HYBRID (IN-PERSON & REMOTE PARTICIPATION) *

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE

In-Person & Remote Participation*
Thursday, September 1, 2022
9:30 a.m. – 11:30 a.m.

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

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

To Attend and Participate by Phone:
Call-in Number: 1-669-900-6833
Meeting ID: 116 153 109

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

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

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

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

1. **In Writing:** Submit written comments via email to: CEHDPublicComment@scag.ca.gov by 5pm on Wednesday, August 31, 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, August 31, 2022, will be announced and included as part of the official record of the meeting.

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

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

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

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

To Participate and Provide Verbal Comments on Your Computer
1. Click the following link: https://scag.zoom.us/j/116153109
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

To Listen and Provide Verbal Comments by Phone
1. Call (669) 900-6833 to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the Meeting ID: 116 153 109, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press *9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.
1. Hon. Frank A. Yokoyama
   CEHD Chair, Cerritos, RC District 23

2. Hon. David J. Shapiro
   CEHD Vice Chair, Calabasas, RC District 44

3. Hon. Adele Andrade-Stadler
   Alhambra, RC District 34

4. Hon. Al Austin
   Long Beach, GCCOG

5. Hon. David Avila
   Yucaipa, SBCTA

6. Hon. Megan Beaman-Jacinto
   Coachella, RC District 66

7. Hon. Claudia Bill-de la Peña
   Thousand Oaks, RC District 46

8. Hon. Gary Boyer
   Glendora, RC District 33

9. Hon. Drew Boyles
   El Segundo, RC District 40

10. Hon. Wendy Bucknum
    Mission Viejo, RC District 13

11. Hon. Juan Carrillo
    Palmdale, RC District 43

12. Hon. Ramon Castro
    Imperial County CoC

13. Hon. Letitia Clark
    Tustin, RC District 17

14. Hon. Steve DeRuse
    La Mirada, RC District 31

15. Hon. Diane Dixon
    Newport Beach, RC District 15
16. Hon. Debra Dorst-Porada  
Ontario, Pres. Appt. (Member at Large)

17. Hon. Keith Eich  
La Cañada Flintridge, RC District 36

18. Hon. Rose Espinoza  
La Habra, OCCOG

19. Hon. Waymond Fermon  
Indio, CVAG

20. Hon. Margaret Finlay  
Duarte, RC District 35

21. Hon. Alex Fisch  
Culver City, RC District 41

22. Hon. Mark Henderson  
Gardena, RC District 28

23. Hon. Peggy Huang  
TCA Representative

24. Hon. Cecilia Hupp  
Brea, OCCOG

25. Hon. Kathleen Kelly  
Palm Desert, RC District 2

26. Sup. Matt LaVere  
Ventura County CoC

27. Hon. Tammy Kim  
Irvine, RC District 14

28. Hon. Jed Leano  
Claremont, SGVCOG

29. Hon. Patricia Lock Dawson  
Riverside, RC District 68

30. Hon. Anni Marshall  
Avalon, GCCOG

31. Hon. Andrew Masiel  
Tribal Govt Regl Planning Board Representative
32. Hon. Lauren Meister  
   West Hollywood, WSCCOG

33. Hon. Bill Miranda  
   Santa Clarita, SFVCOG

34. Hon. John Mirisch  
   Beverly Hills, Pres. Appt. (Member at Large)

35. George Nava  
   Brawley, ICTC

36. Hon. Marisela Nava  
   Perris, RC District 69

37. Hon. Kim Nguyen  
   Garden Grove, RC District 18

38. Hon. Trevor O’Neil  
   Anaheim, RC District 19

39. Hon. Ed Paget  
   Needles, SBCTA

40. Hon. Sunny Park  
   Buena Park, OCCOG

41. Hon. Ariel Pe  
   Lakewood, GCCOG

42. Hon. Misty Perez  
   Port Hueneme, Pres. Appt. (Member at Large)

43. Hon. Michael Posey  
   Huntington Beach, RC District 64

44. Hon. Nithya Raman  
   Los Angeles, RC District 51

45. Hon. Gabriel Reyes  
   San Bernardino County CoC

46. Hon. Rex Richardson  
   Long Beach, RC District 29

47. Hon. Sonny Santa Ines  
   Bellflower, GCCOG
48. Hon. Nicholas Schultz  
   Burbank, AVCJPA

49. Hon. Becky Shevlin  
   Monrovia, SGVCOG

50. Hon. Andy Sobel  
   Santa Paula, VCOG

51. Hon. Wes Speake  
   Corona, WRCOG

52. Hon. Mark Waronek  
   Lomita, SBCCOG

53. Hon. Acquanetta Warren  
   Fontana, SBCTA

54. Hon. Christi White  
   Murrieta, WRCOG

55. Hon. Tony Wu  
   West Covina, SGVCOG

56. Hon. Frank Zerunyan  
   Rolling Hills Estates, SBCCOG
The Community, Economic and Human Development Committee may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE
(The Honorable Frank Yokoyama, Chair)

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

General information for all public comments: Members of the public are encouraged, but not required, to submit written comments by sending an email to: CEHDPublicComment@scag.ca.gov by 5pm on Wednesday, August 31, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. Any writings or documents provided to a majority of the Community, Economic and Human Development Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to aguilarm@scag.ca.gov. Written comments received after 5pm on Wednesday, August 31, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Community, Economic and Human Development Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the “raise hand” function on your computer or pressing *9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.
COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – July 7, 2022

Receive and File

2. CEQA Initiation for the Connect SoCal 2024 Program Environmental Impact Report

3. Connect SoCal CEQA Addendum No. 3 to Programmatic Environmental Impact Report (State Clearinghouse No. 2019011061)

4. Transportation Conformity Determinations of Proposed Final 2023 Federal Transportation Improvement Program (FTIP) and Proposed Final 2020 Connect SoCal Amendment #2

5. Equity Analysis Update (formerly Environmental Justice Analysis) - Performance Measures

6. SCAG Water Action Resolution

INFORMATION ITEMS

7. High Quality Transit Area (HQTA) Analysis Pilot Program
   (Grieg Asher, Program Manager II and Zacharias Gardea, Associate Regional Planner) 35 Mins.

8. Demographic Workshop and Demographic Update
   (Kevin Kane, Program Manager I) 15 Mins.

9. Connect SoCal 2024 Local Data Exchange and Regional Data Platform Status Update
   (Tom Vo, Program Manager I) 15 Mins.

10. CEHD Committee 12-Month Framework and Lookahead
    (Jenna Hornstock, Deputy Director of Planning, Land Use) 10 Mins.

CHAIR’S REPORT
(The Honorable Frank Yokoyama, Chair)

STAFF REPORT
(Jonathan Hughes, Regional Affairs Officer, SCAG Staff)
COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT
MINUTES OF THE REGULAR MEETING
COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE (CEHD)
THURSDAY, JULY 7, 2022


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

Members Present:
Hon. Frank Yokoyama, Chair
Hon. David Shapiro, Vice Chair
Hon. Adele Andrade-Stadler
Hon. David Avila
Hon. Claudia Bill-de la Peña
Hon. Drew Boyles
Hon. Wendy Buckles
Hon. Letitia Clark
Hon. Steve De Ruse
Hon. Diane Dixon
Hon. Keith Eich
Hon. Waymond Fermon
Hon. Margaret E. Finlay
Hon. Alex Fisch
Hon. Mark Henderson
Hon. Cecilia Hupp
Hon. Kathleen Kelly
Hon. Tammy Kim
Sup. Matt LaVere
Hon. Jed Leano

Cerritos
Calabasas
Alhambra
Yucaipa
Thousand Oaks
El Segundo
Mission Viejo
Tustin
La Mirada
Newport Beach
La Cañada Flintridge
Indio
Duarte
Culver City
Gardena
Brea
Palm Desert
Irvine
Ventura County
Claremont

District 23
District 44
District 34
SBCTA
District 46
District 40
District 13
District 17
GCCOG
District 15
District 36
CVAG
District 35
District 41
District 28
OCCOG
District 2
District 14
CoC
SGVCOG
Hon. Patricia Lock Dawson
Riverside
District 68

Hon. Anni Marshall
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Hon. Lauren Meister
West Hollywood
WSCCOG

Hon. Bill Miranda
Santa Clarita
SFVCOG

Hon. John Mirisch
Member at Large

Hon. Marisela Nava
Perris
District 69

Hon. Kim Nguyen
Garden Grove
District 18

Hon. Trevor O’Neil
Anaheim
District 19

Hon. Edward Paget
Needles
SBCTA

Hon. Ariel Pe
Lakewood
GCCCOG

Hon. Michael Posey
Huntington Beach
District 64

Hon. Sonny Santa Ines
Bellflower
GCCCOG

Hon. Nicholas Schultz
Burbank
AVCIPA

Hon. Becky Shevlin
Monrovia
SGVCOG

Hon. Wes Speake
Corona
WRCOG

Hon. Acquanetta Warren
Fontana
SBCTA

Hon. Christi White
Murrieta
WRCOG

Hon. Tony Wu
West Covina
SGVCOG

Members Not Present

Hon. Al Austin, II
Long Beach
GCCCOG

Hon. Megan Beaman Jacinto
Coachella
District 66

Hon. Juan Carrillo
Palmdale
District 43

Hon. Ramon Castro
Imperial County
CoC

Hon. Debra Dorst-Porada
Ontario, Pres. Appt.
Member at Large

Hon. Rose Espinoza
La Habra
OCCOG

Hon. Peggy Huang

Hon. Andrew Masiel, Sr.
Tribal Gov’t Reg’l Planning
ICTC

Hon. George A. Nava
Brawley
ICTC

Hon. Sunny Park
Buena Park
OCCOG

Hon. Misty Perez
Port Hueneme, Pres. Appt.
Member at Large

Hon. Nithya Raman
Los Angeles
District 51

Hon. Gabriel Reyes
San Bernardino County
CoC

Hon. Rex Richardson
Long Beach
District 29

Hon. Andy Sobel
Santa Paula
VCOG

Hon. Mark Waronek
Lomita
SBCCOG

Hon. Frank Zerunyan
Rolling Hills Estates
SBCCOG

CALL TO ORDER AND PLEDGE OF ALLEGIANCE
The Honorable Frank Yokoyama called the meeting to order at 9:35 a.m. and asked Councilmember Margaret Finlay, City of Duarte, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

Chair Yokoyama provided detailed instructions and general information on how to provide public comments. Additionally, he noted that public comments received via email to CEHDPublicComment@scag.ca.gov after 5pm on Wednesday, July 6, 2022, would be announced and included as part of the official record of the meeting.

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

SCAG staff noted there were no written public comments received via email before or after the 5pm deadline on Wednesday, July 6, 2022. SCAG staff also noted that there were no public comments for matters not listed on the agenda.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

No reprioritzations were made.

CONSENT CALENDAR

Approval Items

1. Minutes of the June 2, 2022 Meeting

Receive and File

2. Connect SoCal Sustainable Communities Program (SCP) Call 4 – Civic Engagement, Equity, and Environmental Justice

3. Release of Transportation Conformity Analyses of Draft 2023 Federal Transportation Improvement Program (FTIP) and Draft 2020 Connect SoCal Amendment #2

4. Initial Findings for Connect SoCal CEQA Addendum No. 3 to Programmatic Environmental Impact Report (State Clearinghouse #2019011061)
5. 2021-2022 CivicSpark Housing Fellows: Regional Affordable Housing Initiative

6. RHNA Reform Timeline

7. Equity Analysis Update (formerly Environmental Justice Analysis) – Performance Measures

8. Status Update on Transportation Conformity Challenges in SCAG Region

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


NOES: (0)

ABSTAIN: Posey (1)

There were no public comments on this item.

ACTION ITEMS

9. Regional Early Action Plan (REAP) 2.0 – Draft Subregional Partnership Program Guidelines

Chair Yokoyama provided a brief overview of the Executive/Administration Committee’s recommended approval of the REAP 2021 Program Development Framework that will guide the development of specific funding programs and projects to be included in the full REAP 2.0 program application. He asked Jacob Noonan, SCAG staff, to provide details on the draft guidelines.

Mr. Noonan’s presentation included background information and an overview of the Framework, its core objectives, guiding principles, programmatic areas, application milestones and schedule for allocation of funds availed to SCAG through the REAP 2.0 program. He noted the Program Framework is pending adoption by the Regional Council.

Additional highlights in the presentation included:
The Subregional Partnership (SRP) 2.0 Program Guidelines were developed with input from the Subregional Councils of Government to align with the SCAG REAP 2021 (REAP 2.0) Draft Program Framework.

$23 million of SCAG’s REAP 2.0 funding to be set-aside to support the program. The SRP 2.0 will allocate funding to each subregional partner based on the 6th Cycle RHNA allocation.

Application Timelines with the final applications due by December 1, 2022.

Staff responded to the comments and questions expressed by the Councilmembers.

The comprehensive staff report, the (Draft) REAP Subregional Partnership 2.0 Program Guidelines, and the PowerPoint presentation were included in the agenda packet.

There were no public comments on this item.

A MOTION was made (Posey) to Recommend that the Regional Council adopt SCAG’s REAP 2.0 Subregional Partnership Program Guidelines. Motion was SECONDED (Lock Dawson) and passed by the following roll call vote:


NOES: (0)

ABSTAIN: (0)

INFORMATION ITEMS

10. SCAG Economic Development Update

Chair Yokoyama asked Victor Negrete and Gigi Moreno, SCAG staff, to provide an overview of SCAG’s role as it relates to the regional economic analysis and economic development efforts in connection with the Inclusive Economic Recovery Strategy (IERS) implementation grant work plan.

Their presentation included an outline of the Economic Analysis in SCAG’s Planning Work. Highlights included discussion on the following topics:
• Defining SCAG’s Primary Role in Economic Development
• Overview of the Goods Movement Sector Analysis
• Federal Transportation Improvement Program (FTIP) Impact Analysis
• Communicating through the Annual Economic Summit and Briefing Book
• Deliverables from the one-time funding from the State to implement key recommendations of the IERS

Discussion ensued. Staff responded to the comments and questions expressed by the Councilmembers, including priorities which focused on the connection between job creation numbers to housing ratios, expanding work from home opportunities, employment dynamics/job growth/loss in the region, indicators for migration shifts, development of cluster economies and regulatory reform.

Chair Yokoyama asked staff to email the Briefing Book to the Committee members. Staff noted that most of the Councilmember’s comments would also be addressed at the upcoming Demographic Workshop, scheduled for September 2022.

There were no public comments on this item.

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

11. REAP 1.0 Biannual Program Update

Chair Yokoyama noted staff would provide an overview of the Regional Early Action Planning (REAP 1.0) Biannual Program status and update. He asked Ma’Ayn Johnson, SCAG staff, to present.

Ms. Johnson’s presentation included background information and a brief overview of some of the REAP 1.0 program updates:

• Procurement Streamlining
• REAP Program Areas
• Subregional Partnership Program 1.0 (SRP) - $24 million set aside for planning activities that will accelerate housing production
• REAP Partnership, Outreach Programs, Timelines and Stakeholder Outreach Process
• Sustainable Communities Strategies (SCS) Integration categories, which include Transit Oriented Development (TOD) Work Programs

Chair Yokoyama opened the public comment period and recognized, Ms. Lucy Dunn, member of the public and ex officio business representative to the Regional Council and Executive/Administration
Committee, who commented that performance metrics for building permits issuance would be useful in future housing reports.

Staff responded to the comments and questions expressed by the Councilmembers, including comments regarding continuity of the projects from REAP 1.0 to the REAP 2.0 program.

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


Chair Yokoyama noted that 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. He asked Sarah Dominguez to provide highlights of this work, which reflects feedback from multiple stakeholder groups.

Ms. Dominguez provided background information and a brief overview of the Connect SoCal 2024 Draft Vision, Goals and Performance Measures updates. Ms. Dominguez’ presentation included an outlook of the purpose and themes for the vision statement and a brief overview of plan goals, draft performance measures, along with federal and state performance requirements, on-going monitoring measures and outreach/engagement and next steps. Ms. Dominguez noted that as Connect SoCal 2024 moves forward, staff will seek to evaluate other emerging issues such as remote work and digital platforms.

There were no public comments on this item.

The comprehensive staff report, PowerPoint presentation, and the 2024 Draft Vision, Goals and Performance Measures report were included in the agenda packet.

CHAIR’S REPORT

Chair Yokoyama announced that on Thursday, December 1, 2022, SCAG would be hosting the 13th annual Southern California Economic Summit.

Chair Yokoyama welcomed the following presidential appointees back to the Committee: Debra Dorst-Porada, City of Ontario; John Mirisch, City of Beverly Hills; and Misty Perez, City of Port Hueneme.

Chair Yokoyama provided a brief overview of the EAC retreat and reported on the two options discussed to facilitate more engagement of SCAG’s Regional Council and Policy Committee members. He asked the Committee to look out for more information on this subject.
Lastly, Chair Yokoyama reminded the Committee that all the Committees will be dark in the month of August, reconvening on Thursday, September 1, 2022.

**STAFF REPORT**

Jonathan Hughes, Regional Affairs Officer, provided a brief report which included the Local Data Exchange (LDC) 1:1 meetings, RHNA reform timeline, availability of technical assistance, and SCAG’s receipt of recognition by the National Association of Regional Councils.

**FUTURE AGENDA ITEMS**

There were no future agenda items requested.

