



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

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MEETING OF THE

TRANSPORTATION COMMITTEE

Members of the Public are Welcome to Attend In-Person & Remotely

***Thursday, June 1, 2023
9:30 a.m. – 11:30 a.m.***

To Attend In-Person:

**SCAG Main Office - Regional Council Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017**

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/253270430>

To Attend and Participate by Phone:

**Call-in Number: 1-669-900-6833
Meeting ID: 253 270 430**

PUBLIC ADVISORY

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

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To Attend In-Peron and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Regional Council Room on the 17th floor starting at 9:30 a.m.

To Attend by Computer: Click the following link: <https://scag.zoom.us/j/253270430>. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select “Join Audio via Computer.” The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

To Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 253 270 430**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

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

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

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

General Information for Public Comments

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

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

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

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TRANSPORTATION COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

<p>Elizabeth Becerra Victorville - City Hall 14343 Civic Drive Conference Room A Victorville, CA 92392</p>	<p>Ross Chun City of Laguna Hills - City Hall 24035 El Toro Road Laguna Hills, CA 92653</p>	<p>Denise Delgado City of Coachella - City Hall 1515 6th Street Coachella, CA 92236</p>
<p>Andrew Do County Conference Room 425 West Santa Ana Boulevard Rooms 104/106 Santa Ana, CA 92701</p>	<p>Darrell Dorris Lancaster - City Hall 44933 Fern Avenue Conference Room A Lancaster, CA 93534</p>	<p>Jonathan Dumitru City of Orange - City Hall 300 E Chapman Avenue Orange, CA 92868</p>
<p>James Gazeley City of Lomita - City Hall 24300 Narboone Avenue City Council Office Lomita, CA 90717</p>	<p>Jason Gibbs City of Santa Clarita - City Hall 23920 Valencia Boulevard First Floor, Orchard Room Santa Clarita, CA 91355</p>	<p>Brian Goodell City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room, 2nd Floor Mission Viejo, CA 92691</p>
<p>Laura Hernandez City of Port Hueneme - City Hall 250 N Ventura Rd Port Hueneme, CA 93041</p>	<p>Fred Jung City of Fullerton - City Hall 303 W. Commonwealth Avenue, Fullerton, CA 92832</p>	<p>Trish Kelley City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room, 2nd Floor Mission Viejo, CA 92691</p>
<p>Ken Mann City of Lancaster - City Hall 44933 Fern Avenue Conference Room A Lancaster, CA 93534</p>	<p>Steve Manos City of Lake Elsinore - City Hall 130 South Main Street Conference Room B Lake Elsinore, CA 92530</p>	<p>L. Dennis Michael City of Rancho Cucamonga - City Hall 10500 Civic Center Drive Mayor's Office/Tapia Room Rancho Cucamonga, CA 91730</p>
<p>Carol Moore City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637</p>	<p>Ara Najarian 50 N Brand Boulevard Suite 830 Conference Room Glendale, CA 91203</p>	<p>Maria Nava-Froelich Calipatria-Niland Family Resource Center 501 W. Main Street, Room 4 Calipatria, CA 92233</p>
<p>Frank J. Navarro City of Colton – City Hall Council Conference Room 650 N La Cadena Drive Colton, Ca 92324</p>	<p>Ed Reece City of Claremont - City Hall 207 Harvard Avenue Council Office Room Claremont, CA 91711</p>	<p>Zak Schwank City of Temecula - City Hall 41000 Main Street Mayor's Office - Third Floor Temecula CA, 92590</p>
<p>Ward Smith City of Placentia Civic Center City Council Chambers 401 E. Chapman Ave Placentia, CA 92870</p>	<p>Jeremy Smith City of Canyon Lake - City Hall City Hall Council Chambers 31516 Railroad Canyon Road Canyon Lake, CA 92587</p>	<p>Cynthia Sternquist 6131 Camellia Avenue Temple City, CA 91780</p>
<p>Scott Voigts City of Lake Forest - City Hall 100 Civic Center Drive Lake Forest CA, 92630</p>	<p>Donald Wagner County Conference Room 425 West Santa Ana Boulevard Rooms 104/106 Santa Ana, CA 92701</p>	<p>Alan Wapner City of Ontario - City Hall 303 East B Street Ontario, CA 91764</p>



TC - Transportation Committee *Members – June 2023*

1. **Hon. Ray Marquez**
Chino Hills, RC District 10
2. **Hon. Tim Sandoval**
TC Chair, Pomona, RC District 38
3. **Hon. Konstantine Anthony**
Burbank, RC District 42
4. **Hon. Kathryn Barger**
Los Angeles County
5. **Hon. Elizabeth Becerra**
Victorville, RC District 65
6. **Hon. Brian Berkson**
Jurupa Valley, Pres. Appt. (Member at Large)
7. **Hon. Russell Betts**
Desert Hot Springs, CVAG
8. **Hon. Art Brown**
Buena Park, RC District 21
9. **Hon. Ross Chun**
Aliso Viejo, OCCOG
10. **Hon. Denise Delgado**
Coachella, Presidential Appointment
11. **Sup. Andrew Do**
Orange County CoC
12. **Hon. Darrell Dorris**
Lancaster, NCTC
13. **Hon. JJohn Dutrey**
Montclair, SBCTA
14. **Hon. James Gazeley**
Lomita, RC District 39
15. **Hon. Jason Gibbs**
Santa Clarita, NCTC

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- 16. Hon. Brian Goodell**
OCTA Representative
- 17. Sup. Curt Hagman**
San Bernardino County
- 18. Hon. Jan C. Harnik**
RCTC
- 19. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 20. Hon. Heather Hutt**
Los Angeles, RC District 57
- 21. Hon. Mike Judge**
TC Vice Chair, VCTC
- 22. Hon. Fred Jung**
Fullerton, OCCOG
- 23. Hon. Trish Kelley**
TCA Representative
- 24. Hon. Paul Krekorian**
Los Angeles, RC District 49/Public Transit Rep.
- 25. Hon. Linda Krupa**
Hemet, RC District 3
- 26. Hon. Bridgett Lewis**
Torrance, Pres. Appt (Member at Large)
- 27. Malcolm Lilienthal**
Hemet, WRCOG
- 28. Hon. Richard Loa**
Palmdale, NCTC
- 29. Hon. Clint Lorimore**
Eastvale, RC District 4
- 30. Hon. Ken Mann**
Lancaster, RC District 43
- 31. Hon. Steve Manos**
Lake Elsinore, RC District 63

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TRANSPORTATION COMMITTEE AGENDA

- 32. Mr. Paul Marquez**
Caltrans, District 7, Ex-Officio Non-Voting Member
- 33. Hon. Larry McCallon**
Highland, RC District 7/Air District Rep.
- 34. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 35. Hon. Linda Molina**
Calimesa, Pres. Appt. (Member at Large)
- 36. Hon. Carol Moore**
Laguna Woods, OCCOG
- 37. Hon. Ara Najarian**
Glendale, SFVCOG
- 38. Hon. Maria Nava-Froelich**
ICTC
- 39. Hon. Frank Navarro**
Colton, RC District 6
- 40. Hon. Sharona Nazarian**
Beverly Hills, WSCCOG
- 41. Hon. Jonathan Primuth**
South Pasadena, AVCJPA
- 42. Hon. Gil Rebolgar**
Brawley, RC District 1
- 43. Hon. Ed Reece**
Claremont, SGVCOG
- 44. Hon. Crystal Ruiz**
San Jacinto, WRCOG
- 45. Hon. Ali Saleh**
Bell, RC District 27
- 46. Hon. Suely Saro**
Long Beach, RC District 29
- 47. Hon. Zak Schwank**
Temecula, RC District 5

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TRANSPORTATION COMMITTEE AGENDA

48. Hon. Marty Simonoff

Brea, RC District 22

49. Hon. Jeremy Smith

Canyon Lake, Pres. Appt. (Member at Large)

50. Hon. Ward Smith

Placentia, OCCOG

51. Hon. Jose Luis Solache

Lynwood, RC District 26

52. Sup. Hilda Solis

Los Angeles County

53. Hon. Wes Speake

Corona, WRCOG

54. Sup. Karen Spiegel

Riverside County

55. Hon. Cynthia Sternquist

Temple City, SGVCOG

56. Hon. Steve Tye

Diamond Bar, RC District 37

57. Hon. Michael Vargas

Riverside County CoC

58. Hon. Scott Voigts

Lake Forest, OCCOG

59. Sup. Donald Wagner

Orange County

60. Hon. Colleen Wallace

Banning, WRCOG

61. Hon. Alan Wapner

SBCTA

62. Hon. Thomas Wong

Monterey Park, SGVCOG

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TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, June 1, 2023
9:30 AM

The Transportation 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 Tim Sandoval, Chair)*

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – April 6, 2023 PPG. 10
2. Connect SoCal 2020 Amendment 3 & 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment 23-03, Including the Associated Transportation Conformity Determinations PPG. 21

Receive and File

3. Transportation Committee Agenda Outlook and Future Agenda Items PPG. 37
4. Status Report on SCAG's Racial Equity Early Action Plan PPG. 44
5. Transportation Conformity Determination of Proposed Final Connect SoCal 2020 Amendment 3 and 2023 Federal Transportation Improvement Program Consistency Amendment #23-03 PPG. 53
6. CEQA Addendum No. 4 to Connect SoCal 2020 Programmatic Environmental Impact Report (State Clearinghouse No. 2019011061) PPG. 58
7. 2023 California State Rail Plan Update and SCAG Comment Letter PPG. 95
8. Connect SoCal 2024: Equity Analysis Update – Priority Equity Communities PPG. 106



TRANSPORTATION COMMITTEE AGENDA

- 9. Connect SoCal 2024: Local Data Exchange (LDX) Survey Results PPG. 115
- 10. Connect SoCal Regional Growth Vision & Local Data Exchange Evaluation PPG. 140
- 11. SCAG Regional Travel Demand Model (ABM) Peer Review Meeting PPG. 159
- 12. Federal Performance Target Update PPG. 162

ACTION ITEMS

- 13. STBG/CMAQ Program Guidelines 10 Mins. PPG. 171
(Warren Whiteaker, Department Manager Integrated Planning and Programming, SCAG)

RECOMMENDED ACTION FOR TC:

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

INFORMATION ITEMS

- 14. Connect SoCal 2024: Policy Development Framework Update 40 Mins. PPG. 188
(Warren Whiteaker, Department Manager Integrated Planning and Programming, SCAG)
- 15. Guiding Principles for Emerging Technology 15 Mins. PPG. 209
(Javier Silva, Associate Regional Planner, SCAG)
- 16. Connect SoCal 2024: Goods Movement Approach 25 Mins. PPG. 221
(Scott Strelecki, Planning Supervisor, SCAG)

CHAIR'S REPORT

(The Honorable Tim Sandoval, Chair)

METROLINK REPORT

(The Honorable Art Brown, SCAG Representative)

STAFF REPORT

(David Salgado, Government Affairs Officer, SCAG Staff)

ANNOUNCEMENTS

ADJOURNMENT



**MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, APRIL 6, 2023**

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE (TC). A VIDEO AND AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>

The Transportation Committee (TC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

Members Present:

Hon. Konstantine Anthony, Burbank	District 42
Hon. Kathryn Barger	Los Angeles County
Hon. Liz Becerra, SBCTA/SBCTA	District 65
Hon. Russel Betts, Desert Hot Springs	CVAG
Hon. Ross Chun, Aliso Viejo	OCCOG
Hon. Andrew Do	Orange County
Hon. Darrell Dorris	North LA County
Hon. John Dutrey, Montclair	SBCTA/SBCCOG
Hon. James Gazeley, SBCCOG	District 39
Hon. Jason Gibbs, Santa Clarita	NCTC
Hon. Brian Goodell, Mission Viejo	OCTA
Hon. Curt Hagman	San Bernardino County
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Laura Hernandez, VCOG	District 45
Hon. Mike T. Judge, Simi Valley	VCTC
Hon. Fred Jung, Fullerton	OCCOG
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Linda Krupa, WRCOG	District 3
Hon. Clint Lorimore, Eastvale	District 4
Hon. Steve Manos, Lake Elsinore	District 63
Hon. Ray Marquez, Chino Hills (Chair)	District 10
Hon. Larry McCallon, SBCTA	District 7
Hon. Marsha McLean, NLAC	District 67



Hon. L. Dennis Michael	District 9
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Maria Nava-Froelich	ICTC
Hon. Frank Navarro, Colton	District 6
Hon. Gil Rebollar, ICTC	District 1
Hon. Ed Reece	SGVCOG
Hon. Ali Saleh, Bell	District 27
Hon. Tim Sandoval, Pomona (Vice Chair)	District 38
Hon. Zak Schwank, Temecula	District 5
Hon. Marty Simonoff, Brea	District 22
Hon. Jeremy Smith, Canyon Lake	Canyon Lake
Hon. Ward Smith, Placentia	OCCOG
Hon. Speake, Wes, Corona	WRCOG
Hon. Karen Spiegel	Riverside County
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Steve Tye	District 37
Hon. Don Wagner	Orange County
Hon. Wallace, Colleen, Banning	WRCOG
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Hon. Alicia Weintraub, Calabasas	LVMCOG

Members Not Present:

Hon. Art Brown, OCTA	District 21
Hon. Ray Hamada, GCCOG	District 24
Hon. Heather Hutt, Los Angeles	District 45
Hon. Paul Krekorian	District 49
Hon. Richard Loa, Palmdale	NCTC
Hon. Ken Mann, Lancaster	District 43
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Jon Primuth, S. Pasadena	AVCJPA
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Jose Luis Solache, Lynwood	District 26
Hon. Hilda Solis	Los Angeles County
Hon. Michael Vargas	Riverside County
Hon. Scott Voigts, Lake Forest	OCCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Ray Marquez, SBCTA/SBCCOG, District 10, called the meeting to order at 9:30 a.m. Hon. Linda Molina, Calimesa, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

Chair Marquez opened the Public Comment Period and outlined instructions for public comments. He noted this was the time for persons to comment on any matter pertinent to SCAG’s jurisdiction that were not listed on the agenda. He reminded the public to submit comments via email to TCPublicComment@scag.ca.gov. Ruben Duran, committee counsel, acknowledged there were no public comments received by email before or after the deadline.

Seeing no public comment speakers, Chair Marquez closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

ELECTION OF CHAIR AND VICE CHAIR

Ruben Duran, Board Counsel, announced that the Committee would elect its 2023-24 Chair and Vice Chair and opened the floor for nominations. Chair Marquez announced that Hon. Tim Sandoval, Pomona, District 38, nominated himself for Chair and Hon. Mike Judge, Simi Valley, VCTC, nominated himself for Vice Chair. No additional nominations were submitted.

CONSENT CALENDAR

Chair Marquez opened the Public Comment Period.

Seeing no public comment speakers, Chair Marquez closed the Public Comment Period.

Approval Items

1. Minutes of the Meeting – February 2, 2023
2. SCAG's Digital Action Plan

Receive and File

3. Transportation Committee Agenda Outlook and Future Agenda Items

-
4. Connect SoCal 2024: Draft Aviation and Airport Ground Access Approach
 5. Connect SoCal 2024 Program Environmental Impact Report (State Clearinghouse No.: 2022100337): Status Update on Stakeholder Outreach and Highlights of Preliminary Approaches to Major Components
 6. Connect SoCal 2024: Locally-Reviewed Growth Forecast Demographic and Economic Evaluation
 7. Status Update for Draft Connect SoCal 2020 Amendment 3 and 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment #23-03
 8. Clean Transportation Technology Policy
 9. Exploring Transportation Pricing & Incentives Via Mobility Wallet Update
 10. Connect SoCal 2024: Equity Analysis Update - Priority Equity Communities
 11. Transit Ridership Update

A motion was made (Brown) to close nominations for Chair and Vice Chair and to approve both the election of Hon. Tim Sandoval, Pomona, District 38 as Chair and Hon. Mike Judge, Simi Valley, VCTC, as Vice Chair under the Consent Calendar approval as each were running unopposed; approve Consent Calendar Item 1; and Receive and File Items 2 through 11. The motion was seconded (Lorimore) and approved by the following votes.

AYES: ANTHONY, BECARRA, BERKSON, BETTS, BROWN, DORRIS, DUTREY, GAZELEY, GIBBS, GOODELL, HARNIK, JUDGE, JUNG, KELLEY, KRUPA, LOA, LORIMORE, MANN, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MOLINA, MOORE, NAJARIAN, NAVARRO, PRIMUTH, REBOLLAR, REECE, SCHWANK, SIMONOFF, SOLACHE, SPEAKE, STERNQUIST, VARGAS, VOIGTS, WAGNER, WALLACE, WAPNER, WONG (41)

NOES: None (0)

ABSTAIN: None (0)

ACTION ITEMS

12. 2023 SCAG Regional Active Transportation Program

There were no public comments for Agenda Item No. 12.

Cory Wilkerson, SCAG staff, reported on the 2023 Regional Active Transportation Program. Mr. Wilkerson stated this was the sixth cycle of the Active Transportation Program and it would fund projects through 2027. He noted the regional program was valued at \$361 million over four years and would fund 73 projects that support walking and bicycling. He reviewed the population-based funding targets for each county noting upon Regional Council approval, staff would submit the regional program to the California Transportation Commission for final adoption June 2023.

A MOTION was made (Wallace) to recommend that the Regional Council adopt Resolution No. 23-654-3 approving the 2023 Active Transportation Program Regional Program and Contingency List. The motion was SECONDED (Sternquist) and passed by the following roll call votes.

AYES: BECARRA, BERKSON, BETTS, BROWN, DORRIS, DUTREY, GAZELEY, GIBBS, GOODELL, HAGMAN, HARNIK, JUDGE, JUNG, KELLEY, KRUPA, LOA, LORIMORE, MANN, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MOLINA, MOORE, NAJARIAN, NAVARRO, PRIMUTH, REBOLLAR, REECE, SCHWANK, SIMONOFF, SOLACHE, SPEAKE, STERNQUIST, VARGAS, VOIGTS, WAGNER, WALLACE, WAPNER, WONG (41)

NOES: None (0)

ABSTAIN: None (0)

13. Approval of Expedited Programming for FY22 Carbon Reduction Program (CRP)

There were no public comments for Agenda Item No. 13.

Warren Whiteaker, SCAG staff, provided an update on the FY22 Carbon Reduction Program (CRP). Mr. Whiteaker reported the CRP was a new program established by the Infrastructure Investment and Jobs Act (IIJA) funded at \$6.4 billion nationally over a five-year period. It provides funding for transportation projects that reduce carbon dioxide emissions from on-road transportation sources. SCAG is responsible for selecting CRP funded projects and the region's funding allocation is \$33.6 million. The county transportation commissions identified projects to be funded by CRP and SCAG recommends their approval. The request is expedited due to the limited time to obligate FY2022 funds.

Hon. Jon Primuth, South Pasadena, AVCJPA, asked if there was confidence that the projects selected for funding would be approved by Caltrans. Mr. Whiteaker responded that the funding program was new but there was an agreement from the participating agencies that the funding would be allocated as requested.

A MOTION was made (McCallon) to recommend that the Regional Council: 1) approve expedited programming of Fiscal Year 2021-22 (FY2022) Carbon Reduction Program (CRP) funds for selected projects; and 2) authorize Executive Director to make necessary adjustments to selected projects to meet eligibility criteria and other applicable requirements. The motion was SECONDED (Brown) and passed by the following roll call votes.

AYES: ANTHONY, BECARRA, BERKSON, BETTS, BROWN, DORRIS, DUTREY, GAZELEY, GIBBS, GOODELL, HARNIK, JUDGE, JUNG, KELLEY, KRUPA, LOA, LORIMORE, MANN, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MOLINA, MOORE, NAJARIAN, NAVARRO, PRIMUTH, REBOLLAR, REECE, SCHWANK, SIMONOFF, SOLACHE, SPEAKE, STERNQUIST, VARGAS, VOIGTS, WAGNER, WALLACE, WAPNER, WONG (41)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEM

14. Joint Office of Energy and Transportation – Policy Direction for Transportation

There were no public comments for Agenda Item No. 14.

Gabe Klein, Joint Office of Energy & Transportation, reported on the joint office mission and programs. Mr. Klein stated the joint office was created to address areas of federal joint interest between the Departments of Energy and Transportation. It was funded at \$300 million, and its mission was to accelerate an electrified transportation system that is affordable, convenient, equitable, reliable and safe. The vision is to support deployment of zero-emission transportation through leveraging activities of the DOE and DOT. Additionally, to serve as the front door to the federal government for expertise and technical assistance and serve as a convenor of federal agencies, private sector companies, non-government organizations and academia to stimulate an all of society approach to zero emissions transportation and mobility services to reinvent the economy around zero-emission transportation.

Mr. Klein reviewed the emphasis areas stating that technical assistance of vehicle charging may be the most relevant to SCAG's focus. Further the Joint Office provides unifying guidance, technical assistance and analysis to support the \$5 billion National Electric Vehicle Infrastructure (NEVI) formula program which funds state efforts to build a national electric vehicle (EV) charging network. Other programs include \$5.6 billion to support low and no-emission transit bus deployments as well as \$5 billion to support electric school bus deployments. He reviewed the NEVI program noting the goal was to provide chargers every 50 miles along alternative fuel corridors. Each port ought to be

capable of providing 150kw to every vehicle. Mr. Klein noted the discretionary grant program for charging and fueling infrastructure was currently accepting grant applications until May 30, 2023. The charging infrastructure needs to be publicly accessible, located along a designated alternative fuels corridor, address environmental justice and be usable by those with disabilities.

Hon. Kenn Mann, Lancaster, District 43, asked if different grant applications can be submitted, one for electric and one for hydrogen. Mr. Klein responded that would be acceptable.

15. Connect SoCal 2024: Draft New Funding Strategies

There were no public comments for Agenda Item No. 15.

Jaimee Lederman, SCAG staff, reported on Connect SoCal 2024 draft new funding strategies. Ms. Lederman noted that the plan needs to estimate funding needed over a 20-year life and must balance expected revenue sources and estimated cost. Connect SoCal 2024's timeframe is FY24/25 through FY 49/50. She reviewed the financial plan development process noting that an initial core revenue forecast is developed followed by an estimation of operation and maintenance costs. Additional capital projects and CTC submissions are incorporated, and a working draft is created. Further steps involve exploring new revenue sources to establish a draft financial plan. She reviewed key issues included a failure of the federal gas tax revenue to keep pace with inflation and transportation funding federally was not meeting transportation needs. Additionally, there was dependence on retail sales growth and some local sales measures were due to expire in the coming years.

Ms. Lederman reviewed key issues relating to plan expenditures including capital costs for transit, passenger rail, state highways and local streets and debt service payments. Additional issues included addressing resiliency needs, increased costs for labor and construction and state mandates to shift to zero emission busses. It was noted revenues were decreasing, costs were increasing, and the transportation system needs were expanding. She reviewed the new and innovative funding sources included in Connect SoCal 2020 and explained the mileage-based user fee to replace tax on gasoline.

Hon. Wes Speake, Corona, WRCOG, expressed concern that there was not a sufficient communication plan in order for the public to understand some of the measures needed in response to the financial issues such as the mileage-based user fee.

Hon. Liz Becerra, Victorville, District 65, asked how the mileage-based user fee would work for those who drive across different counties. Ms. Lederman responded that the state and federal pilot programs were exploring how these logistical issues would work with this fee.

CHAIR'S REPORT

Hon. Ray Marquez, SBCTA/SBCCOG, District 10, welcomed new committee members Hon. Linda Molina, Calimesa, Hon. Thomas Wong, Monterey Park, SGVCOG, Hon. Brian Berkson, Jurupa Valley, and Hon. Sharona Nazarian, Beverly Hills. Mr. Marquez thanked outgoing member Hon. Alicia Weintraub, Calabasas. Mr. Marquez announced that SCAG's 2023 General Assembly would take place May 4th and 5th in Palm Desert and there would be no Transportation Committee that month. Additionally, Connect SoCal 2024 mobile workshops were taking place throughout the region and members were encouraged to attend one in their county. Also, May was National Bike Month to encourage biking safety. SCAG's Go Human program worked toward these goals and upcoming neighborhood events were announced.

METROLINK REPORT

Hon. Art Brown, Buena Park, District 21, reported that Metrolink had completed full deployment of its earthquake early warning system along segments of all seven of its passenger rail lines. Metrolink's warning system was based on an interface between the United States Geological Survey's ShakeAlert[®] system and Metrolink's Positive Train Control (PTC) system. With roll out to all of Metrolink's seven lines, the system now included automatic braking through PTC, so the train can stop or slow down in response to an alert. Also, Metrolink was offering free rides on Earth Day, Saturday, April 22nd. The Santa Fe Depot in San Bernardino was featured on a new U.S. stamp commemorating historic railroad stations across the country. The Santa Fe Depot opened in 1918 and at the time was the largest railway station west of the Mississippi River.

STAFF REPORT

David Salgado, SCAG staff, reminded members to appoint delegates to SCAG's General Assembly coming up in May. He also announced SCAG co-sponsored events in the region including Urban Land Institute's Regional Utilities Supporting Housing Forum April 28 and a Ribbon Cutting event at the Sysco Distribution center in Riverside to celebrate grant supported zero emission fleet enhancements.

FUTURE AGENDA ITEMS

Hon. Art Brown, Buena Park, District 21, reported that a new state Senate committee had been formed to support Southern California rail, specifically the LOSSAN corridor. Mr. Brown asked that a member of that committee be invited to address the Transportation Committee at its June or July meeting.

ADJOURNMENT

There being no further business, Chair Marquez adjourned the Transportation Committee meeting at 11:37 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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MEMBERS	CITY	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB
Anthony, Konstantine	Burbank	District 42									1
Barger, Kathryn		Los Angeles County	1			1	1	1			1
Becerra, Liz	Victorville	District 65	1	1		1	1	1		1	1
Berkson, Brian	Jurupa Valley	Pres Appt.									
Betts, Russell	Desert Hot Springs	CVAG	1	1		1	1	1		1	1
Brown, Art	Buena Park	District 21	1	1		1	1	1		1	
Chun, Ross	Aliso Viejo	OCTA		1		1	1	1		1	1
Do, Andrew		Orange County	1	1		1	1			1	1
Dorris, Darrell	Lancaster	NCTC	1	1		1	1			1	1
Dutrey, J. John	Montclair	SBCTA	1	1		1	1	1		1	1
Gazeley, James	Lomita	District 39	1	1		1	1	1		1	1
Gibbs, Jason	Santa Clarita	NCTC	1	1			1	1		1	1
Goodell, Brian	Mission Viejo	OCTA	1	1		1	1			1	1
Hagman, Curt		San Bernardino Cnty	1	1		1	1	1		1	1
Hamada, Ray	Bellflower	Bellflower	1	1		1	1	1		1	
Harnik, Jan	Palm Desert	RCTC	1	1		1	1	1			1
Hernandez, Laura	Prt Hueneme	District 45		1				1		1	1
Hutt, Heather	Los Angeles	District 57									
Judge, Mike	Simi Valley	VCTC	1	1		1	1	1		1	1
Jung, Fred		OCCOG									1
Kelley, Trish	Mission Viejo	OCCOG	1	1		1	1	1		1	1
Krekorian, Paul	Public Transit Rep	District 49									
Krupa, Linda	Hemet	WRCOG	1	1		1	1	1		1	1
Loa, Richard	Palmdale	NCTC		1		1	1	1		1	
Lorimore, Clint	Eastvale	District 4	1	1		1	1	1		1	1
Mann, Ken	No. L.A. County	District 43									
Manos, Steve	Lake Elsinore	District 63	1	1				1		1	1
Marquez, Paul	Caltrans District 7	Ex-Officio	1			1	1	1			
Marquez, Ray	Chino Hills	District 10	1	1		1	1	1		1	1
McCallon, Larry	SBCTA/SBCCOG	District 7	1	1		1	1	1		1	1
McLean, Marsha	No. L.A. County	District 67	1	1		1	1	1		1	1
Michael, L. Dennis	Rancho Cucamonga	District 9	1	1		1	1	1		1	1
Molina, Linda	Calimesa	Pres. Appt.									
Moore, Carol	Laguna Woods	OCCOG	1	1		1		1		1	1
Najarian, Ara	Glendale	AVCJPA	1			1				1	
Nava-Froelich, Maria		ICTC	1	1		1	1	1		1	1
Navarro, Frank	Colton	District 6	1	1		1	1	1		1	1
Primuth, Jon	S. Pasadena	AVCJPA	1	1				1			
Rebollar, Gil	ICTC	District 1									1
Reece, Ed	Claremont	SGVCOG	1	1		1	1	1		1	1
Ruiz, Crystal	San Jacinto	WRCOG	1	1			1	1		1	
Saleh, Ali	City of Bell	GCCOG	1	1		1	1	1		1	1
Sandoval, Tim	Pomona	District 38	1	1			1	1		1	1
Schwank, Zak	Temecula	District 5		1						1	1
Simonoff, Marty	Brea	District 22	1	1		1	1	1		1	1
Smith, Jeremy	Canyon Lake	Canyon Lake		1		1	1	1		1	1

Smith, Ward	Placentia	OCCOG		1		1	1			1	1
Solache, Jose Luis	Lynwood	District 26	1	1		1	1	1		1	
Solis, Hilda		Los Angeles County						1			
Speake, Wes	Corona	WRCOG								1	1
Spiegel, Karen		Riverside County		1		1	1			1	1
Sternquist, Cynthia	Temple City	SGVCOG	1	1			1	1		1	1
Tye, Steve	Diamond Bar	District 37		1			1	1			1
Vargas, Michael		Riverside County	1	1		1	1	1		1	
Voigts, Scott	Lake Forest	Orange County		1		1	1				
Wagner, Don	Orange County	Orange County	1	1			1	1		1	1
Wallace, Colleen	Banning	WRCOG								1	1
Wapner, Alan		SBCTA	1	1		1	1	1		1	1
Wong, Thomas	Monterey Park	SGVCOG									



AGENDA ITEM 2
REPORT

Southern California Association of Governments
June 1, 2023

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

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

RECOMMENDED ACTION FOR TC:

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

RECOMMENDED ACTION FOR RC:

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

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

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

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

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

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

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

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

BACKGROUND:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FISCAL IMPACT:

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

ATTACHMENT(S):

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



RESOLUTION NO. 23-656-2

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

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

REGIONAL COUNCIL OFFICERS

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

COMMITTEE CHAIRS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WHEREAS, given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N29-20, one public hearing for the Amendments were held telephonically and electronically on January 17, 2023;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Art Brown
President, SCAG
City of Buena Park

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



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

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

www.scag.ca.gov



Purpose

Seeking Regional Council:

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

Connect SoCal 2020 Project Modification Summary

Amendment 3 consists of 215 project modifications

Example projects with modifications:

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

2023 FTIP Project Modification Summary

Changes in 2023 FTIP Consistency Amendment 23-03 include:

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

CEQA Analysis of Project Modifications

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

Major Efforts to Resolve Transportation Conformity Lockdown

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

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

Acknowledgement for Resolving Conformity Lockdown



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

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

Transportation Conformity Determinations



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

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

Next Steps

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

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

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

Access to Documents

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

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

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

Recommended Actions

Two votes and in sequence

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



Thank you!

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





AGENDA ITEM 3
REPORT

Southern California Association of Governments

June 1, 2023

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Annie Nam, Deputy Director
(213) 236-1827, Nam@scag.ca.gov

Subject: Transportation Committee Agenda Outlook and Future Agenda Items

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The draft Policy Development Framework (“Framework”) for Connect SoCal 2024 was presented to the Transportation Committee (TC) on April 7, 2022. Following the Regional Council adoption of the Framework on June 2, 2022, staff developed a 12-month look ahead for the TC, to realize the goals and discussions committed to in the Framework and develop consensus around the policy priorities 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. The attached revised look ahead for the TC provides updated information for the remainder of FY 2023. The look-ahead will be updated monthly as a receive & file item, reflecting agenda items covered and any modifications needed.

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.

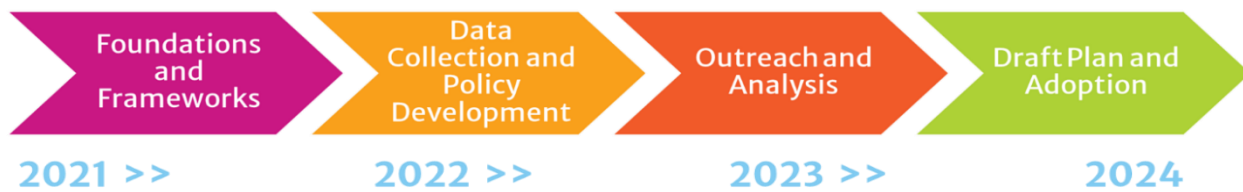
SCAG’s next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data as well as enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. The pillars of Connect SoCal—the *Core Vision* and *Key Connections*—are 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 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 continued with research to better understand the trends and existing conditions in the region. This phase involved assessment of 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. Over the course of 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

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 Transportation Committee (TC) 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.

Transportation Committee Look Ahead and Framework

Building on the Policy Framework and the commitment to creating more transparency and engagement in the policy development process, staff has updated the agenda look ahead for the Transportation Committee (TC) to provide a framework and approach for the remaining months of FY 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 Connect SoCal. Presentations will offer best practices, lessons learned and emerging trends in key policy areas centered on transportation. Throughout 2022, presentations focused on current implementation efforts for Connect SoCal 2020 as well as status updates on the development of Connect SoCal 2024. Throughout the first half of 2023, staff will continue seeking direction from relevant Policy Committees and the three special Policy Subcommittees.
- 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 TC include: the development and implementation of the Regional Early Action Planning Grant program 2.0 (REAP 2.0), with a focus on the County Transportation Partnership Program component along with the Regional Pilot Initiatives (RPI); the Future Communities Pilot Program update; and an overview of the Go Human Program.
- 3. *Regional Updates:*** This programmatic area will focus on updates and approvals, such as the Cycle 6 Active Transportation Program and the Trade Corridor Enhancement 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 through June 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 updated 12-Month Look Ahead is included as Attachment 1, highlighting items covered to date, any modifications made, and new items for upcoming meetings through June 2023.



FISCAL IMPACT:

Work associated with this item is included in the FY 22-23 Overall Work Program (310.4874.01: Connect SoCal Development).

ATTACHMENT(S):

1. TC 12 Month Look Ahead PPT

Transportation Committee Agenda Outlook for FY 2023

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

Date	Connect SoCal	Local Assistance Program	Regional Update
July to Sept	<ul style="list-style-type: none"> ✓ Draft Goals and Performance Measures ✓ Draft 2023 FTIP/Proposed Final Draft Amendment No. 2 to Connect SoCal 2020 ✓ Connect SoCal 2024 Project List Solicitation Process ✓ NHS Infrastructure/System Performance Report • Regional Dedicated Transit Lanes Final Report • CHSRA Status Update on Los Angeles-Anaheim Corridor ✓ Southern California Goods Movement Communities Opportunity Assessment: Findings and Tools ✓ Curb Space Management Study Final Report 	<ul style="list-style-type: none"> ✓ Go Human Mini-Grants Award Announcement ✓ REAP 2.0 CTC Partnership Program Final Guidelines and Call for Projects ✓ Future Communities Pilot Program Update: Pilot Progress and Completed Pilot Findings 	<ul style="list-style-type: none"> ✓ TC 12-month lookahead
Oct to Dec	<ul style="list-style-type: none"> ✓ Proposed Final 2023 FTIP and Proposed Final Draft Amendment No. 2 to Connect SoCal 2020 • TDM Data Standards Final Report ✓ Draft Connect SoCal 2024 Core (Baseline) Revenues • Draft Connect SoCal 2024 Core (Baseline) Costs • Moving toward Universal Basic Mobility (UBM) • Final Performance Measures and Monitoring • Core Strategies: System Preservation/Management • Exploring Transportation Pricing & Incentives Via Mobility Wallet: MPO/Caltrans Study Overview ✓ Replacing California's Gas Tax: Road Charge Research • Local Data Exchange (LDX) Process Update 	<ul style="list-style-type: none"> ✓ Office of Traffic Safety Acceptance of Funds <i>(upon award)</i> ✓ Go Human Program Overview ✓ Go Human Mini-Grants Outcomes and Program Recap and New Strategies 	<ul style="list-style-type: none"> ✓ 2022 Trade Corridor Enhancement Program (TCEP) Project Nominations for SCAG Region for Submittal to the California Transportation Commission

Transportation Committee Agenda Outlook for FY 2023

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

Date	Connect SoCal	Local Assistance Program	Regional Update
Jan to Feb	<ul style="list-style-type: none"> • Draft Connect SoCal 2024 Plan Costs ✓ Draft Connect SoCal 2020 Amendment No. 3 and Draft FTIP Consistency Amendment 23-03 ✓ Regional Dedicated Transit Lanes Final Report ✓ Core Strategies: Transit • Focus on Transit & Emerging Shared Mobility Ecosystems (merged with transit item above) ✓ California Integrated Travel Project (Cal-ITP) Overview ✓ Federal Funding & Policy Direction for Transportation ✓ Connect SoCal 2024: Draft Core Revenues & Costs • Exploring Transportation Pricing & Incentives via Mobility Wallet (moved to April) ✓ Core Strategies: Complete Streets/AT; Complete Streets Policy ✓ TDM Data Standards Final Report ✓ Connect SoCal 2024 DRAFT SCS Technical Methodology 	<ul style="list-style-type: none"> • REAP 2.0 CTC Partnership Program- Project Selection ✓ SCAG's Draft Digital Action Plan (<i>Release for Public Comment</i>) ✓ STBG/CMAQ Compliance Action Plan 	<ul style="list-style-type: none"> ✓ Status Update: Air Quality Planning & Transportation Conformity Challenges in the Region
March	<ul style="list-style-type: none"> ✓ <u>Joint Policy Committee (No Regular Committees): Connect SoCal 2024 Subcommittee Recommendations</u> 		

Transportation Committee Agenda Outlook for FY 2023

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

Date	Connect SoCal	Local Assistance Program	Regional Update
April	<ul style="list-style-type: none"> ✓ Connect SoCal 2024: Draft New Funding Strategies ✓ Exploring Transportation Pricing & Incentives via Mobility Wallet (R&F) • Core Strategies: Goods Movement (moved to June) ✓ National Blueprint for Transportation Decarbonization ✓ Connect SoCal Aviation Report (R&F) • Proposed Final Connect SoCal 2020 Amendment No. 3 and Draft FTIP Consistency Amendment 23-03 (moved to June) 	<ul style="list-style-type: none"> • REAP 2.0 CTC Program Project Selection & RPI Program Framework (move to July) • STBG/CMAQ Program Guidelines (move to June) ✓ SCAG's Digital Action Plan ✓ Expedited Selection Carbon Reduction Program FY22 	<ul style="list-style-type: none"> ✓ ATP Cycle 6 Regional Program Adoption ✓ Clean Tech Policy (R&F)
June	<ul style="list-style-type: none"> • Draft Connect SoCal 2024 Policy Framework • Connect SoCal 2024: Draft Financial Plan (merged with overall Draft Connect SoCal Plan release) • Guiding Principles for Emerging Technology • Proposed Final Connect SoCal 2020 Amendment No. 3 and Draft FTIP Consistency Amendment 23-03 • Core Strategies: Goods Movement 	<ul style="list-style-type: none"> • STBG/CMAQ Program Guidelines • CRP Program Guidelines (move to 2nd quarter of FY24) 	



AGENDA ITEM 4
REPORT

Southern California Association of Governments

June 1, 2023

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Debbie Dillon, Chief Strategy Officer
(213) 236-1870, Dillon@scag.ca.gov

Subject: Status Report on SCAG's Racial Equity Early Action Plan

RECOMMENDED ACTION FOR EAC:

Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, EEC, TC AND RC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal

EXECUTIVE SUMMARY:

In July 2020, the Regional Council adopted Resolution NO. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. The resolution called for the formation of an ad hoc Special Committee on Equity and Social Justice to further develop SCAG's response to advancing equity. The Committee met on a quarterly basis starting in September 2020 and concluding in March 2021, culminating in the development of an early action plan. On May 6, 2021, the Regional Council adopted the Racial Equity Early Action Plan (Plan), which SCAG has used to guide and sustain SCAG's regional and organizational leadership in service of equity and social justice since its adoption. This report provides a summary of Plan progress to date.

