the CAA, Congress preempted the states from establishing emission standards for locomotives, farm and construction equipment, and other nonroad engines, which includes marine vessels. CAA Section 209(e).⁶ And for decades, states have been preempted from regulating new motor vehicles, with California allowed to adopt its own standards with a waiver from EPA. CAA Section 209(a) and (b); 42 U.S.C. §§ 7543(a), (b).

As Congress debated the 1990 Amendments, Members of Congress from California stated that unless EPA regulates these sources, the South Coast region would be prevented from attaining the ozone standards. Representative Carlos Moorhead (R-CA) stated that it will be impossible for Los Angeles to attain the NAAQS if EPA fails to regulate federal sources.⁷ Senator Pete Wilson (R-CA) also explained that if federal sources are not controlled, California will not be able to comply.⁸ In response to these concerns, Senator John Chafee (R-RI), the lead co-sponsor of the Senate Bill, assured the California delegation that Congress intended that EPA would regulate federal sources as necessary so that all areas could attain the standards. In response to a question from Senator Wilson regarding the Amendments, Senator Chafee explained that “EPA has the obligation...to adopt control measure[s] for sources which it exclusively controls when these

⁵ Final Contingency Measure Plan, December 2019, p. 2.

⁶ 42 U.S.C. § 7453(e). The CAA also preempts state and local governments from setting emission standards for aircraft. CAA Section 233; 42 U.S.C. § 7573.

⁷ Congressional Research Service, A Legislative History of the Clean Air Act Amendments of 1990, (Leg. History), p. 2613.

⁸ Leg. History, p. 1125-26.

controls are necessary to attain national [ambient air quality] standards.”⁹ Finally, when Congress enacted section 213 of the CAA, 42 U.S.C. § 7547, which obligated EPA to regulate nonroad sources, it stated in the Conference Report: “We expect EPA to carry out this mandate in a fashion which assures that states which are preempted will not suffer any additional [e]missions beyond what they themselves would have allowed.”¹⁰ This Conference Report reflects the views of the Members from both the House and Senate. Thus, Congress intended for EPA to regulate federal sources as necessary to allow all areas to attain the standards.

III. EPA Has Previously Recognized the Need for Significant Reductions From Federal Sources and Approved the 1994 South Coast Ozone SIP Which Relied on Such Reductions and EPA Must Do So Again

As demonstrated above, under the CAA, EPA has the responsibility to regulate federal sources where necessary to allow all areas to attain the standards. EPA itself has recognized that responsibility in the past. In approving the 1994 1-hour ozone SIP for the South Coast Air Basin, EPA recognized that “massive further reductions are needed for attainment in the South Coast and that attainment may be either very costly and disruptive or impossible if further reductions are not achieved from national or international sources.”¹¹ While EPA noted it did not think states have authority to assign responsibilities to the Federal Government under the Clean Air Act, it also said it believed EPA should help speed cleaning the air in California and nationally.¹² Accordingly, EPA made an “enforceable commitment” to adopt federal measures that it determined were EPA’s responsibility.¹³ On this basis, EPA was able to approve a SIP submittal that relied on federal measures. Therefore, EPA has established precedent of doing the right thing and approving a plan that relies on federal measures, recognizing the federal responsibility to regulate where necessary to allow the region to attain the standard.¹⁴ EPA must take a similar approach to acting on the 2019 Contingency Measure Plan, since as discussed below, a disapproval, which inevitably triggers sanctions, would be unlawful.

IV. Disapproval of the Contingency Measure Plan Would Lead to Sanctions that Congress Did Not Intend

If EPA were to disapprove the contingency measure plan on the basis that it relies on federal measures, such disapproval would trigger sanctions. The sanctions include greatly increasing the cost and difficulty of issuing permits as well as cutting off federal highway funds. CAA Section 179; 42 U.S.C. Section 7509. Sanctions can be avoided if the basis for the disapproval is corrected. *Id.* However, in this case it is not possible to eliminate the plan’s reliance on federal

⁹ Leg. History, p. 1127.

¹⁰ Leg. History, p. 1021

¹¹ Approval and Promulgation of Implementation Plans; California—Ozone, 62 Fed. Reg. 1150, 1152 col.3---1153 col. 1 (Jan. 8, 1997).

¹² 62 Fed. Reg. 1150, 1151 col. 2.

¹³ 62 Fed. Reg. 1150, 1154 col. 1.

¹⁴ See 40 CFR § 52.238 (“Commitment to undertake rulemaking”).

Michael S. Regan, Administrator
United States Environmental Protection Agency
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measures, because CARB and South Coast AQMD lack adequate authority to obtain necessary emission reductions from federal sources. Therefore, the region has no ability to avoid sanctions. But Congress did not intend sanctions to be imposed where the area being sanctioned does not have adequate authority to correct the alleged deficiency.

The legislative history of the 1990 Amendments to the Clean Air Act shows that Congress did not intend sanctions to be imposed where the state and local governments lack sufficient authority to remedy the deficiency, which in this case is because the CAA preempts state and local governments from setting emission standards for federal sources. On May 23, 1990, during the House debate on the CAA, Representative Norm Mineta (D-CA) stated that “Under the sanctions provisions, the EPA Administrator is required to establish criteria for exercising his or her authority to impose sanctions on political subdivisions that have adequate authority to correct an air quality deficiency.”¹⁵ In this case, the South Coast AQMD does not have adequate authority to correct the supposed deficiency, since it is impossible to devise a plan that does not rely on emission reductions from federal sources for which EPA has the authority to set emission standards. This principle was repeated during the House debate on the Conference Report on October 26, 1990. Representative Glenn Anderson (D-CA) stated: “This provision will ensure that available sanctions are applied to the geographical areas under the control of the government agency principally responsible for failure to comply with the Clean Air Act and with the authority to remedy the deficiency.”¹⁶ While this discussion pertains directly to CAA Section 110(m), which prohibits statewide sanctions for 24 months if the failure is primarily due to a political subdivision, it clearly shows that Congress did not intend for sanctions to be imposed on an area that may be unable to correct the deficiency.

Moreover, Congress did not intend for a state to be penalized where an inability to demonstrate attainment is due to emissions from federal sources. The Clean Air Act recognizes that such a result would be highly unfair. Section 179B of the CAA [42 U.S.C. § 7509a] requires EPA to approve an attainment demonstration where the state shows it would attain the standard “but for emissions emanating from outside of the United States.” The legislative history of this section makes it clear that it was adopted precisely because it would be unfair to hold a state responsible for emissions over which it has no control. The amendment was sponsored by Senator Phil Gramm (R-TX), who explained: “it is unfair to hold El Paso accountable for pollution that is generated in a foreign country that they have no control over.”¹⁷ Senator Max Baucus (D-MT), the sponsor of the Senate bill, spoke in support of the provision, noting that border areas “do not have control of their own destiny themselves.”¹⁸ Thus, Congress did not intend to penalize areas that have no control over the sources causing nonattainment. By the same token, Congress would not have intended to penalize areas where nonattainment is due to federal sources. Congress did not see a need to specifically discuss this possibility because it had already made it clear that

¹⁵ Congressional Research Service, *A Legislative History of the Clean Air Act Amendments of 1990*, (Leg. History) Committee Print, p. 2658

¹⁶ Leg. History, p. 1200.

¹⁷ Leg. History, p. 5741.

¹⁸ Leg. History, p. 5742.

EPA was expected to regulate federal sources as needed to allow all areas, and specifically the South Coast Air Basin, to attain the standards, as discussed in Part III above. Therefore, Congress did not anticipate that areas would fail to attain due to emissions from federal sources.

V. EPA Action to Disapprove the South Coast 2019 Contingency Measure Plan Would Violate the Doctrines of Impossibility and Absurd Results

As discussed in Part I above, it is impossible for the South Coast Air Basin to attain the 1997 8-hour ozone standard without massive further emissions reductions from federal sources. Therefore, if EPA were to disapprove the 2019 Contingency Measure plan because it relies on federal action, it would be impossible for the South Coast AQMD to submit a plan that eliminated that reliance. Thus, the South Coast AQMD would never be able to correct the alleged deficiency in the plan and would be subject to sanctions which it has no ability to avoid. These sanctions would likely lead to the South Coast AQMD being unable to issue permits for new or modified major stationary sources, because the 2-to-1 offset ratio would require offsets that simply are not available in the region. Moreover, the sanction of withholding highway transportation funds would likely affect billions of dollars in economic activity as infrastructure projects are waylaid creating ramifications for the largest container Ports complex in the nation with no way to ever correct the deficiency and have the transportation sanctions lifted. Since disapproval of the 2019 Contingency Measure Plan would lead to a requirement that the South Coast AQMD do the impossible, it would be unlawful. “The law does not require impossibilities of any person, natural or artificial...” *Dist. of Columbia v. Woodbury*, 136 U.S. 450, 464 (1890). And as stated in California Civil Code Section 3531, “[t]he law never requires impossibilities.” So EPA cannot by a disapproval require the South Coast and California to do the impossible.

In addition, the doctrine of “absurd results” prevents EPA from disapproving the Plan. Any action which would impose sanctions on a region for a failure caused by sources over which it has no control would create absurd results. The Supreme Court has long held that when the literal language of a statute “has led to absurd or futile results...this Court has looked beyond the words to the purpose of the act. Frequently, however, even when the plain meaning did not produce absurd results but merely an unreasonable one plainly at variance with the policy of the legislation as a whole this Court has followed that purpose rather than the literal words.” *U.S. v. American Trucking Ass’ns.*, 310 U.S. 534, 543 (1940) (cleaned up). The Supreme Court reiterated this language in *Perry v. Commerce Loan Co.*, 383 U.S. 392, 400 (1966). Penalizing the South Coast with an action that causes sanctions because of emissions over which the state and local agencies lack the ability to set emission standards creates absurd results and is plainly at variance with the purpose of the statute as a whole, which is not to penalize states for sources outside their control.

VI. Imposing Sanctions on An Area that Cannot Attain the Standard Because of Emissions from Federal Sources Would Violate the 10th Amendment and Principles of the Spending Clause

In 2012, the U.S. Supreme Court struck down provisions of the Affordable Care Act on the ground that the conditions placed on the receipt of federal funds were so coercive as to violate the limits of the Spending Power. *Nat'l Federation of Independent Business v. Sebelius*, 567 U.S. 519 (2012). Since the 1990 Amendments, certain states have challenged the CAA as violating the 10th Amendment and the Spending Clause of the U.S. Constitution. These cases have been unsuccessful, based on the conclusion that the CAA sanctions were not so coercive that the state had no choice but to comply with the Act's demands. *Mississippi Commission on Environmental Quality v. EPA*, 790 F. 3d. 138 (D.C. Cir. 2015); *Com. of Virginia v. Browner*, 80 F. 3d 869 (4th Cir. 1996). However, in the present case, an action that results in sanctions would violate the 10th Amendment and the Spending Clause, because the state and local government have no choice, and no ability, to avoid sanctions.

The principles under which the Supreme Court has upheld exercises of the Spending Power depends on the element of choice. Congress may "offer States the choice of regulating the activity according to federal standards or having state law preempted by federal regulation." *New York v. U.S.*, 505 U.S. 144 167 (1992). Moreover, a valid exercise of the Spending Power requires that the state have a choice whether to regulate as the federal law directs or to lose federal funding. *See New York*, 505 U.S. at 173. Here, the state and South Coast AQMD have no choice whether to lose federal funding or suffer other sanctions because they lack the ability to set emission standards for federal sources, and thus no ability to comply with what would be required if EPA disapproves the Plan. Thus, an action to disapprove the Plan, which triggers sanctions the region has no ability to avoid, would violate the 10th Amendment and the Spending Clause.

VII. Notice of Intent to Sue

A. Failure to Perform Nondiscretionary Duties

The contingency measure plan submitted to meet CAA Section 182(e)(5) is subject to the SIP processing requirements of CAA Section 110. *See* 42 U.S.C. §§ 7410, 7511a(e)(5). The Clean Air Act further requires the Administrator to fully or partially approve or disapprove a plan submission within twelve (12) months after such submission has been deemed complete, either by the Administrator or as a matter of law. *See* 42 U.S.C. Section 7410(k)(2). If the EPA does not make a completeness finding, plan submissions are deemed complete by operation of law six (6) months after submission. *See* 42 U.S.C. Section 7410(k)(1)(B). Therefore, at most, EPA had eighteen (18) months within which to take final action to approve, disapprove, or partially approve the plan submission. As of the date of this letter, EPA has failed to fully or partially approve or disapprove the SIP submittal. As explained, in this case, the only lawful exercise of the Administrator's duties would be to approve the SIP submittal in acting under 42 U.S.C. § 7410(k)(3). Because EPA has failed to take required action by the statutory deadline, EPA is now in violation of CAA Section 110(k)(2) and (3); 42 U.S.C. § 7410(k)(2) and (3). After the expiration of sixty (60) days from the date of this notice of intent to sue, South Coast AQMD intends to file suit against EPA in federal court for the failure to act in accordance with, or fulfill, the duties described in this letter.

Michael S. Regan, Administrator
United States Environmental Protection Agency
April 15, 2022

B. Identity of Persons Giving Notice and Their Counsel

As required by 40 C.F.R Section 54.3, the name and address of South Coast AQMD, the noticing party, is as follows:

South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765
Tel: 909-396-3535

Legal contacts and counsel representing South Coast AQMD on this matter will include the following:

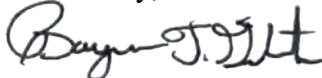
Bayron T. Gilchrist, General Counsel
Barbara Baird, Chief Deputy Counsel
Brian Tomasovic, Principal Deputy District Counsel
Tel: 909.396.3400
Fax: 909.396.2961
Email: bgilchrist@aqmd.gov; bbaird@aqmd.gov; btomasovic@aqmd.gov

C. Offer to Negotiate

During the sixty (60) day notice period, South Coast AQMD is willing to discuss effective measures to correct EPA's failure to comply with nondiscretionary duties and to discuss any information bearing upon this notice. We sincerely hope that we can engage in productive and meaningful discussions with EPA that results in a regulatory strategy and finds sufficient funding to reduce federal emissions to meet the health-based National Ambient Air Quality Standards. We do not, however, intend to delay the filing of a complaint in federal court if the discussions fail to resolve these matters within the sixty (60) day notice period, and intend to seek all appropriate relief, including injunctive relief and all costs of litigation, including, but not limited to, attorneys fees, expert witness fees, and other costs. We believe this notice provides information sufficient for EPA to determine the mandatory duty we allege it has failed to perform. If, however, there are any questions, please feel free to contact us for clarification.

We look forward to working with you on this important issue.

Sincerely,



Bayron T. Gilchrist
General Counsel

BTG/lal

Appendix.
 Summary Table for 2023 NOx Emissions.

Source Category	2023 NOx Emissions	References
Stationary and Area Sources	49 tpd	2018 SIP Update https://ww3.arb.ca.gov/planning/sip/2018sipupdate/2018update.pdf?_ga=2.203433616.1202062696.1609860434-773042855.1578434161
CA Vehicles (on-road)	68.5 tpd	2018 SIP Update https://ww3.arb.ca.gov/planning/sip/2018sipupdate/2018update.pdf?_ga=2.203433616.1202062696.1609860434-773042855.1578434161 EMFAC 2014 https://arb.ca.gov/emfac/2014/
CA off-road mobile	54.2 tpd	2018 SIP Update https://ww3.arb.ca.gov/planning/sip/2018sipupdate/2018update.pdf?_ga=2.203433616.1202062696.1609860434-773042855.1578434161 California Emission Projection Analysis Model (CEPAM) Version 1.05 https://www.arb.ca.gov/app/emsinv/fcemssumcat/fcemssumcat2016.php
Federal Vehicles (on-road)	20.3 tpd	2018 SIP Update https://ww3.arb.ca.gov/planning/sip/2018sipupdate/2018update.pdf?_ga=2.203433616.1202062696.1609860434-773042855.1578434161 EMFAC 2014 https://arb.ca.gov/emfac/2014/
Federal off-road	7.2 tpd	2018 SIP Update https://ww3.arb.ca.gov/planning/sip/2018sipupdate/2018update.pdf?_ga=2.203433616.1202062696.1609860434-773042855.1578434161 California Emission Projection Analysis Model (CEPAM) Version 1.05 https://www.arb.ca.gov/app/emsinv/fcemssumcat/fcemssumcat2016.php
Federal planes trains and ships	69.7 tpd	2018 SIP Update https://ww3.arb.ca.gov/planning/sip/2018sipupdate/2018update.pdf?_ga=2.203433616.1202062696.1609860434-773042855.1578434161
TOTAL	269 tpd	



June 10, 2022

Via Certified and Electronic Mail
Return Receipt Requested

Mr. Michael S. Regan
Administrator
U.S. Environmental Protection Agency
Office of the Administrator: Mail Code 1101A
1200 Pennsylvania Ave., NW
Washington, D.C. 20460
Email: Regan.Michael@epa.gov

Re: 60-Day Notice of Intent to File Clean Air Act Citizen Suit

Dear Administrator Regan:

This letter is submitted on behalf of People’s Collective for Environmental Justice¹, East Yard Communities for Environmental Justice², and Sierra Club³ to notify you, under section 304(b) of the Clean Air Act (“CAA” or “Act”) (42 U.S.C. § 7604(b)(2)), that these organizations intend to sue the U.S. Environmental Protection Agency (“EPA”) for its failure to perform a nondiscretionary duty under section 110(k) of the Act (42 U.S.C. § 7410(k)(1)(B),(k)(2)). More specifically, these organizations seek to compel EPA to perform its duty to review and act upon California’s State Implementation Plan (SIP) submittal on contingency measures, approved by the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB), and submitted for EPA approval on December 31, 2019.⁴ To date, EPA has taken no action on this plan. While this plan has been pending at EPA, the South Coast Air Basin has

¹ People’s Collective for Environmental Justice, 2241 Barton Rd., #296, Grand Terrace, CA 92313

² East Yard Communities for Environmental Justice, 2317 S. Atlantic Blvd., Commerce, CA 90040.

³ Sierra Club, 617 W. 7th Street, Suite 702, Los Angeles, CA 90017.

⁴ South Coast Air Quality Management District, Final Contingency Measure Plan: Plan for Attainment of the 1997 80 ppb 8-Hour Ozone Standard in the South Coast Air Basin, December 2019, available at <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/1997-ozone-contingency-measure-plan/1997-8-hour-ozone-draft-contingency-measure-plan--120619.pdf?sfvrsn=10>.

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had one of the worst ozone seasons in close to three decades,⁵ in addition to hundreds of dirty air days. We need our regulators, including EPA, to comply with our clean air laws as written.