**ADJOURNMENT**

There being no further business, Chair Yokoyama adjourned the CEHD Committee meeting at 11:29 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE CEHD COMMITTEE]
## COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE ATTENDANCE REPORT

### 2022-23

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<th>MEMBERS</th>
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**TOTAL ATTENDANCE**

| 32 | 38 |
RECOMMENDED ACTION FOR EEC, 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:
At the March 3, 2022 Energy & Environment Committee (EEC) meeting, staff provided the EEC with an overview of the California Environmental Quality Act (CEQA) requirements for SCAG as the Lead Agency responsible for preparing a Program Environmental Impact Report (PEIR) for the upcoming 2024 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024) and what to expect in the Connect SoCal 2024 PEIR (2024 PEIR). The 2024 PEIR will serve as a “first-tier”, programmatic-level CEQA document that will provide a cumulative and regional-scale assessment of potential environmental effects of the transportation improvements and land use developments discussed in Connect SoCal 2024. The 2024 PEIR will be prepared in accordance with CEQA. The purpose of this staff report is to inform the EEC that staff will be initiating the CEQA process and environmental documentation for Connect SoCal 2024. SCAG staff will provide periodic updates on the development of the 2024 PEIR at future EEC meetings.

BACKGROUND:
Connect SoCal is a long-term plan which emphasizes the development and preservation of the region’s transportation system. 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 addition, per state law, the Plan must include a Sustainable Communities Strategy (SCS) that demonstrates
compliance with California Air Resources Board greenhouse gas (GHG) emission reduction targets from cars and light duty trucks.

CEQA, codified at Pub. Res. Code §21000 et seq., and its implementing regulations, CEQA Guidelines, found at 14 C.C.R. § 15000 et seq., require SCAG as the Lead Agency to prepare an Environmental Impact Report for the Plan because approving or adopting the Plan is a discretionary governmental action (CEQA Guidelines §15002(b)). Connect SoCal is a regional planning document and necessitates preparation of a PEIR as the appropriate CEQA document. A PEIR is a “first-tier” CEQA document designed to consider “broad policy alternatives and program-wide mitigation measures” and may serve as a foundation for subsequent, site-specific environmental review documents for individual transportation and development projects in the region (CEQA Guidelines §§15168 and 15385).

At the March 3, 2022 EEC meeting, staff provided the EEC with an overview the CEQA requirements for SCAG as the Lead Agency responsible for preparing a PEIR for Connect SoCal 2024 and what to expect in the upcoming 2024 PEIR. The PEIR will serve as a programmatic document that provides a region-wide assessment of potential significant environmental effects of Connect SoCal 2024. The PEIR will provide an opportunity to inform decision-makers and the public about these effects. The PEIR will evaluate and disclose region-wide, potential significant environmental effects, including direct and indirect impacts, growth-inducing impacts, and cumulative impacts of the Plan at a programmatic level. The PEIR will propose and evaluate feasible mitigation measures capable of avoiding or reducing the significant effects of the Plan. The PEIR will also consider a range of reasonable alternatives to the Plan, including the no-project alternative and alternatives that could feasibly accomplish most of the basic objectives of the Plan and could avoid or substantially lessen any of the significant adverse environmental effects of the Plan.

CURRENT STATUS OF THE 2024 PEIR:
On June 1, 2022, SCAG’s Executive Administration Committee (EAC), followed by SCAG’s Regional Council (RC) on June 2, 2022, approved the CEQA Consultant’s contract (22-033-C01) to assist SCAG staff with the preparation of a PEIR and associated technical studies to fulfill its CEQA requirements. On July 6, 2022, SCAG’s EAC, followed by SCAG’s RC on July 7, 2022, approved the PEIR Legal Services contract (22-059-C01) to assist SCAG staff with the preparation of a legally defensible document. The consultants will assist SCAG staff in completing the PEIR and provide needed technical and legal knowledge, expertise, and services to ensure compliance with all applicable federal and state planning and environmental laws for the PEIR.

NEXT STEPS:
SCAG staff will be preparing a Notice of Preparation (NOP) of a PEIR for the upcoming Connect SoCal 2024 and come back to the EEC to seek authorization for the release of the NOP, which will formally kick-off the PEIR process. The NOP will undergo a required 30-day public review and
comment period to notify public agencies, organizations, and interested parties that SCAG plans to prepare a PEIR for Connect SoCal 2024 and seek their comments and input with respect to the scope and content of the environmental information to be considered and evaluated in the Draft PEIR. Following the release of the NOP and during the public review phase, SCAG staff will host two (2) public scoping meetings. The public scoping meetings will provide a presentation on Connect SoCal’s process and vision and allow for further comments on the environmental information to be included in the PEIR. Comments and input received will be evaluated for incorporation into the Draft PEIR and could potentially serve as a guidance tool to conduct environmental analysis.

**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).
RECOMMENDED ACTION FOR EE:
Recommend that the Regional Council (RC) adopt a Resolution to approve Addendum No. 3 to the Connect SoCal Program Environmental Impact Report (PEIR, SCH No. 2019011061)

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:
Since approval of the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS or Connect SoCal) Amendment No. 1 and certification of the Program Environmental Impact Report (State Clearinghouse #2019011061) (PEIR) by the SCAG Regional Council (RC) and Addendums No. 1 and No. 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 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, Findings of Fact, and Statement of Overriding Considerations 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 was provided to EEC for review on July 7, 2022. No comments were received. No revisions were made between the draft version, provided to the EEC, and the proposed final version. The proposed final Addendum No. 3 to the PEIR and the proposed final resolution are attached to this staff report. SCAG staff recommends that the EEC recommend that the Regional Council adopt a Resolution to approve Addendum No. 3 to the Connect SoCal Program Environmental Impact Report (PEIR). Following EEC’s recommendation, staff will take the proposed final Addendum No. 3 to the PEIR and Resolution to SCAG’s Regional Council to consider for approval 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 in its entirety and certified the associated PEIR Addendum No. 1. On October 30, 2020, Connect SoCal was certified by the California Air Resources Board (CARB) for compliance with Senate Bill 375, and on June 5, 2020 by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for compliance with the Federal Clean Air Act (transportation conformity). At its November 4, 2021 meeting, the RC adopted Resolution No. 21-637-2 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 new or 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, are changes to 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. There are 14 new projects; these are primarily Transportation System Management/Transportation Demand Management projects and minor arterial widenings providing benefits such as improving efficiency of existing systems and reducing congestion. New projects involve new costs and modeling changes for projects that were previously not included in Connect SoCal Amendment No. 1. No projects are removed due to project cancellation or duplicate entries. Of the 102 project changes in Amendment No. 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 No. 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. The CEQA Lead Agency for the project shall consider an addendum with the final EIR prior to making a decision on the project.

**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 preparing 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. See Table 1, below, for a summary of the environmental impacts analyzed in Addendum No. 3.

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

<table>
<thead>
<tr>
<th>Environmental Impact</th>
<th>Compared to the Previously Certified Connect SoCal PEIR</th>
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<tbody>
<tr>
<td>Aesthetics</td>
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<td>Agriculture and Forestry Resources</td>
<td>Same; no new impacts</td>
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<tr>
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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 and addressed 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 disclosed 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. The proposed final 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, Findings of Fact, and Statement of Overriding Considerations 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 complies with the CEQA requirements for Connect SoCal Amendment No. 2.

NEXT STEPS:
SCAG staff recommends that the EEC recommend that the RC adopt a Resolution to approve Addendum No. 3 to the Connect SoCal Program Environmental Impact Report (PEIR). Following EEC’s recommendation, staff will take the proposed final Addendum No. 3 to the PEIR and Resolution to SCAG’s Regional Council to consider for approval and adoption on October 6, 2022. The proposed final Addendum No. 3 to the PEIR and the proposed final resolution that is proposed for recommendation to the RC are attached to this staff report.

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

ATTACHMENT(S):

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<tr>
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<tr>
<td>Comparison of Alternatives</td>
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<tr>
<td>Other CEQA Considerations</td>
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1. Proposed Final Addendum No 3 to the PEIR
2. Proposed Final Resolution for Approving Addendum No. 3 to the PEIR
<table>
<thead>
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<tbody>
<tr>
<td>1.0 INTRODUCTION</td>
<td>1</td>
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<td>2.0 PROJECT DESCRIPTION</td>
<td>4</td>
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<td>3.0 ENVIRONMENTAL ANALYSIS</td>
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<td>4.0 COMPARISON OF ALTERNATIVES</td>
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<td>6.0 FINDINGS</td>
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PROPOSED FINAL ADDENDUM #3

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

SEPTEMBER 1, 2022

scag.ca.gov/connect-socal
scag.ca.gov/peir
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 refinements resulted in minimal impacts to Connect SoCal’s performance results and the Plan would continue to achieve federal air quality conformity and meet the State’s per-capita GHG reduction targets for 2020 and 2035. The Connect SoCal PEIR Addendum #1 was approved by the SCAG Regional Council on September 3, 2020, along with Connect SoCal (SCH No. 20199011061).

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

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

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

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

2 It is important to note that when the Connect SoCal PEIR is referenced in the environmental analysis of this document, it also includes all revisions that were part of the Connect SoCal PEIR Addendums #1 and #2.
significant effects. Site specific analysis will occur as each project is defined and goes through individual project-level environmental review.

1.1 BASIS FOR THE ADDENDUM

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

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

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

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

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

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

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

1.2 PURPOSE AND SCOPE OF THE ADDENDUM TO THE PEIR

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

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

2.0 PROJECT DESCRIPTION

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

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

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

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

3.0 ENVIRONMENTAL ANALYSIS

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

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

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

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

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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 each implementing agency for each individual project.

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 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.
<table>
<thead>
<tr>
<th>County</th>
<th>Existing</th>
<th>Plan</th>
<th>Difference (Amendment #2)</th>
<th>Previous Difference (PEIR)*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Imperial</td>
<td>3 3 6 6 7 19 0.5 0.2 0.0</td>
<td>2 2 4 4 4 16 0.7 0.3 0.1</td>
<td>-1 -1 -2 -2 -3 -4 0.3 0.1 0.0</td>
<td>-1 -1 -2 -2 -2 -2 0.3 0.1 0.0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Los Angeles</td>
<td>52 50 88 95 93 397 14.2 6.3 1.1</td>
<td>22 21 33 34 33 136 13.9 5.7 0.8</td>
<td>-30 -29 -55 -60 -60 -261 -0.2 -0.6 -0.3</td>
<td>-30 -29 -55 -60 -59 -251 0.3 -0.6 -0.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Orange</td>
<td>15 15 22 23 23 111 4.7 2.1 0.3</td>
<td>7 7 7 8 7 43 4.7 1.9 0.2</td>
<td>-8 -8 -15 -16 -16 -68 0.1 -0.1 -0.1</td>
<td>-8 -8 -14 -16 -15 -65 0.3 -0.1 -0.1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Riverside</td>
<td>14 12 32 34 34 86 3.9 1.7 0.3</td>
<td>7 6 12 13 12 37 4.7 1.9 0.3</td>
<td>-7 -6 -20 -21 -21 -49 0.8 0.2 0.0</td>
<td>-7 -6 -14 -16 -15 -65 0.1 -0.1 -0.1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Bernardino</td>
<td>16 14 38 40 39 100 4.1 1.8 0.3</td>
<td>7 6 18 19 18 39 5.2 2.1 0.3</td>
<td>-9 -8 -20 -21 -21 -60 1.1 0.3 0.0</td>
<td>-8 -7 -20 -21 -21 -57 1.1 0.3 0.0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ventura</td>
<td>4 4 6 7 7 30 1.1 0.5 0.1</td>
<td>1 1 2 2 2 10 1.1 0.5 0.1</td>
<td>-3 -3 -4 -5 -5 -21 0.0 0.0 0.0</td>
<td>-3 -3 -4 -5 -5 -20 0.0 0.0 0.0</td>
</tr>
</tbody>
</table>

**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 archaeological 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>
<thead>
<tr>
<th>Year</th>
<th>Fuel Consumed</th>
<th>Percentage under Existing</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Billion Gallons per Year</td>
<td>Thousand Gallons per Day</td>
</tr>
<tr>
<td>2019</td>
<td>8.3</td>
<td>22,876</td>
</tr>
<tr>
<td>2045 Baseline</td>
<td>7.0</td>
<td>19,052</td>
</tr>
<tr>
<td><strong>Amendment #2</strong></td>
<td>6.7</td>
<td>18,236</td>
</tr>
<tr>
<td><strong>PEIR</strong></td>
<td>6.7</td>
<td>18,239</td>
</tr>
</tbody>
</table>

**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

<table>
<thead>
<tr>
<th>On-Road Vehicles</th>
<th>2019 Based Year</th>
<th>2045 (Plan)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CO₂</td>
<td>CH₄</td>
</tr>
<tr>
<td>Light and Medium Duty Vehicles</td>
<td>59.46</td>
<td>0.002</td>
</tr>
<tr>
<td>Heavy Duty Trucks</td>
<td>15.47</td>
<td>0.000</td>
</tr>
<tr>
<td>Buses</td>
<td>1.50</td>
<td>0.001</td>
</tr>
<tr>
<td>On-Road Vehicles (Subtotal) in CO₂</td>
<td>76.43</td>
<td>0.004</td>
</tr>
<tr>
<td>On-Road Vehicles (Subtotal) in CO₂eq*</td>
<td>76.43</td>
<td>0.076</td>
</tr>
<tr>
<td><strong>Total GHG Emissions from on-road vehicles in CO₂eq (Amendment #2)</strong></td>
<td>77.4</td>
<td>63.4</td>
</tr>
<tr>
<td><strong>Previous Total GHG Emissions from on-road vehicles in CO₂eq (PEIR)</strong> **</td>
<td>77.4</td>
<td>63.4</td>
</tr>
</tbody>
</table>

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

*CO₂ was converted to CO₂e 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

<table>
<thead>
<tr>
<th>Off-Road Vehicles</th>
<th>2019 Based Year</th>
<th>2045 (Plan)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CO₂</td>
<td>CH₄</td>
</tr>
<tr>
<td>Rail</td>
<td>2.16</td>
<td>0.00</td>
</tr>
<tr>
<td>Aviation</td>
<td>3.15</td>
<td>0.00</td>
</tr>
<tr>
<td>Ocean-going Vessel</td>
<td>1.13</td>
<td>0.00</td>
</tr>
<tr>
<td>Other Transportation Sources (Subtotal) in CO₂</td>
<td>6.45</td>
<td>0.00</td>
</tr>
<tr>
<td>Other Transportation Sources (Subtotal) in CO₂eq*</td>
<td>6.45</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total GHG Emissions from off-road vehicles in CO₂eq (Amendment #2)</strong></td>
<td>6.9</td>
<td>10.1</td>
</tr>
<tr>
<td><strong>Previous Total GHG Emissions from off-road vehicles in CO₂eq (PEIR)</strong> **</td>
<td>6.9</td>
<td>10.1</td>
</tr>
</tbody>
</table>

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

*CO₂ was converted to CO₂e 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\textsubscript{2}e total GHG emissions from on-road vehicles and 10.1 million metric tons per year CO\textsubscript{2}e 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 emission 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 CO\textsubscript{2} emissions requires modeling vehicle miles traveled (VMT) by passenger vehicles and light trucks that emit CO\textsubscript{2} and dividing the number by the total population.

According to TABLE 3-7, SB 375 Analysis – Amendment #2, per capita CO\textsubscript{2} 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 CO\textsubscript{2} 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 CO\textsubscript{2} 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 CO\textsubscript{2} 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

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

*CO\textsubscript{2} was converted to CO\textsubscript{2}e 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>
<thead>
<tr>
<th>TABLE 3-7 SB 375 Analysis – Amendment #2</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>Resident population (per 1,000)</td>
</tr>
<tr>
<td>2005 (Baseline)</td>
</tr>
<tr>
<td>17,161</td>
</tr>
<tr>
<td>CO₂ emissions (per 1,000 tons)</td>
</tr>
<tr>
<td>204.0*</td>
</tr>
<tr>
<td>Per capita emissions (pounds/day)</td>
</tr>
<tr>
<td>23.8</td>
</tr>
<tr>
<td>% difference from Amendment #2 (2020) to Baseline (2005)</td>
</tr>
<tr>
<td>-8%****</td>
</tr>
<tr>
<td>% difference from Amendment #2 (2035) to Baseline (2005)</td>
</tr>
<tr>
<td>-19%****</td>
</tr>
<tr>
<td>Previous % difference from Plan (2020) to Baseline (2005)</td>
</tr>
<tr>
<td>-8%****</td>
</tr>
<tr>
<td>Previous % difference from Plan (2035) to Baseline (2005)</td>
</tr>
<tr>
<td>-19%****</td>
</tr>
</tbody>
</table>


* 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

TABLE 3-7

<table>
<thead>
<tr>
<th>SB 375 Analysis – Amendment #2</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005 (Baseline)</td>
</tr>
<tr>
<td>----------------</td>
</tr>
<tr>
<td>Resident population (per 1,000)</td>
</tr>
<tr>
<td>CO₂ emissions (per 1,000 tons)</td>
</tr>
<tr>
<td>Per capita emissions (pounds/day)</td>
</tr>
</tbody>
</table>

% 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%**** |


* Based on EMFAC2007
** Based on EMFAC2014
*** Included off-model adjustments for 2035
**** Included EMFAC Adjustment
Proposed Final Addendum #3 to the PEIR
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 programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.10 HYDROLOGY AND WATER QUALITY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #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 programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.11 LAND USE AND PLANNING

The proposed changes to the Project List, identified in the Connect SoCal Amendment #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 programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.12 MINERAL RESOURCES

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

### 3.15 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

<table>
<thead>
<tr>
<th>County</th>
<th>2019 Base Year</th>
<th>2045 No Project</th>
<th>2045 Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imperial</td>
<td>7,000</td>
<td>11,000</td>
<td>11,000</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>231,000</td>
<td>253,000</td>
<td>239,000</td>
</tr>
<tr>
<td>Orange</td>
<td>79,000</td>
<td>85,000</td>
<td>83,000</td>
</tr>
<tr>
<td>Riverside</td>
<td>61,000</td>
<td>80,000</td>
<td>77,000</td>
</tr>
<tr>
<td>San Bernardino</td>
<td>63,000</td>
<td>85,000</td>
<td>81,000</td>
</tr>
<tr>
<td>Ventura</td>
<td>19,000</td>
<td>21,000</td>
<td>20,000</td>
</tr>
<tr>
<td><strong>SCAG Total (Amendment #2)</strong></td>
<td><strong>460,000</strong></td>
<td><strong>536,000</strong></td>
<td><strong>511,000</strong></td>
</tr>
<tr>
<td><strong>Previous SCAG Total (PEIR)</strong> *</td>
<td>460,000</td>
<td>536,000</td>
<td>511,000</td>
</tr>
</tbody>
</table>