Additionally, the Racial Equity and Regional Planning Subcommittee (Subcommittee) was created last year along with two other Subcommittees to dive deeper into issue areas related to the development of Connect SoCal. This Subcommittee met four times between September 2022 and January 2023 culminating in recommendations contained in a White Paper that built on the Special Committee's work to advance racial equity through Connect SoCal. These recommendations were then presented in the Joint Meeting of the Policy Committees held on

March 2, 2023. *This report provides a summary of activities and progress on Racial Equity efforts across the agency to date.*

BACKGROUND:

The Racial Equity Framework adopted by SCAG's Regional Council in May of 2021 established overarching goals and strategies to advance racial equity through SCAG's policies, practices, and activities. This ensures that SCAG's equity-related work is aligned toward common goals and continues through actions pursued across the agency.

The Framework includes four overarching goals:

1. **Shift Organizational Culture:** Focus SCAG's internal work and practices on inclusion, diversity, equity, and awareness.
2. **Center Racial Equity in Regional Policy & Planning:** Bring equity into SCAG's regional planning functions.
3. **Encourage Racial Equity in Local Planning Practices:** Promote racial equity in efforts involving local elected officials and planning professionals.
4. **Activate & Amplify:** Communicate broadly SCAG's commitment to racial equity and join others in different fields and sectors to amplify impact.

Each of these goals is advanced through a focus on the following three strategies:

1. **Listen & Learn:** Develop a shared understanding of our history of discrimination and the structural barriers that continues to perpetuate the inequities experienced today.
2. **Engage & Co-Power:** Create an environment where everyone is included, able to share their experiences, and equipped to talk about racial equity and inequities.
3. **Integrate & Institutionalize:** Focus on systems change to improve racial equity. Center racial equity in all aspects of work. This involves internal and external systems change.

The Plan was and is intended to be a living document with opportunities to identify new actions and commitments over time. SCAG understands that the work of advancing equity requires continual listening and learning, and SCAG is utilizing input received from the Subcommittee, the Joint Policy Committee meeting, the Connect SoCal development process, the SCAG strategic plan update process underway and other resources to update the plan.

Attached to this report is a table that provides the Goal, Action, Status and Notes about each element in the current Plan.

FISCAL IMPACT:

Work associated with this item is included in the FY 22-23 Overall Work Program (310.4874.01: Connect SoCal Development) and in the FY 22-23 Indirect Budget 810-1020.02.



ATTACHMENT(S):

1. SCAG's Racial Equity Early Action Plan FY 2022-23 Progress Report



SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Shift Organizational Culture	Develop an Inclusion, Diversity, Equity, and Access (IDEA) Education and Training Program.	In-Progress	Launched Mental Health Matters program, centering key elements of inclusion and belonging. Sessions were offered on a quarterly basis, and three sessions were completed in FY23, with additional sessions to be offered in FY24. Executive Team members completed Leading with Equity training facilitated by external Diversity Equity Inclusion and Belonging (DEIB) consultant. Learning newsletter, Learner's Corner, featured a spotlight on "A Seat at the Table" program, centering critical dialogue related to DEIB related topics. Management Team completed Empowering Minds training program to provide strategies to leaders to foster a resilient, creative, and kind environment with their teams. Further training curriculum is in development.
Shift Organizational Culture	Conduct an externally led racial equity audit to further inform equity actions.	Planned	This action will be included as part of the update to SCAG's strategic plan which is currently underway.
Shift Organizational Culture	Establish an IDEA Team to oversee and update EAP.	Completed	The IDEA team, consisting of 17 cross-functional SCAG team members, underwent a foundational knowledge workshop series titled "IDEA Foundations," where a shared language of DEI principles was established. With both the addition of a DEIB Principal Management Analyst position in HR, and the execution of a contract between a DEIB consultant firm in Spring, the IDEA team reconvened in July 2022 to continue working toward shifting the organizational culture.
Shift Organizational Culture	Assess and align procurement policies with diversity goals.	In-Progress	A service provider has been procured to facilitate the rewrite of the Procurement manual. An Internal Review Committee has been established to evaluate and inform the rewrite. A member of the IDEA (Inclusion, Diversity, Equity, Access) Strategies, Policies, and Procedures subcommittee has been included on the Internal Procurement Review committee to ensure the integration of DEIB opportunities to the extent possible. The first draft of the new procurement manual is expected to be made available for review and comment by the Internal Review Committee and the Executive team in June 2023.
Shift Organizational Culture	Create an Equity Planning Resource Group to share best practices.	Completed	SCAG has established an internal Equity Work Group that has developed an equity resource guide to support local jurisdictions as they take on advancing equity and is currently developing a racial equity toolkit to help institutionalize equity in the Planning Division. Additionally, with support from an equity expert, SCAG developed resources for staff to incorporate racial equity in Connect SoCal.
Shift Organizational Culture	Develop a Diversity Style Guide on standards for communication.	In-Progress	Media and Public Affairs will complete a draft overall agency styleguide with Diversity, Equity, Inclusion, and Belonging integration by the end of the fiscal year.
Shift Organizational Culture	Update SCAG's Strategic Plan to incorporate an equity vision and goals to guide agency work plans.	In-Progress	Consultant has completed the data collection phase of the project, staff is developing updated plan elements to work through at the EAC retreat in June.
Shift Organizational Culture	Prepare an Inclusive and Equitable Talent Management Strategy.	In-Progress	SCAG Human Resources is currently developing a hiring toolkit to inform the early stages of the employee journey from recruitment to onboarding. The outreach guide will include an outreach guide informing outlets to reach highly diverse candidate pools. Training will be deployed to support the launch and utilization of the toolkit in early 2023. An improved onboarding program is in-development with inclusion of a buddy program to increase belonging within the agency. NEOGOV, the agency's applicant tracking system, is being expanded to support talent management functions including pre-boarding and offboarding. Offboarding will improve data collection as individuals depart the agency through intentional exit surveys. Clarity related to internal mobility is underway through the development of a succession planning framework and defined career mapping. The Global Diversity, Equity, and Inclusion benchmarks are serving as a framework to inform best practices and measure maturity of DEIB integration.



SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Center Racial Equity in Regional Policy & Planning	Offer equity training for Board members, including as part of Board Orientation.	In-Progress	SCAG's equity efforts are incorporated into New Member Orientation presentations and onboarding materials. Resources from GARE and other publications will be shared with members. A formal training program will be proposed to Human Resources as part of their DEI Consultant initiatives.
Center Racial Equity in Regional Policy & Planning	Include Equity Assessment section in Staff Reports.	Planned	This action will follow the update of SCAG's Strategic Plan to ensure alignment with equity vision and goals and may include the addition of an equity section to the staff report template in MinuteTraq. Evaluating a date when it will become effective (requires advance staff training).
Center Racial Equity in Regional Policy & Planning	Prepare Racial Equity Indicators Report.	In-Progress	In November 2022, SCAG staff released an update to the Racial Equity Baseline Conditions Report which provides an assessment of existing disparities and inequities focused on goals from Connect SoCal. Moving forward, staff is recommending that Baseline Conditions report be updated to every four years, with the next release planned for the fall of 2026, to support the development of Connect SoCal 2028.
Center Racial Equity in Regional Policy & Planning	Increase opportunity for participation in Policy Committees; Formalize Committee equity roles.	Completed	Coinciding with the adoption of the Racial Equity Early Action Plan, last May SCAG's Bylaws were amended to expand Policy Committee membership to include Communities of Concern representatives to create a more inclusive governance structure.
Center Racial Equity in Regional Policy & Planning	Update Public Participation Plan.	Completed	SCAG updated the Public Participation Plan to include several goals and strategies to ensure SCAG's communications are looked at through an equity framework whenever possible. The Regional Council approved the document at its April 2022 meeting.
Center Racial Equity in Regional Policy & Planning	Form Regional Policy Working Group dedicated to Equity.	Completed	SCAG staff convenes a quarterly Regional Equity Working Group (EWG) to engage stakeholders on SCAG's equity-focused regional and local planning activities as well as uplift efforts across the region to advance equity in land-use and transportation planning. To date, staff have hosted eight meetings.
Center Racial Equity in Regional Policy & Planning	Develop equity goals, policies, and metrics as part of Connect SoCal update.	In-Progress	As described further below, SCAG formed a Racial Equity and Regional Planning Subcommittee to provide guidance on opportunities to advance racial equity in Connect SoCal. The Subcommittee's recommendations will inform policies and strategies in the draft plan. The draft plan will also include an enhanced approach for conducting equity analysis, including by defining and analyzing plan impacts on Priority Equity Communities.



SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Center Racial Equity in Regional Policy & Planning	Explore developing Research Program with University Partners.	In-Progress	<p>Although further work is needed on a holistic scope for the program, specific work elements are being developed. For example, staff is seeking to update its understanding of the travel behavior and travel challenges of low-income residents to improve future planning and support equitable travel initiatives throughout the region. Staff hopes to better understand the travel behavior and transportation needs of low-income drivers across the region, examining the relationship between access to reliable transportation and employment status, including consideration of non-commute travel needs including childcare and access to health care and public services. The work would also include strategies specifically to address challenges for unbanked populations and those who do not own smart phones. This effort is intended to serve as a foundation for understanding how to design innovative mobility pilots to increase participation of and benefits to low-income populations. This is particularly critical for understanding the potential of universal basic mobility programs.</p> <p>In addition, SCAG is partnering with the Brookings Institution to conduct a tribal data needs assessment that will include strategies for improved data-collection and analysis to better serve the unique needs of tribal and native-serving organizations. This work will build on Brookings' Black Progress Index.</p>
Center Racial Equity in Regional Policy & Planning	Form a Restorative Justice Subcommittee to inform work on Connect SoCal.	Completed	The Racial Equity and Regional Planning Subcommittee was established to identify opportunities to advance racial equity through the policies and strategies in Connect SoCal and guide how planning and investments over the next 30 years can address and rectify the effects of racially discriminatory policies in SCAG's communities. The subcommittee held four meetings and advanced a White Paper with recommendations for infusing racial equity in Connect SoCal. The White Paper was considered by the Joint Policy Committee in March 2023 and will inform policies and strategies in Connect SoCal.
Center Racial Equity in Regional Policy & Planning	Form Economic Empowerment Program.	In-Progress	The Economic Empowerment unit will oversee the administration of the Sustainable Communities Program Call 4 efforts (projects focused on Civic Engagement, Equity, and Environmental Justice) and the Public Health Fellows program. Both Calls were released in Spring 2023. The Call 4 will make up to \$5M in funding available to support equity-centered planning across the SCAG region with an emphasis on community-centered partnerships.
Encourage Racial Equity in Local Planning	Support data requests, create tools for information sharing.	In-Progress	<p>SCAG staff have been conducting outreach to local jurisdictions in the region, including those that are low-resourced and located in Disadvantaged Communities, to introduce the available tools and resources in the Regional Data Platform (RDP) as part of the Local Data Exchange (LDX) process. To date, the SCAG Local Information Services Team (LIST) provided one-on-one technical assistance to various subregional COGs and 167 local jurisdictions in the region to promote RDP tools and resources along with the LDX process. LIST is ready to provide technical assistance upon request.</p> <p>SCAG staff will use the REAP 2021 funding program to provide a Big Data Consulting Practice to provide consulting services to small and under resourced jurisdictions who may not have capacity to use big data to advance racial equity in local transportation planning.</p>
Encourage Racial Equity in Local Planning	Expand Toolbox Tuesday trainings to include sessions on racial equity.	Completed	On a quarterly basis, SCAG hosts equity-focused Toolbox Tuesday trainings for practitioners. In FY23, SCAG held four trainings centered around strategies in the Racial Equity Early Action Plan: listen and learn, engage and co-power, and integrate and institutionalize.
Encourage Racial Equity in Local Planning	Provide elected officials with fact sheets and tools to promote racial equity.	In-Progress	SCAG's equity efforts are incorporated into New Member Orientation presentations and onboarding materials. Resources from GARE and other publications are posted on SCAG's website.



SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Encourage Racial Equity in Local Planning	Provide resources for CBO engagement in Local Planning - e.g., Call for Collaboration, Go Human Mini-Grants.	In-Progress	<p>SCAG has continued to support CBOs through the Call for Collaboration in partnership with three foundations. SCAG provided \$1 million of its REAP 1.0 funding to develop a program that provided capacity-building technical assistance and grants to non-profits and CBOs. Fifteen organizations were granted funding to engage in land use planning efforts that support the acceleration of housing production, with an emphasis on ensuring principles of equity are included in planning processes, new funding programs, and policies. This program is near completion with nearly all grantees having completed their work. SCAG has evaluated the program to apply lessons learned to future efforts.</p> <p>In April 2023, Go Human launched its Community Hubs Program, which offers funding opportunities for community organizations to implement local traffic safety and community engagement strategies that leverage community gathering and resource sites or networks. The program aims to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, prioritizing Black, Indigenous and People of Color; people with disabilities; and frontline workers, particularly those walking and biking. Awardees may utilize the Go Human Kit of Parts to demonstrate street treatments and co-branded safety advertisements. The implementation period for this program will run through August 2023.</p> <p>As part of the 2023 Go Human Safety Strategies contract, SCAG will distribute co-branded advertisements for 25 local partners, demonstrate street treatments with the Go Human Kit of Parts Lending Library with 5 local partners, and develop oral histories focused on mobility justice.</p> <p>SCAG's SCP Call 4 is focused on Civic Engagement, Equity and Environmental Justice. This program will be released in early 2023 and will support strategic partnerships between lead applicants and CBOs to advance equitable, community driven housing and mobility projects across the region. The new co-applicant structure directly shifts and advances opportunities for CBOs to access funding opportunities and resources through SCAG and not only engage but direct planning decisions and efforts.</p>
Encourage Racial Equity in Local Planning	Build planning capacity in low-resourced jurisdictions by providing staff support - e.g., Civic Sparks, Public Health Fellows.	In-Progress	<p>SCAG released the Call for Fellowship Providers in April 2023 to create opportunities for early-career and mid-career fellows to gain experience and proficiency in public service and to make a meaningful positive impact in the SCAG region. SCAG will leverage REAP 2021 funding to support this effort.</p>



SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Encourage Racial Equity in Local Planning	Refine equity goals and evaluation criteria used in Sustainable Communities Program (SCP).	In-Progress	The SCP prioritizes equity in its evaluation and the program goals point to prioritizing priority populations and disadvantaged communities in alignment with SCAG's resolution on race and equity. Call 4, developed throughout FY22/23 and in alignment with the REAP 2.0 Guidelines and state partner feedback, further prioritized and centered equity through all components of the Call, within the Guidelines, evaluation and new co-partnership structure. Evaluation prioritized equity through significant point allocation for Project Need & Priority Population Benefits, inclusive of strategies to address historic and current inequities and priority population benefit. Significant point allocation also included Inclusive and Equitable Partnerships, inclusive of inclusive, diverse and equitable engagement, as well as Local Partnerships, inclusive of reciprocal relationships and impact, and governance and decision making. The evaluation sought to recognize historic harms communities have experienced and sought reparative efforts to address harm or historic exclusion from funding opportunities. SCP CEEEJ also piloted a Co-Applicant structure, which allows for community-based organizations (CBOs) to apply as co-applicants, to support community-identified and community-led project identification and implementation opportunities, alongside a primary jurisdiction or agency applicant. This co-applicant structure facilitates opportunities for equity-centered proposal development and decision-making. Finally, the SCP has continued to facilitate opportunities to compensate CBO partners committed to equity to serve as evaluators to ensure projects are assessed with intentional attention to equity.
Encourage Racial Equity in Local Planning	Provide resources through the Sustainable Communities Program to promote Environmental Justice.	Planned	Developed SCP Call 4, Civic Engagement, Equity and Environmental Justice (SCP CEEEJ), to support the goals and implementation of the Racial Equity Early Action Plan. This program prioritizes resources in historically disinvested areas and communities most impacted by adverse public health outcomes and air quality impacts. This program will catalyze planning activities to support GHG and VMT reduction, advance equity and environmental justice, and provide needed funding to communities with the highest need. SCP CEEEJ includes \$5M in available funding, inclusive of \$3M through REAP 2.0, to fund Housing & Land Use projects, and \$2M through SB1 to fund Multimodal Communities projects. The Call opened on Wednesday, April 12 and closes on Monday, June 5, 2023. Applications shall be evaluated throughout the summer, with an anticipated project list to be reviewed by the Regional Council in September 2023.
Encourage Racial Equity in Local Planning	Identify opportunities to incorporate equity analysis in development of 2023 Federal Transportation Improvement Program (FTIP).	Completed	Based on the adopted FTIP Guidelines, County Transportation Commissions (CTCs) were encouraged to consider equity in developing their respective County TIPs. In future FTIPs, more advanced database analytics combined with spatial analysis may be utilized to evaluate investments across the region and consider whether they are addressing under resourced or underserved areas. In the near term, SCAG has initiated an FTIP mapping tool through the updated eFTIP database to capture the location and extent of all projects including non-modeled (exempt) projects. Any changes to the FTIP process involving equity will be done in collaboration with the CTCs.
Activate & Amplify	Collaborate on a fair housing public information campaign	Planned	SCAG designated funding for the development of a community outreach and advertising campaign with the goals of creating positive associations with housing development and housing-supportive land use policies. The Chan Zuckerberg Initiative (CZI) has been working with a marketing and branding firm on a market segmentation analysis, identifying core values associated with housing development. CZI has finalized their report and is coordinating with United Way of Greater LA (for the SCAG region) to develop implementation toolkits. SCAG is working to dedicate REAP2 funding to support development of the toolkits and model this effort on the success of SCAG's Go Human campaign. CZI and SCAG are preparing to enter an MOU, kick off is expected in summer 2023.



SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Activate & Amplify	Strengthen relationships with other MPOs.	In-Progress	On a bimonthly basis, SCAG works with others to convene an MPO Equity Working Group to discuss current equity efforts, challenges, and best practices. Meetings have focused on various equity topics including but not limited to performance measures, partnering with community-based organizations, environmental justice analysis, and equity tools. SCAG also participates in the monthly California Association of Councils of Governments Big 4 MPO + Caltrans meetings to discuss experiences advancing equity and share resources.
Activate & Amplify	Explore opportunities to partner to establish a “Planning University” for Community-Based Organizations & Stakeholders.	Planned	On a bimonthly basis, SCAG works with others to convene an MPO Equity Working Group to discuss current equity efforts, challenges, and best practices. Meetings have focused on various equity topics including but not limited to performance measures, partnering with community-based organizations, environmental justice analysis, and equity tools. SCAG also participates in the monthly California Association of Councils of Governments Big 4 MPO + Caltrans meetings to discuss experiences advancing equity and share resources.
Activate & Amplify	Develop an Excellence in Equity Annual Award Program.	Completed	SCAG's Sustainability Awards Program now includes an equity category to highlight projects that advance equity and facilitate the growth of healthy, livable, sustainable, and economically resilient communities. SCAG renamed the Equity Award to honor the late Ventura County Supervisor Carmen Ramirez, who was tragically killed in 2022 after a lifetime of championing sustainability. The inaugural recipient of the Carmen Ramirez Award for Equity is a unique partnership between the City of Rialto and the Inland Empire Utility Agency (IEUA) whereby Rialto will sell a portion of its recycled water supply to IEUA, which, in turn, will fund the design, construction and operation of a pipeline, pump station and connection between the wastewater plant and the agency's own recycled water distribution system.
Activate & Amplify	Develop Inclusive Economic Recovery Strategy.	Completed	The Inclusive Economic Recovery Strategy (IERS) was developed through a rigorous public outreach and engagement process, including 20 convenings with stakeholders from the private, public, and government sectors. The resulting Inclusive Economic Recovery Strategy Report and recommendations were adopted by the Regional Council on July 1, 2021.
Activate & Amplify	Inclusive Economic Growth Implementation Program.	In-Progress	Following adoption of the Inclusive Economic Recovery Strategy in July 2021, SCAG was awarded \$3.5 million in State funding to implement IERS core recommendations. Of these recommendations, SCAG is working to develop a county-level Job Quality Index to help measure progress toward a more robust, inclusive, and equitable economy; inclusive contracting toolkits to support the region's diverse, small-businesses; action-oriented plans to expand access to family-supporting jobs; and county-level analyses of the economic costs of inequality. This work will be completed by June 30, 2024.



AGENDA ITEM 5
REPORT

Southern California Association of Governments
June 1, 2023

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Lijin Sun, Principal Planner
213-236-1804, sunl@scag.ca.gov

Subject: Transportation Conformity Determination of Proposed Final Connect
SoCal 2020 Amendment 3 and 2023 Federal Transportation Improvement
Program Consistency Amendment #23-03

RECOMMENDED ACTION FOR EEC:

That the Regional Council approve the transportation conformity determination of proposed final Connect SoCal 2020 Amendment 3 and 2023 Federal Transportation Improvement Program Consistency Amendment #23-03; and direct staff to submit the transportation conformity determination to the Federal Highway Administration and Federal Transit Administration for approvals upon Regional Council's approval.

RECOMMENDED ACTION FOR RC AND TC:

Receive and File.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

As previously reported, to reduce impact of the regional transportation conformity lockdown and in collaboration with the six County Transportation Commissions (CTCs) in the SCAG region, SCAG staff proactively initiated in March 2022 the development of Connect SoCal 2020 Amendment 3 and 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment #23-03. These amendments are to process additional urgent new transportation projects and changes to existing transportation projects that could not be included in the accelerated 2023 FTIP and Connect SoCal 2020 Consistency Amendment #2.

On January 5, 2023, SCAG's Regional Council (RC) authorized the release of the draft Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 including the associated transportation conformity analysis for public review. Following the 30-day public comment period, SCAG staff continued to revise the draft Amendments document based on public

comments and provided periodic updates to Caltrans, CTCs, and federal and state agencies at SCAG's monthly Transportation Conformity Working Group (TCWG) meetings.

After review of feedback, SCAG staff concluded that the revisions were minor and technical in nature and did not alter the draft Amendments' conclusions or the associated transportation conformity determination. As a precautionary measure, SCAG staff posted the revisions to the transportation conformity analysis as part of the revisions to the draft Amendments document on SCAG's website for another 15-day public review from April 26 through May 11, 2023 and notified SCAG's TCWG of the availability of the revisions. SCAG staff received seven comments. The comments were generally technical in nature, have been addressed in the proposed final Amendments document, and do not raise issues that affect the associated transportation conformity analysis. SCAG staff has determined that the proposed final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 meet all federal transportation conformity requirements.

Since there were no EEC and TC meetings in May 2023 due to SCAG's 58th General Assembly, at their respective meetings today, staff is seeking EEC's recommendation that the RC approve the transportation conformity determination of the proposed final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03, Transportation Committee's (TC) recommendation that the RC approve the proposed final amendments, and RC's approval of the proposed final Amendments including the associated transportation conformity determination on the same day, pending U.S. Environmental Protection Agency (EPA) final approval of the interim off-model adjustment factors for EMFAC2021 that were used in the conformity analysis. This will accelerate staff transmitting the final Amendments to the federal agencies. SCAG staff has requested expedited federal review and approval of the Amendments to allow important transportation projects to move forward with implementation as soon as possible.

BACKGROUND:

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

On May 7, 2020, the RC adopted the Connect SoCal 2020 (2020 RTP/SCS) for federal transportation conformity purposes only. On June 5, 2020, the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) approved the final transportation conformity determination required under the federal Clean Air Act for the Connect SoCal 2020. On September 3, 2020, the RC approved and adopted the Connect SoCal 2020 for all purposes.

On November 4, 2021, the RC approved the Connect SoCal 2020 Amendment #1 and the 2021 FTIP Consistency Amendment #21-05 including the associated transportation conformity determinations. On January 4, 2022, FHWA/FTA approved the final transportation conformity determinations for the Connect SoCal 2020 Amendment #1 and 2021 FTIP Consistency Amendment #21-05.

On October 6, 2022, the RC approved the Connect SoCal 2020 Amendment #2 and the 2023 FTIP including the associated transportation conformity determinations. In December 2022, SCAG received federal approval of the conformity determinations for the Connect SoCal 2020 Amendment #2 and the 2023 FTIP.

As previously reported and due to significant technical changes in the U.S. EPA's then-recently approved emission model (EMFAC 2017), calculated regional emissions increased significantly in many nonattainment areas within the SCAG region even though the underlying travel activity projections remained the same. As a result, the entire SCAG region was under the transportation conformity lockdown. The conformity lockdown has been impacting over \$26 billion worth of transportation projects, including critical transit projects because SCAG could not add new projects or amend current projects under the lockdown.

At the July 2022 and February 2023 EEC meetings, staff provided a comprehensive status update on major activities and significant progress made by staff from the South Coast AQMD, the California Air Resources Board (ARB), the U.S. EPA, and SCAG to address the regional transportation conformity lockdown. U.S. EPA approved ARB's new emission model (EMFAC2021) in November 2022. The updated Coachella Valley ozone transportation conformity budgets received U.S. EPA's final approval and became effective in April 2023. At the same time, SCAG staff is actively working with ARB and U.S. EPA staff to address an emerging technical issue related to off-model adjustment factors for EMFAC2021. As a result of the close interagency collaboration, ARB developed and officially submitted to U.S. EPA interim off-model adjustment factors for EMFAC2021 for MPOs to use for regional transportation conformity determinations in early April. The interim off-model adjustment factors are expected to receive U.S. EPA approval by the end of May, thus fully lifting the transportation conformity lockdown in the SCAG region.

On a separate and parallel track, to reduce impacts of the conformity lockdown and in collaboration with the six CTCs in the SCAG region, SCAG staff proactively initiated the process of developing the Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 in March 2022. Over the past year, staff has worked in consultation and continuous communication with the six CTCs throughout the region to support the development. These amendments are to process additional 22 new transportation projects and changes to 168 existing transportation projects, totaling over \$26 billion that could not be included in the accelerated Connect SoCal Amendment #2 and the 2023 FTIP.

On January 5, 2023, RC authorized the release of the draft Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 including the associated transportation conformity analysis for public review. Following the 30-day public comment period, SCAG staff continued to revise the draft amendments document based on public comments and provided periodic updates to Caltrans, CTCs, and federal and state agencies at SCAG's monthly TCWG meetings. The revisions were minor and technical in nature and did not alter the draft amendments' conclusions or findings, including the associated transportation conformity determination.

As a precautionary measure, SCAG staff posted the revisions to the draft Amendments document including the revisions to the associated transportation conformity analysis on SCAG's website (<https://scag.ca.gov/post/draft-amendment-3>) for an additional 15-day public review from April 26, 2023 through May 11, 2023 and notified the TCWG of the availability of the revisions. SCAG staff received seven comments. The comments were generally technical in nature and do not raise issues that affect the associated transportation conformity analysis. All minor and technical changes to projects have been addressed in the proposed final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03.

The proposed final Amendments include project modifications amounting to a total of 215 project modifications including 212 financially constrained projects and three strategic plan projects. Majority of the 215 project modifications involve short-term FTIP projects. Of the 215 project modifications, 13 of the projects are within Imperial County, 109 of the projects are within Los Angeles County, 12 of the projects are within Orange County, 50 of the projects are within Riverside County, 23 of the projects are within San Bernardino County, and eight projects are within Ventura County. Among the 215 project modifications, most of them are modifications to existing projects, including revised project descriptions, schedules, and/or total costs. Of the 22 new projects, 10 of the projects are within Los Angeles County, two of the projects are within Orange County, seven of the projects are with Riverside County, two of the projects are within San Bernadino County, and one project is within Ventura County.

Under the U.S. Department of Transportation's metropolitan planning regulations and the U.S. EPA's transportation conformity regulations, the proposed final Connect SoCal Amendment 3 and 2023 FTIP Consistency Amendment #23-03 need to pass five transportation conformity tests: consistency with the adopted Connect SoCal 2020 as amended, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement. Once approved by the federal agencies, Connect SoCal Amendment 3 and 2023 FTIP Consistency Amendment #23-03 would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation. Staff has performed the required transportation conformity analysis and determined that the analysis demonstrates conformity.

At its meeting today, the TC is considering whether to recommend that the RC approve the proposed final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03. On the same day today, the EEC is considering whether to recommend that the RC approve the associated transportation conformity analysis.

To accelerate staff transmitting the final amendments to the federal agencies, the RC is considering the TC and EEC recommendations of whether to approve the proposed final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 including the associated transportation conformity analysis at its meeting today. Upon RC approval, the final Amendments including the associated transportation conformity analysis will be submitted to the applicable federal and state agencies for their review and approval.

It is important to note that the RC may not adopt the conformity determinations until the U.S. EPA has approved the interim off-model adjustment factors for EMFAC2021, currently anticipated by the end of May 2023. SCAG staff has been working and will continue to work closely with U.S. EPA staff to ensure timely final approval of the interim off-model adjustment factors in time for RC approval at its meeting on June 1st.

At the request of SCAG staff, Caltrans, EPA, FHWA, and FTA staff have committed to conducting their expedited review and approval of the Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 to allow important transportation projects to move forward with implementation as soon as possible upon RC adoption.

The proposed final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 is available at: <https://scag.ca.gov/post/draft-amendment-3>.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2022-23 Overall Work Program (23-025.0164.01: Air Quality Planning and Conformity).



AGENDA ITEM 6
REPORT

Southern California Association of Governments
June 1, 2023

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Karen Calderon, Senior Regional Planner
(213) 236-1983, calderon@scag.ca.gov

Subject: CEQA Addendum No. 4 to Connect SoCal 2020 Programmatic
Environmental Impact Report (State Clearinghouse No. 2019011061)

RECOMMENDED ACTION FOR EEC:

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

RECOMMENDED ACTION FOR TC:

Receive and File.

RECOMMENDED ACTION FOR RC:

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

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Since approval of the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS or Connect SoCal 2020) Amendment No. 2 and certification of the Program Environmental Impact Report (State Clearinghouse #2019011061) (PEIR) by the SCAG Regional Council (RC) and Addendums No. 1, No. 2, and No. 3, SCAG staff has received requests from several county transportation commissions to amend Connect SoCal 2020 to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new projects. Pursuant to the California Environmental Quality Act (CEQA), SCAG staff has prepared Addendum No. 4 to the PEIR, which analyzes the changes documented in the Connect SoCal 2020 Amendment No. 3 to the 2020 RTP/SCS (Connect SoCal

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

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

BACKGROUND:

At its May 7, 2020 meeting, the RC adopted Connect SoCal 2020 for purposes of federal transportation conformity only and certified the associated Program Environmental Impact Report (PEIR). At its September 3, 2020 meeting, the RC adopted Connect SoCal 2020 and certified the associated PEIR Addendum No. 1. On October 30, 2020, Connect SoCal 2020 was certified by the California Air Resources Board (CARB) for compliance with Senate Bill 375, and on June 5, 2020 by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for compliance with the Federal Clean Air Act (transportation conformity). At its November 4, 2021 meeting, the RC adopted Resolution No. 21-637-1 to adopt Addendum No. 2 to the PEIR in association with Connect SoCal 2020 Amendment No. 1. At its October 6, 2022 meeting, the RC adopted Resolution No. 22-647-4 to adopt Addendum No. 3 to the PEIR in association with Connect SoCal 2020 Amendment No. 2. Since that time, SCAG staff received requests from several county transportation commissions (CTCs) to amend Connect SoCal 2020 to reflect additions or changes to project scopes, costs, and/or schedule for a number of critical transportation projects that are ready to move forward towards the implementation phase.

Connect SoCal 2020 Amendment No. 3 consists of 215 project changes, including 22 new, 186 modified, and seven deleted projects. There are 212 financially constrained projects, and three strategic plan projects. About a fifth of the project changes, 43 out of 215, involve short-term RTP projects. Among the 215 project changes, most of them are modifications to existing projects, including revised project descriptions, modeling updates, schedules, and/or total costs. The 22 new projects include primarily Transportation System Management/Transportation Demand Management projects, minor arterial widenings, intermodal facilities, and bikeway improvements,

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

CEQA BASIS FOR A PEIR ADDENDUM:

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

PROGRAMMATIC ENVIRONMENTAL ASSESSMENT:

SCAG staff has conducted a programmatic environmental assessment of the changes to the Connect SoCal 2020 Project List documented in Amendment No. 3 pursuant to CEQA. The contents of proposed final Addendum No. 4 are as follows:

- **Chapter 1.0, Introduction** describes the purpose and scope of this document and the basis for the addendum. The introduction includes applicable statutory sections of the Public Resources Code and Guidelines.
- **Chapter 2.0, Project Description** summarizes the changes to the Connect SoCal 2020 Project List, including the revisions to the Project List in the Draft Amendment No. 3 document that were made based on public comments and released in April 2023.
- **Chapter 3.0, Environmental Analysis** discusses the extent to which the changes to the Connect SoCal 2020 Project List inclusive of revisions would have effects on the environment as compared to those already identified in the certified PEIR.

- **Chapter 4.0, Comparison of Alternatives** discusses the extent to which the changes to the Connect SoCal 2020 Project List inclusive of revisions would have effects on the project alternatives previously considered in the certified PEIR including the No Project Alternative; Existing Plans-Local Input Alternative; and Intensified Land Use Alternative.
- **Chapter 5.0, Other CEQA Considerations** discusses the extent to which the changes to the Connect SoCal 2020 Project List inclusive of revisions would have effects on the other CEQA considerations previously considered in the certified PEIR, including an assessment of growth inducing impacts, programmatic level unavoidable impacts, and irreversible impacts.
- **Chapter 6.0, Findings** describes the findings of Addendum No. 4.

SUMMARY OF CEQA FINDINGS:

Although the new projects identified in the Connect SoCal 2020 Amendment No. 3 were not identified in the Connect SoCal 2020 PEIR, SCAG staff has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the Connect SoCal 2020 and with the analysis and conclusions presented in the previously certified Connect SoCal 2020 PEIR with Addendum No. 1, Addendum No. 2, and Addendum No. 3. See Table 1, below, for a summary of the environmental impacts analyzed in the proposed final Addendum No. 4.

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

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

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

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

CONCLUSION:

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

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

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

NEXT STEPS:

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

FISCAL IMPACT:

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

ATTACHMENT(S):

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

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



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

JUNE 1, 2023

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FINAL ADDENDUM #4

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

JUNE 1, 2023

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

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

1.0 INTRODUCTION

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

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

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

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

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

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

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

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

Since the adoption of Connect SoCal Amendment #2, several county transportation commissions have requested to further amend the Plan to reflect changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new transportation projects contained therein (proposed Amendment #3 to Connect SoCal, referred to herein as “Connect SoCal Amendment #3”). Therefore, this PEIR Addendum #4 has been prepared by SCAG to assess potential environmental impacts of the proposed updates and revisions to the Project List included in Connect SoCal Amendment #3. This document is prepared as an addendum to the previously certified Connect SoCal PEIR and PEIR Addendums #1,#2, and #3.²

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

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

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

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

scale, not at a site-specific level of analysis. This programmatic analysis shows that Connect SoCal Amendment #3 would not result in either new significant environmental effects or substantial increase in the severity of previously identified significant effects. Site specific analysis will occur as each project is defined and goes through individual project-level environmental review.

1.1 BASIS FOR THE ADDENDUM

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

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

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

significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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

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

While the proposed changes to the Project List documented in Connect SoCal Amendment #3 may arguably represent "new information of substantial importance" at the local project-level, these changes are not substantial at the regional program-level as analyzed in the Connect SoCal PEIR. More specifically, the proposed changes to the Project List documented in Amendment #3 would not result in one or more significant effects (at the regional level) not discussed in the Connect SoCal PEIR, nor result in a substantial increase in the severity of previously identified significant effects disclosed in the Connect SoCal PEIR. Moreover, no changes to the mitigation measures or alternatives contained in the Connect SoCal

PEIR are necessary or being proposed that could trigger additional review regarding such measures. Furthermore, as discussed in the Connect SoCal PEIR, the level of detail for individual projects on the Project List is generally insufficient to be able to analyze local effects. Such analysis is more appropriately undertaken in project-specific environmental documents prepared by the individual CEQA lead agencies proposing each project.

SCAG has assessed potential environmental effects of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, at the regional program-level, and finds that the additional and modified projects contained in PEIR Addendum #4 are consistent with the region-wide environmental impacts analysis, mitigation measures, alternatives, and Findings of Fact discussed in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3, and do not result in any of the conditions described in CEQA Guidelines Section 15162(a)(1)(2)(3). For these reasons, SCAG has elected to prepare an addendum to the Connect SoCal PEIR rather than a Subsequent or Supplemental EIR, and this PEIR Addendum #4 is prepared in accordance with CEQA Guidelines Section 15164.

1.2 PURPOSE AND SCOPE OF THE ADDENDUM TO THE PEIR

SCAG has prepared this Addendum #4 to the Connect SoCal PEIR to demonstrate that the proposed changes to the Connect SoCal Project List, contained in Connect SoCal Amendment #3, satisfies the requirements contained in Section 15164 of the CEQA Guidelines for the use of an Addendum to an EIR. The proposed changes to the Project List do not require the preparation of a Subsequent or Supplemental EIR pursuant to Sections 15162 and 15163, respectively, of the CEQA Guidelines due to the absence of new or substantially more adverse significant impacts than those analyzed in the certified EIR.

