



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

REGIONAL COUNCIL OFFICERS

President
Jan C. Harnik, Riverside County
Transportation Commission

First Vice President
Carmen Ramirez, County of Ventura

Second Vice President
Art Brown, Buena Park

Immediate Past President
Clint Lorimore, Eastvale

COMMITTEE CHAIRS

Executive/Administration
Jan C. Harnik, Riverside County
Transportation Commission

Community, Economic &
Human Development
Frank Yokoyama, Cerritos

Energy & Environment
Deborah Robertson, Rialto

Transportation
Ray Marquez, Chino Hills

MEETING NO. 645

HYBRID (IN-PERSON & REMOTE PARTICIPATION) *

REGIONAL COUNCIL

In-Person & Remote Participation*

Thursday, July 7, 2022

12:30 p.m. – 2:00 p.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 Watch or View Only:

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

To Attend and Participate on Your Computer:

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

To Attend and Participate by Phone:

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

Meeting ID: 249 187 052

PUBLIC ADVISORY

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: ePublicComment@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: ePublicComment@scag.ca.gov.

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

OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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



Instructions for Participating in the Meeting

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

To Watch a “View-Only” Live Stream (for those who do not desire to offer public comments): Click the following link: <http://scag.ca.gov/RCLiveStream>

To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/249187052>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

To Listen and Provide Verbal Comments by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 249 187 052**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press *9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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



RC - Regional Council Members – July 2022

- 1. Hon. Jan C. Harnik**
President, RCTC Representative
- 2. Sup. Carmen Ramirez**
1st Vice President, Ventura County
- 3. Hon. Art Brown**
2nd Vice President, Buena Park, RC District 21
- 4. Hon. Clint Lorimore**
Imm. Past President, Eastvale, RC District 4
- 5. Hon. Cindy Allen**
Long Beach, RC District 30
- 6. Hon. Adele Andrade-Stadler**
Alhambra, RC District 34
- 7. Hon. Phil Bacerra**
Santa Ana, RC District 16
- 8. Hon. Kathryn Barger**
Los Angeles County
- 9. Hon. Megan Beaman-Jacinto**
Coachella, RC District 66
- 10. Hon. Ben Benoit**
Air District Representative
- 11. Hon. Elizabeth Becerra**
Victorville, RC District 65
- 12. Hon. Claudia laPeña**
Thousand Oaks, RC District 46
- 13. Hon. Bob Blumenfield**
Los Angeles, RC District 50
- 14. Hon. Mike Bonin**
Los Angeles, RC District 58
- 15. Hon. Drew Boyles**
El Segundo, RC District 40

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



- 16. Hon. Lorrie Brown**
City of Ventura, RC District 47
- 17. Hon. Wendy Bucknum**
Mission Viejo, RC District 13
- 18. Hon. Joe Buscaino**
Los Angeles, RC District 62
- 19. Hon. Juan Carrillo**
Palmdale, RC District 43
- 20. Hon. Gilbert Cedillo**
Los Angeles, RC District 48
- 21. Hon. Letitia Clark**
Tustin, RC District 17
- 22. Hon. Margaret Clark**
Rosemead, RC District 32
- 23. Hon. Kevin de León**
Los Angeles, District 61
- 24. Hon. Steve DeRuse**
La Mirada, RC District 31
- 25. Hon. Denise Diaz**
South Gate, RC District 25
- 26. Hon. Diane Dixon**
Newport Beach, RC District 15
- 27. Ms. Lucy Dunn**
Business Representative, Non-Voting Member
- 28. Hon. Keith Eich**
La Cañada Flintridge, RC District 36
- 29. Hon. Margaret Finlay**
Duarte, RC District 35
- 30. Hon. Alex Fisch**
Culver City, RC District 41
- 31. Hon. Eric Garcetti**
Member-at-Large

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



- 32. Hon. James Gazeley**
Lomita, RC District 39
- 33. Hon. Brian Goodell**
OCTA Representative
- 34. Sup. Curt Hagman**
San Bernardino County
- 35. Hon. Ray Hamada**
Bellflower, RC District 24
- 36. Hon. Marqueece Harris-Dawson**
Los Angeles, RC District 55
- 37. Hon. Mark Henderson**
Gardena, RC District 28
- 38. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 39. Hon. Peggy Huang**
TCA Representative
- 40. Hon. Mike Judge**
VCTC Representative
- 41. Hon. Joe Kalmick**
Seal Beach, RC District 20
- 42. Hon. Kathleen Kelly**
Palm Desert, RC District 2
- 43. Hon. Tammy Kim**
Irvine, RC District 14
- 44. Hon. Paul Koretz**
Los Angeles, RC District 52
- 45. Hon. Paul Krekorian**
Los Angeles, RC District 49
- 46. Hon. John Lee**
Los Angeles, RC District 59
- 47. Hon. Patricia Lock Dawson**
Riverside, RC District 68

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



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

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



- 64. Hon. Michael Posey**
Huntington Beach, RC District 64
- 65. Hon. Curren Price**
Los Angeles, RC District 56
- 66. Hon. Randall Putz**
Big Bear Lake, RC District 11
- 67. Hon. Nithya Raman**
Los Angeles, RC District 51
- 68. Hon. Rex Richardson**
Long Beach, RC District 29
- 69. Hon. Deborah Robertson**
Rialto, RC District 8
- 70. Hon. Monica Rodriguez**
Los Angeles, RC District 54
- 71. Hon. Ali Saleh**
Bell, RC District 27
- 72. Hon. Tim Sandoval**
Pomona, RC District 38
- 73. Hon. Rey Santos**
Beaumont, RC District 3
- 74. Hon. Zak Schwank**
Temecula, RC District 5
- 75. Hon. David J. Shapiro**
Calabasas, RC District 44
- 76. Hon. Marty Simonoff**
Brea, RC District 22
- 77. Hon. Jose Luis Solache**
Lynwood, RC District 26
- 78. Sup. Hilda Solis**
Los Angeles County
- 79. Sup. Karen Spiegel**
Riverside County

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



80. Hon. Jess Talamantes
Burbank, RC District 42

81. Hon. Steve Tye
Diamond Bar, RC District 37

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

83. Sup. Donald Wagner
Orange County

84. Hon. Alan Wapner
SBCTA Representative

85. Hon. Herb Wesson
Los Angeles, District 57

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

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



REGIONAL COUNCIL AGENDA

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, July 7, 2022
12:30 PM

The Regional Council may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE *(The Honorable Jan Harnik, President)*

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: ePublicComment@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 Regional Council 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 Regional Council 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.



REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEM

1. Findings to Continue Holding Virtual Regional Council and Committee Meetings Under AB 361
(Ruben, Duran, BB&K Board Counsel)

RECOMMENDED ACTION:

That the Regional Council (RC): (1) ratify the prior actions of the Executive/Administration Committee taken at its June 1, 2022 meeting relating to findings made pursuant to Government Code Section 54953(e)(3); (2) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the RC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (3) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the RC, EAC and all committees and task forces established by the RC or SCAG's Bylaws, to utilize remote teleconference meetings pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e).

INFORMATION ITEM

2. 2021-2022 CivicSpark Housing Fellows: Regional Affordable Housing Initiative
(Clare Blackwell, Isabel Goldfarb, Angelica Gonzalez)

ACTION ITEM

3. REAP 2.0 Framework and Program Status Update
(Sarah Jepson, Director of Planning)

RECOMMENDED ACTION:

Adopt SCAG's REAP 2021 Program Development Framework.

CONSENT CALENDAR

Approval Items

4. Minutes of the Meeting – June 2, 2022
5. Approve Two Regional Council Members' (President and First Vice President) and SCAG One Staff Member's Participation in the Vienna Social Housing Field Study, Sept 11-17, 2022
6. Contracts \$200,000 or Greater: Contract No. 21-047-MRFP- 24, Palmdale Housing Project



7. Contracts \$200,000 or Greater: Contract No. 21-047-MRFP-29, Objective Development Standards Bundle (Non-Los Angeles County)
8. Contracts \$200,000 or Greater: Contract No. 22-034-C01, Los Angeles Department of Transportation (LADOT) Wilshire Center/Koreatown Network Visioning & Quick Build Implementation
9. Contracts \$200,000 or Greater: Contract No. 22-042-C01, SCP Call 3 - GoSGV Engagement & Evaluation
10. Contracts \$200,000 or Greater: Contract No. 22-050-C01, City of Banning Comprehensive Active Transportation Plan & City of Lynwood Safe Routes to School Plan
11. Contracts \$200,000 or Greater: Contract No. 22-059-C01, Program Environmental Impact Report (PEIR) for the 2024 Regional Transportation Plan/Sustainable Communities Strategy (SCS) (the 2024 RTP/SCS)
12. Release of Transportation Conformity Analyses of Draft 2023 Federal Transportation Improvement Program (FTIP) and Draft 2020 Connect SoCal Amendment #2
13. Release of Draft 2023 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal (2020 RTP/SCS) Amendment 2 for Public Review and Comment
14. Two Transit Transportation Control Measures (TCMs) Substitution by Orange County Transportation Authority (OCTA)
15. Housing Bills of Interest
16. Transportation Bills of Interest

Receive and File

17. July 2022 State and Federal Legislative Update
18. RHNA Reform Timeline
19. REAP 1.0 Biannual Program Update



20. Initial Findings for Connect SoCal CEQA Addendum No. 3 to Programmatic Environmental Impact Report (State Clearinghouse #2019011061)
21. Connect SoCal 2024 – Draft Vision, Goals, and Performance Measures
22. Equity Analysis Update (formerly Environmental Justice Analysis) - Performance Measures
23. Regional Campaign Efforts for the Affordable Connectivity Program
24. Status Update on Transportation Conformity Challenges in SCAG Region
25. Go Human Mini-Grant Awards to Improve Traffic Safety
26. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 - \$74,999
27. CFO Monthly Report

BUSINESS REPORT

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

PRESIDENT'S REPORT

(The Honorable Jan Harnik, President)

EXECUTIVE DIRECTOR'S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

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

From: Michael Houston, Director of Legal Services/Chief Counsel
(213) 630-1467, houston@scag.ca.gov

Subject: Findings to Continue Holding Virtual Regional Council and Committee Meetings Under AB 361

EXECUTIVE DIRECTOR'S APPROVAL
Kome Ajise

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee (EAC): (1) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the EAC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (2) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the EAC, RC and all committees and task forces established by the RC or SCAG’s Bylaws, to utilize remote teleconference meetings pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e).

RECOMMENDED ACTION FOR RC:

That the Regional Council (RC): (1) ratify the prior actions of the Executive/Administration Committee taken at its July 6, 2022 meeting relating to findings made pursuant to Government Code Section 54953(e)(3); (2) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the RC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (3) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the RC, EAC and all committees and task forces established by the RC or SCAG’s Bylaws, to utilize remote teleconference meetings pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On March 4, 2020, Governor Newsom issued a Proclamation of State of Emergency pursuant to Government Code Section 8625 in relation to the COVID-19 public health crisis. Notwithstanding significant declines in COVID-19-related cases and hospitalizations from the winter of 2021-22 and the relaxing of COVID-19-related mandates, this State of Emergency is still in force. Additionally, recent variants (such as b.a.4 and b.a.5) have increased positivity in test results and hospitalizations in the region. Social distancing measures are also still being recommended, as further discussed below. Amendments to the Brown Act in Government Code section 54953(e) (hereafter, "Section 54953(e)") allow legislative bodies to conduct remote/teleconferenced meetings without posting the location of teleconferenced meeting sites or making such sites available to the public (as is required by Section 54953(b)(3)), provided that certain conditions facilitating "real time" public participation and other requirements are satisfied. SCAG's Regional Council Policy Manual permits the holding of remote and teleconferenced meetings in the manner permitted by Section 54953(e). Teleconference meetings include meetings that are held in a "hybrid" manner (that is, with both remote and "in-person" participation, and where the public is not permitted to attend in-person).

Since the enactment of Section 54953(e), the EAC, SCAG's Policy Committees, its other committees and the RC have met pursuant to Section 54953(e), subdivision (1)(A). SCAG's legislative bodies may continue meeting pursuant to Section 54953(e) provided that certain findings are made to continue doing so. Further, to continue meeting in such manner, the meetings must be held pursuant to the requirements of subdivision (e) of Section 54953.

This staff report includes findings that the EAC and RC can make to continue meeting remotely. Action by the EAC and RC will facilitate and authorize all of SCAG's legislative bodies (the RC, EAC, Policy Committees, other committees and task forces) to continue utilizing teleconference/videoconference meetings for a thirty-day period. Further continuation of this practice would require the EAC and/or RC to reconsider the then-current circumstances and make findings accordingly.

BACKGROUND:

The United States Secretary of Health and Human Services declared a public health emergency based on the threat cause by COVID-19 on January 31, 2020. The President of the United States issued a Proclamation Declaring a National State of Emergency Concerning COVID-19 beginning March 1, 2020. Thereafter, the Governor of California issued a Proclamation of State of Emergency pursuant to Government Code Section 8625 in relation to the COVID-19 public health crisis on March 4, 2020. This proclamation has not yet been repealed or rescinded and is currently in force, notwithstanding declines in in COVID-19-related cases and hospitalizations from rates in the 2021-22 wintertime and the general relaxing of COVID-19-related mandates. As a result, a state of

emergency continues to be declared in California with respect to COVID-19. Additionally, COVID-19 variants, including the b.a.4 and b.a.5 variants, have recently demonstrated that the virus continues to transmit in public places, as evidenced by increase positivity in test results and an increase in COVID-related hospitalizations in the region.

Pursuant to Assembly Bill (AB) 361, which amended the Brown Act's teleconferencing provisions, Section 54953(e) allows legislative bodies to meet virtually without posting the remote meeting locations and without providing public access at such locations (as is generally required by section 54953(b)(3)), provided there is a state of emergency, and either (1) state or local officials have imposed or recommended measures to promote social distancing or (2) the legislative body determines by majority vote that meeting in person would present imminent risks to the health and safety of attendees. Additionally, Section 54953(e) imposes transparency requirements to the management of remote and teleconference public meetings held under this section. Specifically, Section 54953(e) imposes two requirements for remote public meetings:

1. Public agencies hosting teleconference meetings pursuant to Section 54953(e) in lieu of traditional in-person or teleconferenced meetings must permit direct "real time" public comment during the teleconference and must leave open the opportunity for public comment until the comment period is closed during the ordinary course of the meeting. The opportunity to make public comment must be of a sufficient duration to allow actual public participation.
2. Any action by the governing body during a public teleconference meeting held under Section 54953(e) must occur while the agency is actively and successfully broadcasting to members of the public through a call-in option or an internet-based service option. If a technical disruption within the agency's control prevents members of the public from either viewing the meeting of the public agency or prevents members of the public from offering public comment, the agency must cease all action on the meeting agenda until the disruption ends and the broadcast is restored.

SCAG has implemented the requirements for conducting public meetings in compliance with the prior executive orders and Section 54953(e). Teleconference accessibility via call-in option or an internet-based service option (via the Zoom Webinars platform) is listed on the published agenda for each meeting of SCAG legislative bodies, and on SCAG's website. Further, SCAG provides access for public comment opportunities in real time at the time noted on the agenda. The holding of remote meetings in compliance with Section 54953(e) promotes the public interests of facilitating robust public participation on a remote platform and, further, protecting the public, SCAG's members and its employees when congregating indoors and against recent variants (including variants b.a.4, b.a.5 and emerging variants) that pose health risks. Providing remote meetings also allows for the fully participation of SCAG's governing board members and staff who otherwise have

tested positive, are mildly ill, and would be unable to personally attend meetings at SCAG's offices but for the accommodations in Section 54953(e).

Since the enactment of Section 54953(e), the EAC, SCAG's Policy Committees, its other committees and the RC have met pursuant to provisions in Government Code section 54953(e)(1)(A) because a declared state of emergency exists and County of Los Angeles Public Health Department and the City of Los Angeles currently recommends a variety of social distancing measures (including recommended masking, recommending avoidance of crowded indoor spaces and to maintain six feet of social distancing, especially in cases where, as is the case here, the vaccination status of persons outside your household is unknown).¹ The continued importance of social distancing measures is exemplified by current local health order recommendations to continue adhering to public health measures and recognition that local agencies and businesses may desire to adhere to more stringent health protocols than formally mandated.²

SCAG's legislative bodies may continue meeting pursuant to Section 54953(e) if certain findings are periodically made and provided, further, that such meetings continue to be held pursuant to the requirements of subdivision (e) of Section 54953. The required findings include: (1) the legislative body has reconsidered the circumstances of the state of emergency and (2) that either (i) state or local officials continue to recommend measures to promote social distancing or (ii) an in-person meeting would constitute an imminent risk to the safety of attendees.

SCAG's Regional Policy Manual permits holding teleconference/videoconference meetings and permits the President to waive certain requirements in the Policy Manual where state law permits such waiver. Likewise, SCAG's Bylaws authorize the EAC to make decisions and take actions binding on SCAG if such decisions or actions are necessary prior to the next regular meeting of the Regional Council. (Art. V.C(3)(a).) Given the Regional Council's regular meeting on July 7th will occur following the meeting of the Executive Administration Committee held on July 6th and Policy Committee meetings held earlier on July 7th, SCAG's Bylaws authorize the EAC to make the findings contained in this staff report.

¹ See <https://coronavirus.lacity.org/> (visited March 9, 2022) Los Angeles County Public Health Department notation that social distancing is still a recommended practice.

² See

<https://www.lamayor.org/sites/g/files/wph1781/files/page/file/20220304%20SAFER%20LA%20ORDER%202020.03.19%20%28REV%202022.03.04%29.pdf> (City of Los Angeles Mayoral Order), noting "All persons living and working within the City of Los Angeles should continue to always practice required and recommended COVID-19 infection control measures at all times and when among other persons when in community, work, social, or school settings, especially when multiple unvaccinated persons from different households may be present and in close contact with each other, especially when in indoor or crowded outdoor settings." Also, noting "Consistent and correct mask use (covering nose and mouth) is especially important indoors when in close contact with others (less than six feet from) who are not fully vaccinated against COVID-19 or whose vaccination status is unknown."

If the findings below are made by the EAC, all SCAG legislative bodies (i.e., the RC, EAC, Policy Committees and other SCAG committees and task forces) are authorized to meet pursuant to Section 54953(e) for thirty days. Further continuation beyond this period would require the EAC and/or RC to reconsider the then-current circumstances.

FINDINGS:

The recommendations in this staff report are based on the following facts and findings, made pursuant to Government Code Section 54953(e)(3), which are incorporated into the recommended action taken by the EAC and RC, as noted above:

1. The EAC and RC have reconsidered the circumstances of the state of emergency initially declared by the Governor on March 4, 2020, pursuant to section 8625 of the California Emergency Services Act, relating to the COVID-19 public health crisis and find that the declaration remains in effect. The continuation of virtual meetings will allow for full participation by members of the public, consistent with continued social distancing recommendations, and will facilitate the purposes of such social distancing recommendations by preventing large crowds from congregating at in indoor facilities for extended periods of time. Given that the vaccination status of meeting participants (including members of the public) is not known, it is prudent to use caution in protecting the health of the public, SCAG's employees and its membership where, as here, adequate virtual means exist to permit the meeting to occur by teleconference/videoconference with the public being afforded the ability to comment in real time.³ Additionally, continuing virtual meetings allows for the fully participation of SCAG's governing board members and staff who otherwise have tested positive, are mildly ill, and would be unable to personally attend meetings at SCAG's offices but for the accommodations in Section 54953(e). Allowing the continued participation of mildly ill persons by remote means while they isolate promotes the public interest.
2. The EAC and RC find that state and local officials continue to recommend measures to promote social distancing as exemplified by the discussion and footnoted provisions above.

³ See

<https://www.lamayor.org/sites/g/files/wph1781/files/page/file/20220304%20SAFER%20LA%20ORDER%202020.03.19%20%28REV%202022.03.04%29.pdf>, noting "People at risk for severe illness or death from COVID-19—such as unvaccinated older adults and unvaccinated individuals with underlying medical conditions associated with higher risk for severe COVID-19—and members of their household, should defer participating in activities with other people outside their household where taking protective measures, including wearing face masks and social distancing, may not occur or will be difficult, especially indoors or in crowded spaces. For those who are not yet fully vaccinated, staying home or choosing outdoor activities as much as possible with physical distancing from other households whose vaccination status is unknown is the best way to prevent the risk of COVID-19 transmission."

Further the Los Angeles County Department of Public Health and City of Los Angeles continue to recommend measures to promote social distancing, including recommendations to avoid crowded indoor spaces and to maintain six feet of social distancing, especially in cases where the vaccination status of persons outside a person's household is unknown. The continued importance of social distancing measures is exemplified by recent health order recommending the need to continued adherence to public health measures and recognition that local agencies and businesses may desire to adhere to more stringent health protocols than formally mandated. Finally, SCAG's primary offices and its regional offices remain closed to the public in relation to the COVID-19 emergency declaration.

CONCLUSION:

Staff recommends the actions described above be taken based on the findings contained in this staff report. Should further remote meetings pursuant to Section 54953(e) be warranted, the EAC and/or RC are required to reconsider the circumstances and make findings to continue holding meetings in this manner.

FISCAL IMPACT:

None.



AGENDA ITEM 2
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

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

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

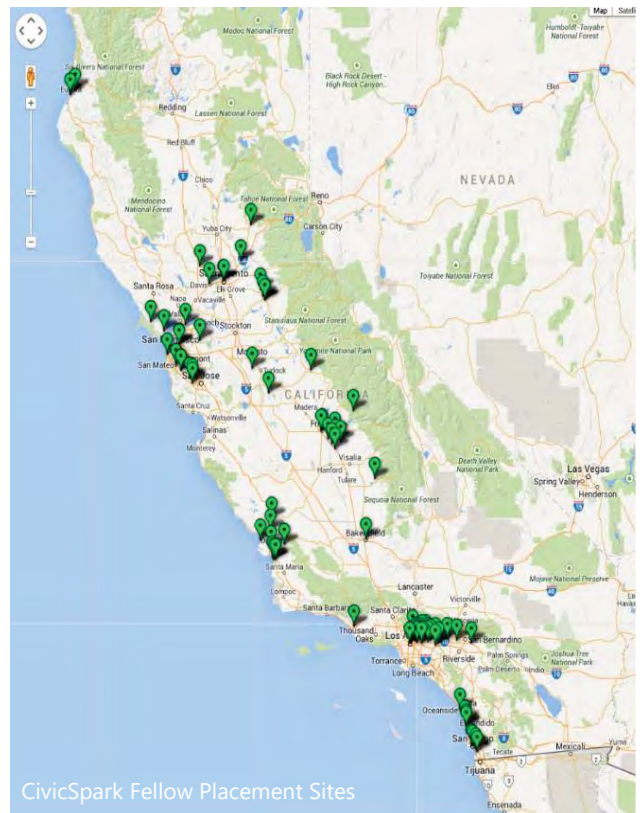


OVERVIEW OF THE CIVICSPARK PROGRAM

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

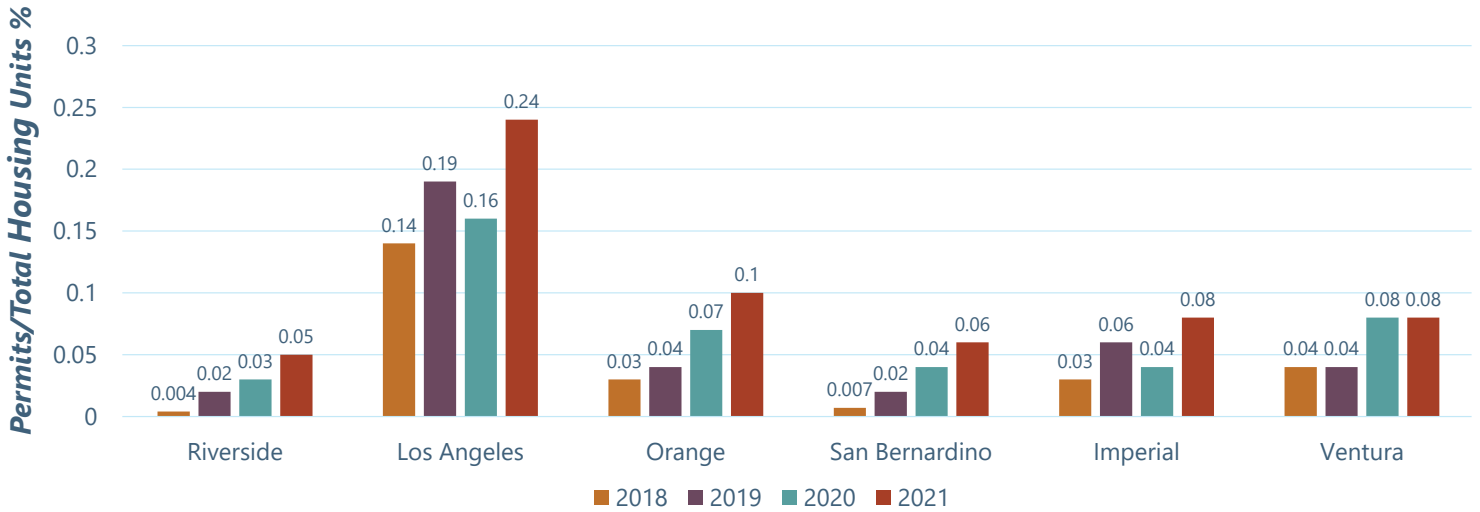
- Track ADU permit data reported to the California Department of Housing and Community Development (HCD) in Annual Progress Reports (APR's)
- Examine best practices from ADU efforts across the SCAG region to provide technical assistance to local jurisdictions



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

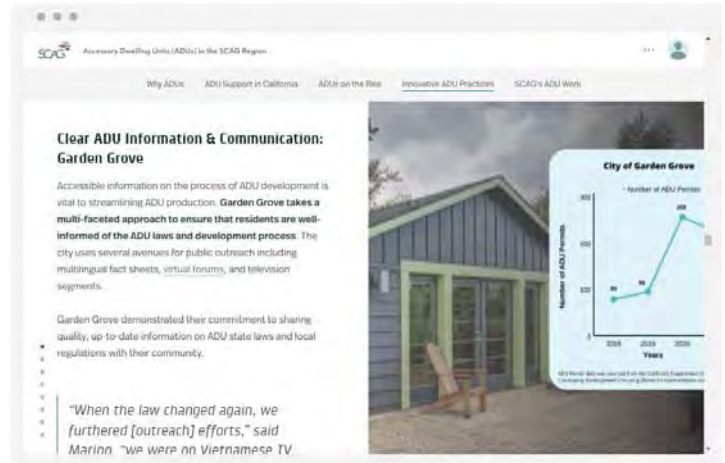
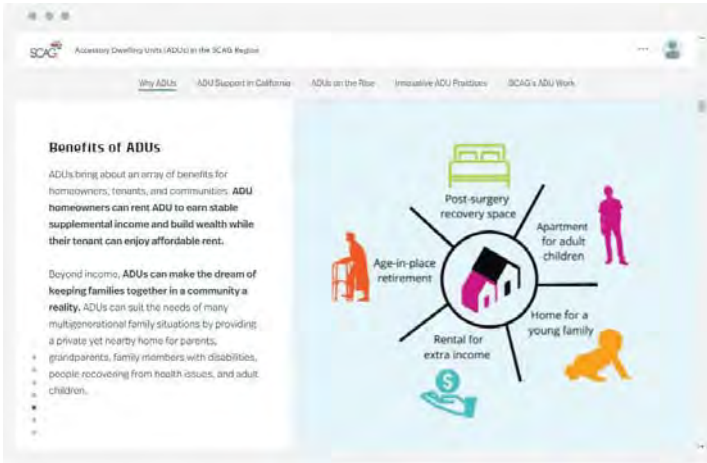
Accessory Dwelling Unit (ADU) Story Map

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 3
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Megan Dearing, Management Analyst
(213) 630-1522, dearing@scag.ca.gov

Subject: REAP 2.0 Framework and Program Status Update

RECOMMENDED ACTION FOR EAC:

Adopt SCAG’s REAP 2021 Program Development Framework.

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. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

The Regional Early Action Planning Grant Program for 2021 (REAP 2021 or REAP 2.0) was established as a part of AB 140 for the FY 21-22 budget to support transformative and innovative projects that implement a region’s sustainable communities strategy and help achieve goals of more housing and transportation options that reduce reliance on cars. REAP 2021 will provide grants to regional entities, primarily metropolitan planning organizations (MPOs), through a combination of formula and competitive-based programs. The SCAG region’s formula share is \$246,024,084 and the State’s Draft Program Guidelines were released on March 24, 2022 with final guidelines expected in June 2022.

SCAG’s REAP 2021 Program Development Framework, or “Framework,” outlines the core objectives, guiding principles, programmatic areas, major milestones and schedule for allocating funds available to SCAG through REAP 2021. Staff is seeking approval of the Framework to guide the development of the specific funding programs and projects to be included in the full REAP 2021 Program application, which staff will seek authorization from the Regional Council to submit to HCD before the December 31, 2022 deadline.

SCAG staff first presented the Draft REAP 2021 Program Development Framework to all three SCAG Policy Committees in October 2021, and a revised Draft Framework was presented in April 2022, incorporating feedback from the committees, as well as from external stakeholders,

including the subregional Councils of Government. The Draft Framework was subsequently posted to the program website with an open comment period from April 19 – May 19. This staff report summarizes the input received through the outreach process, includes proposed changes to the Framework in response to the feedback. On June 1, 2022, the Executive Administration Committee reviewed and recommended Regional Council approval of the Framework. Following Regional Council approval, staff will continue with the outreach and engagement process focused on the development of funding guidelines for major program areas identified in the Framework and refinement of projects for inclusion in the full application.

BACKGROUND:**REAP 2021**

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. Approximately \$600 million is available statewide to support transformative and innovative projects that implement a region's Sustainable Communities Strategy and help achieve goals of more housing and transportation options that reduce reliance on cars. Approximately \$500 million of these funds are from the Coronavirus State and Local Fiscal Recovery Funds (SLFRF), established as a part of the American Rescue Plan Act (ARPA), and the balance are state General Funds. These new funds will be provided as grants to regional entities, primarily metropolitan planning organizations (MPOs) such as SCAG. The SCAG region's formula share is \$246,024,084, of which an initial allocation of 10 percent of funds are available now, pending approval of SCAG's advance application. The advance funding is available to fund outreach and program development only and SCAG submitted its advance application in May 2022. All REAP 2021 funds are to be obligated by June of 2024 and expended by June 2026, with a final closeout report due June 2026.

The California Housing and Community Development Department (HCD) is the lead for the program and is working 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.

At the time of this drafting, the REAP program development process is as follows:

- November 22, 2021 – HCD released the REAP 2021 Framework Paper, to solicit stakeholder feedback on their approach to program guidelines. SCAG staff provided comprehensive feedback by the due date of December 8, 2021
- January 3, 2022 – HCD released the Advance Application which allows eligible entities to seek up to 10 percent (10%) of their REAP 2021 allocations, in support of regional engagement in the development of the full application and of an education and outreach strategy, along with other activities determined consistent with program goals and objectives in consultation with the state collaborative partners (CARB, HCD, OPR and SGC)

- March 2022 – State partners released full draft program guidelines. While applications for the remaining 90 percent (90%) of REAP 2021 funds can be submitted on a rolling basis through December 2022, the State expects robust engagement efforts to drive the proposed programming, thus it is anticipated that a full application will be submitted later in the application window.
- May 2022 – SCAG submitted advance application to state partners
- June 2022 – State partners have stated that the final program guidelines will be released in June 2022
- December 31, 2022 – Deadline to submit SCAG’s full application to the state partners

REAP 2021 Draft Guidelines and Funding Limitations

The state Partners administering REAP 2021 released the draft guidelines on March 24, 2022. SCAG staff has evaluated the guidelines to determine their impact on our proposed program areas. The majority (\$500 million) of REAP 2021 funding will come from State and Local Fiscal Recovery Funds (SLFRF), and the Final Rule was issued in January 2022 outlining the requirements for use of these funds. Some activities outlined in the state legislation containing the REAP 2021 program are not eligible under this new funding, and further restrictions have been placed on the program. SCAG Staff continue to evaluate the guidelines and work with state partners to clarify eligible projects and programs and are refining the approach to program development and implementation.

A portion of the REAP 2021 funding (estimated at \$100 million) will be allocated from state General Funds, which allows for greater flexibility. The state partners have indicated that the allocation of these less restrictive funds will follow the formula approach used to initially determine the MPO allocations within the program. SCAG staff are working to identify the best use for these general funds, which have a more expansive set of eligible uses from the SLFRF funds. Ultimately the funding split is anticipated to be clear with the State’s release of the final program guidelines in June 2022.

SCAG’s Draft REAP 2021 Program Framework

SCAG staff first presented the Draft REAP 2021 Program Development Framework to all three SCAG Policy Committees in October 2021, and a revised Draft Framework was presented in April 2022, incorporating feedback from the committees, as well as from external stakeholders, including the subregional Councils of Government. Subsequent to the April report to the SCAG Policy Committees, the Draft Framework was posted to the program website with an open comment period from April 19 – May 19. Staff held two virtual information sessions to present the Framework, and hosted a workshop on May 25, 2022, to share what we heard from the comments and how they will be incorporated. In addition to this program wide outreach, staff has been hosting outreach for both the proposed transportation and housing programs under REAP 2.0, which has generated additional feedback.

Comments and general feedback received are discussed and summarized as an attachment to this report (Framework Public Comment Re-Cap – Attachment 1), and the revised REAP 2021 Program Framework (Attachment 2) was modified with those comments in mind. Further refinements to the Framework have been made to address restrictions due to the funding source, as well as responses to initial program development outreach.

The proposed core objectives for SCAG’s program are aligned with the REAP 2021 priorities, the Connect SoCal Implementation Strategy and the EAC Strategic Work Plan and have not been modified. The core objectives remain to:

- 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 SCAG’s **Racial Equity Early Action Plan (REEAP)**
- Promote **infill development** in Connect SoCal identified Priority Growth Areas

Changes to the Framework

Substantive changes made to the SCAG REAP 2021 Framework are as follows:

- Actions proposed to be funded by a second *advance* application will now be delayed to the full application, after discussion with the state partners.
- Early Program Initiatives now include development of a more robust **Subregional Partnership Program 2.0 (SRP 2.0)**, instead of Subregional Plans or Studies. Staff is meeting with the subregional COGs to identify those interested in pursuing additional projects and will focus program funding on activities that are **REAP 2.0 eligible** and that support cities and counties in implementing projects and programs identified in their draft and/or final compliant Housing Elements. Proposed guidelines for this program are being presented to the CEHD committee in July and will be recommended to the Regional Council in September 2022.
- The guiding principle limiting the planning funds allocated to Early Program Initiatives to a maximum of ten percent (10%) funding has been increased to 15%, in response to the expressed need from subregions for additional planning resources to support cities and counties with Housing Element development and implementation—building upon technical assistance offered through the REAP 1.0 Subregional Partnership Program (SRP 1).
- SCAG has expanded its language regarding equity and need considerations to state that SCAG will work to balance funding allocation according to a number of equity considerations; ensuring that under-resourced jurisdictions are not left out due to lack of

capacity and that geographic balance, equity, and need are all considerations in the suballocation of funding across all program areas.