---

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

**Source:** SCAG Transportation Modeling, 2020 and 2021. **Note:** Numbers are rounded to nearest thousand.
### TABLE 3-9 VMT Per Capita by County – Amendment #2

<table>
<thead>
<tr>
<th>County</th>
<th>Light/Medium Duty Vehicles</th>
<th>All Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2019</td>
<td>2045</td>
</tr>
<tr>
<td>Imperial</td>
<td>29.69</td>
<td>32.35</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>21.47</td>
<td>19.22</td>
</tr>
<tr>
<td>Orange</td>
<td>23.59</td>
<td>22.30</td>
</tr>
<tr>
<td>Riverside</td>
<td>22.29</td>
<td>20.59</td>
</tr>
<tr>
<td>San Bernardino</td>
<td>25.34</td>
<td>24.30</td>
</tr>
<tr>
<td>Ventura</td>
<td>21.30</td>
<td>19.48</td>
</tr>
<tr>
<td><strong>Regional (Amendment #2)</strong></td>
<td><strong>22.45</strong></td>
<td><strong>20.71</strong></td>
</tr>
<tr>
<td>**Regional (PEIR) *</td>
<td><strong>22.45</strong></td>
<td><strong>20.72</strong></td>
</tr>
</tbody>
</table>

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

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

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

<table>
<thead>
<tr>
<th>County</th>
<th>AUTOS – SINGLE OCCUPANCY VEHICLES</th>
<th>AUTOS – HIGH OCCUPANCY VEHICLES</th>
<th>TRANSIT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2019 Base Year</td>
<td>2045 No Project</td>
<td>2045 Plan</td>
</tr>
<tr>
<td>Imperial</td>
<td>93.54%</td>
<td>91.72%</td>
<td>91.37%</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>79.50%</td>
<td>80.06%</td>
<td>86.01%</td>
</tr>
<tr>
<td>Orange</td>
<td>84.97%</td>
<td>86.08%</td>
<td>89.59%</td>
</tr>
<tr>
<td>Riverside</td>
<td>71.88%</td>
<td>73.97%</td>
<td>81.31%</td>
</tr>
<tr>
<td>San Bernardino</td>
<td>72.18%</td>
<td>74.67%</td>
<td>79.72%</td>
</tr>
<tr>
<td>Ventura</td>
<td>81.04%</td>
<td>83.49%</td>
<td>86.52%</td>
</tr>
<tr>
<td>Region</td>
<td>79.14%</td>
<td>80.09%</td>
<td>85.36%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>2019 Base Year</th>
<th>2045 No Project</th>
<th>2045 Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Region (Amendment #2)</td>
<td>47.25%</td>
<td>46.68%</td>
<td>46.90%</td>
</tr>
<tr>
<td>Region (PEIR) *</td>
<td>47.25%</td>
<td>46.68%</td>
<td>47.06%</td>
</tr>
</tbody>
</table>

**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 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 program level.

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

<table>
<thead>
<tr>
<th>Mode Share</th>
<th>2019</th>
<th>2045 No Project</th>
<th>2045 Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>7.8</td>
<td>7.7</td>
<td>8.6</td>
</tr>
<tr>
<td>Bike</td>
<td>1.4</td>
<td>1.6</td>
<td>2.1</td>
</tr>
<tr>
<td>Transit</td>
<td>2.0</td>
<td>2.4</td>
<td>3.8</td>
</tr>
<tr>
<td>Total (Amendment #2)</td>
<td>11.2</td>
<td>11.8</td>
<td>14.5</td>
</tr>
</tbody>
</table>

Previous Total (PEIR) *

<table>
<thead>
<tr>
<th>Percentage</th>
<th>2019</th>
<th>2045 No Project</th>
<th>2045 Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total (Original Plan)</td>
<td>14.0</td>
<td>14.4</td>
<td>18.9</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>County</th>
<th>Freeway (Mixed-Flow)</th>
<th>Toll*</th>
<th>Truck</th>
<th>Expressway / Parkway</th>
<th>Principal Arterial</th>
<th>Minor Arterial</th>
<th>Collector</th>
<th>Freeway (HOV)</th>
<th>Ramp</th>
<th>Total (All Facilities)</th>
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<td>-</td>
<td>323</td>
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<td><strong>Total (Amendment #2)</strong></td>
<td><strong>11,685</strong></td>
<td><strong>1,467</strong></td>
<td><strong>237</strong></td>
<td><strong>710</strong></td>
<td><strong>17,071</strong></td>
<td><strong>22,030</strong></td>
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<td><strong>866</strong></td>
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<td><strong>Previous Total (PEIR)</strong></td>
<td><strong>11,684</strong></td>
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<td><strong>237</strong></td>
<td><strong>710</strong></td>
<td><strong>17,066</strong></td>
<td><strong>22,033</strong></td>
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<td><strong>866</strong></td>
<td><strong>2,197</strong></td>
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**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.
PROPOSED FINAL ADDENDUM #3

TO THE

PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

SEPTEMBER 1, 2022

scag.ca.gov/connect-socal
scag.ca.gov/peir
RESOLUTION NO. 22-XXX-XX

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)

APPROVING ADDENDUM NO. 3 TO THE PREVIOUSLY CERTIFIED 2020-2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2020 RTP/SCS OR CONNECT SOCAL) PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

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

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

WHEREAS, on September 2, 2020, SCAG approved Addendum No. 1 to the 2020-2045 RTP/SCS PEIR in accordance with Cal. Pub. Res. Code Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164;

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

WHEREAS, on November 4, 2021, SCAG approved Addendum No. 2 to the 2020-2045 RTP/SCS PEIR in accordance with Cal. Pub. Res. Code Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164;

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

WHEREAS, since the certification of the Final PEIR and the approvals of Addendum No. 1 and Addendum No. 2 to the 2020 RTP/SCS PEIR, staff has received requests from all six county transportation commissions in the SCAG region to amend the 2020 RTP/SCS to reflect addition of projects or modifications to project scopes, costs, and/or schedules for critical transportation projects, as well as the addition of some new projects as specified in the Amendment No. 2 to the 2020 RTP/SCS (“Amendment No. 2”), in order to allow such projects to move forward toward the implementation phase;
WHEREAS, when an Environmental Impact Report (EIR) has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary;

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

WHEREAS, SCAG staff determined and for the reasons set forth in Addendum No. 3 to the 2020 RTP/SCS PEIR, an addendum is the appropriate CEQA document for Amendment No. 2 to the 2020 RTP/SCS because the proposed project revisions set forth in Amendment No. 2 do not meet the conditions of CEQA Guidelines Sections 15162 and 15163, for the preparation of a subsequent or supplemental EIR;

WHEREAS, on July 7, 2022, SCAG staff reported to the SCAG’s Energy and Environment Committee (EEC) that a draft of Addendum No. 3 to the 2020 RTP/SCS PEIR was prepared and completed and that an informational copy of the draft of Addendum No. 3 was presented to the EEC for review;

WHEREAS, SCAG has finalized Addendum No. 3 to the 2020-2045 RTP/SCS PEIR, incorporated herein by this reference, in order to address the proposed changes to the 2020-2045 RTP/SCS as described in Amendment No. 2;

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

WHEREAS, on September 1, 2022, EEC recommended the Regional Council adopt this Resolution to approve Addendum No. 3 to the 2020-2045 RTP/SCS PEIR (PEIR, SCH No. 2019011061); and

WHEREAS, pursuant to CEQA Guidelines Section 15164(d), the Regional Council has considered Addendum No. 3 to the 2020 RTP/SCS PEIR with the previously certified 2020 RTP/SCS PEIR prior to making a decision on Amendment No. 2 to the 2020 RTP/SCS.

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

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

1. Addendum No. 3 to the 2020 RTP/SCS PEIR has been completed in compliance with CEQA.

2. The adoption of the proposed revisions set forth in Amendment No. 2 would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects for the reasons described in Addendum No. 3; such proposed changes in Amendment No. 2 are consistent with the analysis, mitigation measures, Finding of Facts, and Statement of Overriding Considerations contained in the certified 2020 RTP/SCS PEIR; and thus, a subsequent or supplemental EIR is not required and Addendum No. 3 to the 2020 RTP/SCS PEIR fulfills the requirements of CEQA.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 6th day of October, 2022.
Jan C. Harnik  
President, SCAG  
Riverside County Transportation Commission

Attested by:

______________________________
Kome Ajise  
Executive Director

Approved as to Form:

______________________________
Michael R.W. Houston  
Chief Counsel
RECOMMENDED ACTION FOR EEC:
Recommend that the Regional Council approve the transportation conformity determinations of the proposed final 2023 FTIP and the proposed final 2020 Connect SoCal Amendment #2; and direct staff to submit to the Federal Highway Administration and Federal Transit Administration for approvals at its October 6, 2022 meeting.

RECOMMENDED ACTION FOR CEHD & TC:
Receive and File.

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

EXECUTIVE SUMMARY:
*Pursuant to federal and state law and in cooperation with County Transportation Commissions (CTCs) and stakeholders, SCAG has developed the Draft 2023 Federal Transportation Improvement Program (FTIP) and the Draft 2020 Connect SoCal (2020 RTP/SCS) Amendment #2 including the associated transportation conformity analyses. At its July 7, 2022 meeting, the Regional Council (RC) authorized the release of the Draft 2023 FTIP and the Draft 2020 Connect SoCal Amendment #2, including the associated transportation conformity analyses for a 30-day public review and comment period. SCAG received a total of 24 comments on the Draft 2023 FTIP. The comments were for the most part technical in nature and do not raise issues that affect the associated conformity analyses. SCAG staff is working closely with the CTCs to address the comments. Based on an initial review and analysis of the comments, SCAG staff does not anticipate significant changes to the proposed final 2023 FTIP. SCAG received no comments on the Draft 2020 Connect SoCal Amendment #2. Staff does not anticipate significant changes to the proposed final*
Amendment # 2. In addition, SCAG staff has determined that the proposed final 2023 FTIP and the proposed final 2020 Connect SoCal Amendment #2 meet all federal transportation conformity requirements. At their respective meetings on September 1, 2022, SCAG staff will present a final summary of comments and responses, the proposed final 2023 FTIP, and the proposed final 2020 Connect SoCal Amendment #2 to the Transportation Committee (TC), and the associated transportation conformity analyses to the EEC. Staff will ask the committees to consider recommending that the RC adopt the proposed final 2023 FTIP and the proposed final 2020 Connect SoCal Amendment #2 including the associated transportation conformity determinations at its October 6, 2022 meeting.

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 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 2020 Connect SoCal Amendment #2 consists of 102 project modifications with 14 of those being new projects.

Under the U.S. Department of Transportation’s (US DOT) metropolitan planning regulations and the U.S. Environmental Protection Agency’s (US EPA) transportation conformity regulations, the 2023 FTIP and 2020 Connect SoCal Amendment #2 must pass five transportation conformity tests: consistency with the adopted 2020 Connect SoCal as previously amended, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement.

Staff had performed the required transportation conformity analyses demonstrating conformity for
the Draft 2023 FTIP and the Draft 2020 Connect SoCal Amendment #2. As recommended by the TC and the EEC at their respective meetings on July 7, 2022, the RC authorized the release of the Draft 2023 FTIP and the Draft 2020 Connect SoCal Amendment #2 including the associated transportation conformity analyses for a 30-day public review and comment period. Public notices were posted in major county newspapers including in Chinese, Korean, Vietnamese, and Spanish newspapers and on SCAG’s website. Staff also held two telephonic/videoconference public hearings in July 2022. The 30-day public review and comment period began on July 8, 2022 and ended on August 8, 2022. SCAG received a total of 24 comments on the Draft 2023 FTIP: three general comments, 16 project specific comments, and five comments related to funding/financial plan. The comments were for the most part technical in nature and do not raise issues that affect conformity. Multiple comments were submitted by SCAG’s Caltrans Headquarters Liaison responsible for reviewing SCAG’s FTIP and FTIP Amendments. Based on an initial review and analysis of the comments, SCAG staff does not anticipate significant changes to the Final 2023 FTIP. SCAG staff is working closely with the CTCs to address the comments and has provided responses to all comments in the proposed Final 2023 FTIP. All minor and technical changes to projects will be addressed in Amendment 1 of the 2023 FTIP. SCAG received no comments on the Draft 2020 Connect SoCal Amendment #2.

Based on the transportation conformity analyses performed pursuant to the US DOT’s and US EPA’s regulations, SCAG staff has determined that the proposed Final 2023 FTIP and the proposed Final 2020 Connect SoCal Amendment #2 meet all federal transportation conformity requirements and demonstrate conformity.

At their respective meetings today, the TC will consider whether to recommend the RC approve the proposed final 2023 FTIP and the proposed final 2020 Connect SoCal Amendment #2 at its meeting on October 6, 2022; the EEC will consider whether to recommend the RC approve the transportation conformity determinations portion at the same October 6, 2022 meeting.

Upon adoption by the RC, the transportation conformity determinations of the 2023 FTIP and the 2020 Connect SoCal Amendment #2 will be submitted to the FHWA/FTA for final approval. Federal approval of the 2023 FTIP and the 2020 Connect SoCal Amendment #2 is expected to occur in December 2022. Once approved by the federal agencies, the 2023 FTIP and the 2020 Connect SoCal Amendment #2 will allow projects to receive the necessary federal approvals and move forward towards implementation.

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

The proposed final 2020 Connect SoCal Amendment No. 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 2022-23 Overall Work Program (23-025.0164.01: Air Quality Planning and Conformity).
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 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 disproportionally 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

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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.”
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, 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** 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** 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** 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.

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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/](https://screeningtool.geoplatform.gov/en/)

5 EJScreen 2.0: [https://ejscreen.epa.gov/mapper/](https://ejscreen.epa.gov/mapper/)

6 Caltrans Transportation Equity Index: [https://dot.ca.gov/programs/planning-modal/race-equity/eqi](https://dot.ca.gov/programs/planning-modal/race-equity/eqi)
Public Health Alliance of Southern California’s Healthy Places Index (HPI) 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), 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 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

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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, 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.

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.