Addendum #4 to the Connect SoCal PEIR neither controls nor determines the ultimate decision for approval for Connect SoCal Amendment #3 and the proposed changes to the Project List contained therein. The information presented in this Addendum #4 to the Connect SoCal PEIR will be considered by SCAG's decision-making body, the Regional Council, prior to deciding on the Connect SoCal Amendment #3.

2.0 PROJECT DESCRIPTION

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

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

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

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

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

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

3.0 ENVIRONMENTAL ANALYSIS

The changes described above to the Project List identified in Connect SoCal Amendment #3 would not result in a substantial change to the region-wide impacts programmatically analyzed in the Connect SoCal PEIR. The Connect SoCal PEIR broadly identifies several region-wide significant impacts that would result from the numerous transportation policies and projects encompassed by Connect SoCal.

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

Although the new projects identified in the Connect SoCal Amendment #3 were not identified in the Connect SoCal PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the Connect SoCal and with the analysis and conclusions presented in the previously certified Connect SoCal PEIR.

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

TABLE 3-1 Summary of Impacts from Amendment #3

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

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

Each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, National Environmental Policy Act (NEPA), and all applicable regulations.

No changes to the mitigation measures or alternatives contained in the Connect SoCal PEIR are necessary or proposed. SCAG has determined that the changes and additions identified above would result in impacts that would fall within the range and severity of impacts already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. Therefore, no substantial physical impacts to the environment beyond those already anticipated and documented in the Connect SoCal PEIR are anticipated to result from the changes and additions identified in the Connect SoCal Amendment #3.

The environmental analysis provided in this Addendum #4 describes the information that was considered in evaluating the questions contained in the Environmental Checklist of the State CEQA Guidelines, Appendix G, consistent with the Connect SoCal PEIR. Potential region-wide environmental impacts from the proposed project changes, documented in the Connect SoCal Amendment #3, as compared to those already identified in the Connect SoCal PEIR are summarized in **TABLE 3-1, Summary of Impacts from Amendment #3.**

3.1 AESTHETICS

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

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

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

3.2 AGRICULTURE AND FORESTRY RESOURCES

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

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

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

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

3.3 AIR QUALITY

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

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

As described in the Transportation Conformity Section of the Connect SoCal Amendment #3, the Plan would continue to meet the regional emissions and other tests set forth by the federal Transportation Conformity regulations, demonstrating the integrity of the State Implementation Plans prepared pursuant to the federal Clean Air Act for the non-attainment and maintenance areas in the SCAG region.

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

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

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

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

County		(Tons/Day)								
		ROG		NO _x			CO	PM ₁₀	PM _{2.5}	SO _x
		Summer	Annual	Summer	Annual	Winter	Winter	Annual	Annual	Annual
Imperial	Existing	2	2	6	6	7	16	0.3	0.2	0.0
	Plan	1	1	3	3	3	8	0.4	0.2	0.1
	Difference (Amendment #3)	-1	-1	-3	-4	-4	-8	0.1	0.0	0.0
	Previous Difference (PEIR)*	-1	-1	-2	-2	-3	-4	0.3	0.1	0.0
Los Angeles	Existing	55	54	92	100	99	521	7.2	3.1	1.0
	Plan	22	22	22	24	24	192	6.4	2.2	0.8
	Difference (Amendment #3)	-33	-32	-69	-76	-75	-329	-0.7	-0.9	-0.3
	Previous Difference (PEIR) *	-30	-29	-55	-60	-60	-261	-0.2	-0.6	-0.3
Orange	Existing	17	17	23	25	25	155	2.2	0.9	0.3
	Plan	7	7	6	6	6	61	2.0	0.7	0.2
	Difference (Amendment #3)	-10	-10	-17	-19	-19	-94	-0.2	-0.3	-0.1
	Previous Difference (PEIR) *	-8	-8	-15	-16	-16	-68	0.1	-0.1	-0.1
Riverside	Existing	14	13	36	39	38	116	2.3	1.1	0.3
	Plan	7	6	12	13	13	56	2.4	0.9	0.3
	Difference (Amendment #3)	-7	-7	-24	-25	-25	-60	0.2	-0.2	0.0
	Previous Difference (PEIR) *	-7	-6	-20	-21	-21	-49	0.8	0.2	0.0
San Bernardino	Existing	16	15	41	44	43	127	2.5	1.2	0.3
	Plan	7	7	16	17	17	58	2.9	1.1	0.3
	Difference (Amendment #3)	-9	-8	-25	-27	-26	-69	0.4	-0.1	0.0
	Previous Difference (PEIR) *	-9	-8	-20	-21	-21	-60	1.1	0.3	0.0
Ventura	Existing	3	3	6	7	7	26	0.5	0.2	0.1
	Plan	1	1	1	1	1	9	0.4	0.1	0.0
	Difference (Amendment #3)	-2	-2	-5	-5	-5	-17	-0.1	-0.1	0.0
	Previous Difference (PEIR) *	-3	-3	-4	-5	-5	-21	0.0	0.0	0.0

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

programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.4 BIOLOGICAL RESOURCES

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

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

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

3.5 CULTURAL RESOURCES

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

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

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

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

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

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

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

3.6 ENERGY

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

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

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

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

3.7 GEOLOGY AND SOILS

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

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

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

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

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

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

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

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

Off-Road Vehicles	2019 Base Year			2045 (Plan)		
	CO ₂	CH ₄	N _{2O}	CO ₂	CH ₄	N _{2O}
Rail	2.16	0.00	0.00	3.86	0.00	0.00
Aviation	3.15	0.00	0.00	1.97	0.00	0.00
Ocean-going Vessel	1.13	0.00	0.00	3.95	0.00	0.00
Other Transportaton Sources (Subtotal) in CO ₂	6.45	0.00	0.00	9.78	0.00	0.00
Other Transportation Sources (Subtotal) in CO _{2e} *	6.45	0.00	0.49	9.78	0.00	0.29
Total GHG Emissions from off-road vehicles in CO_{2e} (Amendment #3)	6.9			10.1		
Previous Total GHG Emissions from off-road vehicles in CO_{2e} (PEIR) **	6.9			10.1		

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

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

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

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

3.8 GREENHOUSE GAS EMISSIONS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to greenhouse gas (GHG) emissions beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identifies two thresholds of significance with respect to GHG emissions: does the Plan (1) generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment and (2) conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing

the emissions of greenhouse gases. The PEIR found that implementation of Connect SoCal would result in significant and unavoidable impacts for both thresholds, but the Plan complied with SB 375 as it would meet the GHG emissions reduction targets determined by CARB. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with GHG emissions (see Connect SoCal PEIR pp. 3.8-61 – 3.8-81). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to GHG emissions. Similarly, GHG emissions impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As previously mentioned, this analysis uses the latest U.S. EPA-approved EMFAC2021 available at the time of preparation of Connect SoCal Amendment #3 and applies the interim off-model adjustment factors for EMFAC2021 that CARB developed and submitted to U.S. EPA and subsequently approved by U.S. EPA. Based on the analysis for the Connect SoCal PEIR, transportation emissions for this PEIR Addendum #4 include on-road mobile sources such as light and medium duty vehicles, heavy duty trucks, and buses (**TABLE 3-4, Greenhouse Gas Emissions from On-Road Vehicles in the SCAG Region – Amendment #3**)

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

	2019 Base Year	2045 (Plan)**
Total GHG Emissions from on-road vehicles in CO _{2e} *	75.7	59.9
Total GHG Emissions from other transportation sources in CO _{2e}	6.9	10.1
All Transportation Sector (On-Road and Off-Road Vehicles) in CO _{2e}	82.6	69.9
Amendment #3 vs. 2019 Base Year		-15.4%
PEIR** vs. 2019 Base Year		-13.0%

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded.
 *CO₂ was converted to CO_{2e} based on the Global Warming Potential (GWP): <http://www.arb.ca.gov/cc/inventory/background/gwp.htm>
 ** PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

and off-road emission sources such as rail, aviation, and ocean-going vessels (**TABLE 3-5, Greenhouse Gas Emissions from Off-Road Vehicles in the SCAG Region – Amendment #3**).

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

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

TABLE 3-7 SB 375 Analysis – Amendment #3

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

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

* Based on EMFAC2007

** Based on EMFAC2014

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

**** Included EMFAC Adjustment

and light-duty trucks for 2020 and 2035 (compared to 2005 emissions) for each of the state MPOs on a per capita basis. Each MPO is required to prepare an SCS as part of the RTP in order to meet these GHG emissions reduction targets by aligning transportation, land use, and housing strategies with respect to SB 375. For SCAG, the targets are to reduce per capita GHG emissions by 8 percent below 2005 levels by 2020 and 19 percent below 2005 levels by 2035. Determining the per capita CO₂ emissions requires modeling vehicle miles traveled (VMT) by passenger vehicles and light trucks that emit CO₂ and dividing the number by the total population.

According to **TABLE 3-7, SB 375 Analysis – Amendment #3**, per capita CO₂ emissions from cars and light duty trucks (only) from Connect SoCal Amendment #3 would remain at 21.3 pounds per day in 2020. Amendment #3 would result in no change to the Plan's 8 percent decrease in per capita CO₂ emissions from 2005 to 2020 and would achieve the 8 percent emissions reduction target by 2020 for the region set by SB 375. By 2035, Addendum #4 projects 18.7 pounds per day for per capita CO₂ emissions from cars and light-duty trucks (only), which is the same as the projection in the previously certified Connect SoCal PEIR with PEIR Addendums #1, #2, and #3. Like the Plan, this represents a 19 percent decrease in per capita CO₂ emissions from 2005 to 2035. This 19 percent decrease would achieve the 19 percent emissions reduction target set by CARB for 2035. CARB has not set per capita GHG emission reduction targets for passenger vehicles for the Plan's horizon year (2045). However, due to the projects and policies proposed by SCAG to reduce GHG emissions through transit improvements, traffic congestion management, emerging technology, and active transportation, the Plan's GHG emission reduction trajectory is expected to meet more aggressive GHG emission reductions by 2045. Additionally, Connect SoCal Amendment #3 would not interfere with the reduction strategies provided in the SCS, including congestion pricing, mileage-based user fees, and co-working at strategic locations. By meeting the SB 375 targets for 2020 and 2035, implementation of Connect SoCal Amendment #3 would continue to achieve SB 375 per capita GHG reduction targets for the SCAG region.

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

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

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

3.9 HAZARDS AND HAZARDOUS MATERIALS

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

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

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

3.10 HYDROLOGY AND WATER QUALITY

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

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

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

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

3.11 LAND USE AND PLANNING

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

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

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

3.12 MINERAL RESOURCES

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

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

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

3.13 NOISE

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

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

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

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

3.14 POPULATION, HOUSING AND EMPLOYMENT

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

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

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

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

3.15 PUBLIC SERVICES

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

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

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

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

3.16 RECREATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.17 TRANSPORTATION, TRAFFIC, AND SAFETY

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

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

As shown in **TABLE 3-8 Daily Vehicle Miles Traveled in 2019 and 2045 – Amendment #3** and **TABLE 3-9 VMT Per Capita by County – Amendment #3, Connect SoCal Amendment #3** would result in the same daily vehicle miles traveled and vehicle miles traveled per capita throughout the SCAG region as previously disclosed in the PEIR. **TABLE 3-10 Total Daily Hours of Delay in 2019 and 2045 – Amendment #3** and **TABLE 3-11 Percentage of PM Peak Period Work Trips Completed within 45 Minutes – Amendment #3** indicate that there would be a slight increase (less than 0.5%) in total hours of delay in 2045 and a slight increase by 0.04% in the percentage of work trips of less than 45 minutes as a result of the Project List changes identified in the Connect SoCal Amendment #3. **TABLE 3-12 Percentage of Mode Share on Transit and Active Transportation – Amendment #3** indicates a slight decrease by 0.2% in the percentage of mode

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

Mode Share	2019	2045 No Project	2045 Plan
Walk	7.8%	7.7%	8.6%
Bike	1.4%	1.6%	2.1%
Transit	2.0%	2.4%	3.7%
Total (Amendment #3)	11.2%	11.8%	14.3%
Previous Total (PEIR) *	11.2%	11.8%	14.5%

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

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

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

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

3.18 TRIBAL CULTURAL RESOURCES

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

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

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

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

* Toll includes HOT

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

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

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

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

3.19 UTILITIES AND SERVICE SYSTEMS

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

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

Amendment #3 minimal changes to lane miles, with a net decrease of 65 lane miles across all facilities, would occur as a result of the proposed changes to the Project List identified in the Connect SoCal Amendment #3. These changes are minor and would not substantially increase impervious surfaces.

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

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

3.20 WILDFIRE

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

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

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

3.21 CUMULATIVE IMPACTS

The proposed changes to the Project List identified in the Connect SoCal Amendment #3 would not significantly change the scope of the discussion presented in the Cumulative Impacts Chapter of the Connect SoCal PEIR, which includes an assessment of programmatic level unavoidable cumulative impacts (see Connect SoCal PEIR pp. 3.21-1 – 3.21-14). Cumulative impacts from inclusion of the proposed changes to the Project List identified in the Connect SoCal Amendment #3 are reasonably covered by the cumulatively impacts previously discussed in the certified Connect SoCal PEIR.

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

4.0 COMPARISON OF ALTERNATIVES

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

The Alternatives Chapter of the previously certified Connect SoCal PEIR adequately address the range of alternatives to the proposed projects at the programmatic level. As referenced in the previous addendums, no changes to the alternatives occurred as a result of PEIR Amendments #1 or #2. Incorporation of the proposed projects identified in the Connect SoCal Amendment #3 would not require comparison of any new alternatives or alternatives which are considerably different from or inconsistent with those already analyzed in the Connect SoCal PEIR. Therefore, no further comparison is required at the programmatic level.

5.0 OTHER CEQA CONSIDERATIONS

The proposed changes to the Project List identified in the Connect SoCal Amendment #3 would not significantly change the scope of the discussion presented in the Other CEQA Considerations Chapter of the Connect SoCal PEIR, which includes an assessment of growth inducing impacts, programmatic level unavoidable impacts, and irreversible impacts (see Connect SoCal PEIR pp. 5.0-1 – 5.0-12). Unavoidable and irreversible impacts from inclusion of the proposed changes to the Project List identified in the Connect SoCal Amendment #3 are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified Connect SoCal PEIR.

At the programmatic level, any region-wide growth inducing impacts from the proposed projects (as revised by the Connect SoCal Amendment #3) are expected to be approximately equivalent to those previously disclosed in the Connect SoCal PEIR. Overall, the proposed changes to the Project List presented in the Connect

SoCal Amendment #3 are within the scope of the broad, programmatic-level region-wide impacts identified and disclosed in the Connect SoCal PEIR and previous PEIR Addendums #1, #2, and #3. Thus, the Connect SoCal Amendment #3 would not be expected to result in any new CEQA impacts that have not been analyzed in the previous Connect SoCal PEIR and addendums, or any long-term impacts that are considerably different from or inconsistent with those already analyzed in the previous Connect SoCal PEIR and previous addendums.

6.0 FINDINGS

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

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



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FINAL ADDENDUM #4

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

JUNE 1, 2023

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



RESOLUTION NO. 23-656-1

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

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

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First Vice President Curt Hagman, County of San Bernardino
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Immediate Past President Jan C. Harnik, Riverside County Transportation Commission

COMMITTEE CHAIRS

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Community, Economic & Human Development Frank Yokoyama, Cerritos
Energy & Environment Deborah Robertson, Rialto
Transportation Tim Sandoval, Pomona

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Art Brown
President, SCAG
City of Buena Park

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



AGENDA ITEM 7 REPORT

Southern California Association of Governments
June 1, 2023

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Stephen Fox, Senior Regional Planner
(213) 236-1855, fox@scag.ca.gov

A handwritten signature in blue ink that reads "Kome Ajise". The signature is written in a cursive, slightly slanted style.

Subject: 2023 California State Rail Plan Update and SCAG Comment Letter

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The California Department of Transportation (Caltrans) Division of Rail and Mass Transportation (DRMT) released its draft 2023 California State Rail Plan (Rail Plan) for a 60-day public review period on March 10, 2023. The Rail Plan is a long-range document that sets priorities and implementation strategies for improving the State's passenger and freight rail networks. SCAG staff transmitted a formal comment letter to Caltrans DRMT on May 10, 2023. This report shares highlights from both the draft Rail Plan and the comments submitted.

BACKGROUND:

The California State Rail Plan (Rail Plan) establishes a long-term vision for an integrated, cohesive statewide rail system that offers efficient passenger and freight service, supports California's economy, and helps achieve critical climate goals. Development of the Rail Plan involves collaborating with state agencies, regional and local governments including SCAG, transportation agencies, commuter rail operators, freight railroads, and other partners across California to implement the vision. The Rail Plan is updated every four years and is required by federal law, through the Passenger Rail Investment Improvement Act of 2008 (PRIIA), for a state to be eligible for funding.

The current draft 2023 Rail Plan¹ is an update to the 2018 Rail Plan and lays out a statewide vision for a robust level of passenger and freight rail service that supports State goals established in the California Transportation Plan. The draft Rail Plan reviews the current passenger and freight rail environment and outlines a short- (2028), medium- (2035), and long-term (2050) vision for operations, marketing, capital improvements, service expansions and new services, including intercity bus connecting services. The draft Rail Plan puts forth a statewide vision of achieving an integrated statewide rail and transit network, seamless transfers, and providing capacity for robust growth in passenger and freight rail. Draft Rail Plan highlights include:

- Describes a vision to help achieve California Air Resource Board’s goal of a 20% reduction in statewide vehicle miles traveled (VMT) with a resulting 14% passenger rail mode share with 6.5 million daily boardings by 2050.
- Expects that all passenger and freight rail locomotives will be zero emissions by 2035.
- Forecasts freight rail volume increasing by 2-4% per year.
- Discusses capacity constraints and operating conflicts on shared used rail corridors between passenger and freight service as a leading issue in improving and increasing passenger service.
- Outlines a future of robust passenger rail service and choices based on pulse scheduling, which involves regular, uniform service patterns with standardized recurring time intervals and timed transfers.
- Defines seven geographic service areas in California, including the “Southern California Megaregion,” “South Coast” and “High Desert” areas for the SCAG region.

SCAG supports the State’s efforts to develop an integrated statewide network – aligning needs for both passenger and freight service and appreciates the State’s vision of creating a network that will support 6.5 million daily passengers and provide zero-emission service. The State’s plans are aligned with SCAG’s and will help further the region’s work of reducing VMT and greenhouse gas emissions. SCAG staff reviewed the draft Rail Plan and prepared comments that were shared with Caltrans on May 8, 2023 (see Attachment #1). More significant comments included requesting that Caltrans be more specific in the ways in which it engaged stakeholders in the draft Rail Plan’s development and how it will continue engagement moving forward; urging Caltrans to consider SCAG’s 2022 Integrated Freight and Passenger Rail Study; and encouraging Caltrans to work closely with industry participants and technology specialists with respect to the 2035 zero-emission freight locomotive goal.

SCAG staff will review the final Rail Plan when it becomes available and share updates with the Transportation Committee regarding any substantive changes.

¹ Access draft Rail Plan and other resources here: <https://dot.ca.gov/programs/rail-and-mass-transportation/california-state-rail-plan>. Fact sheet is attached to this staff report (Attachment #2).



FISCAL IMPACT:

None.

ATTACHMENT(S):

1. SCAG's California State Rail Plan Comment Letter 05.08.23
2. 2023 California State Rail Plan Fact Sheet



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May 2, 2023

Mr. Andrew Cook
Caltrans Division of Rail and Mass Transportation
P.O. Box 942873
Sacramento, CA 94273-0001
RailPlan@dot.ca.gov

SUBJECT: 2023 Draft California State Rail Plan

Dear Mr. Cook:

Thank you for providing the Southern California Association of Governments (SCAG) an opportunity to review and comment on the 2023 Draft California State Rail Plan. As a metropolitan planning organization, we work with rail operators and stakeholders from across our region. We commend the state’s commitment to creating a robust, frequent, and seamless passenger and freight rail system, increasing multimodal trip-making, sustainability, and reducing the negative impacts of climate change.

The SCAG region includes the Port of Los Angeles and the Port of Long Beach, which comprise the largest port complex in the western hemisphere and drive substantial trade volumes for imports and exports. The two largest Class I railroads in North America, BNSF Railway Co. (BNSF) and Union Pacific Railroad Corporation (UPRR), facilitate the movement of goods for both containerized and non-containerized cargo supporting local and national consumption. Both rail and port systems are supported by extensive intermodal facilities, freight corridors, and access roads that connect with the largest industrial warehouse and distribution cluster in the United States.

At the same time, the SCAG region provides an extensive commuter passenger rail system with numerous stations connecting to transit services ranging from light rail to various bus services. Multi-billion-dollar investments such as Metrolink’s Southern California Optimized Rail Expansion (SCORE), Brightline West, and the California High Speed Rail project all will play a critical role in supporting the region’s future growth.

Like the state, SCAG is planning for a future with an integrated network that aligns needs for both passenger and freight rail service. To that end,

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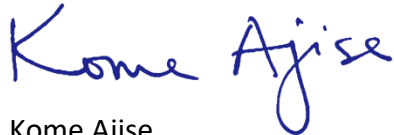
Transportation
Ray Marquez, Chino Hills

in 2022, SCAG completed the Integrated Freight and Passenger Rail Study, which we urge you to consider in the state’s plan. SCAG’s study forecasts future freight and passenger train volumes through 2050, with interim years including 2035, to determine what specific additional rail infrastructure is needed over and above currently planned infrastructure projects. The study benefited from the expertise of a technical advisory committee (TAC) that consisted of all current and future passenger and freight operators in the region, our county transportation commissions, and the Ports of Los Angeles and Long Beach.

We appreciate the state’s vision of creating a network that will support six and a half million daily passengers, provide zero-emission rail service, and will further reduce vehicle miles traveled and greenhouse gas emissions. These are outcomes that SCAG is also committed to achieving.

Thank you again for allowing SCAG the opportunity to comment on the draft Plan. Please find a comment matrix attached to this letter (Attachment 1). Should you have any questions, please feel free to contact me at ajise@scag.ca.gov or Annie Nam, Deputy Director, Transportation Planning & Programming, at nam@scag.ca.gov.

Sincerely,



Kome Ajise
Executive Director

Attachment 1 – Comment Matrix

General Comments	
1.	Throughout the draft Plan there are references to continued collaboration and engagement with stakeholders. Please be more specific about the ways in which Caltrans plans to do so (e.g., through established working groups or technical advisory committees). Please also describe the ways in which stakeholders were engaged in this Plan’s development, especially by subregion.
2.	Please take into consideration SCAG’s 2022 Integrated Freight and Passenger Rail Study in the final Plan. This Study forecasts both future freight and passenger train volumes through 2050, with interim years including 2035, to determine what specific additional rail infrastructure is needed over and above currently planned infrastructure projects. The study utilized Rail Traffic Controller (RTC) software and consulted with the expertise of a technical advisory committee (TAC) that consisted of all current and future passenger and freight operators in the region, our county transportation commissions and the Ports of Los Angeles and Long Beach. TAC members considered the study technically sound and realistic and an important rail planning resource.
Passenger Rail Comments	
3.	The draft Plan includes assumptions that are not consistent with SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and its recently completed Integrated Passenger and Freight Rail Forecast. SCAG appreciates the more aggressive assumptions included in the draft Plan – but urges the State to demonstrate commitment to ensure these milestones can be achieved. For example, in the mid-term scenario, the Plan has full build-out of Metrolink’s SCORE program, resulting in 30-minute bi-directional all-day service levels in advance of SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) implementation, which occurs in 2035. The draft Plan also forecasts a regional rail service extension of the Metrolink Perris Valley Line from South Perris to Hemet and San Jacinto in the mid-term scenario. It is SCAG’s understanding that neither the Southern California Regional Rail Authority (SCRRA) nor the Riverside County Transportation Commission (RCTC) have plans to implement this service within that timeframe, and it is currently not funded. In the long-term scenario, there is a rail connection between Corona and Escondido along the I-15/I-215 corridor which is currently not planned by regional agencies. CA HSR Phase 2 would run in this corridor to San Diego but is currently unfunded with an undetermined timeframe.
4.	Please consider updating the final Plan’s forecasted service frequencies. Currently no peak or non-peak periods are identified, just stated daily frequencies.
Freight Rail Comments	
5.	SCAG encourages Caltrans to work closely with industry participants and technology specialists with respect to the 2035 zero-emission freight locomotive goal. The final Plan should consider a menu of approaches based on technological readiness.

6.	Page 16 – Annual Container Traffic: SCAG suggests using the most current 2022 data rather than 2020 data, as this would better illustrate normalization trends back towards pre-pandemic levels.
7.	Page 34 – 1.4.7: The SCAG Integrated Passenger and Freight Rail Forecast projected freight rail growth of 2% for the region through 2050. Were other sources used in addition to the waybill sample data for a range up to 4%? A doubling of freight growth would have a substantial impact on the current identified investments for the Southern California region. If not performed, consideration of other data sources should be accounted for beyond waybill data.
8.	Page 34 – 1.4.7: Revenue earned per intermodal unit is up 27% and 32% respectively for BNSF and UP during the 2014 through 2022 period. Revenue performance for Class 1 railroads would be better characterized as in-line with broader economic growth, not volumes, as freight railroads derive most of their revenue performance from pricing.
9.	Page 34 – 1.4.7: Consider not relying exclusively on waybill sample data. The Confidential Waybill samples from the STB reflect approximately 3-4% of the total trainset as a sample size and are based on one container or carload unit of information for each record and are not indicative of a full freight trainset. Waybill data is primarily an accounting record and relies upon assumptions to equate to volume information. Consider incorporating direct rail data from BNSF and UP that are public or through disclosure arrangements, among other vendor data concurrently.
10.	Page 34 – 1.4.7: How are capacity increase needs at intermodal facilities being accounted for? How is current legislation (AB5, etc.) supporting the state’s goals and how do they relate specifically to rail-related intermodal capacity and trucking needs? How does this look from an intermodal perspective (surface transportation holistically) as there are trade-offs with impacts based on facility placement (directly from facilities within communities or via trucking back into local areas)?
11.	Page 39 – Freight Shippers and Customers/Capacity: For containerized freight, intermodal facilities are likely one of the largest investment needs for future capacity growth.
12.	Page 81 – Equity Section: Is there a reference on the following statement, “The State can reduce the need for highway expansion by supporting and improving rail infrastructure to attract freight traffic and growth away from highways...” Although we recognize the importance of investment in rail, the statement referenced suggests the ability to reduce highway expansion with rail investment. In the SCAG region, approximately 90% of goods moved by truck serving local distribution needs. How is this statement related to local distribution activities?
13.	Page 88 – COVID Impacts & Supply Chain Disruptions: In the first paragraph, the statement is outdated with respect to containership backlogs. Q1 2023 data has seen seaport TEU volumes drop below 2018 levels. 2022 volumes were overall below the 2021 peak. Consider aligning with more current conditions.

14.	Page 90 – 4.4 Freight Rail Vision: The bulk of freight traffic for the SCAG region is east-west. How is the Inland Port concept built to serve these markets? How does the publicly announced BNSF intermodal facility in Barstow factor into this? Is it complementary or substitutive? At some point, whether directly within the urban area or via a back-haul, trucks will be required to haul goods for local consumption. How has this been assessed with respect to Inland Port concepts?
15.	Page 90 – 4.4 Freight Rail Vision: SCAG is supportive of technical freight pathing studies for trade corridors and would suggest that the Integrated Passenger and Freight Rail Forecast serve as a foundational document for the region. SCAG would be highly interested in any further work efforts within the Southern California region.
16.	Page 91 – 4.4 .1 ZE Transition: SCAG strongly encourages working closely with industry and technology innovators for the ZE goals the State has set. Not only are there substantial complexities for freight rail locomotives, but the trucking industry is still at a nascent stage with different sectors of trucking whether light- and medium-duty versus heavy-duty experiencing varying degrees of commercial success. This is notable as heavy-duty trucks, particularly longer haul, and even for drayage operations are seeing greater challenges and technologies are still being demonstrated to a large extent with limited widespread commercial application.
17.	Page 95 – 4.4.3 Network Capacity Analyses: The assumption of freight rail growth beyond the capacity of the existing network should consider that the supply chain is highly competitive and Gulf and East coast ports serve as alternatives to the West Coast. Network capacity analyses should consider industrial development trends across the U.S. as a driver for surface transportation demand and capacity relationships.
18.	Page 17 – second bullet at the top should read: “The Rail Plan seeks to establish a common understanding of capacity....”
19.	Appendices Page 319 Capital Projects: In the 7th row, please update the SRP Region, Corridor, Sub-Corridor Node 1, and Sub-Corridor Node 2 content as it is not reflective of the POLA-POLB terminal facility improvements.



CALIFORNIA STATE RAIL PLAN OVERVIEW

The California State Rail Plan (Rail Plan) affirms the State's Vision for an integrated rail and transit network that delivers on California's ambitious economic, environmental, and equity goals. In line with California Transportation Plan 2050 (CTP 2050) and the Climate Action Plan for Transportation Infrastructure (CAPTI), an integrated rail network, built on the backbone of future high-speed rail corridors, supports economic growth, improves environmental outcomes, and increases equity by providing the seamless mobility Californians need and shifts travel demand to zero-emission, high-capacity transport that supports efficient, sustainable land use. Regional implementation planning and project delivery build on the Rail Plan, as communities realize improved service, develop regional networks, and set land use recommendations that leverage enhanced connectivity.

The Rail Plan proposes a unified statewide network that aligns needs for passenger and freight service and connects passenger rail to other modes. The network will capture an increasing share of passenger and freight travel by rail to support economic, environmental, and equity goals.

The Rail Plan designs a future statewide network that serves the origin and destination points of over 46 million future trips. To achieve CARB's goal of a 20% VMT reduction requires increasing modal share to 14%, over 6.5 million daily passengers. Investments identified in the Rail Plan provide for the capacity to serve high ridership volumes with zero-emission rail service and without highway expansion.

IMPLEMENTATION HIGHLIGHTS

NEAR-TERM PLAN (5 Year)

- » Integrate ticketing and fare coordination across statewide network
- » Integrate state rail and intercity bus systems to run on a consistent pulse schedule
- » Initial run-through tracks complete at LA Union Station
- » Increase service between Los Angeles and Riverside (via Fullerton), Merced and Sacramento, Roseville and the Bay Area
- » New Service to Las Vegas, Healdsburg, between Gilroy and Salinas, and along the California High-Speed Rail Initial Operating Segment

MID-TERM PLAN (10 Year)

- » State rolling stock procurements are 100% zero-emission vehicles
- » New transportation hub at Union City
- » Increased rail frequencies on the Central Coast and statewide
- » New Service to Coachella Valley, Chico, Santa Cruz, and Cloverdale
- » Phase one of California high-speed service is complete. Additional high-speed connections between Palmdale, Apple Valley, and Rancho Cucamonga

LONG-TERM PLAN (2050)

- » Trips between California's urbanized areas can be completed most efficiently by our rail and transit network
- » Second Transbay crossing is complete.
- » Phase two of California high-speed rail service is complete, extending to San Diego and Sacramento
- » New service between Lemoore and Porterville, and to Monterey, Redding, Phoenix, Reno, and Tijuana Airport



2023 Rail Plan Capital Program

\$20.6B

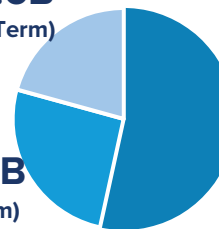
(Near-Term)

\$25.7B

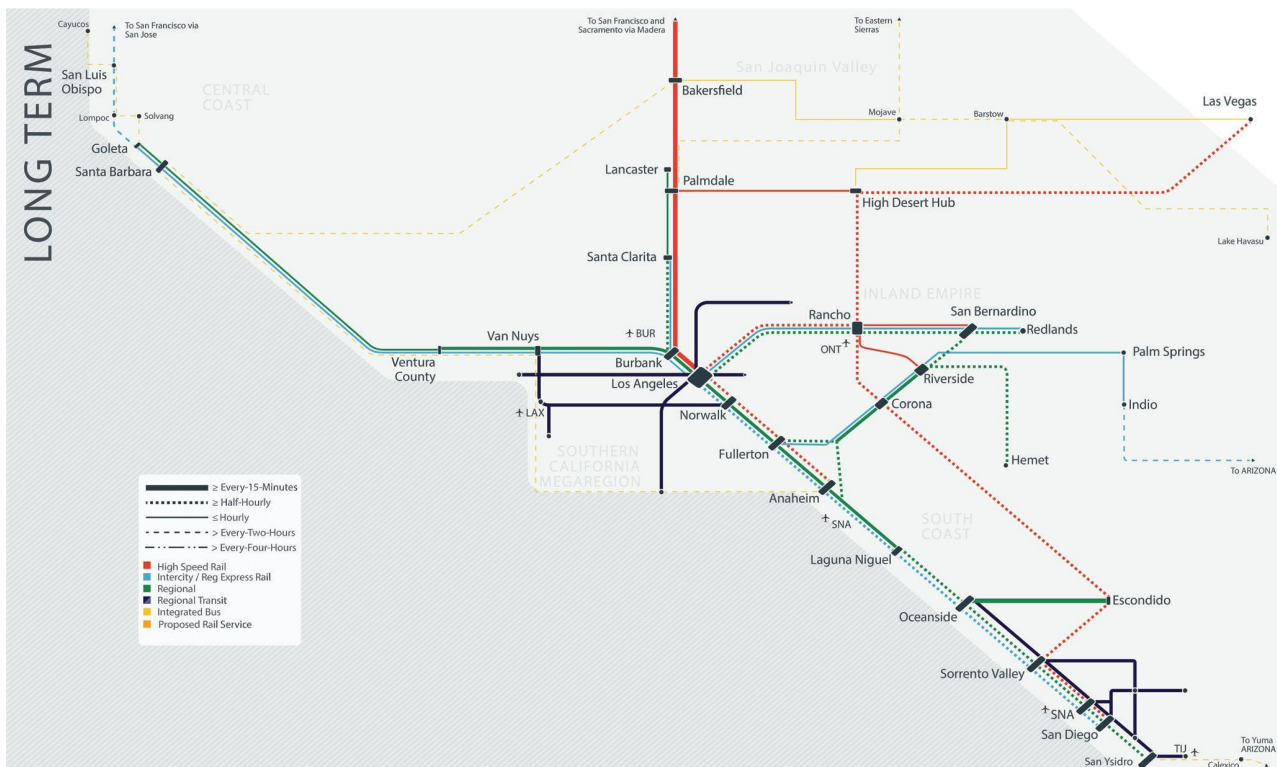
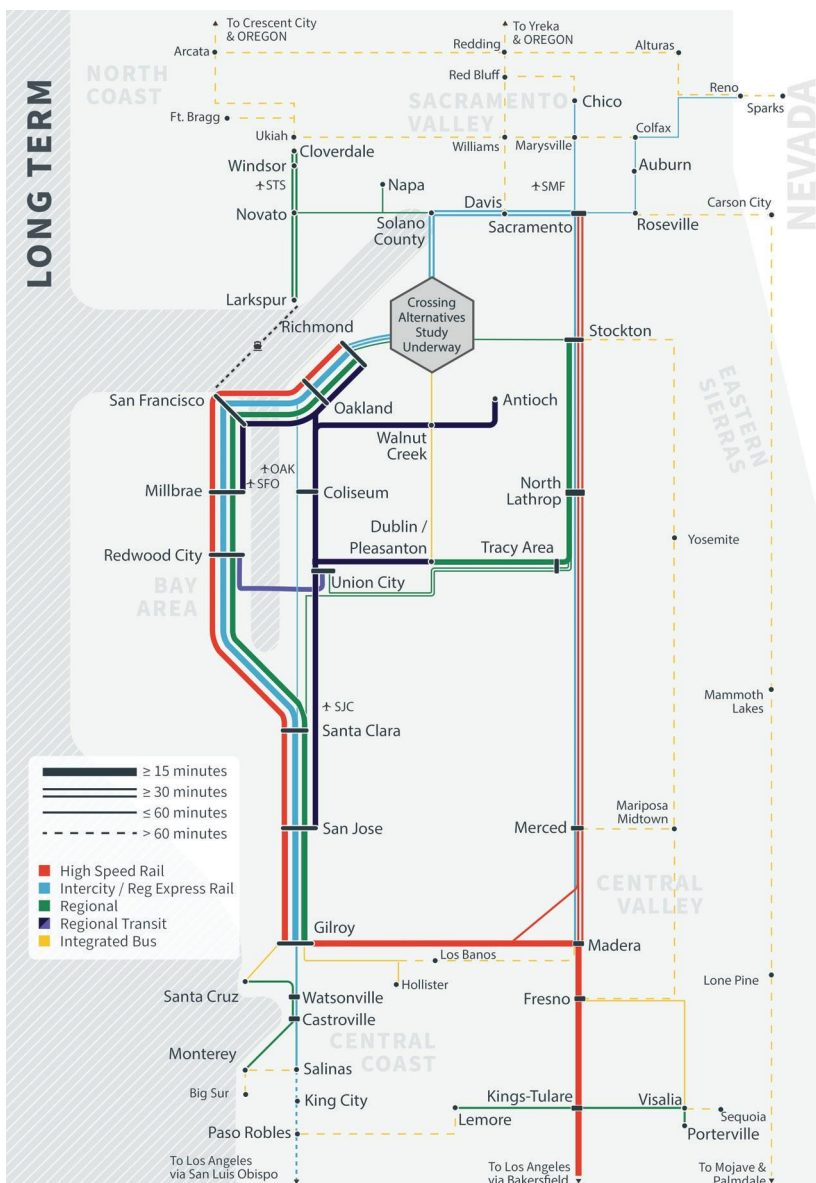
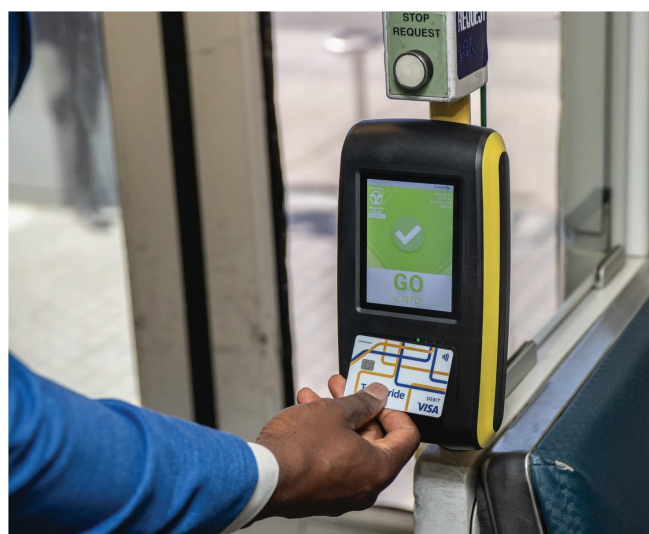
(Mid-Term)

\$53.1B

(Long-Term)



The Rail Plan organizes its capital planning in near-, mid-, and long-term horizons. The overall program identifies \$99.5B in passenger, freight, zero-emissions operations, and port/logistics support investments, exclusive of California High-Speed Rail.