To make matters worse, regulators from both the SCAQMD and CARB have conceded that the South Coast Air Basin will fail to meet the 1997 8-hour ozone standard. In fact, this failure is the result of a lack of follow through on the “black box” emissions reduction commitments CARB and SCAQMD made when the original plan to meet the 1997 ozone standard was submitted to EPA more than a decade ago. The “black box” allows plans to get approved for extreme ozone areas without effective control measures being fully developed. In the meantime, ports, airports, refineries, and other large polluting facilities have expanded and added pollution to the most ozone-polluted region of the country. The “black box” approach only works if agencies fulfill their promises to develop concrete strategies to reduce emissions sufficient to meet the ozone standards. The chronic problem in the South Coast Air Basin is that agencies use the “black box” as a strategy for getting plans approved, but never ultimately follow through on closing the “black box.” The losers in this approach are the millions of breathers in the South Coast Air Basin.

These regulatory failures have consequences. For example, ozone is a dangerous form of air pollution linked to many health impacts, particularly in the South Coast Air Basin. Ozone reacts with internal body tissues, causing lung damage, making them more susceptible to infection and reducing their capacity — while also exacerbating asthma, increasing respiratory-related hospital admissions, and even leading to premature death.⁶ The health impacts of this pollution are disproportionately felt by the most vulnerable, including children, persons with lung diseases, outdoor workers, and the elderly.⁷ A recent report by the American Lung Association ranked the Los Angeles region as the worst in the nation for ozone pollution, a slot the region has maintained for all but one of the 23 years tracked by the “State of the Air” report.⁸ People of color make up roughly 70% of the population for this heavily impacted region,⁹ making it difficult to ignore the environmental justice implications of continued agency inaction in addressing the perennial gaps in air pollution reduction. Having air plans based on the fantasy that the “black box” will finally solve our air pollution crisis will continue to mean that millions of the region’s residents are harmed by dangerous ozone.

⁵ Tony Barboza, *Los Angeles Suffers Worst Smog in Almost 30 Years*, Sept. 10, 2020, available at <https://www.latimes.com/california/story/2020-09-10/los-angeles-had-its-worst-smog-in-26-years-during-heat-wave>.

⁶ See *Health Effects of Ozone Pollution*, U.S. ENVTL. PROTECTION AGENCY, <https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution> (last updated May 5, 2021).

⁷ *Ibid.*

⁸ Am. Lung Assn., *State of the Air 2022*, p. 11. <https://www.lung.org/getmedia/74b3d3d3-88d1-4335-95d8-c4e47d0282c1/sota-2022.pdf> (as of April 18, 2022).

⁹ *Id.* at p. 38 (Table 2c).

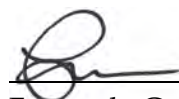
Michael S. Regan, Administrator
U.S. Environmental Protection Agency
June 10, 2022

EPA's failure to act follows a distressing pattern in EPA Region 9 where statutory deadlines are not being met for plans affecting several million residents living in the most polluted areas in the country. The South Coast Air Basin has failed to meet *every* ozone standard—even the 1-hour ozone standard from 1979. Air planning in the region is broken because some agencies make promises they don't keep while others, including the EPA, routinely violate the Clean Air Act by failing to meet important deadlines.

Local air regulators have been incapable, or unwilling, to fully address the gaps left in air planning due to repeated use of "black box" measures. PC4EJ, EYCEJ, and Sierra Club, whose members are detrimentally affected by this regulatory stalemate, believe that it is up to citizens to demand enforcement of the Act and ensure proper planning is taking place to meet clean air standards on time. These organizations ask you to direct Region 9 to take immediate action required under the Act and move quickly to address South Coast's air quality problems.

Because EPA has not taken any action and therefore failed to complete its nondiscretionary duty related to the Section 182(e)(5) contingency plan for the South Coast, it has been in violation of section 110(k)(2) of the Act since June 30, 2021. Unless this deficiency is promptly addressed through a final action, PC4EJ, EYCEJ, and Sierra Club intend to file suit in the U.S. District Court of the Central District of California sixty days after your receipt of this letter. Please feel free to contact me at the number listed below to further discuss the basis for this claim, or to explore possible options for resolving this claim short of litigation.

Sincerely,



Fernando Gaytan

Earthjustice

T: 415-217-2025

E: fgaytan@earthjustice.org

Counsel for East Yard Communities for Environmental Justice, People's Collective for Environmental Justice, and Sierra Club.

Cc via email:

Martha Guzman, Regional Administrator, EPA Region 9 (Guzman.Martha@epa.gov;
r9.info@epa.gov)



AGENDA ITEM 9
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
Thursday, July 7, 2022

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Jacob Noonan, Housing Program Manager II
(213) 236-1472, noonan@scag.ca.gov

Subject: REAP 2.0 - Draft Subregional Partnership Program Guidelines

RECOMMENDED ACTION:

Recommend that the Regional Council adopt SCAG’s REAP 2.0 Subregional Partnership Program Guidelines. This item will be presented at the September Regional Council meeting for approval.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On June 1, 2022, the Executive/Administration Committee recommended approval of SCAG’s REAP 2021 Program Development Framework to guide the development of the specific funding programs and projects to be included in the full REAP 2.0 program application. The Subregional Partnership (SRP) 2.0 Program Guidelines have been developed with input from the Subregional Councils of Government to align with the SCAG REAP 2021 (REAP 2.0) Draft Program Framework. The Guidelines outline program requirements, eligible projects and applicants, and the application process. The guidelines also reflect staff recommendation that \$23 million of SCAG’s REAP 2.0 funding be set-aside to support this program consistent the guiding principles established in the REAP 2021 Program Development Framework.

Similar to the SRP 1.0 program developed for REAP 1.0 funding, SRP 2.0 will allocate funding to each subregional partner based on the 6th Cycle RHNA allocation. REAP 2.0 supports both planning and implementation, and eligible projects and activities will focus implementation of projects, programs and policies identified in 6th cycle Housing Elements.

The application period will be on a rolling basis between September 16 and December 1, 2022, and SCAG staff will meet regularly with subregional partners to provide guidance on the application submittal. Staff is seeking CEHD and Regional Council approval of the Program Guidelines, included as Attachment 1.

BACKGROUND:

The state's Regional Early Action Program (REAP) 2.0 grant supports accelerating housing production, reducing greenhouse gas emissions, and aiding historically underserved communities and areas of concentrated poverty with immediate response and help for long-term unmet needs exacerbated by the pandemic through the following four program objectives:

- Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability; and
- Affirmatively Furthering Fair Housing; and
- Coronavirus Economic Recovery; and
- Reducing Vehicle Miles Traveled

REAP 2.0 (REAP 2021) was established by AB 140 (July 2021) in the mid-year budget revise for the State's FY 21-22 budget. Approximately \$600 million is available statewide, of which approximately \$500 million is from the American Rescue Plan Act (ARPA) Coronavirus State and Local Fiscal Recovery Funds (SLFRF). The balance is State General Funds. The REAP 2.0 grant is available to regional entities, primarily metropolitan planning organizations (MPOs), through a combination of formula and competitive-based programs. The SCAG region's formula share is \$246,024,084.

The California Housing and Community Development Department (HCD) is the lead for the program and will work collaboratively with the Strategic Growth Council (SGC), Governor's Office of Planning and Research (OPR), and State Air Resources Board (CARB), to develop detailed guidelines for implementation. All REAP 2021 funds are to be obligated by June 30, 2024 and expended with a final closeout report due by June 30, 2026.

On June 1, 2022, the Executive/Administration Committee recommended approval of SCAG's REAP 2021 Program Development Framework, which outlines the core objectives, guiding principles, programmatic areas, major milestones and schedule for allocation funds availed to SCAG through the REAP 2.0. Within the Framework, the SRP 2.0 was identified as one of several existing programs to be expanded with REAP 2.0 funding to accelerate REAP 2.0 implementation. These Early Program Initiatives are being developed to comprise no more than 15 percent of SCAG's funding request and include expansion of SCAG's Sustainable Communities Program, Go Human Initiative, Regional Data Platform along with SRP 2.0. In addition to the Early Program Initiative, the Framework identifies two other programmatic areas to be supported by REAP 2.0: the County Transportation Commission (CTC) Partnership Program and the Housing Supportive Infrastructure

Program (HSIP). SCAG staff is concurrently conducting stakeholder engagement on the HSIP and CTC Partnership Programs and other elements of the Early Program Initiatives to inform guideline development in each program area and will bring guidelines forward as they are developed.

OUTREACH

The Subregional Partnership 2.0 program was developed in the SCAG REAP 2.0 Draft Program Framework following feedback from Subregional Councils of Government (COGs). A working draft SRP 2.0 program framework paper was developed for discussion purposes and during June 2022 SCAG staff met one on one with interested subregional COGs to identify interest in pursuing additional projects and to receive input in advance of developing draft SRP 2.0 program guidelines. Staff has met with the following Subregions and other eligible City/County staff: SBCTA, Westside Cities Council of Government, Coachella Valley Association of Government, Gateway Cities Council of Governments, San Gabriel Valley Council of Governments, South Bay Cities Council of Governments, Ventura Council of Governments, Imperial County Transportation Commission, Orange County Council of Governments, San Fernando Valley Council of Governments, Western Riverside Council of Governments, City of Los Angeles and County of Los Angeles. Based on these discussions and lessons learned from the administration of REAP 1.0 and SRP 1.0, SCAG developed the SRP 2.0 Program guidelines to provide context and requirements for sub-allocation projects.

SRP 2.0 Guidelines – Overview

The SCAG REAP 2.0 Program Framework was approved by the EAC in June and is pending adoption of the Regional Council at the July 7, 2022 meeting, and identifies the Subregional Partnership (SRP) 2.0 program as one of the Early Program Initiatives. SRP 2.0 proposes to allocate \$23 million on a non-competitive basis to subregional councils of governments (COGs) for REAP 2.0 eligible activities supporting cities and counties to implement projects and programs identified in their draft and/or final compliant Housing Element work plans.

SRP 2.0 supports implementation of the region's housing elements as a means of investing in actions for housing production throughout the region to achieve the Connect SoCal plan while building capacity to achieve and continue the four state funding objectives. SCAG has developed program guidelines that outline program requirements, eligible projects and applicants, and the application process. The draft program guidelines for REAP, published by the California Department of Housing and Community Development (HCD) on March 24, 2022, outlines contractual delegation for interpretation and accountability to SCAG from HCD to administer this type of program. The SRP 2.0 guidelines will be adjusted as necessary for compliance once the final state REAP 2.0 Program Guidelines have been released by HCD. Any adjustments will be reported to the Regional Council prior to final adoption.

Based on the draft REAP 2.0 Program Guidelines (dated March 24, 2022) and in alignment with the anticipated HCD-issued REAP 2021 notice of funding availability (NOFA), and reflecting feedback

from one-on-one meetings with the subregional COGs, the SRP 2.0 program guidelines include the following eligible activities and uses:

- **Land use planning, related studies and/or programs** that result in **implementable/adoptable**^[1] programs and policies **required** to meet the programs, projects and commitments in draft, adopted and/or compliant 6th cycle **Housing Elements** (Subject to adoption/approval of the legislative body)
- **Outreach** supporting programs, projects or plans required in draft, adopted and/or compliant 6th cycle Housing Elements and are consistent with SCAG’s adopted Racial Equity Action Plan;
- **Housing strategies for increasing supply and lasting affordability** including strategic planning and/or seed funding for subregional housing trust funds and community land trusts, and may include rental assistance for Impacted Households (as defined by the REAP 2.0 Program Guidelines) in securing stable, long-term housing, including housing vouchers, residential counseling, or housing navigation assistance to facilitate household moves to neighborhoods with high levels of economic opportunity only for “Disproportionately Impacted Households,” defined in the REAP 2.0 Draft Program Guidelines.
- **Technical assistance** to implement the eligible activities and uses listed above, including **temporary staffing and consultant costs**. The SRP 2.0 program can fund existing or temporary staff support to manage and implement eligible REAP 2.0 activities. Costs incurred by existing staff must clearly delineate and differentiate work that is funded by existing sources and is limited to work on REAP-eligible activities.

Qualifying projects will be authorized by SCAG subsequent to a consultation and application process. Funds are available on a reimbursement basis, requiring completed contractual deliverables. For the most part, approved projects and activities will be reimbursed directly by SCAG. To meet the reimbursement deadlines of REAP 2.0, all SRP funded projects must conclude by January 30, 2026. Expenditure reimbursement requires prior authorization of eligible projects and activities. SCAG may be subject to repayment of REAP funds to HCD if it is found in breach of its agreement with HCD, which can occur if REAP funds are used for ineligible activities. SCAG will require reimbursement from the subregional partner if REAP 2.0 funds must be returned to the state related to ineligible work in a subregional partnership agreement.

Eligible applicants for Subregional Partnership Program funding are limited to agencies designated as subregions under this program. While most of SCAG’s fifteen defined subregional entities are considered as subregions for this program, several jurisdictions have membership in more than one subregion. Additionally, several jurisdictions span more than one subregion. For these reasons, the City of Los Angeles, County of Los Angeles, and County of Riverside are considered as individual subregional partners under this program. (See Attachment 1 of the Program Guidelines for a complete list of eligible subregional partners).

If a subregional partner elects not to participate in the program by not submitting an application or notice of intent to apply for funding, or if any subregional partnership funds remain unencumbered after the application deadline, these funds will be made available for projects in that subregion through the Housing Supportive Infrastructure Program.

Applications will be reviewed by SCAG staff on an ongoing basis and will be assessed on activity eligibility, nexus to the state program objectives, including housing production, alignment with REAP program objectives and SCAG regional priorities.

After applications are approved, SCAG will provide the subregional partner with an award letter. For subregions electing to procure and/or manage the project, the subregional partner must enter into an agreement with SCAG. All projects and activities funded by this program must conclude by January 30, 2026.

NEXT STEPS

Based on lessons learned from the REAP 1 Program, staff are pursuing an aggressive timeline to ensure Subregional COGs have sufficient time to deliver their programs within the grant directed timeframes. During July and August, SCAG staff will survey subregional COG partners about proposed projects and encourage subregional COG partners to reach out to their respective jurisdictions. SCAG staff will also hold information consultation meetings with COG staff to discuss project eligibility as proposed project lists evolve.

Pending Regional Council adoption of the guidelines, the first date to file applications for SRP 2.0 projects is September 16. All applicants must submit an application or Intent to Apply for Program Funding by 5:00 p.m. on September 30, 2022 in order to receive project funding from this program. All applications are due to SCAG by midnight on December 1, 2022.

FISCAL IMPACT:

Work associated with this item will be included in the FY22-23 OWP, once REAP 2.0 funding is received, with no fiscal impact on the existing budget.

ATTACHMENT(S):

1. REAP Subregional Partnership 2.0 Program Guidelines (Draft)
2. PowerPoint Presentation - REAP Subregional Partnership 2.0

Regional Early Action Planning (REAP) Subregional Partnership 2.0 Program Guidelines (*DRAFT*)

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Section 1 - Overview

The Regional Early Action Planning (REAP) Subregional Partnership 2.0 Program Guidelines (Guidelines) implement the Subregional Partnership (SRP) 2.0 funding program in the SCAG Regional Early Action Planning (REAP) 2.0 grant. REAP 2.0 supports accelerating housing production, reducing greenhouse gas emissions, and aiding historically underserved communities and areas of concentrated poverty with immediate response and help for long-term unmet needs exacerbated by the pandemic. These guidelines are consistent with, and when necessary, defer to, the state REAP 2.0 Program Guidelines for establishing terms, conditions, forms, procedures, and other mechanisms necessary to effectuate the program. The California Department of Housing and Community Development (HCD) released REAP 2.0 draft program guidelines on March 24, 2022, with full program guidelines expected late spring or early summer 2022. SCAG will develop a comprehensive REAP 2.0 program application in the latter part of 2022 upon completion of an inclusive and broad engagement effort and after the final REAP 2.0 Program Guidelines have been released by HCD. The SRP 2.0 guidelines and program will be adjusted as necessary for compliance with the final state REAP 2.0 Program Guidelines.

Background

REAP 2.0 (REAP 2021) was established through AB 140 (July 2021) as part of the mid-year budget revise for the State's FY 21-22 budget for transformative and innovative projects that implement a region's Sustainable Communities Strategy (SCS) and help achieve the objectives above goals of more housing and transportation options that reduce reliance on cars. The REAP 2.0 Program is intended to be a part of a larger effort to recover from the COVID-19 pandemic through meaningful, inclusive, and equitable measures that will result in long-term comprehensive benefits for housing, health, and economic outcomes. All REAP 2.0 funds are to be obligated by June of 2024 and expended by June 2026, with a final closeout report due June 2026.

On June 1, 2022, the Executive/Administration Committee recommended approval of SCAG's REAP 2021 Program Development Framework, which outlines the core objectives, guiding principles, programmatic areas, major milestones, and schedule for allocating funds available to SCAG through the REAP 2.0 state grant program. Within the Framework, the SRP 2.0 was identified as one of several existing programs to be expanded with REAP 2.0 funding to accelerate REAP 2.0 implementation. The SRP2.0 program is included within the Framework in the Early Program Initiatives which are being developed to comprise no more than 15 percent of SCAG's funding request and include expansion of SCAG's Sustainable Communities Program, Go Human Initiative, Regional Data Platform along with SRP 2.0. In addition to the Early Program Initiative, the Framework identifies two other programmatic areas to be supported by REAP 2.0: the County Transportation Commission (CTC) Partnership Program and the Housing Supportive Infrastructure Program (HSIP). SCAG staff is concurrently conducting stakeholder engagement on the HSIP and CTC Partnership Programs and other elements of the Early Program Initiatives to inform guideline development in each program area and will bring guidelines forward as they are developed.

The Core Program Objectives included in the SCAG REAP 2.0 Framework include the following:

- Support **transformative** planning and **implementation** activities that realize Connect SoCal objectives

- Leverage and augment the **Connect SoCal Implementation Strategy** to support activities that can be implemented quickly and in line with community-driven, **pandemic recovery** priorities
- Build regional capacity to deliver housing that realizes **6th cycle RHNA goals**
- Represent best practices in **vehicle miles traveled (VMT) reduction**
- Demonstrate consistency with the Racial Equity Early Action Plan
- Promote infill development in Connect SoCal identified Priority Growth Areas

SRP 2.0 builds off the work achieved through SRP 1.0. In 2020, SCAG set aside approximately \$23 million of REAP 1.0 funding for a Subregional Partnership (SRP) 1.0 program to fund subregional planning activities that accelerate housing production and facilitate compliance implementing a jurisdiction's 6th cycle RHNA, including developing 6th cycle Housing Elements. Funding was non-competitively awarded based on each subregion's final Regional Housing Needs Assessment (RHNA) with a minimum allocation of \$100,000. SRP 1.0 was developed to augment resources available through locally received SB 2 and LEAP grants and to foster subregional collaboration to take advantage of economies of scale in meeting housing goals.