- Programs goals were clarified to include a nexus to all REAP 2.0 program goals and objectives.
- Timeline was modified to include Early Actions and SRP 2.0 milestones.

On June 1, 2022, the EAC reviewed the revised Draft Framework incorporating these changes and recommended approval to the Regional Council.

Outreach & Engagement Updates

Since the recommended approval of the Framework by the EAC on June 1, 2022, staff has continued outreach efforts to develop specific programs using the framework as a guiding document. This has included targeted outreach to the Subregional Councils of Governments to inform the development of the Subregional Partnership Program 2.0 Guidelines; engagement with the County Transportation Commissions to better understand opportunities and define project concepts to be incorporated into CTC Partnership Program, and soliciting feedback through SCAG hosted listening sessions on the program guidelines for the Connect SoCal SCP Call 4: Civic Engagement, Equity and Environmental Justice (CEEEJ).

In addition, a series of activities have been pursued to refine the development of the Housing Supportive Infrastructure Program through one-on-one meetings, listening sessions and presentations to solicit stakeholder input on the proposed focus areas and prioritization of projects. These engagements started in April with preliminary findings and next steps outlined below.

- On April 19 SCAG hosted a housing policy forum that featured a discussion of trends and opportunities to accelerate housing production on the state, regional, and local level. During the session, SCAG staff hosted breakout sessions to collect input on the proposed REAP 2.0 Housing Supportive Infrastructure Program as defined in SCAG's REAP Program Framework. The forum was well attended with over 100 diverse stakeholders.
- Through coordination with subregional COGs, SCAG staff engaged with City and County planning staff at regularly scheduled Planning Director meetings and working groups. Through these meetings SCAG staff engaged with over 50 city and county entities and received valuable input on the needs of the jurisdictions. In addition, SCAG hosted two listening sessions that were open to staff of local cities and counties, with a focus on those working on land use planning, housing and related departments such as public works. SCAG staff also collected questionnaires from City and County representatives to help identify existing efforts, funding gaps, and need for technical assistance.

- In June SCAG also hosted two virtual focus groups of stakeholders, organized to seek feedback from targeted cohorts that reflect a particular stakeholder group, including community-based organizations and housing developers.
- Beyond this initial outreach, to support development of the utility infrastructure program, SCAG will hold an Industry Forum and follow it with a Request for Information (RFI) or a Request for Information and Proposals (RFIP) to solicit concepts, partnerships and potentially proposals for transformative projects that address sustainable utility infrastructure in support of infill housing development. Based on the responses to the RFI/RFIP, SCAG will either craft program guidelines for a second phase solicitation or enter negotiations to fund proposals that were solicited.
- SCAG has also begun one on one meetings with housing trust funds to identify their needs and how these needs align with REAP 2.0 program objectives. Staff will host a listening session with housing trust fund representatives in Summer 2022 and develop program guidelines for a targeted housing trust fund program.
- SCAG will begin tribal engagement by facilitating presentations and one-on-one meetings with tribal governments in Summer 2022.

NEXT STEPS

Staff will report to Policy Committees regularly throughout the stakeholder engagement process, and guidelines for REAP 2.0 program areas will be presented to the Policy Committees and Regional Council for approval. Outreach and engagement will continue through the rest of the program, informing the development of the full application for funding, which will be submitted to the state partners in December 2022. A complete timeline for the initial work and program milestones is included in the attached Draft Framework.

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. REAP 2021 Revised DRAFT Framework_May_2022
2. REAP2_Framework_OutreachSummary_Attachment A

Draft - REAP 2021 Program Development Framework

Overview & Purpose

The REAP 2021 Program Development Framework, or “Framework,” outlines the core objectives, guiding principles, programmatic areas, major milestones and schedule for allocating funds available to SCAG through the Regional Early Action planning Grant Program for 2021 (REAP 2021) or REAP 2.0, managed by The California Housing and Community Development Department (HCD) in collaboration with the Strategic Growth Council (SGC), Governor’s Office of Planning and Research (OPR), and State Air Resources Board (CARB) (“the State Partners”)

The REAP 2.0 Program Objectives defined in the State’s Draft REAP 2.0 Program Guidelines are:

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

Approximately \$600 million is available statewide to support 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 SCAG region’s formula share is estimated to be \$246 million, of which an initial allocation of 10 percent (10%) of funds are available for outreach to support program development and the full program funding application. REAP 2.0 draft program guidelines were released by the State Partners on March 24, 2022, with full program guidelines and the application to be released in late Spring 2022. With the full program guidelines and after an extensive engagement effort, SCAG will develop a comprehensive REAP 2.0 Program Application in the latter part of 2022.

The Framework provides the policy direction to support the stakeholder engagement process and resultant development of the full REAP 2.0 Program application, to ensure SCAG’s REAP 2 program aligns with agency goals and policies. It is based on several guiding and adopted policies, including:

- State/Federal plans and directives
 - AB140 Trailer Bill Language (July 2021)
 - REAP 2.0 Draft Framework Paper (Nov 2021)
 - REAP 2.0 Draft Program Guidelines (March 2022)
 - Treasury’s Final Rule on Coronavirus State and Local Fiscal Recovery Funds
 - Eligible areas as defined in the final rule¹
- SCAG adopted plans
 - Connect SoCal Implementation Strategy (2020)
 - Executive Administration Committee Strategic Action Plan (2021)
 - Racial Equity Early Action Plan (2021)
 - Inclusive Economic Recovery Strategy (2021)
- SCAG 2021 Housing Production Study

¹ SCAG staff is working with the State Partners to create maps showing eligible areas within the SCAG region.

Draft - REAP 2021 Program Development Framework

Early versions of SCAG’s Framework were presented to the SCAG Policy Committees, Executive Administration Committee (EAC) and the Regional Council. SCAG also received feedback on the Framework from the subregional COG directors and presented the draft to the Regional Housing Working Group and County Transportation Commission (CTC) Planning Directors. An updated Framework was presented to the SCAG Policy Committees, Executive Administration Committee (EAC) and the Regional Council in April 2022, was discussed at two virtual information sessions, and was then posted publicly for comment from April 19 – May 19. This final Framework document reflects feedback from public comments as well as outreach efforts directly to subregions and incorporates the Draft Guidelines for REAP 2.0 released by the State Partners. The Framework will be presented to the SCAG Regional Council for approval in July 2022 but may be amended and re-considered based on additional stakeholder feedback as the Program development process continues.

Core Program Objectives

- 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

Guiding Principles

In developing a program to address these core objectives, SCAG work shall be directed by the following guiding principles:

- Funding shall be allocated to three programmatic areas focused on Early Program Initiatives to implement Connect SoCal 2020 and realize 6th Cycle RHNA goals, Housing Supportive Infrastructure and a County Transportation Commission Partnership Program.
- Funding opportunities within each program area will balance formula allocations with competitive programs to ensure funding supports critical planning and implementation activities across the region while also prioritizing the most regionally impactful projects.
- Early Program Initiatives shall seek to provide immediate benefit to the region through support for transformative planning activities that can be implemented quickly to advance strategies in Connect SoCal 2020 and inform the 2024 plan update, and to meet the region’s 6th Cycle RHNA commitments. Early Program Initiatives shall comprise no more than 15% of the full program budget.
- The Housing Supportive Infrastructure Program and the County Transportation Commission Partnership Program shall serve as the primary vehicles for awarding REAP 2.0 funds focused on Connect SoCal 2020 implementation either through the deployment of pilot projects or support for the creation and/or expansion of new funding programs that directly support housing and mobility solutions. The Programs shall include regional initiatives and technical assistance led by SCAG and/or subregional partners to advance regionally coordinated and

Draft - REAP 2021 Program Development Framework

significant solutions as well as county-specific or geographically targeted programs that advance best practices reflecting the unique opportunities in the region.

- The Housing Supportive Infrastructure Program and the County Transportation Commission Partnership Program shall include SCAG-led projects as well as the sub-allocation of resources to implementing agencies.
- Funding guidelines will be developed specific to the Housing Supportive Infrastructure Program and County Transportation Commission Partnership Program or for any sub-programs, including, but not limited to, the Subregional Partnership 2.0 (SRP 2.0) and the Sustainable Communities Program (SCP) for which SCAG may award resources to a partner agency via formula allocations or competitive programs. Funds available to each program shall be specified in the program guidelines, which will each be submitted to the Regional Council for approval.
- At least 80% of the REAP 2.0 funding in the full application will be directed to suballocated or partner-led projects, both formula-based and competitive, across all three programmatic areas to ensure efficient and effective delivery of REAP 2.0 and limit administrative costs to SCAG.
- SCAG will work to balance funding allocation according to a number of equity considerations; ensuring that under-resourced jurisdictions are not left out due to lack of capacity and that geographic balance, equity, and need are all considerations in the suballocation of funding across all program areas.
- No resources beyond those approved to support outreach and program development shall be expended until the application is approved by the State Partners.

Program Areas:

The Framework proposes SCAG's REAP 2.0 funds be administered across three (3) programmatic areas. Further development of programs and guidelines within each program area will occur once the State has provided complete program guidelines (anticipated Spring 2022) and through the stakeholder engagement process:

1. **Early Program Initiatives:** SCAG will expand certain existing programs in the Connect SoCal Implementation Strategy to offer additional support to cities in implementing Connect SoCal.
 - **Sustainable Communities Program (SCP):** The Call for Projects provides resources to local jurisdictions to conduct GHG/VMT reducing planning activities and demonstration projects **with a nexus to housing production** in local jurisdictions throughout the SCAG region. SCAG is seeking to implement Call #4, the Call for Equity, Civic Engagement and Environmental Justice focused on **under-resourced communities**.
 - **Go Human:** SCAG is seeking to expand local resources and toolkits to help cities, counties and communities-based organizations promote safe walking and biking
 - **Regional Data Platform (RDP):** Local general plans provide the legal underpinning for land use decisions and set the vision about how a community will grow, reflecting community priorities and values while shaping the future. SCAG's RDP provides data and planning templates and tools to help local jurisdictions update and align various elements of their general plans to advance sustainable planning at the local and regional level, and to

Draft - REAP 2021 Program Development Framework

meet their 6th Cycle RHNA goals. SCAG seeks to partner with subregional agencies and other partners to expand support and training for local jurisdictions to use the RDP as well as provide additional features and functions to help further align local efforts with regional goals through performance dashboarding features.

- **Sub-regional Partnership Program 2.0 (SRP2.0):** SCAG will work with the subregional COGs to develop a Subregional Partnership Program (SRP) similar to the subregional partnership program developed under REAP 1 but based on REAP 2 goals and objectives. Engagement efforts will focus on identifying those COGs interested in pursuing additional planning projects and will focus program funding on activities that are REAP 2 eligible and support cities and counties to implement projects and programs identified in their draft and/or final compliant Housing Elements. To the extent that a COG chooses not to participate in this program, program guidelines will also outline opportunities for cities to access the program directly from SCAG or its consultants.
2. **Housing Supportive Infrastructure Program** - The Housing Supportive Infrastructure program builds on the concepts put forward in the *Key Connections* in Connect SoCal 2020, as well as current work funded through the REAP 1 program, as well as LEAP and SB2. This program will have 4 main priority areas:
- **Utilities to support housing development:** Identify transformative programs to invest in the utilities (sewer, storm water, electric, broadband) needed to environmentally clear, entitle and ultimately build the housing needed to meet the region's 6th cycle RHNA goals, and in the Priority Growth areas identified in Connect SoCal.
 - **Housing Trust Funds:** Support establishment of and investing in catalyst housing funds, regional or subregional housing trust funds, and revolving loan funds to leverage efforts to deliver affordable housing.
 - **Preservation of expiring covenants and naturally occurring affordable housing:** Target existing affordable housing with expiring covenants and/or housing that is naturally affordable without covenants and develop programs to extend covenants and preserve these units as affordable.
 - **Technical Assistance:** Through the outreach process, SCAG will identify additional technical assistance needs for cities, counties and other partners. Some of this technical assistance may be provided through the Subregional Partnerships Program 2.0 described above. Technical Assistance may include programs to:
 - i. Help public agencies use their surplus land for affordable housing development,
 - ii. Continue land use planning efforts that implement 6th cycle Housing Elements,
 - iii. Ensure the region can secure grant funding for affordable housing development.
3. **County Transportation Commission (CTC) Partnership Program:** SCAG will develop a new partnership program with the region's six County Transportation Commissions, to fund the development of plans, programs, pilot projects, and certain signature GHG/VMT reducing capital projects with a strong nexus to housing, consistent with the goals and objectives of REAP 2.0. Regional guidelines will be developed to comply with the State's draft REAP 2021

Draft - REAP 2021 Program Development Framework

guidelines released in March of 2022 with the intent to align with Key Connection strategies included in Connect SoCal and advance new concepts for reducing VMT while simultaneously achieving the other program goals. Key Connections focus on advancing expanded mobility ecosystems and management strategies using innovative policy and/or technology to realize regional planning goals, and account for 30% of the GHG reduction needed to meet SCAG's SB 375 requirements. Staff has initiated some early outreach with CTC staff to gauge opportunities for partnerships and anticipates continued dialogue in developing a regional program. Some early concepts identified to date by CTC staff include transit fare subsidy programs, deployment of mobility hubs, and electric carshare programs for eligible communities directly in support of housing development. Discussions are underway to consider joint development opportunities at park and ride facilities. All activities will be evaluated for eligibility under REAP 2.0 funding sources, including geographic considerations, and conformity to funding restrictions prior to full program development.

Major Milestones and Schedule:

Based on the latest information from the State, the table below shows the REAP 2021 program development process and associated schedule:

DRAFT

Draft - REAP 2021 Program Development Framework

	2021			2022											
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Grant Program Deadlines and Milestones		State Framework Document Released		Advance Application Released		Draft Guidelines Released		State Review of SCAG's Advance Application	State Approval of Advance Application Full Guidelines to be Released						Full Application Deadline 12/31/22
Outreach & Engagement	COG Listening Sessions, Subregional Surveys, Development of Advance Application					Outreach & Engagement work: Consultant and staff							Full Application Developed Using Outreach Results		
Program Development	Present Draft Framework (CEHD, EEC, TC)						Revised Draft Framework Info Item (EAC/RC)	Framework Refined Based on Stakeholder Feedback & Engagement Advance Application Submitted to State	Final Framework Presented for Recommendation (EAC)	Final Framework Presented for Approval & Adoption (RC)			Report Outcome of Outreach & Engagement Present Recommendations (CEHD, EEC, TC, RC)	Full Application Funding Proposal (EAC/RC)	
Early Actions (SRP 2.0, Go Human, SCP Call 4, RDP)								SRP 2.0 COG Engagement and Consultation with State Regarding SRP 2.0 Guidelines SCP Call 4 Guidelines/ Info Sessions	SRP 2.0 Program Guidelines Approval (CEHD) SCP Call 4 Guidelines Approval (EEC)	SRP 2.0 Program Guidelines Approval (RC) SCP Call 4 Guidelines Approval (RC) <i>SCP Call 4 Opens</i>			SRP 2.0 Approval of Awards (CEHD/RC) Early Action Funding Proposal (EAC/RC)		
Housing Supportive Infrastructure Program							Housing Policy Forum	<ul style="list-style-type: none"> One-on-One Sessions with Housing Trust Funds Open City/County Listening Sessions Focus Groups and CBO Listening Sessions 	Report on preliminary findings, potential calls for projects (CEHD/RC)	Utilities Industry Forum + issue RFI Call for Projects Based on Listening Sessions	Staff to Report Findings from Industry Forum (CEHD/EAC)	Initial Program Guidelines (CEHD/RC)			
CTC Partnership Program						CTC Partnership Working Group Formed: Draft Guidelines, Establish Formal Process for Execution of CTC Program						Final Guideline Approval, Issue Call for Projects and Select CTC Partnership Projects. (TC/RC)			

Attachment: REAP 2021 Revised DRAFT Framework_May_2022 [Revision 1] (REAP 2.0 Framework and

SCAG REAP 2.0 Draft Program Framework Summary of Public Comment

SCAG’s REAP 2.0 Draft Program Framework was widely shared with the public through email blasts, newsletters, through two virtual information sessions, and was made available on the SCAG website. This document summarizes comments received both in writing and during two virtual information sessions. The public comment period was open from April 19, 2022 to May 19, 2022 and the virtual information sessions were held April 25 and April 27. Six public comment letters were received during the comment period, from the City of Los Angeles, Coachella Valley Association of Governments, and the Gateway Cities, South Bay Cities, San Gabriel Valley, and Ventura Councils of Governments. Based on the comments received, SCAG has generated the following summary of themes. Within each theme, SCAG has provided either a change reflected in the final proposed Framework, or a direct response to the comment.

Theme 1: Goals and Objectives

Feedback was received that SCAG should include more specificity in the goals and objectives laid out in the Framework document, and that a broad definition for eligible uses should be adopted aligning with the eligible uses in the State program guidelines.

Response – the objectives in the REAP 2.0 Framework document align with both the objectives provided in the State’s Draft Program Guidelines as well as a number of SCAG adopted plans. The specific recommendations provided in one letter regarding goals and objectives are all consistent with what is included in the Framework, and in most cases are more narrowly defined and specific than what SCAG drafted in the Framework. SCAG prefers to keep the Framework objectives as they are, as they do not conflict with any of the recommendations and allow for more flexibility for SCAG to respond to the State’s Final Program Guidelines as well as feedback from our diverse region. As individual program guideline are developed for REAP 2 Programs, SCAG will create more specific goals and objectives.

Theme 2: Program Management

Feedback was received that contracting and funds administration should be set up to reduce administrative and process redundancies when a jurisdiction has more than one contract under the REAP 2.0 program. In addition, there was a request that SCAG provide faster turnaround for invoicing than has been the experience with the REAP 1 program.

Response - SCAG staff will explore contracting options to reduce duplication, including the possibility of issuing a master agreement with the option to attach more than one scope of work or approved project. SCAG will work to be expeditious with invoice processing, noting that the REAP 2.0 funding is largely federal and may require more onerous invoice review.

Theme 3: Funding Allocation/Eligibility

Feedback was received regarding funding allocations and geographic balance, that consideration should be given to the proportion of disadvantaged communities in a jurisdiction in addition to other factors including the number of new housing units allocated through the RHNA. One suggestion was to align sub-allocations with Disadvantaged Communities Census Tracts and High Segregation and Poverty Areas, another comment recommended sub-allocations be linked to CalEnviroScreen factors, while

**SCAG REAP 2.0 Draft Program Framework
Summary of Public Comment**

another suggested allocating based on the proportion of low-income units within a jurisdiction’s RHNA allocation. Another comment requested agricultural worker housing to be considered eligible for funding. Comments also requested SCAG take into consideration staffing limitations among jurisdictions in relation to competing for funding or resources.

Response – The Framework does not prescribe the funding allocations for the proposed programs nor does it outline a methodology or criteria for allocating funds or selecting projects within each of the proposed program areas. Rather, the Framework includes Core Program Objectives, Guiding Principles and outlines a process for developing a set of Program Guidelines to address these issues. The comments received regarding funding allocation and geographic balance will be valuable as we move into the Program Guideline development phase of the process.

The Framework was edited to include: SCAG will work to balance funding allocation according to a number of equity considerations; ensuring that under-resourced jurisdictions are not left out due to lack of capacity and that geographic balance, equity and need are all considerations in the suballocation of funding across all program areas. Further, due to the federal funding requirements we do anticipate the majority, if not all, of the funding will need to be allocated to those communities most impacted by the Coronavirus pandemic.

To facilitate the further work to define eligibility and suballocation, SCAG staff are also working with HCD, OPR, and SGC staff to develop a set of maps to identify eligibility areas using the criteria provided in the state REAP 2021 program guidelines. The intention is to make these maps publicly available to support partner agencies and organizations identify priority areas and transformative projects. These maps will further support the effort of creating clear allocation priorities.

Finally, based on comments received, SCAG staff proposes to develop a Subregional Partnership Program 2.0 (SRP 2.0) similar to the Subregional Partnership Program developed under REAP 1.0 but based on REAP 2.0 goals and objectives. A brief summary of SRP 2.0 is included under “Requests for a Sub-Allocation Program” at the end of this document. Many of the comments regarding funding and eligibility will be addressed through SRP 2.0 and the guidelines that will be developed this summer into early fall. As SCAG continues with more focused stakeholder engagement and develops Program Guidelines, staff will take into consideration the various comments and concepts for allocating funds across all REAP 2.0 Programs.

Theme 4: County Transportation Commission Partnership Program

Additional information was requested for the County Transportation Commission (CTC) Partnership Program, including information on how the program aligns to the State’s objectives and the types of projects that will be eligible.

Response – SCAG staff are collaborating with a working group of CTC staff to define the types of transformative projects eligible through the CTC Partnership Program. As envisioned, the program will result in signature GHG/VMT reducing capital projects with a strong nexus to housing, consistent with the goals and objectives of REAP 2.0. Additional language was added to the Framework for clarity.

**SCAG REAP 2.0 Draft Program Framework
Summary of Public Comment**

Theme 5: Housing Supportive Infrastructure Program

A wide range of comments and recommendations were received for project types and eligible uses under REAP 2.0. While some subregional COGs expressed the need for funding to support planning activities, other subregional COGs and jurisdictions expressed a need for funding to implement Housing Element programs and State mandated zoning amendments and permit streamlining requirements. A mix of comments were also received on the prospective infrastructure projects, with some requesting the infrastructure work expanded to include parks, street trees and mobility improvements, while other comments suggested a more streamlined approach focusing utility infrastructure for only affordable and homeless housing development.

Response – At this time, most of the activities commented on will be eligible under the range of programs developed under the Housing Supportive Infrastructure Program. In particular, with the development of the SRP 2.0 Program, COGS will have the opportunity to work with their cities to define their REAP 2 eligible planning and programmatic needs as identified in their draft, adopted and/or compliant housing elements. For the utilities program, the specifics of this program will be developed through an Industry Forum and then a Request for Information and Proposals. At this time, staff is not recommending expanding the concept beyond electricity, water, storm water and/or sewer in that there are other programs that cover the range of activities suggested within this programmatic area while there are not focused funding sources to address utility planning in support of housing development. Further, extensive initial engagement to industry professionals has been done indicating that transformative investment in sewer, storm water, electric and broadband utilities is needed to meet the region’s 6th cycle RHNA goals, and in the Priority Growth Areas identified in Connect SoCal and confirming that this is an area that has been underserved and underfunded.

Theme 6: Requests for a Sub-Allocation Program

A frequent comment received was the request for a subregional allocation to be included in the REAP 2.0 framework, similar to the planning partnership program made available through REAP 1.0.

Response - SCAG will work with the subregional COGs to develop a Subregional Partnership Program 2.0 similar to the subregional partnership program developed under REAP 1.0 but based on REAP 2.0 goals and objectives. Staff will work with each COG to identify interest in pursuing additional projects and will focus program funding on activities that are REAP 2.0 eligible and support cities and counties implement projects and programs identified in draft, adopted and/or or final compliant Housing Elements. To the extent that a COG may choose not to participate in this program, program guidelines will also outline opportunities for cities to access the resources directly from SCAG or its consultants.



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

NO. 644
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, JUNE 2, 2022

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

The Regional Council (RC) of the Southern California Association of Governments (SCAG) held 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. Jan Harnik, President

Sup. Carmen Ramirez, 1st Vice President

Hon. Art Brown, 2nd Vice President

Buena Park

Hon. Clint Lorimore, Imm. Past President

Eastvale

Supervisor Luis Plancarte

Supervisor Kathryn Barger

Supervisor Don Wagner

Hon. Maria Nava-Froelich

Hon. Brian Goodell

Hon. Alan Wapner

Hon. Peggy Huang

Hon. Mike T. Judge

Hon. Ben Benoit

Hon. Cheryl Viegas-Walker

El Centro

Hon. Kathleen Kelly

Palm Desert

Hon. Rey Santos

Baumont

Hon. Frank Navarro

Colton

Hon. Larry McCallon

Highland

Hon. L. Dennis Michael

Rancho Cucamonga

RCTC

Ventura County

District 21

District 4

Imperial County

Los Angeles County

Orange County

ICTC

OCTA

SBCTA

TCA

VCTC

Air District Representative

District 1

District 2

District 3

District 6

District 7

District 9



Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Randall Putz	<i>Big Bear Lake</i>	District 11
Hon. Fred Minagar	<i>Laguna Niguel</i>	District 12
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Tammy Kim	<i>Irvine</i>	District 14
Hon. Diane Dixon	<i>Newport Beach</i>	District 15
Hon. Phil Bacerra	<i>Santa Ana</i>	District 16
Hon. Leticia Clark	<i>Tustin</i>	District 17
Hon. Kim Nguyen	<i>Garden Grove</i>	District 18
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. Ray Hamada	<i>Bellflower</i>	District 24
Hon. Denise Diaz	<i>South Gate</i>	District 25
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Cindy Allen	<i>Long Beach</i>	District 30
Hon. Steve De Ruse	<i>La Mirada</i>	District 31
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Jorge Marquez	<i>Covina</i>	District 33
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Alex Fisch	<i>Culver City</i>	District 41
Hon. Jess Talamantes	<i>Burbank</i>	District 42
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Lorrie Brown	<i>Ventura</i>	District 47
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Elizabeth Becerra	<i>Victorville</i>	District 65
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. Megan Beaman Jacinto	<i>Coachella</i>	District 66
Hon. Marisela Nava	<i>Perris</i>	District 69
Ms. Lucy Dunn		Business Representative



Members Not Present

Supervisor Hilda Solis
 Supervisor Karen Spiegel
 Supervisor Curt Hagman
 Hon. Zak Schwank
 Hon. Trevor O’Neil
 Hon. Deborah Robertson
 Hon. Rex Richardson
 Hon. Adele Andrade-Stadler
 Hon. Juan Carrillo
 Hon. Claudia Bill-de la Peña
 Hon. Gilbert Cedillo
 Hon. Paul Koretz
 Hon. Paul Krekorian
 Hon. Bob Blumenfield
 Hon. Nury Martinez
 Hon. Monica Rodriguez
 Hon. Marqueece Harris-Dawson
 Hon. Curren D. Price, Jr.
 Hon. Herb J. Wesson, Jr.
 Hon. Mike Bonin
 Hon. John Lee
 Hon. Mitch O’Farrell
 Hon. Kevin de León
 Hon. Joe Buscaino
 Hon. Michael Posey
 Hon. Patricia Lock Dawson
 Hon. Eric Garcetti
 Hon. Andrew Masiel, Sr.

Members Not Present

Temecula
Anaheim
Rialto
Long Beach
Alhambra
Palmdale
Thousand Oaks
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Huntington Beach
Riverside
Los Angeles
Pechanga Dev. Corp.

Members Not Present

Los Angeles County
 Riverside County
 San Bernardino County
 District 5
 District 19
 District 8
 District 29
 District 34
 District 43
 District 46
 District 48
 District 52
 District 49/Public Transit Rep.
 District 50
 District 53
 District 54
 District 55
 District 56
 District 57
 District 58
 District 59
 District 60
 District 61
 District 62
 District 64
 District 68
 Member-at-Large
 Tribal Gov’t Reg’l Planning Brd.

Staff Present

Kome Ajise, Executive Director
 Darin Chidsey, Chief Operating Officer
 Debbie Dillon, Chief Strategy Officer
 Cindy Giraldo, Chief Financial Officer
 Sarah Jepson, Director of Planning
 Carmen Fujimori, Human Resources Director
 Javiera Cartagena, Director of Government and Public Affairs



Julie Shroyer, Chief Information Officer
Michael Houston, Chief Counsel, Director of Legal Services
Jeffery Elder, Deputy Legal Counsel
Ruben Duran, Board Counsel
Maggie Aguilar, Clerk of the Board
Cecilia Pulido, Deputy Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Harnik called the meeting to order at 12:30 p.m. and asked Regional Councilmember Jorge Marquez, Covina, District 33, to lead the Pledge of Allegiance.

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), President Harnik announced the meeting was being held both in person and virtually (telephonically and electronically).

PUBLIC COMMENT PERIOD

President Harnik opened the Public Comment Period and outlined instructions for public comments. She noted this was the time for persons to comment on any matter pertinent to SCAG’s jurisdiction that were not listed on the agenda.

She reminded the public to submit comments via email to ePublicComment@scag.ca.gov. Ruben Duran, Board Counsel, acknowledged there were no written public comments received by email before or after the deadline for items not listed on the agenda.

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

PRESENTATIONS

(Scholarship Committee Winners)

President Harnik reminded the Regional Council that during their meeting last month they approved twelve outstanding high school seniors and community college students in the SCAG region to receive 2022 SCAG Scholarship awards. She indicated that the many of those students had joined this meeting via Zoom. She congratulated the following students: Imperial County - Karen Gonzalez (El Centro); Imperial County - Arianna Venegas (Holtville); Los Angeles County - Eghosasere Asemota (Sylmar/Los Angeles); Los Angeles County - Alex Paolucci (Rolling Hills Estates); Los Angeles County - Alex Yu (Harbor City/Los Angeles); Orange County - Avery Ngo (Santa Ana);

Orange County - Suraj Pai (Mission Viejo); Riverside County - Alondra Munoz (Norco); San Bernardino County - Nicholas Lee (Rancho Cucamonga); San Bernardino County - Drashuna Pilcher (Rancho Cucamonga); Ventura County - Lucy Heine (Simi Valley); and Ventura County - Anushka Shah (Thousand Oaks).

Scholarship Committee Chair Cheryl Viegas-Walker, El Centro District 1, thanked the Scholarship Committee members and Jonathan Hughes.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

ACTION ITEM

1. Findings to Continue Holding Virtual Regional Council and Committee Meetings Under AB 361

President Harnik opened the Public Comment Period.

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

A MOTION was made (Simonoff) to (1) ratify the prior actions of the Executive/Administration Committee taken at its June 1, 2022 meeting relating to findings made pursuant to Government Code Section 54953(e)(3); (2) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the RC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (3) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the RC, EAC and all committees and task forces established by the RC or SCAG's Bylaws, to utilize remote teleconference meetings pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e). Motion was SECONDED (Marquez). The motion passed by the following roll call votes:

AYES: Allen, Bacerra, Barger, Beaman Jacinto, Becerra, Benoit, Boyles, A. Brown, L. Brown, Bucknum, L. Clark, M. Clark, De Ruse, Dixon, Eich, Finlay, Fisch, Gazeley, Goodell, Hamada, Harnik, Henderson, Hernandez, Judge, J. Kalmick, Kelly, Kim, Lorimore, Manos, J. Marquez, R. Marquez, McCallon, McLean, Michael, Minagar, Nava, Nava-Froelich, Navarro, Nguyen, Plancarte, Putz, Ramen, Ramirez, Saleh, Sandoval, Santos, Shapiro, Simonoff, Talamantes, Tye, Viegas-Walker, Wagner, Wapner and Yokoyama (54)

NOES: NONE (0)

ABSTAIN: NONE (0)

2. Policy Development Framework for Connect SoCal 2024

President Harnik opened the Public Comment Period.

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

Kome Ajise, Executive Director, reported that in June 2021, President Lorimore convened a strategic planning session for the EAC and executive staff to establish high-level work goals and priorities for the year. He noted that the resulting EAC Strategic Plan identified elevating and expanding policy leadership as a central measure to advancing the EAC's goals and priorities. He explained that among the tasks assigned to staff to expand policy leadership opportunities was the development of a Policy Development Framework for Connect SoCal. He reported that in March, staff shared the draft Policy Development Framework to the EAC for feedback. Subsequently, in April, SCAG staff presented the draft to each Policy Committee and members provided direction to staff on areas for further discussion. He noted that at this meeting staff would be asking for their final review and approval of the Policy Development Framework to provide a roadmap for staff as they develop agenda outlooks with each of the Policy Committee Chairs for the upcoming year. He further noted that the Policy Development Framework would also serve as a starting point for further discussion at the EAC retreat on establishing additional subcommittees to provide direction on emerging issues and policy priorities identified by the Board since the adoption of Connect SoCal in 2020.

Sarah Jepson, Director of Planning, reported that the Policy Development Framework for 2024 Connect SoCal identifies priority policy issues for deeper discussion and establishes a sub-committee structure for policy education, engagement, and consensus building to guide visionary policy development for the next plan. She noted that the Policy Development Framework includes three major components: 1) the draft, vision and goals for the plan; 2) policy priority areas; and 3) a leadership schedule and outlook for policy development. She explained that the vision statement was intended to capture what they want the region to be. She also indicated the plan had four simplified goals that align around the themes of mobility, communities, environments, and economy and that the goals included sub goals about how they would achieve those. She also provided of an overview of the policy priorities in the plan which include the core vision and key connections. She indicated that the core vision consisted of: System Preservation and Resilience, Sustainable Development, Demand and System Management, Transit Backbone, Complete Streets and Good Movement. Under Key Connections, she noted this included Smart Cities and Job Centers, Housing Supportive Infrastructure, Go Zones, Accelerated Electrification and Shared

Mobility and Mobility as a Service. She also noted that other areas of focus also included Equity, Resilience and Economy. She provided an overview of where these items would be addressed under the Policy Committees. She indicated that other issues they would be looking at as discussed at the EAC included water issues, energy preservation, natural lands, brownfields, and accelerated electrification. She reported that it was also suggested at the EAC that they broaden accelerated electrification to cover hydrogen fuels and to reframe this around clean transportation technologies. She further reported that in addition to the regular standing meetings, the policy framework proposes that they establish three new subcommittees focused on: 1) next generation infrastructure; 2) resilience and conservation; and 3) racial equity and regional planning, also referred to as restorative justice. She explained that the purpose of these subcommittees would be to have more time to dive deeper into the key areas and provide recommendations to the policy committees on how they would address these issues in the plan. She indicated that the subcommittees will be made up of members from each county with participation from invited business or civic leaders and practitioners, and would be launched sometime in August with their work completed by February so that their recommendations can be considered by the policy committees. She concluded indicating that next steps would be to put a survey out to all of the members soliciting their interest in participating in serving on the subcommittees, have discussions with the President and the Executive Officers on establishment of the subcommittees, and preparing the more detailed outlooks for each of them. Lastly, she reported that at the EAC the recommendation was amended to explicitly call out a greater focus on water and to expand the focus from accelerated electrification to also look at more clean transportation technologies.

Regional Council Member Lorrie Brown, Ventura, District 47, suggested a regional effort for a policy initiative to seek funding for streets and sidewalks. Ms. Jepson stated that Connect SoCal lays out a high-level vision with prioritization around complete streets. She further stated that as they prioritize policy initiatives this will guide staffs work to support implementation and drives the way they put together their legislative agenda and how they develop grant programs.

President Harnik stated this was probably something they should discuss at Legislative Committee and should talk about with their representatives.