Attachment: 2023 California State Rail Plan Fact Sheet (2023 California State Rail Plan Update and SCAG Comment Letter)



AGENDA ITEM 8
REPORT

Southern California Association of Governments
June 1, 2023

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Anita Au, Planning Supervisor
(213) 236-1874, au@scag.ca.gov

Subject: Connect SoCal 2024: Equity Analysis Update – Priority Equity
Communities

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

With direction from the Regional Council, Energy and Environment Committee (EEC), and Racial Equity and Regional Planning Subcommittee, SCAG continues to affirm its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California by working to operationalize racial equity through regional planning functions. Staff have presented to the EEC on the progress of developing a new approach for Connect SoCal 2024’s Equity Analysis that is grounded on best practices and extensive internal and external stakeholder input. This staff report provides an overview of equity-related comments received from the Connect SoCal public outreach events between March and May 2023 and an update on SCAG’s approach for the Equity Analysis. Updates include revised methods for defining Priority Equity Communities (formerly Environmental Justice areas, Disadvantaged Communities and Communities of Concern) which incorporate considerations from input received through Connect SoCal public outreach, meant to frame and focus the Equity Analysis on populations that have been historically marginalized and are susceptible to inequitable outcomes.

BACKGROUND:

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development.

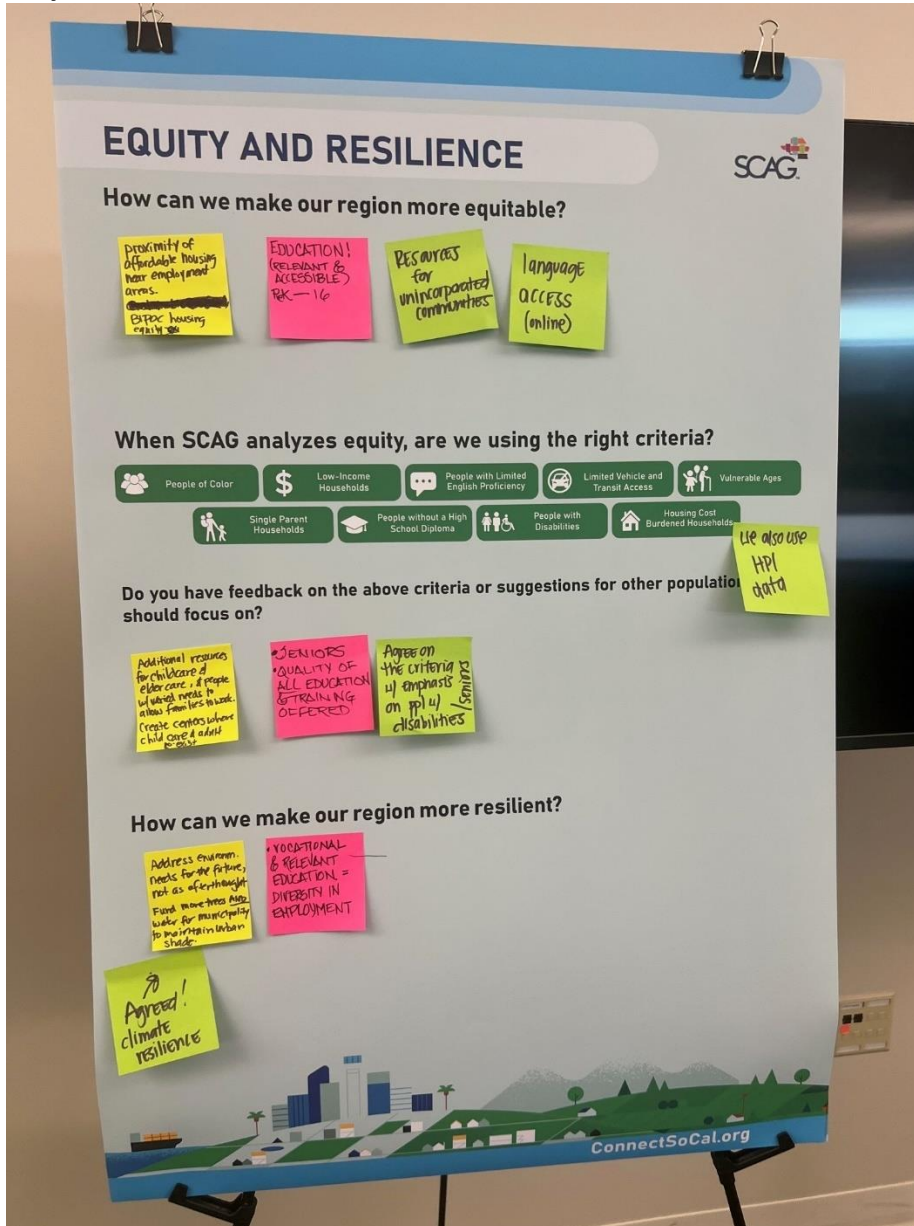
SCAG's next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. An Equity Analysis is included to comply with statutory requirements and ensure there are no disparate or disproportionate impacts to people of color or low-income populations as a result of implementing Connect SoCal 2024.

On April 7, 2022, staff provided the EEC a preview of the approach for the Connect SoCal 2024 Equity Analysis, including revisiting the populations and communities analyzed in previous EJ analyses, and developing a new equity area definition of Priority Equity Communities. On September 1, 2022, staff provided the EEC with proposed updates to the equity performance measures for Connect SoCal 2024. On March 2, 2023, SCAG's Joint Policy Committee adopted the Racial Equity and Regional Planning Subcommittee White Paper, which included recommendations for Connect SoCal 2024 and suggested preliminary strategies for inclusion in the Plan. On April 6, 2023, staff provided the EEC with revised methods for defining Priority Equity Communities and equity performance measures. Since then, SCAG hosted several Connect SoCal workshops and distributed a survey in which SCAG directly requested input on the priority population criteria for Priority Equity Communities and ideas for ways to make the region more equitable. In response to input received from outreach, staff proposes a final version of Priority Equity Communities to be used in the Connect SoCal 2024 Equity Analysis.

CONNECT SOCIAL 2024 OUTREACH:

In April and May 2023, SCAG hosted 21 in-person workshops, seven virtual workshops, and appeared at several pop-up events throughout the region to share to gather input regarding challenges each community faces to establish planning priorities for the next 20 to 30 years. At the workshops, participants learned about the Plan's policy direction and were encouraged to respond to various prompts by placing sticky-notes on a board to indicate priorities. One station included questions related to equity and resilience, as pictured in **Exhibit 1**.

Exhibit 1 - Equity and Resilience Poster from a Connect SoCal 2024 Workshop in Palm Desert on May 2, 2023



Feedback on Making the Region More Equitable

Based on the feedback received through the first equity question, staff learned what participants thought could contribute to a more equitable region.

Equitable Outreach Through Proactive Methods: Participants called on government agencies to conduct more equitable outreach by employing more proactive methods of inclusion, taking actions to convey respect to communities and build diverse relationships with neighbors, focusing engagement with marginal groups (e.g., Spanish-speaking populations), and generally arranging meetings so that they're available to more people.

Equitable Policies: Participants recommended local agencies to enact more equitable actions in local planning, including re-examining existing policies and processes for unintended consequences and implicit bias and being intentional in collaboration on planning efforts to reconnect communities.

Economic Justice: Participants focused on better and greater choice in jobs, schools, and training opportunities for everyone, particularly for youth and people living in disadvantaged and rural communities, paired with more affordable housing near these opportunities.

Environmental Justice: Participants acknowledged that environmental burdens, including air pollution, noise, and degradation of infrastructure, disproportionately impact communities of color and lower income groups and are geographically imbalanced between parts of the region. Several participants shared this through the example of siting new warehouse facilities and logistics activities.

Better Resources: Participants envisioned increased resources that improve community connections, particularly for unincorporated communities and small towns, including greater access to childcare and eldercare facilities, libraries, and community centers; improved language access programs; more open space; healthier food options and community gardens; and more indoor spaces to be physically active.

Affordable and Resilient Housing: Participants emphasized the need for more affordable housing in the region and shared strategies for more secure housing, including rent control, combatting racial bias in the real estate market, creating more realistic qualifications for housing assistance, and eliminating real estate speculation. Participants also mentioned improving housing resilience and safety measures, like home hardening and evacuation, for vulnerable populations.

Improved Transit Services and Active Transportation Options: Participants emphasized greater coverage, frequency, and connection for transit services, particularly fare-free service and safer active transportation options, including secure bicycle storage.

Feedback on Identifying Priority Populations

Based on the responses to the two questions on criteria to analyze equitable outcomes, participants generally supported the list of criteria SCAG provided; some commenters specifically elevated people of color, low-income communities, youth, older adults, and people with disabilities.

Participants elevated additional populations, including people experiencing homelessness, veterans, farm workers, LGBTQIA2S+¹ community members, college students, and children in foster care. Each of these groups experience unique barriers to transportation and are often exacerbated by intersectional identities with race and poverty. In response to this input, SCAG staff will discuss how the Plan caters to the issues that each of these groups in the relevant performance measures of the Equity Analysis and other technical reports in Connect SoCal 2024. Additionally, to capture the focus on youth emphasized by several comments, staff will amend the vulnerable age category to expand from under 5 years old to include people under 18 years old and over 65 years old.

Some participants noted the criteria should include Black and Indigenous communities, with one participant naming the Tongva and Kizh tribes. In the list of criteria, “people of color” is used to describe people who identify as non-white and/or Hispanic (Latino) who are impacted by the effects of racism. Federal guidance refers to racial and ethnic “minority” persons or communities, including Black Americans, Native Americans, Hispanic Americans, and Asian Americans, and is a term that no longer describes the demographic make-up of the SCAG region. SCAG recognizes that people of color is not a perfect term; grouping people into a single category can diminish the unique experiences of individuals, particularly Black and Indigenous people who are disproportionately burdened by the effects of racism. Moreover, the data available falls short of distinguishing people who experience racism, relying on aggregate racial and ethnic groups defined at the federal level. SCAG aims to evaluate the impacts of the Plan in a way that acknowledges this understanding, including by sharing results that are disaggregated by race/ethnicity when feasible.

Overall, SCAG received valuable feedback that helps shape the Equity Analysis. Staff will continue to monitor comments received through SCAG’s outreach efforts and incorporate changes wherever feasible. Any input received that staff is unable to incorporate at this stage of Plan development will be considered for future Equity Analyses.

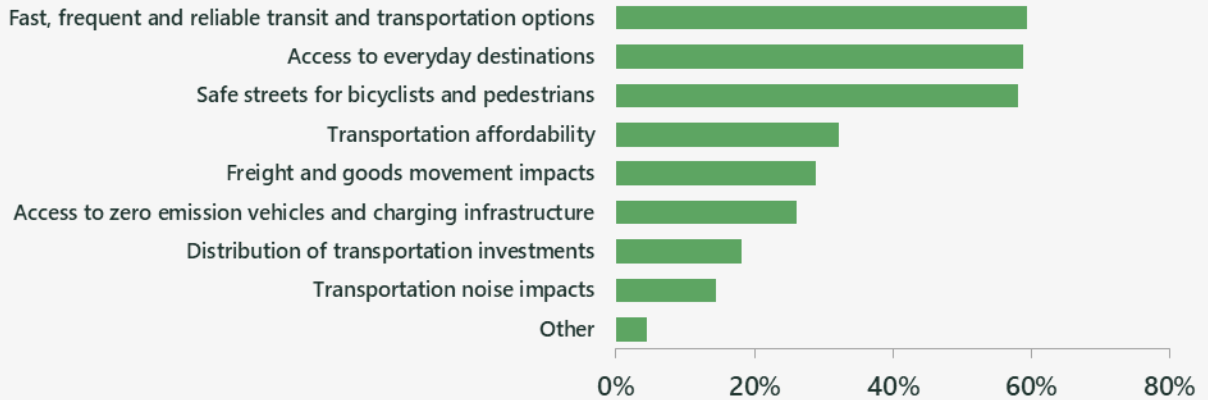
Preliminary Survey Results

Beginning March 19, 2023, SCAG distributed a 15-question survey hosted online at SurveyMonkey and Survey123 and partnered with 16 community-based organizations to distribute the survey and share at various plan outreach efforts. As of May 8, 2023, SCAG received 731 responses to the Connect SoCal online survey. The survey included two equity-related questions, one focused on transportation issues and another on more general regional issues. The responses for Questions 8 and 9 are summarized in **Exhibit 2** and **Exhibit 3**, respectively.

¹ LGBTQIA2S+ is an acronym that stands for Lesbian, Gay, Bisexual, Transgender, Queer and/or Questioning, Intersex, Asexual, Two-Spirit, and the plus sign represents the countless affirmative ways in which people choose to self-identify. Two-Spirit is used within some Indigenous communities, encompassing cultural, spiritual, sexual, and gender identity. It means different things in each nation and to each person who holds that identity, and it is culturally specific, meaning that it belongs to Indigenous communities and cannot be used by non-Indigenous folks.

Exhibit 2 – Initial Results from Question 8 of the Connect SoCal 2024 Survey as of May 8, 2023

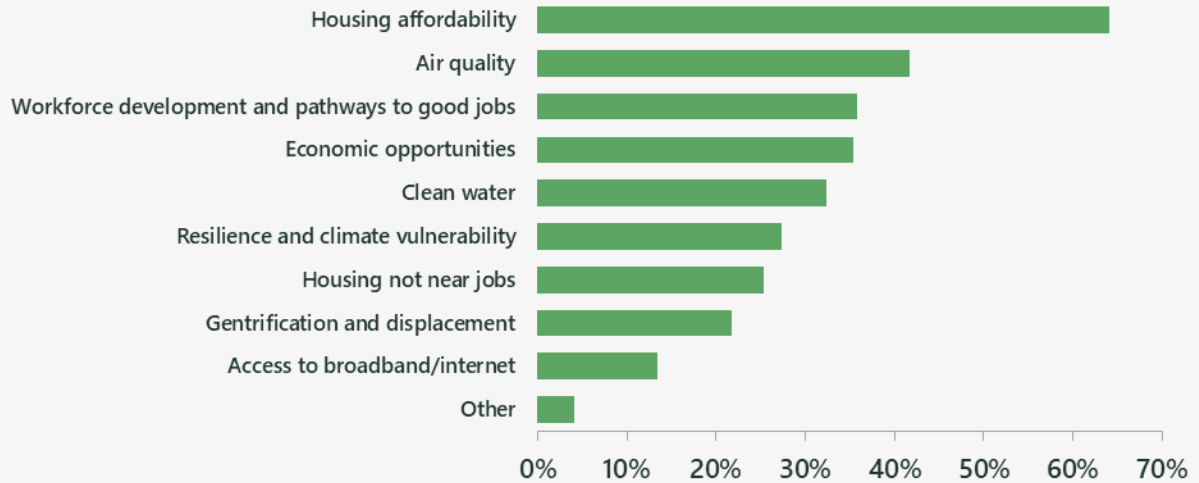
Consider how benefits and burdens of our current transportation system are unevenly distributed to people. What are the top three (3) most important regional transportation equity issues for you and your community?



For Question 8, survey respondents that chose “other” expanded on their answer with the need for walking and biking infrastructure; support of denser communities; traffic; support and opposition for congestion pricing and tolls; support for neighborhood electric vehicles; and personal safety on the transit system. According to the survey respondents, the top three most important regional transportation equity issues include (1) fast, frequent and reliable transit and transportation options, (2) Access to everyday destinations (e.g., work, retail, schools, health care and parks), and (3) safe streets for bicyclists and pedestrians.

Exhibit 3 – Initial Results from Question 9 of the Connect SoCal 2024 Survey as of May 8, 2023

Consider how environmental hazards, housing quality and economic opportunities are unevenly distributed across the region’s population. What are the top three (3) most important regional equity issues for you and your community?



For Question 9, survey respondents that chose “other” expanded on their answer with the availability of water; access to well-funded, high-quality education; the need for local agriculture; exploitation of workers; concerns about changes to neighborhood aesthetic, specifically blocked views; and poor cycling infrastructure. Exceeding all other responses, housing affordability was one of the most important regional equity issues according to the survey respondents. All of these and the topics covered in Question 8 will be discussed and assessed in the Equity Analysis and other Connect SoCal 2024 technical reports, including the Housing and Economy Technical Reports.

Since the survey remained open past the time this staff report was prepared, staff are closely monitoring additional responses, particularly non-digital responses, received after this report was published. Any major changes to Priority Equity Communities resulting from this additional feedback will be reported through future updates on the Connect SoCal 2024 Equity Analysis.

PRIORITY EQUITY COMMUNITIES:

As a result of extensive internal and external engagement on the development of Priority Equity Communities, staff present this final proposed approach for identifying an equity area for the SCAG region for use in the Connect SoCal 2024 Equity Analysis. Staff propose replacing the three equity communities (i.e., Environmental Justice Areas, SB 535 Disadvantaged Communities, and Communities of Concern) with a new, flexible equity area definition, called Priority Equity Communities, to comply with statutory requirements and support SCAG equity efforts beyond the

Plan. Priority Equity Communities are *census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.*

Staff propose determining a census tract as a Priority Equity Community if there is a concentration above the county average of:

1. **BOTH** low-income households² and people of color; **OR**
2. **EITHER** low-income households or people of color **AND** of four or more of the following:
 - i. Vulnerable Ages³
 - ii. People with Disabilities
 - iii. People with Limited English Proficiency
 - iv. Limited Vehicle and Transit Access⁴
 - v. People without a High School Diploma
 - vi. Single Parent Households
 - vii. Housing Cost Burdened Households

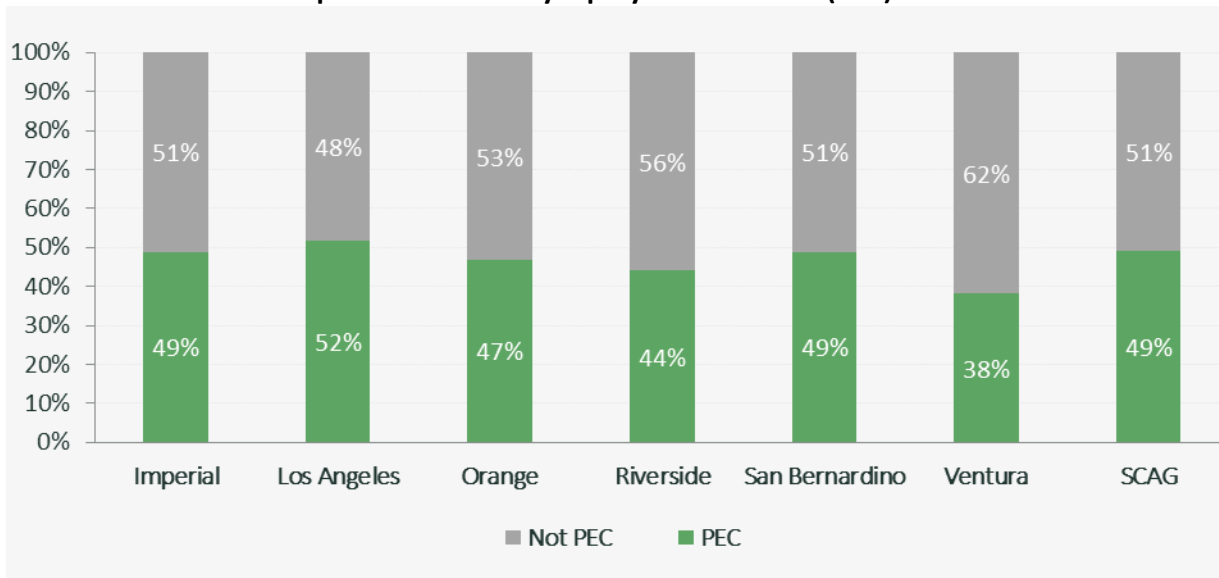
With the proposed approach and using data from the U.S. Census Bureau American Communities Survey five-year estimates (2017-2021), Priority Equity Communities cover approximately 49 percent of the region's population. **Exhibit 4** shows the percent of population in Priority Equity Communities in each county and in the SCAG region. A geographic shapefile of the Priority Equity Communities will be made available online for the public to view and download.

² Households with an income less than or equal to twice the federal "poverty level"

³ Older adults over 65 years old and youth under 18 years old

⁴ Households with more people than vehicles owned not located near a High-Quality Transit Corridor

Exhibit 4 – Percent of Population in Priority Equity Communities (PEC)



NEXT STEPS:

After confirming that the approach considers all input received through the Connect SoCal outreach process, staff will use the Priority Equity Communities as defined in this staff report to conduct analysis for the Connect SoCal 2024 Equity Analysis. SCAG will continue to explore opportunities to incorporate Priority Equity Communities in planning practices and to advance equity through the policies and strategies in the plan.

FISCAL IMPACT:

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



AGENDA ITEM 9
REPORT

Southern California Association of Governments
June 1, 2023

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Sarah Dominguez, Planning Supervisor
(213) 236-1918, dominguezs@scag.ca.gov

Subject: Connect SoCal 2024: Local Data Exchange (LDX) Survey Results

RECOMMENDED ACTION FOR CEHD, EEC, TC, AND RC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

In 2022, SCAG conducted a Local Data Exchange (LDX) process to collect input and data from local jurisdictions for the purpose of informing Connect SoCal 2024 development. One component of this process was a survey to local planners to help improve SCAG's understanding of the trends, existing conditions and local planning initiatives as well as the barriers and opportunities for achieving the vision of Connect SoCal. In total, 90 jurisdictions completed all or part of this survey. This staff report provides a summary of these responses.

BACKGROUND:

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. SCAG's next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020.

On May 23, 2022, SCAG officially launched the Local Data Exchange (LDX) process, which provided local jurisdiction's an opportunity to submit input on land use and future growth of employment and households to help the development of Connect SoCal 2024. Throughout 2022, SCAG's Local Information Services Team (LIST) met with local jurisdictions to provide background on the data,

available tools, and describe the input opportunity. Feedback and data edits were due to SCAG by December 2, 2022. This process included a survey for local planners to help improve SCAG’s understanding of the trends, existing conditions, local planning initiatives, opportunities and challenges to implementing the prior Connect SoCal.

The survey included questions in the following categories:

- Land use and housing (23 questions)
- Transportation (5 questions)
- Environmental (5 questions)
- Public Health and Equity (5 questions)
- Data (1 question)

Out of the 191 total cities and counties in the region, SCAG received responses to part or all of the survey from 90 jurisdictions.

County	Total Cities	Completed Survey	County Percent
Imperial	8	0	0%
Los Angeles	89	42	47%
Orange	35	23	66%
Riverside	29	10	34%
San Bernardino	25	10	40%
Ventura	11	5	45%
SCAG	197	90	46%

The attached report documents the results of the survey.

Key Findings:

- Land Use and Housing
 - 45 of the 90 jurisdictions were currently or had recently updated their General Plans.
 - The most prevalent SCS strategies included in recently adopted General Plans were **Infill** and **Promoting Diverse Housing Choices**.
 - Across the region, **limited staff capacity** and **budget limitations** were the primary barriers that prevents jurisdictions from updating and implementing General Plan elements, as noted by roughly half of survey respondents.

- 50% of respondents reported that additional grant or budget funding would most positively impact their capacity to add Sustainable Community Strategies to their General Plans.
- Jurisdictions throughout the region each face unique circumstances that impact their ability to fulfill RHNA and housing element quotas. Survey respondents noted a range of reasons **why housing production goals remain unmet**. The most common responses cited a lack of land (42%), lack of developer interest (25%), lack of funding for affordable housing (25%), and public opposition (21%).
- Transportation
 - The most common **transportation policies and plans adopted** by local jurisdictions included: Bicycle Master Plan (50 jurisdictions), Streetscape Standards and Design Guidelines (49 jurisdictions), Truck Route/Truck Prohibit Route Plan (46 jurisdictions).
 - 38 jurisdictions have a complete streets policy, with most common focus being on active transportation.
 - Over half (55%) of respondents reported **political or community pushback** as barriers to implementing parking reforms.
- Environmental
 - The most common **natural lands conservation strategies** used by local jurisdictions are development impact fees (47 jurisdictions), tree planting or other urban heat mitigation (40 jurisdictions), and hillside/steep slope protection (37 jurisdictions).
 - Only 12 jurisdictions have approved projects utilizing CEQA streamlining.
- Public Health & Equity
 - Only 6 jurisdictions have developed an Equity Action Plan.
 - The most common **plans to address emergencies caused by natural disasters** are Hazard Mitigation Plans (56 jurisdictions), Emergency Response Plan (48 jurisdictions) and Emergency Evacuation Plan (45 jurisdictions)
- Data
 - For the one question assessing **data collected by local jurisdictions**, the most common are: Local road pavement management and performance data (52 jurisdictions), Collision data (51 jurisdictions) and Pavement Condition Index (49 jurisdictions).

Next Steps:

SCAG staff are currently using the findings from this survey to inform the draft Connect SoCal 2024. Because only 90 jurisdictions had the resources or ability to provide input to SCAG through this survey, we will take this data limitation into account as we work with or extrapolate from these findings. These survey results, particularly the understanding of barriers and opportunities, will also



help to inform the development of Implementation Strategies to be included in the draft Connect SoCal 2024.

FISCAL IMPACT:

Work associated with this item is included in the FY 22-23 Overall Work Program (310.4874.01: Connect SoCal Development).

ATTACHMENT(S):

1. Connect SoCal 2024: Local Data Exchange Survey Results

SCAG Local Data Exchange (LDX) Survey Results

Background

The Southern California Association of Governments (SCAG) sought input from local jurisdictions across the six-county region to develop Connect SoCal 2024, SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) through the Local Data Exchange (LDX) process in 2022.

SCAG used a survey to better understand the trends, existing conditions and local planning in the region. The survey was organized into five parts including: Land Use & Housing, Transportation, Environmental, Public Health and Equity and Data. This report summarizes the responses SCAG received through this survey.

Overall Survey Participation:

In total, out of the 191 cities and counties in the region, 90 jurisdictions completed part or all of the survey, summarized by county in the table below. There were no survey responses received from jurisdictions in Imperial County.

County	Total Cities	Completed Survey	County Percent
Imperial	8	0	0%
Los Angeles	89	42	47%
Orange	35	23	66%
Riverside	29	10	34%
San Bernardino	25	10	40%
Ventura	11	5	45%
SCAG	197	90	46%

Part I – Land Use & Housing

General Plan

3. Please enter the year of your jurisdiction’s most recent general plan element update¹. (n=90²)
 - a. Land Use: 67% have updated since 2010

¹ Numbering starts at Question 3 since first two questions were: Contact Info and SCAG Subregion

² Total number of survey responses for the Land Use element, percentages are based on total section respondents and do not represent regional percentages.

- b. Circulation: 62% have updated since 2010
- c. Housing: 98% have updated since 2010
- d. Conservation: 50% have updated since 2010
- e. Open Space: 53% have updated since 2010
- f. Noise: 53% have updated since 2010
- g. Safety: 76% have updated since 2010
- h. Environmental Justice: 37% have updated since 2010

4. What are barriers and/or opportunities to updating and implementing these elements as part of the General Plan? (n=76)³

The most common barriers cited for updating and implementing the elements of the General Plan were funding (42 jurisdictions) and staffing (36 jurisdictions).

For opportunities, five agencies saw opportunities to use grants, SCAG assistance and Local Early Action Planning (LEAP) funding, and five saw opportunities to modernize their general plans.

5. Is your jurisdiction currently updating or recently completed its General Plan?⁴ (n=90)

SCAG Total		Los Angeles	Orange	Riverside	San Bernardino	Ventura
Yes	45	17	13	4	6	5
No	45	25	10	6	4	0

6. When was the zoning code last updated to reflect your most recent General Plan amendments? (n=70)

44 jurisdictions have updated their zoning code since 2020 or are currently in the process. An additional 19 jurisdictions updated their zoning code between 2010-2019. The remaining 7 jurisdictions last updated in 2009 or earlier.

7. What are barriers and/or opportunities to updating and implementing the zoning code? (n=78)

The most common cited barriers for updating or implementing the zoning code were limited staff capacity (47 jurisdictions) and lack of funding/budget (27 jurisdictions). Other barriers included conflicts with state requirements, lack of political support or CEQA and regulatory challenges.

³ Qualitative questions and open-ended questions have been categorized and these summaries do not articulate every unique response received.

⁴ Note: Imperial County is not included in this or subsequent tables because no responses were received from jurisdictions in Imperial County.

For opportunities, jurisdictions noted the ability to meet changing trends (4 jurisdictions) and grant funding or assistance from SCAG (3 jurisdictions).

8. Is your jurisdiction currently in the process of updating its land use designation and zoning code, separate from any General Plan update? (n=90)

SCAG Total		Los Angeles	Orange	Riverside	San Bernardino	Ventura
Yes	40	16	9	5	7	3
No	50	26	14	5	3	2

9. Does your 6th cycle housing element update include any of the following? (n=88)

- Rezone Plan: 46 jurisdictions
- Overlay Zone Plan: 40 jurisdictions

10. Does the most recently adopted general plan update support any of the following Sustainable Communities Strategies (SCS)? (n=90)

	Supports and Includes Strategies	Supports	Does not Support	N/A
Center Focused Placemaking	21	30	3	29
Focus Growth Near Destinations and Mobility options	31	32	3	22
High Quality Transit Areas	19	32	5	33
Infill	44	33	0	11
Job Centers	16	43	1	27
Leverage Technology Innovations	9	33	8	32
Livable Corridors	13	41	4	28
Neighborhood Mobility Areas	11	37	3	33
Priority Development Areas	21	27	3	34
Promote Diverse Housing Choices	42	31	0	13
Promote Green Region	18	28	4	33
Regional Advance Mitigation	3	18	11	50
Support Implementation of Sustainability Policies	23	40	2	19
Transfer of Development Rights	4	13	20	46
Transit Oriented Development (TOD)	18	27	6	35
Transit Priority Areas	9	35	6	35
Urban Greening	13	36	6	29

What are barriers and/or opportunities to implementing or supporting these strategies? (n=67)

Of the 67 responses, lack of funding (23 jurisdictions) and limited staff capacity (17 jurisdictions) were the top cited barriers. Other barriers included lack of support, lack of transit opportunities and existing urban form (“city is built-out”).

The opportunities cited for supporting SCS strategies included the development potential (business, residential and transit oriented) and SCAG assistance.

11. For those strategies above that are reflected in current plans, which have seen the most implementation? The least? What are the local conditions impacting implementation of these strategies? (n=67)

The strategies with the most implementation were infill (23 jurisdictions) and diverse housing choices (18 jurisdictions). Other implemented strategies, primarily but not exclusively in Los Angeles and Orange County also include high quality transit and TOD, sustainability policies and growth near destinations.

Conversely, several jurisdictions noted those same strategies above as the least implemented in their jurisdiction, namely: high quality transit and TOD. One agency noted that any state related programs were not implemented, and several indicate there was no interest from developers in developing affordable housing. It should be noted that the agencies were silent on many of the strategies and only focused on those relevant to their communities.

12. What resources, technical assistance or policy action at the regional, state or federal level would be most impactful to support implementation of these strategies? (n=82)

Resources Needed	LA	Orange	RIV	SB	Ventura	Total
Funding initiatives	16	7	3	2	2	30
Technical support	11	2	1	2		16
Added staff or consultants	7	1	3			11
Grants	9	1		1		11
SCAG, state or local officials to provide policy guidance	2	2	2			6
Added statewide regulation	2		1			3
Legislation for more long term, streamlined processes		3				3
Infrastructure expansion	1		1			2

13. Does the circulation element of your General Plan have a policy regarding complete streets and if so, what is its scope and applicability? (n=78)

In total, 38 jurisdictions noted having a policy regarding complete streets. The scope and applicability varied as follows: Active Transportation (18 jurisdictions), Multi-modal transportation (11 jurisdictions), Safety (4 jurisdictions), and Connectivity (1 jurisdiction)⁵.

14. Does your jurisdiction offer any of the following incentives for infill development or transit-oriented development? (n=83, infill; n=76, transit-oriented development)

Incentives for Infill Development	Yes	No
Affordable Housing Catalyst Fund, Trust fund or Revolving Loan Fund	7	65
Affordable Housing Set Aside	20	57
Building Height Waivers	25	51
By Right Approval	37	40
Density Bonus	63	20
Fast Track Permitting	28	48
Fee Waivers	13	67
Increased Floor Area Ratio	25	52
Reduced Open Space Requirements	28	49
Rezoning	19	56
Super Density Bonus	10	64
Tax Increment Financing Districts	6	67
Tax Subsidies or Other Benefits	8	65
Transfer of Development Rights	8	65
Waived or Reduced Minimum Parking Requirement	37	41

Incentives for TOD	Yes	No
Affordable Housing Catalyst Fund, Trust fund or Revolving Loan Fund	3	68
Affordable Housing Set Aside	9	61
Building Height Waivers	17	55
By Right Approval	16	54
Density Bonus	38	35
Fast Track Permitting	19	51
Fee Waivers	7	65
Increased Floor Area Ratio	18	53
Reduced Open Space Requirements	15	56
Rezoning	11	58
Super Density Bonus	4	65
Tax Increment Financing Districts	3	65

⁵ Note: not all jurisdictions provided details on the scope and applicability of their complete streets policy.

Incentives for TOD (cont.)	Yes	No
Tax Subsidies or Other Benefits	5	63
Transfer of Development Rights	2	66
Waived or Reduced Minimum Parking Requirement	27	45

Are there barriers to offering any of the above incentives? If so, are they technical, political, financial or other? If your jurisdiction has offered incentives, which have been the most used or successful?
(n=64)

The most notable barriers were financial (22 jurisdictions) and political (19 jurisdictions). Other barriers mentioned included technical, staffing and infrastructure.

The incentives that were noted as the most successful were: density bonuses for affordable housing, and parking reduction in TOD areas.

15. Which of the following parking strategies are included in any of your existing specific plans, general plans or zoning code? (n=86)

	Yes	No
Bicycle Parking	70	15
Innovative Parking Design (i.e., Sustainable Features)	32	52
Parking Maximums in Designated Areas	11	72
Parking Pricing	8	75
Park-Once Districts	20	62
Right-Sized Parking	12	71
Shared Parking	67	18
Unbundled Parking	12	71
Waived or Reduced Minimum Parking Requirement	65	21

Are there barriers to offering any of the above parking strategies? If so, are they technical, political, financial or other? (n=56)

The top barriers noted were political (21 jurisdictions) and financial, with a lack of both funding and staff resources (14 jurisdictions).

16. Does your jurisdiction have a development/impact/linkage fee ordinance? (n=84)

	Yes	No
Development Fee Ordinance	53	29
Impact Fee Ordinance	54	28
Linkage Fee Ordinance	11	66

17. If yes to question 16, which of the following do any of the above fund? (n=65)

	Yes	No
Active Transportation	23	33
Affordable Housing	14	43
Local Streets and Roads	46	14
Natural Lands/Open Space Preservation	20	35
Parks	53	10
Traffic and/or Vehicle Miles Traveled (VMT) Reduction	19	36
Transit Improvements/Amenities	23	29

Housing

18. Does your jurisdiction use any of the following zoning or land use strategies for housing (e.g., in your 6th Cycle Housing Element)? (n=89)

	Yes	Considering	No
Affordable Housing Preservation Ordinance	23	16	44
Fair Housing Policy	57	12	15
Housing Trust Fund	20	19	42
Inclusionary Zoning Ordinance	25	20	35
In-lieu Fee Component	21	21	34
Owner Program	15	21	39
Rental Program	17	22	36
Incentives for Affordable Housing	50	14	9
Building Height Waivers	35	16	27
Density Bonus	60	17	5
Fast Track Permitting	33	25	23
Fee Waivers	25	21	36
Increased Floor Area Ratio	32	15	34
Reduced Open Space Requirements	32	21	27
Tax Subsidies or Other Benefits	16	18	44
Waived or Reduced Minimum Parking Requirements	44	19	19
Other Relaxed Requirements for Affordable Housing	33	29	18
Low-Income Housing Tax Credit (LITHC)	20	17	42
Mortgage Down Payment Assistance Program	33	12	35
Rent Stabilization Ordinance	12	10	61

(cont.)	Yes	Considering	No
Special financing district (Tax Increment Financing District, Community Revitalization and Investment Authority, Enhanced Infrastructure Finance District, Others?)	7	15	54

Are there other strategies not identified above your jurisdiction is considering? What are barriers to include these strategies in your housing element? (n=39)

Many jurisdictions shared specific strategies including:

- Specific Plans and CEQA Streamlining (Monrovia);
- Safe at Home grants, lead and asbestos as well as environmental funding (Huntington Park);
- Land acquisition for low- and moderate-income housing (Laguna Beach);
- Conditionally allowing residential development on public land (Brea);
- Lot Consolidation Program (Rolling Hills Estates);
- Affordable Housing Overlay Ordinance (Garden Grove); and
- Creative development standards to encourage neighborhood-sensitive density (Yucaipa)

Top barriers included funding and staff time as well as developer interest.

19. What are the most critical barriers to your city/county in realizing the housing production goals in your RHNA and housing element? (n=76)

The critical barriers cited by jurisdictions included lack of land (32 jurisdictions), limited developer interest/submittals (19 jurisdictions) and lack of funding for affordable housing (19 jurisdictions).

20. What are some housing policies or broader strategic actions that would most help you achieve your RHNA housing production goals? (n=68)

The top cited opportunities included: funding to subsidize affordable housing (15 jurisdictions), waivers for fees (10 jurisdictions) and accessory dwelling units (ADU)s (8 jurisdictions).

21. How does your city or county balance the need to deliver more housing with the need to consider growth in areas of environmental resources, high habitat values, and areas at risk of climate change impacts (high fire severity zones, sea level rise, sensitive habitat areas, farmland, etc.)? (n=66)

Top responses included: Environmental conditions limit development (22 jurisdictions), locating development outside of environmental hazard zones (18 jurisdictions) and reliance on CEQA (7 jurisdictions).