SRP 2.0 Program Objectives

Based on feedback received from Subregional Councils of Government (COGs), the SRP 2.0 program has been developed within the SCAG REAP 2.0 Draft Program Framework. SRP 2.0 supports implementation of the region's housing element work plans as a means of investing in actions for housing production throughout the region to achieve the Connect SoCal plan while building capacity to achieve and continue the State's four REAP 2.0 funding objectives, which are:

1. Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability; and
2. Affirmatively Furthering Fair Housing; and
3. Coronavirus Economic Recovery; and
4. Reducing Vehicle Miles Traveled

Section 2 - Eligibility

SRP 2.0 funding will be available on a non-competitive basis for eligible activities to subregional councils of governments (COG) and other listed eligible applicants ("subregional partners") to implement the Programs in draft, adopted and/or compliant housing elements.

As referred to in these guidelines "Programs" are defined as those programs included in a jurisdiction's housing element for compliance with HCD requirements. HCD requires each jurisdiction to identify specific programs in its housing element that will allow it to implement the stated policies and achieve the stated goals and objectives. Programs include specific action steps the locality will take to implement its policies and achieve its goals and objectives. Housing element programs include a specific timeframe for implementation, identify the agencies or officials responsible for implementation, describe the jurisdiction's specific role, and (whenever possible) identify specific measurable outcomes.

2a. Allocation Methodology and Eligible Applicants

Up to \$23 million of SCAG’s REAP 2 funding allocation shall be available for SRP 2.0. Funding shall be shared between subregional partners proportionally with each subregion’s total share of regional housing need (total units assessed) in the 6th Cycle RHNA. All subregions will be eligible to receive at least the minimum funding level of \$100,000.

Eligible applicants are agencies designated as subregional partners under this program. While most of SCAG’s fifteen defined subregional entities are considered eligible for the program, several jurisdictions have membership in more than one subregion. Additionally, several jurisdictions geographically span more than one subregion. To address the unique circumstances, designated subregions and eligible program applicants are:

Coachella Valley Association of Governments	Orange County COG
Gateway Cities Council of Governments (COG)	San Bernardino COG
Imperial County Transportation Commission	San Fernando Valley COG
Las Virgenes-Malibu COG	San Gabriel Valley COG
City of Los Angeles	South Bay Cities COG
County of Los Angeles (unincorporated)	Ventura COG
County of Riverside (unincorporated)	Westside Cities COG
North Los Angeles County	Western Riverside COG

Except for the jurisdictions listed above, funding will not be available directly to local jurisdictions for this program. The subregional assignments by jurisdiction for this program is included in Attachment 2.

2b. Eligible Partnerships

Eligible partners include, but are not limited to, other local governments, regional governments, housing authorities, school districts, special districts, community-based organizations, or any duly constituted governing body of an Indian Reservation or Rancheria. An eligible applicant may partner with other eligible entities to fulfill one or more projects included in the subregional application. Subregional partners may elect to partner with other subregional partners for projects and activities that cross subregional boundaries. One or more eligible applicants may form a partnership to expend part, or all, of a subregion’s SRP 2.0 funding. Partnerships are encouraged when aggregating funds creates an opportunity for leveraging additional outside funding, and for cost-efficiency addressing common needs and actions.

Applicants forming partnerships must provide a legally binding agreement between all partners. A template agreement will be made available. Applicants that are considering this are encouraged to discuss their proposals with SCAG staff prior to applying to ensure projects are eligible and the work can be completed prior to the end of the expenditure period.

2c. Eligible uses and activities

REAP 2.0 funds are focused on **implementation of policies, programs and projects**, rather than the planning processes that were the focus of REAP 1.0. The subregional partnership approach supports Housing Element implementation and creates a means for local efforts to align with SCAG’s regional plans and implement the broader goals of the Connect SoCal Plan.

To receive funding, applicants must assemble a portfolio of proposed projects and identify the implementing agencies to complete the work. Applicants are not required to directly implement projects and may contract for services following state requirements, and when applicable federal requirements. Applicants are not required to apply for all funds available.

The REAP 2.0 Program Guidelines require that proposed uses must demonstrate a nexus to all program objectives:

1. Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability; and
2. Affirmatively Furthering Fair Housing; and
3. Coronavirus Economic Recovery; and
4. Reducing Vehicle Miles Traveled

Based on the draft REAP 2.0 Program Guidelines (dated March 24, 2022) and in alignment with the anticipated HCD-issued REAP 2021 notice of funding availability (NOFA), the SRP 2.0 program has the following eligible activities and uses:

- **Land use planning, related studies and/or programs** that result in **implementable/adoptable**^[1] programs and policies **required** to meet the programs, projects and commitments in draft, adopted and/or compliant 6th cycle **Housing Elements** (Subject to adoption/approval of the legislative body)
- **Outreach** supporting programs, projects or plans required in draft, adopted and/or compliant 6th cycle Housing Elements and are consistent with SCAG’s adopted Racial Equity Action Plan;
- **Housing strategies for increasing supply and lasting affordability** including strategic planning and/or seed funding for subregional housing trust funds and community land trusts, and may include rental assistance for Impacted Households (as defined by the REAP 2.0 Program Guidelines) in securing stable, long-term housing, including housing vouchers, residential counseling, or housing navigation assistance to facilitate household moves to neighborhoods with high levels of economic opportunity only for “Disproportionately Impacted Households,” defined in the REAP 2.0 Draft Program Guidelines.
- **Technical assistance** to implement the eligible activities and uses listed above, including **temporary staffing and consultant costs**. The SRP 2.0 program can fund existing or temporary staff support to manage and implement eligible REAP 2.0 activities. Costs incurred by existing staff must clearly delineate and differentiate work that is funded by existing sources and is limited to work on REAP-eligible activities.

Consultants or other external resources may be used for work on eligible activities but are not required. Applicants will indicate in their funding application whether they intend to use existing staff, temporary staff, consultants or other resources for each activity.

2d. Ineligible Activities

- Activities where a clear nexus to the Program Objectives listed in Section 1 is not demonstrated.
- Activities that obstruct or hinder housing production, e.g., moratoriums, downzoning, planning documents with conditional use permits that significantly impact approval certainty and timing, planned development, or other similarly constraining processes.

- Administrative costs of persons employed by the grantee for activities not directly related to the preparation and adoption of the proposed Activity or Activities.

SCAG will not accept applications for, nor reimburse for, ineligible activities or projects. Expenditure reimbursement requires prior authorization in writing from SCAG for the eligible projects and activities. SCAG may be subject to repayment of REAP 2.0 funds to HCD if it is found in breach of its agreement with HCD, which can occur if REAP 2.0 funds are used for ineligible activities. If SCAG is required to repay funds to HCD, SCAG will require reimbursement from the subregional partner.

Section 3 – Application Process

Funding will be made available for projects and activities after SCAG receives funding for its full REAP application from HCD, which will most likely occur in February or March 2023. Funding allocated for each subregion is non-competitive, however a funding application, or a notice of intent to apply for funding and a funding application, is required. All activities proposed must meet the requirements established in these guidelines and the state REAP 2.0 Program Guidelines.

Once an application or an intent to apply for funding form is submitted subregional partners will meet with SCAG staff monthly to review proposed project eligibility and receive feedback from SCAG staff until a program application is submitted and approved.

3a. Applying for Funding

Process and Timing: To apply for project funding, subregional partners must submit a Subregional Partnership 2.0 Application (Attachment 3). A subregional partner may submit multiple applications through the final due date for eligible projects and activities until it has reached its funding maximum.

Applications will be accepted on a rolling basis from September 16, 2022 through December 1, 2022.

Regardless of when the full application is prepared, each subregional partner must submit an Intent to Apply for Funding Form (Attachment 4) by **5:00pm on September 30, 2022**. This form does not require approval from the subregional partner’s decision-making body for submission to SCAG. Information submitted with the notice may differ from the information submitted with the completed application.

Application Submittal and Review: The application must include information on proposed projects and activities, key tasks and deliverables, estimated costs, and identification of the implementing agency for each project and activity, among other requirements provided in the application template.

Prior to submittal to SCAG, applicants must receive and provide approval or authorization by the applicant’s decision-making body or authorized signatory. To the extent feasible, if the application proposes partnerships or further suballocation to jurisdictions, approval or authorization from the related decision-making bodies is encouraged. Applications will be reviewed by SCAG staff on an ongoing basis and will be assessed on activity eligibility, nexus to housing production and alignment with SRP 2.0 program objectives.

SCAG staff intends to evaluate applications with a decision made within 30 days of receipt. Once reviewed, SCAG will provide an award letter to the subregional partner indicating the submitted projects are approved for funding, or a letter indicating how the application needs to be revised to be accepted. Projects that do not meet the funding criteria cannot be funded through SRP 2.0. A subregional partner

may revise its application or project scope to meet the funding criteria and resubmit the application up until the final due date.

Applications for ineligible activities or projects or that do not meet the funding criteria in Section 4 will not be accepted. Applicants may resubmit revised projects that address the reasons the original submittal was rejected.

Applications will be accepted on an ongoing basis until the final date to apply, which is by **midnight on December 1, 2022**.

3b. Unallocated Funds

Remaining funds that are: 1) due to the lack of participation by a subregional partner (not submitting an application or notice of intent to apply for funding by 5:00pm on September 30, 2022), or 2) remaining unencumbered by a subregional partner after the application deadline will be available for projects in the subregion area through the Housing Supportive Infrastructure Program.

By December 1, 2023 all SRP 2.0 funds must be fully obligated.

3c. Funding Criteria

Funding applications are required to meet all SRP 2.0 Project Objectives (Section 1 of the Guidelines) and shall be evaluated for funding based on the following criteria:

- Projects proposed are eligible uses and activities (Section 3)
- Includes a clear statement demonstrating a nexus between each proposed project (or activity) and all four of the following state program objectives:
 - Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability; and
 - Affirmatively Furthering Fair Housing; and
 - Coronavirus Economic Recovery; and
 - Reducing Vehicle Miles Traveled
- Demonstrates how each project is an eligible activity.
- Includes a clear deliverable for each proposed project that can be acted upon by the legislative body or designee.
- Includes metrics measuring effectiveness.

Section 4 – Contract Administration

4a. Implementing Agencies

Subregional partners are not required to serve as the implementing agency of the projects and activities applied for. Subregional partners may elect to serve as the implementing agency but agencies such as local housing authorities may also serve as an implementing agency. Implementing agencies must be entities eligible to enter into intergovernmental agreements and must demonstrate capacity to implement government grant administration tasks in a timely manner, including applications, contract execution and monitoring, funds management and transfer, and accounting and reporting, including any competitive sub-contracting if applicable. The implementing agency cannot have any unresolved audit

findings from prior government contracts and cannot be party to pending land use, housing, or environmental litigation which could impact the proposed activities.

The implementing agency will be responsible for developing the scope of work for the project or activity and leading the procurement process for obtaining consultants and/or resources. The implementing agency may also elect to manage and administer the project, which includes tasks such as monitoring activity progress, reviewing tasks and deliverables, and reviewing and processing invoices. If the implementing agency does not elect to manage and administer the project, SCAG can take on this implementation role.

4b. Administrative fee

Up to five percent (5%) of a subregional partner's allocation may be charged as administrative activities by the subregional partner. Tasks such as reviewing and processing project invoices, processing contract amendments, and preparing reports and metrics of project progress and completion are considered administrative activities. Activities such as developing scopes of work and requests for proposals (RFP), reviewing tasks and deliverables, and outreach with jurisdictions related to the project are considered programmatic and can be charged as a program activity. For projects and activities administered by SCAG, SCAG reserves the right to use the 5% administrative fee for costs related to project administration.

4c. Expenditure Period

Per the requirements of AB 140 all funds distributed under REAP must be obligated by June 30, 2024 and expended by June 30, 2026. In order to meet this deadline and receive reimbursement in alignment with REAP 2.0 guidelines, SCAG will require all invoices associated with SRP 2.0 submitted to SCAG no later than January 30, 2026. Invoices received by SCAG after this date cannot be guaranteed for reimbursement.

4d. Reimbursement

All projects must submit invoices to SCAG monthly and a status report quarterly to receive reimbursement. Invoices must follow the requirements set forth in the Subregional Partnership contract and SCAG's regular invoicing procedures and must comply with applicable state and/or federal requirements. SCAG may consider advance payments or alternative arrangements to reimbursement and payment methods based on demonstrated need of the subregional partner. These arrangements will be included in the agreements between SCAG and the subregional partner. After the agreement is signed, the subregional partner or consultant may submit invoices for reimbursement for eligible activities as specified in the signed agreement. Expenditure reimbursement requires prior authorization of the eligible projects and activities, and SCAG may be subject to repayment of REAP funds to HCD if it is found in breach of its agreement with HCD, which can occur if REAP funds are used for ineligible activities. If SCAG must repay REAP 2.0 funds to the state, SCAG will require reimbursement from the subregional partner.

SCAG will provide reimbursement only for costs as specified in the signed agreement(s) with the subregional partner or partner's designee. Costs incurred prior to the date which is to be determined in consultation with HCD will not be reimbursed. SCAG will provide the date as soon as possible. For costs incurred in between this date and before an agreement for projects is signed between SCAG and the subregional partner, SCAG will only reimburse costs specifically associated with program development,

such as preparation of the program application, outreach to the subregional partners' jurisdictions, development of guidelines and other related documents, and development of scopes of work and contracts. Subregional partners are encouraged to discuss with SCAG planned costs during this time to ensure that activities receive appropriate reimbursement.

4e. Reporting Requirements

Consistent with SCAG's Overall Work Program reporting procedures, each subregional partner will be required to provide a quarterly progress report and monthly invoices to track and measure activity progress. Project progress will be measured according to the tasks, deliverables, costs, and timeline outlined in the subregional partnership agreement.

Technical assistance

SCAG staff will provide technical assistance to subregional partners starting in Fall 2022 through June 2026. Technical assistance will be available to help subregional partners prioritize activities and complete the application and contracting process. After the start of subregional partnership projects SCAG staff will be available for guidance with invoicing and reporting.

Timeline

- June 2022: SCAG staff held one-on-one meetings with subregional partners to discuss the proposed program framework and eligible activities.
- July 7, 2022: CEHD review and recommendation to Regional Council of SRP 2.0 Program Guidelines
- September 1, 2020: Regional Council adoption of Subregional Partnership Program guidelines
- September 16, 2022: Application period opens for Subregional Partnership Program with prioritized projects from subregions due to SCAG
- September 30, 2022: For those who have not submitted applications, the intent to apply for funding form is due to SCAG by 5:00 p.m.
- December 1, 2022: Final application and list of prioritized projects from subregions due to SCAG
- January 30, 2026: All REAP projects and activities must be completed; final activity reports due to SCAG; final project invoices due to SCAG

List of Attachments

Funding Allocations and Subregional Partnership List (Draft)

REAP Subregional Partnership 2.0 Funding Application (Draft)

Intent to Apply for Program Funding form (Draft)

Funding Allocation and Subregional Partnership List

Subregion	Units Assessed in 6th Cycle RHNA	Percent of RHNA*	Funding Allocation
County of Los Angeles	90,052	6.7%	\$1,543,564
County of Riverside	40,647	3.0%	\$696,722
CVAG	31,619	2.4%	\$541,975
Gateway Cities COG	71,678	5.3%	\$1,228,619
Imperial	15,993	1.2%	\$274,133
Las Virgenes-Malibu	933	0.1%	\$15,992**
City of LA	456,643	34.0%	\$7,827,230
North LA county	15,663	1.2%	\$268,476
OCCOG	183,861	13.7%	\$3,151,526
SBCOG/SBCTA	138,110	10.3%	\$2,367,317
SFVCOG	34,023	2.5%	\$583,182
SGVCOG	89,616	6.7%	\$1,536,091
South Bay Cities	34,179	2.5%	\$585,856
VCOG	24,452	1.8%	\$419,127
Westside Cities COG	19,273	1.4%	\$330,355
WRCOG	95,085	7.1%	\$1,629,834
Total	1,341,827	100.00%	\$23,000,000

*Derived from the Final 6th Cycle RHNA Allocation Plan adopted March 4, 2021.

**Funding based on RHNA is less than the minimum in the Guidelines, subregion will be allocated \$100,000.

Subregional Partners and Jurisdictions

Subregional Partner	Member Jurisdiction
CVAG	Blythe city
CVAG	Cathedral City city
CVAG	Coachella city
CVAG	Desert Hot Springs city
CVAG	Indian Wells city
CVAG	Indio city
CVAG	La Quinta city
CVAG	Palm Desert city
CVAG	Palm Springs city
CVAG	Rancho Mirage city
Gateway	Artesia city
Gateway	Avalon city

Subregional Partner	Member Jurisdiction
Gateway	Bell city
Gateway	Bell Gardens city
Gateway	Bellflower city
Gateway	Cerritos city
Gateway	Commerce city
Gateway	Compton city
Gateway	Cudahy city
Gateway	Downey city
Gateway	Hawaiian Gardens city
Gateway	Huntington Park city
Gateway	La Habra Heights city
Gateway	La Mirada city
Gateway	Lakewood city
Gateway	Long Beach city
Gateway	Lynwood city
Gateway	Maywood city
Gateway	Norwalk city
Gateway	Paramount city
Gateway	Pico Rivera city
Gateway	Santa Fe Springs city
Gateway	Signal Hill city
Gateway	South Gate city
Gateway	Vernon city
Gateway	Whittier city
Imperial	Brawley city
Imperial	Calexico city
Imperial	Calipatria city
Imperial	El Centro city
Imperial	Holtville city
Imperial	Imperial city
Imperial	Unincorporated Imperial Co.
Imperial	Westmorland city
Las Virgenes Malibu	Agoura Hills city
Las Virgenes Malibu	Calabasas city
Las Virgenes Malibu	Hidden Hills city
Las Virgenes Malibu	Malibu city



Subregional Partner	Member Jurisdiction
Las Virgenes Malibu	Westlake Village city
Los Angeles City	Los Angeles city
Los Angeles County	Unincorporated Los Angeles Co.
North LA County	Lancaster city
North LA County	Palmdale city
OCCOG	Aliso Viejo city
OCCOG	Anaheim city
OCCOG	Brea city
OCCOG	Buena Park city
OCCOG	Costa Mesa city
OCCOG	Cypress city
OCCOG	Dana Point city
OCCOG	Fountain Valley city
OCCOG	Fullerton city
OCCOG	Garden Grove city
OCCOG	Huntington Beach city
OCCOG	Irvine city
OCCOG	La Habra city
OCCOG	La Palma city
OCCOG	Laguna Beach city
OCCOG	Laguna Hills city
OCCOG	Laguna Niguel city
OCCOG	Laguna Woods city
OCCOG	Lake Forest city
OCCOG	Los Alamitos city
OCCOG	Mission Viejo city
OCCOG	Newport Beach city
OCCOG	Orange city
OCCOG	Placentia city
OCCOG	Rancho Santa Margarita city
OCCOG	San Clemente city
OCCOG	San Juan Capistrano city
OCCOG	Santa Ana city
OCCOG	Seal Beach city