A MOTION was made (Kelly) to adopt the Policy Development Framework for Connect SoCal 2024 and include the EAC recommendation to explicitly call out a greater focus on water and to expand the focus from accelerated electrification to also look at more clean transportation technologies. Motion was SECONDED (Finlay). The motion passed by the following roll call votes:

AYES: Allen, Bacerra, Barger, Beaman Jacinto, Becerra, Benoit, Boyles, A. Brown, L. Brown, Bucknum, L. Clark, De Ruse, Diaz, Dixon, Eich, Finlay, Fisch, Gazeley, Goodell, Hamada, Harnik, Henderson, Hernandez, Huang, Judge, J. Kalmick, Kelly, Kim, Lorimore, Manos, J. Marquez, R. Marquez, McCallon, McLean, Michael, Minagar,

Nava, Nava-Froelich, Navarro, Nguyen, Plancarte, Putz, Ramen, Ramirez, Sandoval, Santos, Shapiro, Simonoff, Solache, Talamantes, Viegas-Walker, Wagner, Wapner and Yokoyama (54)

NOES: NONE (0)

ABSTAIN: NONE (0)

CONSENT CALENDAR

President Harnik noted there was a request to correct the minutes to reflect attendance at the May 5th Regional Council meeting by Regional Council Members Brian Goodell, OCTA.

President Harnik opened the Public Comment Period.

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

Regional Council Member Ray Marquez, Chino Hills, District 10, reported he was also in attendance at the May 5th Regional Council meeting.

Approval Items

3. Minutes of the Meeting – May 5, 2022
4. Approval for Additional Stipend Payment
5. Proposed Amendments to Regional Council Policy Manual Regarding Stipend and Travel Expenses for Ex Officio Business Representative
6. Authorizing Investment of SCAG’s Funds in the State of California Local Agency Investment Fund
7. Contracts Amendment Greater Than 30% of the Contract's Original Value: Contract No. 17-026-C1, Professional Auditing Services, Amendment No. 9
8. Contracts \$200,000 or Greater: Contract No. 21-048-C01 MRFP 05, Sustainable Communities Program - Curb Space Data Collection & Inventory Study
9. Contracts \$200,000 or Greater: Contract No. 22-033-C01, Program Environmental Impact Report (PEIR)

10. SCAG Memberships and Sponsorships

Receive and File

11. June 2022 State and Federal Legislative Update

12. Connect SoCal 2024 Local Data Exchange Launch

13. 2020 Sustainable Communities Program (SCP) Call for Projects 1-4 Combined Update

14. Housing-Supportive Grant Application Technical Assistance

15. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 - \$74,999

16. CFO Monthly Report

A MOTION was made (Navarro) to approve Consent Calendar Items 3 through 10; Receive and File Items 11 through 16; and the corrected minutes to reflect attendance at the May 5th meeting by Regional Council Members Brian Goodell, OCTA and Ray Marquez, Chino Hills, District 10. Motion was SECONDED (Solache). The motion passed by the following roll call votes:

AYES: Allen, Bacerra, Barger, Beaman Jacinto, Becerra, Benoit, Boyles, A. Brown, L. Brown, Bucknum, L. Clark, De Ruse, Diaz, Dixon, Eich, Finlay, Fisch, Gazeley, Goodell, Hamada, Harnik, Henderson, Huang, Judge, J. Kalmick, Kelly, Kim, Lorimore, Manos, J. Marquez, R. Marquez, McCallon, McLean, Michael, Minagar, Nava, Nava-Froelich, Navarro, Nguyen, Plancarte, Putz, Ramen, Ramirez, Sandoval, Santos, Shapiro, Simonoff, Solache, Talamantes, Viegas-Walker, Wagner, Wapner and Yokoyama (53)

NOES: NONE (0)

ABSTAIN: NONE (0)

President Harnik opened the Public Comment Period for the Business Report, President's Report and Executive Director's Report.

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

INFORMATION ITEMS

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

Ma'Ayn Johnson, Housing Program Manager, provided a report on the state RHNA Audit and SCAG's efforts on RHNA reform. She noted there was a request to the State Auditor from the Joint Legislative Audit Committee last October to review HCD's RHNA regional determination process. She reported that the audit findings were published in March and the findings indicated that HCD made several errors in its regional determination process. Also, the Auditor provided several recommendations to address these errors and inaccuracies in the process. She explained that AB 101 requires HCD to conduct RHNA reform and submit a report with recommendations to the Legislature. She noted that SCAG wants to undertake a RHNA reform process to address a number of issues that were raised during and after the RHNA 6th Cycle, and therefore, staff was proposing to launch a series of meetings with stakeholders and special meetings of CEHD to develop recommendations on RHNA reform.

The staff report in the agenda packet includes a summary of the audit findings and provides detail on the process for developing SCAG's RHNA reform recommendations.

Regional Council Member Bucknum indicated that she had asked at the CEHD Committee meeting if this had any impact on the process they had followed. She stated that she knew that at this time they did not know.

Regional Council Member Huang stated she was part of the group that asked for the audit and was disappointed that the audit only focused on three regions. She stated that as part of the reform they needed to ask for transparency and that SCAG had an opportunity to ask HCD to be clear in their guidelines upfront during the RHNA process.

Regional Councilmember Ray Marquez asked how many housing elements had been approved by HCD and asked about the status on AB 1398 and the four-year requirement. Ms. Johnson acknowledge the questions and stated that 13 housing elements had been approved. With respect to AB 1398, she stated that there was no specified penalty on not meeting the October deadline other than cities would be out of compliance. She also noted that the four-year requirement had been removed and housing elements depending on when they are turned in would be eight years.

Regional Council Member Frank Yokoyama, Cerritos, District 23, stated he agreed with Regional Council Member Huang's comments on transparency by HCD and SCAG's participation.

President Harnik asked who the stakeholders were on the outreach SCAG would be conducting. Ms. Johnson stated she would be working with various Council of Governments to reach out to individual jurisdictions and would also send notifications to the housing RHNA and sub regions email lists.

Regional Council Member Nithya Raman, Los Angeles, District 51, thanked staff for putting the staff report together and thought it was very thorough and offers insight into some of the ways HCD can improve their own analysis.

Regional Council Member Jess Talamantes, Burbank, District 42, asked if the audit would be expanded to other locations. Ms. Johnson stated not for this request and clarified that this audit request was an emergency request through the Legislative Audit Committee.

President Harnik opened the Public Comment Period for the remainder of the administrative items.

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

BUSINESS REPORT

Ms. Lucy Dunn, Business Representative, reported she would be serving as the Chair of the Global Land Use and Economic (GLUE) Council and thanked staff for helping her retool the agenda. She indicated she would report back to the Regional Council on the GLUE Council. She also reported there was a San Francisco based tech company called Pulley which raised \$4.4 million in capital to shorten the construction permitting process from months to days. She also reported that UCI had conducted a study on affordable housing and crime and that there would be a story in the OC Register.

PRESIDENT'S REPORT

President Harnik welcomed the following new Regional Council Members: Margaret Clark, Rosemead, District 32; Denise Diaz, South Gate, District 25; Keith Eich, La Cañada Flintridge, District 36; Jess Talamantes, Burbank, District 42; and Claudia Bill-de la Peña, Thousand Oaks, District 46. She also announced the LCMC Committee appointments as follows: Peggy Huang, TCA Representative, Chair; Jose Luis Solache, Lynwood, District 26, Vice Chair; Cindy Allen, Long Beach, District 30; Claudia Bill-de la Peña, Thousand Oaks, District 46; Lorrie Brown, Ventura, District 47; Margaret Finlay, Duarte, District 35; Alex Fisch, Culver City, District 41; Curt Hagman, San Bernardino County; Patricia Lock Dawson, Riverside, District 68; Clint Lorimore, Eastvale, District 4; Ray Marquez, Chino Hills, District 10; Michael Posey, Huntington Beach, District 64; Deborah Robertson, Rialto, District 8; David J. Shapiro, Calabasas, District 44; Cheryl Viegas-Walker, El Centro, District 1; Donald Wagner, Orange County; and Alan Wapner, SBCTA Representative. She also provided a brief update on the 57th annual Regional Conference & General Assembly and noted that there were approximately 700 regional civic and business leaders in attendance. President Harnik also provided a report on a meeting they had with Senate Transportation Committee Chair Lena Gonzalez (D-Long Beach) to discuss the region's housing and transportation budget priorities,

including the Regional Council's support for an augmentation to the Infill Infrastructure Grant program. She reported on the SwissCal Conference attended by several Regional Council and Policy Committee members earlier this year. She indicated that the virtual conference connected SCAG leadership and professionals with senior Swiss transit experts to learn about Swiss best practices for transit coordination, and how they might be applied to Southern California. She also acknowledged former CEHD Chair Jorge Marquez who was leaving his position as Regional Council Member. Lastly, she noted that the next meeting of the Regional Council was scheduled on July 7, 2022 at 12:30 p.m.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Ajise provided a brief update on the 2020 Sustainable Communities Program (SCP) Call for Projects 1-4 and noted that the staff report in the agenda packet highlighted the equity-centered process and outcomes for the multiple Calls for Applications. He also reported that he joined SANDAG's Hasan Ikharta, Metro's Stephanie Wiggins, and Undersecretary of California's Transportation Agency Eissa Konove, in a panel hosted by the Southern California Leadership Council. The panel underlined the complexities present in our region's transportation system. He also provided an update on the Connect SoCal 2024: Local Data Exchange Launch and noted that on May 23, 2022, SCAG released important pieces of data for local jurisdictions to review as part of the Connect SoCal 2024 development. Lastly, provided an update on the South Coast Air Quality Management District's Notice of Intent to sue U.S. Environmental Protection Agency for failing to act on a previously submitted air plan.

FUTURE AGENDA ITEM/S

There were no future agenda items.

ANNOUNCEMENT/S

Regional Council Member Fred Minagar, Laguna Niguel, District 12, thanked the cities that helped with the fire in his city on May 11. He stated he was grateful to the cities and counties.

ADJOURNMENT

There being no further business, President Lorimore adjourned the Regional Council meeting in at 2:02 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

//



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

To: Executive/Administration Committee (EAC) **EXECUTIVE DIRECTOR'S APPROVAL**
Regional Council (RC)

From: Jenna Hornstock, Deputy Director of Planning, Land Use
(213) 630-1448, hornstock@scag.ca.gov *Kome Ajise*

Subject: Approve Two Regional Council Members' (President and First Vice President) and SCAG One Staff Member's Participation in the Vienna Social Housing Field Study, Sept 11-17, 2022

RECOMMENDED ACTION:

Recommend that the Regional Council approve: 1) the participation of Regional Council President Jan Harnik and 1st Vice President Carmen Ramirez, in accordance with Article VIII, Section F of the Regional Council Policy Manual, and one (1) SCAG staff, Jenna Hornstock, Deputy Director of Planning for Land Use, in accordance with the SCAG Employee Travel Policy, in the Global Policy Leadership Academy's Vienna Social Housing Field Study in Vienna, Austria from September 11 - 17, 2022; and 2) the expenditure of approximately \$27,000 to cover the participant fees and travel expenses which will be allocated from SCAG's General Fund, Project Number 800-0160.01. Per SCAG Travel Policy, foreign travel requires Regional Council approval.

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 was invited to send 3 participants to the inaugural Vienna Social Housing Field Study trip, being organized by the Global Policy Leadership Academy. The study trip will take place in Vienna, Austria and will include comprehensive programming from September 11-17, with travel dates added to the trip on September 10 and 18. The proposed SCAG delegation includes Regional Council President Jan Harnik and 1st Vice President Carmen Ramirez and SCAG's Deputy Director of Planning for Land Use, Jenna Hornstock. The SCAG delegation will join a total of 40 leaders from across the State, including State officials, elected officials from various levels of government, developers, architects and community advocates.

Program participants will learn from and engage with Viennese housing experts to gain firsthand knowledge about the Vienna Social Housing Model, with topics including the Viennese Land Procurement and Urban Renewal Fund, creating permanent affordability, and developer

competitions. The registration fee of \$7,500 per person includes all of the learning, hotel and food accommodations. Additional budget is allocated for flights and ancillary travel expenses, for a total approximate budget of \$27,000, which is budgeted in SCAG's General Fund, Project Number 800-0160.01.

BACKGROUND:

In 2019 SCAG was allocated \$47 million of funding through the Regional Early Action Planning Grant (REAP) to develop programs that accelerate and streamline housing production in the SCAG region. With the new REAP 2.0 program of 2021, SCAG will receive \$246 million to develop additional programs that support infill housing development and affirmatively furthering fair housing among other goals. With this unprecedented funding, SCAG's role and impact in supporting our region meet its housing production goals has grown exponentially.

At its June 1st meeting, the SCAG Executive Administration Committee adopted the REAP 2.0 Program Framework, which is being recommended for approval by the Regional Council at the July 7th meeting. The Framework describes creation of the Housing Supportive Infrastructure Program, which includes developing a technical assistance program to support public agencies with the re-development of publicly owned land into new housing opportunities. This proposed program is in response to the dramatic increase in the SCAG region's 6th cycle RHNA allocation, new State laws around development of publicly owned "surplus lands," and the loss of staff capacity and institutional knowledge at the local government level due to the dissolution of redevelopment in 2011. In the process of researching best practices around development of publicly owned land, SCAG staff learned about the Global Policy Leadership Academy's (GPLA) inaugural Vienna Social Housing Field Study.

About GPLA

The Global Policy Leadership Academy was founded to support established and emerging leaders in forging solutions to intractable global challenges. Their programs offer insights into root causes and adverse impacts, current problem-solving frameworks and best practices, forums for robust cross-sector collaboration and opportunities to apply knowledge and skills to real world challenges. SCAG is currently contracted with GPLA for the REAP 1.0-funded Housing Policy Leadership Academy (HPLA), which involves 8 subregional cohorts of 20-40 leaders attending trainings over a 10-month period. The HPLA also involves 4 regional housing policy forums, of which the first two were held in October 2021 and April 2022, and the third is planned for August 2022. SCAG's HPLA program was acknowledged with an Achievement Award by the National Association of Regional Councils in June 2022.

About the Vienna Social Housing Field Study Trip

Vienna, Austria is considered one of the world's most livable and affordable cities. In the 1920s, the City of Vienna began a pioneering **Social Housing Program** in response to rapid rent escalation,

overcrowding, and widespread housing insecurity that emerged after World War I. One hundred years ago, 10% of Viennese residents were living in squalid conditions. Today, 62% of Vienna's 1.7 million households live in high quality affordable housing, spending a fraction of the cost that the average California household spends on housing. Vienna has been ranked 10 times as the **most livable city in the world**.

GPLA in cooperation with the Vienna International Building Exhibition designed the Field Study program to give California local, regional, and state housing policy leaders a deep understanding of the Vienna Social Housing Program and an opportunity to learn how Vienna came to be one of the most livable cities in the world, and in particular to give insight into best practices in affordable, mixed-income housing.

The Vienna Social Housing Field Study takes a deep dive into Vienna's Social Housing Model to understand the forces that shape Vienna's unique approach to housing, and to evaluate how Vienna's model compares to and can help scale production for California's affordable housing system. Participants will learn from and engage with Viennese housing experts to gain firsthand knowledge about the housing ecosystem in Vienna from urban design, construction, financing, land management and subsidies to newer strategies for environmental sustainability and climate resilience. Participants will learn about Vienna's policy of "Social Mixing" which promotes inclusion through mixed income communities. The program will take a close look at Vienna's response to the growing need for deeper affordability and housing options for diverse populations, including young adults 20-30, single parents, seniors, newly arrived refugees and people experiencing homelessness. The Field Study Program includes:

- Daily lectures, symposia, gatherings, exhibits, and field trips
- Curriculum topics such as:
 - History of Social Housing in Vienna, 1917 – 2022
 - Urban Planning and Urban Design
 - Vienna Land Procurement and Urban Renewal Fund
 - Creating Permanent Affordability for All
 - Developer Competitions
 - Housing Subsidies in Vienna
 - Creating a Walkable and Bikeable City

Beyond SCAG's three allotted spots, participants will include senior officials at the state, regional and local levels, in particular those working on housing policy, as well as affordable housing developers, financing entities, urban planners, housing advocates and philanthropy.

Participation in the Field Study tour aligns with SCAG's work in developing the REAP 2.0 program application as well as the Housing Supportive Infrastructure Program identified as a Key Connection in the adopted 2020 Connect SoCal Plan. Further, the models and concepts in the Field Study

program align with regular feedback from members of the Community, Economic and Human Development committee regarding the desire to create mixed-income communities to meet RHNA housing production goals. The SCAG delegation will extract lessons on innovative and scalable solutions to development of publicly owned land and will incorporate those lessons into proposed program guidelines for the Surplus Land technical assistance program to be funded with SCAG's REAP 2.0 funding. Participation in the Field Study will also further SCAG's growing prominence in State level discussions on housing policy and production.

SCAG staff is seeking approval for the participation of Regional Council President Jan Harnik, First Vice President Carmen Ramirez and SCAG's Deputy Director of Planning for Land Use, Jenna Hornstock. The cost of the Field Study trip is \$7,500 per person. The price includes instruction, 6 nights at the Intercontinental Hotel in Vienna, ground transportation, and meals. Airfare is not included, and proposed budget of \$27,000 includes an estimated \$1,500 per person for airfare, parking and incidentals, all subject to SCAG's allowable travel expense rates and requirements. Funding will be allocated from SCAG's General Fund, Project Number 800-0160.01. Per SCAG Travel Policy, foreign travel requires Regional Council approval.

For more information regarding the Vienna Social Housing Field Study, please follow these links:
[Vienna Social Housing Academy – GPLA](#)

FISCAL IMPACT:

The proposed expenditure of up to \$27,000 will be allocated from the General Fund, Project Number 800-0160.01



AGENDA ITEM 6
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Contracts \$200,000 or Greater: Contract No. 21-047-MRFP- 24, Palmdale
Housing Project

RECOMMENDED ACTION:

Approve Contract No. 21-047-MRFP-24 in an amount not to exceed \$557,773 with LeSar Development Consultants to provide planning and development assistance to the City of Palmdale to facilitate shovel ready development of 13 acres of surplus land owned by the City and the local school district into an affordable workforce housing "Project Site." Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The goal of this project is to provide planning and development assistance to the City of Palmdale to facilitate shovel ready development of 13 acres of surplus land owned by the city and the local school district into affordable workforce housing. The consultant shall support the acceleration of housing production, identify community housing needs, conduct environmental study, and analyze market viability. This contract is funded with Regional Early Action Plan (REAP) funds, exceeds \$500,000 and was procured outside of On-Call Services (OCS) Bench (after attempting to procure from it), therefore in accordance with Agenda Item No. 6, on the April 1, 2021, Regional Council (RC) Agenda, it requires the RC's Approval.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
LeSar Development	The consultant shall provide planning assistance for the City of Palmdale, develop a	\$557,773



Consultants
(21-047-MRFP-
24)

financing plan, housing feasibility study, initial study, transportation memorandum, public outreach materials, and facilitate public workshops to accelerate housing production.

FISCAL IMPACT:

Funding of \$557,773 is available in the FY 2022-23 Overall Work Program (OWP) in Project Number 300-4887Y0.01.

ATTACHMENT(S):

1. Contract Summary 21-047-MRFP-24
2. Contract Summary 21-047-MRFP-24 COI

CONSULTANT CONTRACT NO. 21-047- MRFP-24

Recommended Consultant: LeSar Development Consultants

Background & Scope of Work: The goal of this project is to provide planning and development assistance to the City of Palmdale to facilitate shovel ready development of 13 acres of surplus land owned by the City and the local school district into affordable workforce housing "Project Site". The Project Site is currently designated Single-Family Residential (minimum lot size of 7,000 square feet) and the anticipated development will likely require both a General Plan Amendment and Zone Change. While this portion of the project should be noted within the environmental document, the City of Palmdale anticipates taking the lead on processing both the General Plan Amendment and Zone Change, as needed. In addition, as part of the development assistance effort, the City of Palmdale needs a feasibility analysis performed, initial environmental study completed along with the appropriate environmental studies, and basic entitlement plans prepared in order to advance the development project. The project is intended to accelerate housing production by identifying community housing needs and analyzing market viability.

Consultant shall be responsible for project management, conducting financial and housing feasibility analysis, entitlement level plans, initial study, and public outreach.

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

- Financing plan and financial feasibility analysis;
- Project description for use with initial study;
- Transportation Memorandum;
- Public workshops; and
- Presentation materials for Planning Commission.

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

Contract Amount:

Total not to exceed	\$557,773
LeSar Development Consultants (Prime Consultant)	\$243,593
Arellano & Associates (Subconsultant)	\$74,340
Fehr & Peers (Subconsultant)	\$13,340
Kimley Horn & Associates, Inc. (Subconsultant)	\$106,997
Rincon Consultants Inc. (Subconsultant)	\$34,047
Van Meter Williams Pollack LLP (Subconsultant)	\$85,456

Contract Period: Notice to Proceed through June 30, 2023.

Project Number(s): 300-4887.01 \$557,773
Funding source: Regional Early Action Planning (REAP) Grants AB 101

Funding of \$557,773 is available in the FY 2022-23 Overall Work Program (OWP) in Project Number 300-4887Y0.01.

Attachment: Contract Summary 21-047-MRFP-24 (Contracts \$200,000 or Greater: Contract No. 21-047-MRFP-24, Palmdale Housing Project)

Request for Proposal (RFP):

SCAG staff notified 4,150 firms of the release of RFP No. 21-047-MRFP-24 via SCAG's Solicitation Management System. A total of 55 firms downloaded the RFP. SCAG received the following one (1) proposal in response to the solicitation:

LeSar Development Consultants

\$557,773

- Arellano & Associates (subconsultant)
- Fehr & Peers (subconsultant)
- Kimley Horn & Associates, Inc. (subconsultant)
- Rincon Consultant's Inc. (subconsultant)
- Van Meter Williams Pollack LLP (subconsultant)

After receiving only one (1) proposal, staff surveyed 55 firms that downloaded the RFP to determine why each did not submit a proposal. One (1) firm responded to staff's inquiry, which disclosed the main reason this firm did not propose was due to personal emergency. Note staff advertised the RFP for the normal four (4) week period and issued Addendum extending due date by one (1) week. Staff believes that resoliciting for a third time was not likely to yield a different result and needed to maintain the project's schedule and therefore proceed to evaluate the one (1) offer.

Basis for Selection:

The PRC recommended LeSar Development Consultants, for the task order award because the Consultant:

- Demonstrated excellent experience working in the SCAG region and bring skills in Environmental and CEQA related analysis, transit-oriented development housing policy and financing of affordable housing new construction, rehabilitation projects, and entitlements;
- Demonstrated knowledge of City of Palmdale planning policies and how they relate the project; and
- Demonstrated capacity to complete the work by providing a clear division of labor among key project staff including assignment of tasks to key staff members

**Conflict of Interest (COI) Form - Attachment
For July 7, 2022 Regional Council Approval**

Approve Contract No. 21-047-MRFP-24 in an amount not to exceed \$557,773 with LeSar Development Consultants to provide planning and development assistance to the City of Palmdale to facilitate shovel ready development of 13 acres of surplus land owned by the City and the local school district into an affordable workforce housing "Project Site." Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
LeSar Development Consultants (prime consultant)	No - form attached
Arellano & Associates (subconsultant)	No - form attached
Fehr & Peers (subconsultant)	No - form attached
Kimley Horn & Associates, Inc. (subconsultant)	No - form attached
Rincon Consultants, Inc. (subconsultant)	No - form attached
Van Meter Williams Pollack LLP (subconsultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: LeSar Development Consultants
Name of Preparer: Alison Marczuk
Project Title: Palmdale Housing Project
RFP Number: No. 21-047-MRFP 24, 2-B (HSD) **Date Submitted:** 2/7/2022

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

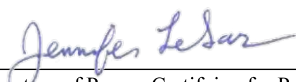
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Jennifer LeSar, hereby declare that I am the (position or title) President and CEO of (firm name) LeSar Development Consultants, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 2/7/2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 _____ 2/7/2022
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Van Meter Williams Pollack, LLP
Name of Preparer: Rick Williams
Project Title: Palmdale Housing Project
RFP Number: No. 21-047-MRFP-24, 2-B (HSD) **Date Submitted:** 2/2/22

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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


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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Rick Williams, hereby declare that I am the (position or title) Founder, Architect / Urban Design, of (firm name) Van Meter Williams Pollack, LLP, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 2/2/22 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


2/2/22

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

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Fehr & Peers
Name of Preparer: Sarah Brandenburg
Project Title: SCAG- Palmdale Affordable Housing Project
RFP Number: 21-047-MRFP-24 2-B (HSD) Date Submitted: 1/28/2022

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
<hr/>	<hr/>
<hr/>	<hr/>
<hr/>	<hr/>
<hr/>	<hr/>

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

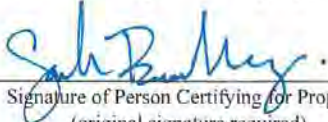
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Sarah Brandenburg, hereby declare that I am the (position or title) Principal of (firm name) Fehr & Peers, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 1/28/2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 _____ 1/28/2022
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Kimley-Horn and Associates, Inc.
Name of Preparer: Alyssa S. Phaneuf, Vice President
Project Title: 2-B (HSD) - Palmdale Housing Project
RFP Number: 21-047-MRFP 24 **Date Submitted:** January 25, 2022

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

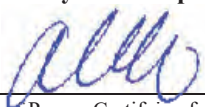
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Alyssa S. Phaneuf, hereby declare that I am the (position or title) Vice President of (firm name) Kimley-Horn and Associates, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 1/25/2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 _____ January 25, 2022
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Rincon Consultants, Inc.
Name of Preparer: Deanna Hansen
Project Title: SCAG Palmdale Housing Project REAP Program
RFP Number: 21-047-MRFP 24, 2-B (HSD) **Date Submitted:** January 28, 2022

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Deanna Hansen, hereby declare that I am the (position or title) Vice-President of (firm name) Rincon Consultants, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated January 28, 2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


January 28, 2022

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

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Arellano Associates
Name of Preparer: Genoveva L. Arellano
Project Title: Palmdale Housing Project.
RFP Number: 21-047-MRFP 24, 2-B (HSD) **Date Submitted:** 2/4/2022

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Genoveva L. Arellano, hereby declare that I am the (position or title) Principal of (firm name) Arellano Associates, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 1/28/2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 _____ 1/28/2022
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

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



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Contracts \$200,000 or Greater: Contract No. 21-047-MRFP-29, Objective
Development Standards Bundle (Non-Los Angeles County)

RECOMMENDED ACTION:

Approve Contract No. 21-048-MRFP-29 in an amount not to exceed \$638,400 with Crandall and Arambula to assist staff with an electric vehicle charging station study for the Cities of Coachella, Grand Terrace, Newport Beach, and Westminster. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

This project will assist the cities revise and adopt Objective Development Standards (ODS), implement Housing Community Development (HCD) prohousing guidelines, policies, and programs, revise and adopt housing supportive parking policies and programs. This contract is funded with Regional Early Action Plan (REAP) funds, exceeds \$500,000 and was procured outside of On-Call Services (OCS) Bench (after attempting to procure from it), therefore in accordance with Agenda Item No. 6, on the April 1, 2021, Regional Council (RC) Agenda, it requires the RC's Approval.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Crandall and Arambula (21-047-MRFP 29)	The consultant shall provide planning assistance for four (4) jurisdictional cities to revise and adopt Objective Development Standards (ODS), implement Housing	\$638,400



Community Development (HCD) prohousing guidelines, policies, and programs, revise, and adopt housing supportive parking policies and programs.

FISCAL IMPACT:

Funding of \$638,400 is available in the FY 2022-23 Overall Work Program (OWP) in Project Number 300-4887Y0.01.

ATTACHMENT(S):

1. Contract Summary 21-047-MRFP-29
2. Contract Summary 21-047-MRFP-29 COI

CONSULTANT CONTRACT NO. 21-047-MRFP-29

Recommended Consultant: Crandall and Arambula

Background & Scope of Work: This Regional Early Action Planning (REAP) project is to provide planning assistance for the following cities: Coachella, Grand Terrace, Newport Beach, and Westminster. Specifically, this project will assist jurisdictions of the cities with revising and adopting Objective Development Standards (ODS), implement Housing Community Development (HCD) prohousing guidelines, policies, and programs, revise, and adopt housing supportive parking policies and programs.

The Consultant shall develop and implement object development standards to streamline housing permitting and production, reducing costs through faster permitting and introducing certainty in local design and development standards.

Project's Benefits & Key Deliverables: The project's benefits and key deliverables include, but are not limited to:
1. Development and Permit Fee Online Calculator; and
2. Public Outreach, Presentations, and Communication.

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

Contract Amount: **Total not to exceed** **\$638,400**
CRANDALL AND ARAMBULA (prime consultant)

Contract Period: Notice to Proceed through June 30, 2023

Project Number(s): 300-4887Y0.01 \$638,400
Funding source(s): Regional Early Action Planning (REAP) Grant AB101 Funds

Funding of \$638,400 is available in the FY 2022-23 Overall Work Program (OWP) in Project Number 300-4887Y0.01.

Request for Proposal (RFP): SCAG staff notified 4,012 firms on the bench of the release of RFP 21-047-MRFP 29 via SCAG's Solicitation Management System website. A total of 40 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

Crandall And Arambula (no subconsultants)	\$638,400
Woodsong & Associates (6 subconsultants)	\$641,500

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

The PRC consisted of the following individuals:

Grieg Asher, Project Manager II, SCAG

Jaime Murillo, Sr. Planner, City of Newport Beach
Alice Tieu, Associate Planner, City of Westminster
Gabriel Perez, Development Services Director, City of Coachella

Basis for Selection:

The PRC recommended Crandall and Arambula for the contract award because the consultant:

- Demonstrated the best understanding of various challenges of updating Objective Development Standards policy, code, and practice;
 - Has the best direct experience supporting and developing housing policy in Southern California, which provides an intimate understanding of pain points and best practices during permitting and construction processes;
 - Demonstrated the best experience in stakeholder outreach;
 - Clearly presented the best need for SCAG's multi-disciplinary experts by proposing a project team specializing in planning, zoning, policy, affordable housing, economics, and equitable, inclusive community outreach and capacity building; and
- Proposed the lowest price and the highest number of labor hours.

**Conflict of Interest (COI) Form - Attachment
For July 7, 2022 Regional Council Approval**

Approve Contract No. 21-048-MRFP-29 in an amount not to exceed \$638,400 with Crandall and Arambula to assist staff with an electric vehicle charging station study for the Cities of Coachella, Grand Terrace, Newport Beach, and Westminster. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

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

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 21-047-MRFP 29, 3-A2 (HSD)

SECTION I: INSTRUCTIONS

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

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "Doing Business with SCAG," whereas the SCAG staff and Regional Council members lists can be found under "About SCAG."

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: Crandall Arambula

Name of Preparer: Don Arambula

Project Title: Objective Development Standards Bundle (Non-Los Angeles County),

Date Submitted: 2/25/2022

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Don Arambula, hereby declare that I am the (position or title) Principal of (firm name) Crandall Arambula, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 2/25/2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



2/25/2022

Signature of Person Certifying for Proposer
(original signature required)

Date

NOTICE

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



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Contracts \$200,000 or Greater: Contract No. 22-034-C01, Los Angeles
Department of Transportation (LADOT) Wilshire Center/Koreatown
Network Visioning & Quick Build Implementation

RECOMMENDED ACTION:

Approve Contract No. 22-034-C01 in an amount not to exceed \$1,099,699, with KOA Corporation, to assist with developing the LADOT Wilshire Center Active Transportation Network Visioning and Quick Build Implementation in the Wilshire Center/Koreatown neighborhoods of Central Los Angeles. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The consultant shall assist with developing the LADOT Wilshire Center Active Transportation Network Visioning and Quick Build Implementation that will deliver safe, connected neighborhood streets for walking, cycling, and rolling in the Wilshire Center/Koreatown neighborhoods of Central Los Angeles.

STRATEGIC PLAN:

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

BACKGROUND:

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



<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
KOA Corporation (22-034-C01)	The consultant shall assist with developing the LADOT Wilshire Center Active Transportation Network Visioning and Quick Build Implementation in the Wilshire Center/Koreatown neighborhoods of Central Los Angeles.	\$1,099,699

FISCAL IMPACT:

Funding of \$456,057 is available in the FY 2022-23 OWP budget in Project Number 275-4892X7.02, and the remaining funding is expected to be available in FY 2023-24 and FY 2024-25 OWP, subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 22-034-C01
2. Contract Summary 22-034-C01 COI

CONSULTANT CONTRACT NO. 22-034-C01

Recommended Consultant:

KOA Corporation

Background & Scope of Work:

The consultant shall assist with developing the Los Angeles Department of Transportation (LADOT) Wilshire Center Active Transportation Network Visioning and Quick Build Implementation that will deliver safe, connected neighborhood streets for walking, cycling, and rolling in the Wilshire Center/Koreatown neighborhoods of Central Los Angeles. The project is intended to remove barriers to active travel, address critical safety needs, and connect destinations within the project area, which is defined by 4th Street, Pico Boulevard, Vermont Avenue and Western Avenue. The project will implement improvements to address gaps in an active transportation network that serves multiple LADOT Safe Routes to School (SRTS) Top 50 schools, representing the highest need areas in the City of Los Angeles. By co-powering historically-excluded groups through inclusive programming, collaborative plan development and rapid implementation, the project prioritizes authentic engagement.

This project supports the goals outlined in the adopted 2020 Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Active Transportation Technical Report. This project supports regional planning by advancing active transportation in local jurisdictions, supporting equitable public engagement, reducing motorized VMT and aims to reduce local and regional GHG emissions.

In addition, the consultant shall implement one *Go Human* event. *Go Human* events provide an opportunity to educate and engage residents and stakeholders on active transportation safety and encouragement and showcase innovative design treatments that are catalytic in maximizing walking and biking in the community. The *Go Human* event will help maximize opportunities for public input and build excitement around the project.

Project's Benefits & Key Deliverables:

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

- Completing a high priority, high-value section of the network through Quick Build installation that safely connects to existing and planned bicycle network facilities on 4th Street, 7th Street and 11th Street, actualizing the vision of the Mobility Plan 2035;
- Planning and implementing safe connections between the SRTS Top 50 schools;
- Improving access to transit in the project area with first/last mile connections identified and prioritized by the community, measured by plan connectivity to transit stops and qualitative survey data;
- Improving access to regional job centers and economic opportunities;
- Collecting data to further develop existing Level of Traffic Stress (LTS) analysis and database; and

- Preparing highly competitive, application-ready plans for Caltrans Active Transportation Program (ATP), Sustainable Growth Council grants, and other funding programs.

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

Contract Amount:	Total not to exceed	\$1,099,699
	KOA (prime consultant)	\$751,888
	Toole Design Group, LLC (subconsultant)	\$135,524
	Nelson\Nygaard Consulting Associates, Inc. (subconsultant)	\$101,054
	Here Design Studio, LLC dba Here LA (subconsultant)	\$66,212
	Leslie Scott Consulting (subconsultant)	\$45,021

Contract Period: Notice to Proceed through June 30, 2025

Project Number(s): 275-4892X7.02 \$456,057

Funding source(s): Sustainable Communities Program ATP Cycle 5 Plans

Funding of \$456,057 is available in the FY 2022-23 OWP budget in Project Number 275-4892X7.02, and the remaining funding is expected to be available in FY 2023-24, and FY 2024-25 OWP, subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 3,315 firms of the release of RFP 22-034 via SCAG’s Solicitation Management System website. A total of 92 firms downloaded the RFP. SCAG received the following five (5) proposals in response to the solicitation:

KOA Corporation (4 subconsultants)

Alta Planning + Design, Inc. (1 subconsultant)

Buro Happold Consulting Engineers, Inc. (5 subconsultants)

Mark Thomas & Company, Inc. (3 subconsultants)

Sam Schwartz Engineering, DPC (5 subconsultants)

Note: This solicitation was conducted as an Architectural and Engineering (A&E) procurement and therefore as required by law each offeror was evaluated based on qualifications and not cost. The Proposal Review Committee ranked KOA as the highest (most qualified) proposer and the other three (3) offeror’s cost proposals were kept sealed.