22. **Connect SoCal seeks to advance land use strategies that focus on housing affordability, production and preservation. Please indicate and briefly describe whether your jurisdiction is implementing policies in the following areas, or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are. (n=66)**

Implemented Policies	LA	Orange	RIV	SB	Ventura	Total
Permit streamlining for Accessory Dwelling Units (ADUs)	33	11	6	7	2	59
Permit Streamlining and/or Zoning for Multi-Family Developments	25	10	7	3	2	47
Affordability of Housing	24	11	2	6	2	45
Preservation of Affordable Housing	23	11	6	3	2	45

Few jurisdictions provided details on barriers, those that did cited lack of funding, challenges with staffing levels and lack of community support.

23. **Connect SoCal seeks to advance land use strategies that focus on infrastructure improvements and financing. Please indicate and briefly describe whether your jurisdiction is implementing policies in the following areas, or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are.**

Implemented	LA	Orange	RIV	SB	Ventura	Total
Tax-Increment Financing Districts (e.g. Enhanced Infrastructure Finance Districts)	4	3				7
Infrastructure Improvement Plans for Future Development or Redevelopment	15	5	4	2	1	27
Housing-Supportive Infrastructure (Including Broadband)	11	2	1	1	1	16

Other infrastructure issues noted by survey respondents include:

- Aging infrastructure that needs costly upgrades
- Costs incurred by tourists and visitors
- Controversy associated with placement of radios (for municipal use 5G network)

Barriers to implementing the above policies include: lack of staff, cost/funding, and changing political priorities.

24. Connect SoCal seeks to advance land use strategies that focus on infill development and redevelopment. These strategies encourage development in walkable neighborhood centers, arterial corridors, transit rich areas, and job centers. Please indicate and briefly describe whether your jurisdiction is implementing policies in the following areas, or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are.

Land Use Strategies focused on Infill and Redevelopment	LA	Orange	RIV	SB	Ventura	Total
Walkable Mixed-Use Neighborhood Centers?	34	13	6	6	3	62
Transit-Oriented Development (TOD)	26	8	4	1	2	41
Job Center Creation/Expansion	17	10	5	5	3	40
Arterial/Blvd. Redevelopment? Other Infrastructure Issues	35	8	4	5	3	55

25. Connect SoCal is a long-term regional plan that seeks to advance a **number of land use and transportation strategies that focus on a future several decades out**. These strategies encourage near-term actions that will lead to desirable future outcomes in communities throughout the region. Please indicate and briefly describe whether your jurisdiction is implementing policies that will result in positive future outcomes or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are.

How will your community change over the next 20-30 years? (n=71)

	LA	Orange	RIV	SB	Ventura	Total
Growth in Res/Comm/Industrial Areas	6	4	4	4	1	19
Increased Diverse Housing Available near Transit	11	3	1		1	16
Community will be Built-Out, Very Little Change except ADUs	6	1	1	1		9
Focus on Growth in Urban Infill Areas	4	4			1	9
More Development, Increased Density	1	2	3	1		7
More Walkable Pedestrian Friendly	5	2				7
Aging Population, Diversity Changes, Rising Population	5			1		6

(cont.)	LA	Orange	RIV	SB	Ventura	Total
Increased Electric Vehicles	1					1
Resort Focus for Future of Community				1		1

What strategies is your community interested in to retain vibrant neighborhoods and business districts? (n=69)

	LA	Orange	RIV	SB	Ventura	Total
Specific Plans, Strategic Plans, Development Standards, Master Plans	8	2	3		1	14
Housing near Commercial	1	1		2		4
Funding, Financing, Grant Options	4	1	2	2		9
No Strategies	4	3			1	8
Economic Development Strategies	7					7
Streamline the Development Process	3	2		2		7
Downtown Revitalization or Redevelopment Strategies	3	2				5
Sustainable Initiatives (i.e., Air Quality, Recycling)	4	1				5
Housing Element or General Plans	2	1	1			4
Code Enforcement	1					1
Seek Tenants		1				1

What current trends are impacting your community's future? (n=64)

	LA	Orange	RIV	SB	Ventura	Total
Land: Housing/Building/Land Prices, Rent Prices (Some due to Vacation Rentals)	16	6	1	3	1	27
Lack of Local Control Expanding	8	3		1		12
Climate Change, Sea Level Rise, Wildfires	5	4				9
Land Use and Transportation Progress	3	2		1	1	7
Aging Infrastructure: Energy, Water needs	1	1	1	1		4
Safety, Crime, Homelessness	2		1	1		4

(cont.)	LA	Orange	RIV	SB	Ventura	Total
Change Commercial/Office to Residential Uses	3					3
Residential Economic Downturn	2		1			3
Sustainability/Green Technology	2			1		3
Residential/Industrial Growth			1	1		2

The answers to these questions were diverse across the region. In addition to the responses below, the following trends were noted:

- Increased medical facility needs,
- more outdoor uses,
- increased large warehouse development,
- increased logistics,
- increased cannabis land needs,
- decreased big box development,
- increased social media pressure,
- reducing sales tax due to ecommerce and reducing property tax due to rezoning,
- disinvestment in downtown,
- industrial/retail expansion.

Other future issues? (n=32)

Responses to this question varied, with the top response being “economic downturn” (5 jurisdictions). Other responses shared by 1 or more jurisdictions include: aging infrastructure, climate change, reduced parking demand, declining size of residential units, job/housing balance, and overabundance of commercial property.

PART II – Transportation

26. Has your jurisdiction adopted or plans to adopt any of the following policies, plans and strategies. And if so, please indicate when it was adopted, or intends to be adopted: (n=80)

	Yes	In Development	No
Active Transportation Plan	28	10	32
Bicycle Master Plan	50	7	19
Broadband Adoption Plan/Strategy	7	13	50
Complete Streets Policy	37	11	25
Does it include provisions for delivery vehicles or truck access?	12	5	35
Curb Space Management or Inventory	5	6	54
Electric Vehicle Station Plan	5	11	53
First/Last Mile Strategies	7	10	52
Industrial Land Use Ordinance	26	4	37

(cont.)	Yes	In Development	No
Intelligent Transportation Systems Plan/Program	12	1	52
Intermodal Facility Plan	3	1	61
Local Road Safety Plan or Equivalent (Vision Zero Action Plan)	22	7	40
Does it include a High Injury Network (or equivalent)?	15	1	41
Multimodal Performance Measures/Targets	9	3	55
Parking Management Plan/Ordinance	19	5	45
Provisions for commercial vehicle?	11	2	41
Provisions for truck parking?	11	2	42
Pavement Management Plan	43	7	19
Pedestrian Masterplan	22	10	38
Safe Routes to School Education/Encouragement Program	35	5	28
Safe Routes To School Program or Plan	43	6	20
Safety Plan/Safety Targets	28	5	35
Scenic Roadway Plan	14	0	54
Streetscape Standards and Design Guidelines	49	4	17
Technology or Broadband Equity Plan/Strategy	6	6	55
Technology Plan (Preparing for or implementing technology upgrades incl. 5G, connected/automated vehicle readiness, etc.)	9	8	49
Traffic Calming Measures	40	6	24
Transit Overlay District	8	1	59
Transportation Demand Management Ordinance	33	0	35
Transportation Demand Management Program	22	2	43
Truck Route/Truck Prohibit Route Plan	46	4	21

27. Has your jurisdiction adopted or implemented any of the following Transportation Demand Management (TDM) Strategies and, to your knowledge, have any major employers or other entities implemented any such strategies? (n=76)

Jurisdiction Strategies	Yes	No
Bike share system	13	58
Car share program	11	60
Designated pick-up/drop-off for ride sourcing or transportation network companies (TNCs, such as Lyft or Uber)	13	60
Dynamic pricing for parking	3	68
Employee training programs on multimodal travel options	9	61

Jurisdiction Strategies (cont.)	Yes	No
Facilities or incentives for low speed modes (Neighborhood Electric Vehicles)	0	68
Guaranteed ride home programs	10	62
Incentives for telecommuting or hybrid work	14	56
Integrated mobility hubs	6	63
Intelligent parking programs	7	64
Micromobility program (bike share, scooter share, etc.)	7	63
Parking cash-out policies	7	64
Parking Pricing	4	67
Preferential parking or parking subsidies for carpoolers	5	64
Private employer shuttles or other transportation providers	19	52
Programs or mobility services aimed at local tourism travel (e.g. Shuttle bus)	12	59
Ridesharing incentives and rideshare matching	11	61
Transportation Network Company (TNC) partnership (providing first/last mile, dial-a-ride or paratransit, microtransit, etc.)	18	52
Transit pass benefits	21	47
Transportation management areas	8	61
Vanpool programs	11	57

Major Employer Strategies	Yes	No
Bike share system	6	29
Car share program	7	26
Designated pick-up/drop-off for ride sourcing or transportation network companies (TNCs, such as Lyft or Uber)	10	23
Dynamic pricing for parking	4	28
Employee training programs on multimodal travel options	6	26
Facilities or incentives for low speed modes (Neighborhood Electric Vehicles)	3	28
Guaranteed ride home programs	6	26
Incentives for telecommuting or hybrid work	11	23
Integrated mobility hubs	1	30
Intelligent parking programs	4	29
Micromobility program (bike share, scooter share, etc.)	1	31
Parking cash-out policies	2	28
Parking Pricing	4	26
Preferential parking or parking subsidies for carpoolers	16	19
Private employer shuttles or other transportation providers	15	19

Major Employer Strategies (cont.)	Yes	No
Programs or mobility services aimed at local tourism travel (e.g. Shuttle bus)	8	24
Ridesharing incentives and rideshare matching	12	24
Transportation Network Company (TNC) partnership (providing first/last mile, dial-a-ride or paratransit, microtransit, etc.)	6	27
Transit pass benefits	13	20
Transportation management areas	4	27
Vanpool programs	13	16

Any other TDM Strategies your jurisdiction is considering? What are barriers and/or opportunities to include these strategies in your plans, programs, or ordinances? (n=35)

Other TDM strategies under consideration include: satellite parking, flex and modified work schedules, on demand micro transit, incentivized bike parking and informational programs.

The key barriers cited included: funding (6 jurisdictions), limited transit options (3 jurisdictions), limited staffing (2 jurisdictions), and stakeholder education (2 jurisdictions). In addition, one jurisdiction cited potential theft as a barrier to implementing a bike share program.

28. Does your jurisdiction currently have strategies for mitigating vehicle miles travelled (VMT) related development impacts? (n=71)

31 jurisdictions have strategies for mitigating VMT.

For jurisdictions that specified applicable projects or measures taken to mitigate VMT impacts, most noted their adopted VMT thresholds (11 jurisdictions) while others noted TDM measures (3 jurisdictions).

29. Does your jurisdiction use local return (from a county transportation tax measure) and/or general fund revenue to support any of the following: (n=72)

	Local Return		General Fund	
	Yes	No	Yes	No
Bike Lanes	41	19	36	20
Complete Streets	32	26	30	25
Dial-a-ride or other demand response service	27	33	13	40
Fixed route transit service	24	34	16	36
Pedestrian improvements	51	9	38	13
Repair (pavement, potholes)	49	12	42	11
Taxi scrip	4	52	2	41

If yes, please describe how your jurisdiction prioritizes spending of these funds.

The largest response was received regarding short-term and long-term needs being prioritized for spending funds (12 jurisdictions). Additional responses related to the Capital Improvement Program (CIP) prioritizing, Safety and Security and Bike Lane priorities.

30. Has your jurisdiction implemented any of the following efforts to support zero emission fueling infrastructure in your city? (n=73)

	Yes	No
Electric Vehicle Infrastructure	40	32
Electric Vehicle Incentives	13	58
Electrical Vehicle Station	37	33
Heavy Duty Vehicles	7	61
Passenger/Light Duty Vehicles	34	34
Alternative Fuel Fleet	32	35
Heavy Duty Vehicles	18	48
Passenger/Light Duty Vehicles	33	33
Permit Streamlining	35	36
Workplace Charging Program	29	38

Any other Electric Vehicle Strategies your jurisdiction is considering? What are barriers and/or opportunities to include electric vehicle strategies in your jurisdiction? (n=23)

The top strategies for EVs being considered by local jurisdictions include increasing charging stations (4 jurisdictions), expanding public-private partnerships (3 jurisdictions) and increasing the alternative fuel vehicles in the city’s fleet (3 jurisdictions).

The top barrier cited was funding availability for which several jurisdictions are in the process of seeking grant resources.

PART III – Environmental

31. Does your jurisdiction use any of the following natural lands conservation strategies? (n=77)

	Yes	No
Conservation easement	28	48
Development impact fee	47	29
Hillside/steep slope protection ordinance	37	40
Mitigation bank	7	68
Multiple species habitat conservation program (MSHCP)	12	61
Natural community conservation plan (NCCP)	10	61

(cont.)	Yes	No
Transfer of development rights	12	63
Tree planting or other urban heat mitigation	40	34

Any other natural lands conservation strategies not mentioned above? What are barriers and/or opportunities to include these strategies in your plans, programs, or ordinances? (n=35)

Other strategies noted by jurisdictions include but are not limited to:

- Conservation easements
- Urban Forestry Management Plan
- Tax Default Property Acquisition Program
- Wildlife Management Plan

Barriers cited include: Cost/funding limitations, complexity (layers of approvals required), limited staff resources.

32. Does your jurisdiction have a climate action plan or related policies in place to implement a “local version” of the State’s climate goal of reducing greenhouse gases by 40% below 1990 levels by 2030? (n=72)

Yes	31
In Development	3
No	38

33. Has your jurisdiction approved projects utilizing CEQA streamlining? (e.g. SB 743, SB 375, SB 35, or SB 226) (n=70)

Yes	12
No	58

Of the jurisdictions that have utilized CEQA streamlining: 8 in Los Angeles, 1 in Riverside, 2 in San Bernardino, 1 in Ventura.

34. What CEQA streamlining vehicles may be missing that would facilitate implementing projects? (n=36)

CEQA Streamlining Vehicles	LA	Orange	RIV	SB	Ventura	Total
Exemptions or Streamlining for Housing that Meets City Goals	2			1		3

CEQA Streamlining Vehicles (cont.)	LA	Orange	RIV	SB	Ventura	Total
Streamlining for Affordable or Farm Worker Housing	1				2	3
City Follows Current State CEQA Regulations		2				2
Exemptions for Clean Tech				1		1
Exemptions in Urban Zones near Transit		1				1
Local CEQA Guidelines				1		1
Streamlining in Coastal Zone	1					1
Streamlining for Developments to Achieve Meeting Code with Parking Requirement Changes	1					1
VMT Mitigation Banking	1					1
Zone Changes Exempt in Infill Areas	1					1

35. Connect SoCal seeks to advance land use strategies which enhance the capacity of the SCAG region’s built, social, economic, and natural systems to anticipate and respond to changing conditions, acute shocks, and chronic stressors. Land use strategies may include a focus on climate resilience and conservation of natural and working lands. Please indicate and briefly describe whether your jurisdiction is implementing policies in the following areas, or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are. (n=58)

Policies	LA	Orange	RIV	SB	Ventura	Total
Development Standards or Limits on Development in Climate Change Risk Areas	11	3	1	4	2	21
Resilience Plans, Actions or Metrics	8	5			1	14
Agricultural and/or Natural Land Preservation	1	3	2	3	2	11

Other climate resilience issues mentioned include water supply, sea level rise, blufftop erosion, droughts and extreme heat.

No barriers noted.

PART IV – Public Health and Equity

36. Has your jurisdiction developed/adopted any of the following equity documents/efforts? (n=76)

	Yes	No
Equity Action Plan or Framework	6	70
Equity Baseline Conditions Analysis	5	71
Equity Definition	6	69
Equity Resolution	6	67

37. Pursuant to SB 1000, jurisdictions with disadvantaged communities are required to adopt an Environmental Justice (EJ) Element or incorporated EJ goals, policies, and objectives in the General Plan Update. If your jurisdiction is required to comply with SB 1000 requirements, did you utilize the [EJ Toolbox](#) or include any recommended practices and approaches from the EJ Toolbox? (n=56)

Of the 56 responding jurisdictions, only 13 jurisdictions used the EJ Toolbox or recommended practices.

38. Does your jurisdiction use any unique outreach strategies to engage low-income residents, people of color and Tribal Governments? Typical engagement strategies include community workshops, events, activities, advertisement through media outlets, and partnerships with local community groups. (n=70)

25 jurisdictions answered yes to using unique outreach strategies. These include but are not limited to the following:

- partnership with local community groups
- direct outreach to low-income and special needs groups
- providing input opportunities at varied days, times and locations
- maintaining non-digital options for aging community members
- network of neighborhood associations

39. Has your jurisdiction incorporated any of the following planning practices to support health outcomes? (n=74)

	Yes	No
Equity Action Plan or Framework	11	63
Equity Baseline Conditions Analysis	12	62
Equity Definition	10	63
Equity Resolution	13	58

40. Does your jurisdiction have any of the following plans to address emergencies caused by natural disasters? (n=69)

	Yes	No
Emergency evacuation plan	45	22
Emergency response plan	48	20
Extreme Heat plan	17	45
Fire protection plan	29	32
Hazard mitigation plan	56	13
SB 379 Compliant Safety Element	38	22
Seismic safety plan	27	33
Wildfire Emergency plan	20	39

In what ways do the aforementioned plans, programs, or ordinances support built, social, and/or natural systems resilience in anticipation of changing conditions (e.g., increasing extreme heat days, wildfires), acute shocks (e.g., earthquakes), and chronic stressors (e.g., housing affordability, health and wellness disparities)? What are the barriers and/or opportunities to include these strategies in your plans, programs, or ordinances?

Responses to this question varied greatly, with several jurisdictions referencing their ability to protect residents and noted staffing and funding as barriers.

PART V - Data

41. Does your jurisdiction have or collect any of the following observed data?: (n=70)

	Yes	No
Allowed parking and restricted parking areas	23	47
Automated traffic counters	25	44
Bicycle or pedestrian volume data	18	50
Bike lane mileage data (bike lane, bike path, Class 3 bike routes, separated bike lanes (cycle tracks). Note please also include bike routes in your LDX submission.	27	38
Bridge condition data	27	38
Collision data (e.g., police or fire department data, hospital data, etc.)	51	18
Local road pavement management and performance data	52	16
Needs Assessment for System Preservation	6	54
New Housing starts data	44	24
Number of manufacturing firms	18	50
Open data portal	19	45
Pavement Condition Index	49	20
Pavement condition index (PCI) or International roughness index (IRI) data for local roads.	38	26
Public health data	6	54
Sidewalk data	40	26
Traffic counts	45	22
Transit Ridership by Line/Route	22	42
Truck traffic counts	13	51
Warehousing/distribution centers	17	45



AGENDA ITEM 10
REPORT

Southern California Association of Governments
June 1, 2023

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Kevin Kane, Principal Planner
(213) 236-1828, kane@scag.ca.gov
Subject: Connect SoCal Regional Growth Vision & Local Data Exchange Evaluation

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION FOR CEHD AND EEC:

Information Only - No Action Required

RECOMMENDED ACTION FOR TC AND RC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The regional growth vision is developed in collaboration with the region's 197 local jurisdictions to identify a pathway for accommodating future growth that is rooted in local plans, steered by regional policies, and aligned with state and federal policy. The regional growth vision aims to meet state requirements that SCAG prepare a forecasted regional development pattern for the region to achieve a greenhouse gas (GHG) emissions reduction target. This is accomplished by preparing a preliminary regional development pattern which uses local data and builds on Connect SoCal 2020 sustainability strategies and conducting a comprehensive outreach effort to the region's 197 local jurisdictions called Local Data Exchange (LDX).

Previously, staff presented the assessment of the locally-reviewed Connect SoCal 2024 county and regional growth projections, which between 2019 and 2050 projects 10.9 percent population growth, 25.9 percent household growth, and 14.2 percent employment growth regionwide. Staff has now completed its evaluation of the jurisdictional and Transportation Analysis Zone (TAZ)-level growth projections which were reviewed and refined during the LDX between February and December 2022. While ultimately the development pattern is defined by regional policies, strategies, and process, SCAG uses these four spatial scales to assist in its development.

This evaluation, which was previously shared with SCAG’s Technical Working Group, uses simple sketch-planning measures to compare aspects of the growth vision as it evolved from the 2020 plan into the preliminary 2024 plan and the locally-reviewed 2024 plan. For the draft Plan release, anticipated in October 2023, SCAG will formally assess GHG reduction using SCAG’s Activity-Based Travel Demand Model (ABM).

BACKGROUND:

Pursuant to Government Code 65080(b)(2)(B) et seq., Connect SoCal 2024 is required to:

“set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board and will allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C Sec. 7506).”

With the help of an expert panel and consultants, staff developed a methodology and forecasted high, medium, and low regional growth ranges in Fall 2021.

The Demographic Panel of Experts, which met twice in the Fall of 2021, stressed that the overwhelming impediment to increased employment growth in the region was housing supply and affordability. If this could not be addressed, the region’s growth trajectory might more closely resemble the low scenario. However, if a combination of market and policy factors could yield increases in household formation, the region’s strong economic fundamentals would be realized in strong job growth and a higher projection would be plausible.

Following the panel’s recommendations, staff moved forward with a modified version of the medium growth scenario, titled *Slower Growth, Steady Improvement*. County-level projections were shared with SCAG’s Joint Policy Committee in February 2022.

Beginning in May 2022, staff rolled out both parts of the growth vision – the preliminary allocation/FRDP and the Local Data Exchange, which build on past regional plans to link local plans with state targets.

1. SCAG’s preliminary forecasted regional development pattern

This step-by-step formula begins by estimating remaining general plan capacity for new housing (i.e. supply) and aligning it with the growth projection (i.e. demand). Sites identified in local jurisdictions’ 6th cycle housing element updates and existing entitlement agreements were added to

the extent that available data indicated higher housing capacity than the general plan. Demand and supply were matched using a growth prioritization scale which allocates growth to available sites based their alignment with regional objectives, SB 375 requirements, and state GHG targets¹. Specifically, this step used Priority Development Areas (PDAs) and Green Region Resource Areas (GRRAs).

2. Local Data Exchange (LDX) process

Between May and December 2022, SCAG met one-on-one with local jurisdictions to discuss several Connect SoCal data layers including the preliminary development pattern. Jurisdictions were given the opportunity to review and refine their preliminary projections based on updated plans and local knowledge in order to assist SCAG staff in linking this local knowledge with regional policies and state targets. After a comprehensive outreach effort conducted by SCAG’s Local Information Services Team, SCAG received input from 148 jurisdictions during LDX and growth forecast information from 132 jurisdictions. Additional detail can be found in the January 2023 CEHD presentation.

Evaluating the Forecasted Regional Development Pattern

The development pattern is the result of regional policies, strategies, and the process described above. SCAG uses four main spatial scales to help generate the regional development pattern (see Table 1); however, statute does not specify any specific level, or spatial scale, for the development pattern. Projecting growth at multiple scales plans necessitates a variety of inputs, expertise, and techniques and the data outputs vary accordingly. The purpose of evaluating the development pattern at this time is to provide an additional step prior to travel demand modeling and the release of the draft Plan that brings local, regional, and state plans closer together.

Table 1: Spatial Scales Associated with Preparing the Forecasted Regional Development Pattern

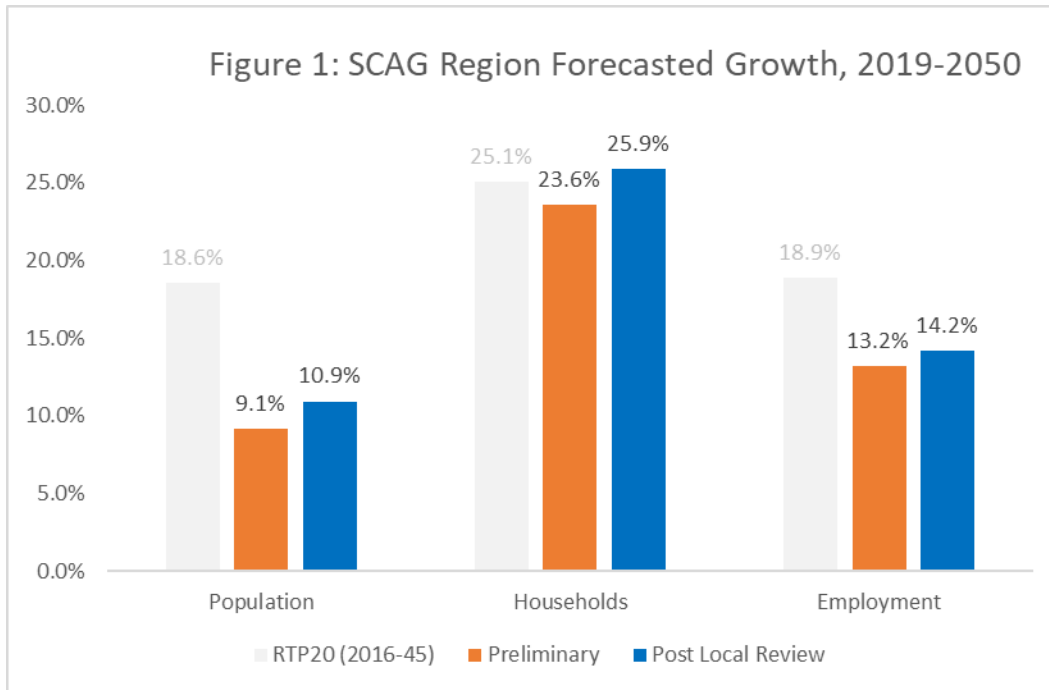
Spatial Scale	Count	Principal Data Outputs	Review by	Description and purpose
Region	1	<ul style="list-style-type: none"> - Total population, households, and employment - 5-year intervals from 2019-2050 - Demographic detail - Industries by 2-digit NAICS code 	Demographic Panel of Experts	<ul style="list-style-type: none"> - Use demographic and economic data and insights to provide the most accurate possible balanced projection and growth range
County	6	<ul style="list-style-type: none"> - Total population, 	Demographic	<ul style="list-style-type: none"> - Same as region, with

¹ This scale is based on Connect SoCal 2020 strategies, updated in some instances to reflect updates available to 3rd party data. See www.scag.ca.gov/technical-working-group and www.scag.ca.gov/local-data-exchange for details.

		<ul style="list-style-type: none"> households, and employment - 5-year intervals from 2019-2050. 	Panel of Experts	consideration for economic and demographic differences across counties
Jurisdiction	197	<ul style="list-style-type: none"> Total households and total employment - 2019, 2035, and 2050 only 	Jurisdictions, through LDX	<ul style="list-style-type: none"> - Level at which land use policies and strategies are implemented. - Population and intermediate year data derived by SCAG staff for required modeling.
City/Split Tier2 TAZ	13,062	<ul style="list-style-type: none"> Total households and total employment - 2019, 2035, and 2050 only 	Jurisdictions, through LDX	<ul style="list-style-type: none"> - Understand and communicate how regional strategies may be reflected in neighborhoods. - Enables modeling which is required to evaluate plan performance. - Advisory and nonbinding.

County and Regional Growth Evaluation

The evaluation of region and county level growth was shared with CEHD in April 2023. SCAG demographic and economic staff, with assistance from the Population Reference Bureau, conducted a series of robustness checks on the revisions to the county and regional totals made following LDX and found them to be technically sound based on the input data used and the panel’s guidance.



Especially noteworthy is the increase in household projection following local review, which is a significant departure from prior regional plan cycles wherein local review usually yields a lower household total. Put differently, the aggregate view of the region’s local jurisdictions is that 1,605,000 additional households will form by 2050, which is higher than the expert panel’s already optimistic medium scenario of 1,460,000 additional households.

Staff followed up with several jurisdictions to request clarifications or additional documentation regarding changes significant enough contribute to this overall observed increase. Broadly speaking, increases were made in places where there was identified capacity to accommodate them. Specifically, efforts by Los Angeles County jurisdictions to promote infill or Accessory Dwelling Unit development have shown encouraging increases in recent years and are supported by local housing elements². San Bernardino County growth rates have historically lagged behind neighboring Riverside County; however, they nearly achieve parity in the locally-reviewed projection and suggest the county’s land use planning may be able to foster relatively higher growth rates going forward.

² For example, in 2021 the City of Los Angeles alone represented 22 percent of the entire state’s increase in multifamily housing, see https://dof.ca.gov/wp-content/uploads/sites/352/Forecasting/Demographics/Documents/E-1_2022PressRelease.pdf. According to the California Department of Housing and Community Development’s Annual Progress Report data for 2021, 45 percent of the state’s permitted ADUs were in Los Angeles County.

Another notable difference between this locally-reviewed household projection and past plans is timing of growth. The product of SCAG’s expert panel and local jurisdiction review yields a much higher level of housing growth in the mid-term—particularly during the 6th cycle housing element period. This level of new housing would accommodate expected growth in people and jobs but also alleviate many of the effects of past housing undersupply over by the mid-2030s (i.e. existing housing need). However, increases in age and mortality in the region (and globally) would result in much lower new housing to support population growth during the late 2030s and 2040s.

Table 2: Annual Household Growth

Time period	Locally-reviewed Connect SoCal 2024	Final Connect SoCal 2020
2020-2025	73,400	57,000
2025-2030	74,800	57,000
2030-2035	60,800	53,400
2035-2040	45,400	46,300
2040-2045	32,200	46,300
2045-2050	20,600	--

Total employment growth was projected using a technical approach relying on updated data from the CA Employment Development Department (EDD), Infogroup, and past growth shares by industrial sector in jurisdictions and TAZs. Input from local jurisdictions provided additional detail and in aggregate the increased employment projection is consistent with the expected increase in the region’s ability to house future workers.

Growth Vision, Jurisdiction and TAZ-level Evaluation

In prior plan cycles, SCAG had linked state targets with local plans by conducting a purely technical preliminary projection (to the extent that is possible), soliciting local feedback, then making modifications based on sustainability-oriented growth principles such as PDAs and GRRAs.

The process to develop Connect SoCal 2024 differed. Its objective is instead to embed sustainability strategies into the preliminary projections reviewed by jurisdictions, solicit edits and refinements, then use these refined values provided that they advance regional policies and strategies and put the plan on a strong footing to achieve the GHG target.

To the extent it is possible to do so prior to running a complete travel demand model, the purpose of this evaluation is to compare the development pattern of the final Connect SoCal 2020, the preliminary Connect SoCal 2024, and the locally-reviewed Connect SoCal 2024. This is done using the growth prioritization scale which was used by SCAG staff to develop the preliminary development pattern reviewed by local jurisdictions. Using four kinds of PDAs and 13 kinds of GRRAs rooted in Connect SoCal 2020 (see attached slides), this scale provides a rough guide to help

compare areas, across a very diverse region, based on their consistency with regional strategies, SB 375 environmental requirements, and achieving state GHG targets. The scale’s most consistent areas are shown in dark green and the least consistent areas are in dark pink.

Number of Priority Development Areas	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0
Number of Green Region Resources Areas	0	0	0	0	0	1	1	1	1	1	2	2	2	2	2	3+	3+	3+	3+	3+
Growth Prioritization Scale	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

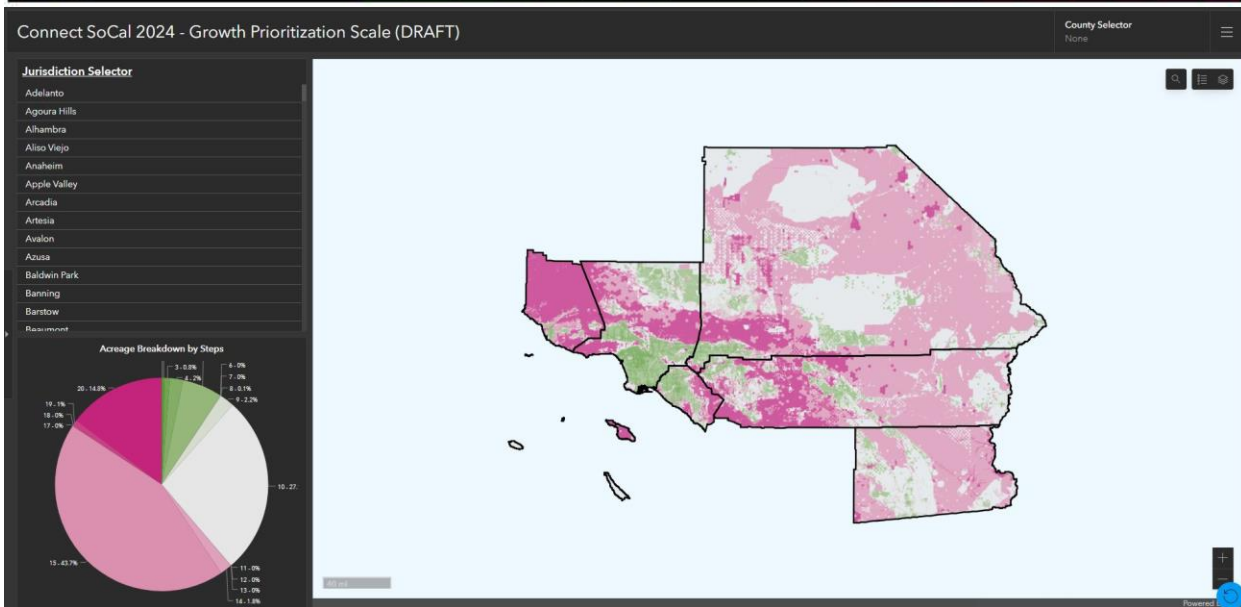


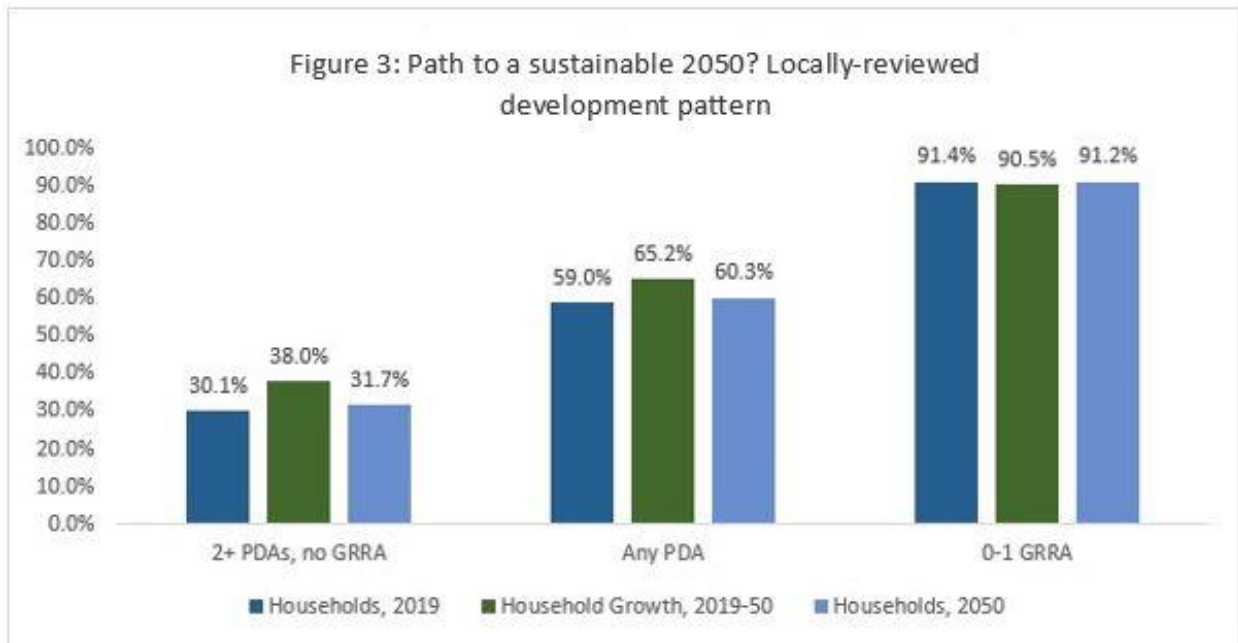
Figure 2: Growth Prioritization Scale and Map by Land Area

The preliminary regional development pattern can be seen as a *maximization* of Connect SoCal 2020 strategies given local plans and data as understood by SCAG staff. As such, evaluating local edits against it can provide a measure of confidence that the locally-reviewed development pattern continues to advance regional objectives.

The attached Data Review and Verification Form outlines how LDX invited local jurisdictions to modify PDA boundaries, provide entitlement data, housing element update data, and also indicate whether local programs or requirements are in place to mitigate potential environmental impacts from growth in GRRAs. Its intent was to help bridge the two parts of the growth vision: the preliminary development pattern and local input.

Evaluating SoCal’s Path toward Sustainable and Resilient Development

This exercise supports plan development by asking how the location of future growth helps move the region toward plan goals by combining and collapsing the steps along the growth prioritization scale.



For instance, the middle cluster in Figure 3 indicates that 59.0 percent of the region’s households in 2019 were in a PDA, but 65.2 percent of new households will be in one. The result is that by 2050 a slightly higher share of all households – 60.3 percent – will be in a PDA.

Conversely, the share of new growth within no or just one GRRAs (90.5 percent) is slightly lower than the level existing today (91.4 percent), indicating that most growth to accommodate housing need can be in areas without such impediments and risks.

Evaluating plan-over-plan: Is the SCS process improving?