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10 SCAG Regional Data Platform: https://hub.scag.ca.gov/
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 Bicycle and Pedestrian Collisions 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.
- Rename “Active Transportation Hazards” performance measure to Bicycle and Pedestrian Collisions.
- 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.
- 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
<table>
<thead>
<tr>
<th>Category</th>
<th>Subcategory**</th>
<th>Performance Measures</th>
<th>Plan Evaluation Measure</th>
<th>Definition</th>
<th>New, Existing, Revised, Removed</th>
<th>Changes/Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economy</td>
<td>Revenue Sources In Terms of Tax Burdens</td>
<td>Proportion of Connect SoCal revenue sources</td>
<td>Proportion of Connect SoCal revenue sources (taxable sales, income, and gasoline taxes) generated from low income households and people of color</td>
<td>Revised</td>
<td>Adding racial/ethnic disaggregation</td>
<td></td>
</tr>
<tr>
<td>Economy</td>
<td>Investments vs. Benefits</td>
<td>Transportation system investment benefit/cost ratio</td>
<td>Analysis of Connect SoCal investments by income quintile and race/ethnicity</td>
<td>Existing</td>
<td>Continue to 2024.</td>
<td></td>
</tr>
<tr>
<td>Economy</td>
<td>Geographic Distribution of Transportation Investments</td>
<td>Geographic distribution of transportation investments by mode</td>
<td>Evaluation of Connect SoCal transit, roadway, and active transportation infrastructure investments in various communities throughout the region</td>
<td>Existing</td>
<td>Continue to 2024.</td>
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<tr>
<td>Economy</td>
<td>Impacts from Mileage-Based User MBU Fee</td>
<td>MBU fee impacts</td>
<td>Examination of potential impacts from implementation of a mileage-based user fee on low income households and people of color in the region</td>
<td>Revised</td>
<td>Adding racial/ethnic disaggregation</td>
<td></td>
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<tr>
<td>Communities</td>
<td>Jobs-Housing Imbalance</td>
<td>Jobs-house balance</td>
<td>Comparison of median earnings for intra-county vs. inter-county commuters for each county; analysis of relative housing affordability and jobs throughout the region</td>
<td>Revised</td>
<td>Adding racial/ethnic disaggregation; Improvements pending internal discussion; potentially shifting analysis to housing-related analysis if applicable</td>
<td></td>
</tr>
<tr>
<td>Communities</td>
<td>Neighborhood Change and Displacement</td>
<td>Neighborhood change trends</td>
<td>Examination of historical and projected demographic and housing trends for areas surrounding rail transit stations</td>
<td>Revised</td>
<td>Adding racial/ethnic disaggregation; Improvements pending internal discussion; incorporate a greater focus on cultural changes; potentially shifting analysis to housing-related analysis of applicable</td>
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<tr>
<td>Communities</td>
<td>Rail-Related Impacts</td>
<td>Proximity to rail corridors</td>
<td>Breakdown of population by demographic group for areas in close proximity to rail corridors</td>
<td>Revised</td>
<td>Adding railyards as a rail-related entity, potentially renaming indicator</td>
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<tr>
<td>Communities</td>
<td>Rail-Related Impacts</td>
<td>Proximity to planned grade separations</td>
<td>Breakdown of population by demographic group for areas in close proximity to planned grade separations</td>
<td>Revised</td>
<td>Adding railyards as a rail-related entity, potentially renaming indicator</td>
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<tr>
<td>Communities</td>
<td>Rail-Related Impacts</td>
<td>Proximity to railyards</td>
<td>Breakdown of population by demographic group for areas in close proximity to railyards</td>
<td>Revised</td>
<td>Adding railyards as a rail-related entity, potentially renaming indicator</td>
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<tr>
<td>Mobility</td>
<td>Accessibility to Employment, Services, and Parks</td>
<td>Job access</td>
<td>Share of employment reachable within 30 minutes by automobile or 45 minutes by transit during morning peak period (6 - 9 a.m.)</td>
<td>Revised</td>
<td>Combining and renaming from “Accessibility to Employment and Services” and “Accessibility to Parks and Education Facilities”</td>
<td></td>
</tr>
<tr>
<td>Mobility</td>
<td>Accessibility to Employment, Services, and Parks</td>
<td>Shopping access</td>
<td>Share of shopping centers reachable within 30 minutes by automobile or 45 minutes by transit during mid-day period (9 a.m. - 3 p.m.)</td>
<td>Revised</td>
<td>Combining and renaming from “Accessibility to Employment and Services” and “Accessibility to Parks and Education Facilities”</td>
<td></td>
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<tr>
<td>Mobility</td>
<td>Accessibility to Employment, Services, and Parks</td>
<td>Parks access</td>
<td>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.)</td>
<td>Revised</td>
<td>Combining and renaming from “Accessibility to Employment and Services” and “Accessibility to Parks and Education Facilities”</td>
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<tr>
<td>Mobility</td>
<td>Bicycle and Pedestrian Collisions</td>
<td>Bike and pedestrian collisions</td>
<td>Analysis of population by demographic group for areas that experience highest rates of bicycle and pedestrian collisions</td>
<td>Revised</td>
<td>Renamed from “Active Transportation Hazards”; Updating with collision data; overlays with High Injury Network and bicycle infrastructure</td>
<td></td>
</tr>
<tr>
<td>Mobility</td>
<td>Travel Time and Travel Distance Savings</td>
<td>Distribution of travel time</td>
<td>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 minutes transit</td>
<td>Existing</td>
<td>Continue to 2024.</td>
<td></td>
</tr>
<tr>
<td>Mobility</td>
<td>Travel Time and Travel Distance Savings</td>
<td>Distribution of travel distance</td>
<td>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 minutes transit</td>
<td>Existing</td>
<td>Continue to 2024.</td>
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<tr>
<td>Mobility</td>
<td>Share of Transportation System Usage</td>
<td>Mode share</td>
<td>Comparison of transportation system usage by mode for low income and minority households relative to each group’s regional population share</td>
<td>Existing</td>
<td>Continue to 2024.</td>
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<tr>
<td>Environment</td>
<td>Resilience and Climate Vulnerabilities</td>
<td>Percentage of population with substandard housing</td>
<td>Population analysis by demographic group for areas potentially impacted by substandard housing (housing without plumbing)</td>
<td>Revised</td>
<td>Updating datasets, adding extreme heat and fire canopy analysis, and renaming from “Climate Vulnerability” indicators</td>
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<tr>
<td>Environment</td>
<td>Resilience and Climate Vulnerabilities</td>
<td>Percentage of population in climate risk areas</td>
<td>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</td>
<td>Revised</td>
<td>Updating datasets, adding extreme heat and fire canopy analysis, and renaming from “Climate Vulnerability” indicators</td>
<td></td>
</tr>
<tr>
<td>Environment</td>
<td>Emissions Impacts Analysis</td>
<td>Emissions impacts (CO and PM2.5)</td>
<td>Comparison of Plan and Baseline scenarios; identification of areas that are lower performing as a result of the Plan</td>
<td>Revised</td>
<td>Combining from “Emissions Impact Analysis” and “Emissions Impacts Along Freeways and Highly Traveled Corridors” indicators</td>
<td></td>
</tr>
<tr>
<td>Environment</td>
<td>Emissions Impacts Analysis</td>
<td>Proximity to freeways and highly traveled corridors</td>
<td>Comparison of Plan and Baseline scenario; identification of communities in close proximity to freeways and highly traveled corridors</td>
<td>Revised</td>
<td>Combining from “Emissions Impact Analysis” and “Emissions Impacts Along Freeways and Highly Traveled Corridors” indicators</td>
<td></td>
</tr>
<tr>
<td>Environment</td>
<td>Noise Impacts</td>
<td>Percentage of population impacted by roadway noise</td>
<td>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</td>
<td>Revised</td>
<td>Combining and renaming from “Aviation Noise Impacts” and “Roadway Noise Impacts”; shifting to qualitative analysis</td>
<td></td>
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<tr>
<td>Environment</td>
<td>Noise Impacts</td>
<td>Percentage of population impacted by aviation noise</td>
<td>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</td>
<td>Revised</td>
<td>Combining and renaming from “Aviation Noise Impacts” and “Roadway Noise Impacts”; shifting to qualitative analysis</td>
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<tr>
<td>Environment</td>
<td>Public Health</td>
<td>N/A</td>
<td>Summary of historical emissions and health data for areas with high concentrations of minority and low income population</td>
<td>Removed</td>
<td>Public health is addressed in DACs and incorporated throughout the Equity Analysis</td>
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</tbody>
</table>

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

*Previously referenced as “Environmental Justice (EQ)"
Equity Analysis (formerly EJ Analysis) Performance Measures

September 1, 2022

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...”
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, OEHHA/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

<table>
<thead>
<tr>
<th>Transportation Costs</th>
<th>Quality of Life</th>
<th>Commute</th>
<th>Health &amp; Safety</th>
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<tbody>
<tr>
<td>• Share of Transportation System Usage</td>
<td>• Jobs-Housing Imbalance</td>
<td>• Travel Time and Travel Distance Savings</td>
<td>• Active Transportation Hazards</td>
</tr>
<tr>
<td>• Revenue Sources In Terms of Tax Burdens</td>
<td>• Neighborhood Change and Displacement</td>
<td>• Rail-Related Impacts</td>
<td>• Climate Vulnerability</td>
</tr>
<tr>
<td>• Investments vs. Benefits</td>
<td>• Accessibility to Employment and Services</td>
<td></td>
<td>• Public Health Analysis</td>
</tr>
<tr>
<td>• Geographic Distribution of Transportation Investments</td>
<td>• Accessibility to Parks and Educational Facilities</td>
<td></td>
<td>• Aviation Noise Impacts</td>
</tr>
<tr>
<td>• Impacts from Mileage-Based User Fee</td>
<td></td>
<td></td>
<td>• Roadway Noise Impacts</td>
</tr>
</tbody>
</table>

### Revisiting Equity Performance Measures

**CONNECT SOCAL 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 *
- Bicycle and Pedestrian Collisions *
- 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

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### Proposed Changes - Economy

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## Enhancements
- Adding racial/ethnic disaggregation for Impacts from Mileage-Based User Fee and Revenue Sources In Terms of Tax Burdens
Proposed Changes - Communities

**Communities**
- 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

**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
- Bicycle and Pedestrian Collisions
- 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
- Bicycle and Pedestrian Collisions
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage

**Enhancements**

- Renaming “Active Transportation Hazards” to “Bicycle and Pedestrian Collisions”
- Adding number and rate of collision-related fatalities & serious injuries, including active transportation modes, for Bicycle and Pedestrian Collisions
- Adding overlays with High Injury Network and bicycle infrastructure for Bicycle and Pedestrian Collisions
Proposed Changes - Environment

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

**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 *
- Bicycle and Pedestrian Collisions *
- 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

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**Next Steps**

- **October 2022**: Racial Equity Baseline Conditions Update
- **November 2022**: Equity Analysis Update
- **March 2023**: Equity Analysis Update
- **April/June 2023**: Equity In Action Update
- **July/August 2023**: Equity Analysis Update
- **October 2023**: Equity Analysis Update: Report Release
THANK YOU!

For more information, please visit:

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

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RECOMMENDED ACTION FOR EEC:
Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD:
Receive and File

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

EXECUTIVE SUMMARY:
As part of the 2022-2023 Executive Administration Committee (EAC) Strategic Plan, the EAC identified water resilience as a core policy area for regional leadership. The Energy & Environment Committee (EEC) has received numerous presentations on the drought; recognizing the urgency of addressing local challenges related to water supply and infrastructure needs, the Energy & Environment Committee recommended that SCAG take formal action. The proposed Water Action Resolution of the Southern California Association of Governments affirms a drought and water shortage emergency in the SCAG Region and calls on local and regional partners to join together to reduce water use; improve water conservation, reuse, and efficiency; enhance water systems’ health and resilience; and support investments in water infrastructure and conservation practices that support the region’s economic and population growth and fosters planning for the Region’s Housing Needs identified in Connect SoCal.

BACKGROUND:
The SCAG region is expected to grow by 1.7 million residents between years 2019 and 2050 and jurisdictions must plan for a regional housing need of 1.3 million new housing units by 2029. Climate change continues to impact the SCAG region’s health, safety and economic welfare as extended dry heat days and persistent aridity worsen severe drought in California, and these in turn the ability to manage and support healthy growth.
Although many Southern Californians and water suppliers have made progress in reducing water use and improving efficiency, water use is outpacing water replenishment and reducing water supply at unsustainable rates. Clean, safe, and reliable water supply is central to Southern California’s people, economy, and natural systems, and additional conservation actions as well as new infrastructure investments are needed to address the region’s water challenges. With the past 22 years having been the driest period in the southwestern United States within 1200 years, planning for water resilience at regional and local scales has become increasingly important.

Although Southern California water systems and planning do not yet account for persistent aridity, a shift towards greater local water reliance and efficiency can help mitigate and adapt to changing water supply and climate. Local water solutions include building upon underutilized resources, such as rainwater, grey water, stormwater, and water reuse and efficiency, as well as supporting the conservation and replenishment of water supplies, mitigating future water supply shortages, and investing in sustainable water infrastructure to ensure the health, safety, and welfare of communities, agriculture, and the environment can be sustained to support the projected economic and population growth of the region.

Additionally, extreme heat and ensuing periods of drought exacerbate challenges for both energy and water management and is a growing threat to lives and livelihoods across the state - especially for disadvantaged communities. The water-energy nexus was first recognized by the California Energy Commission in the 2005 Integrated Energy Policy Report in which it was found that 19 percent of California’s total statewide electricity use – a third of non-power plant natural gas consumption and 88 billion gallons of diesel consumption -- are related to water. Water management and regional collaboration can play a prominent role in reducing energy demand and is a key part of the suite of solutions needed to help drive the clean energy transition forward.

In SCAG’s role to bring Southern California’s diverse residents and local partners together with unifying regional plans, policies, and programs that result in healthy, livable, sustainable, and economically resilient communities, the following actions are proposed for inclusion in the Resolution to reduce water use; improve water conservation, reuse, and efficiency; enhance water systems’ health and resilience; and support investments in water infrastructure and conservation practices that support the region’s economic and population growth and fosters planning for the Region’s Housing Needs identified in Connect SoCal:

1. SCAG shall support best practices in resource conservation as well as an integrated planning approach to help local jurisdictions meet housing production needs in drier environment.

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2. SCAG shall continue to work with local jurisdictions to encourage planning for context sensitive infill and multifamily housing development, which shows lower per capita water consumption rates than alternative housing types\(^2\).

3. SCAG shall, through the Resilience & Resource Conservation Subcommittee, further explore regional water challenges and solutions and report findings for consideration by SCAG’s Energy & Environment Committee.

4. SCAG’s Energy & Environment Committee shall make recommendations to SCAG’s Legislative Communications & Membership Committee to support legislative advocacy for increased resources for water infrastructure that can serve community and regional needs of Southern California.

5. SCAG shall coordinate with local jurisdictions, water agencies, and the State to foster adoption of alternative groundwater recharge technologies and best practices to increase and maintain a sustainable water supply for the region.

6. SCAG will explore opportunities to support implementation of green infrastructure, greywater usage systems and policy, as well as urban cooling infrastructure with a focus on improving groundwater recharge and reducing water usage in urban areas.

7. SCAG shall hold an Industry Forum and seek national expertise on investments in sustainable water infrastructure (and other horizontal utilities) that support housing production goals identified in the region’s 6\(^{th}\) Cycle Housing Elements.

8. SCAG shall identify, recommend and integrate into Connect SoCal 2024 policies and strategies to align investments in water infrastructure with the adopted growth forecast and development pattern.

9. SCAG shall advocate with partners such as the United States Conference of Mayors, the National Association of Regional Councils, and other stakeholders for additional flexibility in the use of state and federal resources to support integrated planning and technical assistance for groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater and air quality, as well as advocate for projects that expand water resources and infrastructure.

10. SCAG staff shall prepare a white paper on the state of water in the region that addresses multiple sectors; addresses issues related to water supply, demand and quality; identifies challenges and opportunities to support sustainable and resilient regional development in an increasingly arid environment; and includes recommendations for practical ways to support implementing agencies.

11. SCAG staff shall periodically update the Energy & Environment Policy Committee and seek guidance on the implementation of these aforementioned actions.

**FISCAL IMPACT:**
Work for this item is covered under OWP item 065.4858.01, Regional Resiliency Analysis.

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ATTACHMENT(S):
1. Draft Water Action Resolution
2. PowerPoint Presentation - Water Resolution ECC_Presentation_Sept22
RESOLUTION NO. XX-XXX-X

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AFFIRMING A DROUGHT AND WATER SHORTAGE EMERGENCY IN THE SCAG REGION AND CALLING ON LOCAL AND REGIONAL PARTNERS TO JOIN TOGETHER TO REDUCE WATER USE; IMPROVE WATER CONSERVATION, REUSE, AND EFFICIENCY; ENHANCE WATER SYSTEMS’ HEALTH AND RESILIENCE; AND SUPPORT INVESTMENTS IN WATER INFRASTRUCTURE AND CONSERVATION PRACTICES THAT SUPPORT THE REGION’S ECONOMIC AND POPULATION GROWTH AND FOSTERS PLANNING FOR THE REGION’S HOUSING NEEDS IDENTIFIED IN CONNECT SOCAL

WHEREAS, the Southern California Association of Governments (SCAG) is the largest metropolitan planning organization (MPO) in the United States covering six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura), and serving approximately 19 million people within 197 jurisdictions pursuant to 23 USC § 134 et seq. and 49 USC § 5303 et seq.; and

WHEREAS, SCAG is responsible for bringing Southern California’s diverse residents and local partners together with unifying regional plans, policies, and programs that result in healthy, livable, sustainable, and economically resilient communities; and

WHEREAS, clean, safe, and reliable water supply is central to Southern California’s people, economy, and natural systems; and

WHEREAS, the conservation and replenishment of water supplies, mitigation of future water supply shortages, and investment in sustainable water infrastructure are essential to ensuring the health, safety, and welfare of communities, agriculture, and the environment, and to supporting the projected economic and population growth of the region; and

WHEREAS, investments in sustainable water infrastructure are required to support the 1.3 million units of housing required in the 6th cycle Regional Housing Needs Allocation (RHNA) including recycled water systems; greywater capture and reuse; groundwater recharge; and urban runoff capture; and

WHEREAS, climate change will continue to threaten California’s water supply and water quality resulting from a combination of persistent and extreme drought conditions, increased volatility in precipitation, continued reductions in snowpack, unsustainable use of groundwater, decreased soil moisture, and higher overall in-stream temperatures1; and

1 Governor’s Office of Planning and Research, California Energy Commission, and California Natural Resources Agency (2019). California’s Fourth Climate Change Assessment Statewide Summary Report.
WHEREAS, higher temperatures associated with climate-related extreme heat conditions will continue to increase demand for water use, reduce available water supply and groundwater replenishment rates due to environmental factors; and

WHEREAS, infill and multifamily development generally require less water than expansive regional development patterns, and the type of new development has a significant bearing on more water use to maintain lawns and other landscaping; and

WHEREAS, in July 2020 the State released a Water Resilience Portfolio that includes a set of actions to meet California’s water needs through the 21st century, with principles that include prioritizing multi-benefit approaches that meet several needs at once; utilizing natural infrastructure such as forests and floodplains; embracing innovation and new technologies; encouraging regional approaches among water users sharing watersheds; and incorporating successful approaches from other parts of the world; and

WHEREAS, in August 2022 the State released a Water Supply Strategy that lays out a series of actions aimed at preparing for an estimated 10% decrease in California’s water supply by 2040 due to higher temperatures and decreased runoff by developing new water through recycling and desalination; capturing and saving more stormwater, above ground and below ground; reducing use of water in cities and on farms; and improving all water management actions with better data, forecasting, conveyance, and administration of water rights; and

SUPPLY THREATS

WHEREAS, on April 21, May 10, July 8, and October 19, 2021, Governor Newsom issued proclamations that a state of emergency exists statewide due to severe drought conditions and directed state agencies to take immediate action to preserve critical water supplies and mitigate the effects of drought; and

WHEREAS, on January 18, 2022 and June 10, 2022, the State Water Resources Control Board adopted two emergency regulations to help conserve water as climate change continues to disrupt California’s water system; and

WHEREAS, the Colorado River Basin supplies approximately 55 percent of Southern California’s water, and, on August 16, 2021, the US Department of the Interior declared the first-ever water shortage declaration in history for the Colorado River Basin as water flows and reservoir levels have dramatically declined due to climate change; and

______________________________

2 Ibid.
3 SCAG (2020). Connect SoCal, Sustainable Communities Strategy Technical Report,
4 State Water Resources Control Board (May 24, 2022). Resolution 2022-0018 TO ADOPT AN EMERGENCY REGULATION TO REDUCE WATER DEMAND AND IMPROVE WATER CONSERVATION State Water Resources Control
WHEREAS, groundwater is a critical resource that accounts for 40 percent of California’s total annual water supply in normal years and almost 60 percent in drought years when surface water is less available, but California’s current groundwater levels are strained with approximately 63 percent of monitoring wells at historic lows7 and groundwater overdraft has led to land subsidence and damage to infrastructure, drying up of local wells, depletion of streamflows, and decreased water quality8; and

ECONOMIC THREATS

WHEREAS, recent analysis from University of California, Davis estimates that the 2016 drought in California resulted in over $600 million in direct economic damages (annual losses) and resulted in the loss of 4,700 jobs9; and