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) highest ranked offerors.

The PRC consisted of the following individuals:

Dorothy Le Suchkova, Senior Regional Planner (Project Manager), SCAG
Margot Ocañas, Safe Routes to School Director, City of Los Angeles
Clare Eberle, Acting Supervising Transportation Planner, City of Los Angeles

Basis for Selection:

The PRC recommended KOA Corporation for the contract award because the consultant:

- Demonstrated the best qualifications, particularly regarding construction, engineering, planning and in-depth community engagement expertise;
- Demonstrated the best understanding of the project, specifically the connection between the project scope and setting it up on the queue for the ATP funding cycle. They also provided the most thorough assessment of the context of the project area, and the need for more creative approaches to traditional engagement;
- Provided the best technical approach, for example their use of many analytic value-add tools like Urban Footprint, Safe Streets Priority Finder, and Bicycle Network Analysis; strategic art-based touchpoints; and
- Provided the most realistic timeframe for the level of effort proposed, specifically a very comprehensive schedule and realistic assessment of timing, with flexibility, for key deliverables.

**Conflict of Interest (COI) Form - Attachment
For July 7, 2022 Regional Council Approval**

Approve Contract No. 22-034-C01 in an amount not-to-exceed \$1,099,699, with KOA Corporation, to assist with developing the LADOT Wilshire Center Active Transportation Network Visioning and Quick Build Implementation in the Wilshire Center/Koreatown neighborhoods of Central Los Angeles. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
KOA Corporation (prime consultant)	No - form attached
Toole Design Group, LLC (subconsultant)	Yes - form attached
Nelson\Nygaard Consulting Associates, Inc. (subconsultant)	No – form attached
Here Design Studio, LLC dba Here LA (subconsultant)	No – form attached
Leslie Scott Consulting	No – form attached

SCAG CONFLICT OF INTEREST FORM

RFP No. 22-034

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: KOA Corporation
Name of Preparer: Joel Falter
Project Title: LADOT Wilshire Center/Koreatown Network Visioning & Quick-Build Implementation
RFP Number: 22-034 **Date Submitted:** February 7, 2022

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Joel Falter, hereby declare that I am the (position or title) Principal of (firm name) KOA Corporation, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated February 7, 2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

Joel Falter
 Digitally signed by Joel Falter
Date: 2022.02.02 13:44:39 -08'00'
 Signature of Person Certifying for Proposer
 (original signature required)

February 7, 2022
 Date

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 22-034

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Toole Design Group, LLC
Name of Preparer: Sonia Sanchez
Project Title: Los Angeles Department of Transportation (LADOT) Wilshire Center/Koreatown Network Visioning & Quick Build Implementation
RFP Number: RFP No. 22-034 **Date Submitted:** January 24, 2022

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Date	Dollar Value
Hon. Mike Bonin	2017	\$100
Hon. Eric Garcetti	2017	\$200

*a hired manager of a local office made these contributions prior to employment at Toole Design, this person is no longer employed at Toole Design.

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Roswell Eldridge, hereby declare that I am the (position or title) Executive Vice President | Chief Operating Officer of (firm name) Toole Design Group, LLC, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated January 24, 2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



Signature of Person Certifying for Proposer
(original signature required)

January 24, 2022

Date

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 22-034

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Leslie Scott Consulting
Name of Preparer: Leslie Scott
Project Title: LADOT Wilshire Center/Koreatown Network Visioning & Quick Build Implementation
RFP Number: RFP 22-034 Date Submitted: January 26, 2022

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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


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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Leslie Scott, hereby declare that I am the (position or title) Principal Consultant of (firm name) Leslie Scott Consulting, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated January 26, 2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

 _____ Signature of Person Certifying for Proposer (original signature required)	_____ January 26, 2022 _____ Date
--	--

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 22-034

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Nelson\Nygaard Consulting Associates, Inc.
Name of Preparer: Jennifer Wieland, Managing Director
Project Title: LADOT Wilshire Center/Koreatown Network Visioning & Quick Build Implementation
RFP Number: No. 22-034 **Date Submitted:** February 7, 2022

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Jennifer Wieland, **hereby declare that I am the (position or title)** Managing Director **of (firm name)** Nelson\Nygaard Consulting Associates, Inc., **and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated January 26, 2022 **is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.****

Jennifer Wieland

Signature of Person Certifying for Proposer
(original signature required)

January 26, 2022

Date

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 22-034

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Here Design Studio, LLC (Here LA)
Name of Preparer: Shannon Davis
Project Title: Co-Director
RFP Number: 22-034 **Date Submitted:** 1/27/2022

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Shannon Davis, hereby declare that I am the (position or title) Co-Director of (firm name) Here Design Studio, LLC (Here LA) and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 1/27/2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



1/27/2022

Signature of Person Certifying for Proposer
(original signature required)

Date

NOTICE

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



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Contracts \$200,000 or Greater: Contract No. 22-042-C01, SCP Call 3 -
GoSGV Engagement & Evaluation

RECOMMENDED ACTION:

Approve Contract No. 22-042-C01 in an amount not to exceed \$346,204 (subject to final negotiation) with Alta Planning + Design, Inc., to analyze program data collected to evaluate and quantify vehicle-miles-traveled (VMT) reductions. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration. 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

EXECUTIVE SUMMARY:

The Consultant in coordination with SCAG, SGVCOG, and GoSGV Program partners, will analyze Program data collected to evaluate and quantify vehicle-miles-traveled (VMT) reduction. The Project shall also produce recommendations to maximize GoSGV adoption and VMT/GHG reductions.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Alta Planning +Design, Inc. (22-042-C01)	The Consultant, in coordination with SCAG, SGVCOG, and GoSGV Program partners, will analyze Program data collected to evaluate and quantify vehicle-miles-traveled (VMT)	\$346,204

reductions. To the extent that such data is available, the Consultant will also evaluate aggregated location-based data to identify opportunities for Program and/or bike infrastructure expansion. To serve disadvantaged communities, the Consultant, in coordination with SGVCOG, will develop and implement innovative community engagement campaigns geared towards local residents. The Project shall also produce recommendations to maximize GoSGV adoption and VMT/GHG reductions.

FISCAL IMPACT:

Funding of \$346,204 is available in the FY 2022-23 OWP budget in Project Number 275-4895.02 and unspent amount in the FY 2022-23 is anticipated to be carried over to FY 2023-24 OWP budget in Project Number 275-4895.02 subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 22-042-C01
2. Contract Summary 22-042-C01 COI

CONSULTANT CONTRACT NO. 22-042-C01

Recommended Consultant:

Alta Planning + Design, Inc.

Background & Scope of Work:

With funding from Caltrans’ Active Transportation Program-Greenhouse Gas Reduction Fund (ATP-GGRF), the San Gabriel Valley Council of Governments (SGVCOG) is launching the GoSGV Regional E-Bike Share Program (“**Program**”) in early 2022, which will allow San Gabriel Valley residents to rent e-bikes for extended periods of time and provide an additional low-emissions transportation option for residents.

In the proposed SCAG Project (“**GoSGV Engagement & Evaluation Project**”), the Consultant, in coordination with SCAG, SGVCOG, and GoSGV Program partners, will analyze Program data collected to evaluate and quantify vehicle-miles-traveled (VMT) reductions. To the extent that such data is available, the Consultant will also evaluate aggregated location-based data to identify opportunities for Program and/or bike infrastructure expansion. To serve disadvantaged communities, the Consultant, in coordination with SGVCOG, will develop and implement innovative community engagement campaigns geared towards local residents. The Project shall also produce recommendations to maximize GoSGV adoption and VMT/GHG reductions.

Project’s Benefits & Key Deliverables:

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

- The GoSGV Engagement & Evaluation Project will study the ways in which the SGVCOG – and, by extension, other local governments in the SCAG Region – can promote the use of active modes through the design and implementation of local bikeshare programs, which expand private access to shared e-bikes and scooters using smartphone-based technology, and which can also serve to reduce VMT, greenhouse gas (GHG) emissions, and vehicle traffic throughout the SCAG region;
- Trips made by shared e-bikes would contribute to regional and statewide air quality goals, while increasing the mobility of San Gabriel Valley residents and offering sustainable first-/last-mile connections to transit; and
- Through community-centered engagement and evaluation, this Project will maximize the chances of successful GoSGV implementation, identify best practices and recommend improvements to the program.

Strategic Plan:

This item supports the following SCAG Strategic Plan Goals:

Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians;

Goal 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration; and

Goal 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

Contract Amount:

Total not to exceed	\$346,204
Alta Planning + Design, Inc. (prime consultant)	\$296,080
Day One (subconsultant)	\$50,123

Contract Period: Notice to Proceed through February 28, 2024

Project Number(s): 275-4895UB.02 \$306,494.40
275-4895E.02 \$39,709.60

Funding source(s): FY23 SB1 Sustainable Communities (SC) Formula and Transportation Development Act (TDA).

Funding of \$346,204 is available in the FY 2022-23 OWP budget in Project Number 275-4895.02, and unspent amount in the FY 2022-23 is anticipated to be carried over to FY 2023-24 OWP budget in Project Number 275-4895.02, subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 1935 firms of the release of RFP 22-042-C01 via SCAG’s Solicitation Management System website, PlanetBids. A total of 36 firms downloaded the RFP. SCAG received the following proposal in response to the solicitation:

Alta Planning + Design, Inc. (1 subconsultant) \$346,204

After receiving only one proposal, staff surveyed 36 firms that downloaded the RFP to determine why each did not submit a proposal. 4 firms responded to staff’s inquiry, which disclosed the main reason these firms did not respond was they did not have enough time to submit proposal and did not have the required expertise. Note staff advertised the RFP for a six (6) week period. The normal period is four (4) weeks. Staff requested and received Caltrans authorization to proceed evaluating the single offer received.

Selection Process: The Proposal Review Committee (PRC) evaluated the proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations.

The PRC consisted of the following individuals:

- Jeremy Marks (Project Manager), Junior Planner, SCAG
- Marisa Laderach, Senior Regional Planner, SCAG
- Caitlin Sims, Principal Management Analyst, SGVCOG
- Katie Ward, Senior Management Analyst, SGVCOG

Basis for Selection: The Proposal Review Committee (PRC) evaluated the proposal in accordance with the criteria set forth in the request for offer. Staff also conducted the selection process in a manner consistent with all applicable federal and state contracting regulations, including receiving Caltrans District 7’s approval of evaluating the single offer received, given they are responsible for administer the funding for this project.

The PRC recommended Alta Planning + Design for the contract award because the consultant:

- Clearly described approaches for completing envisioned project tasks, and demonstrated a solid understanding of the project’s intent;

- Proposed innovative and creative approaches to data collection and analysis, as well as community/public engagement activities, and goes above and beyond what was included in the SOW (e.g., proposes a “Level of Traffic Stress Analysis” to study quality of the existing bikeway network in the GoSGV program area);
- Demonstrated that both prime and sub have relevant experience implementing projects of similar size and scope as the “GoSGV Engagement & Evaluation” project, both in and around the GoSGV program area, with the prime consultant carrying ample experience in bike share planning/evaluation and sub consultant carrying substantial experience relating to engaging local community groups in the San Gabriel Valley;
- Provided clear technical approach for performing program-level assessments of the GoSGV program, including analyses of “GPS breadcrumb” data, wherein consultant would use available GPS data and software tools to produce a temporal view of travel patterns by GoSGV users, which can subsequently be used to inform engagement, programmatic recommendations, and performance monitoring activities; and
- Proposed realistic project costs to perform all the scope of work, which are attainable using available project resources and are in line with SCAG’s independent cost estimate. Proposed project management methods and plans are detailed, and align with the project needs described in SCAG PM’s scope of work.

**Conflict of Interest (COI) Form - Attachment
For July 7, 2022 Regional Council Approval**

Approve Contract No. 22-042-C01 in an amount not to exceed \$346,204 (subject to final negotiation) with Alta Planning + Design, Inc., to analyze program data collected to evaluate and quantify vehicle-miles-traveled (VMT) reductions. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Alta Planning + Design, Inc. (prime consultant)	No - form attached
Day One(subconsultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No. 22-042

RFP No./Contract No. No. 22-042

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Alta Planning + Design, Inc.

Name of Preparer: Emily Duchon

Project Title: SCP Call 3 - GoSGV Engagement & Evaluation

RFP Number: No. 22-042 Date Submitted: 4/1/2022

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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


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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Emily Duchon, **hereby declare that I am the (position or title)** Principal, Authorized to Bind the Firm **of (firm name)** Alta Planning + Design, Inc., **and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 3/29/3022 **is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.****

 _____ Signature of Person Certifying for Proposer (original signature required)	_____ 3/29/3022 Date
--	----------------------------

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 22-042

RFP No./Contract No. _____

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Day One Inc.

Name of Preparer: Christy Zamani

Project Title: Riding For Fun

RFP Number: RR21 Date Submitted: 03/22/2022

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Christy Zamani, hereby declare that I am the (position or title) Executive Director of (firm name) Day One Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 03/22/2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

<u>Christy Zamani</u> Signature of Person Certifying for Proposer (original signature required)	<u>March 22, 2022</u> Date
---	-------------------------------

NOTICE

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



AGENDA ITEM 10
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Contracts \$200,000 or Greater: Contract No. 22-050-C01, City of Banning
Comprehensive Active Transportation Plan & City of Lynwood Safe Routes
to School Plan

RECOMMENDED ACTION:

Approve Contract No. 22-050-C01 in an amount not-to-exceed \$448,056, with KTU&A, to develop one comprehensive Active Transportation Plan (ATP) for the City of Banning and a comprehensive Safe Routes to School (SRTS) Plan for the City of Lynwood. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The consultant shall develop a comprehensive Active Transportation Plan (ATP) for the City of Banning and a comprehensive Safe Routes to School (SRTS) Plan for the City of Lynwood.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
KTU&A (22-050-C01)	The consultant shall develop a comprehensive Active Transportation Plan (ATP) for the City of Banning and a comprehensive Safe Routes to School (SRTS) Plan for the City of Lynwood.	\$448,056



FISCAL IMPACT:

Funding of \$448,056 is available in the FY 2022-23 OWP budget in Project Number 275-4892X7.02, and whatever is not spent in FY 2022-23 will carry over into the FY 2023-24 OWP, subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 22-050-C01
2. Contract Summary 22-050-C01 COI

CONSULTANT CONTRACT NO. 22-050-C01

Recommended Consultant:

KTU&A

Background & Scope of Work:

The consultant shall provide services for a Sustainability Communities Program Planning Grant for the Cities of Banning and Lynwood. The consultant shall develop a comprehensive Active Transportation Plan (ATP) for the City of Banning and a comprehensive Safe Routes to School (SRTS) Plan for the City of Lynwood. Each Plan shall include robust technical analysis to develop a safe and comfortable walkable network within each city, engage historically underrepresented and non-traditional stakeholders, and analyze connections to key destinations and access to regional economic opportunities and essential services. The Plans shall contribute to regional goals to increase the percentage of local trips made by walking, reduce GHG emissions and vehicle miles traveled (VMT) in each of the cities, increase awareness for active transportation, and plan for safe connections between essential destinations in the cities.

The Plans will also help to further SCAG’s regional transportation goals and strategies, including those outlined in the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS or Connect SoCal) in the Active Transportation Technical Report and transportation Safety and security report. The Plans aligns with the Connect SoCal regional goal of improving mobility, accessibility, reliability, and travel safety for people and goods, and the recommendations that local jurisdictions develop active transportation and safe routes to school plans and consider all users’ needs in all roadway and transit projects.

Project’s Benefits & Key Deliverables:

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

- Completing an Existing Conditions Report;
- Identifying census tracts considered to be disadvantaged or low income and identify the bicycle and pedestrian needs;
- Conducting Community Outreach and Engagement activities and creating Stakeholder Advisory Committees;
- Developing top priority projects by creating a regional list of prioritized infrastructure projects; and
- Drafting and finalizing Plan development and approval.

Strategic Plan:

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

Contract Amount:

Total not to exceed	\$448,056
KTU&A (prime consultant)	\$173,368
KOA (subconsultant)	\$142,460
Circulate San Diego (subconsultant)	\$132,228

Contract Period:

Notice to Proceed through June 30, 2024

Project Number(s): 275-4892X7.02 \$448,056

Funding source(s): Sustainable Communities Program ATP Cycle 5 Plans

Funding of \$448,056 is available in the FY 2022-23 OWP budget in Project Number 275-4892X7.02, and whatever is not spent in FY 2022-23 will carry over into FY 2023-24 OWP, subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 2,647 firms of the release of RFP 22-050 via SCAG’s Solicitation Management System website. A total of 44 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:

KTU&A (2 subconsultants)

Alta Planning + Design, Inc. (no subconsultants)
IBI Group (2 subconsultants)

Note: This solicitation was conducted as an Architectural and Engineering (A&E) procurement and therefore as required by law each offeror was evaluated based on qualifications and not cost. The Proposal Review Committee ranked KTU&A as the highest (most qualified) proposer and the other two (2) offeror’s cost proposals were kept sealed.

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed all three (3) offerors.

The PRC consisted of the following individuals:

Hina Chanchlani, Associate Regional Planner, SCAG
Cory Wilkerson, Program Manager, SCAG
Ann Marie Loconte, Associate Civil Engineer, City of Banning
Lorry Hempe, Public Works Special Projects Manager, City of Lynwood

Basis for Selection: The PRC recommended KTU&A for the contract award because the consultant:

- Demonstrated the most qualified team, specifically their experience preparing numerous active transportation plans and safe routes to school plans set them apart for the other firms. They also demonstrated extensive experience developing innovative community engagement ideas such as creative pop-ups ideas and project specific business cards to be distributed during in person events. The Project Team is recognized by several county commissions and cities for their involvement in providing innovative solutions, planning and designing projects that fit the specific needs of the city;
- Provided the best technical approach, for example including a bike propensity model through which customized inputs will be provided and reflect the city’s unique socio economic and mobility landscape, and proposed a very well-developed community engagement plan including strategies to engage with hard to reach populations for both cities; and

- Demonstrated the best understanding of the project, specifically best describing all the school boundaries intersecting with freeways and identifying the needs for infrastructure improvements.

**Conflict of Interest (COI) Form - Attachment
For July 7, 2022 Regional Council Approval**

Approve Contract No. 22-050-C01 in an amount not-to-exceed \$448,056, with KTU&A, to develop one comprehensive Active Transportation Plan (ATP) for the City of Banning and one comprehensive Safe Routes to School (SRTS) Plan for the City of Lynwood. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
KTU&A (prime consultant)	No - form attached
KOA Corporation (subconsultant)	No - form attached
Circulate San Diego (subconsultant)	No - form attached

RFP No. 22-050

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: KTU&A

Name of Preparer: Joe Punsalan

Project Title: City of Banning Comprehensive Active Transportation Plan & City of Lynwood Safe Routes to School Plan

RFP Number: 22-050 **Date Submitted:** 4/28/2022

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

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

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Joe Punsalan, hereby declare that I am the (position or title) Principal of (firm name) KTU&A, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 4/15/2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



Signature of Person Certifying for Proposer
(original signature required)

4/15/2022
Date

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 22-050

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Walk San Diego DBA Circulate San Diego
Name of Preparer: Colin Parent
Project Title: BANNING COMPREHENSIVE ACTIVE TRANSPORTATION PLAN
MAIP LINDWOOD SAFE ROUTES TO SCHOOL PLAN
RFP Number: 22-050 Date Submitted: 9/11/2022

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Colin Parent, hereby declare that I am the (position or title) Executive Director of (firm name) Waltke San Diego DBA Circulate San Diego and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 4/11/2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

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

4/11/2022
 Date

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: KOA Corporation

Name of Preparer: Michael Nilsson, AICP CTP

Project Title: City of Banning Comprehensive Active Transportation Plan & City of Lynwood Safe Routes to School Plan

RFP Number: 22-050 **Date Submitted:** 4/28/2022

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

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

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

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


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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Min Zhou, PE, hereby declare that I am the (position or title) CEO/President of (firm name) KOA Corporation, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 04/20/2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 _____ 04/20/2022
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

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



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

To: Executive/Administration Committee (EAC) **EXECUTIVE DIRECTOR'S APPROVAL**
Regional Council (RC)

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

Subject: Contracts \$200,000 or Greater: Contract No. 22-059-C01, Program
Environmental Impact Report (PEIR) for the 2024 Regional Transportation
Plan/Sustainable Communities Strategy (SCS) (the 2024 RTP/SCS)

RECOMMENDED ACTION:

Approve Contract No. 22-059-C01, with PC Law Group, a Professional Corporation, to provide Connect SoCal 2024 Program Environmental Impact Report (PEIR) Legal Services, in an amount not to exceed \$238,750. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The consultant shall provide legal services and counsel to SCAG during its preparation of the 2024 Connect SoCal PEIR, and any related addenda, to ensure a legally defensible documents that follow environmental procedures under federal metropolitan planning law and regulations, the California Environmental Quality Act statutes and guidelines, and other relevant federal and state environmental laws and regulations.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
PC Law (22-059-C01)	The consultant shall provide PEIR Legal Services in support of the 2024 Connect SoCal PEIR.	\$238,750



FISCAL IMPACT:

Funding source: Funding of \$100,000 is available in the FY 2022-23 General Fund budget, and the remaining \$138,750 is expected to be available in the FY 2023-24 through FY 2026-27 budget in Project Number 800-0161.04, subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 22-059-C01
2. Contract Summary 22-059-C01 COI

CONSULTANT CONTRACT NO. 22-059-C01

Recommended Consultant:

PC Law Group, a Professional Corporation

Background & Scope of Work:

The 2024 Regional Transportation Plan (RTP) is a long-term plan for the development and preservation of the region’s transportation system. Development of the RTP is mandated by Federal and State law and is one of SCAG’s primary responsibilities. For a transportation project to become eligible for federal and state funding, it must be included in the financially-constrained portion of the RTP. In accordance with the Sustainable Communities and Climate Protection Act of 2008, or Senate Bill (SB) 375 (Steinberg), the RTP is required to include a Sustainable Communities Strategy (SCS) which details strategies to reduce greenhouse gas (GHG) emissions from automobiles and light-duty trucks.

California Environmental Quality Act (CEQA), Pub. Res. Code § 21000 et seq., and its implementing regulations, CEQA Guidelines, codified at 14 C.C.R. § 15000 et seq., require SCAG as the Lead Agency to prepare an Environmental Impact Report for the Plan. The Plan necessitates preparation of a Program Environmental Impact Report (PEIR), which is a “first-tier” CEQA document designed to consider “broad policy alternatives and program-wide mitigation measures” (CEQA Guidelines §15168). SCAG will prepare a PEIR for the 2024 RTP/SCS, better known as “Connect SoCal.”

The 2024 Connect SoCal PEIR will be a program-level document that will analyze the cumulative effects of proposed actions, as well as transportation improvements and land use developments discussed in 2024 Connect SoCal. Additionally, it will identify strategies to avoid or mitigate those environmental impacts where warranted. It will also provide the basis for further project-level CEQA (and possibly National Environmental Policy Act - NEPA) compliance for implementation of future projects.

The consultant shall provide legal services and counsel to SCAG during its preparation of the 2024 Connect SoCal PEIR, and any related addenda, to ensure a legally defensible documents that follow environmental procedures under federal metropolitan planning law and regulations, the California Environmental Quality Act statutes and guidelines, and other relevant federal and state environmental laws and regulations.

Project’s Benefits & Key Deliverables:

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

- Legal guidance and counsel throughout the PEIR development process
- Legal review of the Draft and Final PEIR, technical reports, Statement of Overriding Considerations, Mitigation Monitoring and Reporting Program, and any related addenda; and
- Fulfillment of CEQA requirements that allow for the adoption of the 2024 Connect SoCal, which crucially allows project sponsors to qualify for federal funding.

Strategic Plan:

This item supports SCAG’s Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; Objective A: Create plans that

enhance the region’s strength, economy, resilience and adaptability by reducing greenhouse gas emissions and air pollution

Contract Amount: **Total not to exceed** **\$238,750**

Contract Period: Notice to Proceed through June 30, 2027

Project Number(s): 800-0161.04 \$238,750
Funding source: General Fund

Funding of \$100,000 is available in the FY 2022-23 General Fund budget, and the remaining \$138,750 is expected to be available in the FY 2023-24 through FY 2026-27 budget in Project Number 800-0161.04, subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 857 firms of the release of RFP 22-059 via SCAG’s Solicitation Management System. A total of 18 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:

PC Law (no subconsultants) **\$238,750**

Sohagi Law Group \$229,275
Meyers Nave \$277,290

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

The PRC consisted of the following individuals:

Rongsheng Luo, Program Manager II, SCAG
Karen Calderon, Senior Regional Planner, SCAG
Annaleigh Ekman, Assistant Regional Planner, SCAG

Basis for Selection: The PRC recommended PC Law for the contract award because the consultant:

- Demonstrated a broad and in-depth understanding of CEQA, Connect SoCal PEIRs, and the SCAG region; appropriately described the 2024 Connect SoCal PEIR’s unique challenges, including key stakeholders concerns and past lawsuits; held a great deal of relevant CEQA experience with similar projects;
- Presented a pragmatic and efficient “hands on” approach to ensure legal defensibility of the document and that deadlines are met; provided the best project understanding, including a description of all tasks and robust technical approach; established a realistic and flexible schedule to meet key milestones based on an in-depth understanding of aggressive deadlines; and
- Provided the best overall value for the level of effort proposed; proposed all work be conducted by the founder and principal of the firm, which ensures quality, internal consistency, eliminates redundancy, and reduces cost.

**Conflict of Interest (COI) Form - Attachment
For July 7, 2022 Regional Council Approval**

Approve Contract No. 22-059-C01, with PC Law Group, a Professional Corporation, to provide Connect SoCal 2024 Program Environmental Impact Report (PEIR) Legal Services, in an amount not to exceed \$238,750. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
PC Law Group	No – file attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 22-059

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: PC Law Group
Name of Preparer: Patricia Chen
Project Title: Connect SoCal 2024 PEIR legal services
RFP Number: 22-059 Date Submitted: 6/3/22

SECTION II: QUESTIONS

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

YES NO

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

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

Attachment: Contract Summary 22-059-C01 COI (Contracts \$200,000 or Greater: Contract No. 22-059-C01, Program Environmental Impact

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Patricia Chen, hereby declare that I am the (position or title) President of (firm name) PC Law Group, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 6/3/22 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

 Signature of Person Certifying for Proposer
 (original signature required)

6/3/22

 Date

NOTICE

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



AGENDA ITEM 12
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 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).



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Release of Draft 2023 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal (2020 RTP/SCS) Amendment 2 for Public Review and Comment

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council (RC) authorize the Executive Director to release the Draft 2023 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal (2020 RTP/SCS) Amendment 2 for Public Review and Comment.

RECOMMENDED ACTION FOR RC:

Authorize the Executive Director to release the Draft 2023 FTIP and 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:

SCAG is responsible for developing and maintaining the Federal Transportation Improvement Program (FTIP) and the RTP/SCS in cooperation with the State (Caltrans), the county transportation commissions (CTCs), and public transit operators.

SCAG, in cooperation with its stakeholders, has developed the Draft 2023 FTIP. SCAG staff has also developed the Draft Amendment 2 to the 2020 Connect SoCal which serves as a concurrent amendment with the 2023 FTIP. Staff is seeking the approval of the Transportation Committee (TC) to release the Draft 2023 FTIP and Draft Amendment 2 to the 2020 Connect SoCal for a 30-day public review and comment period beginning on July 8, 2022. Upon completion of the public review and response to public comments, SCAG staff will report back to the Transportation Committee in September 2022 and the Regional Council in October 2022 meetings to present a summary of comments received and ask for approval of the proposed final 2023 FTIP and Draft Amendment 2 to the 2020 Connect SoCal.

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 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in cooperation with the State (i.e., Caltrans), the county transportation commissions (CTCs), and public transit operators. Both the FTIP and RTP/SCS are developed through a “bottom-up” approach.

Over the past several months, staff has worked in consultation and continuous communication with the CTCs throughout the region to develop 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.

The 2012 federal transportation authorization legislation, “Moving Ahead for Progress in the 21st Century” (MAP-21) established new requirements for performance management and reporting to ensure the most efficient investment of federal transportation funds. The Fixing America’s Surface Transportation (FAST) Act, and the most recent federal transportation legislative package, the Infrastructure Investment and Jobs Act of 2021 (IIJA), continue to carry forward these performance-based planning requirements. To provide a quantitative basis for evaluating progress toward achieving these seven national goals, MAP-21 also required the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to develop a corresponding set of performance measures and performance targets. To incorporate the new federal performance requirements into the FTIP, SCAG is required to show (1) that the FTIP “makes progress towards achieving [the region’s] performance targets” and (2) that the FTIP includes, “to the maximum extent practicable, a description of the anticipated effect of the FTIP towards achieving the performance targets.”

In July 2020 SCAG’s Regional Council adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. As a precursor to addressing equity in FTIP programming, some fund sources, such as Senate Bill 1 (SB1) funded programs, have included equity-related requirements, and continue to integrate more substantive equity criteria to award funding. In future FTIP adoptions, more advanced database analytics combined with spatial analysis may be utilized to evaluate investments across the region and whether they are focused in under resourced or underserved areas. In the near term, SCAG has initiated an FTIP mapping tool through the updated eFTIP database to capture the location and

extent of all projects including non-modeled (exempt) projects. Any changes to the FTIP process involving equity will be done in collaboration with the CTCs.

Concurrent with the Draft 2023 FTIP, staff has also developed the Draft Amendment 2 to the 2020 Connect SoCal 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. In summary, Amendment 2 consists of 102 project modifications with 14 of those being new projects. Despite project modification and additions, the Amendment 2 remains financially constrained per federal fiscal constraint requirements (23 U.S.C. § 134(i) (2)(E)).

The projects contained within the Draft 2023 FTIP have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support the achievement of performance measure targets. These targets will be achieved through the implementation of investment priorities through the programming of transportation projects in the 2023 FTIP, and subsequent FTIP Amendments and Administrative Modifications.

Of the roughly 1,800 projects in the 2023 FTIP, 46 projects are new projects. All projects in the 2023 FTIP satisfy all five transportation conformity requirements (which are discussed below) including financial constraint.

The Connect SoCal Amendment 2 and FTIP must meet the following five (5) required transportation conformity tests:

1. Consistency with the Adopted 2020 RTP/SCS (For FTIP only)
(23 CFR, Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
2. Regional Emissions Analysis
(40 CFR, Sections 93.109, 93.110, 93.118, and 93,119)
3. Timely Implementation of Transportation Control Measures (TCMs)
(40 CFR, Section 93.113)
4. Financial Constraint
(40 CFR, Section 93.108 and 23 CFR, Section 450.324)
5. Interagency Consultation and Public Involvement
(40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324)

Upon approval from the Regional Council, the Draft 2023 FTIP and Draft Amendment 2 to the 2020 Connect SoCal will be available for public review and comment for a thirty (30) day public review

and comment period beginning on July 8, 2022, and ending on August 8, 2022, at 5:00 p.m. SCAG will hold two telephonic/videoconference public hearings on July 19, 2022, and on July 28, 2022.

The Draft 2023 FTIP and Draft Amendment 2 to the 2020 Connect SoCal will be posted on SCAG's website and noticed in major county newspapers including in Chinese, Korean, Vietnamese, and Spanish newspapers. A link to the documents will be shared with libraries in the region. Upon completion of the public review period, SCAG staff will provide responses to all comments in the proposed final 2023 FTIP and Draft Amendment 2 to the 2020 Connect SoCal. The proposed final 2023 FTIP and Draft Amendment 2 to the 2020 Connect SoCal will thereafter be presented to the Transportation Committee in September 2022 and the Regional Council in October 2022 meetings. The final conformity finding will be presented to the Energy and Environment Committee and Regional Council for approval on the same day. Federal approval of the 2023 FTIP and the Draft Amendment 2 to the 2020 Connect SoCal is expected to occur in December 2022.

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


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

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2021-2022 and 2022-2023 Overall Work Program (WBS No. 23-010.0170.01: RTP Amendments, Management, and Coordination and WBS No. 23-030.0146.02: Federal Transportation Improvement Program).

ATTACHMENT(S):

1. PowerPoint Presentation - Draft 2023 FTIP & A2



Draft 2023 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal (2020 RTP/SCS) Amendment 2

July 7, 2022

John Asuncion and Nancy Lo
Programming, Transportation Finance and Integrated Planning

WWW.SCAG.CA.GOV

1

Purpose and Agenda Overview

Purpose

Seek your approval to recommend to the Regional Council approval to release Draft 2023 FTIP and Draft Connect SoCal Amendment 2 for the required 30-day public review and comment period.

Agenda Overview

- Overview of FTIP and RTP/SCS
- Why update FTIP and amend RTP/SCS?
- Summary of Document Content
- Next Steps

2

What is the Federal Transportation Improvement Program (FTIP)?

- The FTIP is a federally mandated list of transportation investment priorities in the SCAG region.
- Federal regulations require the FTIP be updated at least every four years, SCAG updates it every two years to be consistent with the State Transportation Improvement Program (STIP).
- The FTIP is prepared by SCAG in coordination and consultation with the County Transportation Commissions (CTCs) through a bottom-up approach, it is a multimodal list of capital improvements programmed with various federal, state, and local fund sources proposed over a six-year period.

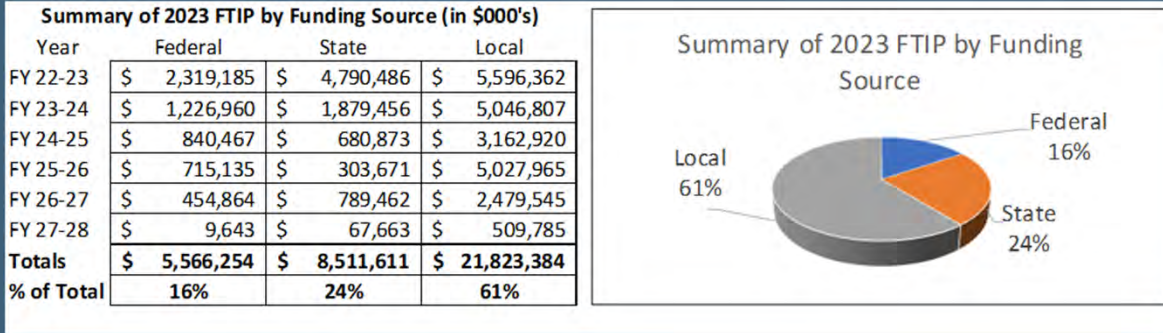
3

Continued ... What is the Federal Transportation Improvement Program (FTIP)?