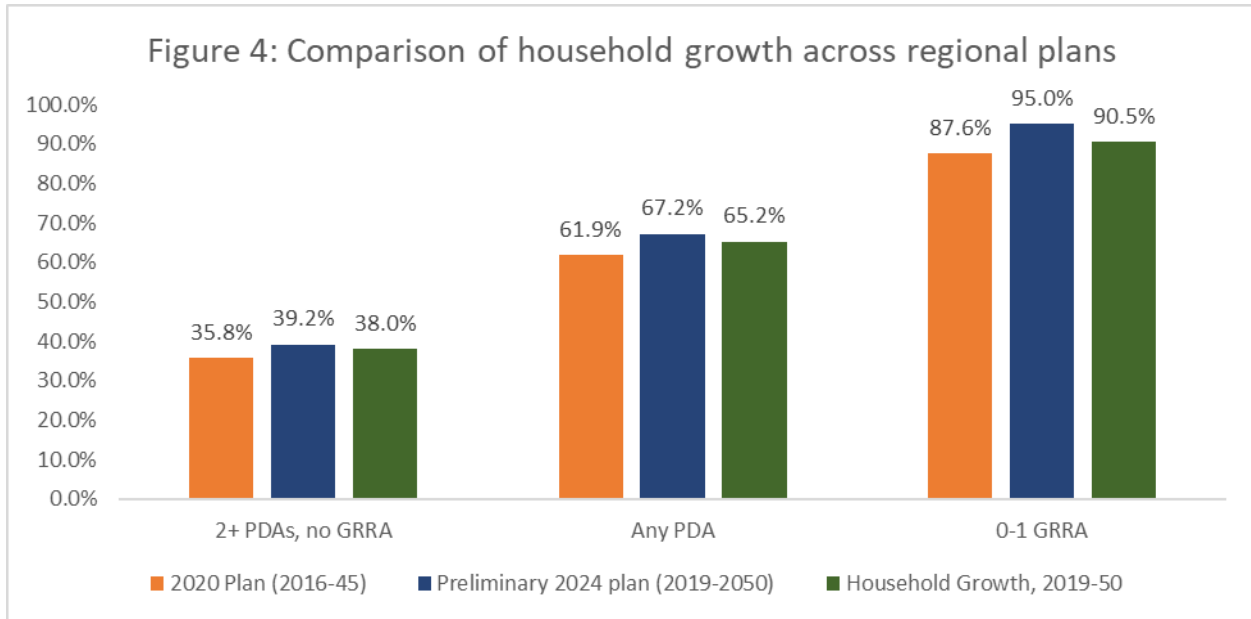


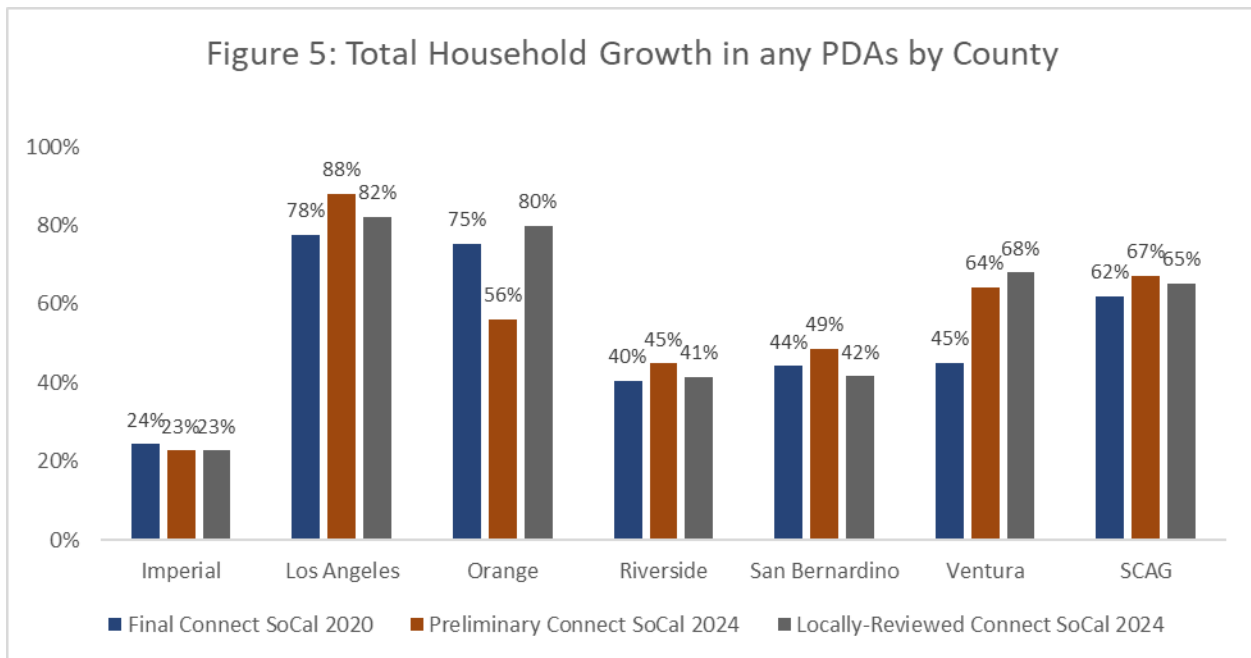
Figure 4 compares the final Connect SoCal 2020 development pattern, the preliminary Connect SoCal 2024 development pattern, and the locally-reviewed Connect SoCal 2024 development pattern. Across the three outcome measures displayed, the preliminary plan’s approach toward *maximizing* the effect of Connect SoCal strategies appears generally effective in that long-range growth is much more represented in PDA and non-GRRRA areas. For example, the share of future household growth in multiple PDAs and no GRRAs (steps 1-3) increased from 35.8 percent to 39.2 percent.

However, the preliminary figures reflected only one portion of the regional growth vision and do not have the benefit of coordination with local land use authorities and updated plans. This local coordination occurred through the LDX, during which roughly ¾ of local jurisdictions took the opportunity to refine the location of growth as well as the boundaries of certain PDAs. Following local review, 38.0 percent of the region’s household growth was in these highly-prioritized areas. While this is lower than the *theoretical maximum*, it is still 2.2 percent higher than in the final, adopted Connect SoCal 2020.

This general pattern of better performing indicators than Connect SoCal 2020, and slightly lower than the theoretical maximum established by the preliminary Connect SoCal 2024 development pattern, was seen across most indicators and nearly all counties (see Figure 4)³.

³ See the April 2023 Technical Working Group materials for more detail at www.scag.ca.gov/technical-working-group

In addition to providing input to SCAG on the refinement of growth, 90 jurisdictions provided input to SCAG via a survey. This survey provided additional information of the trends, existing conditions, planning initiatives as well as challenges to meeting growth and sustainability objectives. These results can be found in the “Connect SoCal 2024: Local Data Exchange (LDX) Survey Results” Receive and File staff report in this June 2023 Agenda Packet. The findings from this survey can inform how to keep improving the plan-over-plan process and identify barriers and opportunities for plan implementation.



Conclusion

The forecasted regional development pattern is a key element in advancing the joint housing and sustainability objectives of Connect SoCal 2024. The growth vision, consisting of regional policies and strategies plus local review, provides a bridge between local plans and state targets such that the region’s development pattern can satisfy its statutory requirement and have a meaningful path toward implementation.

Additional detail on the above evaluation can be found in staff’s April 20, 2023 report to the Technical Working Group (TWG). This report also includes a preliminary comparison using the Scenario Planning Model’s new Transportation Module which allows for rudimentary comparison of per-capita Vehicle Miles Traveled (VMT) of different land use patterns. SCAG will formally assess the plan’s per-capita VMT reduction using the Activity-Based Travel Demand Model (ABM) during

Summer 2023 as part of fulfilling the Sustainable Communities Strategy's per-capita Greenhouse Gas (GHG) emission reduction target.

Since policies, strategies, and process are the keys to understanding local growth in the context of the SCS, this review and evaluation serves to educate in advance of the release of the draft plan in Fall 2023. Especially noteworthy is the increase in households *proposed by local jurisdictions* which will help the region address the issue of undersupply for the existing population, particularly in the near-to-medium term. Using a sketch planning measure, the locally-reviewed Connect SoCal 2024 development pattern performs better than Connect SoCal 2020 and is slightly below a theoretical performance maximum established by the preliminary Connect SoCal 2024 developed by SCAG staff. While we await detailed model results, indications so far are positive that the plan's development pattern can contribute to achieving the plan's per-capita GHG-based targets in conjunction with the land use authority of local jurisdictions.

FISCAL IMPACT:

This work is included in OWP Item 055-4856-01, Regional Growth and Policy Analysis.

ATTACHMENT(S):

1. PowerPoint Presentation - Connect SoCal Regional Growth Vision and Local Data Exchange Evaluation
2. SCAG_DataReviewVerificationForm2024_p1



Connect SoCal Regional Growth Vision

and Local Data Exchange Evaluation

Kevin Kane, PhD

Program Manager – Demographics and Growth Vision

SCAG CEHD Committee, June 1, 2023

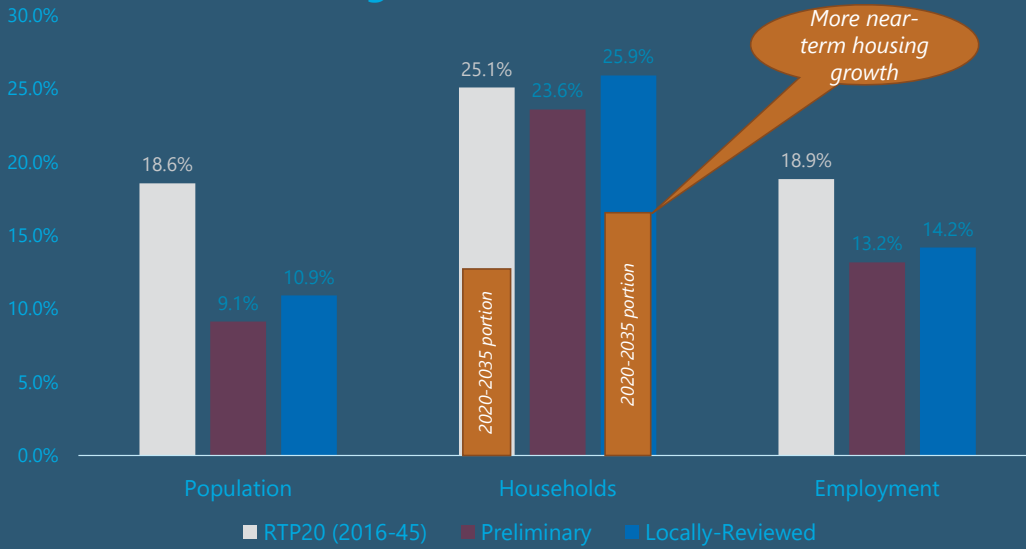
WWW.SCAG.CA.GOV

Presentation Outline

- Recap Connect SoCal 2024 Growth Forecast (*Slower Growth, Steady Improvement*)
- Forecasted Regional Development Pattern
- Growth Vision, Growth Prioritization Scale
- Evaluating SoCal's Path toward Sustainable and Resilient Development

Region and County-Level Forecast

SCAG Region Forecasted Growth, 2019-2050

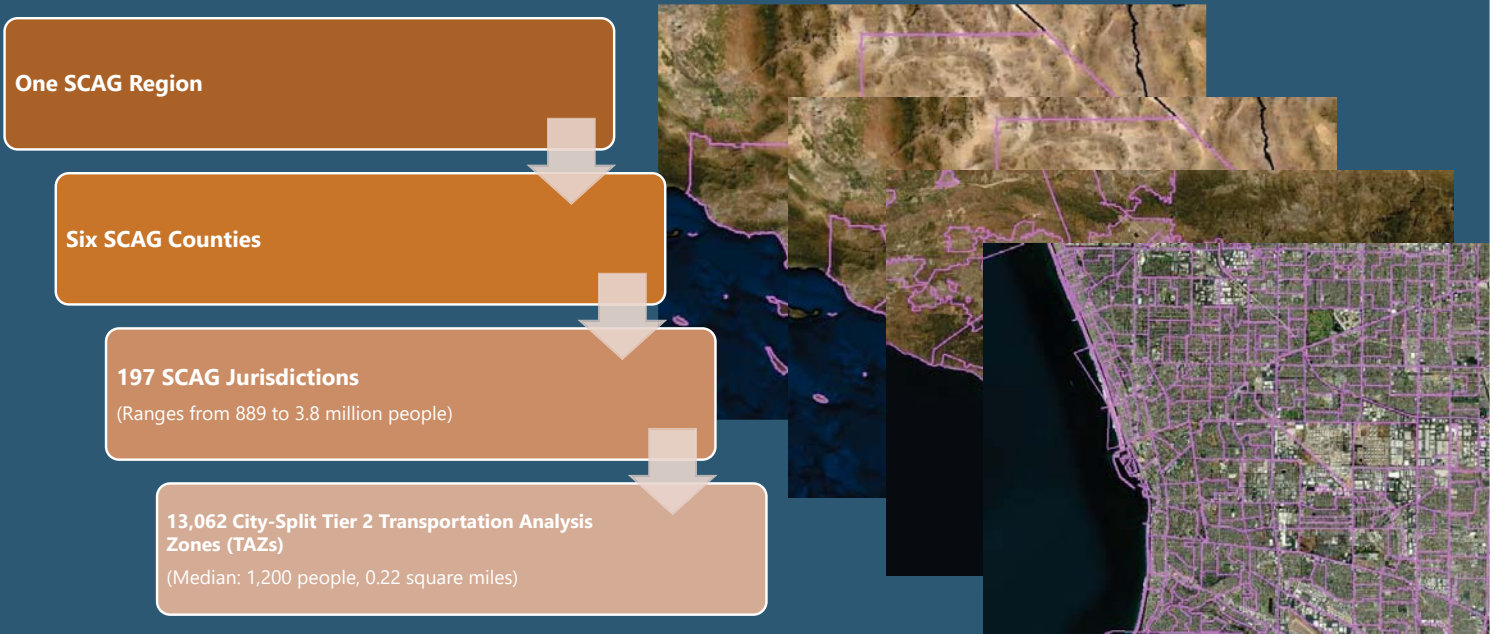


- Within initial low and high ranges
- Employment and households changed in the same direction
- County and regional P:E ratios stable

Note: Local jurisdictions reviewed total households and employment. Population generated by SCAG staff using household figures provided.

3

Connect SoCal 2024 – Four scales help inform development pattern



Forecasted Regional Development Pattern

“set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board, and (viii) allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).” California Government Code 65080(b)(vii)



Preliminary small area household allocation methodology

1. Estimate remaining general plan capacity and control to county/regional projection
2. Add RHNA/housing element rezone sites if needed
3. Growth prioritization scale
 - Increase in Priority Development Areas (PDAs)
 - Minimize in Green Region Resource Areas (GRRAs)

PDAS

- Neighborhood Mobility Areas (NMAs)
- Livable Corridors
- Transit Priority Areas (TPAs)
- Spheres of Influence

GRRAs

- 100-year floodplains
- Wildfire risk within high and very high risk areas
- Wildland-urban interface and intermix areas
- 3-ft sea level rise
- Wetlands
- Areas providing habitat connectivity
- Areas of conservation emphasis
- Open space and parks – SOAR (Ventura County only)
- Open space and parks – CA Protected Areas Database
- Open space and parks – CA Conservation Easement Database
- Tribal Nations
- Military Installations
- Farmlands

Matching supply and demand

Growth Prioritization Scale

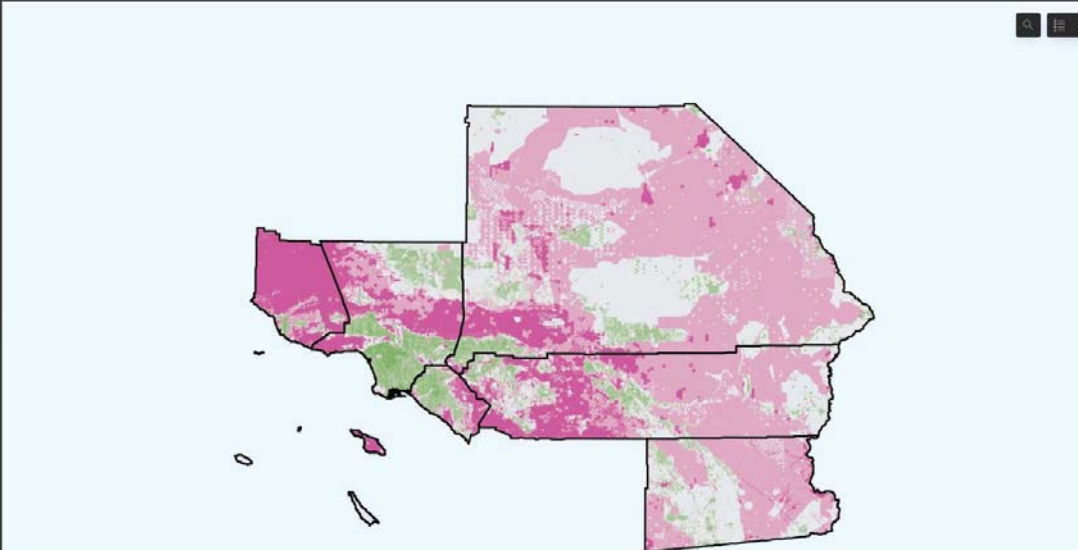
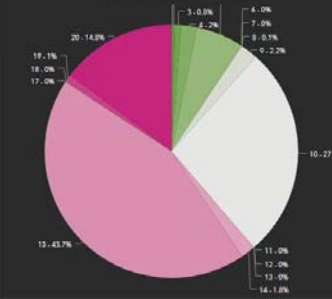
Connect SoCal 2024 - Growth Prioritization Scale (DRAFT)

County Selector
None

Jurisdiction Selector

- Adelanto
- Agoura Hills
- Alhambra
- Aliso Viejo
- Anaheim
- Apple Valley
- Arcadia
- Artesia
- Avalon
- Azusa
- Baldwin Park
- Banning
- Barstow
- Beaumont

Acres Breakdown by Steps



Number of Priority Development Areas	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0
Number of Green Region Resources Areas	0	0	0	0	0	1	1	1	1	1	2	2	2	2	2	3+	3+	3+	3+	3+
Growth Prioritization Scale	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

LDX Data Review and Verification Form

Please use this form to formally indicate that you have completed review of data for which SCAG is seeking update/corrections or optional review during the LDX process. For each layer reviewed, please indicate whether the review was provided through the Regional Data Platform (RDP) or via email to list@scag.ca.gov.

Growth Forecast Review (197 Jurisdiction)

- 10% approved
- 56% made some revisions
- 33% provided no forecast input

Category	Layer	Review Type	Review Provided Via:	Notes/Comments – Continue on back if needed
Land Use	General Plan	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Zoning	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Existing Land Use	Update		
	Specific Plan	Update		
Priority Development	Key Entitlements	Update		
	Neighborhood Mobility Areas	Optional		
	Livable corridors	Optional		
Transportation	Housing trajectory	Update		
	Regional bikeways	Optional		
	Regional truck routes	Optional		

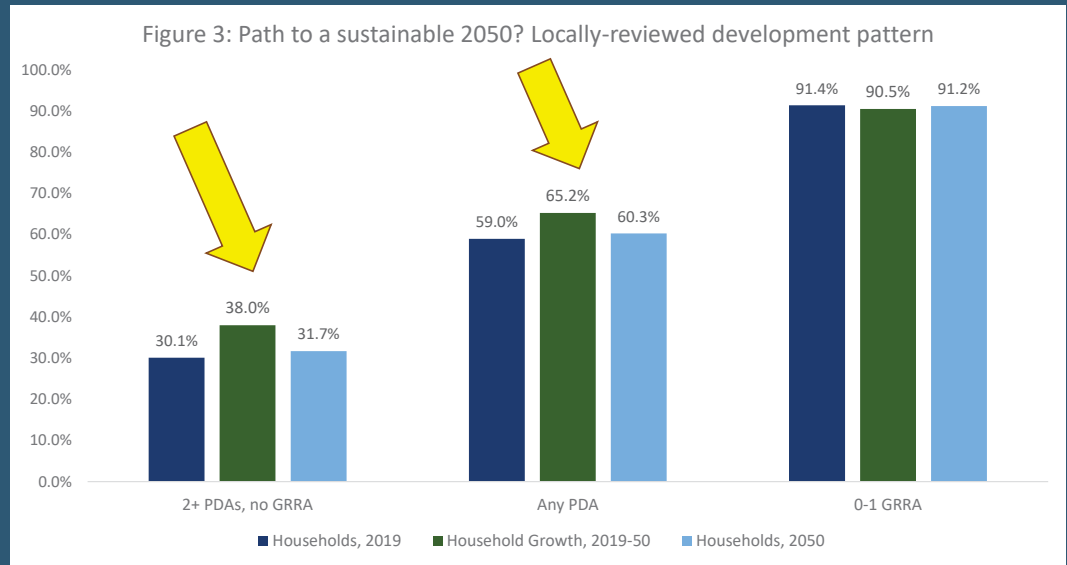
Growth/SED	Year	Jurisdiction-level	TAZ-level	Sent by:	Notes/Comments – Continue on back
Total Households	2015	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2035	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2050	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
Total Employment	2015	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2035	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2050	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	

If growth/SED were revised, please select a reason and describe:

Category	Reason	Description – Continue on back if needed
Correction	<input type="checkbox"/> General Plan capacity (current or expected future)	
Correction	<input type="checkbox"/> Entitlements	
Local Policy	<input type="checkbox"/> Zoning/plan changes resulting from the 6 th cycle housing element update	
Local Policy	<input type="checkbox"/> Growth will be focused in other priority development areas	
Local Policy	<input type="checkbox"/> Higher development potential in green region/resource areas	

A path toward sustainable land use in 2050

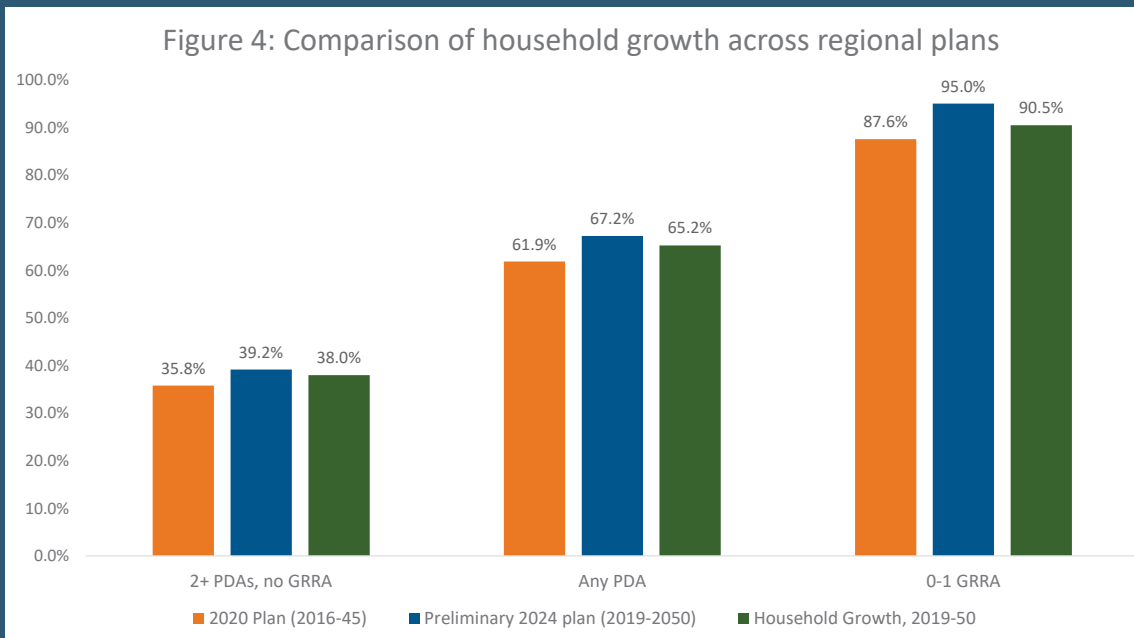
- Any Priority Development Area
- No or only one Green Region area
- Multiple Priority Development Areas and no Green Region areas



Number of Priority Development Areas	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0
Number of Green Region Resources Areas	0	0	0	0	0	1	1	1	1	1	2	2	2	2	2	3+	3+	3+	3+	3+
Growth Prioritization Scale	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

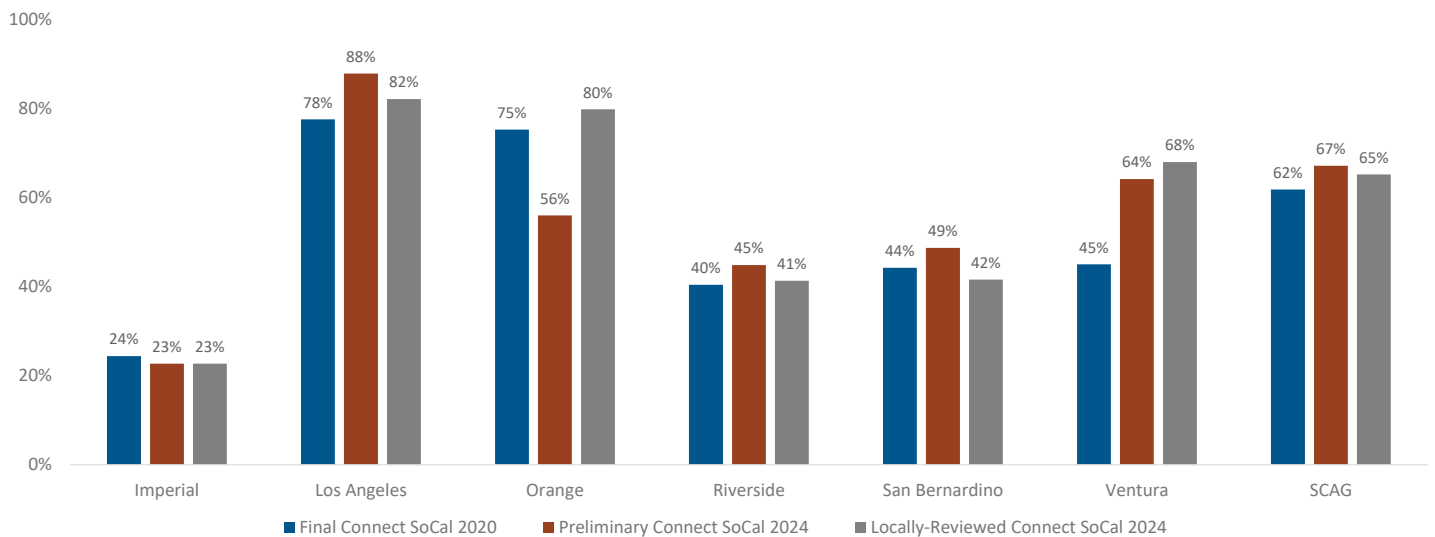
Developing the plan: How does Household Growth Compare?

- Final Connect SoCal 2020 (2016-2045)
- Preliminary Connect SoCal 2024 (2019-2050)
 - SCAG *maximization* approach
 - Basis: Local plan data circa early 2022
- Locally-Reviewed Connect SoCal 2024 (2019-2050)



Household Growth Comparison by County

Figure 5: Total Household Growth in any PDAs by County



This general pattern of better performing indicators than Connect SoCal 2020, and slightly lower than the theoretical maximum established by the preliminary Connect SoCal 2024 development pattern, was seen across most indicators and nearly all counties.

LDX Survey Results

90 jurisdictions completed all or part of the LDX Survey

Key Findings:

Land Use and Housing

- 45 of the 90 jurisdictions were currently or had recently updated their General Plans.
- The most prevalent SCS strategies included in recently adopted General Plans were Infill and Promoting Diverse Housing Choices.
- Across the region, **limited staff capacity and budget limitations** were the primary barriers that prevents jurisdictions from updating and implementing General Plan elements.
- 45 respondents reported that **additional grant or budget funding** would most positively impact their capacity to add Sustainable Community Strategies to their General Plans.
- Jurisdictions throughout the region each face unique circumstances that impact their ability to fulfill RHNA and housing element quotas. Survey respondents noted a range of reasons **why housing production goals remain unmet**. The most common responses cited a lack of land (42%), lack of developer interest (25%), lack of funding for affordable housing (25%), and public opposition (21%).

Overall assessment



- Especially strong in housing
- Near-universal county & region-level improvements over Final Connect SoCal 2020
- Proceed with using LDX input for draft Connect SoCal 2024 analysis
- Transparent process: TAZ-level data accompanied this analysis

Next Steps

- Draft plan release, October 2023
- Process-based *Forecasted Regional Development Pattern* to support streamlining opportunities
 - Regional Growth Vision
 - Local Data Exchange & Evaluation



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THANK YOU!

For more information, please visit:

www.scag.ca.gov/technical-working-group

www.scag.ca.gov/local-data-exchange

Kevin Kane, PhD

Program Manager, Demographics and Growth Vision

kane@scag.ca.gov

Data Review and Verification Form – SCAG Connect SoCal 2024 – Local Data Exchange (LDX) Process

Date: _____ Jurisdiction: _____
 Name: _____ Position/Title: _____
 Email: _____ Phone: _____

Please use this form to formally indicate that you have reviewed of data for which SCAG is seeking update/corrections or optional review during the LDX process. For each layer reviewed, please indicate whether the review was provided through the Regional Data Platform (RDP) or via the Local Information Services Team (LIST) email to list@scag.ca.gov.

Category	Layer	Review Type	Sent by:	Notes/Comments – Continue on back if needed
Land Use	General Plan	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Zoning	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Existing Land Use	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Specific Plan	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Key Entitlements	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
Priority Development	Neighborhood Mobility Areas	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Livable corridors	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Housing trajectory	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
Transportation	Regional bikeways	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Regional truck routes	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	

Please indicate whether you have completed a review of the preliminary growth forecast / socioeconomic data (SED). Please also indicate whether you made revisions at the jurisdiction or transportation analysis zone (TAZ) level, and the method of delivery. Note that changes will be integrated by SCAG and do not guarantee inclusion in the Final Connect SoCal 2024 due to state-mandated targets.

Growth/SED	Year	Jurisdiction-level	TAZ-level	Sent by:	Notes/Comments – Continue on back
Total Households	2019	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2035	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2050	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
Total Employment	2019	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2035	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2050	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	

If growth/SED were revised, please select a reason and describe:

Category	Reason	Description – Continue on back if needed
Correction	<input type="checkbox"/> General Plan capacity (current or expected future)	
Correction	<input type="checkbox"/> Entitlements	
Local Policy	<input type="checkbox"/> Zoning/plan changes resulting from the 6 th cycle housing element update	
Local Policy	<input type="checkbox"/> Growth will be focused in other priority development areas	
Local Policy	<input type="checkbox"/> Higher development potential in green region/resource areas	

Check if you have also submitted the LDX Survey via <https://www.surveymonkey.com/r/LDX24>

Name: _____ Title: _____ Signature: _____

Signature should be from city manager or planning director to be considered complete. Please email to list@scag.ca.gov.



AGENDA ITEM 11
REPORT

Southern California Association of Governments
June 1, 2023

To: Executive/Administration Committee (EAC)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

From: Bayarmaa Aleksandr, Principal Modeler
(213) 236-1958, aleksandr@scag.ca.gov

Subject: SCAG Regional Travel Demand Model (ABM) Peer Review Meeting

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EAC, EEC, TC and RC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The SCAG Activity-based Travel Demand Model (SCAG ABM) was enhanced for the analysis of Connect SoCal 2024. To ensure its alignment with current practices, a Model Peer Review meeting took place at the SCAG main office on May 10, 2023. Experts from federal, state, MPOs, academia, and professional sectors participated, reviewing the model's framework, performance, validation, and sensitivity analysis. The peer review panel provided positive feedback and offered suggestions for short-term and long-term enhancements. SCAG Modelling team will incorporate panel's recommendations to enhance the model in the future.

BACKGROUND:

SCAG Model Enhancement

The SCAG Activity-based Travel Demand Model (SCAG ABM) has undergone significant enhancements for the analysis of Connect SoCal 2024. These enhancements include refining and re-estimating existing sub-models using the most up-to-date data and introducing new sub-models for future planning and policy analysis. The model has been carefully validated with observed data to ensure it accurately represents realistic travel patterns. Furthermore, the SCAG ABM has been updated to incorporate emerging transportation modes like Uber and Lyft. Additionally, the model software has been upgraded, leading to improvements in run time, code optimization, and overall performance.

SCAG Model Peer Review

Model Peer Review procedure is recommended by Regional Transportation Plan Guidelines, which are adopted by California Transportation Commission (CTC). The primary objective of the Model Peer Review is to ensure that SCAG ABM aligns with current state of the practice and can effectively support the analysis of SCAG’s plans and projects. This peer review process continues SCAG’s tradition of soliciting input from industry experts to improve and advance our modeling program and technical tools. Review items include, but not limited to, model framework, performance, validation, and sensitivity to policies and strategies. Suggestions and recommendations proposed by the panel members will be incorporated for future model improvements.

On May 10, 2023, SCAG Modeling Team conducted a Peer Review meeting with seven modeling experts from Federal, State, MPOs, academic, and professional. The meeting’s objective was to review and provide feedback on enhancement and validation to the SCAG ABM. The meeting consisted of SCAG staff and consultants presenting their works to the panel members, who then delivered comments and recommendations for short-term and long-term model enhancement.

Below table shows a list of Peer Review Panel.

Name	Title	Organization
Guy Rousseau (Chair)	Modeling Manager	Atlanta Regional Commission
Anthony Catalina	Senior Director, Countywide Planning	LA Metro
Brian Gardner	System Planning and Analysis Team Lead	Federal Highway Administration
Konstadinos Goulias	Professor of Transportation	UCSB
Nesamani Kalandiyur	Manager, Transportation Analysis Section	CARB
Wu Sun	Manager of Regional Models	SANDAG
Mike Wallace	Principal	Fehr & Peers

Summary of Peer Review Recommendations

The SCAG model was praised for having a well-qualified modeling team and consultants, being up and running for a large region, and being aggressive and flexible in exploring data options. The model also received praise for improved validation results since the last peer review, and informative sensitivity testing. The panel provided recommendations for short-term enhancements related to model documentation and additional modeling tests, which are already part of the SCAG's plan. The long-term enhancements included travel survey data collection and analysis for post-pandemic travel patterns, sub-model development for special generators, and new modes analysis such as electric vehicles and autonomous vehicles. Overall, the meeting was successful in



providing valuable feedback and recommendations for the SCAG model, and the SCAG team will implement the suggested improvements.

FISCAL IMPACT:

This work is supported by OWP item 070.00130.13, Activity-Based Model (ABM) Development and Support.



AGENDA ITEM 12
REPORT

Southern California Association of Governments
June 1, 2023

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Michael Gainor, Senior Regional Planner
(213) 236-1822, gainor@scag.ca.gov
Subject: Federal Performance Target Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

In accordance with Federal transportation authorization legislation and associated regulations, transportation investments included in Connect SoCal (Regional Transportation Plan/Sustainable Community Strategy) and the regional Federal Transportation Improvement Program (FTIP) should serve to promote progress toward achieving federal performance targets established pursuant to U.S. Department of Transportation rulemaking. National transportation system performance measures have been established for transportation safety, National Highway System (NHS) infrastructure condition, NHS system reliability, Interstate System freight movement, congestion, and air quality. National performance measures have also been established for transit asset management and transit system safety. SCAG is required to update its regional transportation safety targets on an annual basis. The other federal performance measures are updated every four years. SCAG coordinates with the California Department of Transportation (Caltrans) throughout the statewide and regional target update process to ensure consistency and to facilitate performance monitoring and reporting. SCAG, in turn, uses the federal performance targets, as well as state and regional goals to guide development and evaluation of Connect SoCal and the FTIP.

This update focuses on the performance measures commonly known as PM 3, which include NHS travel time reliability, freight travel time reliability, congestion, and air quality. Caltrans released the updated statewide PM 3 performance targets in December 2022. From that date, SCAG has

180 days to establish the regional PM 3 targets. SCAG staff recommends supporting the statewide targets, which were set by Caltrans in consultation with SCAG and other Metropolitan Planning Organizations (MPOs) throughout the state. SCAG will have the opportunity to review and update the regional PM 3 targets during the Mid Performance Period Review in 2024.

BACKGROUND:

The 'Moving Ahead for Progress in the 21st Century' (MAP-21) federal transportation authorization bill, enacted in 2012, established a framework for a national performance-based transportation planning process through the setting of performance measures and performance targets to advance specific national transportation goals, enhance transparency in transportation planning, and promote more efficient investment of federal transportation funding. The development of federal performance measures provides for a standardized metric for evaluating progress made toward meeting each of the national goals. Performance targets provide a numeric threshold by which the performance measures may be interpreted as having made adequate progress toward achieving federal performance goals.

The national performance-based planning program established by MAP-21 was continued in subsequent federal transportation authorization legislation including the 'Fixing America's Surface Transportation' (FAST) Act in 2015 and, more recently, the 'Infrastructure Investment and Jobs Act' (IIJA) in 2022. Federal rulemaking established a set of national performance measures and guidelines to be used for setting statewide and regional performance targets within several federal performance areas.

The Federal Highway Administration (FHWA) released the national transportation performance measures rulemakings in three separate packages, identified as 'Performance Management' (PM) groups. PM 1 focuses on transportation system safety, and the statewide and regional PM 1 safety targets are updated each calendar year. The statewide PM 1 targets for calendar year 2023 were established by Caltrans in August 2022 and the regional PM 1 targets were adopted by the SCAG Regional Council in February 2023.

Unlike the transportation safety targets, which are updated annually, the PM 2 and PM 3 performance targets are updated every four years. PM 2 focuses on pavement and bridge condition on the National Highway System (NHS). In California, the NHS is owned and operated by Caltrans in conjunction with local jurisdictions. The NHS includes the Interstate System plus additional roadways, such as principal arterials, that are considered particularly important to the nation's economy, defense, and mobility. Since the Interstate System and much of the non-interstate NHS is operated by the State, SCAG and the other MPOs in the state actively coordinate with Caltrans on the establishment of the NHS pavement and bridge condition targets. The PM 2 targets are generated through the statewide Transportation Asset Management Plan (TAMP).

The focus of this report is on the statewide and regional targets associated with the PM 3 set of national transportation performance measures. PM 3 provides a set of performance measures to evaluate NHS travel time reliability, freight travel time reliability, and the Congestion Mitigation and Air Quality Improvement (CMAQ) program toward achieving the program objectives of improved air quality and reduced traffic congestion.

SCAG actively coordinated with Caltrans in the development of the statewide PM 3 targets for the second four-year federal performance reporting period. Caltrans released the updated statewide PM 3 performance targets in December 2022. From that date, SCAG has 180 days to establish the regional PM 3 targets. SCAG staff recommends supporting the statewide targets as they were developed in consultation with SCAG and other state MPOs to ensure that regional considerations are incorporated into the statewide targets. If needed, SCAG will have the opportunity to revisit and update its targets at the Mid Performance Period Review in 2024.

PM 3 PERFORMANCE MEASURES

PM 3 established six quantitative performance measures to monitor NHS System Performance, Freight Movement, and the CMAQ program.

The NHS System Performance category includes two specific measures:

- Percent of reliable person-miles travelled on the Interstate System.
- Percent of reliable person-miles travelled on the non-interstate NHS.

There is one performance measure for the assessment of Freight Movement:

- Percent of Interstate System mileage providing reliable truck travel times, reported by the Truck Travel Time Reliability Index (TTTI), with lower TTTI values indicating more reliable performance.

The CMAQ program includes three specific performance measures:

- Total emission reductions by applicable pollutants.
- Annual hours of peak hour excessive delay (PHED) per capita.
- Percent of non-single occupancy vehicle (non-SOV) travel.