WHEREAS, pressures from climate change, sanitation and water quality needs, and necessary infrastructure upgrades are placing increasing strain on water prices. Estimates of the cost to replace aging infrastructure in the United States are projected to be over $1 trillion dollars in the next 20 years to replace outdated systems and could triple the cost of household water bills10; and

WHEREAS, projected increases in water rates over the next five years estimate that the percentage of U.S. households who will find water bills unaffordable could triple from roughly 12 percent to over 35 percent11; and

AGRICULTURE/NATURAL LAND/HEAT THREATS

WHEREAS, agriculture is an invaluable asset to the SCAG region but agricultural production is increasingly vulnerable to drought impacts, water shortages, and over-reliance on groundwater to withstand droughts12; and

WHEREAS, the direct economic impacts of prolonged drought on water quality and agriculture at national level are estimated to be greater than $3 billion annually13; and

WHEREAS, climate change related increases in extreme heat days reduce available water supply through evapotranspiration, and can lead to deadly pathogens in freshwater sources14;

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11 Ibid.
12 Governor’s Office of Planning and Research, California Energy Commission, and California Natural Resources Agency (2019). California’s Fourth Climate Change Assessment Statewide Summary Report.
13 Governor’s Office of Planning and Research, California Energy Commission, and California Natural Resources Agency (2019). California’s Fourth Climate Change Assessment Statewide Summary Report.
14 UNICEF (Mar. 18, 2022). Water and the global climate crisis: 10 things you should know. w
WHEREAS, extreme heat increases demand for potable drinking water to offset certain heat-related health impacts\textsuperscript{15}; and

OPPORTUNITIES

WHEREAS, conserving water and local water supplies can support climate change mitigation and adaptation, as saving water and replacing imported water with water reuse and stormwater capture requires less energy and reduces greenhouse gas emissions\textsuperscript{16}; and

WHEREAS, natural areas play an important role in groundwater recharge, protecting watershed and riparian areas, and ensuring clean drinking water for the region, and on October 7, 2020, Governor Newsom issued the Nature-Based Solutions Executive Order N-82-20, that committed California committed to the goal of conserving 30 percent of our lands and coastal waters by 2030\textsuperscript{17}; and

WHEREAS, water conservation is the easiest, most efficient, and most cost-effective way to quickly reduce water demand and extend limited water supplies\textsuperscript{18}; and

WHEREAS, within Metropolitan Water District of Southern California’s service area, the percentage of local water supplies has increased, providing over 50 percent of the water used in 2020 through use of groundwater, local surface water, recycled water, and recovered groundwater\textsuperscript{19}; and

WHEREAS, many Southern Californians and water suppliers have made progress in reducing water use and improving efficiency; however, water use is outpacing water replenishment and reducing water supply at unsustainable rates, and additional conservation actions are needed to address the region’s water challenges\textsuperscript{20}; and

WHEREAS, the United States Conference of Mayors adopted a resolution in June 2022 clarifying that current state and federal funding of Metropolitan Planning Organizations (MPO) primarily supports transportation planning and related land use, stormwater and air quality considerations, and restricts use of funds for planning and technical assistance on water related issues, which inhibits MPOs from holistically planning for water systems, including groundwater resources and associated infrastructure, resulting in a missed opportunity to integrate the program funding more effectively\textsuperscript{21}; and

WHEREAS, SCAG has adopted mitigation measures for its most recent long-range plan, Connect SoCal 2020, related to coordinating and working with local jurisdictions and water agencies; encouraging

\textsuperscript{17} Executive Department State of California (Oct. 7, 2020). Executive Order N-82-20.
\textsuperscript{18} State Water Resources Control Board (May 24, 2022). Resolution 2022-0018 TO ADOPT AN EMERGENCY REGULATION TO REDUCE WATER DEMAND AND IMPROVE WATER CONSERVATION.
\textsuperscript{20} Mount, J., Ellen Hanak, et. al. (May, 2019). *Water Use in California.* Public Policy Institute of California.
\textsuperscript{21} United States Conference of Mayors (June 2022). *Breaking Silos to Use the BIL Funding for Transportation, Land Use, and Water Planning.*
regional-scale planning for improved stormwater management, groundwater recharge, wastewater and stormwater management, water quality management, pollution prevention, and drainage patterns; and fostering the implementation of urban greening, greenbelts, and community separator land use strategies that promote improved water quality, groundwater recharge, watershed health, reduced urban runoff, stormwater and rainwater collection; and

WHEREAS, SCAG is developing a Regional Resilience Framework to help local agencies adapt to persistently arid and drought conditions in the region, with guidance and policy direction from the Resilience & Conservation Subcommittee and Energy & Environment Policy Committee; and

NOW, THEREFORE, BE IT RESOLVED that the Regional Council of SCAG affirms a commitment to support implementing agencies plan for reduced water use; improved water conservation, reuse, and efficiency; enhanced water systems’ health and resilience; and invest in sustainable water infrastructure and conservation practices that support the region’s economic and population growth and fosters planning for the region’s housing needs identified in Connect SoCal.

BE IT FURTHER RESOLVED:
1. SCAG shall support best practices in resource conservation as well as an integrated planning approach to help local jurisdictions meet housing production needs in drier environment.

2. SCAG shall continue to work with local jurisdictions to encourage planning for context sensitive infill and multifamily housing development, which shows lower per capita water consumption rates than alternative housing types.

3. SCAG shall, through the Resilience & Resource Conservation Subcommittee, further explore regional water challenges and solutions and report findings for consideration by SCAG’s Energy & Environment Committee.

4. SCAG’s Energy & Environment Committee shall make recommendations to SCAG’s Legislative Communications & Membership Committee to support legislative advocacy for increased resources for water infrastructure that can serve community and regional needs of Southern California.

5. SCAG shall coordinate with local jurisdictions, water agencies, and the State to foster adoption of alternative groundwater recharge technologies and best practices to increase and maintain a sustainable water supply for the region.

6. SCAG will explore opportunities to support implementation of green infrastructure, greywater usage systems and policy, as well as urban cooling infrastructure with a focus on improving groundwater recharge and reducing water usage in urban areas.

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7. SCAG shall hold an Industry Forum and seek national expertise on investments in sustainable water infrastructure that support housing production goals identified in the region’s 6th Cycle Housing Elements.

8. SCAG shall identify, recommend and integrate into Connect SoCal 2024 policies and strategies to align investments in water infrastructure with the adopted growth forecast and development pattern.

9. SCAG shall advocate with partners such as the United States Conference of Mayors, the National Association of Regional Councils, and other stakeholders for additional flexibility in the use of state and federal resources to support integrated planning and technical assistance for groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater and air quality, as well as advocate for projects that expand water resources and infrastructure.

10. SCAG staff shall prepare a white paper on the state of water in the region that addresses multiple sectors; addresses issues related to water supply, demand and quality; identifies challenges and opportunities to support sustainable and resilient regional development in an increasingly arid environment; and includes recommendations for practical ways to support implementing agencies.

11. SCAG staff shall periodically update the Energy & Environment Policy Committee and seek guidance on the implementation of these aforementioned actions.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this XX day of XXX, 2022.
Jan C. Harnik  
President, SCAG  
Riverside County Transportation Commission

Attested by:

Kome Ajise  
Executive Director

Approved as to Form:

Michael R.W. Houston  
Chief Counsel
Background On Drought Conditions in California

- 2021 & 2022 water years have been the second-driest two-year period since state-wide recording began in 1895
- 98% of California is in drought
- More than 44% is in the most extreme condition – known as “exceptional drought”
- Department of the Interior declared first-ever water shortage declaration for the Colorado River Basin
- 60% of the state’s water needs are met by groundwater, up from 40% in normal conditions
Impacts to Local Agencies

- Homeowners required to cut back water usage by 30%
- Water shortage emergency declared by many water districts, including the Metropolitan Water District (MWD)
- Current local water infrastructure may fall short of meeting needs for growth in many localities
- Local water agencies must submit Drought Response Plans

Potential Local Actions to Reduce Water Demand

- Water conservation
- Increasing groundwater capture
- Improving urban water runoff capture
- Adoption of new technology and approaches
- Water infrastructure resource support needed for local action
- Sustainable land use patterns
- Collaboration to tackle issues for regional solutions and advocacy
**SCAG Water Action Resolution Proposed Direction (#1-3)**

1. SCAG shall support best practices in resource conservation as well as an integrated planning approach to help local jurisdictions meet housing production needs in drier environment.

2. SCAG shall continue to work with local jurisdictions to encourage planning for context sensitive infill and multifamily housing development, which shows lower per capita water consumption rates than alternative housing types.

3. SCAG shall, through the Resilience & Resource Conservation Subcommittee, further explore regional water challenges and solutions and report findings for consideration by SCAG’s Energy & Environment Committee.

**SCAG Water Action Resolution Proposed Direction (#4-5)**

4. SCAG’s Energy & Environment Committee shall make recommendations to SCAG’s Legislative Communications & Membership Committee to support legislative advocacy for increased resources for water infrastructure that can serve community and regional needs of Southern California.

5. SCAG shall coordinate with local jurisdictions, water agencies, and the State to foster adoption of alternative groundwater recharge technologies and best practices to increase and maintain a sustainable water supply for the region.
SCAG Water Action Resolution Proposed Direction (#6-7)

6. SCAG will explore opportunities to support implementation of green infrastructure, greywater usage systems and policy, as well as urban cooling infrastructure with a focus on improving groundwater recharge and reducing water usage in urban areas.

7. SCAG shall hold an Industry Forum and seek national expertise on investments in sustainable water infrastructure that support housing production goals identified in the region’s 6th Cycle Housing Elements.

8. SCAG shall identify, recommend and integrate into Connect SoCal 2024 policies and strategies to align investments in water infrastructure with the adopted growth forecast and development pattern.

SCAG Water Action Resolution Proposed Direction (#9-11)

9. SCAG shall advocate with partners such as the United States Conference of Mayors and other stakeholders for additional flexibility in the use of state and federal resources to support integrated planning and technical assistance for groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater and air quality, as well as advocate for projects that expand water resources and infrastructure.

10. SCAG staff shall prepare a white paper on the state of water in the region that addresses multiple sectors; addresses issues related to water supply, demand and quality; identifies challenges and opportunities to support sustainable and resilient regional development in an increasingly arid environment; and includes recommendations for practical ways to support implementing agencies.

11. SCAG staff shall periodically update the Energy & Environment Policy Committee and seek guidance on the implementation of these aforementioned actions.
THANK YOU!

For more information, please visit:

www.scag.ca.gov
RECOMMENDED ACTION:
Information Only – No Action Required

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

EXECUTIVE SUMMARY:
The High Quality Transit Area (HQTA) Analysis Pilot Program was created by SCAG in 2017 to help implement the goals and objectives of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal. The 2016 RTP/SCS, the 30-year plan for the Southern California Region, forecasts that 46% of future household growth will be located in HQTAs, which comprise just 3% of land area. HQTAs are areas within easy walking distance to current or anticipated transit service with 15-minute or better service.

Three (3) panelists from the project team will be sharing presentations which include findings, recommendations, and tools that provide a high-level analysis of existing conditions, transit-oriented developments (TOD) opportunity sites, and potential public realm improvements that could catalyze future development activity within HQTAs from our six (6) Pilot Projects.

BACKGROUND:
In the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the Southern California Association of Governments (SCAG) established a vision for future investment in the communities of the Southern California region: to develop sustainable communities where people enjoy increased mobility, greater economic opportunity, and a higher quality of life. This vision was developed through years of community planning, incorporating all the diverse physical forms and individual perspectives of the region. The core physical elements of that vision include:
• Compact and walkable communities, seamlessly connected with public transportation, that allow people to live active and healthy lifestyles;
• Well maintained transportation networks that effectively utilize public tax dollars;
• Sustainable, multi-modal transportation system that improves air quality and reduces the region’s climate change contribution; and,
• Housing supply that is affordable and sufficient to meet the needs of a growing population, and provides equal economic opportunity to diverse neighborhoods across the region.

In 2017, SCAG launched the first round of the HQTA Pilot Project. The Pilot Project offered technical assistance and planning services to six (6) station areas across the region that have a high potential for transit-supportive development patterns and future growth. Through the project, SCAG and its consultant developed a Toolkit for guiding the development of Station Area Vision Plans and their implementation. It includes strategies and investments for people who walk, bike, and take public transportation, while balancing considerations for drivers and other modes. Specifically, this document provides a range of physical investments and strategies to construct and measure the impacts of well-designed TOD.

This Toolkit is meant to be used as a resource for SCAG, municipalities, and individual developers to build quality TOD within the region’s HQTAs in order to address a number of regional issues and achieve the following regional goals and objectives:
• Implement the RTP/SCS for future jobs and housing near high quality transit through actionable TOD projects
• Promote development and active transportation within HQTAs
• Reduce Greenhouse Gases (GHG) and Vehicle Miles Traveled (VMT) by 21% over 2005 levels

The Station Area Vision Plans present a 30-year vision for a transit-supportive HQTA. It includes a redevelopment strategy, specific infrastructure investments, active transportation projects, and placemaking amenities that will help to make the area more livable, walkable, and accessible to transit and boost the economic vitality.

The three panelists include Orlando Gonzalez, Gruen Associates project manager, and Kamille Parks, Gruen Associates planner, who will summarize the Pilot Project selection process, Station Area Vision Plans, Toolkit development, and outreach achievements. Jennifer Savage, Planner at the City of San Clemente, will then share specific findings and recommendations as a case study, and how the Pilot Project has informed future planning endeavors at the City of San Clemente.

To find each Pilot Project’s final report and Vision Plan – as well as the HQTA Toolkit – please visit https://scag.ca.gov/hqta-pilot-project. For any questions on the HQTA Analysis Pilot Program, please contact Grieg Asher, Program Manager, at asher@scag.ca.gov.
You can read a brief biography of the panelists below.

**Orlando Gonzalez - Gruen Associates**
Orlando Gonzalez is a Senior Urban Planner/Designer at Gruen Associates and served as Project Manager for Phase II of the SCAG HQTA Analysis Pilot Program.

**Kamille Parks, AICP – Gruen Associates**
Kamille Parks is an Associate Urban Planner/Designer at Gruen Associates and served as Project Planner for Phases I and II of the SCAG HQTA Analysis Pilot Program.

**Jennifer Savage – City of San Clemente**
Jennifer Savage is currently the Assistant to the City Manager in San Clemente. Prior to her current role, she was the Senior Planner for the Long Range Planning team, where she served as the City’s contact for the SCAG HQTA Pilot Project. Jennifer has worked for local government and special districts for 17 years, largely in land use planning. She has her AICP and CTP certifications from the American Planning Association. Jennifer has a combined Bachelor’s degree in Economics and Environmental Studies, and an MBA with a Finance concentration.

**FISCAL IMPACT:**
Staff’s work budget and funding for the selected consulting team were included in the FY 2018-2022 Overall Work Programs (OWP) 150.4093.02 and 290-4852.01 – HQTA/Sustainable Communities Initiative.

**Attachments:**
HQTA Analysis Pilot Program Presentation to CEHD on September 1st, 2022

**ATTACHMENT(S):**
1. PowerPoint Presentation - HQTA Analysis Pilot Program
HQTA Pilot Project Overview

Community, Economic and Human Development Committee

September 1, 2022

Introductions

SCAG
Jason Greenspan
Grieg Asher
Zacharias Gardea
Gruen Associates
Orlando Gonzalez, Consultant Project Manager
Kamille Parks, Planner
City of San Clemente
Jennifer Savage
Pilot Project Overview

Project Goals

1) Implement the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)
   • HQTAs represent 3% of land area
   • 46% of future growth

2) Promote Transit-Oriented Development and Active Transportation near HQTAs
   • Support Growth, including Economic Growth
   • Compact Mix of Uses, Alternative Modes of Transportation
   • Accomplished through Vision Plans

3) Reduce Greenhouse Gases (GHG) and Vehicle Miles Traveled (VMT)
   • Regional Goal of 21% reduction in GHG over 2005 levels
   • Lower vehicle miles traveled, increased walking, biking, use of transit
   • Trackable Metrics once Vision Plans are created
HQTA Eligibility

1) 15 minutes or Better During Peak Commuting Hours

2) Half Mile from Transit Line In Place or Identified in 2040 RTP

3) 137 SCAG Jurisdictions in 5 Counties have HQTAs (Imperial County does not have HQTAs)

4) 6 pilot project cities were chosen through a robust selection process

Selection Process

1) Collect applications from eligible communities

2) Analyze Place Types, current population, job density, development potential, etc.

3) Review submitted applications in 3 phases with scaled criteria

4) Select top 5 scoring HQTAs in Round 1, then 1 more HQTA for Round 2
**Open Space**

Public and semi-public open space examples with guidelines & precedent imagery

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**Complete Streets**

Cost Estimates for each component

Descriptions, guidelines, diagrams, and precedent imagery

---

**HQTA Components**

- Open Space
- Public and semi-public open space examples with guidelines & precedent imagery

---

**HQTA Components**

- Complete Streets
- Cost Estimates for each component
- Descriptions, guidelines, diagrams, and precedent imagery

---

**HQTA Components**

- HQTA Analysis Pilot Program
- High Quality Transit Area (HQTA) Analysis Pilot Program

---

**HQTA Components**

- Additional Resources
- Gruen Associates

---

**HQTA Components**

- Pearl District, Portland, OR
- Old Town Pasadena, CA
- Arts District, Los Angeles, CA
- Mercantile Alley, Pasadena, CA

---

**Best Design Practices / Guidelines**

- A continental crosswalk has wide highly visible longitudinal strips paired with a stop line
- Curb ramps shall be designed to align with cross walks.