- The FTIP is prioritized to implement the region's overall strategy for providing mobility and improving both the efficiency and safety of the transportation system. FTIP is the implementation vehicle for the capital projects (transportation improvements) committed in the Connect SoCal (RTP/SCS).
- The FTIP is a dynamic document that is amended frequently to reflect updates to funding, schedules, and program priority changes.
- The 2023 FTIP includes approximately 1,800 projects in the region, representing an investment of \$35.9 billion over a six-year period.

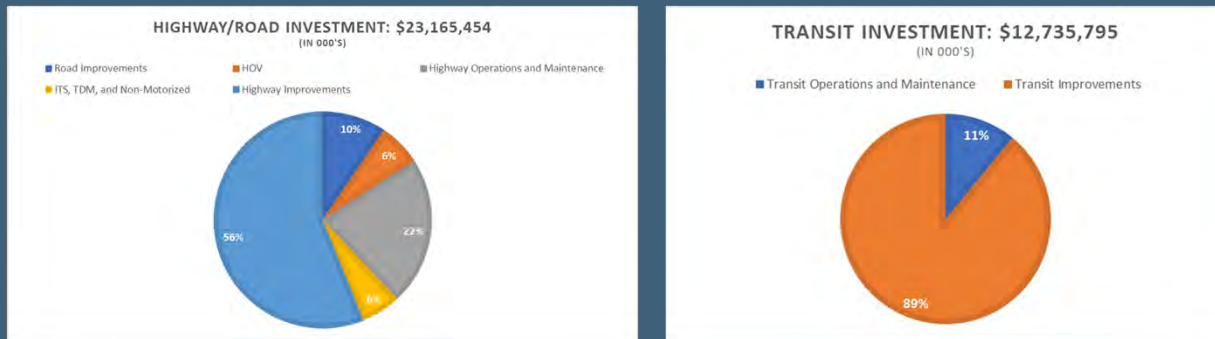
4

Summary of 2023 FTIP by Funding Source (000's)



5

2023 FTIP Investment Categories



Approximately **1,800 projects** programmed region-wide for an investment of **\$35.2 billion**

6

Equity and the 2023 FTIP

- In July 2020 SCAG's Regional Council adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California
- In May 2021, the Regional Council adopted the Racial Equity Action Plan (EAP), and since then, SCAG staff have made significant progress on implementing actions included within the plan.
- Equity criteria should simultaneously consider benefits, burdens, and engagement for a holistic assessment of projects.
- SCAG will encourage the County Transportation Commissions (CTCs) to use these resources in selecting and prioritizing projects for inclusion in the County TIPS.

7

Conformity Tests for the 2023 FTIP

The 2023 FTIP meets the five tests for transportation conformity

1. Consistent with Connect SoCal - 2020 RTP/SCS

- The FTIP is consistent with the Connect SoCal - 2020 RTP/SCS.

2. Regional Emissions Analysis

- Projects in the FTIP meet the Air Quality Standards set forth in the State Implementation Plan (SIP).

3. Timely Implementations of Transportation Control Measure (TCM)

- The FTIP includes projects that meet this test.
- TCM's reduce pollutants from transportation sources by reducing vehicle use or congestion conditions.

4. Financial Constraint

- The 2023 FTIP complies with federal financial constraint requirements.

5. Public Participation/Interagency Consultation

- The FTIP was presented to The Conformity Working Group (TCWG) throughout its development.
- The FTIP will be released for a 30 day public review period.
- SCAG will hold two public hearings on July 19 and July 28, 2022.
- Public notices will be placed in newspapers throughout the region, including four foreign language newspapers.

8

Why Amend the RTP/SCS?

1. Required to reflect significant changes to the projects contained in the Connect SoCal – e.g., addition or deletion of a project or a major change in project scope, cost and schedule.
2. Projects must be reflected accurately to maintain eligibility for state and federal funding.
3. To move forward with the project approval/environmental document (PA/ED) phase, a project must be part of a conforming RTP/SCS.

9

Types of Project Modifications

- Project is new and not currently included in the Connect SoCal - Project List
- Project currently exists in the Connect SoCal - Project List, but has a:
 - revised scope/description
 - revised schedule, and/or
 - change in total cost

10

Summary of Modifications in Amendment 2

102 modifications to financially constrained projects
(98 FTIP & 4 RTP)

Project modifications by County:

- 3 within Imperial County
- 37 within Los Angeles County
- 4 within Orange County
- 48 within Riverside County
- 8 within San Bernardino County
- 2 within Ventura County

11

Analysis and Conclusion

After analysis of the addition of project modifications, SCAG staff concludes the following:

1. Draft Amendment 2 does not adversely impact the financial constraint of the Connect SoCal. The Connect SoCal remains financially constrained.
2. Draft Amendment 2 passes all five tests of transportation conformity.
3. With the Draft Amendment 2, Connect SoCal remains compliant with SB 375

12

Access to Documents

Draft 2023 FTIP can be viewed at: www.scag.ca.gov/2023-ftip

FTIP Comments can be submitted via U.S. mail to SCAG or emailed to gutierre@scag.ca.gov

Draft 2020 Connect SoCal Amendment 2 can be viewed at www.scag.ca.gov/post/amendment-2-0


Connect SoCal Amendment 2 Comments can be submitted via U.S. mail to SCAG or emailed to lo@scag.ca.gov

13

Next Steps

July 8, 2022	Release draft for 30-day public review and comment
July 19, 2022 July 28, 2022	Public Hearings
August 8, 2022	Close of public review and comment period
September 1, 2022	Staff seeks approval of proposed final from TC
October 6, 2022	Staff seeks approval of proposed final from RC
Dec 2022	Federal approval of the final transportation conformity determination for the amendment

14



THANK YOU!

For more information, please visit:

www.scag.ca.gov/2023-ftip

www.scag.ca.gov/post/amendment-2-0

15



AGENDA ITEM 14
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

To: Energy & Environment Committee (EEC) **EXECUTIVE DIRECTOR'S**
Regional Council (RC) **APPROVAL**

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

Subject: Two Transit Transportation Control Measures (TCMs) Substitution by
Orange County Transportation Authority (OCTA)

RECOMMENDED ACTION FOR RC:

Adopt the transportation control measure (TCM) substitution by the Orange County Transportation Authority (OCTA) and direct staff to forward it to the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) for concurrence.

RECOMMENDED ACTION FOR EEC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The Orange County Transportation Authority (OCTA) is requesting a Transportation Control Measure (TCM) substitution to replace two transit expansion TCM projects within the Orange County. SCAG staff has determined that the proposed TCM substitution meets all Federal Clean Air Act TCM substitution requirements. At its meeting on June 2, 2022, the EEC recommended that the RC adopt the OCTA TCM substitution and direct staff to forward it to the U.S. EPA and the ARB for concurrence.

BACKGROUND:

TCMs are defined as transportation projects or programs that adjust trip patterns or otherwise modify vehicle use in ways that reduce air pollutant emissions, and which are specifically identified and committed to in the most recently approved Air Quality Management Plan/State Implementation Plan (AQMP/SIP). TCMs are included in an AQMP/SIP as part of the overall control strategy to demonstrate a region’s ability to attain the National Ambient Air Quality Standards.



In the SCAG region, TCM-type projects are considered committed once they have funds programmed for right-of-way or construction in an approved SCAG Federal Transportation Improvement Program (FTIP). When a committed TCM cannot be delivered or will be significantly delayed, the substitution of the TCM is required and follows the process specified under the Clean Air Act §176(c).

The Orange County Transportation Authority (OCTA) has requested that SCAG substitute its Paratransit Vehicle Expansion Project (FTIP ID: ORA130099) and its Placentia Transit Station Project (FTIP ID: ORA030612) with a new 10-mile Main Street Bravo! express bus service in Orange County. For further details about the proposed TCM substitution, please refer to the Attachment.

The Draft TCM Substitution Report was released for a 15-day public review which concluded on May 21, 2022. No comments were received. As documented in the Attachment, the proposed substitution is consistent with all federal TCM substitution requirements. At its meeting on June 2, 2022, the EEC approved staff recommendation that the RC adopt the OCTA TCM substitution and direct staff to forward it to the U.S. EPA and the ARB for concurrence at its meeting on July 7, 2022.

The TCM substitution does not require a new conformity determination or a formal SIP revision. The SCAG region maintains transportation conformity after the substitution. SCAG's adoption of the TCM substitution with concurrence of EPA and ARB will rescind the committed TCM status of the original TCM projects and the new TCM projects will become effective.

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. OCTA TCM Substitution Report 070722

ORANGE COUNTY TRANSPORTATION AUTHORITY TRANSPORTATION CONTROL MEASURE SUBSTITUTION REPORT

I. Introduction

Transportation Control Measures (TCMs) are defined as transportation projects or programs that adjust trip patterns or otherwise modify vehicle use in ways that reduce air pollutant emissions. TCMs are included in the most recently approved applicable Air Quality Management Plan (AQMP)/State Implementation plan (SIP) as part of the overall control strategy to demonstrate a region's ability to come into attainment with the National Ambient Air Quality Standards (NAAQS). In the SCAG region, only two ozone nonattainment areas include TCMs in their AQMPs/SIPs: the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin. TCM-type projects in these nonattainment areas are considered committed once they have funds programmed for right-of-way or construction in the first two years of an approved SCAG Federal Transportation Improvement Program (FTIP). When a committed TCM project cannot be delivered or will be significantly delayed, the substitution of the TCM project follows the process specified in the Federal Clean Air Act (CAA) Section 176(c)(8).

The Orange County Transportation Authority (OCTA) has requested that SCAG substitute its Paratransit Vehicle Expansion Project (FTIP ID: ORA130099) and its Placentia Transit Station Project (FTIP ID: ORA030612) with a new 10-mile Main Street Bravo! express bus service in the Orange County. As documented herein, the proposed TCM substitution is consistent with all federal requirements, including the Fixing America's Surface Transportation Act or FAST Act planning requirements and the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations.

II. TCM Substitution Process

The substitution process set forth in the FAST Act and the Transportation Conformity Regulations is included in the 2016 AQMP for the South Coast Air Basin and described in SCAG's 2021 FTIP Guidelines.

The County Transportation Commissions (CTCs) and/or project sponsors notify SCAG when a TCM project cannot be delivered or will be significantly delayed. SCAG and the CTCs then identify and evaluate possible replacement measures for individual substitutions in consultation with SCAG's Transportation Conformity Working Group (TCWG), which includes members from all affected jurisdictions, federal, state and local air quality agencies and transportation agencies.

Substitution of individual TCMs is provided for by the CAA Section 176(c)(8), under the following conditions:

"(i) if the substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced, as demonstrated with an emissions impact analysis that is

consistent with the current methodology used for evaluating the replaced control measure in the implementation plan;

"(ii) if the substitute control measures are implemented-

"(I) in accordance with a schedule that is consistent with the schedule provided for control measures in the implementation plan; or

"(II) if the implementation plan date for implementation of the control measure to be replaced has passed, as soon as practicable after the implementation plan date but not later than the date on which emission reductions are necessary to achieve the purpose of the implementation plan;

"(iii) if the substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under State or local law to implement, monitor, and enforce the control measures;

"(iv) if the substitute and additional control measures were developed through a collaborative process that included--

"(I) participation by representatives of all affected jurisdictions (including local air pollution control agencies, the State air pollution control agency, and State and local transportation agencies);

"(II) consultation with the Administrator; and

"(III) reasonable public notice and opportunity for comment; and

"(v) if the metropolitan planning organization, State air pollution control agency, and the Administrator concur with the equivalency of the substitute or additional control measures."

In addition to the conditions above, the 2021 FTIP Guidelines specifies that the substitute project shall be in the same air basin, preferably located in the same geographic area and serving the same demographic subpopulation as the TCM being replaced.

A TCM substitution does not require a new conformity determination or a formal SIP revision. SCAG adoption of the new TCM with concurrence of the U.S. EPA and the California Air Resources Board (ARB) rescinds the original TCM and the substitution becomes effective.

III. Project Description

1. Two Committed TCM Projects to Be Substituted

The following two transit expansion projects were previously committed by OCTA and continue as committed TCMs in SCAG's current 2021 FTIP.

- 1) The Paratransit Vehicle Expansion Project is to expand OCTA's existing paratransit fleet and service through the purchase of 15 gas/diesel vans. For details of the project, see its 2021 FTIP project sheet on the next page:

OCTA
2023 Federal Transportation Improvement Program (\$000)

TIP ID: ORA130099 Implementing Agency: Orange County Transportation Authority (OCTA)																															
SCAG RTP Project #: 2TR0703 PPNO: EA Number: IFAS #:	Project Title: Purchase (15) Expansion Paratransit Vans (OCTA) Project Description: Purchase (15) Expansion Paratransit Vans (OCTA)																														
System: Transit Route: Facility:	<table border="1"> <thead> <tr> <th>Fiscal Year</th> <th>Revenue Source</th> <th>Engineering</th> <th>Right of Way</th> <th>Construction</th> <th>Total Revenue</th> </tr> </thead> <tbody> <tr> <td>18/19</td> <td>TDA - Transportation Development Act</td> <td></td> <td></td> <td>\$353</td> <td>\$353</td> </tr> <tr> <td>19/20</td> <td>TDA - Transportation Development Act</td> <td></td> <td></td> <td>\$481</td> <td>\$481</td> </tr> <tr> <td>20/21</td> <td>TDA - Transportation Development Act</td> <td></td> <td></td> <td>\$1,907</td> <td>\$1,907</td> </tr> <tr> <td></td> <td></td> <td align="right">\$0</td> <td align="right">\$0</td> <td align="right">\$2,741</td> <td align="right">\$2,741</td> </tr> </tbody> </table>	Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue	18/19	TDA - Transportation Development Act			\$353	\$353	19/20	TDA - Transportation Development Act			\$481	\$481	20/21	TDA - Transportation Development Act			\$1,907	\$1,907			\$0	\$0	\$2,741	\$2,741
Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue																										
18/19	TDA - Transportation Development Act			\$353	\$353																										
19/20	TDA - Transportation Development Act			\$481	\$481																										
20/21	TDA - Transportation Development Act			\$1,907	\$1,907																										
		\$0	\$0	\$2,741	\$2,741																										
Program Code: PAN93 - PARATRANSIT VEHICLES-EXPANSION-GAS/DIESEL Environmental Document: CATEGORICALLY EXEMPT - 10/02/2019 Conformity Category: TCM Committed Total Estimate: \$2,741 Air Basin: SCAB Project Completion Date: 12/31/2022 Current Implementation Status: No Project Activity - 12/08/2011 Project Manager: William Dineen - (714) 560-5917 Last Modified By: Heidi Busslinger on 10/08/2021 Administrative Comments: MLE1@OCTA.NET CTC Only 10/03/2019 20/21 includes potential 21/22 \$439K, 22/23 \$513K, 23/24 \$525K																															
Last Revised: Adoption 23-00 - OPEN	Total Programmed: \$2,741																														

- 2) The Placentia Transit Station is to add a new transit station in the City of Placentia, near the intersection of Crowther Avenue and Melrose Street. For details of the project, see its 2021 FTIP project sheet below:

OCTA
2021 Federal Transportation Improvement Program (\$000)

TIP ID: ORA030612 Implementing Agency: Orange County Transportation Authority (OCTA)																																																							
SCAG RTP Project #: ORA030612 PPNO: EA Number: IFAS #:	Project Title: PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDING PPNO 9514 Project Description: PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDING PPNO 9514																																																						
System: Transit Route: Facility: 0 to 0	<table border="1"> <thead> <tr> <th>Fiscal Year</th> <th>Revenue Source</th> <th>Engineering</th> <th>Right of Way</th> <th>Construction</th> <th>Total Revenue</th> </tr> </thead> <tbody> <tr> <td>06/07</td> <td>STIP AC RIP</td> <td>\$2,500</td> <td></td> <td></td> <td>\$2,500</td> </tr> <tr> <td>11/12</td> <td>5307 - FHWA Transfer Funds</td> <td>\$50</td> <td></td> <td></td> <td>\$50</td> </tr> <tr> <td>11/12</td> <td>PTMISEA - Public Trans Modernization Imp & Serv</td> <td>\$400</td> <td></td> <td></td> <td>\$400</td> </tr> <tr> <td>14/15</td> <td>ORAM2TR - Orange Co. Measure M2-Transit</td> <td>\$100</td> <td></td> <td>\$7,900</td> <td>\$8,000</td> </tr> <tr> <td>18/19</td> <td>AGENCY - Agency</td> <td></td> <td></td> <td>\$14,300</td> <td>\$14,300</td> </tr> <tr> <td>05/06</td> <td>CITY - City Funds</td> <td>\$1,475</td> <td>\$3,700</td> <td></td> <td>\$5,175</td> </tr> <tr> <td>14/15</td> <td>CITY - City Funds</td> <td></td> <td></td> <td>\$4,400</td> <td>\$4,400</td> </tr> <tr> <td></td> <td></td> <td align="right">\$4,625</td> <td align="right">\$3,700</td> <td align="right">\$26,600</td> <td align="right">\$34,825</td> </tr> </tbody> </table>	Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue	06/07	STIP AC RIP	\$2,500			\$2,500	11/12	5307 - FHWA Transfer Funds	\$50			\$50	11/12	PTMISEA - Public Trans Modernization Imp & Serv	\$400			\$400	14/15	ORAM2TR - Orange Co. Measure M2-Transit	\$100		\$7,900	\$8,000	18/19	AGENCY - Agency			\$14,300	\$14,300	05/06	CITY - City Funds	\$1,475	\$3,700		\$5,175	14/15	CITY - City Funds			\$4,400	\$4,400			\$4,625	\$3,700	\$26,600	\$34,825
Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue																																																		
06/07	STIP AC RIP	\$2,500			\$2,500																																																		
11/12	5307 - FHWA Transfer Funds	\$50			\$50																																																		
11/12	PTMISEA - Public Trans Modernization Imp & Serv	\$400			\$400																																																		
14/15	ORAM2TR - Orange Co. Measure M2-Transit	\$100		\$7,900	\$8,000																																																		
18/19	AGENCY - Agency			\$14,300	\$14,300																																																		
05/06	CITY - City Funds	\$1,475	\$3,700		\$5,175																																																		
14/15	CITY - City Funds			\$4,400	\$4,400																																																		
		\$4,625	\$3,700	\$26,600	\$34,825																																																		
Program Code: TRNH6 - PASSENGER STATIONS/FACILITIES-NEW Environmental Document: CATEGORICALLY EXEMPT - 01/01/2009 Conformity Category: TCM Committed Total Estimate: \$34,825 Air Basin: SCAB Project Completion Date: 12/31/2022 Current Implementation Status: ROW Acquisition - 02/14/2020 Project Manager: Ben Ku - (714) 560-5473 Last Modified By: Ben Ku on 05/18/2021 Administrative Comments: MLE1@OCTA.NET CTC Only 10/03/2019 \$8.3M in FTA transferred to ORA120318, replaced with \$8.3M in CMAQ. Removed \$8.3M in CMAQ and replaced with Agency. Now Agency funds are 91 Express Lane Excess Toll Revenues. Apportionment Code M003 Agency Funds are 91 Express Lane Excess Toll Revenues																																																							
Last Revised: Amendment 21-05 - APPROVED	Total Programmed: \$34,825																																																						

These two committed TCM projects are scheduled to be completed by December 31, 2022. However, consistent with the OCTA Bus Fleet Plan, the expansion vans are no longer needed in the near term due to the impact of the coronavirus pandemic which has resulted in a reduction in the use of paratransit service; The Placentia Transit Station has been delayed significantly due to protracted negotiations with the BNSF Railway which owns the tracks that will serve the station. As a result, the OCTA has initiated the TCM substitution process.

2. Proposed Substitute Project

The proposed 10-mile Main Street Bravo! express bus service project will implement a new express bus service along Main Street between the Anaheim Regional Transportation Intermodal Center and the South Coast Metro district in the City of Costa Mesa. The project will improve transit access along a corridor with high existing transit demand. The proposed project is a new TCM-type project that is not in either SCAG's 2020 RTP/SCS or 2021 FTIP, and therefore is eligible as a TCM substitution project. Upon successful completion of the proposed TCM substitution, the substitute project will be processed into SCAG's 2020 RTP/SCS and 2021 FTIP as a committed TCM. Full funding will be available from Measure M2 (Project P) to implement this project. The project will be completed by December 31, 2022.

3. Map of Existing TCMs and Proposed Substitute Project

The map on the next page shows the location of the two existing committed TCM projects and the proposed substitute project.

IV. Compliance with TCM Substitution Requirements

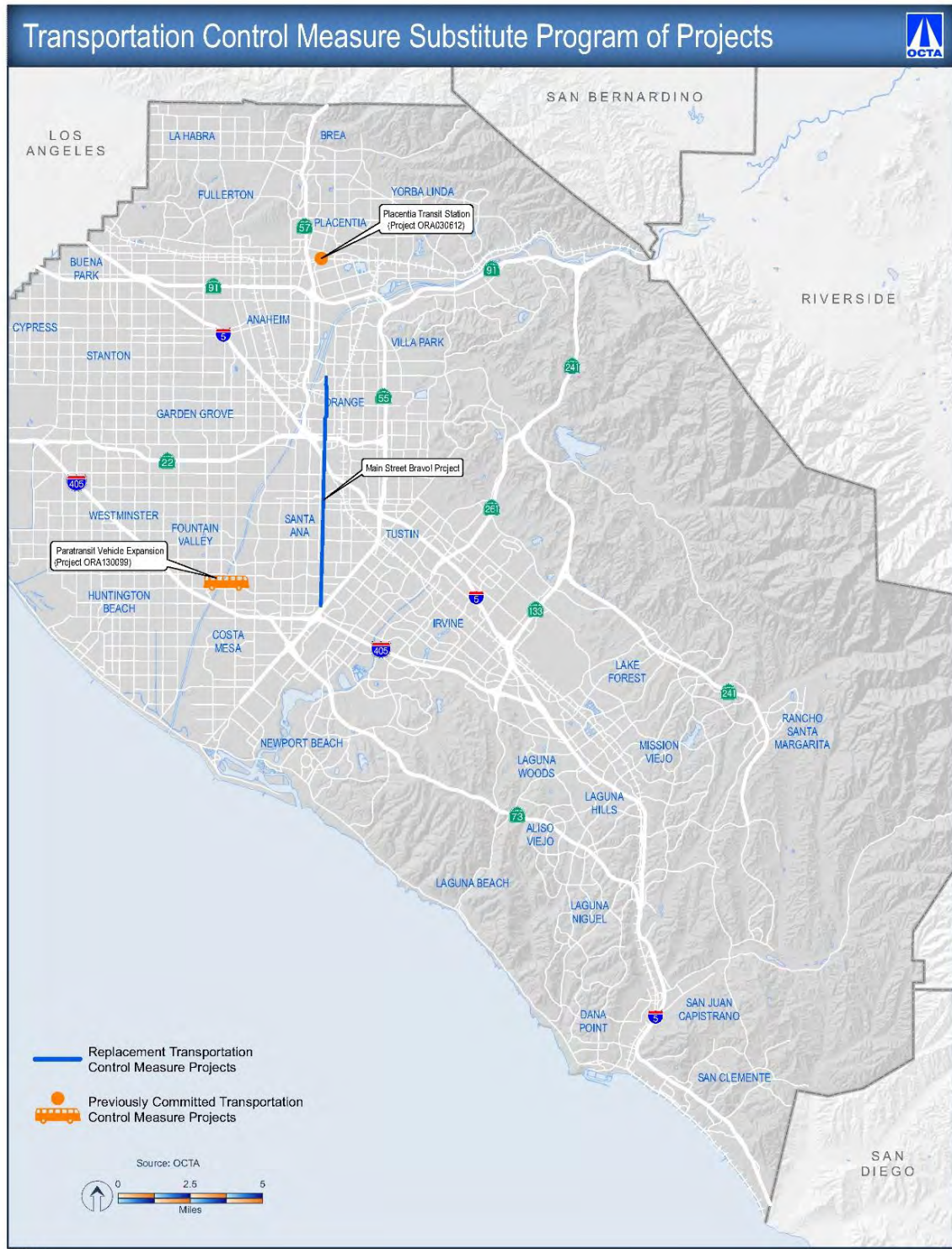
As documented in detail below, the proposed TCM substitution demonstrates meeting all TCM substitution requirements.

1. Interagency Consultation

The proposed TCM substitution was presented by OCTA staff at SCAG's publicly noticed Transportation Conformity Working Group (TCWG) meeting for initial interagency consultation on June 22, 2021. A revised TCM substitution analysis was presented to TCWG on February 22, 2022. A further refined TCM substitution analysis was presented by OCTA staff to TCWG again on April 26, 2022. This TCM substitution report was released for a 15-day public review period from May 6 through May 21, 2022. No comments were received. A status update was provided to TCWG on May 24 and June 28, 2022, respectively.

2. Equivalent Emissions Reduction

OCTA staff has analyzed and compared the emissions reduction benefits of the two TCM projects and the proposed TCM substitute project, and concluded that the replacement project provides equal or greater emission reductions (see Appendix). SCAG staff has reviewed and concurred with both the methodology and the results of the analysis.



3. Similar Geographic Area.

The two committed TCM projects and the one substitute TCM project are all located within the Orange County portion of the South Coast Air Basin.

4. Full Funding.

Full funding has been identified by OCTA and will come from Measure M2 for the proposed substitute TCM project. In addition, full funding will be programmed and committed for the proposed substitute project when the project is processed into SCAG's 2020 RTP/SCS and 2021 FTIP upon completion of the TCM substitution process.

5. Similar Time Frame.

The proposed substitute TCM project is scheduled to be completed by December 31, 2022, consistent with the schedule of the two TCM projects.

6. Timely Implementation.

The proposed substitution is the means by which the obstacle to the implementation of the two TCMs is being overcome. The replacement project will be monitored through subsequent TCM Timely Implementation Reports that SCAG releases for public review and submits for federal approval.

7. Legal Authority.

The OCTA has the legal authority and personnel to implement and operate the substitute project.

8. Agency Review and Adoption.

At its meeting on June 2, 2022, SCAG's Energy and Environment Committee (EEC) approved SCAG staff recommendation that the Regional Council adopt the TCM substitution and direct staff to forward it to the U.S. EPA and ARB for concurrence on July 7, 2022. Upon adoption by the Regional Council, the TCM substitution will be forwarded to ARB and U.S. EPA for concurrence. Adoption by the Regional Council and concurrence from U.S. EPA and ARB will rescind the original TCM projects and the new measures will become effective.

9. Programming of the Substitute TCMs.

After conclusion of the TCM substitution process including adoption by SCAG's Regional Council and concurrence of ARB and EPA, the substitute TCM will be processed as a committed TCM into the conforming FTIP.

Appendix

OCTA TCM Substitution Request

Proposed Transportation Control Measure Substitution of Transit Projects (FTIP Project IDs: ORA130099 and ORA030612) with New Main Street Bravo! Express Bus Service

Introduction

The Orange County Transportation Authority (OCTA) previously committed to two capital improvement projects within Orange County: Paratransit Vehicle Expansion (FTIP Project ID: ORA130099) and the Placentia Transit Station (FTIP Project ID: ORA030612). These projects are included as committed TCM's in SCAG's 2020 RTP/SCS (Connect SoCal), 2021 FTIP, and SCAQMD's 2016 South Coast AQMP/Ozone SIPs. Below are the summary project descriptions of these two committed TCMs. Their 2021 FTIP project sheets including detailed project information are included in **Attachment A**:

- The Paratransit Vehicle Expansion involved the purchase of fifteen gas/diesel buses for use in paratransit service. These vans would have expanded OCTA's existing paratransit fleet. However, consistent with the OCTA Bus Fleet Plan, these expansion vehicles are no longer needed in the near term. This is particularly true following the impacts of the coronavirus pandemic which has resulted in a reduction in the use of paratransit service. The vehicles were planned to be purchased by December 2022.
- The Placentia Transit Station will add a new transit station in the City of Placentia, near the intersection of Crowther Avenue and Melrose Street. It will be served by Metrolink's existing 91 Line. Completion of this TCM project has been delayed beyond the committed completion date due to protracted negotiations with the BNSF Railway, which owns the tracks that will serve the station. Construction was originally planned to be complete by December 2022.

These two committed TCMs will be delayed beyond the scheduled completion dates. One substitute TCM project involving a new 10-mile express bus line is now proposed as a replacement TCM to the previously committed projects.

Description of Proposed Substitute TCM Project

OCTA is proposing a substitute project as a replacement to these previously committed TCMs. The recommended substitute project consists of a new 10-mile Main Street Bravo! express bus service that will follow Main Street between the Anaheim Regional Transportation Intermodal Center and the South Coast Metro district in the City of Costa Mesa. The project will improve transit access along a corridor with high existing transit demand. Traffic signal operations are also expected to be improved along the corridor, which will benefit transit as well as other vehicles.

The substitute project will be implemented by December 2022. Current funding, as part of Measure M2 (Project P), will be used for this project. Project descriptions are listed below and a map of the locations of both the committed and substitute projects is in **Attachment B**. Note that this proposed project is not in the SCAG's 2021 FTIP yet but will be amended into the FTIP upon completion of the TCM substitution.

Compliance with TCM Substitution Requirements

- **Equivalent Emissions Reduction:** OCTA has analyzed the countywide emissions of the substitute TCM project relative to those of previously committed TCM projects. The replacement TCM project will provide equivalent emission reductions. OCTA used the Orange County Transportation Analysis Model 5.0 (OCTAM) for the analysis of the alternatives. The following three sections document the OCTAM Model Information, the Emissions Analysis Methodology, and the Emissions Analysis Findings.
- **Similar Geographic Area:** The substitute TCM project and the previously committed TCM projects are both located in the Orange County portion of the South Coast Air Basin.
- **Full Funding:** Current funding is available for the replacement TCM project as documented under the previous section Description of Proposed Substitute TCM Project.
- **Similar Time Frame:** The proposed substitute TCM project will be operational by December 2022, equivalent to the schedule of the previously committed TCM projects.
- **Timely Implementation:** The proposed substitution is the means by which the obstacles to implementation of previously committed TCM projects is being overcome.
- **Legal Authority:** OCTA has legal authority and personnel to implement and operate the substitute TCM project.

OCTAM Model Information

OCTAM is a four-step (trip generation, trip distribution, mode choice, and trip assignment), trip-based travel demand model built on the TransCAD platform. The current model version 5.0 uses 2010 Census data and the SCAG household travel survey to help calibrate the model. The assumptions used in the current model for future forecasting are based on demographic projections from Orange County Projections 2018 and the SCAG RTP.

OCTAM forecasts travel demand with a base year of 2016 and a future forecast year of 2045. It is consistent with SCAG's regional travel demand model as it incorporates the most recent approved socio-economic data for Orange County and the surrounding region at the time it was developed.

Emissions Analysis Methodology

The emissions were calculated for the future no project, previously committed TCM projects, and the proposed substitute projects. A multi-step approach was used that combined OCTAM and EMFAC. The following process was used:

Step 1: Obtain daily vehicle miles traveled (VMT) and speed data for freeways and arterials from OCTAM. Three alternatives for forecast year 2045 were run using OCTAM as part of this study. The coding of all alternatives was consistent with OCTAM modeling practices and used the 2020 RTP/SCS network. **Attachment C** includes additional modeling details and summary of modeling files. **Attachment D** includes 2045 OCTAM model output summary statistics for Orange County.

The previously committed TCM projects as described earlier were modeled with OCTAM in an alternative referred to as the "Original Committed Projects" analysis.

The "With Proposed Substitute" analysis includes the addition of the substitute TCM project and the removal of the previously committed TCM projects. The substitute TCM project is expected to improve transit service along a corridor with high existing demand.

For comparison purposes, a third alternative was modeled that assumed the removal of the previously committed TCM projects with no substitute added. This is referred to as the "With No Projects" analysis.

All three alternatives were modeled separately using OCTAM and post-processed using the National Cooperative Highway Research Program (NCHRP) 255 process. This process provides a standard methodology to refine forecasted volumes on links based on a combination of base year traffic counts, base year model estimates, and forecasted model estimates using incremental adjustments. The output of the travel demand model and post-processing includes travel information for all three alternatives. Loaded link information, intrazonal travel speeds, and intrazonal travel volumes were extracted for all time periods for all alternatives.

Step 2: The Emission Factors (EMFAC2017) model was developed by the California Air Resources Board and is used throughout California to calculate emission from motor vehicles, such as passenger cars and heavy-duty trucks, operating on freeways and local roads for typical summer, winter, and annual conditions. EMFAC model outputs include total emissions for all criteria pollutants for all Orange County.

A spreadsheet tool has been created to modify EMFAC input data to reflect the results of OCTAM runs. The tool was run for the base year and forecast year 2045 using the extracted information from Step 1 as input to update the VMT and vehicle speed data needed by EMFAC. This process was performed multiple times for each modeled alternative in order to analyze conditions for summer, winter, and averaged annual timeframes.

Step 3: Compare the emissions output from Steps 2 and 3 between the alternatives to identify the emissions-related improvements from the proposed substitute TCM projects.

Note that interpolation of travel activity data between base year 2016 and forecast year 2045 (horizon year) results were used to estimate the emissions for interim year 2022 (completion year) and 2037 (2015 8-hour ozone standard attainment year).

Emissions Analysis Findings

The projected emission from the “Originally Committed Projects” were compared with those of the “With Proposed Substitute” projects using the methodology described in the previous section. The results demonstrate that the proposed substitute TCM will yield less than or equivalent amounts of emissions compared with the previously committed TCM for all criteria pollutants for all milestone years. Emissions of all applicable criteria pollutants (Ozone – ROG & NOx, CO, PM2.5, and PM10) for the three forecast years (2022, 2037, and 2045) are summarized in the tables below.

Year 2022

Emission Reductions (Summer) - Ozone (kg/day)

	Original Committed Projects	With Proposed Substitute
ROG	0.0	- 0.1
NOx	0.0	- 0.3

Emission Reductions (Winter) - Carbon Monoxide, Nitrogen Dioxide (kg/day)

	Original Committed Projects	With Proposed Substitute
NOx	0.0	- 0.2
CO	0.0	- 1.4

Emission Reductions (Annual) - PM₁₀, PM_{2.5} (kg/day)

	Original Committed Projects	With Proposed Substitute
ROG	0.0	- 0.1
NOx	0.0	- 0.2
PM10	0.0	- 0.1
PM2.5	0.0	0.0

Year 2037

Emission Reductions (Summer) - Ozone (kg/day)

	Original Committed Projects	With Proposed Substitute
ROG	0.0	- 0.3
NOx	0.0	- 0.8

Emission Reductions (Winter) - Carbon Monoxide, Nitrogen Dioxide (kg/day)

	Original Committed Projects	With Proposed Substitute
NOx	0.0	- 0.9
CO	- 0.1	- 4.7

Emission Reductions (Annual) - PM₁₀, PM_{2.5} (kg/day)

	Original Committed Projects	With Proposed Substitute
ROG	0.0	- 0.3
NOx	0.0	- 0.9
PM10	0.0	- 0.4
PM2.5	0.0	- 0.1

Year 2045

Emission Reductions (Summer) - Ozone (kg/day)

	Original Committed Projects	With Proposed Substitute
ROG	0.0	- 0.5
NOx	0.0	- 1.1

Emission Reductions (Winter) - Carbon Monoxide, Nitrogen Dioxide (kg/day)

	Original Committed Projects	With Proposed Substitute
NOx	0.0	- 1.1
CO	- 0.1	- 6.5

Emission Reductions (Annual) - PM₁₀, PM_{2.5} (kg/day)

	Original Committed Projects	With Proposed Substitute
ROG	0.0	- 0.4
NOx	0.0	- 1.2
PM ₁₀	0.0	- 0.5
PM _{2.5}	0.0	- 0.2

In summary, the modeling results demonstrate that the proposed substitute TCM will yield an equivalent or better amount of emissions compared with the previously committed TCM for all criteria pollutants for all milestone years.