Subregional Partner	Member Jurisdiction
OCCOG	Stanton city
OCCOG	Tustin city
OCCOG	Unincorporated Orange Co.
OCCOG	Villa Park city
OCCOG	Westminster city
OCCOG	Yorba Linda city
Riverside County	Unincorporated Riverside Co.
SBCTA/SBCOG	Adelanto city
SBCTA/SBCOG	Apple Valley town
SBCTA/SBCOG	Barstow city
SBCTA/SBCOG	Big Bear Lake city
SBCTA/SBCOG	Chino city
SBCTA/SBCOG	Chino Hills city
SBCTA/SBCOG	Colton city
SBCTA/SBCOG	Fontana city
SBCTA/SBCOG	Grand Terrace city
SBCTA/SBCOG	Hesperia city
SBCTA/SBCOG	Highland city
SBCTA/SBCOG	Loma Linda city
SBCTA/SBCOG	Montclair city
SBCTA/SBCOG	Needles city
SBCTA/SBCOG	Ontario city
SBCTA/SBCOG	Rancho Cucamonga city
SBCTA/SBCOG	Redlands city
SBCTA/SBCOG	Rialto city
SBCTA/SBCOG	San Bernardino city
SBCTA/SBCOG	Twentynine Palms city
SBCTA/SBCOG	Unincorporated San Bernardino Co.
SBCTA/SBCOG	Upland city
SBCTA/SBCOG	Victorville city
SBCTA/SBCOG	Yucaipa city
SBCTA/SBCOG	Yucca Valley town
SFVCOG	Burbank city
SFVCOG	Glendale city
SFVCOG	San Fernando city
SFVCOG	Santa Clarita city



Subregional Partner	Member Jurisdiction
SGVCOG	Alhambra city
SGVCOG	Arcadia city
SGVCOG	Azusa city
SGVCOG	Baldwin Park city
SGVCOG	Bradbury city
SGVCOG	Claremont city
SGVCOG	Covina city
SGVCOG	Diamond Bar city
SGVCOG	Duarte city
SGVCOG	El Monte city
SGVCOG	Glendora city
SGVCOG	Industry city
SGVCOG	Irwindale city
SGVCOG	La Cañada Flintridge city
SGVCOG	La Puente city
SGVCOG	La Verne city
SGVCOG	Monrovia city
SGVCOG	Montebello city
SGVCOG	Monterey Park city
SGVCOG	Pasadena city
SGVCOG	Pomona city
SGVCOG	Rosemead city
SGVCOG	San Dimas city
SGVCOG	San Gabriel city
SGVCOG	San Marino city
SGVCOG	Sierra Madre city
SGVCOG	South El Monte city
SGVCOG	South Pasadena city
SGVCOG	Temple City city
SGVCOG	Walnut city
SGVCOG	West Covina city
South Bay Cities	Carson city
South Bay Cities	El Segundo city
South Bay Cities	Gardena city
South Bay Cities	Hawthorne city
South Bay Cities	Hermosa Beach city



Subregional Partner	Member Jurisdiction
South Bay Cities	Inglewood city
South Bay Cities	Lawndale city
South Bay Cities	Lomita city
South Bay Cities	Manhattan Beach city
South Bay Cities	Palos Verdes Estates city
South Bay Cities	Rancho Palos Verdes city
South Bay Cities	Redondo Beach city
South Bay Cities	Rolling Hills city
South Bay Cities	Rolling Hills Estates city
South Bay Cities	Torrance city
Ventura	Camarillo city
Ventura	Fillmore city
Ventura	Moorpark city
Ventura	Ojai city
Ventura	Oxnard city
Ventura	Port Hueneme city
Ventura	San Buenaventura (Ventura) city
Ventura	Santa Paula city
Ventura	Simi Valley city
Ventura	Thousand Oaks city
Ventura	Unincorporated Ventura Co.
Westside Cities	Beverly Hills city
Westside Cities	Culver City city
Westside Cities	Santa Monica city
Westside Cities	West Hollywood city
WRCOG	Banning city
WRCOG	Beaumont city
WRCOG	Calimesa city
WRCOG	Canyon Lake city
WRCOG	Corona city
WRCOG	Eastvale City
WRCOG	Hemet city
WRCOG	Jurupa Valley City
WRCOG	Lake Elsinore city
WRCOG	Menifee city



Subregional Partner	Member Jurisdiction
WRCOG	Moreno Valley city
WRCOG	Murrieta city
WRCOG	Norco city
WRCOG	Perris city
WRCOG	Riverside city
WRCOG	San Jacinto city
WRCOG	Temecula city
WRCOG	Wildomar city

DRAFT

REAP Subregional Partnership 2.0 Funding Application (DRAFT)

The REAP 2.0 Subregional Partnership (SRP) 2.0 Program makes \$23 million available to subregional partners based on the total RHNA allotment. Funds available for each subregional partner are based on the proportion of total units allocated in the 6th Cycle, with a minimum allocation of \$100,000. The funds are available through a non-competitive application to fund subregional partnership projects implementing actions in the housing element work plans. The funds are available on a reimbursement basis, requiring completed contractual deliverables.

SRP 2.0 Program Objectives

The SRP Program Guidelines (“Guidelines”), Section 1 provides the SRP 2.0 Program Objectives. All projects proposed for funding on this application must meet the SRP program objectives.

Project Prioritization

Based on the draft REAP 2.0 Program Guidelines (dated March 24, 2022) and in alignment with the anticipated HCD-issued REAP 2021 notice of funding availability (NOFA), the SRP 2.0 program has the following eligible activities and uses:

- **Land use planning, related studies and/or programs** that result in implementable/ adoptable programs and policies required to meet the programs, projects and commitments in draft, adopted and/or compliant 6th cycle **Housing Elements** (Subject to adoption/approval of the legislative body).
- **Outreach** supporting programs, projects or plans required in draft, adopted and/or compliant 6th cycle Housing Elements and are consistent with SCAG’s adopted Racial Equity Action Plan.
- **Housing strategies for increasing supply and lasting affordability** including strategic planning and/or seed funding for subregional housing trust funds and community land trusts, and may include rental assistance for Impacted Households (as defined by the REAP 2.0 Program Guidelines) in securing stable, long-term housing, including housing vouchers, residential counseling, or housing navigation assistance to facilitate household moves to neighborhoods with high levels of economic opportunity only for “Disproportionately Impacted Households,” defined in the REAP 2.0 Draft Program Guidelines.
- **Technical assistance** to implement the eligible activities and uses listed above, including **temporary staffing and consultant costs**. The SRP 2.0 program can fund existing or temporary staff support to manage and implement eligible REAP 2.0 activities. Costs incurred by existing staff must clearly delineate and differentiate work that is funded by existing sources and is limited to work on REAP-eligible activities.

Consultants or other external resources may be used for work on eligible activities but are not required. Applicants will indicate in their funding application whether they intend to use existing staff, temporary staff, consultants or other resources for each activity.

Questions can be submitted to Jacob Noonan, Housing Program Manager, at housing@scag.ca.gov

Application

To apply for project funding, subregional partners must submit a Subregional Partnership 2.0 Application using this template. A subregional partner may submit multiple applications through the final due date for eligible projects and activities until it has reached its funding maximum. Applications may be filed starting September 16, 2022. All applications are due to SCAG no later than December 1, 2022.

Applications must be emailed as a pdf or as a drop box link to: housing@scag.ca.gov

Applications shall be evaluated for eligibility using the following criteria:

- Meets all SRP 2.0 Project Objectives (Guidelines, Section 1)
- Projects proposed are eligible uses and activities (Guidelines, Section 3)
- Includes a clear statement demonstrating a nexus between each proposed project (or activity) and all four of the following state program objectives:
 - Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability; and
 - Affirmatively Furthering Fair Housing; and
 - Coronavirus Economic Recovery; and
 - Reducing Vehicle Miles Traveled
- Includes a clear deliverable for each proposed project that can be acted upon by the legislative body or designee, such as adopted code amendments or process changes that result in process efficiencies, shorter entitlement timelines, by-right approval of housing projects.
- Includes tangible metrics such as estimated housing units produced, or increased permits processed.

CONTACT INFORMATION

Date	Click or tap to enter a date.
Applicant (subregional partner)	Click or tap here to enter text.
Authorized representative name	Click or tap here to enter text.
Authorized representative title	Click or tap here to enter text.
Authorized representative address	Click or tap here to enter text.
Contact person name	Click or tap here to enter text.
Contact person title	Click or tap here to enter text.
Contact person email	Click or tap here to enter text.

PROJECTS AND ACTIVITIES

Please list the projects and activities the applicant is requesting funding for and how much funding will be required for SRP 2.0 funding:

	Project/Activity Name	SRP 2.0 Funding
1	Click or tap here to enter text.	\$Click or tap here to enter text.
2	Click or tap here to enter text.	\$Click or tap here to enter text.
3	Click or tap here to enter text.	\$Click or tap here to enter text.
4	Click or tap here to enter text.	\$Click or tap here to enter text.
5	Click or tap here to enter text.	\$Click or tap here to enter text.
6	Click or tap here to enter text.	\$Click or tap here to enter text.

Total funding amount requested in this application	\$Click or tap here to enter text.
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INDIVIDUAL PROJECT/ACTIVITY INFORMATION

Please provide more information for the list of projects/activities provided in the above section. Use additional pages as needed. The project number in the list above should correspond with the number for the project/activity below.

PROJECT/ACTIVITY NAME

1	Click or tap here to enter text.
---	----------------------------------

Estimated cost	\$Click or tap here to enter text.
Expected start date	Click or tap to enter a date.
Expected end date	Click or tap to enter a date.
Does this project require the procurement of at least one consultant?	<input type="checkbox"/> No <input type="checkbox"/> Yes _Click or tap here to enter text._ total number of consultant firms expected for projects
Agency expected to procure consultant	<input type="checkbox"/> Subregional partner <input type="checkbox"/> SCAG <input type="checkbox"/> Other, please specify: Click or tap here to enter text.
Agency expected to administer or implement project or activity*	<input type="checkbox"/> Subregional partner <input type="checkbox"/> SCAG <input type="checkbox"/> Other, please specify: Click or tap here to enter text.
Which agency will be directly paying consultant invoices?	<input type="checkbox"/> Subregional partner (SCAG will reimburse the subregional partner) <input type="checkbox"/> SCAG
Does this project require adoption or approval by a local decision-making body for implementation?	<input type="checkbox"/> No <input type="checkbox"/> Yes If yes, please specify the expected adoption/approval date: _Click or tap to enter a date._____

*The implementing agency cannot have any unresolved audit findings from prior government contracts and cannot be party to pending land use, housing, or environmental litigation which could impact the proposed activities.

1	Click or tap here to enter text. <i>(from first page of application)</i>
---	--

For each project and activity listed, please provide more details about the project or activity, including:

- Brief Description of project Key deliverables and tasks, proposed performance indicators
- Nexus to all four of the state Program Objectives provided in Section 1 of the Guidelines
- The name and short description of the project or activity from the housing element
- Expected outcome of project or activity (i.e., plans for adoption or implementation)
- Related Tasks that will be funded from other funding sources and the amount
- You may add additional space, as needed.

Click or tap here to enter text.

DRAFT

1	Click or tap here to enter text. <i>(from first page of application)</i>
---	--

Alignment with SCAG Connect SoCal regional priorities (see Program Guidelines and Attachment 1)

Please describe below how the project or activity aligns and advances Connect SoCal. You may add additional space, as needed.

Click or tap here to enter text.

DRAFT



1	(from first page of application)
---	----------------------------------

Project/Activity Tasks

Task and sub-tasks	Staff/Consultant/Both	Estimated cost	Phase 1 or 2	Begin date	End date	Deliverable
Click or tap here to enter text.	Choose an item.	\$Click or tap here to enter text.	Choose an item.	Click to enter a date.	Click to enter a date.	Click or tap here to enter text.
Click or tap here to enter text.	Choose an item.	\$Click or tap here to enter text.	Choose an item.	Click to enter a date.	Click to enter a date.	Click or tap here to enter text.
Click or tap here to enter text.	Choose an item.	\$Click or tap here to enter text.	Choose an item.	Click to enter a date.	Click to enter a date.	Click or tap here to enter text.
Click or tap here to enter text.	Choose an item.	\$Click or tap here to enter text.	Choose an item.	Click to enter a date.	Click to enter a date.	Click or tap here to enter text.
Click or tap here to enter text.	Choose an item.	\$Click or tap here to enter text.	Choose an item.	Click to enter a date.	Click to enter a date.	Click or tap here to enter text.
Click or tap here to enter text.	Choose an item.	\$Click or tap here to enter text.	Choose an item.	Click to enter a date.	Click to enter a date.	Click or tap here to enter text.
Click or tap here to enter text.	Choose an item.	\$Click or tap here to enter text.	Choose an item.	Click to enter a date.	Click to enter a date.	Click or tap here to enter text.
Click or tap here to enter text.	Choose an item.	\$Click or tap here to enter text.	Choose an item.	Click to enter a date.	Click to enter a date.	Click or tap here to enter text.
Total projected cost		\$Click to enter text.				

Housing Element Status

In the section below, please list the jurisdictions in your subregion and the status for each housing element work plan. For status, select the letter in the drop-down list in the right column that best describes status for each jurisdiction in your subregion. Use additional space or add additional lines, as needed.

- A. *The jurisdiction has either a consultant or dedicated staff implementing its housing element with projects underway; no funding proposed.*
- B. *The jurisdiction has either a consultant or dedicated staff implementing its housing element and a housing element project(s) is proposed.*
- C. *The jurisdiction has neither a consultant nor dedicated staff implementing its housing element. Technical assistance and/or a housing element project(s) is proposed.*
- D. *Our subregion does not know the status for jurisdiction’s housing element implementation*

Jurisdiction		Housing Element Implementation Status
Click or tap here to enter text.	Click or tap here to enter text.	Choose an item.
Click or tap here to enter text.	Click or tap here to enter text.	Choose an item.
Click or tap here to enter text.	Click or tap here to enter text.	Choose an item.
Click or tap here to enter text.	Click or tap here to enter text.	Choose an item.
Click or tap here to enter text.	Click or tap here to enter text.	Choose an item.
Click or tap here to enter text.	Click or tap here to enter text.	Choose an item.
Click or tap here to enter text.	Click or tap here to enter text.	Choose an item.
Click or tap here to enter text.	Click or tap here to enter text.	Choose an item.
Click or tap here to enter text.	Click or tap here to enter text.	Choose an item.
Click or tap here to enter text.	Click or tap here to enter text.	Choose an item.



Intent to Apply for Funding (Draft)

By 5:00 p.m. on September 30, 2022, if a subregional partner intends to apply for funding but has not yet submitted a funding application, this form must be submitted to SCAG.

Approval from the subregional partner’s decision-making body is not required.

Eligible entities that do not submit an application or this form by 5:00 p.m. on September 30, 2022 will not receive funding through SRP 2.0. Not participating in SRP 2.0 does not affect an entity’s ability to apply for funding in other REAP 2.0 programs including the Housing Supportive Infrastructure Program.

The final application may differ from the information listed in this intent to apply form. Applicants that submit an intent to apply form must meet with SCAG staff monthly to review proposed project eligibility and receive feedback from SCAG until they submit a program application.

Please submit this intent to apply form no later than September 30, 2022: housing@scaq.ca.gov.

Date	Click or tap to enter a date.
Applicant (subregional partner)	Click or tap here to enter text.
Contact person name	Click or tap here to enter text.
Contact person title	Click or tap here to enter text.
Contact person email	Click or tap here to enter text.
Contact person area code + phone number	Click or tap here to enter text.
Planned date of application submittal to SCAG	Click or tap to enter a date.
If consultants will be used, would your organization want SCAG to procure?	<input type="checkbox"/> Subregional Partner <input type="checkbox"/> SCAG
Who would you like to manage the projects, including reimbursable invoices?	<input type="checkbox"/> Subregional Partner <input type="checkbox"/> SCAG

Projects and Activities. Please list the projects and activities proposed for funding.

	Project/Activity Name	Estimated Cost
1	Click or tap here to enter text.	\$Enter text.
2	Click or tap here to enter text.	\$Enter text.
3	Click or tap here to enter text.	\$Enter text.
4	Click or tap here to enter text.	\$Enter text.
5	Click or tap here to enter text.	\$Enter text.
6	Click or tap here to enter text.	\$Enter text.



Regional Early Action Program (REAP) 2021

Subregional Partnership (SRP) 2.0

July 7, 2022

WWW.SCAG.CA.GOV

Regional Early Action Planning (REAP) 2021 Grant

\$246 million = SCAG region's formula share

Obligated by June 2024

Expended by June 2026

"Transformative Planning and Implementation Activities"

Accelerating infill housing development AND

Coronavirus Economic Recovery AND

Reduce Vehicle Miles Travelled AND

Affirmatively Further Fair Housing



- Sustainable Communities Program (SCP)
- Local Information Services / Regional Data Platform
- Subregional Partnership Program 2.0 (Housing Element Support)
- Go Human

- Transit and other multi-modal services that will be critical in supporting VMT reduction
- Fund the development of plans, programs, and pilot projects

- Infrastructure and utilities to support housing development
- Preservation
- Housing Trust Funds
- Technical Assistance

REAP 2.0 Subregional Partnership Program

- \$23Million
- Implement housing element programs
- Funding allocated based on RHNA



Eligibility

Councils of Governments, North LA County, City of LA, Unincorporated Counties of LA & Riverside

Participation will not prevent applying for other REAP 2.0 funding



Funding Allocations

CVAG	\$541,975
Gateway Cities COG	\$1,228,619
Imperial County jurisdictions (ICTC)	\$274,133
Las Virgenes-Malibu COG	\$15,992**
City of Los Angeles	\$7,827,230
County of Los Angeles (unincorporated)	\$1,543,564
County of Riverside (unincorporated)	\$696,722
North Los Angeles County	\$268,476

OCCOG	\$3,151,526
SBCOG/SBCTA	\$2,367,317
SFVCOG	\$583,182
SGVCOG	\$1,536,091
South Bay Cities COG	\$585,856
VCOG	\$419,127
Westside Cities COG	\$330,355
WRCOG	\$1,629,834

Eligible Projects

Must demonstrate nexus to ALL four state Program Objectives

Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability; AND

Affirmatively Furthering Fair Housing; AND

Coronavirus Economic Recovery; AND

Reducing Vehicle Miles Traveled

Eligible Activities

Implementing 6th Cycle Housing Elements

Land use
planning
and related
studies and/or
programs

Outreach
supporting the
programs

Housing
strategies for
increasing
supply and
lasting
affordability

Technical
Assistance
including
staffing and
consultants

Draft Guidelines

Summary

- \$23 Million available, apportioned based on RHNA
- Fund required programs in housing elements
- Nexus to state REAP 2.0 Program Objectives
- Partnering possible, and encouraged
- Staff/consultant costs allowed
- May procure own consultant(s) and administer program(s) or request SCAG serve in this role
- Project reimbursement basis