---

**Best Design Practices / Guidelines**

- Intersections
- Source: Gruen Associates

---

**Best Design Practices / Guidelines**

- Complete Streets
- Open Space / Placemaking
- Building Types & Precedents
- Funding Sources

---

**Best Design Practices / Guidelines**

- Additional Resources
- Source: Gruen Associates

---

**Best Design Practices / Guidelines**

- Table crosswalks,
- Chicago, IL
- Arts District, Los Angeles, CA
- Mercantile Alley, Pasadena, CA

---

**Best Design Practices / Guidelines**

- ENHANCED CROSSWALK
- Walk on the paseo rather than continuous walls and fences.
- Typically they contain pedestrian scaled

---

**Best Design Practices / Guidelines**

- A.A continental crosswalk has wide highly visible longitudinal strips paired with a stop line
- B. Curb ramps shall be designed to align with cross walks.

---

**Best Design Practices / Guidelines**

- Intersections
- Source: Gruen Associates

---

**Best Design Practices / Guidelines**

- Additional Resources
- Source: Gruen Associates

---

**Best Design Practices / Guidelines**

- SCAG HQTA Toolkit
- II-A-3
- II-B-3
HQTA Components

Building Types

Building types grouped in four intensity tiers: detached residences, attached residences, multiplexes, and towers

TOD Precedents

Funding Sources Categorized by Project Type
Vision Plan Components

**HQTA Profile**
- Inventory of station conditions
- Demographic and socioeconomic profile
- Identification of potential market opportunities
- Summaries of adopted planning documents

**Demographic Profile (San Clemente HQTA)**

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<th>San Clemente</th>
<th>Orange County</th>
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<tr>
<td>Choose</td>
<td>44%</td>
<td>47%</td>
</tr>
<tr>
<td>Renter</td>
<td>66%</td>
<td>53%</td>
</tr>
<tr>
<td>Single-Family</td>
<td>21%</td>
<td>26%</td>
</tr>
<tr>
<td>Renter-Family</td>
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**Housing Tenure (2018)**

- Owner: 33%
- Renter: 67%

**Demographic Demographics (2018)**

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<td>White</td>
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<td>Black</td>
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<td>15%</td>
</tr>
<tr>
<td>Two or more races</td>
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**Educational Attainment (2018)**

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<tr>
<td>No High School Diploma</td>
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<td>16%</td>
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<tr>
<td>High School Graduate</td>
<td>39%</td>
<td>41%</td>
</tr>
<tr>
<td>College Degree</td>
<td>22%</td>
<td>22%</td>
</tr>
<tr>
<td>Higher Education</td>
<td>2%</td>
<td>2%</td>
</tr>
</tbody>
</table>
Vision Plan Components

Opportunities & Constraints

Mobility:
• Pedestrian circulation, parking, transit connectivity

Land Use:
• Historic resources, housing typologies, commercial character

Urban Design:
• Streetscape improvements, gateways, view corridors

Land Use Opportunities (Riverside HQTA)

Opportunities

- Single-family Residential: Eastside neighborhood has quality housing stock, variety of styles, affordable, and at transit-supportive densities. This mix provides the backbone for an engaged neighborhood and a starting point for building a more attractive neighborhood for families to live.
- Multi-family Residential: The multi-family residential maintains a similar character to the single-family residential and provides housing types that accommodate residents other than families that can support a mixed-income and intergenerational neighborhood.

Park / Open Space:
Existing parks provide neighborhood anchors and could be elevated in importance and use. Areas include a planned redesign of North Park on the existing surface parking lot and a potential Parkway along Commerce Street.

Major Redevelopment Opportunities:
Large vacant land properties and publicly-owned properties have the greatest potential for redevelopment. Development opportunities should plan for reestablishing the street grid through properties where applicable. There are several opportunities along Commerce, south of Mission Inn, and along Vine Street between 14th Street and University Avenue.

Community Institutions:
Market properties include churches, schools, local shops and markets, and other organizations that increase the social capital of the Eastside neighborhood. Preserve existing neighborhood-serving uses.

Area Vision

- Framework Plan
- 2048 Potential Buildout Scenario

Land Use Strategy

- Opportunity Sites & Regulating Plan
- Sub-District Profiles

Infrastructure & Public Realm Strategy

- Network Plans and Projects
- Key Improvements
- Corridor Plans

2048 Framework Plan (San Clemente HQTA)

Goal #1: Promotes safety, collision reduction, and expanded economic vitality with pedestrian improvements to critical corridors

Goal #2: Encourage economic development through focused redevelopment projects

Goal #3: Identify select locations where infill housing may be incorporated to balance of commercial and non-commercial uses

Major Development Areas (MDA)
Flexible areas of development proposed in the buildout with catalytic priority projects.

Corridors
Roadways with enhanced traffic calming, pedestrian amenities, or other improvements.
Vision Plan Components

Area Vision
- Framework Plan
- 2048 Potential Buildout Scenario

Land Use Strategy
- Opportunity Sites & Regulating Plan
- Sub-District Profiles

Infrastructure & Public Realm Strategy
- Network Plans and Projects
- Key Improvements
- Corridor Plans

Regulating Plan (Oxnard HQTA)
The Regulating Concept Plan is illustrative, and is consistent with the development standards allowing the December 2018 Draft Oxnard Downtown Code, which is expected to be adopted in 2019.
Vision Plan Components

Area Vision

• Framework Plan
• 2048 Potential Buildout Scenario

Land Use Strategy

• Opportunity Sites & Regulating Plan
• Sub-District Profiles

Infrastructure & Public Realm Strategy

• Network Plans and Projects
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Area Vision
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Infrastructure & Public Realm Strategy
- Network Plans and Projects
- Key Improvements
- Corridor Plans

Illustrative Base Buildout Model

The Outlets at San Clemente is a major destination in the area. This Vision Plan envisions the existing Outlets remaining intact, with additional development of a similar style in the surface parking lots along Avenida Vista Hermosa. Surface parking lost to enable this development could be replaced over time with additional parking structures.

New Buildings
Parking Structure
Public Open Space (Hardscape and/or Softscape)
Private/Semi-Public Open Space

116 units
127,106 sq. ft.
69,330 sq. ft.
34,665 sq. ft.
350 - 400 stalls

* All numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and do not include existing square footages or units.
Vision Plan Components

Area Vision
- Framework Plan
- 2048 Potential Buildout Scenario

Land Use Strategy
- Opportunity Sites & Regulating Plan
- Sub-District Profiles

Infrastructure & Public Realm Strategy
- Network Plans and Projects
- Key Improvements
- Corridor Plans

Key Improvements (Riverside HQTA)

Corridor Plans (Riverside HQTA)

Corridor Plans (El Monte HQTA)

Existing - Typical Section

Proposed - Typical Section

Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.

All trees shown to be retained through public/private use.
Vision Plan Components

Implementation Plan

• Phasing Strategy
• Potential Project Funding Sources Strategy
• Metrics

Priority Projects Funding Sources and Phasing (Oxnard HQTA)

<table>
<thead>
<tr>
<th>Priority Projects</th>
<th>General Timeline</th>
<th>Stakeholders</th>
<th>Cost Estimate*</th>
<th>Cost Estimate Assumptions</th>
<th>Potential Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>EA.8 East-West Bicycle Connection</td>
<td>Start 2022, End 2022</td>
<td>City of Oxnard</td>
<td>$100,000</td>
<td>NA</td>
<td>Active Transportation Program (ATP)</td>
</tr>
<tr>
<td>EA.9 Infill Public Parks</td>
<td>Start 2024, End 2024</td>
<td>City of Oxnard</td>
<td>$200,000</td>
<td>More detailed design documentation is required to provide accurate cost estimates</td>
<td>Surface Transportation Block Grant (STBG)</td>
</tr>
<tr>
<td>EA.10 Rail Bicycle Path Greening</td>
<td>Start 2025, End 2030</td>
<td>City of Oxnard</td>
<td>$300,000</td>
<td>N/A</td>
<td>Infill Infrastructure Grant Program (IIG)</td>
</tr>
<tr>
<td>EA.11 Tree Canopy Gap Closure</td>
<td>Start 2020, End 2025</td>
<td>City of Oxnard</td>
<td>$400,000</td>
<td>Enhanced bus shelters and lane restriping</td>
<td>Urban and Community Forestry Program (UCF)</td>
</tr>
<tr>
<td>EA.12 Transit Priority Corridors</td>
<td>Start 2020, End 2026</td>
<td>City of Oxnard, VCTA, Gold Coast Transit</td>
<td>$500,000</td>
<td>N/A</td>
<td>State and Local Transit Assistance (STTA)</td>
</tr>
<tr>
<td>EA.13 Amtrak Blue Rail Transit</td>
<td>Start 2020, End 2025</td>
<td>City of Oxnard</td>
<td>$600,000</td>
<td>N/A</td>
<td>Gold Coast Transit Facilities Grant Program (GTGF)</td>
</tr>
</tbody>
</table>

*All rough order of magnitude cost estimates are conceptual and assume no modifications to utilities or cost escalation beyond 2018. The cost of Amenity Zones and other private property improvements have not been included.

Attachment: PowerPoint Presentation - HQTA Analysis Pilot Program (High Quality Transit Area (HQTA) Analysis Pilot Program)
Vision Plan Components

Implementation Plan

- Phasing Strategy
- Potential Project Funding Sources Strategy
- Metrics

Outcomes and Metrics

For each Vision Plan, the Project Team evaluated how the proposed vision would affect the future growth of the HQTA area. The current 2010 SCAG Model scenarios socio-economic data (2040) is compared to the HQTA Vision Plan components socio-economic data (2040) to assess the potential for the proposed vision to achieve the HQTA Vision Plan goals. The following metrics were used to evaluate the HQTA Vision Plan components.

The following pages compare the No Build scenario to the HQTA Vision Plan using the following metrics: vehicular delay (in hours), transit mode share (in % of total travel trips), public transit usage, vehicular miles traveled (VMT), and vehicular hours traveled (VHT).

As described, the increased density resulting from buildout of the 5 complete HQTA Vision Plans, several long-range transportation benefits were estimated for the 2040 SCAG models. The benefits were calculated using the following metrics:

- 465
- 324
- 364
- 34%

A comparison of the HQTA Vision Plan's objectives versus the 'No Build' model results shows the following sustainable anticipated projections for the HQTA Vision Plan.

San Clemente

HQTA Vision Plan
San Clemente HQTA Project Area

- The study area is located within the City of San Clemente.
- The HQTA study area for the San Clemente Metrolink Station covers the area east of the station excluding much of the adjacent hills and includes all the parcels within the West Pico Corridor Specific Plan as well as the outlets north of the half-mile station area.

Vacant Land & Public Facilities

- Many of the vacant parcels have steep slopes or otherwise difficult terrain to build upon.
  - Transit Station parking & Ole Hanson Beach Club
  - San Clemente Water Reclamation Plant
  - Las Palmas Elementary School
  - Development proposed, see “Recent Developments” maps on the following pages.
Land Use Strategy - Regulating Concept Plan

- Outlines the proposed height, density, intensity, and development guidelines for key redevelopment areas in the Pilot Project Area.

- Each of the building types below, keyed to the plan at right, shows a target range of building mass and intensities.

### Potential Buildout

- Illustrative buildout scenario takes into account adopted land use regulations and parking requirements, and modifies densities and typologies to achieve SCAG’s TOD goals for HQTAs.

- This 30-year Vision Plan presents a buildout scenario that allows for flexibility.

- The ultimate buildout will be determined through a specific plan(s) update and further discussions with property owners and interested developers.

### Cumulative Land Use Mix and Buildout Potential

<table>
<thead>
<tr>
<th>Major Development Area</th>
<th>Total</th>
<th>Retail</th>
<th>Office</th>
<th>Residential</th>
<th>Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>19,800</td>
<td>2,900</td>
<td>1,900</td>
<td>10,900</td>
<td>350</td>
</tr>
<tr>
<td>20</td>
<td>30,600</td>
<td>15,300</td>
<td>15,300</td>
<td>35</td>
<td>450</td>
</tr>
<tr>
<td>30</td>
<td>141,300</td>
<td>21,195</td>
<td>84,780</td>
<td>35,325</td>
<td>350</td>
</tr>
<tr>
<td>40</td>
<td>192,800</td>
<td>48,200</td>
<td>48,200</td>
<td>96,400</td>
<td>450</td>
</tr>
<tr>
<td>50</td>
<td>231,100</td>
<td>34,665</td>
<td>69,330</td>
<td>127,105</td>
<td>350</td>
</tr>
</tbody>
</table>

* These numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

View the Toolkit to learn more about the following building types. PDF: click to navigate.

<table>
<thead>
<tr>
<th>Appropriate Building Types</th>
<th>Bldg. Height (Stories)</th>
<th>Toolkit Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flex/Hybrid</td>
<td>2-4+</td>
<td>B-C-C-3</td>
</tr>
<tr>
<td>Commercial Block/Liner</td>
<td>up to 2</td>
<td>B-C-C-3</td>
</tr>
<tr>
<td>Commercial Block/Liner</td>
<td>up to 2</td>
<td>B-C-B-2</td>
</tr>
<tr>
<td>Townhouse/Small Lot Subdivision</td>
<td>up to 2</td>
<td>B-C-B-3</td>
</tr>
</tbody>
</table>
Public Realm Improvements: Overview Map

- Recommends several improvements to the public realm along major corridors and near activity centers.

- Compliment improvements previously recommended or constructed by other adopted or proposed public realm plans.

- Create a pedestrian-friendly, more walkable environment along major corridors to promote safety and encourage economic activity along major streets.
Phasing and Financial Strategy: 
Cost Estimates and Funding Sources

**Phasing Strategy**
The Implementation Plan generally identifies the order by which priority projects, grouped by MDA, can be approached between 2018 and 2048.

**Cost Estimates**
All order of magnitude cost estimates are conceptual and assume no modifications to utilities or escalation beyond 2018.

Costs of private property improvements have not been estimated.

**Metrics**
The Implementation Plan uses the SCAG 2016 RTP/SCS to establish baseline conditions and evaluates the impact of the Pilot Project Buildout through a series of metrics.

<table>
<thead>
<tr>
<th>MDA</th>
<th>Corridor</th>
<th>Priority Projects</th>
<th>Cost Estimate</th>
<th>Stakeholders</th>
<th>Potential Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>MD 1</td>
<td>Calle Dehesa / Avenida Pico Intersection Improvements - Curb Extension - Enhanced Crosswalk</td>
<td>$50k - $84k</td>
<td>City of San Clemente</td>
<td>2019 Federal Transportation Program (GOT) 2019 State Transportation Plan Special Assessment District 2019 Development Impact Fees 2019 Special Assessment District 2019 EIFD</td>
<td></td>
</tr>
<tr>
<td>MD 2C1</td>
<td>Calle Dehesa / Avenida Pico Intersection Improvements - Curb Extension - Enhanced Crosswalk</td>
<td>$50k - $74k</td>
<td>City of San Clemente</td>
<td>2019 Federal Transportation Program (GOT) 2019 State Transportation Plan Special Assessment District 2019 Development Impact Fees 2019 Special Assessment District 2019 EIFD</td>
<td></td>
</tr>
<tr>
<td>MD 2C1</td>
<td>El Camino Real / Boca de la Playa Intersection Improvements - Curb Extension - Enhanced Crosswalk</td>
<td>$50k - $74k</td>
<td>City of San Clemente</td>
<td>2019 Federal Transportation Program (GOT) 2019 State Transportation Plan Special Assessment District 2019 Development Impact Fees 2019 Special Assessment District 2019 EIFD</td>
<td></td>
</tr>
<tr>
<td>MD 4C3</td>
<td>Via Pico Real / Avenida Pico Intersection Improvements - Curb Extension - Enhanced Crosswalk</td>
<td>$50k - $74k</td>
<td>City of San Clemente</td>
<td>2019 Federal Transportation Program (GOT) 2019 State Transportation Plan Special Assessment District 2019 Development Impact Fees 2019 Special Assessment District 2019 EIFD</td>
<td></td>
</tr>
</tbody>
</table>

The Priority Projects Cost Estimates and Funding Sources table shown here are example projects per category. Please see the final Vision Plan report for the full comprehensive table.

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Q & A Session
Thank You!

Attachment: PowerPoint Presentation - HQTA Analysis Pilot Program (High Quality Transit Area (HQTA) Analysis Pilot Program)
RECOMMENDED ACTION:
Information Only—No Action Required

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:
This item will provide an update of recently released demographic data for the SCAG region in the context of long-term trends, with a focus on their relationship to Connect SoCal 2024 development. In addition, the 33rd Annual Demographic Workshop will be jointly hosted by SCAG and the USC Sol Price School of Public Policy on September 14 and September 21, 2022.

BACKGROUND:
Summary

Goal 3 of SCAG’s current strategic plan emphasizes that SCAG “Be the foremost data and information hub in the region.” SCAG is Southern California’s official regional affiliate to the Census Bureau’s State Data Center program. Broadly distributing demographic data and trends is important in developing understanding of “who we’re planning for,” a key early step in the development of long-range regional plans such as Connect SoCal 2024. Finally, for over a decade, SCAG and USC Sol Price School of Public Policy Professor Dowell Myers have collaborated to host the Annual Demographic Workshop which has become the state’s premier event for sharing the latest data and research in regional demographics. This presentation will provide an overview of recent demographic data availability, a comparison of short- and long-term trends in the SCAG region and link them to the development of Connect SoCal 2024.
Data: What do we know now?

Since the beginning of the COVID-19 pandemic in early 2020, most data releases have indicated that the SCAG region and California as a whole have grown more slowly than expected, or lost population. Gauging whether immediate events reflect major shifts or one-time events is crucial in long-range planning. While there is no single answer to this question, assessing the components of population change—immigration, migration, births, and deaths—can help frame this assessment.

A secondary consideration is the unique current situation regarding data availability. Census 2020 aims to count the US population as of April 1, 2020 and is broadly understood to have done a robust job despite numerous challenges, especially in California where additional state funding aided count efforts. The first major data release from Census 2020 came on August 12, 2021 in the form of the P.L. 94-171 Redistricting File, which provides basic population and housing details for the purpose of drawing new districts for the US House of Representatives. However, the Census Bureau now estimates that the complete, detailed housing and demographics file will not be released until May 2023—approximately one year later than the equivalent release following Census 2010.