Attachments

- A. 2021 FTIP Project Sheets of the Three Committed TCM Projects (ORA130099 and ORA030612)
- B. Map of the Two Committed TCM Projects ORA130099 and ORA030612) and the Proposed Substitute TCM Project
- C. Additional Modeling Details and Summary of Modeling Files
- D. 2045 OCTAM Model Output Summary Statistics for Orange County

2021 FTIP PROJECT SHEETS

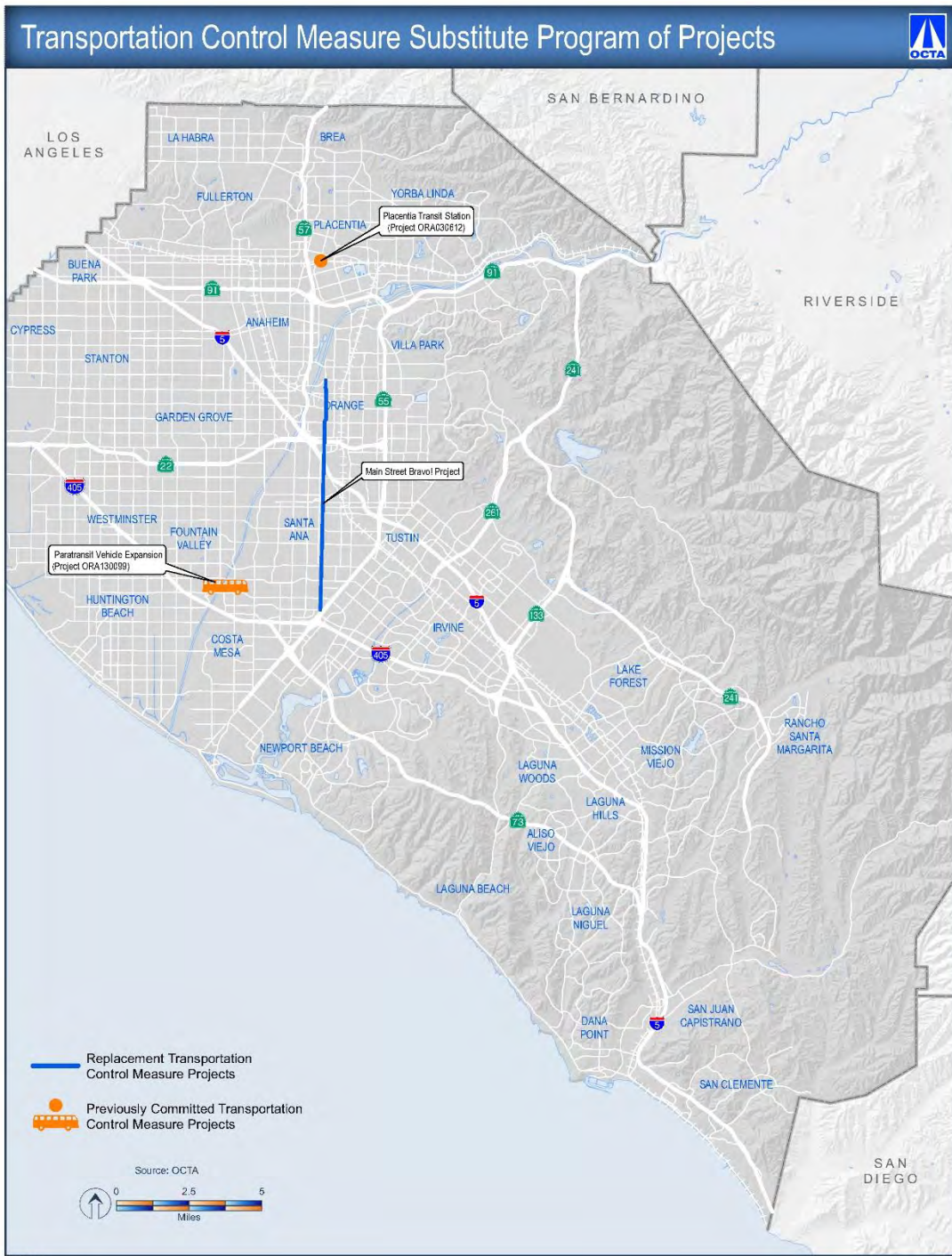
OCTA
2021 Federal Transportation Improvement Program (\$000)

TIP ID: ORA130099 Programming Agency: Orange County Transportation Authority (OCTA)																															
SCAG RTP Project #: 2TR0703 P/N/C: _____ EA Number: _____ IFAS #: _____ System: Transit Route: _____ Postmile: _____	Project Title: Purchase (15) Expansion Paratransit Vans (OCTA) Project Description: Purchase (15) Expansion Paratransit Vans (OCTA)																														
Program Code: PANS3 - PARATRANSIT VEHICLES-EXPANSION-GAS/DIESEL Environmental Document: CATEGORICALLY EXEMPT - 10/02/2019 Conformity Category: TCM Committed Total Estimate: \$2,741 Air Basin: SCAB Project Completion Date: 12/31/2022 Current Implementation Status: No Project Activity - 12/08/2011 Project Manager: William Dineen - (714) 560-5917 Last Modified By: Heidi Busslinger on 10/08/2021 Administrative Comments: MLE1@OCTA.NET CTC Only 10/03/2019 20/21 includes potential 21/22 \$439K, 22/23 \$513K, 23/24 \$525K	<table border="1"> <thead> <tr> <th>Fiscal Year</th> <th>Revenue Source</th> <th>Engineering</th> <th>Right of Way</th> <th>Construction</th> <th>Total Revenue</th> </tr> </thead> <tbody> <tr> <td>18/19</td> <td>TDA - Transportation Development Act</td> <td></td> <td></td> <td>\$353</td> <td>\$353</td> </tr> <tr> <td>19/20</td> <td>TDA - Transportation Development Act</td> <td></td> <td></td> <td>\$481</td> <td>\$481</td> </tr> <tr> <td>20/21</td> <td>TDA - Transportation Development Act</td> <td></td> <td></td> <td>\$1,907</td> <td>\$1,907</td> </tr> <tr> <td></td> <td></td> <td>\$0</td> <td>\$0</td> <td>\$2,741</td> <td>\$2,741</td> </tr> </tbody> </table>	Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue	18/19	TDA - Transportation Development Act			\$353	\$353	19/20	TDA - Transportation Development Act			\$481	\$481	20/21	TDA - Transportation Development Act			\$1,907	\$1,907			\$0	\$0	\$2,741	\$2,741
Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue																										
18/19	TDA - Transportation Development Act			\$353	\$353																										
19/20	TDA - Transportation Development Act			\$481	\$481																										
20/21	TDA - Transportation Development Act			\$1,907	\$1,907																										
		\$0	\$0	\$2,741	\$2,741																										
Last Revised: Adoption 23-00 - OPEN	Total Programmed: \$2,741																														

OCTA
2021 Federal Transportation Improvement Program (\$000)

TIP ID: ORA030612 Programming Agency: Orange County Transportation Authority (OCTA)																																																							
SCAG RTP Project #: ORA030612 P/N/C: _____ EA Number: _____ IFAS #: _____ System: Transit Route: _____ Postmile: 0 to 0	Project Title: PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDING PPNO 9514 Project Description: PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDING PPNO 9514																																																						
Program Code: TRNH6 - PASSENGER STATIONS/FACILITIES-NEW Environmental Document: CATEGORICALLY EXEMPT - 01/01/2009 Conformity Category: TCM Committed Total Estimate: \$34,825 Air Basin: SCAB Project Completion Date: 12/31/2022 Current Implementation Status: ROW Acquisition - 02/14/2020 Project Manager: Ben Ku - (714) 560-5473 Last Modified By: Ben Ku on 05/18/2021 Administrative Comments: MLE1@OCTA.NET CTC Only 10/03/2019 \$8.3M in FTA transferred to ORA120318, replaced with \$8.3M in CMAQ. Removed \$8.3M in CMAQ and replaced with Agency. Now Agency funds are 91 Express Lane Excess Toll Revenues. Apportionment Code M003 Agency Funds are 91 Express Lane Excess Toll Revenues	<table border="1"> <thead> <tr> <th>Fiscal Year</th> <th>Revenue Source</th> <th>Engineering</th> <th>Right of Way</th> <th>Construction</th> <th>Total Revenue</th> </tr> </thead> <tbody> <tr> <td>09/07</td> <td>STIP AC RIP</td> <td>\$2,500</td> <td></td> <td></td> <td>\$2,500</td> </tr> <tr> <td>11/12</td> <td>S307 - FTA/TA Transfer Funds</td> <td>\$50</td> <td></td> <td></td> <td>\$50</td> </tr> <tr> <td>11/12</td> <td>PTMSEA - Public Transit Modernization Imp & Sec</td> <td>\$400</td> <td></td> <td></td> <td>\$400</td> </tr> <tr> <td>14/15</td> <td>ORAM2TR - Orange Co. Measure M2-Transit</td> <td>\$100</td> <td></td> <td>\$7,900</td> <td>\$8,000</td> </tr> <tr> <td>18/19</td> <td>AGENCY - Agency</td> <td></td> <td></td> <td>\$14,300</td> <td>\$14,300</td> </tr> <tr> <td>05/06</td> <td>CITY - City Funds</td> <td>\$1,475</td> <td>\$3,700</td> <td></td> <td>\$5,175</td> </tr> <tr> <td>14/15</td> <td>CITY - City Funds</td> <td></td> <td></td> <td>\$4,400</td> <td>\$4,400</td> </tr> <tr> <td></td> <td></td> <td>\$4,625</td> <td>\$3,700</td> <td>\$26,600</td> <td>\$34,825</td> </tr> </tbody> </table>	Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue	09/07	STIP AC RIP	\$2,500			\$2,500	11/12	S307 - FTA/TA Transfer Funds	\$50			\$50	11/12	PTMSEA - Public Transit Modernization Imp & Sec	\$400			\$400	14/15	ORAM2TR - Orange Co. Measure M2-Transit	\$100		\$7,900	\$8,000	18/19	AGENCY - Agency			\$14,300	\$14,300	05/06	CITY - City Funds	\$1,475	\$3,700		\$5,175	14/15	CITY - City Funds			\$4,400	\$4,400			\$4,625	\$3,700	\$26,600	\$34,825
Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue																																																		
09/07	STIP AC RIP	\$2,500			\$2,500																																																		
11/12	S307 - FTA/TA Transfer Funds	\$50			\$50																																																		
11/12	PTMSEA - Public Transit Modernization Imp & Sec	\$400			\$400																																																		
14/15	ORAM2TR - Orange Co. Measure M2-Transit	\$100		\$7,900	\$8,000																																																		
18/19	AGENCY - Agency			\$14,300	\$14,300																																																		
05/06	CITY - City Funds	\$1,475	\$3,700		\$5,175																																																		
14/15	CITY - City Funds			\$4,400	\$4,400																																																		
		\$4,625	\$3,700	\$26,600	\$34,825																																																		
Last Revised: Amendment 21-05 - APPROVED	Total Programmed: \$34,825																																																						

Attachment: OCTA TCM Substitution Report 070722 (Two Transit TCMs Substitution by Orange County Transportation Authority (OCTA))



4/21/2022

Additional Modeling Details and Summary of Modeling Files

OCTAM was used to model the two project alternatives to develop future 2045 forecasts of VMT by speed bin. The following provides details on the modeled alternatives:

- TCMBase - No project alternative 2045
 - With the two committed TCM projects (ORA130099 and ORA030612)
 - Without the proposed substitute Bravo! express bus project
- TCMOCTARep - With project alternative 2045
 - Without the two committed TCM projects (ORA130099 and ORA030612)
 - With the proposed substitute Bravo! express bus project

The highway and transit networks for each scenario includes the input scenario assumptions. The four fixed-format binary files in the asn-LVOL subdirectories contain the post-processed forecast outputs.

Key data fields in the TransCAD output:

- AB_LN/BA_LN: Number of lanes in the AB/BA directions
- PK_Headway/OP_headway: Transit headways in minutes for the peak and off-peak time periods.
- AB_LVOL/BA_LVOL: Post-processed forecast volumes in the AB/BA directions

The modeling output files are attached to this correspondence. Each scenario is packaged in a separate zip file:

- TCMBase.zip - No project alternative
- TCMOCTARep.zip - With project alternative

The forecast outputs were post-processed per the NCHRP-255 approach. EMFAC2017 was then used to forecast emissions using VMT by speed bin from the two OCTAM runs.

2045 OCTAM Model Output Summary Statistics for Orange County


	Original Committed Projects	With Proposed Substitute
Total Population	3,534,600	3,534,600
Household Population	3,488,500	3,488,500
Total Dwelling Units	1,154,400	1,154,400
Employment	1,980,400	1,980,400
Daily Transit Trips	152,000	153,000
Total Vehicle Hours of Delay	464,900	464,600
Daily Vehicle Hours Traveled	2,511,300	2,510,600
Daily Vehicle Miles Traveled	83,735,700	83,726,400
Daily Peak Vehicle Hours Traveled	1,620,200	1,619,700
Daily Peak Vehicle Miles Traveled	47,065,600	47,054,400
Total Person Hours of Delay	634,000	633,600
Daily Person Hours Traveled	3,424,600	3,423,700
Daily Person Miles Traveled	114,188,100	114,174,900
Daily Peak Person Hours Traveled	2,180,100	2,179,400
Daily Peak Person Miles Traveled	63,330,600	63,316,100
Daily Average Speed (mph)	33.3	33.3
Avg. Spd. - Freeways Peak	39.8	39.8
Avg. Spd. - Freeway AM Pk Period	38.3	38.3
Avg. Spd. - Freeway PM Pk Period	40.9	40.9
Avg. Spd. - Arterials Peak	25.1	25.1
Avg. Spd. - Arterial AM Pk Period	24.2	24.2
Avg. Spd. - Arterial PM Pk Period	25.7	25.7
Avg. Spd. - All Facilities Peak	31.6	31.6
Avg. Spd. - All Facilities - AM Pk Period	30.6	30.6
Avg. Spd. - All Facilities PM Pk Period	32.3	32.3



AGENDA ITEM 15
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

To: Executive/Administration Committee (EAC) **EXECUTIVE DIRECTOR'S APPROVAL**
Regional Council (RC)

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

Subject: Housing Bills of Interest

RECOMMENDED ACTION:

The Legislative/Communications and Membership Committee (LCMC) recommends support for Senate Bill (SB) 1444 (Allen) and recommends opposition to Assembly Bill (AB) 2011 (Wicks).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

At its June 21, 2022, meeting, members of the Legislative/Communications and Membership Committee (LCMC) received a report on a junior housing bill package. The LCMC unanimously voted to forward recommendations to the Regional Council (RC) to support Senate Bill (SB) 1444 (Allen) and oppose Assembly Bill (AB) 2011 (Wicks).

BACKGROUND:

SCAG is monitoring several pieces of legislation related to housing affordability, homeownership, homelessness, land use, and California Environmental Quality Act (CEQA) exemptions. At its April 19, 2022, meeting, members of the LCMC received a report on 20 housing bills and subsequently voted to forward 11 recommendations to the RC, which were unanimously approved at the May 5, 2022, meeting.

Prior Committee Action

At the LCMC meeting on June 21, 2022, staff presented a junior housing bill package to the Committee with recommended positions on two bills. Staff recommend a support position for SB 1444 (Allen) and an oppose position for AB 2011 (Wicks). SB 1444 is consistent with the RC’s adopted legislative platform that specifies support for providing local jurisdictions with additional tools and preserving local authority to address housing production, affordability, and homelessness challenges. In contrast, AB 2011 would increase barriers for local jurisdictions across the SCAG



region to implement their local housing programs and interfere with local authority to address their housing challenges. Following the staff presentation, the LCMC unanimously voted to forward these recommendations to the RC.

Summaries of the two bills are included below.

The LCMC recommends SUPPORT for the following legislative bill:

Bill: SB 1444 **Author:** Senator Ben Allen (D-Redondo Beach)

Title: South Bay Regional Housing Trust Fund

Status: Passed the Assembly Local Government Committee on 06/08/22, 8-0 vote. Referred to Assembly Housing and Community Development Committee. Hearing set for 06/29/22.

Senator Ben Allen (D-Redondo Beach) introduced SB 1444, which would establish the South Bay Regional Housing Trust. The bill would permit the County of Los Angeles and any or all of the cities within the jurisdiction of the South Bay Cities Council of Governments (SBCCOG) to enter into a joint powers agreement (JPA) to fund affordable housing and housing for persons experiencing homelessness within the South Bay Cities region. From 2018 to 2022, South Bay families experiencing homelessness increased 32 percent.

The Trust would be allowed to plan and construct housing, receive public and private financing and funds, and authorize and issue bonds. The SBCCOG is comprised of the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance and the communities of Harbor City, San Pedro, and Wilmington in the City of Los Angeles, along with the unincorporated areas of Districts 2 and 4 in the County of Los Angeles. The Trust is modeled after the San Gabriel Valley Regional Housing Trust that was created under SB 751 (Chapter 670, Statutes of 2019).

On May 17, 2022, Senator Allen gutted the original content of SB 1444 that dealt with property insurance and amended it with language creating the South Bay Regional Housing Trust. This legislation has no formal opposition and is supported by the following groups:

Support	Oppose
- South Bay Cities Council of Governments (sponsor)	- None on file
- City of El Segundo	
- City of Hermosa Beach	
- City of Lomita	
- City of Manhattan Beach	
- City of Rancho Palos Verdes	

- City of Rolling Hills Estates	
- City of Torrance	

The LCMC recommends OPPOSITION to the following legislative bill:

Bill: AB 2011 **Author:** Assemblymember Buffy Wicks (D-Berkeley)
Title: Affordable Housing and High Road Jobs Act
Status: Passed the Senate Housing Committee on 06/21/22, 6-1 vote. Referred to the Governance and Finance Committee. A hearing has not been scheduled.

On April 18, 2022, Assemblymember Buffy Wicks (D-Berkeley) gutted and amended AB 2011. This bill would allow the development of any 100 percent affordable housing projects in commercially zoned areas and mixed-income housing along commercial corridors be deemed a “use by right” and subject to a streamlined, ministerial review process, regardless of any inconsistent provision of a local government’s general or specific plans, housing element, ordinances, or regulations. For mixed-income housing, 15 percent of the units shall be set at an affordable rent to lower income households. Furthermore, AB 2011 defines commercial zone as office, retail, or parking as the principally permitted use and commercial corridor means a highway that is not a freeway and is between 70 feet and 150 feet (generally four to six lanes). Projects must be located within the boundaries of an urbanized area or urban cluster of a city or unincorporated community and exempts environmentally unsafe or sensitive areas like high or very high fire severity zones.

AB 2011 also contains labor provisions that require a developer include specified labor standards in construction contracts, including that all construction workers shall be paid at least the general prevailing wage, and certifying to a local government that those standards will be met. Housing projects with 50 units or more would be subject to additional labor standards, including requirements related to health care for certain employees and participation in apprenticeship programs. Below is a selection of stakeholders in support and opposition to AB 2011:

Support	Oppose
- CA Conference of Carpenters (Co-Sponsor)	- California State Association of Electrical Workers
- California Housing Consortium (Co-Sponsor)	- California State Pipe Trades Council
- AARP	- City of Beverly Hills
- Abundant Housing LA	- City of Burbank
- Bay Area Council	- City of Corona
- Burbank Housing Development Corporation	- City of El Centro
- California Apartment Association	- City of Glendale
- California Coalition for Rural Housing	- City of Glendora

- California Community Builders	- City of Huntington Beach
- California Housing Partnership	- City of Indian Wells
- California YIMBY	- City of La Canada Flintridge
- Carpenters Local 152, 22, 562, 619, 661, 701, 714, 721, 909, 951, 1109, 1599, 1789, 2236, 180, 405, 46, 505, 605, 713, and 805	- City of La Mirada
- Carpenters Women's Auxiliary 001, 007, 101, 1904, 417, 66, 710, and 91	- City of La Puente
- City of San Mateo	- City of Laguna Beach
- Council of Infill Builders	- City of Laguna Hills
- Drywall Lathers Local 9109 and 9144	- City of Menifee
- East Bay Asian Local Development Corporation	- City of Mission Viejo
- Greenbelt Alliance	- City of Orange
- Housing California	- City of Palm Desert
- Mercy Housing California	- City of Rancho Palos Verdes
- Non Profit Housing Association of Northern California	- City of Redlands
- Northern California Carpenters Regional Council	- City of Rolling Hills Estates
- San Diego Housing Federation	- City of Rosemead
- San Francisco Housing Development Corporation	- City of San Clemente
- Silicon Valley Community Foundation	- City of Torrance
- Southern California Association of Nonprofit Housing	- City of Whittier
- Southwest Regional Council of Carpenters	- District Council 16, International Union of Painters and Allied Trades
- SV@Home Action Fund	- Los Angeles County Division, League of California Cities
- United Ways of California	- State Building & Construction Trades Council of California
- Ventura County Clergy and Laity United for Economic Justice	- Western States Council Sheet Metal, Air, Rail and Transportation

FISCAL IMPACT:

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



AGENDA ITEM 16
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Transportation Bills of Interest

RECOMMENDED ACTION:

The Legislative/Communications and Membership Committee (LCMC) recommends an opposition to AB 1778 (C. Garcia), oppose unless amended positions on AB 2237 (Friedman) and AB 2438 (Friedman), and support for AB 2622 (Mullin), SB 1104 (Gonzalez), and SB 1121 (Gonzalez).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

At its June 21, 2022, meeting, members of the Legislative/Communications and Membership Committee (LCMC) received a report on eight bills that relate to transportation policy. After discussion and deliberation, the LCMC voted unanimously to forward recommendations to the Regional Council (RC) to adopt an oppose position on AB 1778 (C. Garcia), oppose unless amended positions on AB 2237 (Friedman) and AB 2438 (Friedman), and support positions on AB 2622 (Mullin), SB 1104 (Gonzalez), and SB 1121 (Gonzalez). The remaining two bills are included for informational purposes.

BACKGROUND:

SCAG is monitoring nearly 60 legislative bills that relate to transportation policy that are included in a monthly Legislative Tracking Report monitored by the LCMC. Of these, staff identified eight (8) bills for discussion and consideration of recommended positions.

For today’s meeting, the LCMC recommends the RC consider opposing AB 1778 (C. Garcia), adopting oppose unless amended positions on AB 2237 (Friedman) and AB 2438 (Friedman), and supporting AB 2622 (Mullin), SB 1104 (Gonzalez), and SB 1211 (Gonzalez).

SB 1251 and SB 1382 were included in the report for informational purposes.

Summaries of all eight bills are included below.

The LCMC recommends an OPPOSE position on the following legislative bill:

Bill: AB 1778 **Author:** Assemblymember Cristina Garcia (D-Bell Gardens)
Title: State transportation funding for highway projects in areas of high poverty and pollution.
Status: Passed Assembly Floor on 05/25/22, 41-25-12. Referred to Senate Transportation to be heard 06/28/2022.
Recommendation: Oppose.

This bill would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 40th percentile on the California Healthy Places Index. For the purposes of this bill, freeway projects are defined as freeway widening projects, interchange expansion projects that would facilitate increased flows of traffic to or from existing or future industrial or warehouse facilities, freeway extensions or lengthening, displacement of residences, houses, or businesses occurring due to freeway projects. The “California Healthy Places Index” is an online resource developed by the Public Health Alliance of Southern California that describes local factors and explores community conditions that impact life expectancy.

AB 1778 does not include a proposed timeline for implementation; therefore, as it is currently drafted, if this bill were to be signed, it would be effective January 1, 2023. Because the bill impacts both funding and permitting, this could have widespread impacts on not only future freeway projects but also projects under construction or those already environmentally approved. Due to the broad range of projects included in AB 1778, this bill could also impact projects that address safety, system preservation, relate to pricing or goods movement issues, or done specifically for transit purposes. AB 1778 contains no exemptions to its prohibitions. For these reasons, staff recommends an oppose position on AB 1778.

This bill is supported by Abundant Housing LA, California YIMBY, Climate Resolve, and the Council of Infill Builders. This bill is opposed by California Building Industry Association, Orange County Transportation Authority, Riverside County Transportation Commission, and Transportation California.

The LCMC recommends an OPPOSE UNLESS AMENDED position on the following two (2) legislative bills:

Bill: AB 2237 **Author:** Assemblymember Laura Friedman (D-Glendale)
Title: Transportation projects alignment with RTP/SCS, local sales tax measures.
Status: Passed Assembly Floor on 05/25/22, 41-27-10. Referred to Senate Transportation pending

hearing date.

Recommendation: Oppose unless amended.

This bill would require projects and programs included in the Regional Transportation Improvement Program (RTIP) to be consistent with the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) and state and federal air quality standards.

Regional Transportation Planning Agencies (RTPAs) compile RTIPs, which are then submitted to the state for inclusion in the State Transportation Improvement Program (STIP). The STIP is a five-year capital improvement program that provides funding from the State Highway Account (SHA) for projects that increase the transportation system's capacity. The SHA is funded through a combination of state gas excise tax, the Federal Highway Trust Fund, and truck weight fees. The STIP may include projects on state highways, local roads, intercity rail, or public transit systems.

Secondly, AB 2237 would prohibit any funds collected from any transportation tax measure passed on or after January 1, 2023, from being spent until that measure's projects and programs are included in the RTP/SCS. The bill would also prohibit the expenditure of funds from local tax measures that passed before January 1, 2023, but that exclusively provide for the collection and expenditure of funds on or after January 1, 2023, until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted RTP/SCS.

Projects that use state or federal funds that require a federal action or permit or are regionally significant will already be included in the RTP/SCS. This section of the bill, however, introduces a precedent that allows the state to dictate parameters on locally approved tax measures. The introduction of state control over locally approved tax measures could jeopardize the ability of county transportation agencies to secure voter approval for new measures or extend current ones. In addition, new rules and parameters governing local tax measures can impact the disclosures, terms, and costs associated with bond instruments, backed by future sales tax receipts, that public agencies use to expedite the delivery of an improvement project.

SCAG's RTP/SCS includes a financial plan to demonstrate that the projects included in the plan will be built. The financial plan relies on "core revenue" sources, which are sources on the ground right now. The 2020 RTP/SCS, Connect SoCal, identifies \$493.1 billion in core revenue sources, including federal, state, and local sources. Federal sources comprise eight percent of the core revenues, and state sources comprise 32 percent. Local sources generate about 60 percent of that total \$493.1 billion, or about \$297.2 billion. The SCAG region has eight half-cent sales tax measures – one each in Imperial, Orange, Riverside, and San Bernardino counties – and four in Los Angeles County. Together they generate \$170 billion, or 34 percent of the financial plan's identified core revenues.

State regulation of local sales tax measures could complicate an agency's ability to secure favorable bond terms and could jeopardize an agency's ability to win approval or extension of a sales tax measure. These risks could jeopardize the largest core revenue sources upon which the RTP/SCS relies. For these reasons, staff recommends that all provisions relating to state regulation of local sales tax measures be removed from the bill.

AB 2237 would also prohibit state funds from being used for a project that increases "single-occupancy vehicle capacity" unless the project is included in the RTP/SCS, provides sufficient enforceable mitigation to ensure that including the project in the RTP/SCS will not increase GHG emissions, and that the Metropolitan Planning Organization (MPOs) finds that the project helps to advance other regional goals, such as safety, freight travel, maintenance, or equity.

AB 2237 does not define "single-occupancy vehicle capacity," though it could be interpreted as general-purpose lanes. The bill also does not provide exemptions for other users, which might include vanpools, car shares, or transit buses that also benefit from general-purpose lanes. Furthermore, when SCAG prepares the RTP/SCS, which contains over 3,000 projects, the plan is analyzed at a regional level. This means the plan evaluates how the totality of those projects and programs operate together as a system. Project-specific analysis is not part of the RTP/SCS, so AB 2237 would require an entirely new level of planning and analysis in the RTP/SCS. Project sponsors conduct project-specific analyses on negative environmental impacts when conducting a project's CEQA analysis. Since July of 2020, when SB 743 (Chapter 386, Statutes of 2013) took effect, these impacts are measured according to the overall amount that people drive. Because this responsibility would represent a significant unfunded mandate for MPOs that develop the RTP/SCS or be redundant with environmental work already conducted by project sponsors, staff recommends that this section be removed from the bill.

This bill is supported by the Coalition for Clean Air and is opposed by the California State Association of Counties, League of California Cities, Orange County Transportation Authority, Riverside County Transportation Commission, Transportation California, and opposed unless amended by the California Association of Councils of Governments.

Bill: AB 2438 **Author:** Assemblymember Laura Friedman (D-Glendale)

Title: State transportation funding alignment with greenhouse gas reduction standards.

Status: Passed Assembly Floor on 05/25/22, 41-23-14. Referred to Senate Transportation to be heard 06/28/2022.

Recommendation: Oppose unless amended.

This bill would require funds apportioned or awarded from the Local Streets and Roads Program, State Highway Operation and Protection Program (SHOPP), State Transportation Improvement Program (STIP), and the SB 1 competitive programs (Solutions for Congested Corridor Program,

Trade Corridor Enhancement Program, and Local Partnership Program) to be expended consistent with the California Transportation Plan, Climate Action Plan for Transportation Infrastructure (CAPTI), and California's AB 32 and SB 375 greenhouse gas reduction standards.

The California Transportation Plan (CTP) is developed by Caltrans and updated every five years. The CPT provides a common framework for guiding transportation decisions and investments by all levels of government and the private sector that meet California's multimodal needs while reducing greenhouse gas emissions. California State Transportation Agency adopted CAPTI on July 12, 2021. The document details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety, and equity goals.

AB 32, the California Global Warming Solutions Act of 2006, established California's first greenhouse gas reduction target and called on the state to reduce emissions to 1990 levels by 2020. AB 32 also required CARB to develop a Scoping Plan, a suite of measures aimed at achieving that goal. SB 375 (Chapter 728 of the Statutes of 2008) directs the California Air Resources Board to set regional targets for reducing greenhouse gas emissions from the automobile and light-duty truck sector for 2020 and 2035. The law requires MPOs to create Sustainable Communities Strategies in conjunction with their Regional Transportation Plans.

AB 2438 would affect SB 1 (Chapter 5, 2017 statutes), programs and transportation funds approved by the Legislature and upheld by the voters against a referendum that sought to repeal it (Proposition 6, 2018). CAPTI was not approved by the Legislature but was instead adopted by an administrative agency. AB 2438 could, therefore, limit and constrain the original intent for these SB 1's statutory programs by administrative action. Additionally, when SCAG, and numerous other stakeholder organizations, supported and advocated for SB 1 to provide new and stable revenue sources for road safety improvements, expand transit, invest in goods movement infrastructure and grade separations, and repair local streets, highways, and bridges, there were promises that SB 1 funds would be used for transportation-related purposes only and that these funds would not be held hostage for unrelated policy priorities, regardless of how important those other priorities are. A deal was a deal. AB 2438 would void that agreement by adding new criteria for SB 1-funded transportation programs. Staff recommends that AB 2438 be amended to remove the SB 1-funded programs from this bill.

Requiring consistency with the California Transportation Plan is unrealistic since it is not fiscally constrained, unlike the Federal Transportation Improvement Program or the RTP/SCS. Because of these reasons, staff recommends that AB 2438 be amended to remove this requirement.

Secondly, AB 2438 would require the California State Transportation Agency, Caltrans, and the California Transportation Commission, in consultation with the State Air Resources Board and the

Strategic Growth Council, to jointly prepare a report to the Legislature on or before January 1, 2025, that comprehensively reevaluates transportation program funding levels, projects, and eligibility criteria with the objective of aligning the largest funding programs with the goals set forth in the above-described plans and away from projects that increase vehicle capacity. Staff recommends that AB 2438 be amended specifically to include consultation with the state's MPOs as part of this process.

Lastly, this bill would add a financial analysis to the California Transportation Plan, including a summary of the plan's implementation constrained by a realistic projection of available revenues. The CTP would also be required to contain a recommendation for the allocation of funds.

AB 2438 is supported by Coalition for Clean Air and Natural Resources Defense Council. The bill is opposed by the California State Council of Laborers, Riverside County Transportation Commission, and Transportation California.

The LCMC recommends SUPPORT for the following three (3) legislative bills:

Bill: AB 2622 **Author:** Assemblymember Kevin Mullin (D-San Mateo)

Title: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project

Status: Passed Assembly Floor on 05/26/22, 74-0-4. Referred to Sen. Governance and Finance pending hearing.

Recommendation: Support

This bill would extend the state sales and use tax exemption for zero-emission buses (ZEBs) purchased by public transit agencies to January 1, 2026. Previous legislation by Assemblymember Mullin, AB 784 (Chapter 684, Statutes of 2019), created the original state sales and use tax exemption for ZEBs through January 1, 2024. The intent behind this law was to further encourage transit agencies to purchase ZEBs over conventionally fueled (diesel or compressed natural gas) buses and to aid transit agencies in complying with the California Air Resource Board's (CARB) Innovative Clean Transit (ICT) regulation by reducing the upfront costs for these more expensive technologies. The ICT regulation requires California public transit agencies to completely transition their bus fleets to zero-emission fleets by 2040.

There are close to 13,000 transit buses statewide with 800 ZEBs in operation or on order. The success of AB 784 in supporting the adoption and purchase of ZEBs accounts for over 25 percent of today's ZEBs utilized by transit agencies. By extending the tax exemption, public transit agencies are eligible to save between approximately \$30,000 and \$50,000, depending on the manufacturer and technology package on each ZEB that is purchased. An overall reduction in fleet costs will allow transit agencies to reallocate their resources as they work to secure additional funding for ZEBs as

well as the accompanying charging infrastructure. For these reasons, staff recommends a support position on AB 2622.

This bill is sponsored by the California Transit Association and supported by the City of Moorpark, City of Thousand Oaks, Long Beach Transit, Los Angeles County Metropolitan Transportation Authority (LA Metro), Orange County Transportation Authority, and San Diego Metropolitan Transit System. This bill is opposed by California Federation of Teachers.

Bill: SB 1104 **Author:** Senator Lena Gonzalez (D-Long Beach)

Title: Establishing the Office of Freight

Status: Passed Asm. Jobs, Econ. Develop., & Econ Committee 6-0. Re-referred to Asm. Transportation Committee to be heard on 06/27/22.