Expense Period and Reimbursement



All projects must be completed, funds expended by **January 30, 2026**



Invoices submitted monthly with work detail

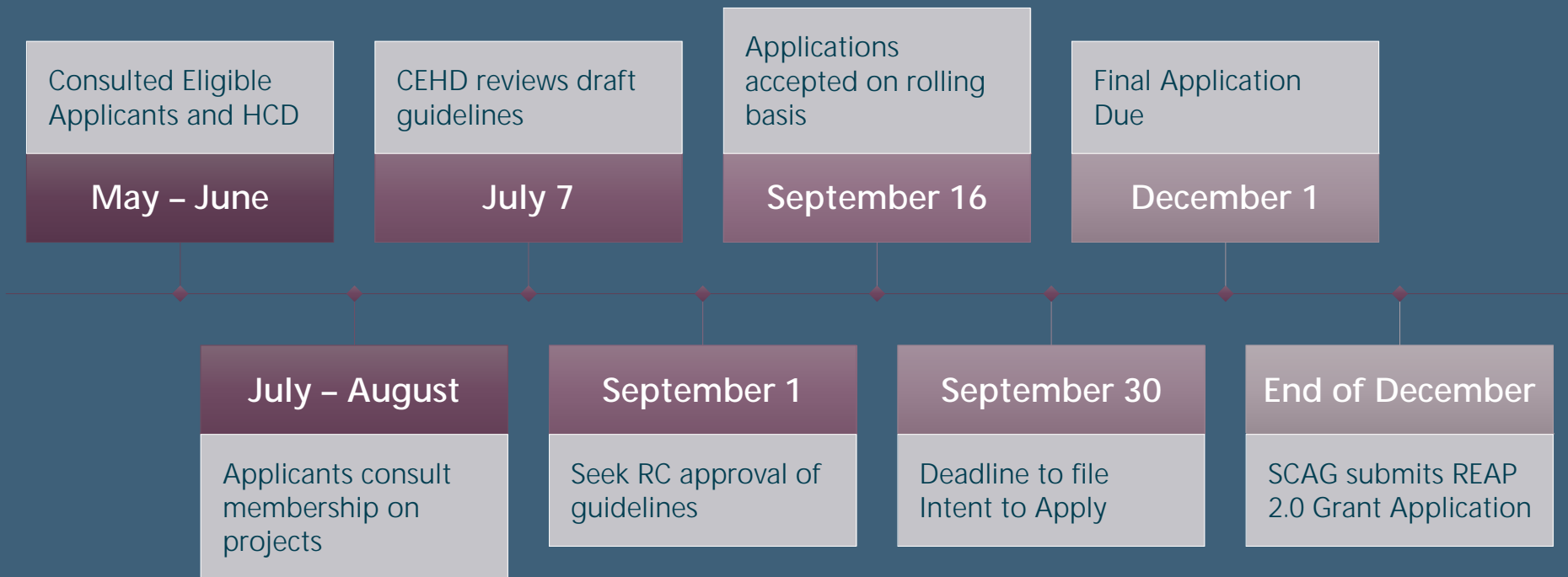


Quarterly progress report



Unencumbered funds will be used for other REAP programs

Application Milestones



Application Timeline

Applications reviewed on a rolling basis

- September 16: First Date to Apply
- September 30: Must file Intent to Apply
- December 1: Final applications due



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/reap2021>



AGENDA ITEM 10
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
Thursday, July 7, 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Victor Negrete, Manager of Inclusive Economic Growth
(213) 236-1974, negrete@scag.ca.gov

Subject: SCAG Economic Development Update

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 3: Be the foremost data information hub for the region. 5: Recruit, support, and develop a world-class workforce and be the workplace of choice.

EXECUTIVE SUMMARY:

In July 2021, the Regional Council adopted the Inclusive Economic Recovery Strategy (IERS) to implement SCAG Resolution No. 20-623-2 (regarding racial and social equity). Outside of this one-time effort, SCAG’s role in regional economic development has been focused on providing regional economic data and analysis in support of on-the-ground efforts at the sub-regional and jurisdictional level. This IERS was a focused response to the devastating and inequitable economic impacts facing lower income communities and communities of color. Thanks to one-time funding from the State, SCAG is implementing five key economic and workforce development projects as recommended in the Inclusive Economic Recovery Strategy (IERS). In addition to this effort, as part of its regular and ongoing regional economic analysis, SCAG is revamping how it shares this valuable information with the cities and counties it serves by utilizing new technology tools and reporting on key economic indicators each quarter. This report summarizes SCAG’s ongoing activities related to regional economic analysis and provides a first look at the IERS implementation grant work plan.

BACKGROUND:

Recognizing the direct connections between transportation, land use planning and economic development, SCAG historically has played a limited direct role in economic development. The region is well-served by subregional economic development corporations (EDCs), workforce

development boards, and localized economic development departments. SCAG's primary role with respect to economic development remains as a resource for ongoing regional economic data and analysis.

The recent addition of staff (a full-time Senior Economist and a grant-funded Manager of Inclusive Economic Growth) and funding (\$3.5 million in one-time funding from the State) enabled the organization to expand its capacity to conduct regional economic analysis to support economic development efforts, as well as to launch a one-time grant-funded economic development program focused on the implementation of SCAG's July 2021 adopted Inclusive Economic Recovery Strategy. This report provides an overview of SCAG's current economic development and related work program, highlighting: (1) the expansion and incorporation of economic analyses into SCAG's essential planning work, (2) how SCAG shares valuable economic information with regional stakeholders, and (3) work to be completed as part of the State grant in support of the Inclusive Economic Recovery Strategy (IERS).

1. Economic Projections and Impact Analysis

RTP/SCS

SCAG's economic analysis plays a key role in Connect SoCal, SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) long-range transportation investment plan. SCAG's 30-year employment growth projection is a key input to SCAG's travel demand model, the region's conformity analysis, and Traffic Analysis Zone-level employment estimates. In addition, the Demographics and Growth Vision Program team reports the county-level employment growth projection as a metric of the regional economic employment outlook, which informs stakeholders' economic development decision-making.

In addition to the employment growth projections, SCAG conducts an economic impact analysis for the Connect SoCal plan. The Economic and Job Creation Analysis appendix to Connect SoCal estimates the plan's economic impact at the regional and county levels. In the 2020 Connect SoCal Plan, this economic analysis showed that Connect SoCal impacts the regional economy by (1) creating jobs through transportation expenditures in construction, maintenance, and operation, and (2) making our region a more attractive place to live and to do business by enhancing network efficiency. We conduct this impact analysis using historical and projected employment data that we input into TranSight, a transportation modeling software from Regional Economic Models Inc. (REMI).

Goods Movement Analysis

SCAG's goods movement planning work involves extensive economic analysis, assessing the trajectory of growth for key industries in the region to identify critical transportation infrastructure needs. SCAG evaluates both import and export trade flows and forecasts warehouse space demand, working with the San Pedro Bay Ports and other stakeholders to understand trends in supply chain

strategies and implications for future development of industrial facilities and associated transportation needs. SCAG regularly monitors port activities including container volumes and market shares to gauge the region's competitiveness. Further, SCAG's most recent freight planning initiative focuses on understanding the readiness of the workforce of selected communities to participate in this industry and to benefit economically.

FTIP Impact Analysis

The Federal Transportation Improvement Program (FTIP) is a federally mandated four-year program for all surface transportation projects that will receive federal funding or are subject to federally required action. Every two years, SCAG compiles and reports a comprehensive listing of such transportation projects to Caltrans and federal funding agencies. These reports include SCAG's projected employment impacts of the FTIP projects, which are based on REMI TranSight simulations.

2. Sharing Regional Economic Information

Economic Summit

SCAG's annual Southern California Economic Summit brings together business, local government, and other stakeholders from across Southern California to consider how to expand the region's economic base and determine priorities. The Summit has evolved from its initial formulation in response to the Great Recession and assessment of the economic conditions in the region's counties to also address an array of topics driving the economic well-being of Southern Californians.

Each year, SCAG publishes the Regional Briefing Book to accompany the Economic Summit. The Briefing Book presents in greater detail SCAG's economic team's outlook for the regional and county economy. The economic team includes SCAG's Chief Economic Advisor and five regional economic consultants who prepare analyses of the various regional economies within SCAG's boundaries and advise SCAG staff. The 2021 Regional Briefing Book included an overview of the SCAG region economy in 2021 and a near-term outlook. The outlook includes analysis and charts to help illustrate the region's economic dynamics. The 2021 Regional Briefing book also included an assessment and discussion on incorporating equity into SCAG's long-term planning and preliminary research into what drives the growth of good jobs. Each year, the content of the Briefing Book will depend on the topics of interest for SCAG stakeholders.

Economic Roundtable

The Economic Bench was a group of economic consultants with expertise in regional economic development, particularly in the SCAG region and our six-member counties. The Bench was initiated in 2017 and its primary focus was to support the Economic Summit and prepare analyses and reports for inclusion in the Regional Briefing Book once a year. Since 2017, SCAG has broadened its in-house staff capacity and expertise in regional economics and committed to a more inclusive approach to its work. Moreover, technology and broader social and geopolitical circumstances both

call and allow for more frequent updates to the regional outlook. In response, SCAG is in the process of replacing the “Economic Bench” with a more streamlined and diverse Economic Roundtable that leverages in-house expertise and digital technology.

The Economic Roundtable will convene a group of independent economic experts quarterly to provide expert analysis and interpretation of current and historical economic information, including economic data, current events, and local institutions and customs. The expert analysis and insights gathered through these convenings will promote evidence-driven policymaking in the region and establish a baseline for economic development discussions. The Roundtable members will prepare analyses for the Economic Summit and Regional Briefing Book.

SCAG Quarterly Indicators Dashboard (SQID)

Historically, SCAG published a monthly chartbook reporting region and county employment, unemployment rates, building permit data, and sales tax data. A series of static charts were posted on SCAG’s website, <https://scag.ca.gov/economic-strategy-monthly-reports>. To improve communication about regional economic indicators, SCAG is replacing the monthly chartbook with a dynamic, digital dashboard, the SCAG Quarterly Indicators Dashboard (“SQID”).

SQID will provide continuity with the annual Regional Briefing Book by updating the data provided in the Briefing Book and during the annual Economic Summit. It will also improve the functionality of the monthly economic chartbook by allowing users to view data dynamically (i.e., select region, industry, and time periods for charts), and download the underlying data as curated Excel files. SQID will also provide data interpretation and commentary by staff and consulting economists to help users understand the region’s underlying economic story, promote awareness about SCAG’s work, and promote evidence-driven conversation about regional economic growth.

SQID will report key economic indicators currently published in the monthly economic chartbooks, which include:

- region and county-level employment and unemployment,
- industry employment and unemployment,
- sales tax data trends, and
- building permit trends.

In addition, we plan to add employment by race and gender, measures of GHG emissions directly related to economic activity, and simulation results from the REMI TranSight model.

3. State Funding for Inclusive Economic Growth

As mentioned above, SCAG received one-time funding from the State to implement key recommendations of the IERS. During the two-year grant period, SCAG will:

- Complete six county-specific implementation plans for expanding the number of- and access to- quality, middle-skill jobs;

- Draft a report addressing the barriers that disadvantaged communities face in accessing training and employment opportunities;
- Produce two best practice toolkits for (1) public sector agencies and (2) anchor institutions to expand access to supply chains and contracting opportunities for small, woman-, minority-, and veteran-owned businesses;
- Convene stakeholders to develop recommendations for improving upon and expanding access to apprenticeship programs in the construction sector;
- Complete a suite of economic analyses, including
 - Develop a subregional job quality index;
 - Produce county-level analyses on the economic impacts of racial and gender inequality; and
 - Conduct a study on the unique needs of tribal and indigenous communities in the region concerning increasing employment opportunities.

This work will include outreach to core subregional stakeholders, including the GLUE council, subregional EDCs, community colleges, business associations, community based and non-profit organizations working in economic and workforce development, and more. SCAG will work with consultants on these tasks and expects to complete the work by March 2024.

FISCAL IMPACT:

The staff's work budget for the economic analysis is included in the Overall Work Program for the fiscal year 2022-2023 under the project numbers 055.1531.01 and 055.1631.02. Staff's work budget for Inclusive Economic Growth is included in the Overall Work Program (OWP) for fiscal years 2022-2024 under the following project number: 320-4902.01.

ATTACHMENT(S):

1. PowerPoint Presentation - SCAG Economic Development Update



SCAG Economic Development Update

July 7, 2022

Victor Negrete
Department Manager
Inclusive Economic Growth

Gigi Moreno, Ph.D.
Senior Economist
Sustainability & Resilient Development

WWW.SCAG.CA.GOV

Outline

- Defining SCAG's role in economic development
- Economic analysis in SCAG's planning work
- Communicating economic information
- Inclusive economic growth grant

Defining SCAG's Role in Economic Development

SCAG's primary role is providing ongoing economic analysis

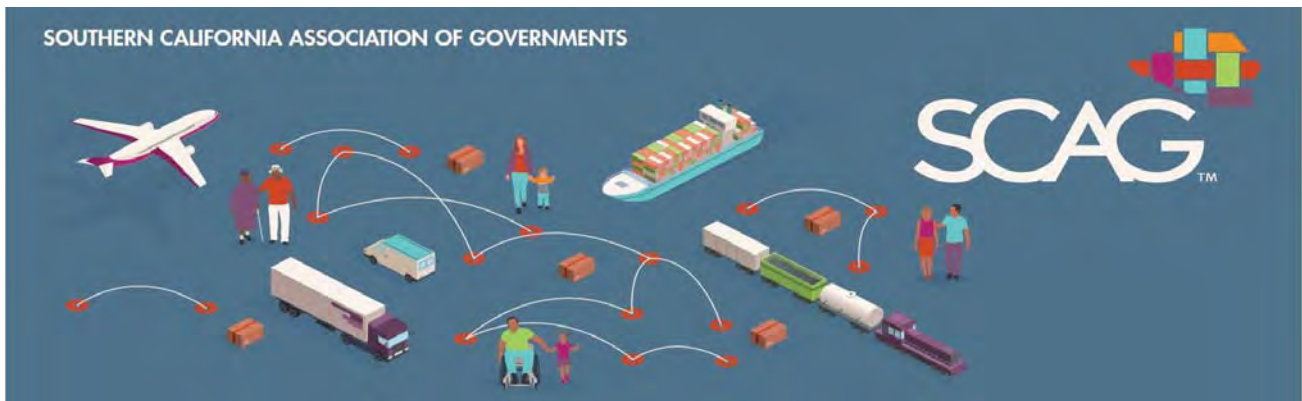
The SCAG logo is located in the top left corner of the slide, featuring the letters 'SCAG' in a blue, sans-serif font next to a colorful, abstract graphic of overlapping squares.

ECONOMIC ANALYSIS IN SCAG'S PLANNING WORK

Connect SoCal

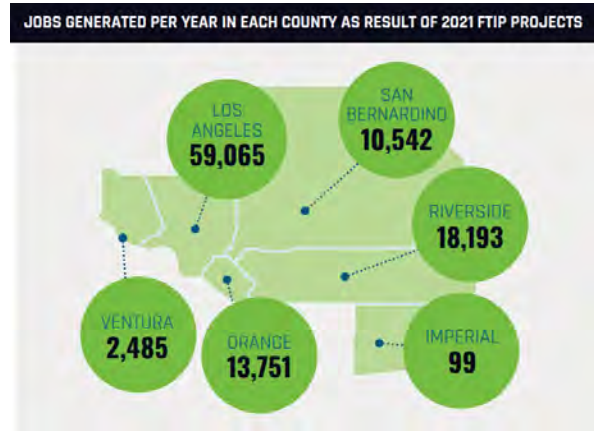
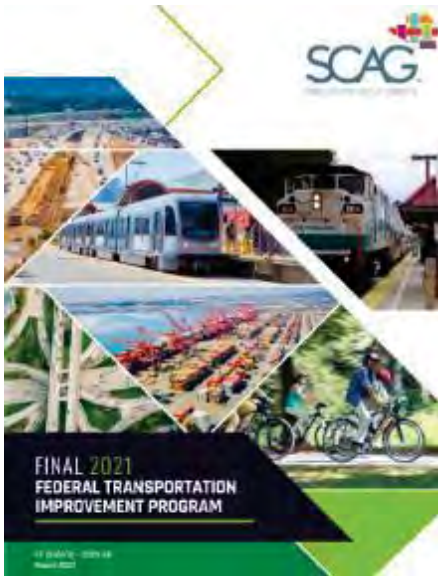


Goods Movement



Goods movement supports 576,000 jobs in Southern California

Federal Transportation Improvement Program (FTIP)



(Source: <https://scag.ca.gov/ftip>)

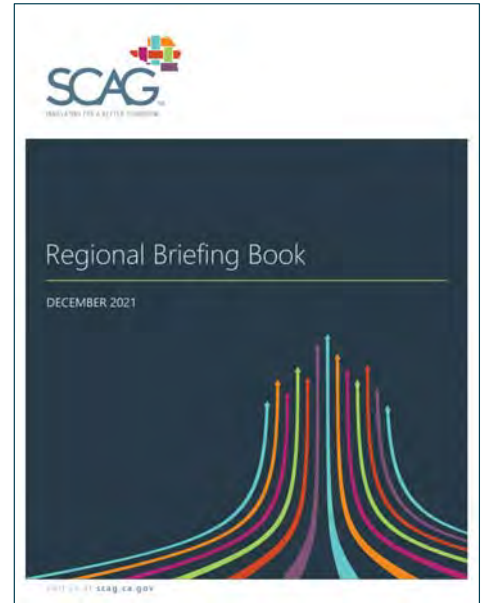


COMMUNICATING ECONOMIC INFORMATION

Annual Summit and Briefing Book



- Economic Summit
 - Convenes stakeholders to consider how to expand the regional economic base
 - Assesses regional priorities
- Regional Briefing Book
 - Details regional economic conditions
 - Provides economic outlook
 - Dives into an economic topic

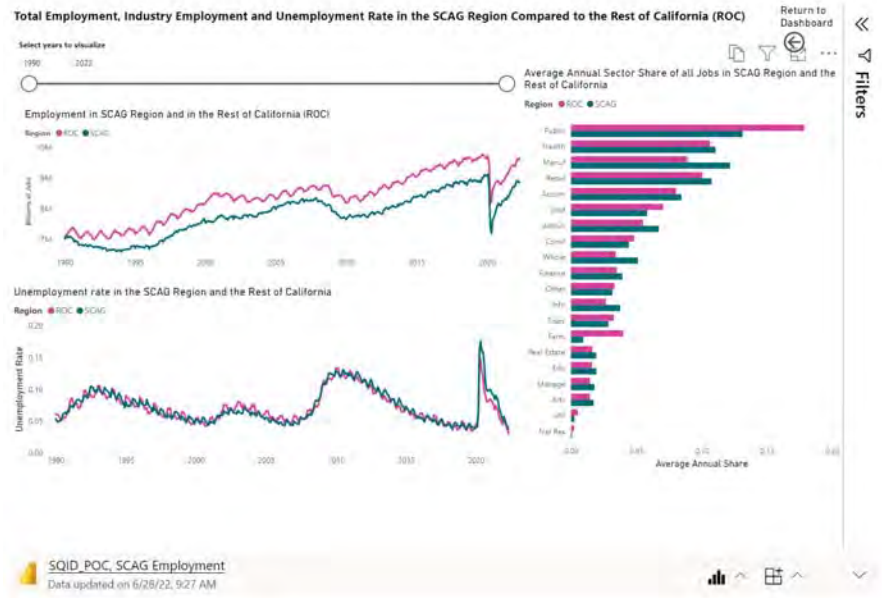
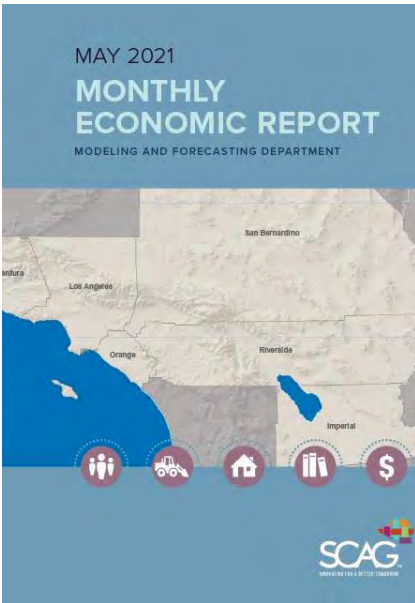


Economic Roundtable

- Independent economic experts
- Convene quarterly
- Discuss current economic events and impacts on the regional economic outlook
- Contribute content to Summit and Briefing Book



Forthcoming Tool: SCAG Quarterly Indicators Dashboard (SQID)



Attachment: PowerPoint Presentation - SCAG Economic Development Update (SCAG Economic Development Update)

Inclusive Economic Growth Grant

- **Purpose:** to implement key recommendations from the IERS
- **Funding:** \$3.5M in one-time grant funding through AB 129; implemented through an agreement with the California Workforce Development Board
- **Grant period:** 2 years (2022-2024)

The grant coincides with the rollout of the State's Community Economic Resiliency Fund (CERF) program – the State's largest investment in economic development (approximately \$600M).