Attachment 1 provides more detail regarding the statewide PM 3 targets and Attachment 2 presents the SCAG regional PM 3 targets.

PM 3 PERFORMANCE TARGETS

Caltrans, as the state Department of Transportation (DOT), is required to establish a set of statewide targets that reflect anticipated performance at the end of each four-year reporting period for each of the federal measures. MAP-21 provides for a 'Mid Performance Period Progress

Review' to occur two years after the beginning of a performance period. To fulfill this requirement, Caltrans must also establish two-year targets for the measures to reflect anticipated performance at the midpoint of each reporting period. The 'Mid Performance Period Progress Report' allows Caltrans and SCAG to evaluate conditions two years into the reporting period and to adjust their four-year targets as needed to account for any unforeseen changes in anticipated performance. Caltrans is required to coordinate with MPOs, including SCAG, when adjusting any of the statewide four-year performance targets.

The MPOs in California, including SCAG, are provided the option to either adopt the two- and four-year statewide targets set by Caltrans for implementation at the regional level, or to develop a separate set of regional targets applicable only to the SCAG region.

STATEWIDE PM 3 TARGETS

As presented in Attachment 1, the statewide PM 3 targets for the initial federal performance reporting period (2018-2021) anticipated a small but steady improvement for each of the travel time reliability performance indicators. In 2017, 64.6 percent of total person-miles of travel on the Interstate System was considered reliable. Caltrans established statewide Interstate System travel time reliability targets of 65.1 percent after two years (0.5 percent increase), and 65.6 percent after four years (1.0 percent increase). Both targets were subsequently met, with 65.2 percent of Interstate segments reporting reliable travel times in 2019, and 73.8 percent in 2021. On the non-interstate NHS, 73.0 percent of total person miles traveled were considered reliable in 2017. Caltrans introduced a statewide target of 74.0 percent after four years (1.0 percent increase). The anomalously high 83.7 percent non-interstate travel time reliability value reported in 2021 met the four-year target by a significant margin. A two-year non-interstate travel time reliability target was not required for the initial federal performance reporting cycle.

Truck travel time reliability is reported through the 'Truck Travel Time Reliability Index' (TTTRI), which is a calculated value representing the ratio of the 95th percentile truck travel time (least reliable travel time) by the normal (50th percentile) travel time along a specific highway segment. A higher TTTRI value represents a less reliable travel time, therefore a lower value indicates improvement in reliability. In 2017, the reported statewide TTTRI was 1.69. Caltrans established statewide targets for moderate improvement in truck travel time reliability over the initial reporting cycle, to 1.68 after two years and 1.67 after four years. As indicated in the table, truck travel time performance declined in 2019 with a reported TTTI of 1.71 representing a 0.02 reduction relative to 2017. However, the pandemic-influenced 1.60 TTTI value observed in 2021 easily met the four-year target for the initial reporting period.

For the initial four-year federal performance period, the two CMAQ traffic congestion performance measures, 'Annual Hours of Peak Hour Excessive Delay' and 'Percent of Non-Single Occupancy Vehicle Travel' were applicable only to the two U.S. Census designated 'Urban Areas' within the

SCAG region that had populations exceeding one million as reporting by the 2010 U.S. Census. These Urban Areas included 'Los Angeles/Long Beach/Anaheim' and 'Riverside/San Bernardino'. For these two CMAQ traffic congestion measures, Caltrans and SCAG are required to coordinate and agree upon on a single, unified set of targets for each applicable Urban Area in the SCAG region. The two CMAQ traffic congestion measures, and the associated four-year unified targets for the Urbanized Areas in the SCAG region, are presented in Attachment 2. The targets for the initial reporting period (2018-2021) are highlighted in green, while the updated targets for the second federal performance period (2022-2025) are highlighted in purple.

The Los Angeles/Long Beach/Anaheim Urban Area reported 45.7 hours of per capita hours of peak hour excessive delay (PHED) in 2017, while the San Bernardino/Riverside Urban Area reported 16.2 hours. For the initial reporting period, Caltrans and SCAG agreed on a 1.0 percent improvement target after four years for both applicable Urban Areas in the SCAG region. A moderate approach was also followed in developing targets for the 'Non-Single Occupancy Vehicle Travel' (Non-SOV) measure, with a 0.5 percent increase in non-SOV mode share projected for both Urban Areas at the conclusion of the initial four-year performance reporting period in 2022. As indicated in the table, the Los Angeles/Long Beach/Anaheim Urban Area reported a pandemic influenced PHED value of 32.7 hours in 2021, easily exceeding the 2021 target of 45.2 hours. However, PHED in the Riverside/San Bernardino Urban Area increased to 16.6 hours in 2021 which did not meet the four-year target of 16.1 hours. The impact of the pandemic on the 2021 observed value is not yet known.

PM 3 PERFORMANCE TARGET UPDATE

The federal transportation performance management framework for the PM 3 measures is based on four-year performance reporting periods. PM 3 performance targets are now being updated for the second federal reporting period. Caltrans submitted the updated statewide PM 3 targets for the second federal performance reporting period to FHWA in December 2022, including the two- and four-year statewide targets for each of the federal performance measures. Caltrans submitted the statewide PM 3 performance targets to FHWA in December 2022. Federal guidance provides MPOs, including SCAG, 180 days from the date of submittal of the statewide targets to elect either to accept the statewide PM 3 targets, or to develop a separate set of targets specific to the region.

SCAG, along with the other major MPOs in the state, were actively involved throughout the statewide target-setting process to ensure that regional considerations are fully incorporated into the statewide targets. For this reason, SCAG staff recommends adoption of the statewide targets for the second federal performance reporting period. Progress toward achievement of the targets will be assessed after two years, and SCAG will have an opportunity to update the regional targets at that time, if needed.

Attachment 1 provides the updated statewide PM 3 travel time reliability targets for the second performance reporting period as established by Caltrans in consultation with SCAG and the other

MPOs throughout the state. As indicated in the table, the 2021 baseline value of 73.8 percent on the Interstate System is significantly higher than observed performance in 2019 (65.2 percent), due to the impacts of the pandemic that continued to affect travel behavior in 2021. The 83.7 percent travel time reliability reported for non-interstate NHS roadway segments also reflects an anomalous improvement over 2019 performance (76.1 percent). For this reason, a moderate approach was used in setting the targets for the second federal reporting period, with improvements of 0.5 percent and 1.0 percent after two years and four years, respectively, projected for both the Interstate System and non-interstate NHS.

The updated truck travel time reliability targets are also presented in Attachment 1. Once again, truck travel time reliability index performance in 2019 (1.71) in comparison to 2021 (1.60) reveals a significant improvement in truck travel time due to reduced levels of traffic congestion on the Interstate System experienced during the pandemic. Accordingly, a conservative approach toward the setting of truck travel time reliability targets was used in projecting no change from observed 2019 performance (1.60) for both the two-year and four-year intervals.

At the conclusion of each four-year performance reporting cycle, Caltrans is required to submit a progress report to FHWA indicating the extent to which each of the designated statewide performance targets for each of the federal measures was achieved. If FHWA determines that sufficient progress has not been made toward meeting any of the performance targets, a separate report must be submitted by Caltrans indicating why the targets were not met and what steps are being taken to ensure the targets are met during the subsequent reporting cycle.

The two CMAQ program performance measures, discussed above, for which a single, unified target is required are excluded from the regional target setting option. Any adjustments made to the four-year targets established for those two measures at the two-year Mid Performance Reporting Period must be agreed upon collectively by Caltrans and SCAG.

One significant change in PM 3 reporting initiated for the second federal performance period is a change in the population threshold for Urban Areas that must be reported for the CMAQ 'Peak Hour Excessive Delay' (PHED) and 'Non-Single Occupancy Vehicle Mode Share' (Non-SOV) measures. While the Urban Area population threshold for the initial reporting period was set at one million or more (based on 2010 Census), the threshold has been reduced to 200 thousand (based on 2020 Census) for the second reporting period. This change has resulted in the addition of eight Urban Areas in the SCAG region to the target-setting and reporting requirements for those two measures.

Attachment 2 presents the ten applicable Urban Areas in the SCAG region for which targets are now required for the second reporting period. For both the PHED and non-SOV mode share measures, Caltrans and SCAG agreed upon a target of no change for each of the applicable Urban Areas over

the four-year period, with the understanding that the 2021 baseline values were influenced by the travel impacts of the COVID-19 pandemic. It is expected that performance data reported in support of the two-year Mid-Performance Period Review will offer better information as to the actual trend trajectory for these two measures to guide future target-setting efforts.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 23/24 Overall Work Program (080.SCG00153.04: Regional Assessment).

ATTACHMENT(S):

1. Statewide PM 3 System Performance Targets
2. SCAG Region PM 3 Urban Area Targets

Statewide PM 3 Travel Time Reliability Targets

Percent Reliable Person Miles Traveled	Baseline (2017)	2-yr Target (2019)	4-yr Target (2021)	Observed Performance				Baseline (2021)	2-yr Target (2023)	4-yr Target (2025)
				2019	2021	2017-19	2017-21			
Interstate System	64.6%	65.1% (+0.5%)	65.6% (+1.0%)	65.2%	73.8%	+0.6%	+9.2%	73.8%	74.3% (+0.5%)	74.8% (+1.0%)
Non-Interstate NHS	73.0%	N/A	74.0% (+1.0%)	76.1%	83.7%	+3.1%	+10.7%	83.7%	84.2% (+0.5%)	84.7% (+1.0%)

Statewide PM 3 Truck Travel Time Reliability Targets

Percent Reliable Truck Miles Traveled	Baseline (2017)	2-yr Target (2019)	4-yr Target (2021)	Observed Performance				Baseline (2021)	2-yr Target (2023)	4-yr Target (2025)
				2019	2021	2017-19	2017-21			
Truck Travel Time Reliability Index (TTTRI)	1.69	1.68 (-0.01)	1.67 (-0.02)	1.71	1.60	+0.02	-0.09	1.60	1.60 (no change)	1.60 (no change)

SCAG Region PM 3 Peak Hour Excessive Delay Targets

Urban Area	2020 Population	2017 Baseline	2021 Target		2021 Baseline	2025 Target	
			Value	Change		Value	Change
Los Angeles/Long Beach/Anaheim	12,237,376	45.7	45.2	-1.0%	32.7	32.7	0.0%
Riverside/San Bernardino	2,276,703	16.2	16.1	-1.0%	16.6	16.6	0.0%
Mission Viejo/Lake Forest/San Clemente	646,843	N/A	N/A	N/A	9.4	9.4	0.0%
Temecula/Murrieta/Menifee	528,991	N/A	N/A	N/A	9.2	9.2	0.0%
Oxnard/San Buenaventura	376,117	N/A	N/A	N/A	11.1	11.1	0.0%
Indio/Palm Desert/Palm Springs	361,075	N/A	N/A	N/A	6.4	6.4	0.0%
Lancaster/Palmdale	359,559	N/A	N/A	N/A	4.3	4.3	0.0%
Victorville/Hesperia/Apple Valley	355,816	N/A	N/A	N/A	6.2	6.2	0.0%
Santa Clarita	278,031	N/A	N/A	N/A	11.5	11.5	0.0%
Thousand Oaks	213,986	N/A	N/A	N/A	7.1	7.1	0.0%

SCAG Region PM 3 Non-SOV Mode Share Targets

Urban Area	2017 Baseline	2021 Target		2021 Baseline	2025 Target	
		Value	Change		Value	Change
Los Angeles/Long Beach/Anaheim	25.6%	26.6%	0.5%	36.7%	36.7%	0.0%
Riverside/San Bernardino	22.7%	23.7%	0.5%	25.2%	25.2%	0.0%
Mission Viejo/Lake Forest/San Clemente	N/A	N/A	N/A	38.6%	38.6%	0.0%
Temecula/Murrieta/Menifee	N/A	N/A	N/A	33.1%	33.1%	0.0%
Oxnard/San Buenaventura	N/A	N/A	N/A	28.6%	28.6%	0.0%
Indio/Palm Desert/Palm Springs	N/A	N/A	N/A	25.2%	25.2%	0.0%
Lancaster/Palmdale	N/A	N/A	N/A	23.7%	23.7%	0.0%
Victorville/Hesperia/Apple Valley	N/A	N/A	N/A	27.6%	27.6%	0.0%
Santa Clarita	N/A	N/A	N/A	32.7%	32.7%	0.0%
Thousand Oaks	N/A	N/A	N/A	35.9%	35.9%	0.0%



AGENDA ITEM 13
REPORT

Southern California Association of Governments
June 1, 2023

To: Transportation Committee (TC)
k # (KC)
From: Warren Whiteaker, Department Manager
(213) 236-1810, whiteakerw@scag.ca.gov
Subject: STBG/CMAQ Program Guidelines

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

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

RECOMMENDATION ACTION FOR RC

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

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

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

BACKGROUND:

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

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

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

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

FISCAL IMPACT:

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

ATTACHMENT(S):

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



SCAG Region STBG/CMAQ Program Guidelines

Transportation Committee
June 1, 2023

WWW.SCAG.CA.GOV

STBG/CMAQ Corrective Action

Key Compliance Issues Raised by FHWA/FTA

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

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

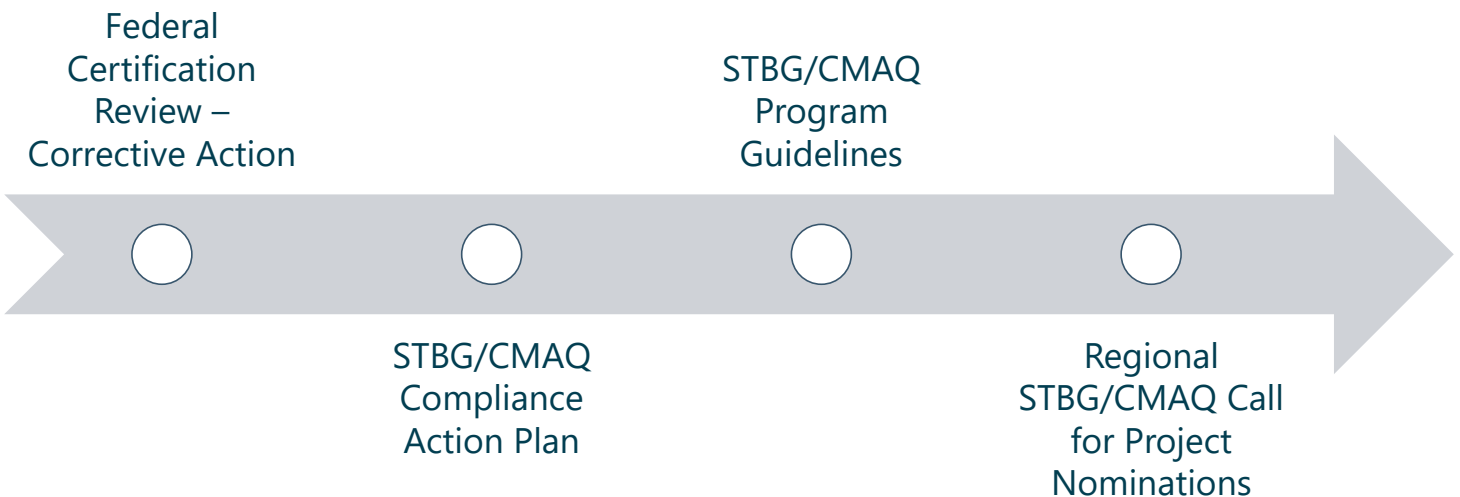
Compliance Approach

SCAG and County Transportation Commission (CTC) Roles

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

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

Key Milestones and Next Steps





THANK YOU!



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

STBG/CMAQ PROGRAM GUIDELINES

Attachment: SCAG STBG-CMAQ Program Guidelines (STBG/CMAQ Program Guidelines)

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STBG/CMAQ PROGRAM OVERVIEW

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

BACKGROUND

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

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

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

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

FUNDING AVAILABILITY

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

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

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

ELIGIBLE APPLICANTS

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

PUBLIC OUTREACH & STAKEHOLDER ENGAGEMENT

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

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

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

PROJECT SELECTION PROCESS

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

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

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

CTC INITIAL SCREENING

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

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

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

PROJECT NOMINATIONS

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

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

REGIONAL PROJECT EVALUATION

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

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

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

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

CTC Prioritization:

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

Regional Priorities

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

Performance Measures

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

Equity

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

Air Quality Improvements

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

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

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

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

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

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

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

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

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

APPROVED PROJECTS, FEDERAL PROGRAMMING, MONITORING, AND FTIP MANAGEMENT

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

California Department of Transportation

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May 16, 2023

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

Dear Mr. Ajise:

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

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

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

Sincerely,

James R. Anderson

JAMES R. ANDERSON
 Chief, Division of Financial Programming
 Caltrans

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

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

Mr. Kome Ajise
May 16, 2023
Page 2

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

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

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






SCAG Program Guidelines_Response Letter_ORMA_Final

Final Audit Report

2023-05-16

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

"SCAG Program Guidelines_Response Letter_ORMA_Final" History

-  Document created by Ayana Webb (s152747@dot.ca.gov)
2023-05-16 - 8:01:00 PM GMT
-  Document emailed to James Anderson (james.r.anderson@dot.ca.gov) for signature
2023-05-16 - 8:01:30 PM GMT
-  Email viewed by James Anderson (james.r.anderson@dot.ca.gov)
2023-05-16 - 9:22:59 PM GMT
-  Document e-signed by James Anderson (james.r.anderson@dot.ca.gov)
Signature Date: 2023-05-16 - 9:23:07 PM GMT - Time Source: server
-  Agreement completed.
2023-05-16 - 9:23:07 PM GMT



AGENDA ITEM 14
REPORT

Southern California Association of Governments
June 1, 2023

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Community, Economic and Human Development Committee (CEHD)
From: Sarah Dominguez, Planning Supervisor
(213) 236-1918, dominguezs@scag.ca.gov
Subject: Connect SoCal 2024: Policy Development Framework Update

EXECUTIVE DIRECTOR'S
APPROVAL

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:

This fall, SCAG will release the draft of Connect SoCal 2024, SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In March 2023, staff reported to the Joint Policy Committee on proposed changes to the Connect SoCal Policy Development Framework and introduced the Regional Planning Policies. This staff report provides an update on the proposed draft Regional Planning Policies to be included in the Policy Development Framework and draft Connect SoCal 2024. Regional Planning Policies provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal and serve as a resource for local partners to demonstrate alignment with the RTP/SCS when seeking resources from state or federal programs.

BACKGROUND:

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. SCAG’s next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020.

DRAFT REGIONAL PLANNING POLICIES

Adopted in June 2022 by the Regional Council, the Policy Development Framework for Connect SoCal 2024 documented the policy direction and development of several emerging issues and policy priorities. It also detailed the establishment of the special Connect SoCal 2024 subcommittees.

In March 2023, staff presented proposed updates to this Policy Development Framework to the Joint Policy Committee by introducing a set of Regional Planning Policies. The Regional Planning Policies provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. The policies have been refined over several planning cycles to promote multi-modal transportation investments and local development that aligns with the regional growth vision. The policies also incorporate recent discussions and direction from SCAG's Regional Council, Policy Committees, and special subcommittees. The Regional Planning Policies serve as a resource for County Transportation Councils (CTCs) and local jurisdictions to refer to specific policies to demonstrate alignment with the Regional Transportation Plan/Sustainable Communities Strategy seeking resources from state or federal programs.

Below is a summary list of the Regional Planning Policy categories, organized by Connect SoCal Goals. Asterisks (*) indicate policy categories that are new for Connect SoCal 2024. The draft attached details specific policies under each category.

- Mobility
 - System Preservation and Resilience
 - Complete Streets
 - Transit and Multimodal Integration
 - Transportation Demand Management
 - Transportation System Management
 - Technology Integration*
 - Safety
 - Funding the System/User Pricing
- Communities
 - Priority Development Areas
 - Housing the Region*
 - 15 Minute Communities*
 - Equitable Engagement and Decision-Making*
- Environment
 - Sustainable Development
 - Air Quality
 - Clean Transportation
 - Natural and Agricultural Land Preservation
 - Climate Resilience*
- Economy

- Goods Movement
- Broadband
- Universal Basic Mobility*
- Workforce Development*
- Tourism

STAKEHOLDER ENGAGEMENT

Throughout the month of April 2023, staff shared the draft Regional Planning Policies and solicited feedback from key stakeholders including but not limited to: County Transportation Council (CTC) Planning Directors, Subregional Executive Directors, SCAG's Regional Planning Working Groups, Technical Working Group (TWG), Regional Transit Technical Advisory Committee (RTTAC), and the Global Land Use & Economic (GLUE) Council.

Below are common themes that surfaced in the feedback received:

- Clarification desired on terminology used throughout policies.
- Suggestions to incorporate security in policies related to safety.
- Changes to better reflect established policies or recent policy discussions.

The Draft Regional Planning Policies attached incorporates the above feedback.

There were additional comments provided requesting more discussion of key regional issues as well as more details on the Regional Planning Policies. This information will be part of the draft Connect SoCal 2024 to be released in Fall 2023, which will also detail specific Implementation Strategies for each Policy Area.

NEXT STEPS

SCAG staff is seeking feedback from Policy Committee members on these draft Regional Planning Policies. The feedback received at the June 2023 Policy Committee meetings will be used to update and revise the draft Regional Planning Policies before incorporating into an updated Policy Development Framework for Connect SoCal 2024. Staff will then seek approval of the updated Policy Development Framework by the Executive Administrative Committee and the Regional Council in July 2023. At that time, staff would work to incorporate the Regional Planning Policies into the draft Connect SoCal 2024 and develop associated Implementation Strategies to articulate SCAG efforts for plan implementation.

FISCAL IMPACT:

Work associated with this item is included in the FY 22-23 Overall Work Program (310.4874.01: Connect SoCal Development).



ATTACHMENT(S):

1. PowerPoint Presentation - Connect SoCal 2024: Policy Development Framework Update
2. Connect SoCal 2024: Draft Regional Planning Policies



Policy Development Framework Update
June 1, 2023

Policy Development Framework Background



- Adopted by the Regional Council on June 2, 2022
- Documented draft vision and goals
- Outlined policy priorities from Connect SoCal 2020, recent Regional Council actions, and emerging issues
- Established the subcommittees
- **Proposed update of Regional Planning Policies introduced at March 2023 Joint Policy Committee**



Regional Planning Policies

What is included in the Regional Planning Policies?

- Policy direction from SCAG's Regional Council and Policy Committees refined over several planning cycles.
- Recommendations from Connect SoCal 2024 special subcommittees

What is the purpose?

- Articulate broad and established regional policies to achieve goals and realize the regional vision of Connect SoCal 2024
- Provide a resource for transportation agencies or local jurisdictions to demonstrate alignment with RTP/SCS when seeking funding from state or federal programs

3

Vision & Goals

Draft Vision: A healthy, accessible, and connected region for a more resilient and equitable future.

1. Build and maintain a robust transportation network. (MOBILITY)
2. Develop, connect, and sustain communities that are livable and thriving. (COMMUNITIES)
3. Create a healthy region for the people of today and tomorrow. (ENVIRONMENT)
4. Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all. (ECONOMY)



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Policy Categories by Goal



MOBILITY

- System Preservation
- Complete Streets
- Transit & Multimodal Integration
- Transportation Demand Management
- Transportation System Management
- Technology Integration*
- Safety
- Financing the System

COMMUNITIES

- Priority Development Areas
- Housing the Region *
- 15 Minute Communities *
- Equitable Engagement & Decision-Making*

*New policy area for Connect SoCal 2024

ENVIRONMENT

- Sustainable Development
- Air Quality
- Clean Transportation
- Natural & Agricultural Lands Preservation
- Climate Resilience*

ECONOMY

- Goods Movement
- Broadband *
- Universal Basic Mobility*
- Workforce Development*
- Tourism

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Mobility Examples

Draft Regional Planning Policies



- **Transportation Demand Management:** Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.).
- **Transportation System Management:** Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity.
- **Technology Integration:** Support the implementation of technology designed to provide equal access to mobility, employment and economic opportunity, education, health and other quality of life opportunities for all residents within the SCAG region.

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Mobility Examples

Draft Regional Planning Policies



- **System Preservation and Resilience:** Prioritize repair, maintenance, and preservation of the SCAG region's existing transportation assets first, following a "Fix-It-First" principle.
- **Complete Streets:** Pursue the development of complete streets that comprise a safe multi-modal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).

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Mobility Examples

Draft Regional Planning Policies



- **Transit Multimodal Integration:** Encourage and support the implementation of projects both physical and digital that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility, and safety.
- **Safety:** Eliminate transportation-related fatalities and serious injuries on the regional multimodal transportation system.
- **Funding the System/User Pricing:** Promote stability and sustainability for core state and federal transportation funding sources.

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Communities Examples

Draft Regional Planning Policies



- **Priority Development Areas:** Foster growth within the Forecasted Regional Development Pattern of Connect SoCal 2024 by prioritizing policies that encourage housing and employment in Priority Development Areas.
- **Housing the Region:** Encourage housing development in areas with access to important resources (economic, educational, health, social, and similar) and amenities to further fair housing access and equity across the region.

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Communities Examples

Draft Regional Planning Policies



- **15 Minute Communities:** Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region where residents can either access most basic, day-to-day needs within a 15-minute walk, bike ride, or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses.
- **Equitable Engagement and Decision-Making:** Advance community-centered interventions, resources, and programming that serve the most disadvantaged communities and people in the region, like Priority Equity Communities, with strategies that can be implemented in the short-to-long-term.

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Environment Examples

Draft Regional Planning Policies



- **Sustainable Development:** Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption, and promote resilience.
- **Air Quality:** Reduce hazardous air pollutants and greenhouse gas emissions and improve the air quality throughout the region through planning and implementation efforts.
- **Clean Transportation:** Accelerate the deployment of a zero-emission transportation system and use near-zero emission technology to offer short term benefits where zero emissions solutions are not yet feasible or commercially viable.

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Environment Examples

Draft Regional Planning Policies



- **Natural and Agricultural Land Preservation:** Prioritize the climate mitigation, adaptation, resilience, and economic benefits of natural and agricultural lands in the region.
- **Climate Resilience:** Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places, and infrastructure that are most at risk for climate change impacts, recognizing that disadvantaged communities are often overburdened.

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Economy Examples

Draft Regional Planning Policies



- **Goods Movement:** Leverage and prioritize investments particularly where there are mutual co-benefits to both freight and passenger/commuter rail.
- **Broadband:** Support ubiquitous regional broadband deployment and access, to provide the necessary infrastructure and capability for Smart Cities strategies and to ensure that the benefits of these strategies improve safety and are distributed equitably.
- **Universal Basic Mobility:** Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services to improve connections to jobs, education, and basic services.

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Economy Examples

Draft Regional Planning Policies



- **Workforce Development:** Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions, and employers.
- **Tourism:** Consult and collaborate with state, county, and local agencies within the region charged with promoting tourism and transportation.

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Stakeholder Engagement and Feedback



- April 2023: SCAG shared draft Regional Planning Policies and solicited feedback from several stakeholder groups:
 - County Transportation Council (CTC) Planning Directors
 - Subregional Executive Directors
 - SCAG's Regional Planning Working Groups
 - Technical Working Group (TWG)
 - Regional Transit Technical Advisory Committee (RTTAC)
 - Global Land Use & Economic (GLUE) Council

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Next Steps



Now: Soliciting feedback from Policy Committee members on draft Regional Planning Policies

July 2023: Seeking approval by EAC and RC on updated Policy Development Framework with revised Regional Planning Policies.

Summer 2023: Developing Implementation Strategies to include in Fall draft release of Connect SoCal 2024.

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Questions? Comments?

FOR MORE INFORMATION, PLEASE VISIT
SCAG.CA.GOV/CONNECT-SOCAL



SCAG Connect SoCal 2024: Draft Regional Planning Policies

MAY 2023 DRAFT

The Regional Planning Policies provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. The policies have been refined over several planning cycles to promote multi-modal transportation investments and local development that aligns with the regional growth vision. The policies also incorporate recent discussions and direction from SCAG's Regional Council, Policy Committees, and special subcommittees. The Regional Planning Policies serve as a resource for County Transportation Councils (CTCs) and local jurisdictions to refer to specific policies to demonstrate alignment with the Regional Transportation Plan/Sustainable Communities Strategy seeking resources from state or federal programs.

Per Government Code §65080(b)(2)(K), SCAG's Sustainable Communities Strategy does not regulate the use of land, nor shall it be interpreted as superseding the exercise of the land use authority of cities and counties in the region. The Regional Planning Policies are meant to support local jurisdictions in implementing the regional vision of Connect SoCal 2024. Carrying forward the below set of policies at the regional and local level will be critical in implementing the vision represented by Connect SoCal 2024.

** (asterisk) in policies denotes terms that are defined in the glossary at the end of this document*

Mobility

System Preservation and Resilience

1. Prioritize repair, maintenance, and preservation of the SCAG region's existing transportation assets first, following a "Fix-It-First" principle.
2. Promote transportation investments that advance progress toward the achievement of asset management targets, including for National Highway System pavement and bridge condition and transit assets (rolling stock, equipment, facilities, and infrastructure).

Complete Streets

3. Pursue the development of complete streets that comprise a safe multi-modal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).
4. Ensure the implementation of complete streets that are sensitive to urban, suburban, or rural contexts and improve transportation safety for all, but especially vulnerable road users (e.g., older adults, children, pedestrians, bicyclists, etc.).
5. Facilitate the implementation of complete streets and curb space management strategies that accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit, and last mile delivery.
6. Support implementation of complete streets improvements in Priority Equity Communities*, and particularly with respect to Transportation Equity Zones*, to enhance mobility, safety, and access to opportunities.

Transit and Multimodal Integration

7. Encourage and support the implementation of projects both physical and digital that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility, and safety.
8. Support connections across the public, private, and nonprofit sectors to develop transportation projects and programs resulting in improved connectivity.
9. Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.
10. Support the implementation of transportation projects in Priority Equity Communities, and particularly with respect to Transportation Equity Zones, to enhance mobility, safety, and access to opportunities.
11. Create a resilient transit and rail system by preparing for emergencies and the impacts of extreme weather conditions.

Transportation Demand Management

12. Encourage the development of transportation projects that provide convenient, cost-effective, and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.).
13. Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers, and visitors.
14. Encourage municipalities to update existing (legacy) TDM ordinances by incorporating new travel modes and new technology, and by incorporating employment and residential sites that fall below current regulatory thresholds.

Transportation System Management

15. Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity.
16. Prioritize transportation investments that increase travel time reliability, including build-out of the regional express lanes network.

Technology Integration

17. Support the implementation of technology designed to provide equal access to mobility, employment and economic opportunity, education, health, and other quality of life opportunities for all residents within the SCAG region.
18. Advocate for data sharing between the public and private sectors to effectively evaluate the services' benefits and impacts on communities while protecting data security and privacy.
19. Advocate for technology that is adaptive and responsive to ensure that it remains up to date to meet the evolving needs of users and stakeholders.
20. Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security.
21. Proactively monitor and plan for the development, deployment, and commercialization of new technology as it relates to integration with transportation infrastructure.

Safety

22. Eliminate transportation-related fatalities and serious injuries on the regional multimodal transportation system.
23. Integrate the assessment of equity into the regional transportation safety and security planning process, focusing on the analysis and mitigation of disproportionate impacts on disadvantaged communities.
24. Support the use of transportation safety and security data in investment decision-making, including consideration of new highway investments that would address safety and security needs.

Funding the System/User Pricing

25. Promote stability and sustainability for core state and federal transportation funding sources.
26. Establish a user fee-based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and equitable distribution of costs and benefits.
27. Pursue funding tools that promote access to opportunity and support economic development through innovative mobility programs.
28. Promote national and state programs that include return-to-source guarantees while maintaining flexibility to reward regions that continue to commit substantial local resources.
29. Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery.
30. Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability, and resilience.

Communities

Priority Development Areas

31. Foster growth within the Forecasted Regional Development Pattern of Connect SoCal 2024 by prioritizing policies that encourage housing and employment in Priority Development Areas.
32. Focus future housing, job, destinations, and population growth in areas with existing and planned urban infrastructure including transit and utilities.
33. Promote the growth and vibrancy of activity centers and destinations in areas with existing and/or planned multi-modal options like transit and active transportation, to reduce single occupant vehicle dependency and vehicle miles traveled.
34. Maximize jobs, housing, and destinations in areas across the region which can support multi-modal options, shorter trip distances, combined trips, and reduced vehicle miles traveled.

Housing the Region

35. Encourage housing development in areas with access to important resources (economic, educational, health, social, and similar) and amenities to further fair housing access and equity across the region.
36. Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities.
37. Support local, regional, state, and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region.

38. Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region.
39. Promote innovative strategies and partnerships to increase homeownership opportunities across the region with an emphasis on communities who have been historically impacted by redlining and other systemic barriers to homeownership for people of color and other marginalized groups.
40. Advocate for and support programs that emphasize reducing housing cost burden (for renters and homeowners), with a focus on the communities with the greatest need and vulnerabilities.
41. Support efforts to increase housing and services for people experiencing homelessness across the region.

15 Minute Communities

42. Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region where residents can either access most basic, day-to-day needs within a 15-minute walk, bike ride, or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses.
43. Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability and resilience, and economic vitality.
44. Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options.

Equitable Engagement and Decision-Making

45. Advance community-centered interventions, resources, and programming that serve the most disadvantaged communities and people in the region, like Priority Equity Communities, with strategies that can be implemented in the short-to-long-term.
46. Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice.
47. Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in processes.

Environment

Sustainable Development

48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption, and promote resilience.
49. Support communities across the region to advance innovative sustainable development practices.

Air Quality

50. Reduce hazardous air pollutants and greenhouse gas emissions and improve the air quality throughout the region through planning and implementation efforts.
51. Support investments that reduce hazardous air pollutants and greenhouse gas emissions.

52. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve the air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities*.

Clean Transportation

53. Accelerate the deployment of a zero-emission transportation system and use near-zero emission technology to offer short term benefits where zero emissions solutions are not yet feasible or commercially viable.
54. Promote equitable use of and access to clean transportation technologies* so that all may benefit from them.
55. Consider the full environmental life-cycle of clean transportation technologies including upstream production and end of life as an important part of meeting SCAG's objectives in economic development and recovery, resilience planning and achievement of equity.
56. Maintain a technology neutral approach in the study of, advancement of, and, where applicable, investment in clean transportation technology.

Natural and Agricultural Lands Preservation

57. Prioritize the climate mitigation, adaptation, resilience, and economic benefits of natural and agricultural lands in the region.
58. Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding.
59. Support regional conservation planning and collaboration across the region.
60. Encourage the protection and restoration of natural habitat and wildlife corridors.
61. Encourage conservation of agricultural lands to protect the regional and local food supply and agricultural economy.
62. Encourage policy development of the link between natural and agricultural conservation with public health.

Climate Resilience

63. Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places, and infrastructure that are most at risk for climate change impacts, recognizing that disadvantaged communities are often overburdened.
64. Support local and regional climate and hazard planning and implementation efforts.
65. Support nature-based solutions* to increase regional resilience of the natural and built environment.
66. Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment.
67. Support an integrated planning approach to help local jurisdictions meet housing production needs in a drier environment.

Economy

Goods Movement

68. Leverage and prioritize investments particularly where there are mutual co-benefits to both freight and passenger/commuter rail.

69. Prioritize community and environmental justice concerns together with economic needs and support workforce development opportunities particularly around deployment of zero-emission and clean technologies, and their supporting infrastructure.
70. Explore and advance the transition toward zero-emissions and clean technologies and other transformative technologies where viable.
71. Advance comprehensive systems-level planning of corridor/supply chain operational strategies, integrated with road and rail infrastructure, and inland port concepts.
72. Ensure continued, significant investment in a safe, secure, clean, and efficient transportation system, including both highways and rail, to support the intermodal movement of goods across the region.

Broadband

73. Support ubiquitous regional broadband deployment and access, to provide the necessary infrastructure and capability for Smart Cities strategies and to ensure that the benefits of these strategies improve safety and are distributed equitably.
74. Develop networks that are efficient, scalable, resilient, and sustainable, to support transportation systems management and operations services and “tele-everything” strategies that reduce vehicle miles traveled, optimize efficiency, and accommodate future growth of regional economies.
75. Encourage investments to provide access towards digital activities that support upwards educational, financial, and economic growth.
76. Advocate for current, accurate data to identify opportunity zones and solutions to support the development of broadband services to community anchor institutions and local businesses.
77. Promote an atmosphere which allows for healthy competition and innovative solutions which are speed driven, while remaining technologically agnostic.
78. Use a bottom-up approach to identify and support a community’s broadband needs.

Universal Basic Mobility*

79. Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services to improve connections to jobs, education, and basic services.
80. Promote increased payment credentials for disadvantaged community members and transition of cash users to digital payment technologies to address payment barriers.

Workforce Development

81. Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions, and employers.
82. Encourage inclusive workforce development that promotes upward economic mobility.
83. Support entrepreneurial growth with a focus on underrepresented communities.
84. Foster a resilient workforce that is poised to effectively respond to changing economic conditions (market dynamics, technological advances, and climate change).
85. Inform and facilitate data-driven decision-making about the region’s workforce.

Tourism

86. Consult and collaborate with state, county, and local agencies within the region charged with promoting tourism and transportation.

87. Encourage the reduced use of cars by visitors to the region by working with state, county, and city agencies to highlight and increase access to alternative options, including transit, passenger rail, and active transportation.

GLOSSARY

AB 617 Communities: In response to Assembly Bill (AB) 617, the California Air Resources Board (CARB) established the Community Air Protection Program. The Program’s focus is to reduce exposure in communities most impacted by air pollution. CARB, community members, local air districts, and other stakeholders are working together to identify community concerns and air quality priorities and develop actions to measure and reduce air pollution and health impacts. AB 617 Communities are communities affected by a high cumulative exposure burden around the State that have been selected by CARB annually since 2018 to develop and implement community air monitoring plans, community emission reduction programs, or both in order to improve air quality in their community. As of 2022, 17 communities have been selected as the designated AB 617 communities where air pollution reduction actions are underway. For more information on the AB 617 communities, please visit <https://ww2.arb.ca.gov/capp-communities>.

Clean Transportation Technologies: Zero- and near zero-emission vehicles, their supporting infrastructure, and other facilitating products that reduce environmental impacts over their full life cycle including upstream production and end of life.

Nature-based solutions: Actions that work with and enhance nature to help address societal challenges. This term describes a range of approaches that protect, sustainably manage, and restore nature to deliver multiple outcomes, including addressing climate change, improving public health, increasing equity, and protecting biodiversity¹

Priority Equity Communities: Census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.