In addition, the Census Bureau’s American Community Survey (ACS) which is released annually and includes topics such as household income, crowding, vehicle ownership, and transportation preferences, was not available in 2020 with the exception of limited, experimental estimates due to sampling challenges caused by the pandemic.

The result is that, while a robust count of the population as of April 1, 2020 is available from the Census, limited additional detail exists today. In addition, it is important to verify whether recent population estimates (e.g. the population in 2021 or 2022) or future-year projections (e.g. those in Connect SoCal 2024) rely on the available data from Census 2020 or are awaiting updates based on the next ACS or detailed Census 2020 data release. The California Department of Finance’s population estimates as of January 2022 (E-5) as well as SCAG’s preliminary Connect SoCal projections have been “benchmarked” to the newest available Census 2020 information.

Short-term vs. Long-term

Proceeding carefully, it’s possible to gain an understanding of trends over the last two years, during which the SCAG region has experienced population decline. Much of this decline can be attributed to a roughly threefold drop in immigration to California and excess deaths attributable to COVID-19. This is a marked contrast to growth in the SCAG region over the last century—while in every Census from 1910 to 1990 the SCAG region’s growth rate exceeded the US growth rate, the opposite has been true in the last three Censuses. Southern California’s history—and perhaps part of its cultural identity—may be built on fast growth, but this has not been the case for a generation.
Migration trends since 1990 provide an insight into this more current dynamic. While international migration slowed dramatically during the pandemic, the region has consistently been a landing point for immigrants, contributing to a stable and modestly growing population over the last generation. However, while domestic migration ebbs and flows based on economic cycles and relative home prices, Southern California has lost more people to other parts of the state and nation than it has gained back in 28 of the last 30 years. Put differently, “losing” residents is not a recent, pandemic-fueled phenomenon—it has been part of the region’s dynamic for some time.

The US Postal Service provides an untraditional yet timely way to isolate very recent migration trends using address change requests by ZIP code. Comparing July 2019-20 ("pre-pandemic") versus July 2020-21 ("peak pandemic"), the net migration away from Southern California ZIP codes did increase substantially. However in the year ending June 2022 ("late pandemic") net loss slowed noticeably, suggesting a partial reversal.

Connect SoCal: A Balanced 2050

A consistent challenge for the region has been a high rate of household overcrowding and an acute housing shortage. While the historical roots of this can be traced back to the 1990s during which population growth rates far outpaced housing growth rates, the last 2½ years of housing production data show a steady increase which is taking place against the backdrop of slow or negative short-term population growth.

A chief concern of Connect SoCal’s 2050 expert-supported projections is to ensure a future balance of population, households, and employment in the region. Recent increases in housing production, supported by pro-housing policies, increase the confidence in the projection that housing growth can continue to increase. While net out-migration is still likely, over the long-term this is expected to stabilize. The region’s natural amenities and strong economic base are factors in the retention of existing population and a draw for educated, working-age people from elsewhere.

County-level projections provide an underpinning to Connect SoCal development and begin to consider the notion of balance within the region. Generally, areas with a historical job surplus (e.g. Orange and Los Angeles counties) are expected to experience higher rates of household growth than employment growth, recognizing that there are practical limits to growth without being able to house the working population. Notably Riverside County, which historically has provided space to house workers whose jobs are elsewhere, is expected to have a slightly higher rate of job growth than household growth.

Achieving better relationships between the location of jobs and housing, and resultant transportation benefits, is a much larger matter than just county-level projections. Nonetheless
these projections provide a starting point for a more balanced vision of 2050 which will require more policies, strategies, and investments in order to achieve the desired jobs/housing balance.

**Demographic Workshop**

The 33rd Annual Demographic Workshop will provide more information, data, research, and expert-led roundtables on these and related topics. This year’s theme of “Forecasting the New Normal” is centered around the challenges and opportunities of developing plans in a time of uncertainty and potential.

This year’s keynote speaker is USC Provost Professor of Economics and Spatial Sciences Matthew Kahn, whose new book *Going Remote: How the Flexible Work Economy Can Improve our Lives and our Cities* was published by the University of California Press in April 2022. Dr. Kahn’s research focuses on urban and environmental economics.

The workshop is free and will be held virtually over two afternoons – Wednesday, September 14th and Wednesday, September 21st. Part 1 will include a demographic check-up panel covering the latest trends in population with an eye toward their policy implications. A second panel will discuss the latest research in housing and migration including additional detail on topics presented above. Day 2 will begin with Dr. Kahn’s keynote address, which will be followed by a panel titled “Back to whose normal?” investigating transportation, environmental, and equity implications of the new normal. Following the panels, each day will feature a choice of a one-hour roundtable led by experts in demographics, and related areas covering the latest data, tools, and best practices. More detail can be found at [www.scag.ca.gov/demographics](http://www.scag.ca.gov/demographics).

**FISCAL IMPACT:** Work for this item is funded under OWP items 055.4856.01 Regional Growth & Policy Analysis and 055.0133.06 University Partnership & Collaboration.

**ATTACHMENT(S):**
1. PowerPoint Presentation - Demographic Update
Demographic Update & Demographic Workshop

Kevin Kane, PhD
Program Manager, Demographics and Growth Vision
September 1, 2022

Outline

• Data: what do we know now
• Short-term vs. long-term
• Relationship to Connect SoCal 2024
• 33rd Annual Demographic Workshop
Data Release Schedule

AUGUST 12, 2021
Census 2020 Redistricting File Released (PL-94)

SEPTEMBER 15, 2022
American Community Survey (ACS) 1-year data released

FEBRUARY 3, 2022
SCAG releases preliminary county & regional projections to 2050*

OCTOBER 20, 2022
2021 ACS Public Use Microsample (PUMS) data released

MAY 2, 2022
State Department of Finance E-5 population estimates released*

MAY 2023
Estimated release of Census 2020 detailed demographic/housing data

* Benchmarked to 2020 Census Redistricting File

The Last Two Years

"Fast growth" may be part of SoCal's cultural identity – but has not been the case for population for a generation!

Source: US Decennial Census
The Last Four Years: Migration

-119,841
-110,963
-196,587
-167,641

Net Moves

SCAG REGION DEMOGRAPHIC UPDATE

Latest housing data: Might we be on track?

Annual New Units - Comparing 2020-2022 to previous levels

ADUs likely undercounted in this data source. HCD APR data suggest regional ADU production doubled from 2018-2022.

Source: California Construction Industry Research Board New Units from Permits. First half of 2022 prorated based on historical share of annual housing growth taking place 1/1-6/30.
Preliminary Connect SoCal 2024 Projections

The last thirty years... and the next thirty

Comparing Population and Housing Unit Growth Rates, 1990-2050

Source: Decennial Census, CA DOF E-5 estimates, SCAG Connect SoCal 2024 Preliminary Projections.
County Projections
Percent Change 2019-2050

- Population
- Households
- Jobs

REGION
Imperial
Los Angeles
Orange
Riverside
San Bernardino
Ventura

Percent Change 2019-2050

Population
Households
Jobs

9% 13%
16%
6% 8%
7% 11%
23% 40%
14% 25%
13% 0%

Source: SCAG Connect SoCal 2024 Preliminary Projections

33rd Annual Demographic Workshop
Forecasting the New Normal

Part 1
September 14, 2022
1:30 - 4:45 p.m.

Part 2
September 21, 2022
1:30 - 4:45 p.m.

Register scag.ca.gov/demographics
33rd Annual Demographic Workshop

Forecasting the New Normal—Program

PART 1 – SEPTEMBER 14
Panel 1: Demographic Check-Up
- Walter Schwarm, Chief, California Department of Finance Demographic Research Unit
- Beth Jarosz, Program Director, Population Reference Bureau

Panel 2: Housing and Geographic Mobility
- Dowell Myers, Professor of Policy, Planning, and Demography, USC
- Kevin Kane, Demographics Program Manager, SCAG
- Elora Raymond, Assistant Professor of City & Regional Planning, Georgia Tech

PART 2 – SEPTEMBER 21
Keynote
- Matthew Kahn, Provost Professor of Economics and Spatial Sciences, USC
Panel 3: Back to whose normal?
- Giovanni Circella, Director, 3 Revolutions Future Mobility Program, UC-Davis
- Ganga Shreedhar, Assistant Professor of Behavioural Science, London School of Economics
- Shaun Harper, Provost Professor and Director, Race and Equity Center, USC

Afternoon Roundtables (following the panels each day)

“Navigating data.census.gov.”

“HCD Annual Progress Report Dashboard.”
- Tom Brinkhuis, California Department of Housing and Community Development.

“Census 2020 and Differential Privacy.”
- Jonathan Buttle, California Department of Finance Demographic Research Unit.

“Creating trends on ACS data.”

“Working with race and ethnicity data from the ACS and 2020 Census.”
- Alicia Van Orman, Senior Research Associate, Population Reference Bureau.

“SCAG’s Regional Data Platform and Local Data Exchange.”
- Jonah Pellecchia, Regional Planner, SCAG.
THANK YOU!

For more information, please visit:

scag.ca.gov/demographics

Kevin Kane, PhD
Program Manager, Demographics and Growth Vision
kane@scag.ca.gov
RECOMMENDED ACTION:
Information Only - No Action Required

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

EXECUTIVE SUMMARY:
On May 23, 2022, SCAG officially launched the Local Data Exchange (LDX) process, which is a local jurisdiction’s opportunity to provide input related to the future growth of employment, household, and land use to help the development of Connect SoCal 2024 (i.e., Regional Transportation Plan/Sustainable Communities Strategy or RTP/SCS). The LDX process aims to gather the most updated land use, growth, and other information from local jurisdictions to link local planning with regional plan goals and objectives—namely, the extent to which SCAG is meeting its climate, mobility, economy, and sustainability goals. Throughout 2022, SCAG’s Local Information Services Team (LIST) plans to virtually meet one-on-one, with all 197 jurisdictions to provide background on the development of Connect SoCal 2024, discuss the maps in their local context, and provide training on available tools in the Regional Data Platform (RDP). To date, LIST has met and scheduled one-on-one LDX meetings with 90 jurisdictions. Feedback from local jurisdictions is due on December 2, 2022.
BACKGROUND:

Introduction of Connect SoCal and the Local Data Exchange Process
A principal requirement of RTP is to meet various transportation conformity requirements. In addition, Senate Bill 375 mandates the integration of land use and housing planning, known as the Sustainable Communities Strategy (SCS) as part of RTP. Under SB 375, the California Air Resources Board (CARB) issues a greenhouse gas (GHG) emissions reduction target for the region and requires metropolitan planning organizations (MPO), SCAG, to develop an SCS that demonstrates target achievement in alignment with RTP and housing planning. SCAG region GHG target in 2035 is unchanged from the last planning cycle, which is a 19 percent per capita reduction in GHG emissions from light and medium-duty vehicles below 2005 levels.

SCAG relies on input and collaboration from local agencies in developing the RTP/SCS—namely, the projects list that is provided to SCAG by each County Transportation Commission (CTC) and local land use and growth data from each of the 191 cities and 6 counties. SCAG also engages with other major stakeholders through working groups, technical advisory committees, and direct engagement throughout the development of the plan.

To develop a sound regional plan—Connect SoCal 2024— that can meet both federal and state requirements, the region’s vision, goals, and objectives, and to prepare for the engagement of local jurisdictions through the LDX process, staff prepared a set of GIS maps for each of the region’s 197 local jurisdictions to review (available at https://scag.ca.gov/local-data-exchange and an interactive RDP-LDX web (at https://hub.scag.ca.gov/pages/ldx) to communicate the design of LDX process and goals, objectives, and information needed to facilitate local jurisdictions’ participation. The key LDX datasets in these maps fall into three categories: data on which SCAG is requesting local updates and revisions, data that is provided to local jurisdictions as an optional editing opportunity, and third-party data which are related to plan development requirements and are provided by SCAG for informational purposes as a consideration during LDX.

Throughout 2022, SCAG’s LIST plans to virtually meet one-on-one with all 197 jurisdictions to provide background on the development of Connect SoCal 2024, discuss the maps in their local context, and provide training on available tools in the RDP-LDX web. Maps are available in the data/map book and digital versions are available to local jurisdictions through the portal.

Introduction of the Regional Data Platform and Local Data Exchange Portal
The Regional Data Platform (https://scag.ca.gov/RDP) is a collaborative data sharing and planning system designed to facilitate better planning for cities and counties of all levels across the region. RDP is intended:

- To strengthen local planning practices through the provision of modern planning tools and the sharing of best practices to support the local General Plan update process
- To enhance the regional planning process by streamlining the collection and integration of data between local agencies and SCAG
To promote transparency and interagency collaboration to foster a more inclusive, equitable, and sustainable regional planning practice

RDP has been designed with three major components—Accessible Data and Information, Planning and Engagement Tools, and Data Sharing Tools and Workflows. Tools and resources have been produced in each of these categories with the assistance of ten pilot jurisdictions.

Under Accessible Data and Information, the RDP’s Regional Hub is a one-stop location for data, tools, reports, and collaboration. SoCal Atlas is a web-based application providing the ability to explore commonly used data, statistics, and maps across topics (e.g., demographics, employment, housing) and geographies (e.g., county, city, census tracts). Planning and Engagement Tools include the Housing Element Parcel Tool (HELPR) and Parcel Locator applications for public use. Additionally, local jurisdictions have access to several pieces of off-the-shelf Environmental System Research Institute (Esri) software (i.e., ArcGIS Pro, Urban, Community Analyst, Online, Hub) and a local General Plan update site template to easily create a website to facilitate and engage residents during a General Plan update.

The Data Sharing Tools and Workflows component has been centered around the LDX process. The LDX web (https://hub.scag.ca.gov/pages/ldx) was designed to enable secured two-way data exchange between local jurisdictions and SCAG using Esri’s latest technology. The LDX portal allows local jurisdiction users who have requested access to view, provide feedback, or directly edit the Connect SoCal-related data and maps described above in three ways:

- Accessing & Inputting LDX Data – A space dedicated to tools and resources for local jurisdictions and key stakeholders to exchange data shared by and with SCAG in the LDX process (https://youtu.be/MsRVyPGIOXI)
- LDX Editor – A web application that allows for viewing and direct editing of data without any GIS knowledge or software required (https://youtu.be/15aHogCHfrI)
- LDX Upload Portal – A secured uploading system for jurisdictions to upload GIS files that they have developed or processed (https://youtu.be/O78ur9sp1MU)
- LDX Backend – Provides local jurisdictions with an optional 2-step process which includes a staff contributor and a manager-level review prior to submitting to SCAG (https://youtu.be/FY2lf3Jkd4M)

In addition, a brief planning survey has been developed for local jurisdictions to collect additional qualitative input to Connect SoCal’s implementation, challenges, opportunities, and others. The survey is available at https://www.surveymonkey.com/r/LDX24.

Introduction of the Local Information Services Team
Responding to jurisdictions’ requests for further technical assistance on the available tools and resources, SCAG launched the Local Information Services Team (LIST) comprised of technical staff able to provide customized one-on-one technical and information services and tool demos. LIST aims to (1) link SCAG’s available information products (e.g., data, applications, model policies and best practices, topical white papers, etc.) to help address local needs, (2) provide local jurisdiction staff an opportunity to offer feedback on how SCAG can improve its products to facilitate better collaboration, and (3) coordinate one-on-one meetings with local jurisdictions during the LDX process. LIST is focusing on delivering technical assistance on the LDX process and RDP. Requests can be submitted through list@scag.ca.gov.

Local Data Exchange Timeline and Status Update
By Fall 2022, LIST plans to virtually meet one-on-one, up to 90 minutes, with all 197 jurisdictions. The soft launch of LDX took place on February 23 and made land use, priority development, transportation, environmental, and boundary data available to and reviewable by local jurisdictions. On May 23, the complete version of LDX was released, which added preliminary growth forecast data at the jurisdiction and transportation analysis zone (TAZ) levels, the LDX Survey, and cartographic improvements to the environmental data in response to feedback received from SCAG’s Technical Working Group (TWG).

LIST is currently meeting with jurisdictions in Imperial, Los Angeles, and Ventura counties. For jurisdictions in Riverside and San Bernardino counties, LIST is coordinating with their subregional Council of Government (COG) representatives to schedule the one-on-one meetings starting in September 2022. **The deadline to provide inputs back to SCAG is December 2;** this timeline provides adequate time for SCAG to proceed onto the next step of Connect SoCal 2024 development process. The table below provides a detailed timeline of the LDX process:

<table>
<thead>
<tr>
<th>LOCAL DATA EXCHANGE (LDX) TIMELINE</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>LDX Soft Launch. Non-growth data available for local review.</td>
<td>February 23, 2022</td>
</tr>
<tr>
<td>Outreach and trainings. Local Information Services Team (LIST) available for questions and consultation.</td>
<td>February – May 2022</td>
</tr>
<tr>
<td>LDX Complete Launch including preliminary growth forecast data and LDX Survey.</td>
<td>May 23, 2022</td>
</tr>
<tr>
<td>One-on-one meetings with local jurisdictions to review the data and review opportunity.</td>
<td>May – October 2022</td>
</tr>
<tr>
<td>Deadline for local jurisdictions to provide feedback for possible inclusion in Connect SoCal 2024.</td>
<td>December 2, 2022</td>
</tr>
<tr>
<td>Continued development of Connect SoCal 2024 strategies with stakeholders, working groups, and the general public.</td>
<td>Early 2023</td>
</tr>
</tbody>
</table>
SCAG, in collaboration with subregional COGs and key stakeholders, has been reaching out and meeting with local jurisdictions since the launch of the LDX process and RDP since February 2022. In addition to the one-on-one meetings, SCAG has also been making presentations at various subregional Planning Directors and Technical Advisory Committee meetings on RDP and the LDX process. The table below provides a summary of key statistics regarding RDP and the LDX process in terms of the number of jurisdictions that received a set of complementary ArcGIS licenses, have access to the LDX portal, and scheduled one-on-one LDX meetings. As of August 2022, LIST members have scheduled with a total of 89 jurisdictions and met with 75 jurisdictions.