Inclusive Economic Growth Grant

Deliverable 1 – Expanding Access to Middle-Wage Jobs

The screenshot shows a presentation slide with a yellow header and a table below it. The table has two rows: 'Recommendations' and 'SCAG's 5 Levers for Action'. The 'SCAG's 5 Levers for Action' row has five columns: 'Data', 'Policy Advocacy', 'Convenings/ Presentations', 'Technical Assistance', and 'Funding'. Below the table is a dark blue box with white text.

Recommendations	SCAG's 5 Levers for Action				
	Data	Policy Advocacy	Convenings/ Presentations	Technical Assistance	Funding

Deliverable 1
County-specific reports (6):
action-oriented implementation
plans for training and expanded access
to good jobs

County Reports


What growth sectors provide access to middle-wage jobs?

What is needed to support these sectors?

How to expand training and access to these jobs?

Inclusive Economic Growth Grant

Deliverable 2 – Addressing Human Capital Needs



Deliverable 2
Region-wide report addressing core programmatic supports that expand access to training and employment


Human Capital Needs Report

What core intersectional issues are key to expanding access to training and employment?

What are the priority areas to address in report?

Inclusive Economic Growth Grant

Deliverable 3 – Procurement Toolkits



Deliverable 3
Best practice toolkits for public sector and anchor institutions to expand access to supply chains and contracting opportunities for small, minority-, woman-, and veteran-owned businesses

Best Practice Toolkits

What barriers exist for small, woman-, minority-, and veteran-owned businesses?

What are best practices/model policies for DEI-focused procurement?

What resources are needed to support adoption of these policies?

Inclusive Economic Growth Grant

Deliverable 4 – Expanding Construction Apprenticeships

Deliverable 4
Recommendations for improving training and apprenticeships in construction

Construction Pathways

- Who are the core stakeholders needed to improve and expand upon apprenticeships in construction?
- What is working in current programs? What needs improvement/new approach?
- How to expand the talent pipeline?

Inclusive Economic Growth Grant

Deliverable 5 – Economic and Data Analyses

Job Quality Index

- What is a quality job?
- How do we quantify a subregional JQI?

Impacts of Inequity

- How do we define equity?
- What are the economic impacts of inequity?

Tribal Communities

- What data or analysis do tribal communities need?
- How can data resources support tribal economic development?



THANK YOU!

For more information, please contact:

Economic Analysis – Gigi Moreno (gmoreno@scag.ca.gov)

Inclusive Economic Growth – Victor Negrete (negrete@scag.ca.gov)



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
Thursday, July 7, 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Ma'Ayn Johnson, Program Manager II
(213) 236-1975, johnson@scag.ca.gov

Subject: REAP 1.0 Biannual Program Update

RECOMMENDED ACTION FOR CEHD:
Information Only – No Action Required

RECOMMEND 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:
Under the California 2019-20 Budget Act, SCAG was awarded \$47 million in Regional Early Action Planning (REAP 1.0) funding to support local governments and stakeholders with housing planning activities that accelerate housing production and meet the region’s goals for producing 1.3 million new units of housing by 2029, as determined by the 6th Cycle Regional Housing Needs Assessment (RHNA). The REAP 1.0 funding is a one-time planning program that authorizes subregional partnerships and encourages inter-governmental collaboration on projects that have a broader regional impact on housing production. SCAG is administering the REAP funds through a combination of direct technical assistance (including housing element data components and policy assessments), subregional partnerships with councils of government, community-based partnership grants in collaboration with philanthropic organizations, and planning support offered through the Sustainable Communities Program to local jurisdictions or entities serving single or multiple jurisdictions.

Staff is providing a bi-annual program status and update to the Community, Economic and Human Development Committee.

BACKGROUND:

Under the California 2019-20 Budget Act, SCAG was eligible for \$47 million in REAP funding to support local governments and stakeholders with housing planning activities that accelerate housing production and meet the region's goals for producing 1.3 million new units of housing by 2029, as determined by the 6th Cycle RHNA. The funding was made available in two phases; 25% of the funds were made available immediately and the balance would be available upon SCAG's development of a complete proposed work plan and grant application. On December 3, 2020, the SCAG Regional Council adopted Resolution 20-627-1 which authorized staff to request the balance of SCAG's REAP allocation through a complete application and approved the complete REAP work program.

SCAG has framed the REAP funding into three umbrella categories:

1. Partnerships and Outreach
2. Regional Housing Policy Solutions
3. Sustainable Communities Strategies (SCS) Integration

The remainder of this report provides an update on the current and future REAP program implementation activities, organized by each umbrella category, with an additional update on administrative actions related to program implementation.

The last update was presented to the CEHD Committee at its January 6, 2022 meeting and SCAG staff intends to continue providing program updates on a bi-annual basis. In addition, as the REAP funded programs begin to produce results and deliverables, staff will coordinate presentations to the CEHD committee on the impacts and lessons learned in the program.

REAP Program Administration

The REAP NOFA allows up to 5 percent of SCAG's allocation to be used for administrative activities. Administrative activities include consultant procurement, invoicing, and reporting, and are not considered program activities.

Grant Award and Final Agreement: On January 29, 2021, SCAG staff submitted a complete application for the balance of its REAP allocation. After several rounds of responding to comments from staff at the State Housing and Community Development Department (HCD), on April 15th SCAG was notified of its full funding award. The final agreement was executed on June 25, 2021. An updated application was provided to HCD and approved on April 1, 2022, and the budget updates in this report reflect what was submitted to HCD.

Contracting for the REAP program: At its April 2021 meeting, the Regional Council approved a suite of actions to support expediting contracting for the REAP program. A key component of these actions was establishment of the On Call Services contracts (OCS). The OCS is similar to a bench of pre-qualified consultants, which was set up across five disciplines. The RC approved up to \$10

million in contracting from the OCS, and staff will provide monthly updates on activities related to the OCS. Since its establishment, staff have executed or are in the process of executing nineteen (19) contracts totaling \$7.1 million, including the Housing Policy Leadership Academy, other-to-residential project, Development Streamlining training, and projects related to the Housing and Sustainability Development program. SCAG has also been using the OCS to procure several projects on behalf of COGS participating in the Subregional Partnerships Program.

Deadline extension: AB 101 requires that all REAP 1.0 funds must be expended by December 31, 2023. AB 197, which has not yet been voted on by the State Legislature at the time of the drafting of this report, would extend the REAP 1.0 expenditure deadline to December 31, 2024. If passed by the Legislature and signed by the Governor, AB 197, as a budget bill, would take effect immediately upon signature of the Governor. SCAG staff will provide an update on the status of AB 197 at the July 7, 2022 CEHD Committee meeting.

REAP Program Updates

1. Partnerships and Outreach

There are four programs within the Partnerships and Outreach category of SCAG's REAP funding.

1) Subregional Partnership Program

SCAG set aside approximately \$24 million of its REAP housing funding for the Subregional Partnership Program (SRP) to fund subregional partnership planning activities that will accelerate housing production and facilitate compliance in implementing a jurisdiction's 6th cycle RHNA. The program is intended to augment resources available through locally received SB 2 and Local Early Action Planning (LEAP) grants, and foster subregional collaborations to take advantage of economies of scale in meeting housing goals. The funding amount available for each subregional partner is based on the final RHNA allocation.

In September 2020, the Regional Council voted to approve the SRP guidelines which outline program requirements, eligible projects, and the application processes. The RC approved allocation across sixteen subregional partner agencies. Except for the Las Virgenes-Malibu COG, who declined to apply for REAP funding, SCAG is funding projects from fifteen (15) subregions.

MOUs have been executed for all fifteen subregions. Subregions are in the process of doing work directly through their staff as well as procuring consultants. SCAG staff are actively working with the partners to ensure that procurement scopes are consistent with the approved grant-funded activities. In addition, as appropriate, SCAG staff have offered to partners the use of the established On Call Services contracts.

To meet the dynamic needs of project management, SCAG increased the RHNA-adjusted SRP allocation for all subregions by 5%. Staff identified these additional funds by reducing SCAG's budget dedicated to our internal REAP program staffing. The additional funding can be used for approved projects and tasks as part of the executed scope of work approval form agreed upon by the subregion and SCAG. The additional funding may also be used for project management, though they cannot be used for administrative costs.

Out of more than 60 SRP projects, only 3 projects have not yet kicked off at the time of this report. However all SRP projects are projected to finish by the reimbursement deadlines of June 30, 2023 for the REAP program.

2) Call for Collaboration

In July 2020, the Regional Council voted to approve \$1 million of the early application REAP grant funding to establish the Call for Collaboration partnership program with the intent to support new partnership models and engage a wider range of stakeholders to advance the region's housing goals. SCAG partnered with the California Community Foundation (CCF), joined by the James Irvine Foundation and Chan Zuckerberg Initiative for this program. The program was designed to fund community-based organizations and non-profit led activities that result in action-oriented planning policies and programs demonstrating a nexus to accelerating housing production. This collaboration fosters diverse community-driven approaches and strategic coalitions to shape and execute a vision for more housing in every community while addressing historic racial inequities.

SCAG entered into an MOU with CCF to identify other funding sources and administer the grant funding. In January 2021, CCF and SCAG procured a technical assistance provider, to be funded by the foundation partners, to support the grant program awardees in their planning activities. CCF released the Request for Proposals for the grant program on January 19, 2021, offering funding in two categories:

- **Partnership Programs:** Awards of up to \$125,000 to support the expansion and/or implementation of existing plans, initiatives, and/or partnerships that promote equitable growth strategies.
- **Spark Grants:** Smaller, capacity-building grants of around \$50,000 (1) to seed new models of collaboration and engagement to support community-driven approaches and partnerships that promote equitable growth strategies.

The grant program was oversubscribed by four (4) times, and fifteen (15) awards were made totaling \$1.25 million. These awards were made to a range of non-profit and community-based organizations covering five of SCAG's six counties. The Call for Collaboration grantee projects are currently in their 10th month of the performance period. Most grantees are making great

progress in achieving their goals and objectives and completing deliverables and SCAG staff is working with individual grantees to ensure work progress and deliverable completion. The technical assistance provider has hosted four trainings of a series of seven, 90-minute trainings on special topics. The technical assistance provider, along with SCAG and CCF staff, hosts a monthly check-in with grantees. CCF and SCAG are collectively conducting a thorough review of grantee progress and identifying additional technical assistance needed.

3) Housing Policy Leadership Academy (HPLA)

SCAG procured a consultant team to develop and lead a housing leadership academy that aims to convene, educate, and engage elected officials, local leaders and influential stakeholders on housing issues related to production and preservation of housing. The objectives of this program are to educate and elevate local leadership to proactively contribute to accelerate housing production, develop regional pro-housing coalitions, better utilize housing funding opportunities, implement housing elements, and collaborate with SCAG's emerging housing program. Two subregional partners, San Fernando Valley Council of Governments and San Gabriel Valley Council of Governments, opted to use a portion of their SRP funds to sponsor their own HPLA cohort as part of their Subregional Partnership Program grant funding.

The first HPLA session kicked off in February 2022 for the 8 subregional cohorts, and the academy is currently in the fifth session of the 10-session training. A total of 240 individuals representing a variety of stakeholders from planning commissioners, elected officials, non-profit leaders and service providers are participating, and learning about key topics including, but not limited to:

- Barriers to housing production
- Managing Opposition to housing
- Advocacy and coalition building
- Equitable housing development
- Economic recovery housing strategies
- Meeting RHNA targets
- New laws and ordinances
- Racial equity and housing/land use

In addition to the trainings, the leadership academy process includes 4 region-wide convenings on core housing topics. The first Housing Policy Forum was held on November 1, 2021 and was attended by almost 300 participants. The Forum featured national-level speakers and provided an overview of recent Federal and State housing legislation. The second Housing Policy Forum was held on April 19 and covered strategies and funding to achieve housing on a regional scale, including discussions on REAP 1 projects and programs as well as the new REAP 2 funding. The third Forum is planned for August 2, 2022 and will focus on issues surrounding homeownership. SCAG is partnering with SANDAG for this fourth Forum.

The HPLA program was recognized by the National Association of Regional Councils (NARC) with the 2022 NARC Achievement Award. The award highlights SCAG's innovative efforts of educating and empowering local leaders on housing crisis solutions and was presented at the NARC Annual Conference and Exhibition Dinner on June 14, 2022.

4) Pro-Housing Campaign

SCAG designated funding for the development of a community outreach and advertising campaign as a resource for cities and counties working to create positive associations with housing development and housing-supportive land use policies. This effort will be modelled on the success of SCAG's Go Human campaign, a community outreach and advertising campaign with the goals of reducing traffic collisions in Southern California and encouraging people to walk and bike more. In Fall 2021, SCAG staff met with the Chan-Zuckerberg Institute (CZI) and the United Way in Greater Los Angeles to discuss their current efforts in developing their pro-housing campaign and identify ways that SCAG can help to expand their efforts in the SCAG region. In early 2022, CZI published the results of a detailed market segmentation study that produced recommended directions for pro-housing campaigns. CZI presented its findings to the CEHD Committee at its April 7, 2022 meeting and SCAG plans to continue work to define the partnership with either CZI or its partners to launch the campaign.

Regional Housing Policy Solutions

There are three programs in the Regional Housing Policy Solutions category.

1) RHNA Methodology/Allocation

The 6th cycle Final RHNA Allocation Plan was adopted by the SCAG Regional Council in March 2021. Subsequently, SCAG staff have processed two requests to transfer RHNA allocation between neighboring jurisdictions.

SCAG has just launched an effort to collect public input and develop recommendations to the State as part of the RHNA reform process required under AB101. While HCD has not yet made available its schedule or process for statewide RHNA reform, AB101 requires that HCD make recommendations by December 2022. SCAG will undertake a RHNA reform process between June and October that takes lessons learned from the 6th cycle process as well as public and SCAG Committee-member input to inform its recommendations to HCD. SCAG will hold a public input and information session on July 6, 2022 and also present at the July 19, 2022 Housing Working Group and the July 21, 2022 Technical Working Group (TWG) meetings. Input and findings will be shared at two special CEHD meetings in August, followed by formal action by CEHD and the Regional Council in September and October, respectively. SCAG intends to submit its formal recommendations and

comments on RHNA reform to HCD for their final report, which is due to the State legislature by December 31, 2022.

2) Data Tools and Technical Support for Housing Element Updates

In partnership with HCD, SCAG has provided several data and technical assistance tools to local jurisdictions. These resources will help member jurisdictions reduce costs associated with developing 6th cycle housing element updates as well as streamline the review process.

This work has included:

- August 2020: A two-part webinar series focused on providing local governments and other stakeholders in the SCAG region with information and resources to support their 6th cycle housing element updates
- July 2020: Publishing housing element needs and affordability data sets for each local jurisdiction, pre-certified by HCD for use in housing element updates.
- Release of a Regional Accessory Dwelling Unit Affordability Analysis to support cities in determining assumptions for ADU affordability that can be used to assign ADUs to income categories to be included in 6th cycle housing elements.
- December 2020: Launch of the SCAG Housing Element Parcel Tool (HELPR), a web-mapping tool developed to help local jurisdictions and stakeholders understand local land use and site opportunities for aligning housing planning with the state's 6th cycle housing element updates and related guidelines.

SCAG continued to maintain and provide minor bug fixes to the local housing data pages and the HELPR application to local jurisdictions and launched an updated HELPR version 2.0 in early 2021, which included additional functionality to assess the physical capacity for accessory dwelling units based on a recent Cal Poly Pomona study. A new feature in the application allows users to vary assumptions on ADU size, setbacks, and parking requirements to assess how this changes which parcels might be able to physically accommodate an ADU.

In June 2022, SCAG launched a new program offering grant writing assistance for a selected number of jurisdictions and Tribal Governments, supporting applications for housing financing programs. SCAG is procuring a consultant to assist jurisdictions in determining candidate projects and provide technical assistance to ensure that the jurisdiction meets application evaluation criteria for the current HCD Super NOFA and other housing-related grants. The consultant will also assist the jurisdiction in preparing a final application for submittal to HCD. A call for applications was open between June 6 and July 1, 2022 and shared with subregions, jurisdictions, and Tribal Governments. At the time of this report, SCAG staff is reviewing applications submitted by interested jurisdictions and Tribal Governments and will notify selected recipients starting in August 2022.