Recommendation: Support

This bill would establish the Office of Freight (Office) within the Governor's Office of Business and Economic Development (GO-Biz) to serve as a coordinating entity. The Governor would be required to appoint a director to lead the Office, who would oversee the Office, facilitate collaboration along the supply chain, and advocate for the interests of businesses in the freight sector industry. The Office would be tasked with overseeing the growth, competitiveness, and sustainability of freight in the state in consultation with public and private stakeholders. The Office would be required to submit a report to the legislature on statewide economic growth, competitiveness, prosperity, resiliency, and sustainability of the state's freight sector by December 31, 2024. The Office's report would inform GO-Biz's development of a strategy for international trade and investment.

The report would be required to be created in consultation with the California Air Resources Board (CARB), California Department of Transportation (Caltrans), California State Transportation Agency (CalSTA), and the California Transportation Commission (CTC).

Furthermore, the report would be required to include an assessment of topics including the resilience of the freight sector and supply chain concerns, progress on zero-emission goals, and the economic competitiveness in the supply chain, among other topics. The Office would be required to update the report once every five years. The California State Transportation Agency (CalSTA) would be required to incorporate the report's findings into the state freight plan.

The Ports of Los Angeles and Long Beach are the entry points for 40 percent of California's containerized cargo imports and 25 percent of the state's containerized exports. These ports experienced a 50 percent increase in cargo in March 2021 compared to a year earlier, which, combined with insufficient infrastructure, has contributed to the nationwide supply chain crisis. The Office of Freight would serve a crucial role as a singular point of contact for the state's role in

coordinating and promoting the economic growth and competitiveness of our region's freight and goods movement sector. For these reasons, staff recommends support for SB 1104.

Go-Biz indicated that it would incur \$540,000 in first-year costs and \$440,000 annually thereafter to establish and run this office. CARB noted that it would require \$630,000 ongoing to perform its administrative duties. Finally, CalSTA said it would require up to \$200,000 for the one-time cost associated with a limited-term position. This bill has no formal opposition and is supported by the California Association of Port Authorities, California Builders Alliance, California Business Roundtable, and California Retailers Association.

Bill: SB 1121 **Author:** Senator Lena Gonzalez (D-Long Beach)

Title: State and local transportation system needs assessment

Status: Passed Senate Floor on 05/23/22, 32-0-8. Passed Asm. Transportation 14-0 and re-referred to Asm. Approps pending hearing.

Recommendation: Support

This bill would require the California Transportation Commission (CTC) to develop a needs assessment every other year that includes the cost to operate, maintain, and provide for the future growth and resiliency of the state and local transportation system for the following ten years. The bill would define state and local transportation system to include a) bicycle and pedestrian facilities, b) local streets and roads, c) highways, bridges, and culverts, and d) transit systems, including commuter rail and intercity rail systems (including operations).

SB 1121 would also require the CTC to forecast available revenues to meet the transportation system's future needs and make recommendations concerning any potential revenue gaps. In addition, the assessment must include the costs associated with addressing climate change impacts. In developing the needs assessment, the CTC would be required to consult with relevant stakeholders, including Metropolitan Planning Organizations (MPOs).

Having a full assessment and understanding of the current state of California's transportation system, the funding needed to maintain and expand the network, and the funding available to meet those needs is an important step in discussing future priorities and resources. Especially as climate challenges continue and resiliency needs increase, a full needs assessment will play an important role in steering that conversation. For this reason, staff recommends support of SB 1121.

The CTC estimates one-time consultant contracting costs of approximately \$300,000 and state operations costs of approximately \$239,000 annually for two years for staff to oversee the contract and develop the assessment. This bill is supported by Transportation California. There is no known opposition.

Staff has included the following two (2) legislative bills for INFORMATIONAL purposes:

Lastly, staff presents the following two bills for informational purposes as a follow-up to a May 19, 2022, advocacy meeting with Senator Lena Gonzalez (D-Long Beach), who also serves as Chair of the Senate Transportation Committee. During this meeting, Senator Gonzalez shared three legislative priorities: SB 1104, SB 1251, and SB 1382. Staff recommended a support position on SB 1104, above, and includes summaries on the other two bills for the LCMC's information.

Bill: SB 1251 **Author:** Senator Lena Gonzalez (D-Long Beach)

Title: Establishing the Office of Zero-Emission Vehicle Equity Advocate

Status: Passed Asm. Accountability & Admin Review 5-0. Re-referred to Asm. Transportation Committees to be heard on 06/27/2022.

Recommendation: None.

This bill would establish the Office of Zero-Emission Vehicle Equity Advocate (ZEV Advocate) within GO-Biz to coordinate the development of a shared, cross-agency definition of "equity" and set the equity agenda for the deployment of light-, medium-, and heavy-duty ZEVs, supporting infrastructure and workforce development. The ZEV Advocate would be required to serve as a point of contact for stakeholders to give concerns, feedback, and suggestions on the state's progress towards equitably achieving its ZEV deployment goals. The ZEV Advocate would also be required to provide information and propose policy changes to ensure all state agencies have consistent definitions, criteria, and targets used in the state's ZEV and infrastructure programs. SB 1251 would give the ZEV Advocate authority to convene meetings and taskforces between state and local governmental agencies, utilities, labor, and private sector concerns for the purpose of advancing zero-emission transportation goals.

The ZEV Advocate would also be required to develop and adopt an equity action plan that provides actions necessary to advance equity in access to ZEVs, infrastructure, and ZEV transportation options in low-income communities. The ZEV Advocate would be required to coordinate with community organizations, state and local governmental agencies, and private stakeholders to develop the equity plan for equitable zero-emission vehicle deployment. The ZEV Advocate would then be required to assess and publish updates regarding progress toward meeting the equity action plan's goals. The ZEV Advocate's office would sunset on January 1, 2028.

The bill has no formal opposition and is sponsored by the Los Angeles Cleantech Incubator and is supported by the California Climate Council, California Municipal Utilities Association, the City of Santa Monica, and Pacoima Beautiful.

Bill: SB 1382 **Author:** Senator Lena Gonzalez (D-Long Beach)

Title: Clean Cars for All Equity and Sales Use Exemption

Status: Passed Asm. Revenue and Taxation 13-0 and re-referred to Asm. Revenue and Taxation pending second hearing date. Will move to Asm. Transportation next if passed.

Recommendation: None.

SB 1382 would require the California Air Resources Board (CARB) to coordinate with air districts and community organizations to identify barriers to accessing the Clean Cars 4 All (CC4A) program and develop outreach protocols and metrics for unrepresented groups. To accomplish this, CARB would assess identifying groups underserved by the CC4A program, how incentive levels can be modified to maximize participation (and therefore emissions reductions) and evaluate the funding for targeted outreach in low-income or disadvantaged communities.

CC4A is a CARB-administered program that provides incentives for Californians whose incomes are below 400 percent of the Federal Poverty Line to scrap and replace their older, higher polluting vehicles and replace them with zero- or near-zero emission vehicles. CC4A aims to target benefits to low-income and disadvantaged communities and heavily emphasizes consumer protections, education on new technologies, and coordination with other clean transportation programs. CC4A has been operating for six years through five air districts, including the South Coast Air Quality Management District. The program has helped place over 11,000 zero- or near-zero emission vehicles with over \$90 million in funding to low-income participants.

SB 1382 would also exempt plug-in hybrid and zero-emission vehicles purchased through CC4A from the sales and use tax.

The bill has no formal opposition and is supported by the Bay Area Air Quality Management District, California Electric Transportation Coalition, California Environmental Voters, and California New Car Dealers Association.

Prior Committee Action

At the LCMC meeting on June 21, 2022, staff presented the above eight transportation bills to the Committee with recommended positions on six. Staff recommended support positions for AB 2622 (Mullin), SB 1104 (Gonzalez), and SB 1121 (Gonzalez). These bills would provide sales and use tax exemptions for zero-emission buses purchased by public transit agencies, create the Office of Freight, and require the development of a needs assessment of the transportation system. During discussion on SB 1211, a committee member expressed the need to continue advocacy for land ports of entry and recognize the importance of our federal partners.

In addition, staff recommended opposition to AB 1778 (C. Garcia). This bill would severely limit current and future highway projects.

Lastly, staff recommended oppose unless amended positions on AB 2237 (Friedman) and AB 2438 (Friedman). These bills both would implement various requirements for metropolitan planning organization's Regional Transportation Plan/Sustainable Communities Strategy that are replicative, unfunded, or unrealistic. During discussion of AB 2337, committee members expressed a commitment for implementing solutions to reduce greenhouse gas emissions but agreed with staff's analysis that the bill contained many problematic provisions.

Following some minor discussion and questions, the LCMC unanimously voted to forward these recommendations to the Regional Council.

FISCAL IMPACT:

Work associated with the Transportation Bills of Interest Report is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 17
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: July 2022 State and Federal Legislative Update

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

STATE

Fiscal Year (FY) 2022-23 State Budget Update

On June 13, 2022, the California Legislature passed the main budget bill, Senate Bill (SB) 154 (Skinner), without first having a budget agreement with Governor Gavin Newsom. The Legislature essentially passed a placeholder fulfilling a state constitutional deadline to pass a budget before June 15th, otherwise lawmakers would risk losing their pay.

Budget negotiations are continuing throughout June to iron out disagreements over spending levels for various programs, including in the areas of climate change, energy, and education. While both the Legislature’s and Governor Newsom’s budgets propose about \$300 billion in spending, the Legislature’s proposal offers more ongoing spending. Furthermore, lawmakers have rejected the Governor’s proposal to give \$400 to vehicle owners providing relief from high gas prices. Instead, the budget bill contains the Legislature’s tax rebate plan to help residents withstand the rising cost of gas and consumer goods by providing \$200 to taxpayers making less than \$125,000 and joint filers making less than \$250,000 with an extra \$200 per dependent.

Once an agreement is reached between the Senate, Assembly, and Governor, the Legislature will vote on amendments to SB 154. The amendments, which will likely come to the floor at the end of June, are referred to as a “Budget Bill Junior.” Lawmakers will also pass several trailer bills in the weeks to come, which include the legal language necessary to implement the final budget.

Governor Newsom must sign the budget bills before the new fiscal year starts on July 1, 2022 to avoid any lapse in government funding.

FEDERAL

Fiscal Year (FY) 2023 Appropriations Update

The federal government’s new fiscal year is approaching on October 1, 2022. There are a total of 12 spending bills that fund various federal departments and make up the federal budget that must be passed by Congress and signed by the President. On June 8, 2022, the House of Representatives kicked off its annual appropriations process when it adopted House Resolution 1151 giving the House Appropriations Committee an overall spending total of \$1.6 trillion, plus \$28.5 billion in various non-defense increases that can be activated if the appropriations bills meet certain criteria. The base total is a 9 percent increase over the FY 2022 appropriations bills.

On June 22, 2022, the House Appropriations Committee approved a plan to subdivide \$1.6 trillion for FY 2023 amongst its twelve subcommittees. The plan was approved by a party-line vote of 31 to 26. The spending plan includes a \$90.888 billion budget allocation for the Transportation, Housing, and Urban Development (T-HUD) Subcommittee, a 12.2 percent (\$9.85 billion) increase, although most of that would go to housing programs. On June 23, 2022, the T-HUD Subcommittee approved the T-HUD appropriations bill by voice vote over the opposition of Republicans that believe the overall spending total is too high. The spending bill would fund the Department of Transportation (DOT) at \$105.4 billion, which is an increase of \$2.4 billion over FY 2022. Of note, the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program, formerly known as BUILD and TIGER, will receive \$775 million in addition to the \$1.5 billion provided by the Bipartisan Infrastructure Law (BIL) for FY 2023. The Consolidated Rail Infrastructure Safety (CRISI) grant program will receive \$630 million in addition to the \$1 billion made available by the BIL for FY 2023. Lastly, the T-HUD Subcommittee received 2,019 earmark requests totaling \$5.6 billion and approximately \$1.275 billion in highway project earmarks is included in the T-HUD appropriations bill.

The table below summarizes funding for agencies and programs within DOT:

Department of Transportation	\$105.4 B
Federal Aviation Administration (FAA)	\$18.7 B
Federal Highway Administration (FHWA)	\$61.3 B
Federal Railroad Administration (FRA)	\$3.8 B
Federal Transit Administration (FTA)	\$17.5 B
• Capital Investment Grants	\$3 B
Maritime Administration (MARAD)	\$987 M
National Highway Traffic Safety Administration (NHTSA)	\$1.2 B

A full House Appropriations Committee markup of the T-HUD appropriations bill is scheduled for June 30, 2022. Across the Capitol, the Senate has not yet introduced any of its FY 2023 appropriations measures. Congress will likely pass a short-term Continuing Resolution (CR) that would extend past Election Day into December 2022, which is customary during an election year. CRs maintain current funding levels and give lawmakers additional time to negotiate an appropriations package.

Federal Notices of Funding Opportunities (NOFOs) Update

Last year, President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. This bipartisan infrastructure law (BIL) provides \$1.2 trillion in total spending over five years. Over the last six months, federal agencies have been working to implement the IIJA. To date, the Biden Administration has announced the availability of approximately \$110 billion in federal formula and competitive grant funding. These historic levels of investment in transportation grant programs have given jurisdictions in the SCAG region the opportunity to apply for funding for diverse projects.

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

Program	Deadline	Agency
Airport Improvement Program	June 30, 2022	Federal Aviation Administration
Broadband Equity, Access, and Deployment Program	July 18, 2022	National Telecommunications and Information Administration
Pilot Program for Transit-Oriented Development (TOD) Planning	July 25, 2022	Federal Transit Administration
Bridge Investment Program – Planning, Bridge Projects, and Large Bridge Projects	July 25, 2022 (for planning projects) August 9, 2022 (for Large Bridge Project Applications) September 8, 2022 (for Bridge Project Applications)	Federal Highways Administration



Choice Neighborhoods Planning Grants	July 28, 2022	U.S. Department of Housing and Urban Development
Safe Streets and Roads for All Discretionary Grant Program	September 15, 2022	Office of the Secretary of Transportation, U.S. Department of Transportation
Tribal Transportation Program Safety Fund	September 15, 2022	Federal Highways Administration
Middle Mile Broadband Grant Program	September 30, 2022	National Telecommunications and Information Administration, U.S. Department of Commerce

FISCAL IMPACT:

Work associated with the July 2022 State and Federal Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 18
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 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: RHNA Reform Timeline

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)).



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 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

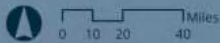
Housing production near transit stations

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 obsolete conserved areas
Source: County Transportation Commissions, LAPCO, Local Jurisdictions in SCAG Region, SCAG, 2013



THANK YOU!

For more information, please visit:

www.scag.ca.gov/housing



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 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



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

JULY 7, 2022

1.0 INTRODUCTION	1
2.0 PROJECT DESCRIPTION	4
3.0 ENVIRONMENTAL ANALYSIS	5
4.0 COMPARISON OF ALTERNATIVES	22
5.0 OTHER CEQA CONSIDERATIONS	23
6.0 FINDINGS	23



DRAFT ADDENDUM #3

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

JULY 7, 2022

scag.ca.gov/connect-social
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

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.

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

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.



MAIN OFFICE

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
Tel: (213) 236-1800

REGIONAL OFFICES

☒ ☒☒☒☒ ☒☒ ☒ ☒☒ ☒☒
1405 North Imperial Ave., Ste.104
El Centro, CA 92243
Tel: (213) 236-1967

☒ ☒☒☒ ☒☒☒ ☒ ☒☒☒☒
OCTA Building
600 South Main St., Ste. 741
Orange, CA 92868
Tel: (213) 236-1997

☒☒☒ ☒☒☒☒ ☒☒☒ ☒ ☒☒☒☒
3403 10th St., Ste. 805
Riverside, CA 92501
Tel: (951) 784-1513

☒☒☒ ☒☒☒☒☒☒☒☒☒ ☒☒☒ ☒☒☒☒☒☒
1170 West 3rd St., Ste. 140
San Bernardino, CA 92410
Tel: (213) 236-1925

☒☒☒ ☒☒☒☒☒☒☒ ☒☒☒☒☒
4001 Mission Oaks Blvd., Ste. L
Camarillo, CA 93012
Tel: (213) 236-1960



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 – Regional Council Room
Los Angeles, CA 90017
J , 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 (HQTA), will now be assessed by location within a Priority Growth Area (PDA). 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

WWW.SCAG.CA.GOV

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

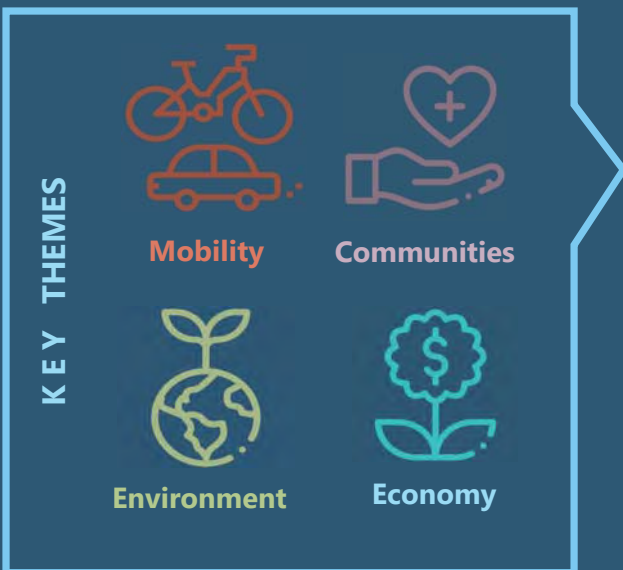
1. Build & maintain a robust transportation network (Mobility)
2. Develop, connect, & sustain communities that are livable & thriving (Communities)
3. Create a healthy region for the people of today & tomorrow (Environment)
4. Support a sustainable, efficient, & productive regional economic environment 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

11

Connect SoCal 2024: Plan Performance Measures

Mobility

- 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

Communities

- Share of trips less than 3 miles
- Share of regional households located in PDAs
- Physical activity & air pollution-related public health incidences & costs

Environment

- 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

Economy

- New jobs added due to transportation system investments & improved regional economic competitiveness
- Share of employment growth in PDAs
- Transportation system investment benefit/cost ratio

12

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

13

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)

15

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



16



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/connect-social>

Vision/Goals | Sarah Dominguez, dominguezs@scag.ca.gov

Performance Measures | Courtney Aguirre, aguirre@scag.ca.gov

Performance Measures | Michael Gainor, gainor@scag.ca.gov



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	



AGENDA ITEM 22
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 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). PEPAs 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.

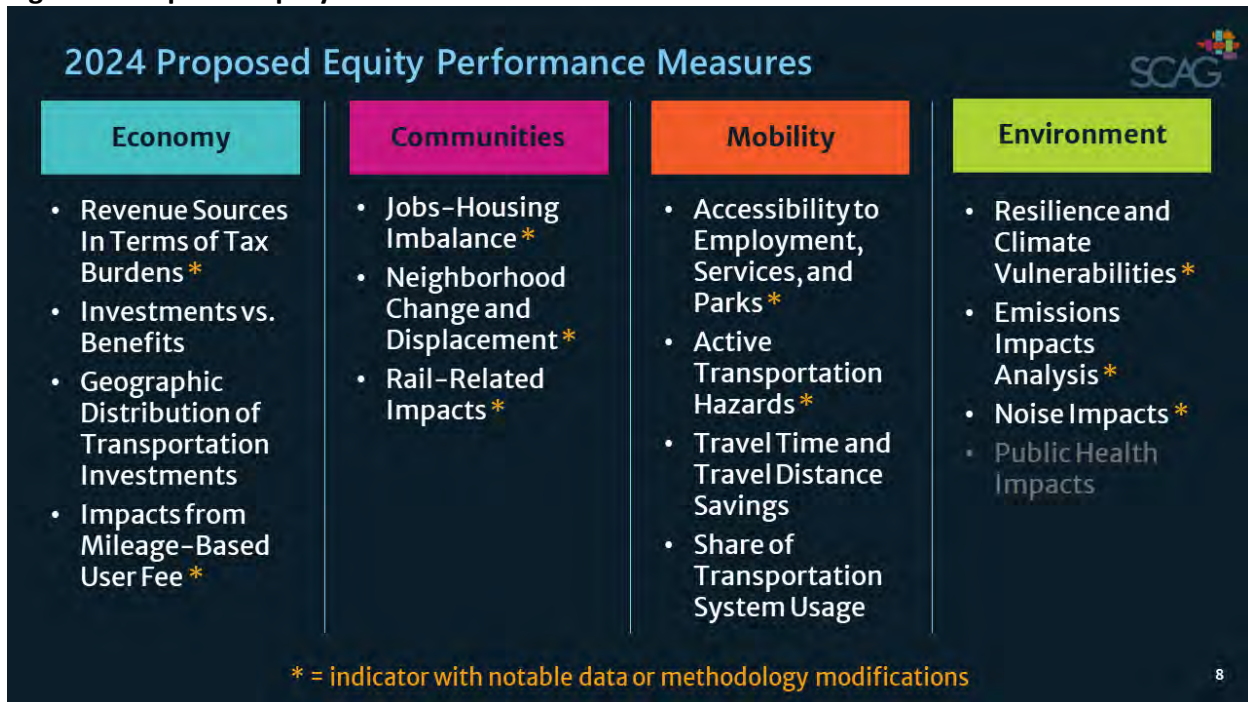
Reorganizing Equity Performance Measures

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

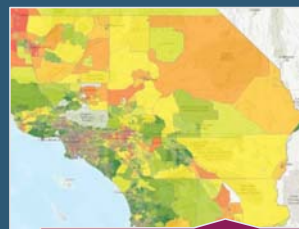
Aligned with Federal and State Equity Efforts



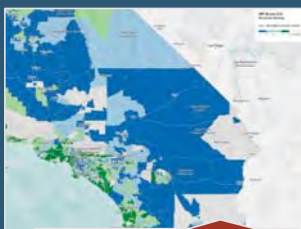
Climate and Economic Justice Screening Tool, Council on Environmental Quality



EJScreen, U.S. Environmental Protection Agency



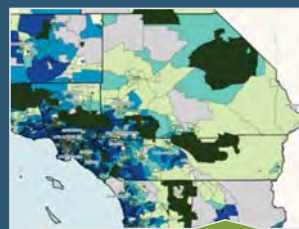
CalEnviroScreen Disadvantaged Communities, OEHA/ Cal EPA



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

14

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>

Anita Au
au@scag.ca.gov
(213) 236-1874

Annaleigh Ekman
ekman@scag.ca.gov
(213) 630-1427



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

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

From: Roland Ok, Program Manager II
(213) 236-1819, ok@scag.ca.gov

Subject: Regional Campaign Efforts for the Affordable Connectivity Program

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR 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. 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. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration. 5: Recruit, support, and develop a world-class workforce and be the workplace of choice. 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:
Over the past year, the California Emerging Technology Fund (CETF) in partnership with SAESHE, Inc. has been meeting with County, City, Public Health, Education and Community-based Organizations (CBO) to promote the Affordable Connectivity Program (ACP), which provides subsidies to low-income households for broadband access and devices. SCAG will explore opportunities to support the promotion of ACP and closely collaborate with CETF and others to develop a local government toolkit and other strategies to support outreach on this campaign.

BACKGROUND:

On November 15, 2021, Congress approved \$14.2 Billion for the ACP as part of the Infrastructure Investment and Jobs Act (IIJA).¹ ACP is the FCC successor program to the Emergency Broadband Benefit Program (EBB) which began on May 12, 2021 and ended on December 30, 2021. The ACP is a longer-term solution to the EBB and the benefit is expected to last for 4 to 5 years.

ACP helps ensure that households can afford the broadband they need for work, school, healthcare and more. ACP provides a discount of up to \$30 per month toward internet service for eligible households and up to \$75 per month per households on qualifying Tribal lands. Eligible households can also receive a one-time discount of up to \$100 to purchase a laptop, desktop, computer, or tablet from participating providers if they contribute more than \$10 and less than \$50 towards the purchase price. The ACP is limited to one monthly service discount and one device discount per household. The enrollment process requires two steps: (1) apply for approval to the FCC; and (2) choose and contact a participating ISP to select an eligible plan and have the discount applied to the monthly bill.

ACP allows for ISPs to provide both wireline (Fiber/Cable) and wireless (5G) services² and a household is eligible for the ACP if the household income is at or below \$200 of the Federal Poverty Guidelines, or if a member of the household meets at least one of the criteria below:

- Received a Federal Pell Grant during the current award year
- Meets the eligibility criteria for a participating provider's existing low-income internet program
- Participates in one of these assistance programs:
 - The National School Lunch Program or the School Breakfast Program, including through the USDA Community Eligibility Provision
 - SNAP
 - Medicaid
 - Federal Public Housing Assistance
 - Supplemental Security Income (SSI)
 - WIC
 - Veterans Pension or Survivor Benefits or Lifeline
- Participates in one of these assistance programs and lives on Qualifying Tribal Lands:
 - Bureau of Indian Affairs General Assistance
 - Tribal TANF
 - Food Distribution Program on Indian Reservations
 - Tribal Head Start (income based)

Issue Areas:

¹ Affordable Connectivity Program available at: <https://www.affordableconnectivity.gov/>

² A list of qualifying providers can be found at: <https://www.fcc.gov/affordable-connectivity-program-providers#California>

While many have registered for the program, a significant amount of eligible households face barriers to sign up for ACP benefits. Language barriers present a challenge particularly for households who are of Latino/Hispanic and Asian decent and while the goal of ACP is to provide underserved communities access to the internet, signing up for the ACP program requires a household to apply via the internet. This presents a challenge as those without access do not have the ability to sign up for the program.

Further, outreach efforts have not been adequately resourced or targeted to meet local needs. There is a lack of resources for the public services, health and education sector, community-based organizations, and non-profits, which would allow them to spearhead a grassroots outreach campaign. In addition, there are barriers towards receiving device benefits as Internet Service Providers (ISPs) are not directly offering the device benefit, which is their choice. However, to truly close the digital divide the unconnected need access to free and affordable devices.

Work Efforts from the CETF:

The CETF a non-profit organization established in 2005 and pursuant to the orders from the California Public Utilities Commission (CPUC).³ CETF has been working through bridging the digital divide through the catalyzing of five (5) overall strategies: (1) Civic Leader Engagement; (2) Venture Philanthropy Grantmaking; (3) Public Policy Initiatives; (4) Public Awareness and Education; and (5) Strategic Partnerships. These overall strategies have resulted in technical studies, policy initiatives and seed capital to grants for non-profit and governmental organizations.

On March 2, 2022, CETF provided an overview of ACP to the California Broadband Council (CBC) with a “Call to Action.” CBC embraced the Call to Action and officially recognized that over 5 million Households in California are eligible for ACP and adopted a Goal 90% Enrollment in ACP (4.5 million Households) by 2024 and 95% (4.75M) by 2027 which are consistent with goals in the Affordable Internet and Net Equality Act of 2022 (AB2751).

Since the enactment of ACP, CETF in partnership with SAESHE Inc.⁴, have been meeting with County, City, Public Health, Education and Community-based Organizations (CBO) leaders to discuss how they can accelerate ACP sign ups. CETF has been providing toolkits at a pro-bono basis to those that will need financial and strategic support and have coordinated with said agencies and organizations to bolster a public awareness advertisement campaign via flyers, pamphlets, and videos.⁵

³ For more information regarding CETF, please visit: <https://www.cetfund.org/>

⁴ For more information regarding Saeshe Inc., please visit: <https://saeshe.com/>

⁵ Marketing materials can be found at: <https://www.internetforallnow.org/applytoday>

Some local jurisdictions have expressed concern over the cost of an advertising campaign, therefore CETF along with SAESHE Inc. have provided a cost-effective and timely public awareness and education model that includes advertising, training, earned media, call center and grants from Google and Facebook for advertising on their platforms. For example, the Los Angeles County has spent approximately \$255,000 on advertising and CETF provided additional support of approximately \$100,000 to manage a call center, with assistance from CBOs. As a result, enrollment increased by 44% in December 2021.

The cost savings that enable local jurisdictions to participate include the research and creative development have been done. The cost is for customization, printing materials when needed and contributing to the call center costs. Critical tools provided to the County are content for community television, radio, and social media; collateral that includes flyers, banners, and brochures; management of the ad mix and management of a distributed call center. In the CETF-LA County Model, SAESHE Inc. assists by reviewing the call volume daily and coordinates with media outlets and CBOs and CETF reviews the numbers on a weekly basis to track adoption metrics.

Next Steps:

SCAG will explore opportunities to support the promotion of ACP. This effort aligns with directives set forth in Resolution 21-629-2⁶, which pledges SCAG to assist in bridging the digital divide as well as equity commitments, as established in Resolution 20-62-2⁷ which establishes SCAG's commitment to racial. SCAG will closely work with its partners to develop a local government toolkit and other strategies to support outreach on this campaign.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation - Overview of the Affordable Connectivity Program

⁶ Resolution 21-629-2. Available at: https://scag.ca.gov/sites/main/files/file-attachments/resolution_no._21-629-2_-_support_to_increase_broadband_access.pdf?1646942018

⁷ Resolution 20-623-2. Available at: <https://scag.ca.gov/sites/main/files/file-attachments/rcresolution206232.pdf?1604640361>



California Emerging Technology Fund

Agenda

- Who is CETF
- What is Affordable Connectivity Program (ACP)
- How you can help promote ACP in your community



California Emerging Technology Fund (CETF)

- A California non-profit established by the California Public Utilities Commission (CPUC) with seed money from Internet Service Provider (ISP) mergers.
- CETF provides funding and strategic leadership statewide to close the "Digital Divide" to local community-based organizations, local government and civic organizations.
- CETF is vendor neutral – it does not endorse any one Internet Service Provider (ISP) over another.

www.cetfund.org

internetforallnow.org/applytoday



What is the Affordable Connectivity Program (ACP)?

- The ACP is a long-term \$14 billion program of the Federal Communications Commission (FCC), funded by the Infrastructure Investment and Jobs Act
- Permanent extension of the federal Emergency Broadband Benefit (EBB)
- Subsidizes internet and devices for low-income families
- The ACP provides **one monthly discount on internet service of up to \$30 per eligible household for 4-5 years. (Tribal up to \$75)**
- A one-time discount of \$100 toward the purchase of a connected device (laptop, desktop or tablet) through a participating provider. **The device must be purchased from the same ISP used for internet service.** (Currently, only COX offers devices)

Home and Mobile Broadband



You can have both Lifeline and Affordable Connectivity Program (ACP).

BUT we strongly recommend ACP for fast Home Internet and Lifeline for your mobile phone.

If you are an existing Lifeline Subscriber, you do not need to apply for ACP.

Mobile Phone – Convenient, works on home WiFi. If the owner of the Mobile phone leaves the house (goes to grocery store), the entire home loses access to the

Home Broadband – More quality data, multiple users can use at the same time, school/work user friendly.

KHO

Who Qualifies for ACP?

A household (HH) is eligible if a member of the household meets *one* of the criteria below:

- Participates in one specific assistance programs, such as Medi-Cal, WIC, CalFresh, or Lifeline.
Tip: Lifeline recipients can skip the application.
- Has income that is at 200% or below the Federal Poverty Level.
Tip: For a family of 4, it is \$55,500 or less a year.
- Receives a Pell Grant in the current school year.
- Has a child at a [Community Eligibility Provision \(CEP\)](#) designated school, which is a subset of the Free and Reduced Lunch Program.
Tip: The school will be listed in the application if is part of the CEP.



KH0 Add WIC? And put Medi-Cal first
Katie Heidorn, 2022-05-25T06:31:23.720

MK0 0 Done.
Marissa Kraynak, 2022-05-25T15:35:22.398



Income Eligibility

Number of People in Household	Monthly Gross Income Eligibility for 200% Federal Poverty Level	Annual Gross Income Eligibility for 200% Federal Poverty Level
1	\$2,265	\$27,180
2	\$3,052	\$36,620
3	\$3,838	\$46,060
4	\$4,625	\$55,500
5	\$5,412	\$64,940
6	\$6,198	\$74,380
7	\$6,985	\$83,820
8	\$7,772	\$93,260
Each Additional Member	\$787	\$9,440



ACP Call to Action

Over 5 million Households in California are eligible

Goal

- **90% Enrollment by 2024** (4.5 million Households)
- **95% Enrollment by 2027** (4.75 million Households)



How can cities get involved?

Cities in Los Angeles County:

**Share ACP information with the community via available city communication channels
(Materials are already developed and printed by LA County)**

- Post on social media, e-newsletter, website (web banners, text messages, social press kit, etc.)
- Distribute flyers (local library, senior centers, clinics, parks and rec, etc.)
- Enlist school districts, utilities, other entities that serve the eligible population to help spread the word
- Host enrollment events





How can cities get involved?

Cities in other counties:

Encourage your county to collaborate with CETF as well as other counties to launch ACP Public Education Campaign. You can also start within your city by doing the following:

- Post on social media, e-newsletter, website (web banners, text messages, social press kit)
- Distribute flyers (local library, senior centers, clinics, and etc.)
- Enlist school districts, utilities, other entities that serve the eligible population to help spread the word
- Host enrollment events



How can counties get involved?

Collaborate with CETF to launch ACP Public Education Campaign

- CETF has a turnkey program that can be implemented in any county within California to promote ACP cost effectively
 - Distribution call center (Multiple languages)
 - Statewide grantee network/Digital navigator
 - ACP Training
 - Broadband research and policy updates
 - ACP enrollment data
 - Creative assets: TV, radio, social media, print, outdoor, collateral, and more
- Customization of the existing CETF ACP campaign materials
- Explore cost sharing opportunity with neighboring counties/entities in the media DMA



Get Fast, Reliable Home Internet with ACP

The federally funded Affordable Connectivity Program (ACP) offers up to \$30 a month off High-Speed Home Internet for qualifying households. Now everyone can get online at the same time for less. Those with Lifeline mobile benefits can also get ACP.

HOW TO APPLY

1. **Check if You Qualify for the Affordable Connectivity Program.** See if your household fits into any eligible categories.
2. **Apply for the Affordable Connectivity Program.** Check how you need to apply and submit all necessary documents. Call 866-425-2870 or apply online at internetforallnow.org/apply.
3. **Find a Broadband Provider Near You.** Use the search tool www.get.gov/awcp to find a company that offers ACP discounts. Please for internet service costs from \$35-\$50 a month which increase after the discount is applied. Home Internet sign-up fee.

To Be Eligible
 Increased in your household must be considered as at least ONE (1) of the following:
 Lifeline
 Free or Reduced School Lunch Program, CEP Schools
 CalFresh or SNAP
 Medi-Cal or Supplemental Security Income (SSI)
 Pell Grant
 WIC (Women, Infants & Children)
 Federal Public Housing Assistance
 Or has a Household Income of \$81,000 or less for a family of 4 and \$61,000 per additional family member.
 Note: The Internet Service Provider cannot require a service activation or setup fee prior to applying the ACP discount.
 Ask About Low-Cost New or Refurbished Devices

internetforallnow.org/applytoday
 Call 866-425-2870 to apply today!