<table>
<thead>
<tr>
<th>County</th>
<th>Jurisdictions</th>
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<th>Scheduled 1:1 Formal LDX</th>
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<td>Ventura</td>
<td>11</td>
<td>10</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>197</strong></td>
<td><strong>139</strong></td>
<td><strong>34</strong></td>
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<td><strong>85</strong></td>
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This table is updated as of 8/25/2022.

Notes:
- Jurisdictions – the total number of jurisdictions in each county
- RDP License – the number of jurisdictions that received ArcGIS licenses from RDP
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**FISCAL IMPACT:**
Work associated with this item is included in the current Fiscal Year Overall Work Program (LIST—General Plan, RDP, or LDX Technical Assistance): 235.4900.01.

**ATTACHMENT(S):**
1. PowerPoint Presentation - List_LDX_Status_CEHD_09012022
Connect SoCal 2024
Local Data Exchange and
Regional Data Platform
Status Update

Community Economic and Human Development – September 1, 2022
Tom Vo, Kevin Kane, Jung Seo, and Jonah Pellecchia
Planning Division, Southern California Association of Governments

Presentation Outline

• Connect SoCal 2024 Local Data Exchange Process

• Regional Data Platform Tools and Resources

• Local Information Services Team

• Local Data Exchange Meetings Status Update

• Next Steps
What is Connect SoCal?

• Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) - https://scag.ca.gov/connect-so-cal
  • A 20+ year plan with 6,000+ transportation projects, a forecasted regional development pattern and many supportive programs and strategies

Connect SoCal 2020

County Transportation Commissions
Project List

Local Jurisdictions
Land use data through Local Data Exchange Process

CORE VISION
Land use & transportation strategies established over several plan cycles to increase mobility options and achieve a more sustainable growth pattern

KEY CONNECTIONS
Strategies and initiatives that augment the Core Vision
Connect SoCal 2020

CORE VISION
Land use & transportation strategies established over several plan cycles to increase mobility options and achieve a more sustainable growth pattern

KEY CONNECTIONS
Strategies and initiatives that augment the Core Vision

Local Data Exchange (LDX) Process

- Collaborate with local jurisdictions to provide input into Connect SoCal 2024 development:
  - Soliciting local updates and corrections on land use layers and preliminary growth forecast
  - Feedback and editing opportunities on additional data layers
  - Third-party data related to regional growth objectives included for reference
  - LDX Survey
# SCAG Data/Map Book and RDP-LDX Web Contents

- **Data/Map Book (static)** - [https://scag.ca.gov/local-data-exchange](https://scag.ca.gov/local-data-exchange)
- **RDP-LDX Web (interactive)** - [https://hub.scag.ca.gov/pages/ldx](https://hub.scag.ca.gov/pages/ldx)

## Land Use
- **General Plan** Update/Corrections
- **Zoning** Update/Corrections
- **Existing Land Use** Update/Corrections
- **Specific Plan Land Use** Update/Corrections
- **Key Entitlements** Update/Corrections

## Priority Development
- **Neighborhood Mobility Areas** Optional
- **Valued Corridors** Optional
- **Job Centers** Optional
- **Housing Trajectory** Update/Corrections and site inventory upload

## Transportation
- **High Quality Transit Areas** Reference Only
- **Transit Priority Areas** Reference Only
- **Regional Bikeways** Optional
- **Regional Truck Routes** Optional

## Green Region
- **Resource Areas (SB 375)**
  - **Resilience** (Flood areas, coastal inundation, wildfire risk) Reference Only
  - **Open Space/Habitat** (Open space and parks, endangered species and plants, sensitive habitat areas, natural community and habitat conservation plans) Reference Only
  - **Administrative/Working Lands** (Tribal nations, military installations, farmlands) Reference Only

## Geographical Boundaries
- **City Boundary and Sphere of Influence** Reference Only
- **Census Tract** Reference Only
- **Transportation analysis zones (Tier2)** Reference Only

## Preliminary Growth Forecasts
- **Jurisdiction-level projections of households and employment (2019, 2035, 2050)** Update/Corrections
- **Tier 2 TAZ-level projections of households and employment (2019, 2035, 2050)** Update/Corrections

**LDX planning survey also available at** [https://www.surveymonkey.com/r/LDX24](https://www.surveymonkey.com/r/LDX24)
Connect SoCal 2024/ LDX Timeline

COMPLETED
✓ Regional & County Forecast
✓ Relaunched Working Groups
✓ Regional Data Platform (RDP)

LDX MILESTONES
✓ Soft Launch – February 23
✓ Complete Launch – May 23
• Input Deadline – December 2

RDP - LDX Web
https://hub.scag.ca.gov/pages/ldx

Accessible Data and Information
Regional Hub
SoCal Atlas
SCAG Regional Data Platform (RDP)

Planning & Engagement Tools
HELP
Parcel Explorer
General Plan Update
Initiative Templates

Data Sharing Tools & Workflows
Local Data Exchange (LDX) Web
LDX Data Upload
LDX Editor
LDX Workflow Management
Local Information Services Team (LIST) Introduction

- **Purpose** – Coordinate, plan, and develop a system to
  1. Link SCAG’s value-added products (e.g., RDP, HELPR, LDX web, etc.) to help address local information needs,
  2. Deliver technical assistance, and
  3. Provide local staff an opportunity to offer feedback on how SCAG can improve our products to facilitate better collaboration, regionally and locally

- **Focusing on the RDP and Local Data Exchange (LDX) process to obtain inputs from local jurisdictions**

- **Contact us at list@scag.ca.gov for any questions/suggestions!**

LDX Current Status (as of 8/25/2022)

- Completed LDX 1:1 meetings with 75 jurisdictions

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### What’s Next?

- Sign-up for 1-on-1 LDX meeting at [https://form.jotform.com/SCAGweb/rdp-ldx-meetings](https://form.jotform.com/SCAGweb/rdp-ldx-meetings)
- Sign-up for LDX Web at [https://hub.scag.ca.gov/pages/ldx](https://hub.scag.ca.gov/pages/ldx)
- Sign-up for ArcGIS licenses at [https://hub.scag.ca.gov/pages/planners-corner#licenses](https://hub.scag.ca.gov/pages/planners-corner#licenses)
- Provide inputs by **December 2, 2022**

**scag.ca.gov/connect-socal**  
**scag.ca.gov/local-data-exchange**  
**scag.ca.gov/RDP**

**Local Info Services Team (LIST)**  
**LIST@scag.ca.gov**
RECOMMENDED ACTION:
Information Only – No Action Required

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

EXECUTIVE SUMMARY:
The draft Policy Development Framework (“Framework”) for Connect SoCal 2024 was presented to the Community Economic and Human Development Committee (CEHD) on April 7, 2022. Following the Regional Council adoption of the Framework, staff has developed a 12-month look ahead for the CEHD, in order to realize the goals and discussions committed to in the Framework and develop consensus around the policy priorities and land use strategies that will become final recommendations in Connect SoCal 2024. The look-ahead was also provided to the Executive Administration Committee (EAC) at the 2022 EAC Retreat.

BACKGROUND:
What is Connect SoCal 2024?
SCAG prepares a long-range RTP/SCS every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable growth.

SCAG’s next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data as well as enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. The pillars of Connect SoCal—the Core Vision and Key Connections—are anticipated to continue into the next plan. The Core Vision centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and
increasing investment in transit and complete streets. The *Key Connections* augment the *Core Vision* of the plan to address trends and emerging challenges. These *Key Connections* lie at the intersection of land use, transportation and innovation to accelerate progress on regional planning goals. For this plan development cycle, SCAG staff will focus on process improvements and data updates and refinements. However, in developing Connect SoCal, SCAG must continue to monitor and reexamine trends and emerging issues in order to put forth a plan that addresses the region’s evolving needs, challenges and opportunities. Thus the plan will be augmented with consideration of emerging issues, to be discussed through three Policy Subcommittees in Fall and Winter 2022.

**Connect SoCal 2024: Status Update**
Throughout 2022, staff will be continuing with research to better understand the trends and existing conditions in the region. This phase also includes steps to understand the existing conditions and planning occurring at the local jurisdiction level through the Local Data Exchange process and engagement with County Transportation Commissions on the Project List later this year. Over the course of the next year and in the first half of 2023, SCAG staff will be seeking direction from our policy makers, through the relevant Policy Committees and three special Policy Subcommittees, on the priorities and strategies for Connect SoCal 2024 to augment and help better align plans and investments across the region.

**Phases of Connect SoCal 2024 Development**

![Policy Development Framework for Connect SoCal 2024](image)

**Policy Development Framework for Connect SoCal 2024**
In July 2021, the Executive Administration Committee convened for a strategic planning session. One action identified during that session was to create a Policy Development Framework for Connect SoCal 2024, in particular as a strategy to engage SCAG’s Policy Committees in the data, emerging issues and policy recommendations that will be presented in the plan. The draft Policy Development Framework (“Framework”) for Connect SoCal 2024 was presented to the Community Economic and Human Development Committee (CEHD) on April 7, 2022 and was adopted by the Regional Council at the June 2, 2022 meeting. In furtherance of the adopted Policy Development Framework, staff have developed “look aheads” for each of the three Policy committees (CEHD, TC and EEC) organized around three areas: Connect SoCal, Local Assistance Program and Regional Updates.
CEHD COMMITTEE 12-MONTH LOOK AHEAD AND FRAMEWORK

Building on the Policy Framework and the commitment to creating more transparency and engagement in the policy development process, staff developed a 12-month look ahead for the Community, Economic and Housing Development (CEHD) Policy Committee to provide a framework and approach to the committee’s agenda from July 2022 through July 2023, and to present an overview of future topics.

The framework organizes content into three programmatic areas:

1. **Connect SoCal:** Items within this area will center on efforts to implement Connect SoCal 2020, updates on the plan development process for 2024, and discussion of key policy issues and emerging trends for the 2024 Sustainable Communities Strategy portion of Connect SoCal. Presentations will offer best practices, lessons learned and emerging trends in key policy areas centered on land use, housing and economic development. Throughout 2022, presentations will focus on current implementation efforts for Connect SoCal 2020 as well as status updates on the development of Connect SoCal 2024.

   Through the Local Data Exchange process currently underway, staff are conducting one on one meetings with each of the 197 cities and counties in the SCAG region and also asked cities and counties to complete a survey to identify opportunities, barriers and challenges to meeting the growth projections and GhG reduction targets in Connect SoCal. The results of this survey will be presented to the CEHD Committee in February 2023, likely through the Joint Policy Committee meeting. Based on the findings of this process, the Connect SoCal programmatic area of the CEHD agenda will focus on exploration of policy ideas and identification of solutions to address opportunities and challenges raised by cities and counties. These policies and strategies will be developed with input from the CEHD committee and included as the land use strategies in Connect SoCal 2024.

2. **Local Assistance Program:** In this programmatic area, staff will present informational and action items related to programs that provide assistance to local partners. Currently, the main programs that will be highlighted through the CEHD committee are: the in-progress $47 million REAP (Regional Early Action Planning) Grant program and the development and implementation of REAP 2, with a focus on the Housing Supportive Infrastructure Program component.

3. **Regional Updates:** This programmatic area will focus on regional policy issues, such as upcoming RHNA reform effort, Connect SoCal strategies such as Neighborhood Mobility Areas, implementation of the Inclusive Economic Recovery Strategy (IERS) through SCAG’s one-time state funding, and the related coordination with the State’s new Community Economic Resiliency Fund (CERF) program. Committee members may also recommend other policy topics for exploration.
The look ahead is tracked to when the draft 2024 Connect SoCal will be published. Staff will ensure that the various policy and strategy recommendations in Connect SoCal 2024 will be reviewed and discussed by SCAG’s policy committees by July 2023, as the draft plan will be seeking feedback through broader public participation channels beyond that date. This look ahead is a draft, and topics and panels may change based on speaker availability, progress on the targeted programs, and other requests from the Committee Chair and Vice Chair as well as members.

The 12-Month Look Ahead is included as Attachment 1.

**FISCAL IMPACT:**
Work associated with this item is included in the FY 22-23 Overall Work Program (810.0120.20: Planning Policy Development).

**ATTACHMENT(S):**
1. CEHD_12Month_LookAhead
2. PowerPoint Presentation - CEHD 12 Month LookAhead_2022
<table>
<thead>
<tr>
<th>Date</th>
<th>Connect SoCal</th>
<th>Local Assistance Program</th>
<th>Regional Updates</th>
</tr>
</thead>
</table>
| July - Sept | • Draft Goals & Performance Measures  
• LDX and LIST Status Update | • REAP 1 Program Bi-Annual Status report  
• Panel on HQTA Projects | • Economic Development Work  
• CEHD 12-month lookahead  
• Demographic Workshop update |
| Oct - Nov         | • Final Performance Measures and Monitoring  
• LDX and LIST Status Update | • Call for Collaboration update  
• Housing Trust Fund panel (REAP 2 development)  
• REAP 2  
  • Draft HSIP Program  
  • Program development update  
  • Final Program Application  
  • REAP 1 HSD Program Summary Report | • Neighborhood Mobility Areas and Smart Centers |
| Jan - Mar            | • LDX and LIST Status Update  
• New Key Connections - land use Strategy Panel #1  
• Update on draft Forecasted Regional Development Pattern | • REAP 1 Panel of HPLA participants  
• REAP 1 Bi-Annual Progress Report  
• Panel on EIFD Program  
• REAP 2 Program Development Progress Report | • Inclusive Economic Growth Progress Update |
### CEHD 12-Month Look-Ahead

<table>
<thead>
<tr>
<th>Feb</th>
<th>Special Joint Policy Committee Recommendations, LDX Findings and Survey Results, SB375 Workshop update</th>
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<tbody>
<tr>
<td>Apr - June</td>
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</table>
- New Key Connections - Land Use Strategy Panel #2&3  
- Discuss possible approval of Forecasted Regional Development Pattern (SB375)  
- Approval of Key Connections and Land Use Strategies  

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</table>
| | - REAP 2 Report on Housing and Utilities Industry Forum  
- REAP 2 Program Development Progress Report  
- Inclusive Economic Growth Progress Report |
Policy Development Framework Overview

- **Draft Vision and Goals**
  - Mobility, Communities, Environment, Economy

- **Policy Priorities**
  - Core Vision
  - Key Connections
  - Emerging Issues

- **Policy Development**: Leadership & Outlook
Policy Priorities

**CORE VISION**
- Sustainable Development
- System Preservation & Resilience
- Demand & System Management
- Transit Backbone
- Complete Streets
- Goods Movement

**KEY CONNECTIONS**
- Smart Cities & Job Centers
- Housing Supportive Infrastructure
- Go Zones
- Accelerated Electrification
- Shared Mobility & Mobility as a Service (MaaS)

**EMERGING ISSUES**
- Equity
- Resilience
- Economy

Policy Committees: Core Vision & Key Connections

**TRANSPORTATION COMMITTEE**
- System Preservation & Resilience
- Demand & System Management
- Transit Backbone
- Complete Streets
- Goods Movement

**COMMUNITY, ECONOMIC, HUMAN DEV COMMITTEE**
- Sustainable Development
- Smart Cities & Job Centers
- Housing Supportive Infrastructure

**ENERGY & ENVIRONMENT COMMITTEE**
- Sustainable Development
- Accelerated Electrification

**ENVIRONMENTAL COMPLIANCE**
- PEIR
- Transportation Conformity
- Environmental Justice
- SB 375 Technical Methodology
CEHD Committee Lookahead: Programmatic Areas

1. Connect SoCal
   - Current efforts to implement Connect SoCal 2020
   - Data and progress reports on Connect SoCal 2024 development
   - Discuss emerging trends and policies that will drive land use strategies in Connect SoCal 2024

2. Local Assistance Program
   - Highlight programs, best practices, lessons learned
   - Current (FY23) programs:
     - REAP 1
     - REAP 2
     - Sustainable Communities Program (SCP) Implementation

3. Regional Updates
   - RHNA Reform
   - Inclusive Economic Growth / CERF
   - Other policy issues upon request

CEHD Committee Agenda Outlook for FY2023

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            | REAP 1 Program Bi-Annual Status report
            | Economic Development Work                        |
|          | LDX and LIST Status Update                        | REAP 2 Draft SRP 2 Guidelines
            | CEHD 12-month lookahead                           |
|          |                                                   | Panel on HQTA Projects                           | Demographic Workshop update                    |
| Oct - Nov | Final Performance Measures and Monitoring
          | Call for Collaboration update
          | Neighborhood Mobility Areas and Smart Centers    |
|          | LDX and LIST Status Update                        | Housing Trust Fund panel (REAP 2 development)   |                                                 |
|          |                                                   | REAP 2                                          |                                                 |
|          |                                                   | Draft HSIP Program                               |                                                 |
|          |                                                   | Program development update                       |                                                 |
|          |                                                   | Final Program Application                        |                                                 |
|          |                                                   | REAP 1 HSD Program Summary Report                |                                                 |
# CEHD Committee Agenda Outlook for FY2023

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<td>• Update on draft Forecasted Regional Development Pattern</td>
<td>• Panel on EIFD Program</td>
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<td>• REAP 2 Program Development Progress Report</td>
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<td>Feb</td>
<td>Special Joint Policy Committee Recommendations, LDX Findings and Survey Results, SB375 Workshop update</td>
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<td>Apr - June</td>
<td>• New Key Connections - Land Use Strategy Panel #2&amp;3</td>
<td>• REAP 2 Report on Housing and Utilities Industry Forum</td>
<td>• Inclusive Economic Growth Progress Report</td>
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<td>• Discuss possible approval of Forecasted Regional Development Pattern (SB375)</td>
<td>• REAP 2 Program Development Progress Report</td>
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<td>• Approval of Key Connections and Land Use Strategies</td>
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