3) Housing Policy Solutions Research

Building upon prior internal research efforts which focus on housing policies and fiscal innovations, this work item was established to develop collaboratively funded university studies (“university partnerships”) or other partnerships and engagements that provide research and recommendations on best practices that accelerate housing production. The key deliverables will consist of policy briefs and periodic white papers on timely topics and best practices. Five efforts are underway for this program:

1. *Other to Residential:* The Other-to-Residential project considers the opportunities and barriers for conversion of underutilized non-residential sites to much-needed residential use in the SCAG region. The underutilized non-residential land uses include retail commercial uses, gas stations, brownfields, and golf courses. The project was structured as a collaboration with students at the University of Southern California's Sol Price School of Public Policy to expand opportunities for students to engage with planning practitioners and real-world examples. The final deliverable of this project will be an Other-to-Residential Toolkit that will showcase case studies and best practices that highlight common barriers faced by jurisdictions and the development community in the conversion of non-residential land uses, and include measures to overcome them. The final Other-to-Residential Toolkit will be completed and delivered to SCAG in the Summer of 2022. The project team presented to the CEHD committee on June 2, 2022.
2. *Housing Development Streamlining:* In October 2021 the Housing Development Streamlining Project kicked off, which will offer guidance documents, best practices, workshops, and other materials and resources to support local jurisdictions’ efforts to streamline their CEQA and general administrative review processes. Staff assisted the consultant in implementing a Development Streamlining Questionnaire in early 2022 and results were compiled into a Recommendation Report that was finalized in March 2022. The consultant is currently preparing content for guidance documents per the feedback received on the Questionnaire. Finalization of these guidance materials is expected by Fall 2022 and workshop preparation is expected to begin shortly thereafter to continue into early 2023.
3. *Smart Permitting:* The City of Cerritos pilot program, as a part of the Future Communities Pilot Program (FCPP), continues making progress on their online permitting platform to accelerate housing production. The consultant team and City staff are working closely together to migrate content, install critical modules, design functional systems, and build the new platform. Several critical “Go Live” launch dates have occurred and allow the project team to process permits in the new environment, in turn expediting processing times, collecting data, tracking progress, and reducing in-person trips to City Hall, usually taken by single-occupancy vehicles. The project timeline was extended, and data findings,

best practices, and regional replicability will be the focus of Q2 and Q3 in FY22-23 with a final report anticipated by May 2023. Early results are promising, and the community has positively embraced the new platform and improved permitting workflows.

4. *Tax Increment Financing (TIF)*: An expansion of SCAG’s TIF pilot program, this project will provide technical assistance to advance establishment of innovative self-help financing districts for local jurisdictions that can accelerate housing production, including Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), Neighborhood Infill Finance and Transit Improvements Districts (NIFTIs/NIFTI-2s), and Affordable Housing Authorities (AHAs). The project will complete studies for the County of Imperial and City of Barstow incorporating best practices for district establishment and infrastructure financing and will have a specific focus on implementing housing supportive infrastructure and expanding housing supply. SCAG and staff from the County of Imperial and City of Barstow currently reviewing consultant project proposals. Work is expected to kickoff in Summer 2022.
5. *Preservation Strategy*: SCAG has issued an RFP to develop a series of recommendations for a comprehensive preservation program, focused on both current affordable housing with expiring covenants as well as naturally occurring affordable housing (NOAH) at risk of converting to market rate. Preservation of expiring covenants and NOAH is a critical component of a robust Affirmatively Furthering Fair Housing program as it is a powerful anti-displacement strategy. The white paper and recommendations will identify financing tools, develop a cost benefit analysis and make recommendations for programs and policies to expand on best practices and fill in identified gaps. The project is expected to kick off by August 2022.

Technical Advisory Panel: Initially, SCAG intended to develop a partnership with the Urban Land Institute (ULI) to create two technical advisory panels (TAP) with experts in specialized fields. The objectives of these panels would be to: (1) explore infrastructure/utility needs for housing development and financing tools to support these investments, as well as methods to realize sustainable infrastructure, and; (2) development on underutilized properties owned by school districts. However this project was removed from the REAP 1.0 program and the concept is being reformatted into an Industry Forum under the REAP 2.0 program.

2. ***Sustainable Communities Strategies Integration***

There are three programs in the SCS Strategies Integration category.

- 1) 2020 Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD)

This program (<https://scag.ca.gov/sustainable-communities-program>) was designed to provide resources and direct technical assistance to jurisdictions to complete local planning efforts that both accelerate housing production as well as enable implementation of the Sustainable Communities Strategy (SCS) of Connect SoCal. There are three eligible categories for this program including: (1) implementing ADU programs; (2) Housing Sustainability Districts, Workforce Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts; and (3) streamlining housing permitting, parking reduction strategies, housing-related specific plans and other pro-housing policies.

SCAG released the HSD Call for Applications in November 2020, held an Application Webinar on December 2, 2020, with over 110 participants, and held weekly office hours and twenty one-to-one coaching sessions to support application development. SCAG received a total of 26 applications across the 4 project types.

At the April 2021 CEHD and Regional Council meetings, all 26 applications were approved for funding, with the following break out across funding categories:

- a) Advancing Accessory Dwelling Unit (ADU) Implementation received 8 awards
- b) Housing Sustainability Districts, Workforce Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts received 6 awards
- c) Objective Development Standards for Streamlined Housing, Prohousing Designation Program and Parking Innovation received 12 awards

Staff assembled the 26 applications into 12 project bundles based on similar project outcomes and deliverables. Staff worked with each participating jurisdiction to prepare scopes of work to release a Request for Proposals for each project and has been able to use the established On Call Services contracts to accelerate procurement and implementation. As of June 2022, 9 projects have kicked off and 3 are in contract negotiations. The program anticipates all projects to be kicked off with work underway by July of 2022. Additional REAP funding beyond the original \$5 million identified has helped secure the contracts for the HSD program, with the final budget supported by realized savings within other REAP programs.

2) Transit Oriented Development Work Program

LA Metro Partnership: SCAG and Metro are pursuing a Transit Oriented Development/Transit Oriented Communities (TOD/TOC) partnership via an MOU to fund a variety of programs and studies that promote housing production near transit stations. These studies and programs aim to accelerate the delivery of housing and will include evaluating station access, parking strategies, joint

development strategies, housing supportive community outreach and a housing innovation “lab.” SCAG staff worked closely with Metro to develop the scope of work for this effort, which includes deliverables to accelerate housing on Metro Joint Development sites. The goal of the partnership is to plan for nearly 10,000 units of housing on transit-adjacent properties. The MOU between Metro and SCAG was executed in December 2021. The project was procured as three separate task orders using SCAG’s On Call Services Contracts. The first two projects have kicked-off, and the third project will kick off in Summer 2022.

SCRRA (Metrolink): SCAG and SCRRA are partnering through an MOU to identify and encourage transit-oriented housing and redevelopment opportunities throughout Metrolink’s network and around its stations. Particular emphasis is being made to support and add value to the Metrolink Southern California Optimized Rail Expansion (SCORE) capital improvement and service enhancement program. Local cities and county transportation commissions are being included to maximize coordination on issues such as alignment of land development policies and regulations, land ownership and site control opportunities of transit station areas and supporting facilities. This effort includes preparing a station area land-use analysis for the Metrolink station areas that will be included in the 2024 Connect SoCal Sustainable Communities Strategy (SCS). The Metrolink Board approved the MOU between the parties in May 2022, and the project kick-off meeting was held on June 2nd.

Inglewood Transit Connector (ITC):

SCAG is partnering with the City of Inglewood to examine and identify the opportunities for transit-oriented development, including affordable housing, along the ITC Project alignment. The ITC is proposed as a 1.8 mile free-standing, open air, elevated fixed guideway transit system with three stations. As currently imagined, transit-oriented development would likely occur adjacent to or near the three stations and could potentially occur at the ITC maintenance service facility site. The study will result in a “toolkit” that includes a check list that other parties (transit agencies, municipalities, and development authorities, etc.) may use when considering the proactive preservation and/or integration of transit-oriented or joint-development opportunities into a fixed guideway transit system. The MOU between the city and SCAG is on the city council’s agenda for June 28, 2022.

3) Priority Growth Area (PGA) Analysis

Partnerships: SCAG has pursued partnerships to further next steps on housing supportive land use analysis and strategy development in PGAs. Staff have focused on partnerships that leverage existing programs and efforts, with an emphasis on the State-funded Transformative Climate Communities (TCC) areas. SCAG has selected two cities, Pomona and Riverside, to partner with in pursuing additional analysis and feasibility studies in connection with their existing TCC grant funds. The partnership with the City of Pomona will develop a housing land use suitability and infrastructure study to analyze the potential for development of affordable housing on City-owned

parcels in the downtown area. The partnership with the City of Riverside will focus on developing an Infrastructure Assessment Plan for the recently adopted Innovation District Overlay Zone, and will include a detailed capacity model of utilities, assessment of roadways, and evaluation of broadband ability.

SCAG has developed project scopes with the two partners, has selected a consultant for the City of Pomona and plans to hold a kickoff meeting in Summer 2022. SCAG and the City of Riverside will re-strategize the approach and determine whether to pursue partnership after two unsuccessful RFPs.

FISCAL IMPACT:

Work associated with this item is included in the FY 22-23 Overall Work Program (22-300.4872.01: Regional Early Action Planning (REAP) Grants Program (AB 101)).

ATTACHMENT(S):

1. PowerPoint Presentation - SR REAP Update July 2022



SCAG's Regional Early Action Plan (REAP) *Biannual Program Update*

Ma'Ayn Johnson, AICP
Housing Program Manager
July 7, 2022

WWW.SCAG.CA.GOV

Grant Administration

- Total award amount: \$47M
- Application
 - Approved June 2021 and updated/approved April 2022
- Procurement streamlining
 - Up to \$10M in contracting through On Call Services (OCS)
 - 19 contracts totaling \$7.1M
 - Authority to contract up to \$500,000 outside the OCS
- Project completion by June 30, 2023
 - NEW budget trailer bill provides a one year extension for the program, with closeout by December 2024

REAP Program Areas

Partnerships & Outreach



- Subregional Partnership Program
- Call for Collaboration
- Housing Leadership Academy
- Pro-Housing Campaign

Regional Housing Policy Solutions



- Data and Technical Support for Housing Element Updates
- Grant writing technical assistance
- Housing Policy Solutions Research

Sustainable Communities Strategies (SCS) Integration



- Sustainable Communities Program
- Transit Oriented Development Work Program
- Priority Growth Area (PGA) Analysis and Data Tools

Other



- RHNA Methodology/ Allocation
- Administration

Subregional Partnership Program

\$24.7M Program

Activities across the region include

- Housing element technical assistance
- CBO outreach for housing planning
- Model ordinance development
- Infrastructure capacity analysis
- AFFH toolkit and strategies
- Housing trust strategy development
- Surplus land inventories
- ADU capacity analysis and strategies



Subregional Partners

All 15 MOUs executed
Over 60 individual projects across the region

Partners are in the process of doing work directly through their staff and procured consultants.



Additional 5% added for subregion to meet project management and procurement needs

REAP Partnership & Outreach Programs

Call for Collaboration

- Elevate role of community groups in discussions on local land use decisionmaking
- 15 awards to non-profit and community-based organizations, totaling \$1.25 million
- Technical assistance provided to grantees for invoicing and reporting

Leadership Academy

- Aims to convene, educate, and engage elected officials and local leaders on housing issues related to production and preservation of housing. Sessions will conclude October 2022
- Housing Policy Forums held in November 2021 and April 2022
- Forum #3 will be held on August 2, 2022
- Awarded 2022 NARC Achievement Award



Pro-housing Campaign

- Chan Zuckerberg Initiative (CZI) conducted market segmentation analysis and identified core values and key messaging associated with housing development.
- Staff will coordinate with CZI and other partners to develop and launch the campaign materials.

5

Regional Housing Policy Solutions

RHNA Methodology/Allocation

- The appeals process concluded with adoption of the Final RHNA in February 2021.
- SCAG staff monitoring housing legislation in preparation for RHNA reform

Housing Element Update Data & Technical Assistance

- Summer 2021 launch of HELPR version 2.0, a web-mapping tool developed to identify local land use and site opportunities for aligning housing planning with the state's 6th cycle housing element updates and related guidelines
- Online permitting portal platform with the City of Cerritos
- NEW - Grant writing technical assistance

Housing Policy Research

- Other to residential project (will be published Summer 2022)
- Development streamlining resources and training (in progress, launching early 2023)
- Tax Increment Financing strategies
- Housing Preservation Strategy

2020 Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD)

\$5M in funding approved for 26 projects

Staff developed “bundles” of scopes of work, to procure consultant teams that will work with cities across similar project types.

As of June 2022

- 9 projects have kicked off
- All projects are planned for kickoff by July 2022

Program/Bundle Types

Advancing accessory dwelling unit (ADU) implementation

Housing sustainability districts, workforce housing opportunity zones, and housing supportive tax increment financing districts

Objective development standards for streamlined housing, pro-housing designation program, and parking innovation

Transit Oriented Development Work Program

Partnership with LA Metro

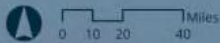
Housing production near transit stations

Partnership with SCRRRA (Metrolink)

Inglewood Transit Connector

Priority Growth Area (PGA) Analysis and Data Tools

- Partnerships between SCAG and local jurisdictions to further next steps on housing supportive land use analysis and strategy development in PGAs
- Connection to Transformative Climate Communities (TCC)
 - *Pomona TCC*: Housing land use suitability and infrastructure study to analyze potential for affordable housing on city-owned parcels
 - *Riverside TCC*: Development of an infrastructure assessment plan, including a detailed capacity model of utilities, assessment of roadways, and evaluation of broadband ability



*Excludes unincorporated communities
Source: County Transportation Commissions, LAPCO, Local Jurisdictions in SCAG Region, 2013



THANK YOU!

For more information, please visit:

www.scag.ca.gov/housing



AGENDA ITEM 12
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
Thursday, July 7, 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Courtney Aguirre, Program Manager II
(213) 236-1990, aguirre@scag.ca.gov

Subject: Connect SoCal 2024 – Draft Vision, Goals, and Performance Measures

RECOMMENDED ACTION CEHD, EEC AND TC:

Information Only – No Action Required

RECOMMENDED ACTION FOR RC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

In preparation for SCAG's next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal 2024, staff have developed a draft vision, goals, and performance measures. These elements are grounded in the currently adopted plan, Connect SoCal 2020, but have been updated to reflect changes within the region as well as emerging planning priorities (e.g., equity, resilience, etc.). The draft language of the vision, goals, and performance measures reflects input from multiple stakeholder groups, including the Technical Working Group and the Regional Planning Working Groups. Staff will continue to seek feedback from a broader audience of stakeholders over the ensuing months and report back to this Committee with updates, if any.

BACKGROUND:

Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the plan takes

into account all modes of transportation and is accomplished by a “continuing, cooperative and comprehensive” (the 3 C’s) planning approach, which is also performance-driven and outcome-based. In addition, because the SCAG region is designated as nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. §7401 et seq.), the plan must conform to applicable air quality standards.

The passage of California Senate Bill 375 (SB 375) in 2008 requires that SCAG prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)). The SCS outlines certain land use development strategies that provide for more integrated land use and transportation planning and maximize transportation investments.

With each new plan cycle, SCAG re-evaluates the region’s planning priorities for the next 20 to 25 years and develops an updated vision and goals to guide development of the next plan. These elements of the plan are regarded as foundational and that is why feedback is critical. In support of Connect SoCal 2024, staff have developed a revised vision and goals that align with four enduring regional priorities— improving mobility, communities, the environment, and the economy. Staff, with direction from SCAG Policy Committees and the Regional Council, are developing a plan that is centered on these regional priorities and rooted in resilience and equity. For each of the plan goals, staff has identified performance measures that will help in evaluating the effectiveness of the plan’s investments and strategies and support ongoing monitoring of the region’s progress in achieving its goals.

Draft Vision and Goals

Staff developed an overarching vision for this plan cycle to encapsulate an image of what the region can become by 2050. The purpose of the vision is to bring together the key themes of the plan goals and the policy direction set by recent actions of the Regional Council regarding equity and resilience. The vision underscores the core purpose and responsibility of the long-range plan in supporting balanced growth of the region’s natural and built environments to meet the needs of people in the years to come. The vision was crafted to be simple, straightforward, and easy to remember so that it remains top of mind in the intervening years as policy decisions are being considered.

Draft Vision

A healthy, accessible, and connected region for a more resilient and equitable future.

Staff consolidated the prior plan goals and reshaped them to center around the aforementioned regional priorities—improving mobility, communities, the environment, and the economy. Each goal is then supported by sub-goals that further define and elaborate the intention behind the main

goals. Integrated within the goals are the thematic throughlines of equity and resilience, both emerging issues prioritized by the Regional Council through policy direction adopted since the Connect SoCal 2020 approval. The full text for the selected draft goals and sub-goals is provided in **Attachment 1**. These goals were also crafted to be simple, straightforward, and easy to remember so that they may remain top of mind.

Draft Goals

- Build and maintain a robust transportation network. (Mobility)
- Develop, connect, and sustain communities that are livable and thriving. (Communities)
- Create a healthy region for the people of today and tomorrow. (Environment)
- Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all. (Economy)

Outreach and Engagement

Starting in January 2022, SCAG staff sought early input on the draft goals and vision statement from key stakeholder groups by presenting to the Regional Planning Working Groups (RPWGs), the Technical Working Group (TWG), and Regional Transit Technical Advisory Committee, and reaching out through various communication outlets. Staff requested specific feedback on how to better integrate equity and resilience, while also noting for stakeholders whether there were opportunities to expand the goals. Staff received stakeholder comments and feedback through April 30, 2022. Stakeholders shared their preferred vision, suggested edits, requests for further elaboration through the sub-goals on how main goals may be achieved, and recommendations for clarification. Staff also received other comments that fell beyond the scope of SCAG’s regional role and responsibilities but were noted for future consideration, where applicable, during plan development. Based on this feedback, the draft vision and goals for Connect SoCal 2024 were selected. The vision and goals will be shared with a broader base of stakeholders for additional input as Connect SoCal 2024 moves forward. Staff will report back to this Committee with updates, if any.

Draft Plan Performance

Each of the plan goals is supported by a set of performance measures, which are categorized to align with the enduring regional priorities of improving mobility, communities, the environment, and the economy. Evaluation of the region’s efforts occurs through two specific processes, performance measurement and performance monitoring

Performance Measurement¹

¹ SCAG staff are currently assessing whether the performance measures can be evaluated for all households and households with low incomes as a proxy for evaluating equity. This would be separate from the plan’s equity analysis.