Website and Fliers Available In:

- English
- Spanish
- Vietnamese
- Chinese
- Korean

INTERNET FOR ALL NOW

HOME | AFFORDABLE | HELP | CONTACT | YOUR AFFORDABLE | ABOUT | BROADBAND MAPS | MEDIA

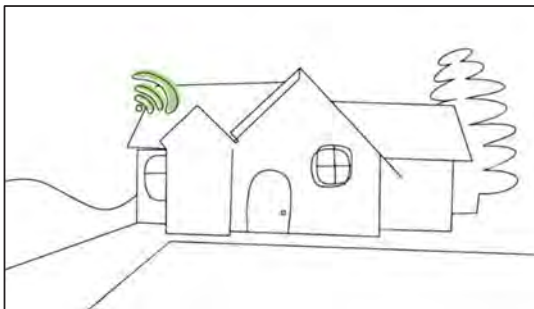
APPLY TODAY

Apply Today for the Affordable Connectivity Program (ACP)
 Up to \$30 Monthly Discount Off Fast Home Internet Today.

Now everyone who qualifies for ACP can get:

- Fast Home Internet.
- Connect Everyone in Your Home at the Same Time.
- 2 Discounts: One for Home Internet with ACP and One for a Mobile Plan with Lifeline.
- Low-Cost or Free Home Internet if the Plan Cost \$30 or less a month.

Apply Today



TV

Ahorre hasta \$30/mes
 Internet Rápido en el Hogar
 Programa de Descuentos Para Internet

Llame Hoy
844-841-INFO

Outdoor



Q & A

Slide 14

KH0 Like our "definitions slides" I think their FAQ slides can go at the end of the presentation
Katie Heidorn, 2022-05-25T06:32:51.790



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

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 demonstrated 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).

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

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.

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
April 15, 2022

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:

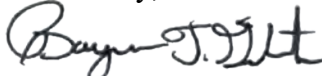
Bayron T. Gilchrist, General Counsel
Barbara Baird, Chief Deputy Counsel
Brian Tomasovic, Principal Deputy District Counsel
Tel: 909.396.3400
Fax: 909.396.2961
Email: bgilchrist@aqmd.gov; bbaird@aqmd.gov; btomasovic@aqmd.gov

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>.

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

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).

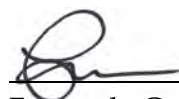
Michael S. Regan, Administrator
U.S. Environmental Protection Agency
June 10, 2022

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 25
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Andres Carrasquillo, Engagement Specialist
(213) 630-1401, carrasquillo@scag.ca.gov

Subject: Go Human Mini-Grant Awards to Improve Traffic Safety

RECOMMENDED ACTION FOR 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:

On May 1, 2014, the General Assembly adopted Resolution No. GA 2014-2 titled “Regional Effort to Promote Pedestrian and Bicycle Safety Initiative.” To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program. To extend campaign efforts, SCAG continues to secure annual funding. Most recently, SCAG secured Pedestrian/Bicycle Safety funds from the Office of Traffic Safety in the amount of \$1,250,000 to conduct a sixth round of Go Human safety programming and engagement across the region. The Regional Council received a report on the work program and accepted the funding award on October 7, 2021.

SCAG’s Go Human Mini-Grants program is a primary strategy to support communities across the region with increasing traffic safety by providing funding to local organizations to identify, create and lead traffic safety projects to improve the safety of people walking and biking and build street-level community resiliency. SCAG released its call for applications for the Mini-Grants program in March 2022, receiving 37 applications. SCAG intends to conditionally award \$350,000 to 26 community-identified and community-led traffic safety projects.

BACKGROUND:

In the six-county SCAG region, walking or bicycling accounts for 8.9% of all trips, but 27% of all roadway fatalities, according to Connect SoCal, SCAG's Adopted 2020-2045 Regional Transportation Plan (RTP). To address this, the SCAG 2014 General Assembly passed Resolution No. GA 2014-2, titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative" to support a regional safety initiative aimed at improving roadway safety for bicyclists and pedestrians. To implement the resolution, SCAG secured \$2.3 million in California Department of Transportation (Caltrans) grant funding from the statewide 2014 Active Transportation Program call for projects to coordinate a Southern California Active Transportation Safety and Encouragement Campaign.

Using these grant resources, SCAG successfully initiated the *Go Human* Campaign with the launch of a first round of advertising and outreach in September of 2015 as well as four additional grant opportunities through the Office of Traffic Safety to implement safety activities. The advertising campaign has secured more than one billion impressions to date (each time an ad is seen) regionwide through a combination of SCAG's initial investment, as well as leveraged and donated media from local and county partners. SCAG has also completed and extended other components of the initial grant scope of work which include implementing a series of *Go Human* events in partnership with local cities and developing toolkits aimed at creating active transportation champions. To continue the *Go Human* Campaign's momentum, SCAG secured its sixth round of funding, a \$1,250,000 grant from the Office of Traffic Safety, through the National Highway Traffic Safety Administration. The Regional Council accepted this funding award on October 7, 2021.

After a competitive procurement, the Regional Council awarded contract #22-020 to Toole Design on January 6, 2022. This contract includes activities for SCAG's *Go Human* traffic safety engagement and programming through September 2022. It outlined the implementation of three traffic safety strategies for SCAG's *Go Human* program, including the communication and storytelling campaign, Safe & Resilient Streets Technical Assistance demonstration projects, the *Go Human* Mini-Grant program.

Specifically, the *Go Human* Mini-Grants Program funds community-driven traffic safety engagement projects that meet the needs of people most harmed by traffic injuries and fatalities. SCAG closed the Call for Projects for the *Go Human* Mini-Grants Program in April 2022 and swiftly moved into the evaluation process in May. During the months of May and June, staff finalized the risk assessment review of the *Go Human* Mini-Grant subrecipients, performed cost analysis, and drafted MOUs to provide funding support to help the subrecipients implement local traffic safety projects.

SCAG has identified the following projects for conditional award:

- Arts Council for Long Beach, "Washington Neighborhood Community Corners" (City of Long Beach)
- Bike Culver City, "Project Visibility" (City of Culver City)

- BikeVentura, “BIPOC Bicycle Safety and Popular Education at the Oxnard Bike Hub” (City of Oxnard)
- Central City Neighborhood Partners, “Pedestrian Traffic Safety Campaign” (City of Los Angeles)
- Chesterfield Square Community Block Club, “Chesterfield Square Mural Dedication” (City of Los Angeles)
- Comite Civico del Valle, “Active Community Education” (City of Brawley)
- Community Intelligence, “Go Crenshaw Wayfinding Project” (City of Los Angeles)
- Connie Rice Institute for Urban Peace, “Harvard Park Walking Club for Safer Streets” (City of Los Angeles)
- Costa Mesa Alliance for Better Streets, “Bright Lights of Costa Mesa” (City of Costa Mesa)
- Day One, Inc., “El Monte Asphalt to Arts” and “Pomona Asphalt to Arts” (City of El Monte & City of Pomona)
- East Side Riders Bike Club, “Bicycling Education and Safety Training” (City of Compton)
- Highlanders Boxing Club and Youth Engagement, “Safety While Walking” and “(Stop) Street Takeover Awareness” (City of Highland and City of San Bernardino)
- Latino Health Access, “Ride, Walk & Roll Orange County!” (Orange County)
- Los Angeles Walks, “Equipment & Skills Essential for Promotores Securing LA City/County Safe Street Contracts” (City of Los Angeles)
- National Health Foundation, “Decorative Crosswalk Plan” (City of Los Angeles)
- Nyeland Promise, “Safe Travels/Viajes Seguros” (City of Oxnard)
- Overstreet Consulting, “Continuing to Ride: Biking While Black Through Decriminalization, Disenfranchisement, and Gentrification” (City of Los Angeles)
- People’s Collective for Environmental Justice, “Bloomington Path for All” (City of Bloomington)
- People for Mobility Justice, “South LA Mobility Justice Lab” (Los Angeles County)
- Public Matters, “How East Los Moves: Creative, Custom People-Powered Transit!” (City of City Terrace)
- Rose Park Neighborhood Association, “State of the Neighborhood” (City of Long Beach)
- Santa Ana Active Streets, “Willard Safe Streets” and “SAAS Speaker Series” (City of Santa Ana)
- The Artlands, “Revitalizing Public Transit through Bus Bench Art” (City of Redlands)
- Youth Leadership Institute, “YLI Youth-Led Safety and Walkability Assessment” (Eastern Coachella Valley)

FISCAL IMPACT:

All costs associated with this item are included in the Overall Work Program (OWP) under project number 225.3564.17 and funded by a Pedestrian and Bicycle Safety Program Grant from the California Office of Traffic Safety.



ATTACHMENT(S):

1. PowerPoint Presentation - Go Human Mini-Grant Awards to Improve Safety



2022 *Go Human* Mini-Grants Program Update

July 7, 2022

Andrés Carrasquillo, Senior Regional Planner

WWW.SCAG.CA.GOV



Go Human Mini-Grants

- 1 **Program Overview**
- 2 **2022 Awards**
- 3 ***Go Human* Safety Pledge**

About *Go Human*



Safety Advertisement Campaign



Temporary Safety Demonstrations



Capacity Building

About the Program

- *Go Human* Mini-Grants Program is SCAG's funding opportunity for community organizations to lead traffic safety projects.
- Funded by \$1.25 million grant from California Office of Traffic Safety.
- Administered through contract #22-020, awarded to Toole Design on January 6, 2022.



Eligible Applicants	Community-based organizations, non-profits, social enterprises
Maximum Funding Amount	\$15,000
Total Award Budget	\$375,000 (25 Awards)

Program Goal

The Program aims to improve traffic safety & build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including without limitation:

- Black, Indigenous and People of Color;
- people with disabilities;
- and frontline workers, particularly those walking and biking.



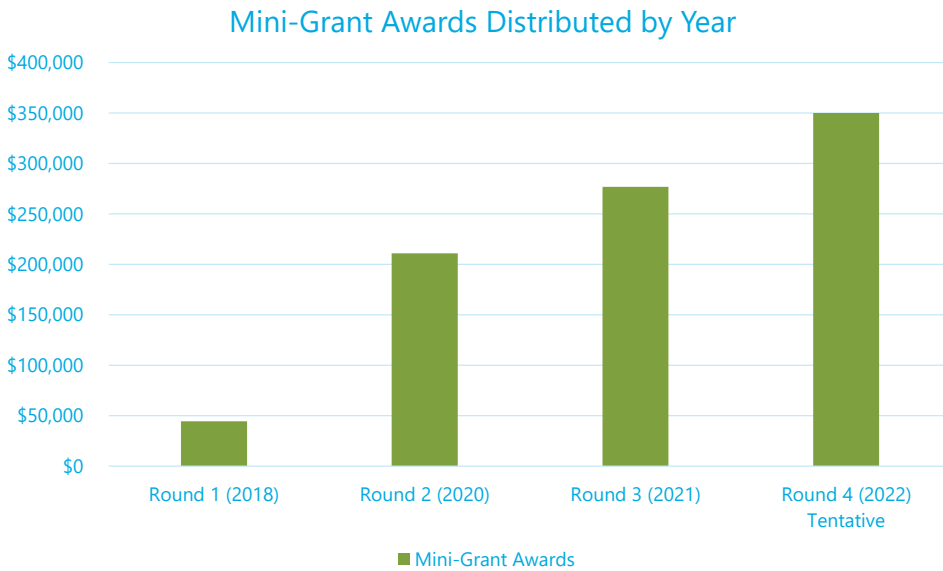
Wraparound Support

In addition to funding, SCAG provides ongoing support to Awardees:

- Check-in calls
- Co-branded safety material
- Kit of Parts coordination
- Promotion on *Go Human* social media & storytelling opportunities
- Partnership development



Total Funding Distributed



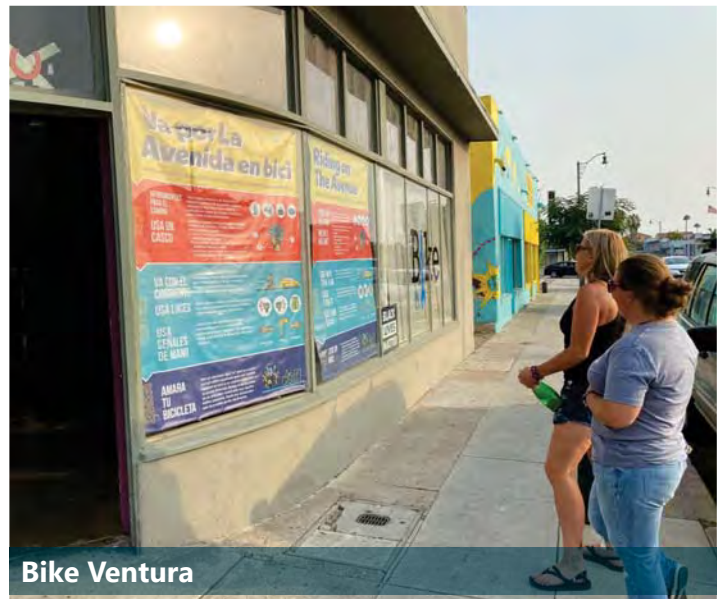
\$350,000+
Distributed

26
Awardees

\$880,000+
Total distributed
to date

Conditional Award List

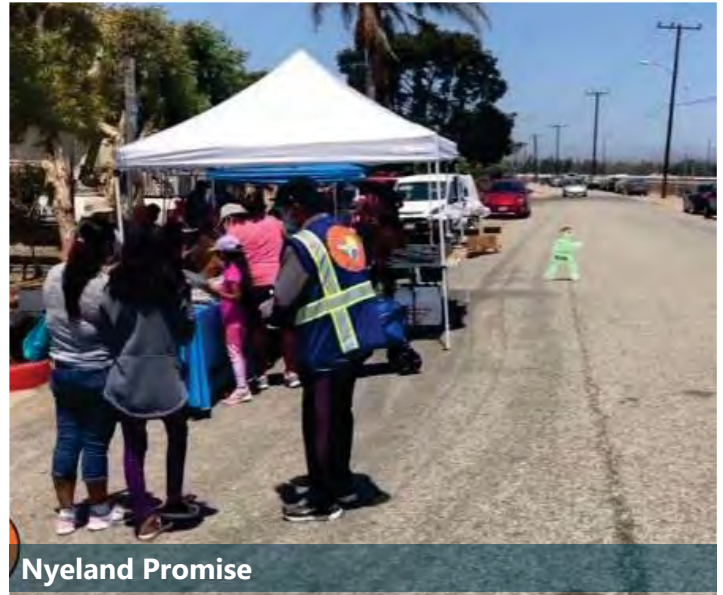
- **Arts Council for Long Beach**, "Washington Neighborhood Community Corners"
City of Long Beach
- **Bike Culver City**, "Project Visibility"
City of Culver City
- **Bike Ventura**, "BIPOC Bicycle Safety and Popular Education at the Oxnard Bike Hub"
City of Oxnard
- **Central City Neighborhood Partners**, "Pedestrian Traffic Safety Campaign"
City of Los Angeles
- **Chesterfield Square Community Block Club**, "Chesterfield Square Mural Dedication"
City of Los Angeles
- **Comite Civico del Valle**, "Active Community Education"
City of Brawley
- **Community Intelligence**, "Go Crenshaw Wayfinding Project"
City of Los Angeles
- **Connie Rice Institute for Urban Peace**, "Harvard Park Walking Club for Safer Streets"
City of Los Angeles



Bike Ventura

Conditional Award List , cont'd.

- **Costa Mesa Alliance for Better Streets**, "Bright Lights of Costa Mesa"
City of Costa Mesa
- **Day One, Inc.**, "El Monte Asphalt to Arts" and "Pomona Asphalt to Arts"
City of El Monte & City of Pomona
- **East Side Riders Bike Club**, "Bicycling Education and Safety Training"
City of Compton
- **Highlanders Boxing Club and Youth Engagement**, "Safety While Walking", and "(Stop) Street Takeover Awareness"
City of Highland and City of San Bernardino
- **Latino Health Access**, "Ride, Walk & Roll Orange County!"
Orange County
- **Los Angeles Walks**, "Equipment & Skills Essential for Promotores Securing LA City/County Safe Street Contracts"
City of Los Angeles
- **National Health Foundation**, "Decorative Crosswalk Plan"
City of Los Angeles
- **Nyeland Promise**, "Safe Travels/Viajes Seguros"
City of Oxnard



Nyeland Promise

Conditional Award List, cont'd.

- **Overstreet Consulting**, "Continuing to Ride: Biking While Black Through Decriminalization, Disenfranchisement, and Gentrification"
City of Los Angeles
- **People's Collective for Environmental Justice**, "Bloomington Path for All"
City of Bloomington
- **People for Mobility Justice**, "South LA Mobility Justice Lab"
Los Angeles County
- **Public Matters**, "How East Los Moves: Creative, Custom People-Powered Transit!"
City of City Terrace
- **Rose Park Neighborhood Association**, "State of the Neighborhood"
City of Long Beach
- **Santa Ana Active Streets**, "Willard Safe Streets" and "SAAS Speaker Series"
City of Santa Ana
- **The Artlands**, "Revitalizing Public Transit through Bus Bench Art"
City of Redlands
- **Youth Leadership Institute**, "YLI Youth-Led Safety and Walkability Assessment"
Eastern Coachella Valley



Santa Ana Active Streets

Timeline

JUNE



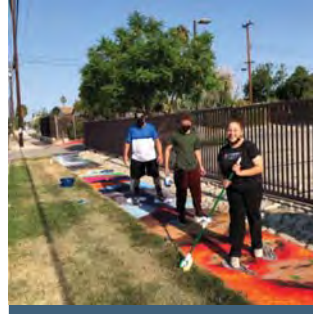
- Awardees sign MOUs with SCAG
- Implementation period begins
- SCAG leads on-boarding sessions

JULY



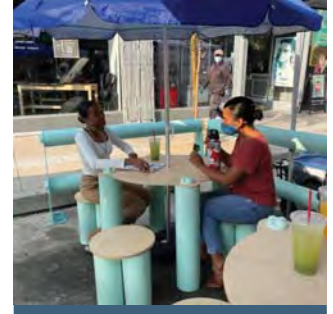
- Awardee activities take place
- SCAG leads promotion and storytelling

AUGUST



- Awardee activities conclude, Implementation period ends
- SCAG leads promotion and storytelling

SEPTEMBER



- Final Reports Due
- SCAG produces overview video

Go Human Safety Pledge

Support Awardees! Make the *Go Human* Safety Pledge!

- Join the Mini-Grant Awardees by committing to improve traffic safety in your community.
- Sign on behalf of your **jurisdiction**, your **organization**, or **yourself!**
- Safety Pledge signatories gain access to **Go Human resources...**



Support actions in your community with *Go Human!*

Access
Go Human Resources



Get recognition
for being a safety champion



Join the growing
Safety Pledge Cohort



THANK YOU!

For more information, please visit:

GoHumanSoCal.org



AGENDA ITEM 26
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and
Amendments \$5,000 - \$74,999

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

BACKGROUND:

SCAG executed the following Purchase Orders (PO's) for more than \$5,000 but less than \$200,000

<u>Consultant/Contract #</u>	<u>PO' Purpose</u>	<u>Amount</u>
National Association of Regional Councils (NARC)	FY22 NARC Member Dues	\$27,500
San Gabriel Valley COG	FY 22 AB101 Subregional Partnership	\$25,000
Governmentjobs.Com, Inc.	FY22 Governmentjobs, Insight & Neogov Renewal	\$21,593

SCAG executed the following Contracts more than \$25,000 but less than \$200,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
Various (21-047-C01 through 21-047-C41)	Monthly report on Regional Early Action Plan Program (REAP) on-call services.	Various (as identified the attachment)
DLT Solutions (22-064-C01)	The consultant shall provide Amazon Web Services (AWS) Infrastructure will enable SCAG to fulfill this mission through the implementation of a	\$127,166



SCAG executed the following Contracts more than \$25,000 but less than \$200,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
Robert Wall Consulting, LLC (22-045-C01)	modern and comprehensive Regional Data The consultant shall provide videography services, producing informational and promotional videos including an annual SCAG accomplishments video. videos highlighting winners of SCAG's annual Sustainability Awards and short topical videos focusing on individual areas of SCAG 's work	\$98,628

SCAG executed these Amendments for more than \$5,000 but less than \$75,000 and less than 30% of the original contract value

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
N/A	N/A	N/A

ATTACHMENT:
Contract Summaries

- ATTACHMENT(S):**
1. Contract Summary 21-047-C01 through C42
 2. Contract Summary 22-064-C01
 3. Contract Summary 22-045-C01

CONSULTANT CONTRACT NOS. 21-047-C01 THROUGH 21-047-C42
MONTHLY REAP FOLLOW UP

**Selected
Consultants:**

1. AECOM Technical Services, Inc.
2. Arup North America, Ltd.
3. Ascent Environmental, Inc.
4. BAE Urban Economics, Inc.
5. CTY Housing, Inc.
6. ECONorthwest
7. Estolano Advisors
8. HR&A Advisors Inc.
9. Kimley-Horn and Associates, Inc.
10. Kosmont & Associates, Inc.
11. LeSar Development Consultants
12. National Community Renaissance of California
13. Opticos Design, Inc.
14. Raimi + Associates
15. Stantec Consulting Services, Inc.
16. RDC-S111 (dba Studio One Eleven)
17. Turner Housing Innovation Labs, Inc.
18. Woodsong Associates, LLC
19. WSP USA Inc.

**Background &
Scope of Work:**

On April 1, 2021, the Regional Council approved a procurement program to accelerate project delivery for the Regional Early Action Plan Program (REAP) and requested staff to report back monthly on procurement activities related to the On Call Services for the REAP Program. This report is to inform the RC of those activities. This report is to inform the Regional Council of procurement activities, contracts and amendments related to the On-call Services for the REAP Program.

In summary, the REAP Program provides a new model for timely implementation of SCAG's local assistance programs and the Regional Council has approved the following:

- (1) Authorized staff to enter into up to a total of \$10,000,000 in On Call Services contracts to implement the Regional Council's approved REAP work program, upon completion of competitive procurement and selection of consultants for the On Call Services;
- (2) Waived SCAG's procurement requirement to first obtain the Executive/Administration Committee's and Regional Council's approval for contracts at or above \$200,000 prior to execution, for any individual contract up to \$500,000 awarded to complete work that is part of the Regional Council's approved REAP grant funded program and authorization for the Executive Director or his/her designee to execute such contracts upon consultation with legal counsel;
- (3) Waived SCAG's procurement requirement necessitating Executive/Administration Committee's and Regional Council approval prior to entering any contract amendment exceeding \$75,000 or 30% (whichever is less) and, instead, requiring amendments of 30% or more to be first approved by the Executive/Administration Committee and Regional Council, and authorizing the Executive Director or his/her designed to execute such amendments upon

consultation with legal counsel; and (4) directing staff to make monthly informational reports to the Regional Council of procurement activities, contracts and amendments related to REAP made pursuant to this action.

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

- Supporting local jurisdictions in the update of their Housing Elements;
- Assistance with integrated land use planning, urban design and land use policy;
- Assistance with community development finance;
- Assistance with racial equity analysis and training; and
- Assistance with Grant Writing and Grant Program Administration.

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

Contract Amount: **Total not to exceed** **\$10,000,000**

Note: This is for on-call, or as needed services with consultants to be paid upon a Task Order award. As such, there is no specific award amount to each consultant, nor does SCAG guarantee any specific amount of work to a consultant. Therefore, the amount that may be funded to each consultant is not yet determined

Contract Period: June 2021 through December 31, 2023

Project Number(s): 300.4887.01 – 300.4887.04
 300.4888.01
 300.4889.01 – 300.4889.04
 300.4890.01 – 300.4890.02
 300.4891.01 – 300.4891.02

Funding source(s): REAP Program Grant

Update Below is a table showing the on-call services procurements, and their status at present. Any future dates are subject to change, and procurements may be added or removed to this list.

MRFP #	Project Title	RFP Release Date	Procurement/Contract Stage	Consultant Selected	Award Amount
1	Housing Policy Leadership Academy (P&O-1 Leadership Academy)	05/03/21	Agreement Executed	LeSar Development Consultants	\$815,823
2	SCAG Development Streamlining (HPS-1 CEQA)	05/25/21	Agreement Executed	Ascent Environmental, Inc.	\$337,738
3	Advanced Accessory Dwelling Unit (ADU) Bundle	06/30/21	Agreement Executed	AECOM Technical Services, Inc.	\$546,676

MRFP #	Project Title	RFP Release Date	Procurement/Contract Stage	Consultant Selected	Award Amount
	(HSD 1-A - Advanced ADU Bundle)				
4	Westside Cities COG (WSSCOG) Partnership (Project 1)	07/16/21	Agreement Executed	ARUP US, Inc.	\$148,513
5	Other-To Residential Tool Kit	07/30/21	Agreement Executed	Studio One Eleven	\$137,740
6	1-B HSD Preliminary ADU Bundle (HSD 1-B Preliminary ADU Bundle)	08/04/21	Agreement Executed	Woodsong Associates	\$533,965
7	2-A HSD EIFD Bundle	07/30/21	Agreement Executed	Kosmont	\$582,638
8	3-A HSD Objective Development Standards	08/23/21	Cancelled	N/A	\$0
9	2-D HSD One San Pedro EIFD Study	08/11/21	Agreement Executed	Kosmont	\$222,834
10	Digitize Utilities Inventory For Housing Tool	08/11/21	Cancelled	N/A	\$0
11	2-C (HSD) – Heart of Hollywood TIF Study	08/19/21	Agreement Executed	HR&A Advisors	\$219,584
12	Digitize Utilities Inventory For Housing Tool Rerelease of MRFP-10	10/14/21	Agreement Executed	Black & Veatch	\$201,224
13	2-B HSD Palmdale Housing Project	09/21/21	Cancelled		\$0
14	Regional Resilience Framework (RRF)	01/13/22	Agreement Executed	AECOM Technical Services, Inc.	\$504,954
15	3-E HSD South El Monte Zoning Update	10/01/21	Agreement Executed	WSP USA, Inc.	\$239,394
16	3-C HSD Rialto Specific Plan Update	10/14/21	Agreement Executed	WSP USA, Inc.	\$467,604
17	San Fernando Valley COG (SFVCOG) Partnership Program	11/29/21	Agreement Executed	ARUP US, Inc.	\$198,742
18	3-A1 HSD Objective Development Standards LA Rerelease of MRFP-8	10/27/21	Agreement Executed	AECOM Technical Services, Inc.	\$583,057

Attachment: Contract Summary 21-047-C01 through C42 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments

MRFP #	Project Title	RFP Release Date	Procurement/Contract Stage	Consultant Selected	Award Amount
19	3-A2 HSD Objective Development Standards Bundle	10/27/21	Cancelled	Woodsong Associates	\$0
20	HSD 3-D Burbank Media Specific Plan Update	02/08/22	Agreement Executed	WSP USA, Inc.	\$654,549
21	Metro's Joint Development	12/01/21	Agreement Executed	HR&A Advisors	\$350,736
22	SRP-1A Westside Cities COG (WSSCOG) REAP Subregional Partnership (Project #2 and #4 - re-release)	12/21/21	Agreement Executed	ECONorthwest	\$105,519
23	Metro's Equitable Housing	12/23/21	Agreement Executed	Raimi + Associates	\$332,812
24	2-B HSD Palmdale Housing Project	01/07/22	Consultant Selected/Agreement Routing		\$557,773
25	HPS-1 Grant Application Technical Assistance	03/21/22	Cancelled		\$0
26	HSD 1-C - Compton ADU Project	01/21/22	Cancelled		\$0
27	HPS-3 TIF EIFD Projects (Barstow, County of Imperial)	05/12/22	RFP Released		\$185,820
28	SRP-4 Riverside County Thermal Community Plan	01/31/22	Cancelled		
29	3-A2 HSD Objective Development Standards Bundle Rerelease of MRFP-19	01/26/22	Consultant Selected/Agreement Routing	Crandall Arambula	638,400
30	TOD 2- Metrolink Area Station Analysis	02/15/22	Agreement Executed	BAE Urban Economics, Inc.	\$717,444
31	Los Angeles Metro's Joint Development	02/09/22	Consultant Selected/Agreement Routing	LeSar Development Consultants	\$388,500

Attachment: Contract Summary 21-047-C01 through C42 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments

MRFP #	Project Title	RFP Release Date	Procurement/Contract Stage	Consultant Selected	Award Amount
	Housing Accelerator Part C				
32	TCC Pomona Technical Assistance	02/14/22	Cancelled		\$0
33	TCC Riverside Technical Assistance	02/14/22	Cancelled		\$0
34	SRP-4 Riverside County Thermal Community Plan	03/09/22	Cancelled		\$0
35	SPR-5 Imperial County	03/31/22	Cancelled		\$0
36	TCC Pomona Technical Assistance	03/17/22	Consultant Selected/Agreement Routing	Lamar Johnson Collaborative	\$269,054
37	TCC Riverside Technical Assistance	04/07/22	Cancelled		\$0
38	HSD 1-C - Compton ADU Project	03/29/22	Agreement Executed	Woodsong Associates	\$128,615
39	SPR-5 Imperial County	5/16/2022	Pre-release/RFP Routing		\$285,863
40	HPS-1 Grant Application Technical Assistance	5/13/2022	Evaluating/Negotiating		\$296,725
41	Prevention of At Risk Units	5/19/2022	RFP Released		\$224,783
42	TCC Riverside Technical Assistance		Pre-release/RFP Routing		\$250,000

Attachment: Contract Summary 21-047-C01 through C42 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments

CONSULTANT CONTRACT 22-064-C01

Recommended Consultant:	DLT Solutions	
Background & Scope of Work:	SCAG has the critical mission of supporting 191 cities and six counties in Southern California with regional governance of transportation, planning and economic development. A critical component of this mission is providing complete and up-to-date data, methods, and tools to member agencies to support local planning activities. The Amazon Web Services (AWS) Infrastructure will enable SCAG to fulfill this mission through the implementation of a modern and comprehensive Regional Data Platform that will promote more efficient, cost-effective, and transparent planning across the SCAG region. This new agreement will change the billing type for multiple computing resources to AWS Reserved Instances. This change will significantly reduce ongoing run costs by providing discounted hourly rates.	
Project's Benefits & Key Deliverables:	This project directly supports the development and implementation of the Regional Data Platform. Key benefits include flexibly to increase SCAG's computing capacity to meet the specialized needs of the Regional Data Platform, flexible high-capacity data storage, efficient and cost-effective computing resources.	
Strategic Plan:	This item supports SCAG's Strategic Plan Goal 3: Be the foremost data information hub for the region; Objective F. Model best practices by prioritizing continuous improvement and technical innovations through the adoption of interactive, automated, and state-of-the-art information tools and technologies.	
Contract Amount:	Total not to exceed	\$127,166
Contract Period:	July 1, 2022 through June 30, 2023	
Project Number(s):	811-1163.24 \$120,000 Indirect Cost	
	Funding source(s): \$120,000 is available in the FY 2022-23 budget in Project Number 811-1163.24. Remaining funding is expected to be added to the Project Number 811-1163.24 through the next available budget amendment, subject to budget availability.	
Basis for Selection:	In accordance with SCAG's Contract Manual In accordance with SCAG's Procurement Manual (January 2021) Section 9.3, to foster greater economy and efficiency, SCAG's federal procurement guidance (2 CFR 200.318 [e]) authorizes SCAG to procure goods and services by using an Intergovernmental Agreement (Master Service Agreement – MSA, also known as a Leveraged Purchase Agreement – LPA). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially “piggy-backing” on the agreement.) SCAG utilized an MSA with the OMNIA Partners Contract Number R190902 that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing.	

As previously stated, this project directly supports the development and implementation of the Regional Data Platform. The AWS infrastructure will enable SCAG to develop and implement a modern and comprehensive Regional Data Platform that will promote more efficient, cost-effective, and transparent planning across the SCAG region.

Attachment: Contract Summary 22-064-C01 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 -

CONSULTANT CONTRACT NO. 22-045-C01

Recommended Consultant: Robert Wall Consulting, LLC

Background & Scope of Work: The consultant shall provide videography services, producing informational and promotional videos including an annual SCAG accomplishments video. Videos highlighting winners of SCAG's annual Sustainability Awards and short topical videos focusing on individual areas of SCAG's work.

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

- Annual accomplishments video highlighting the agency's key activities during the preceding fiscal year. to be presented at SCAG's largest annual meeting, the Regional Conference and General Assembly;
- A set of videos highlighting each of the winning projects at SCAG's annual Sustainability Awards Program. which celebrates exemplary projects in the areas of mixed use, transit-oriented development and comprehensive planning throughout the region; and
- As needed short video projects, highlighting selected SCAG projects and regional issues. which will educate and inform or call to action.

Strategic Plan: This item supports SCAG's Strategic Plan Goal I: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective b: Develop External Communications and Media Strategy to Promote Partnerships, Build Consensus and Foster Inclusiveness in the Decision Making Process.

Contract Amount: **Total not to exceed** **\$98,628**
Robert Wall Consulting, LLC (prime consultant)

Contract Period March 3, 2022 through June 30, 2022

Project Number: 800-0160.06 \$98,628
Funding source: General Fund

Request for Proposal (RFP) N/A – Sole Source

The subject contract award is in accordance with the Regional Council Policy Manual, Article VIII, Section 1.2 (updated September 2009, pg. 26), and the SCAG Procurement Manual (sections 3.3. and 3.4) which authorizes the Executive Director or his designee (the Chief Financial Officer) to approve a consultant contract without competition, if the contract is less than \$200,000 and paid for from the General Fund.



AGENDA ITEM 27
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: CFO Monthly Report

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

ACCOUNTING:

In the current fiscal year, staff has prepared and submitted requests for reimbursements of approximately \$34.22 million to Caltrans for work funded with federal and state grants that were completed from July 2021 to April 2022. Of this amount, \$31.04 million has been received and there are no outstanding reimbursement requests pending approval by Caltrans.

The Accounting Department started the FY 2021-22 closing process. The external auditor, Eide Bailly, is currently conducting their interim audit fieldwork. The plan is to issue SCAG's Annual Comprehensive Financial Report (ACFR) before the end of the calendar year.

BUDGET & GRANTS (B&G):

Caltrans provided their comments to the FY 2021-22 Overall Work Program (OWP) 3rd Quarter Progress Report. Staff addressed the comments and provided responses to Caltrans on June 10, 2022.

Staff kicked-off FY 2023-24 Budget Development process by sharing the proposed timeline, tools and resources. The divisional work plans and respective budget requests are scheduled to be finalized in FY23 2nd Quarter.

Staff prepared FY 2022-23 OWP In-Kind Match Package for the value of third-party services by local transportation agencies that may be accepted as match for federal funds for specific SCAG planning

work activities. The In-Kind Match Packet was prepared in accordance with the provisions of 2 CFR 200.306 and will be submitted to Caltrans for review and approval.

During this month, Staff continued to work on finalizing the 26 OTS Go Human Mini-Grant MOUs, 25 MSRC Last Mile Freight Program Phase 1 MOUs as well as processing 12 amendments to the REAP Subregional Partnership MOUs to increase the award amount.

CONTRACTS:

In May 2022, the Contracts Department issued six (6) Request for Proposals; awarded eight (8) contracts; issued five (5) contract amendments; and processed eighteen (18) Purchase Orders to support ongoing business and enterprise operations. Staff also administered 199 consultant contracts. Contracts staff continued to negotiate better pricing as well as reduced costs for services. This month Contracts' staff negotiated \$237,058 in budget savings bringing the Fiscal Year total to \$628,461 in savings.