The plan's performance measures evaluate the performance of investments and strategies that will be implemented at the local, regional, or state levels. The plan's performance is largely evaluated using a combination of modeling tools, with results that can help inform policy decisions across the regional priorities. The modeling results provide the basis for interpreting the anticipated outcomes of the plan's investments and strategies. These performance measures are used in the forecasting process as SCAG anticipates what the future could look like. They help us respond to some key questions, including:

Key Questions

Will our region become more connected and accessible? (focus: Mobility)

Will we grow in ways that encourage livability? (focus: Communities)

Will people and our environments become healthier? (focus: Environment)

Will our economy function well for all? (focus: Economy)

Among the twenty-five draft performance measures proposed for inclusion in Connect SoCal 2024, most (18) are being carried over from the last plan, five have been revised from the last plan, and two are proposed new measures. The revised measures include average travel time, major destination and park accessibility, and share of regional households and employment growth located in Priority Development Areas (PDAs). In the past, SCAG analyzed travel time only for work trips, but now non-work trips will also be evaluated. The major destination and park accessibility measures previously assessed only evening peak period trips, but will now also include morning and mid-day periods. Finally, the share of regional employment and household growth measures, which previously were based on location within a High-Quality Transit Area (HQTAs), will now be assessed by location within a Priority Growth Area (PGA). The two new measures include access to jobs, which is the share of employment centers accessible during peak travel periods; and transit seat utilization, which assesses seat capacity utilization during the peak demand period for all transit types. For a detailed list of the draft performance measures, please review **Attachment 2**. Additional examples of draft performance measures sorted by category include:

Mobility

Average Trip Distance

Average Travel Time

Communities

Percent of Trips Less than 3 Miles

Environment

Vehicle Miles Traveled per Capita

Greenhouse Gas Emissions

Criteria Air Pollutant Emissions

Economy

New Jobs Added Due to Improved Regional Economic Competitiveness
Transportation System Investment Benefit/Cost Ratio

On-going Performance Monitoring

Once the plan is adopted, on-going monitoring of the plan's performance helps ensure that the region is making progress towards achieving the established regional goals, and in some cases, interim targets allow for more near-term performance evaluation. Performance monitoring is key to understanding which investments and strategies are proving successful in meeting specific regional goals and which ones may require modification or reconsideration. Progress towards achieving SCAG's regional goals is made primarily through implementation at the local level.

Among the thirty-four draft on-going performance monitoring measures proposed for inclusion in Connect SoCal 2024, most (22) are being carried over from the last plan, one measure has been revised, and eleven are new measures for Connect SoCal 2024. The revised measure is average travel time, which is also a performance measure used to evaluate the plan. As noted above, SCAG intends to analyze travel time to work as well as travel time for non-work trips. The new measures address critical regional issues, including housing, climate change, and the economy. The feasibility of evaluating some of these proposed new measures using new methodologies is still being assessed and may result in the elimination or revision of one or more of the new metrics due to data or modeling capacity constraints. For a detailed list of draft on-going performance monitoring measures, please review **Attachment 3**. Examples of draft performance monitoring measures sorted by category include:

Mobility

Commute Travel Mode Share
Collision-related Fatalities & Serious Injuries
Transit Boardings Per Capita

Communities

Housing Cost Burden
Housing Vulnerable to Environmental Impacts
Percent of Population in Climate Risk Areas

Environment

Number of Park Acres per 1,000 Residents
Households Located Near High-Volume Roadways

Economy

Unemployment Rate
Employment

Additional Regulatory Compliance

Connect SoCal 2024 will take into full account the following federal and state performance requirements.

Performance-Driven Programming

Through recent Congressional transportation authorization legislation (Moving Ahead for Progress in the 21st Century Act (MAP-21), Fixing America's Surface Transportation (FAST) Act, and the Infrastructure Investment and Jobs Act of 2021 (IIJA), performance and outcome-based planning and programming has become an explicit national, state, and regional priority. Through MAP-21, national performance goals were established, including: 1) transportation system safety, 2) infrastructure condition, 3) congestion reduction, 4) system reliability, 5) freight movement and economic vitality, 6) environmental sustainability, and 7) reduced project delivery delays. The FAST Act and IIJA carried forward these performance-based planning requirements. To provide a quantitative basis for evaluating progress toward achieving the goals, MAP-21 requires federal transportation agencies to develop performance measures and targets that correspond to each goal. In turn, states and MPOs such as SCAG as well as state and public transportation providers are required to establish targets and report on progress towards meeting targets in planning and programming documents (i.e., Connect SoCal and the FTIP).

SCAG's most recently adopted plan, Connect SoCal 2020, established targets addressing the seven national performance goals. The next plan, Connect SoCal 2024, will continue to do so. Furthermore, SCAG's FTIP has also included and will continue to include a description of the anticipated effect of the FTIP toward achieving the targets identified in the plan, linking investment priorities to those performance targets. To further fulfill its reporting requirements, SCAG has developed a Performance Measures module in the FTIP database for county transportation commissions, local agencies, and transit operators to provide performance measures information at the project level. These performance-based approaches to transportation programming are intended to promote transparency in decision-making and help agencies prioritize investments that support target achievement and maximize return on investment.

Environmental Justice

SCAG's long-range plan has long included an Environmental Justice (EJ) analysis that evaluates current conditions, and the consequences of the region's transportation projects on people of color, low-income households, and other vulnerable populations. Connect SoCal 2024 will include a more robust and broadened equity analysis. The evolved approach will include revisiting the populations and communities analyzed in previous EJ analyses and developing a new community referred to as "Prioritized Equity Populations and Areas" (PEPA). Staff have developed a separate list of

performance measures to assess the performance of Connect SoCal 2024 relative to regional equity concerns. A separate dedicated equity analysis staff report and presentation to be shared at the July 7 meeting will provide details on this component of the plan.

Transportation Air Quality Conformity

The plan evaluation process includes measures specific to the federally mandated regional transportation conformity analysis to ensure that the plan is consistent with, or conforms to, the goals and objectives of the applicable air quality implementation plans for meeting National Ambient Air Quality Standards (NAAQS) in the region. These air quality measures are used to demonstrate that implementation of the plan will not create any new violations of federal air quality standards, worsen existing violations, or delay timely attainment of federal air quality standards.

Regional Greenhouse Gas (GHG) Emission Reduction Targets

SCAG is also required to meet state requirements for regional GHG emission reduction targets. Specifically, SCAG is required to demonstrate that the adopted plan, once implemented, would achieve the 2035 regional GHG emission reduction target established by the California Air Resources Board (CARB). For the SCAG region, CARB set a target of a 19 percent reduction in per capita GHG emissions by 2035, relative to GHG emission levels recorded in 2005.

Outreach and Engagement

Similar to the vision and goals effort, starting in January 2022, SCAG staff sought early input on the draft performance measures from key stakeholder groups by presenting to the Regional Planning Working Groups (RPWGs), the Technical Working Group (TWG), and Regional Transit Technical Advisory Committee. Staff requested specific feedback on how to better integrate equity and resilience as well as other regional priorities (e.g., housing). Staff received stakeholder comments and feedback through April 30, 2022. Stakeholders shared their suggested edits and requests for further elaboration, and recommendations for clarification. To the extent that it was feasible, SCAG integrated feedback shared. More detail on feedback shared and SCAG responses can be reviewed in **Attachment 4**. Based on this feedback, the draft performance measures were refined and selected. The performance measures will be shared with a broader base of stakeholders for additional input as Connect SoCal 2024 moves forward. Staff will report back to this Committee with updates, if any.

Next Steps

The proposed vision, goals, and performance measures for the plan are being presented in draft form in this report, and staff are seeking the input, feedback, and counsel of this Committee on these foundational components of the plan. In the ensuing months, staff will continue to seek input from external stakeholders to ensure the draft vision, goals, and performance measures reflect the



region's priorities, and staff will continue to return to the Committee to provide updates should any of these pieces evolve.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 22/23 Overall Work Program (150.4095.01: RTP/SCS Performance Monitoring).

ATTACHMENT(S):

1. PowerPoint Presentation - Connect SoCal_VisionGoalsPerf_rev2
2. 2024 Draft Vision, Goals, and Performance Measures



Connect SoCal 2024

Draft Vision, Goals, & Performance Measures

July 7, 2022

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Connect SoCal 2024: Overview

Vision Statement Purpose:

- What do we want the region to become?
- Where do we want to go?

(4) Simplified Goals:

- Mobility, Communities, Environment, & Economy
- Further defined through sub-goals

Through Lines:

- Equity
- Resilience

Connect SoCal 2024: Draft Vision Statement

What kind of region do we want to be in 2050?

A healthy, accessible, and connected region for a more resilient and equitable future.



3

Connect SoCal 2024 Draft Goals: **Mobility**

Build and maintain a robust transportation network.

- Support investments and programs that are well-maintained and operated, coordinated, and resilient, and result in improved safety and air quality.
- Ensure reliable, accessible, affordable, and quality travel options while striving to enhance equity in transportation resources offered in underserved communities.
- Plan for people of all ages, abilities, and backgrounds.

Connect SoCal 2024 Draft Goals: **Communities**

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

- Reinforce vibrant, human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.
- Produce and preserve a diversity of housing types to improve affordability, accessibility, and choices for all.
- Foster inclusive communities free from barriers that restrict access to opportunity, and actively seek to reduce racial and economic disparities.

Connect SoCal 2024 Draft Goals: **Environment**

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

- Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stressors and disruptions, such as climate change.
- Integrate the region's development pattern and transportation network to improve air quality and reduce greenhouse gas emissions.
- Conserve and restore the region's natural and agricultural resources.

Connect SoCal 2024 Draft Goals: Economy

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

- Provide physical and digital infrastructure to improve access to education, vocational training, jobs, financial systems, and to foster the growth of small businesses in underserved communities.
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air, and quality of life for our communities.
- Improve regional multimodal transportation system infrastructure and efficiency to enhance the region's global economic competitiveness.

Connect SoCal 2024 Draft Goals: Overview

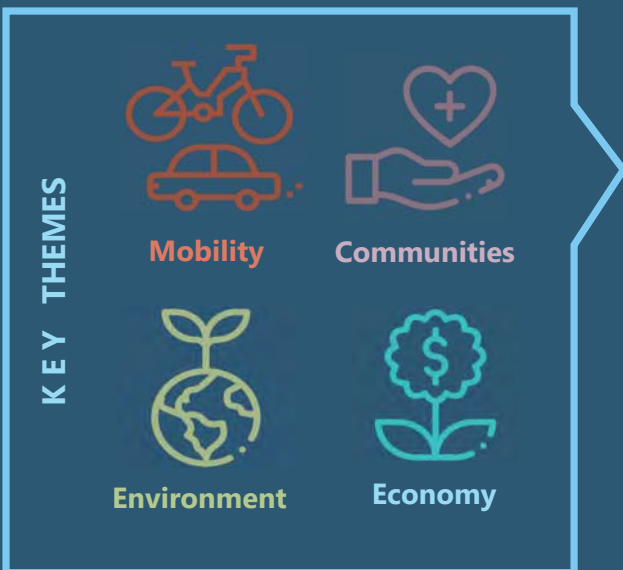
1. Build & maintain a robust transportation network (Mobility)
2. Develop, connect, & sustain communities that are livable & thriving (Communities)
3. Create a healthy region for the people of today & tomorrow (Environment)
4. Support a sustainable, efficient, & productive regional economic environment that provides opportunities for all (Economy)

Connect SoCal 2024: Draft Performance Measures



- Evaluate the Plan's investments & strategies relative to regional goals
- Address state GHG reduction targets & federal conformity requirements
- Address federal performance reporting requirements, including Environmental Justice
- Support on-going monitoring of progress toward achieving regional goals & targets

Connect SoCal 2024: Required Performance Measures



- State
 - Greenhouse gas emissions
- Federal
 - Transportation & transit safety
 - Infrastructure condition
 - Congestion reduction
 - System reliability
 - Freight movement and economic vitality
 - Environmental sustainability
 - Reduced project delivery delays
 - Air quality conformity

Indicators, Performance Measures, & Monitoring Measures

What's the difference?



Baseline Indicators
Existing Conditions
Today



Performance Measures
Plan Evaluation
2050



Monitoring Measures
On-going Progress
Tomorrow

Connect SoCal 2024: Plan Performance Measures

Mobility	Communities	Environment	Economy
<ul style="list-style-type: none"> • Trip distance • Mode share • Person hours of delay by facility type • Person-delay per capita • Truck delay by facility type • Average travel time • Travel time by mode • Major destination accessibility • Access to jobs • Transit seat utilization 	<ul style="list-style-type: none"> • Share of trips less than 3 miles • Share of regional households located in PDAs • Physical activity & air pollution-related public health incidences & costs 	<ul style="list-style-type: none"> • VMT per capita • GHG per capita • Total square miles of greenfield & rural lands converted to urban use • Criteria air pollutants • Energy & water consumption per capita • Park/open space accessibility 	<ul style="list-style-type: none"> • New jobs added due to transportation system investments & improved regional economic competitiveness • Share of employment growth in PDAs • Transportation system investment benefit/cost ratio

Connect SoCal 2024: Plan Performance Measures

EQUITY

1. Will our region become more connected & accessible?
2. Will we grow in ways that encourage livability?
3. Will people & our natural environment become healthier?
4. Will our economy function effectively for everyone?

RESILIENCE

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Connect SoCal 2024: On-going Monitoring Measures

Mobility

- Average travel time
- Commute mode share
- % reliable person-miles traveled on NHS
- Peak hour excessive delay
- NHS bridge, NHS road, & local roads condition
- Fatalities/serious injuries (incl. transit)
- Transit system reliability, equip. condition
- Transit boardings
- Transit seat utilization
- Managed lanes utilization

Communities

- Housing cost burden
- Asthma incidence & exacerbation
- % of residents within 1/2 mile walk to open space
- ADU development
- Housing vulnerable to environmental impacts

Environment

- VMT per capita
- Air quality by basin
- Number of acres of parks for every 1,000 residents
- % of households near high-volume roadways
- % of population in climate risk areas
- Nature adaptation investments
- Urban heat island reduction strategies
- Williamson Act contract acreage impacted

Economy

- Percent of Interstate system mileage providing reliable truck travel time
- Unemployment rate
- Employment

Connect SoCal 2024 Performance Measures: Engagement

Feedback sought from:

- Regional Planning Working Groups
- Technical Working Group
- Regional Transit Technical Advisory Committee

Requested feedback on:

- How to better integrate equity & resilience
- Considering other areas?

Examples of feedback:

- Expansion of the proposed new 'Managed Lane Utilization' metric to include both HOT & HOV lanes
- Clarification that the 'Parks/Open Space Access' metric includes both public & private parks
- Expansion of proposed new 'ADU Potential' metric to include all areas (not just PDAs)

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Timeline

Summer Onward:

- Continue to assess feasibility of revised & proposed new measures
- Seek feedback from broader base of stakeholders
- Refine measures as necessary
- Share updates with stakeholders



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THANK YOU!

For more information, please visit:

<https://scag.ca.gov/connect-social>

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Connect SoCal 2024

Draft Performance Measures: Plan Evaluation

#	Connect SoCal Goal	Outcome	Performance Measure	Description	Change From Last Plan	Equity Measure
1	Mobility	Accessibility	Access to Jobs	Share of regional employment centers accessible during peak travel periods. Considering auto/transit/local bus accessibility & timeframes.	New measure for 2024	X
2	Mobility	Accessibility	Major Destination Accessibility	Share of major destinations accessible within 30 minutes by automobile or 45 minutes by transit.	Revised: Assess AM peak, PM peak, & mid-day	X
3	Mobility	Accessibility	Average Trip Distance	Average distance traveled for work & for all trips, including trip lengths 10 miles or less & 25 miles or less.	Continuing measure from 2020	X
4	Mobility	Accessibility	Travel Mode Share	Share of total work trips & all trips by travel mode: auto, transit, non-motorized, & other.	Continuing measure from 2020	
5	Mobility	Accessibility	Person Hours of Delay by Facility Type	Excess travel time resulting from the difference between a reference speed & actual speed (mixed flow, HOV, & arterials).	Continuing measure from 2020	X
6	Mobility	Accessibility	Person-Delay per Capita	Daily amount of delay experienced per capita due to traffic congestion.	Continuing measure from 2020	
7	Mobility	Accessibility	Truck Delay by Facility Type	Excess heavy duty truck travel time based on difference between reference speed & actual speed (highways/arterials).	Continuing measure from 2020	
8	Mobility	Accessibility	Average Travel Time	Average travel time (work & non-work trips) by travel mode: single occupancy vehicle (SOV), high-occupancy vehicle (HOV), walk, bike, & transit.	Revised: Addition of non-work trips	X
9	Mobility	Accessibility	Travel Time Distribution by Mode	Travel time distribution by mode: single occupancy vehicle (SOV), high-occupancy vehicle (HOV), & transit.	Continuing measure from 2020	X
10	Mobility	Transit	Transit Seat Utilization	Transit seat capacity utilization during peak demand hour (available seats for all transit types).	New measure for 2024	
11	Communities	Accessibility	Percent of Trips Less than 3 Miles	Share of work & non-work trips less than 3 miles in length.	Continuing measure from 2020	
12	Communities	Accessibility	Share of Regional Households Located in Priority Development Areas (PDAs)	Percent of total regional households located within PDAs.	Revised: Geography changed from HQTAs to PDAs	



Connect SoCal 2024

Draft Performance Measures: Plan Evaluation

#	Connect SoCal Goal	Outcome	Performance Measure	Description	Change From Last Plan	Equity Measure
13	Communities	Public Health	Physical Activity-Related Public Health Incidence & Costs	Public health incidences & costs related to lack of physical activity.	Continuing measure from 2020	X
14	Communities	Public Health	Air Pollution-Related Public Health Incidence & Costs	Public health incidences & costs related to air pollution.	Continuing measure from 2020	X
15	Environment	Climate Resiliency	Vehicle Miles Traveled (VMT) per Capita	Daily vehicle miles traveled (VMT) per capita.	Continuing measure from 2020	
16	Environment	Climate Resiliency	Greenhouse Gas (GHG) Emissions	Percent reduction in GHG emissions per capita (from 2005 levels).	Continuing measure from 2020 (State performance measure)	
17	Environment	Conservation	Land Conversion to Urban Purposes	Total square miles of greenfield & rural lands converted to urban use.	Continuing measure from 2020	
18	Environment	Public Health	Criteria Air Pollutant Emissions	ROG, CO, NOx, PM10, & PM2.5 emissions (tons per day).	Continuing measure from 2020 (Federal performance measure)	X
19	Environment	Public Health	Park Accessibility	Share of park acreage reachable within 30 minutes by automobile or 45 minutes by transit.	Revised: Assess AM peak, PM peak, & mid-day	X
20	Environment	Resource Efficiency	Energy Consumption	Energy (electricity, natural gas, vehicle fuel) consumption per capita.	Continuing measure from 2020	
21	Environment	Resource Efficiency	Water Consumption	Urban water consumption per capita.	Continuing measure from 2020	
22	Economy	Jobs	New Jobs Added Due to Transportation System Investments	Number of new jobs added to regional economy directly related to plan transportation system investments.	Continuing measure from 2020	X
23	Economy	Jobs	Share of Employment Growth Occurring in Priority Development Areas (PDAs)	Percent of total regional employment growth occurring within PDAs.	Revised: Geography changed from HQTAs to PDAs	
24	Economy	Competitiveness	New Jobs Added Due to Improved Regional Economic Competitiveness	Number of new jobs added to the regional economy as a result of improved transportation system conditions.	Continuing measure from 2020	



Connect SoCal 2024 Draft Performance Measures: Plan Evaluation

#	Connect SoCal Goal	Outcome	Performance Measure	Description	Change From Last Plan	Equity Measure
25	Economy	Competitiveness	Transportation System Investment Benefit/Cost Ratio	Ratio of monetized user & social benefits to transportation system investment costs.	Continuing measure from 2020	