Technology Neutrality: A stance that does not give preference to a particular technology as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets.

Transportation Equity Zones: Communities across the SCAG region most impacted by transportation-related inequities

Universal Basic Mobility: Programs that provide qualified residents subsidies for transit and other mobility services.

¹ California Natural Resources Agency. Natural and Working Lands Climate Smart Strategy. Accessed May 10, 2023: https://resources.ca.gov/-/media/CNRA-Website/Files/Initiatives/Expanding-Nature-Based-Solutions/CNRA-Report-2022---Final_Accessible.pdf



AGENDA ITEM 15
REPORT

Southern California Association of Governments
June 1, 2023

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Javier Silva, Assistant Regional Planner
(213) 630-1508, silva@scag.ca.gov

Subject: Guiding Principles for Emerging Technology

RECOMMENDED ACTION FOR TC:

Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD and EEC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

As mobility technology continues to accelerate, local agencies and leaders across the SCAG region will increasingly face the challenge of making informed decisions regarding emerging technologies. The lack of adequate information regarding the impacts of new technologies on communities may pose significant challenges. To assist in this decision-making process, SCAG staff has developed a set of Guiding Principles for Emerging Technology to help staff and local leaders evaluate emerging mobility technologies. The principles incorporate input received from stakeholders and the Emerging Technologies Committee, and can serve as an objective framework to be adapted as needed by local jurisdictions. The principles represent an approach to emerging technology that will be integrated into the Draft 2024 Regional Transportation Plan/Sustainable Communities Strategies (“2024 RTP/SCS,” “Connect SoCal 2024” or “Plan”). Connect SoCal 2024 will serve as a comprehensive blueprint for the region’s transportation needs, including the development and deployment of emerging technologies. Upon final adoption of the Plan, these guiding principles will also serve as a framework for SCAG to guide policy discussion surrounding emerging mobility technologies.

BACKGROUND:

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. SCAG's next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. Guiding Principles for Emerging Technology were recommended during the development of the 2020 Regional Transportation Plan/Sustainable Communities Strategies ("Connect SoCal 2020" or "2020 Plan"). The principles outlined below will be seamlessly integrated into Connect SoCal 2024, serving as guiding principles for technology evaluation, as well as the development of policies and strategies.

Connect SoCal 2020

During the development of Connect SoCal 2020, SCAG staff identified San Francisco's Emerging Mobility Guiding Principles¹ as a reference of guiding principles, and recommended SCAG develop its own set of principles. Additionally, the Connect SoCal 2020 Emerging Technology Technical Report recommended a set of policies organized around land use, street design, pricing, and system management regarding emerging technologies. The policies were designed to enhance current and future Connect SoCal plans and serve as a model for local jurisdictions and agencies to support the implementation of the 2020 Plan.

Connect SoCal 2024 Development

For Connect SoCal 2024, SCAG established three Policy Subcommittees to provide guidance on strategies and priorities. One of these subcommittees, the Next Generation Infrastructure (NGI) Subcommittee, produced recommendations regarding the future of mobility and its policy implications. These recommendations were submitted within a white paper² to the Joint Policy Subcommittee on March 2, 2023. The recommendations applicable to the topic of Emerging Technology are:

- Ensure that deployment of new technologies support people's needs and address larger shared goals like advancing equitable access and reducing traffic fatalities and serious injuries.
- Plan and manage the transportation system more like an investor, including asserting a role in the management of the transportation digital realm.

Additionally, within its white paper, the Racial Equity and Regional Planning Subcommittee produced a recommendation with relevance to the collection of data, which is critical for making informed decisions about emerging technologies.

¹ San Francisco County Transportation Authority Emerging Mobility Guiding Principles: <https://www.sfcta.org/policies/emerging-mobility#panel-guiding-principles>

² NGI Subcommittee White Paper: <https://scag.iqm2.com/Citizens/FileOpen.aspx?Type=14&ID=2397&Inline=True>

- Incorporate equity centered best practices in data collection to ensure that data assessments reflect community needs, disaggregate data by race/ethnicity and other important demographic factors, ground truth data, widely distribute data to impacted stakeholders, and incorporate community perspective in data-informed decision making.

Where applicable, the recommendations from the Policy Subcommittees for the Connect SoCal 2024 update were incorporated into the guiding principles.

Process

To develop SCAG's set of guiding principles, Staff evaluated guiding principles and policies from cities and agencies around the Country as a reference. One of the examples used was San Francisco's Mobility Guiding Principles, which were developed by the San Francisco County Transportation Authority (SFCTA) in partnership with the San Francisco Municipal Transportation Agency (SFMTA). The principles focused on collaboration, safety, transit, congestion, sustainability, and equitable access.

Additionally, staff utilized the Shared Mobility Principles for Livable Cities³ and Pittsburg's Shared + Autonomous Mobility Principles⁴ as an example. Both principles place emphasis on the prioritization of equity within the transportation world.

Staff shared with the Emerging Technologies Committee (ETC) a receive and file staff report on February 23, 2023⁵ regarding the research and reference materials discussed in this section.

Draft Guiding Principles for Emerging Technology

1. **Equity:** Technology should eliminate barriers that may exist based on factors such as race, income, gender, age, language barriers, disability, or geography to ensure people can live a healthy and prosperous life⁶.
2. **Accessibility:** Infrastructure and technologies should be designed to provide equal access to mobility, employment and economic opportunity, education, health, and other quality of life opportunities.

³ Shared Mobility Principles: <https://www.sharedmobilityprinciples.org/>

⁴ Pittsburgh Shared + Autonomous Mobility Principles:

https://apps.pittsburghpa.gov/redtail/images/5172_Pittsburgh_Shared_and_Autonomous_Mobility_Principles_03_01_19.pdf

⁵ Staff Report: <https://scag.ca.gov/sites/main/files/file-attachments/etc-022323-fullagn.pdf?1676597450,#page=16>

⁶ Based on SCAG's Special Committee on Equity and Social Justice's definition of racial equity.

<https://scag.ca.gov/our-work-inclusion-diversity-equity-and-awareness#:~:text=%E2%80%9CAs%20central%20to%20SCAG's%20work,participate%20fully%20in%20civic%20life.%E2%80%9D>

<https://scag.ca.gov/our-work-inclusion-diversity-equity-and-awareness#:~:text=%E2%80%9CAs%20central%20to%20SCAG's%20work,participate%20fully%20in%20civic%20life.%E2%80%9D>

3. **Safety:** Technology should be developed with safety as a high priority and strive to reduce the number of fatalities and serious injuries occurring on our mobility networks⁷.
4. **Sustainability:** Technology should reduce the environmental impact of the transportation network over its entire life cycle and support the transition to net zero-emission mobility.
5. **Integration:** Technology should connect seamlessly into existing mobility infrastructure, such as roads, bridges, and public transit, to create a cohesive, interoperable network. This includes considering the impacts of proposed technology on modal choices, emergency vehicle response times, and transit performance.
6. **Adaptability:** Technology should be efficient and responsive to ensure that it remains up-to-date and effective to meet the evolving needs of users and stakeholders.
7. **Data privacy and Security:** Technology should ensure the privacy and security of user data while incorporating equity centered best practices during data collection and integrating any requirements from applicable data specifications⁸.
8. **Transparency and Accountability:** Technologies providers should share relevant data with local jurisdictions for the public and local agencies to effectively evaluate the services' benefits and impacts on communities.
9. **Resilience:** Technology should increase the ability of the SCAG region's transportation systems to anticipate and effectively respond to changing conditions, acute shocks, and chronic stressors⁹.
10. **Workforce Development Investments:** Recognizing that technology has the capacity to facilitate economic growth, investments in technology should improve workforce development opportunities, including worker retraining, where these technologies are deployed.

Previous Presentations and Stakeholder Review

On March 9, 2023, SCAG staff presented to SCAG's Equity Working Group on principles 1 and 2, equity and accessibility. Additionally, the principles underwent internal vetting by SCAG staff and was presented to executive SCAG planning staff. The principles were shared with SCAG's Regional

⁷ Based on SCAG's 2023 Transportation Safety Priorities. <https://scag.ca.gov/sites/main/files/file-attachments/rc020223fullpacket.pdf?1674781193,#page=18>

⁸ Based on SCAG's Racial Equity and Regional Planning Subcommittee's recommendation regarding data. <https://scag.ca.gov/sites/main/files/file-attachments/jpc030223fullpacket.pdf?1677214791,#page=34>

⁹ Based on SCAG's Resilience and Conservation Subcommittee's definition of Resilience. <https://scag.ca.gov/sites/main/files/file-attachments/jpc030223fullpacket.pdf?1677214791,#page=79>

Transit Technical Advisory Committee (RTTAC)¹⁰ and County Transportation Commission's (CTC) Planning Directors to receive feedback. Additionally, SCAG staff reviewed feedback received on the draft principles with the CTC Planning Directors on April 18, 2023. Most recently, On April 27, 2023, SCAG staff presented to SCAG's Emerging Technologies Committee (ETC). The direction and feedback from the ETC have been incorporated into the Guiding Principles as presented in this report.

Comments Received and Staff Response

SCAG staff have received several comments during the review process. The principles were edited to meet the needs of received comments, therefore comments may reflect previous iterations of the principles.

1. Equity and Accessibility principles: Consider including gender and age.
 - a. Staff Response: SCAG staff incorporated language into principles.
2. Equity and Accessibility principles: Consider including language referencing and/or acknowledging the digital divide.
 - a. Staff Response: SCAG staff incorporated language into principles.
3. Safety Principle: "Traffic fatalities" seems to focus on vehicular fatalities occurring on roadways, and should consider bus/rail dedicated corridors as well. Consider the removal of the word "traffic" and revise to "fatalities and serious injuries occurring on our mobility networks".
 - a. Staff Response: SCAG staff incorporated suggestion into the language of the principle.
4. Data Privacy and Security principle: Consider providing more detail regarding "equity-centered" best practices.
 - a. Staff Response: SCAG staff provided detail regarding "equity-centered" best practices in this staff report. Principle's footnote also cites SCAG's Racial Equity and Regional Planning Subcommittee's recommendation which contains details about "equity-centered" best practices.
5. Efficiency Principle: Clarify the definition of efficiency. With respect to planning, "efficiency" is associated with improving operations and throughput. However, the intent for this principle is unclear. Consider revising the description to correlate with "Resilience" or "Flexibility", to accommodate the future proofing of technology.
 - a. Staff Response: Upon review, SCAG staff replaced the term "efficiency" with "adaptivity".
6. Resilience: While the intent of this principle is to state that technology would assist with climate change/adaptation issues, it is unclear as to how this would look in practice.
 - a. Staff Response: In practice, the principle seeks to ensure that technologies can aid the transportation system in responding to changing conditions. For example, it's

¹⁰ RTTAC is made up of representatives from the Region's transit operators.

important that electric vehicle (EV) charging stations can operate under inclement weather conditions.

7. Resilience: Clarify the phrase "Creating multiple opportunities for..." Unclear if this principle is suggesting the system needs redundancies to avoid failures.
 - a. Staff Response: Upon review, SCAG staff removed this portion of language from the principle as it is not intended to prescribe a specific approach.
8. Sustainability: Consider adding "net" to the existing phrase "zero emission mobility"
 - a. Staff Response: SCAG staff incorporated language into principle.
9. Workforce Development Investments: Consider adding "worker retraining"
 - a. Staff Response: SCAG staff incorporated language into principle.

NEXT STEPS

Staff will incorporate these principles into the Draft Connect SoCal 2024, which will be formally adopted with the approval of the final Plan by the Regional Council in April 2024.

With Plan adoption, the principles will serve as a guide for policy discussions regarding emerging technologies within SCAG's programs and as a template for SCAG and its partner agencies. However, it is important to note that these principles should be considered as a starting point for agencies and viewed as building blocks that can be adapted to fit the unique needs of each agency.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation - Guiding Principles for Emerging Technology



SCAG Transportation Committee: Guiding Principles for Emerging Technology

June 1, 2023

Javier Silva, Associate Regional Planner

WWW.SCAG.CA.GOV

1



GUIDING PRINCIPLES FOR EMERGING TECHNOLOGY

An Overview and Introduction

Overview

What are *Guiding Principles*?

- Guiding principles are a comprehensive set of considerations that leaders and stakeholders should consider when engaging with new technologies

Why are the *Guiding Principles* important?

- Technology is a major disruptor, SCAG as regional MPO can advocate for best practices and provide resources

Why is SCAG writing these *Principles*?

- Some cities, counties, and local agencies have a demonstrated need for guidance on how to interact with new technologies and implement accordingly

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



3

Context

Connect SoCal 2020

- SCAG staff recommended SCAG develop its own set of guiding principles for emerging technology.

Connect SoCal 2024

- Next Generation Infrastructure (NGI) Subcommittee produced recommendations regarding the future of mobility and its policy implications.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



4

Development

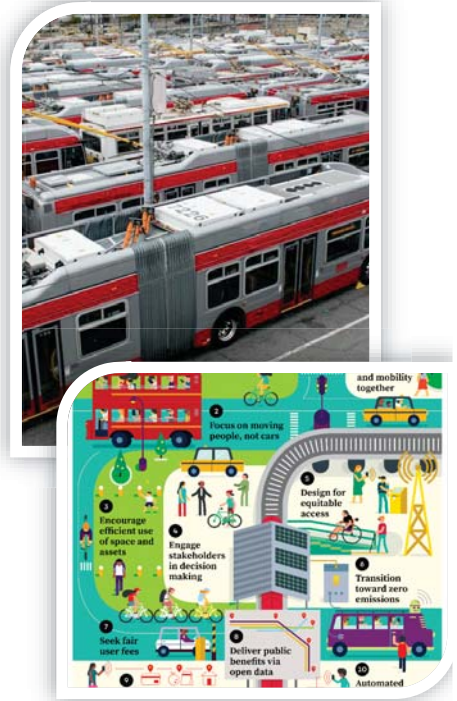
Examples

- SCAG Staff evaluated guiding principles and policies from cities and agencies around the Country as a reference.

Review

- SCAG Staff shared principles with internal and external working groups to develop principles.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



5



TECHNOLOGY GUIDING PRINCIPLES

6

Draft Principles for Consideration

1. **Equity:** *Technology should eliminate barriers that may exist based on factors such as race, income, gender, age, language barriers, disability, or geography to ensure people can live a healthy and prosperous life.*
2. **Accessibility:** *Infrastructure and technologies should be designed to provide equal access to mobility, employment and economic opportunity, education, health and other quality of life opportunities.*
3. **Safety:** *Technology should be developed with safety as a high priority and strive to reduce the number of fatalities and serious injuries occurring on our mobility networks.*
4. **Sustainability:** *Technology should reduce the environmental impact of the transportation network over its entire life cycle and support the transition to net zero-emission mobility.*

Draft Principles for Consideration

5. **Integration:** *Technology should connect seamlessly into existing mobility infrastructure, such as roads, bridges, and public transit, to create a cohesive, interoperable network. This includes considering the impacts of proposed technology on modal choices, emergency vehicle response times, and transit performance.*
6. **Adaptability:** *Technology should be efficient and responsive to ensure that it remains up-to-date and effective to meet the evolving needs of users and stakeholders.*
7. **Data Privacy and Security:** *Technology should ensure the privacy and security of user data while incorporating equity centered best practices during data collection and integrating any requirements from applicable data specifications*

Draft Principles for Consideration

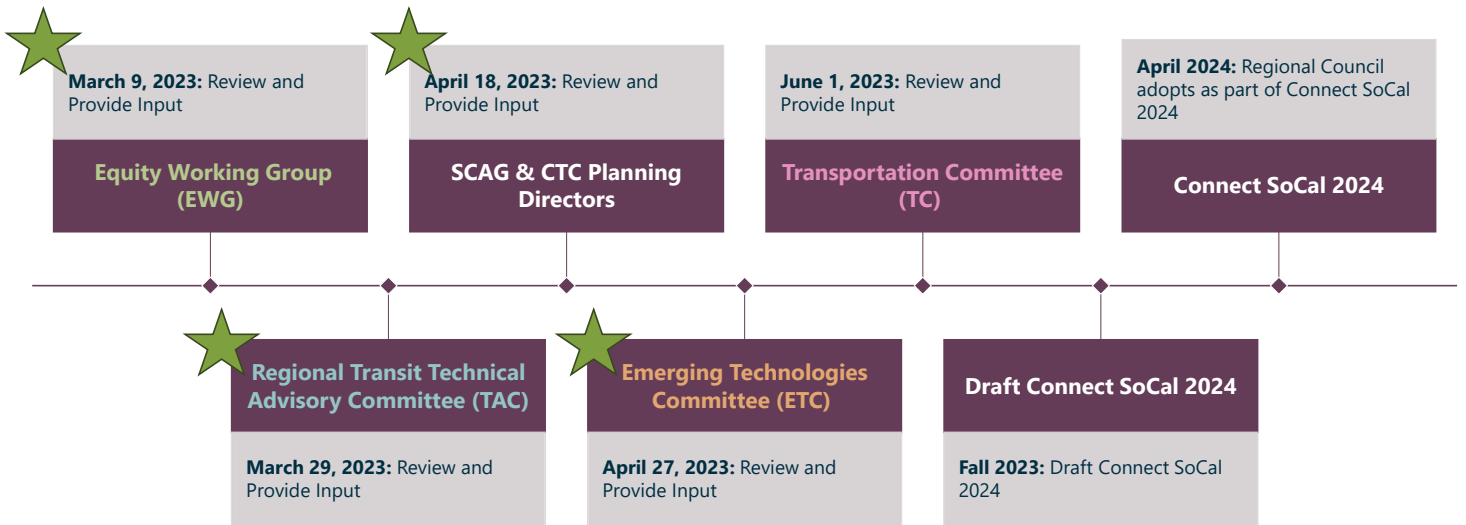
8. **Transparency and Accountability:** *Technologies providers should share relevant data with local jurisdictions in order for the public and local agencies to effectively evaluate the services' benefits and impacts on communities.*
9. **Resilience:** *Technology should increase the ability of the SCAG region's transportation systems to anticipate and effectively respond to changing conditions, acute shocks, and chronic stressors.*
10. **Workforce Development:** *Recognizing that technology has the capacity to facilitate economic growth, investments in technology should improve workforce development opportunities, including worker retraining, where these technologies are deployed.*



GUIDING PRINCIPLES TIMELINE

Anticipated Next Steps and Critical Milestones

Next Steps and Critical Milestones



THANK YOU!

For any questions, please contact Javier Silva at silva@scag.ca.gov



AGENDA ITEM 16
REPORT

Southern California Association of Governments
June 1, 2023

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Scott Strolecki, Planning Supervisor
(213) 236-1893, strolecki@scag.ca.gov

Subject: Connect SoCal 2024: Goods Movement Approach

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.

EXECUTIVE SUMMARY:

The SCAG region is home to the largest seaport complex in the country, the Ports of Los Angeles and Long Beach (together called the San Pedro Bay Ports), and has an extensive intermodal freight network that supports the flow of goods throughout the region, state, and nation. Goods movement supports a diversity of jobs in transportation and logistics, manufacturing, retail and wholesale trade, and construction, generating over one-third of all jobs in the SCAG region. The volume of trade, position of the SCAG region as a key node in global supply chains, extensive landside freight transportation infrastructure, and robust consumer market necessitates that SCAG develop strategies to accommodate growing freight movement. At the same time, the region faces the enormous responsibility to identify and promote effective policies and strategies to mitigate the associated community impacts of goods movement.

During the past six years, global supply chains have witnessed increasing instability – divisive national trade tariff policies, a severe pandemic with COVID-19, war beginning in 2022, intensifying inflationary pressures, and worsening geopolitical tensions across the globe having far-reaching implications on freight movement regionally and nationally. At the same time, the focus on the advancement of zero-emission technologies with respect to freight movement has also led to an increasing number of rules and regulations from the state. Beginning January 1, 2024, only zero-emission drayage trucks serving seaports and intermodal railyards will be allowed to register in the California Air Resources Board (CARB) Online System. Beginning in 2035, all drayage trucks in the CARB Online System will be required to be zero-emission.

At the March 2, 2023, Regional Council meeting, the Goods Movement Supply Chain Resolution was adopted affirming a call-to-action due to increasing supply chain volatility and complexity in the SCAG region. This resolution incorporates five key principles, including a strong commitment to ongoing collaboration with local, state, and federal partners to plan, fund, and implement projects and strategies that ensure a safe, resilient, and efficient supply chain and goods movement system.

These Goods Movement Supply Chain Resolution principles have been incorporated as overarching policies aligning with the 2024 Connect SoCal vision and goals and informing the development of the Goods Movement approach and implementation strategies.

This report provides a background and existing conditions snapshot on goods movement, and a review of elements that have occurred since Connect SoCal 2020, framing the goods movement approach for the 2024 Connect SoCal update.

BACKGROUND:

Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the plan takes into account all modes of transportation, including goods movement, and is accomplished by a “continuing, cooperative and comprehensive” (the 3 C’s) planning approach, which is also performance-driven and outcome based. In addition, because the SCAG region is designated as nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. §7401 et seq.), the plan must conform to applicable air quality standards. The passage of California Senate Bill 375 (SB 375) in 2008 requires that SCAG prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)).

The SCAG region is home to the largest seaport complex in the country, the Ports of Los Angeles and Long Beach (together called the San Pedro Bay Ports), and has an extensive intermodal freight network that supports the flow of goods throughout the region, state, and nation. Goods movement supports a diversity of jobs in transportation and logistics, manufacturing, retail and wholesale trade and construction, generating over one-third of all jobs in the SCAG region. The volume of trade, position of the SCAG region as a key node in global supply chains, extensive landside freight transportation infrastructure, and robust consumer market necessitates that SCAG develop strategies to accommodate growing freight movement. At the same time, the region faces

the enormous responsibility to identify and promote effective policies and strategies to mitigate the associated community impacts of goods movement.

During the past six years, global supply chains have witnessed increasing instability – divisive national trade tariff policies, a severe pandemic with COVID-19, war beginning in 2022, intensifying inflationary pressures, and worsening geopolitical tensions across the globe having far-reaching implications on freight movement regionally and nationally. Freight volatility witnessed peak demand to the supply chain system during 2021 and into 2022. However, demand has now abated approaching pre-pandemic performance to varying degrees with respect to the goods movement system and supporting facilities.

At the same time, the focus on the advancement of zero-emission technologies with respect to freight movement has also led to an increasing number of rules and regulations from the state. The State of California Governor's Executive Order N-79-20 requires that by 2035, all new cars and passenger trucks sold in California be zero-emission vehicles. Under the order, the California Air Resources Board (CARB) is mandated to develop and propose strategies to achieve 100% zero-emissions from medium and heavy-duty on-road vehicles in the State by 2045 where feasible and by 2035 from drayage trucks. As part of this process, CARB has adopted the following rules for medium and heavy-duty on-road trucks:

- Advanced Clean Trucks (June 25, 2020)
- Advanced Clean Fleets (April 28, 2023)

Of note is the recently passed Advanced Clean Fleet (AFC) rule. Critical impacts to the drayage trucks transporting cargo to and from California's intermodal seaports and railyards include the following:

- Beginning January 1, 2023, drayage trucks must be compliant with the Truck and Bus Regulation and meet a 2010 or newer model year engine standard.
- Drayage trucks will be required to start transitioning to zero-emission technology beginning in 2024, with full implementation by 2035.
- All drayage trucks intending to begin or continue operations at a California seaport or intermodal railyard must be registered with CARB.
 - Combustion powered trucks (non-zero-emission) must register in the CARB Online System by 12/31/23.
 - Only zero-emission drayage trucks can register in the CARB Online System beginning 1/1/24.
- Non-zero-emission drayage trucks in the CARB Online System, with a 2010 or newer model year engine AND that visit a seaport or intermodal railyard at least once in a year, would

remain in the system until they reach either 800,000 miles or the engine is older than 18 years, whichever comes first.

- Beginning in 2025, non-zero-emission trucks will be removed from the CARB Online System if they did not meet the annual visit requirement, OR if they have exceeded their minimum useful life requirements.
- Beginning in 2035, all trucks in the CARB Online System will be required to be zero-emission.

Other recent rules adopted impacting freight industries have included:

- Warehouse Indirect Source Rule (May 7, 2021)
- In-Use Locomotive (April 27, 2023)

At the March 2, 2023, Regional Council meeting, the Goods Movement Supply Chain Resolution was adopted affirming a call-to-action due to increasing supply chain volatility and complexity in the SCAG region. This resolution includes a strong commitment to ongoing collaboration with local, state, and federal partners to plan, fund, and implement projects and strategies that ensure a safe, resilient, and efficient supply chain and goods movement system. The adopted five principles of the Resolution intend to:

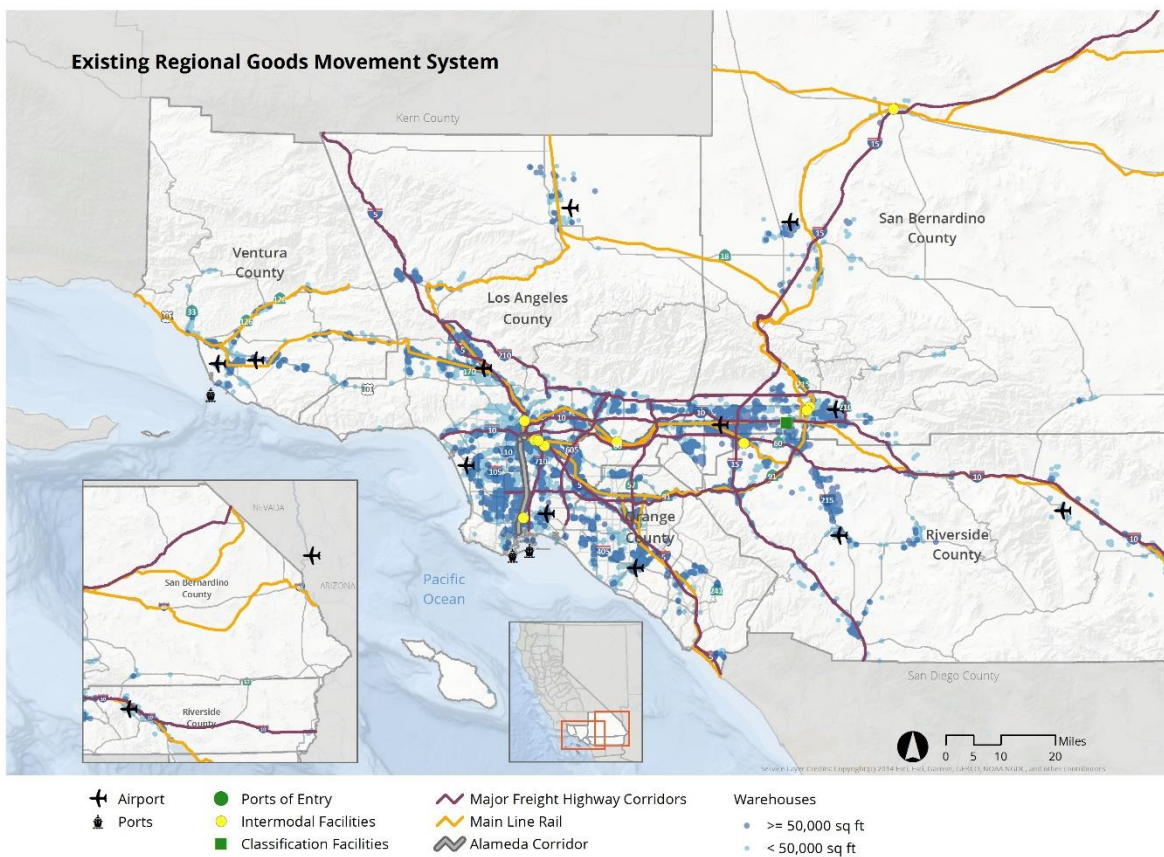
- Leverage and prioritize investments particularly where there are mutual co-benefits to both freight and passenger/commuter rail.
- Prioritize community and environmental justice concerns together with economic needs and support workforce development opportunities particularly around deployment of zero-emission and clean technologies, and their supporting infrastructure.
- Explore and advance transition toward zero-emissions and clean technologies and other transformative technologies where viable.
- Advance comprehensive systems-level planning of corridor/supply chain operational strategies, integrated with road and rail infrastructure, and inland port concepts.
- Ensure continued significant investment in a safe, secure, clean, and efficient transportation system, including both highways and rail, to support the intermodal movement of goods across the region.

These five Goods Movement Supply Chain Resolution principles have been incorporated as overarching regional planning policies aligning with the 2024 Connect SoCal vision and goals and informing the development of the Goods Movement approach and implementation strategies. Each policy encompasses SCAG programs, studies, and/or projects that have been completed or initiated as part of Connect SoCal 2020 Plan Implementation. This work transcends key issues and challenges such as freight flows and bottlenecks across major corridors and facilities throughout the region, last-mile delivery and curb space management shifts resulting from e-commerce, community engagement and perspectives, integrated rail operational needs, and newer technology transitions

and abilities to scale. Including this work, and through further Goods Movement stakeholder engagement and collaboration these areas serve as the core inputs into the goods movement approach for 2024 Connect SoCal update. The highlights of the approach are detailed in this report.

Existing Conditions

Goods movement is fundamental to supporting the economy and quality of life in the SCAG region. The regional goods movement system is an interconnected, coordinated intermodal network that includes deep-water marine ports, Class I rail lines, interstate highways, state routes and local connector roads, international border crossings, air cargo facilities, and distribution and warehousing clusters.



Map Title: Existing Regional Goods Movement System - CFMP

O:\RTP\rt2020\mxd\Goods Movement\Archive\Existing Regional Goods Movement System - CFMP.mxd | Date: 10/19/2022

The SCAG region serves as the largest trade gateway in the U.S. including:

- International trade: \$573 billion
- Ports of Los Angeles/Long Beach: 19 million TEUs

- 4.7 million TEUs Alameda Corridor
 - Highway system: 56,276 road miles, 1,634 miles of highways-Interstates
 - Rail: 1,425 weekly freight trains
 - Air cargo: >3.4 million freight tons
 - Industrial: 1.45 billion square feet

As an extension of international trade, consumer demand and consumption locally and nationally serve as key drivers of goods movement freight flows throughout the SCAG region. Retail and food services sales have displayed a stable trend of growth since the Great Recession. During the COVID-19 pandemic, however, retail and food services sales have witnessed an acceleration in growth. Key drivers have included highly volatile swings in volume impacted by government stimulus, a rapid rise and sustained proportion of e-commerce sales, and more recent, rapidly increasing inflation. Towards the end of 2022, these trends have abated as inflation has modestly improved, and consumer demand has softened.

The Port of Los Angeles and the Port of Long Beach (together called the San Pedro Bay Ports), account for 35% of all containerized international waterborne trade in the U.S.— meaning over one-third of everything the U.S. imports or exports in containers comes through the San Pedro Bay port complex. Southern California is critical to serving Asian markets, with East Asian trade accounting for over 90% of activity in and out of the San Pedro Bay port complex¹. The goods movement industry plays a vital role in the local economy, with one out of every nine jobs in Southern California connected to the San Pedro Bay ports.

The San Pedro Bay Ports witnessed increasing volatility whether from U.S.-China trade tariffs leading up to 2020, or from the COVID-19 pandemic the past few years. Recent trends have illustrated a return to pre-pandemic container volumes with sustained competition across North America continuing to challenge container growth for the SCAG region. However, as these cycles have played out, increasing capacity constraints and bottleneck issues have emerged, notably during late 2021 and through early 2022. These issues have had cascading impacts throughout supply chains and across the SCAG region.

Trucking demand more broadly has remained stable with respect to volume for periods before and after 2020. This is indicative of the strong dependence that the supply chain has with the trucking industry, and how resilient the industry is with respect to shocks to the system. Shipments displayed an earlier recovery versus tonnage due to the extreme fluctuation in consumer buying patterns resulting from government shutdowns and stimulus. More recently both indicators have weakened as consumer spending has softened, resulting in high inventory levels and reduced manufacturing. Cross-border trucking demand has witnessed an all-time peak during this time

¹ <https://polb.com/port-info/port-facts-faqs/#facts-at-a-glance> ;
<https://kentico.portoflosangeles.org/getmedia/c39cbb51-d52e-44bd-89c8-41eba408ab12/2021-Facts-Figures>

seeing less volatility to the downside. While too early to tell, there may be reshoring and near-shoring benefits resulting from shifting global trade dynamics.

Railroad performance, while also seeing very strong volatile swings during the past three years, has not been immune to these patterns prior to the COVID-19 pandemic. This is particularly notable for Class I intermodal performance that has witnessed consistently volatile swings from 2015 through 2023, also impacted from trade tariff national policies. The bottleneck effect has had impacts across supply chains with local congestion on major freight corridor roadways, to urbanized congestion on Class I rail east-west mainlines. Rail challenges have resulted in delays on throughput at intermodal facilities as well as rail traffic along primary corridors. These shifting pieces have led to varying peaks and consequent declines in volume performance versus other freight modes.

Air cargo has mirrored similar performance as other major freight industries seeing robust increases in tonnage volume during 2020 and through early 2022. More recent trends have returned towards pre-pandemic levels. Air cargo shipments include high-value goods for imports and exports and play a substantial role in domestic e-commerce moves supporting major shippers like Amazon and integrated freight and logistics companies like FedEx Corporation and United Parcel Service.

The SCAG region serves as the largest industrial cluster area within the U.S. with over 1.5 billion in industrial square feet inventory. The substantial majority of this relates to warehouse and distribution facilities supporting goods movement-dependent industries. In 2021, goods movement-dependent industries (manufacturing, construction, retail trade, wholesale trade, and transportation and warehousing) employed close to 2.4 million people in the SCAG region, reflecting nearly 30% of all employees. In the same year, goods movement-dependent industries contributed nearly \$430 billion to Gross Domestic Product (GDP) – over 30% of the region's GDP and roughly 6% of GDP at the national level. These sectors provide the well-paying jobs that are the bedrock of the Southern California economy. While freight industries have witnessed a return towards pre-pandemic volume trends, industrial facility growth remains at an all-time high.

The SCAG region continues to be over-burdened by freight demand cycles. The effects are more acute with recent supply chain system breakdowns, which have resulted in bottlenecks from port congestion and operational challenges for warehouses and distribution centers, causing rippling effects across the nation. Highway and rail corridors have grappled with back-logs and congestion, irrespective of peak inventories and further destocking. Freight flows do not move in a perfectly linear fashion, and as demand is waning across the U.S., it will be important to continue to plan and invest into the goods movement system to be prepared for the next unforeseen shock and/or peak freight cycle.

Connect SoCal 2020 Implementation

Since the Regional Council adopted Connect SoCal 2020, SCAG has supported efforts to improve goods movement across the region through a variety of programs, planning analysis, and studies, many of which have been highlighted at past Transportation Committee meetings. The key outcomes and recommendations from these work efforts are instrumental in informing and guiding local jurisdictions on projects, programs, and pilots while supporting efforts to improve the goods movement network. These efforts continue to guide policy discussions to reflect the Goods Movement Core Vision for the region and provide the foundation for the goods movement approach for Connect SoCal 2024. The programs, planning analysis, and studies include:

- **Last-Mile Freight Delivery Study²:** In 2020, SCAG completed the Last-Mile Freight Delivery Study, which detailed a series of strategies to address challenges caused by the growing role freight shipments and e-commerce play in our lives. The Last-Mile Freight Study provided solutions to the logistical challenges and community impacts resulting from the rapidly increasing demand for commercial and home deliveries. Work from this study has been leveraged thereafter informing pilot project concept development through local jurisdiction coordination and has also served as a key resource for further curb management planning efforts.
- **Ventura County Freight Corridors Study³:** In 2021, SCAG partnered with Ventura County Transportation Commission (VCTC), and coordinated with the Port of Hueneme, and Caltrans to develop the Ventura County Freight Corridors Study. The study focused on freight corridors in Ventura County to identify impacts associated with freight traffic, and develop inclusive freight corridor strategies to promote safer, more efficient, and sustainable freight connections that support the economy, social outcomes, and health of Ventura County. The study positions Ventura County for future funding opportunities and investments in the national freight infrastructure.
- **Curb Space Management Study⁴:** In 2022, building on the Last-Mile Freight Delivery Study, SCAG completed the Curb Space Management Study (CSMS), which took a comprehensive and multimodal review of some of the most congested and complicated curb space locations within the region. A key objective of the work was to promote a balanced transportation system by better understanding first/last mile trips and connections between transit and active transportation (multimodal connections).
- **Last Mile Freight Program:** SCAG has partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) establishing the Last Mile Freight Program (LMFP). The LMFP serves as an initial step towards implementing freight-related clean vehicles/equipment and infrastructure to support cleaner air goals. Phase 1 focuses on the commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy and/or medium duty on road trucks (including ZE/NZE equipment and supporting infrastructure).

² <https://scag.ca.gov/post/last-mile-freight-delivery-study>

³ <https://www.goventura.org/vcfreight/#tab-1576618343-1-53>

⁴ <https://scag.ca.gov/curb-space-management-study>

The LMFP includes 27 private companies that have been awarded portions of \$16.75 million in funds to commercially deploy these leading technologies.

- **Sustainable Communities Program (Smart Cities & Mobility Innovations)⁵:** Through the Sustainable Communities Program, SCAG offers support to local jurisdictions for plans, Technology Assessment or Adoption Plans, Parking Management Plans, and Curb Space Data Inventory Initiatives. SCAG has been working with the Cities of Los Angeles, Long Beach, and Stanton to develop Curb Space Data Inventory and Pilot Workplan Concepts. In addition to these, SCAG has been working with City of Rialto to develop a Smart Cities Plan focused on the local impacts of warehousing and logistics and technological and policy solutions that could address those adverse impacts while supporting economic goals.
- **SCAG Integrated Freight and Passenger Rail Forecast:** In 2022, SCAG, working in partnership with BNSF Railway (BNSF), Union Pacific Railroad Company (UPRR), Metrolink and other stakeholders, completed a study that combined both future freight and passenger train volumes out to 2050 to determine additional rail infrastructure needed over and above currently planned improvements.
- **Southern California Goods Movement Communities Opportunities Assessment:** In 2022, SCAG completed a study to understand goods movement communities and opportunities. This study aimed to improve the ability of communities to capture the economic benefits of goods movement through a closer look at workforce development initiatives. It focused on public health, workforce development, and communications best practices. Key products include a best practices toolkit for impacted communities and a communications strategy for SCAG goods movement outreach.

Beyond these work efforts, SCAG has continued to coordinate with partner agencies across the region with respect to project implementation. This has included coordination and support on local agency implementation efforts, as well as through collaboration on state and federal funding opportunities, notably through the Trade Corridor Enhancement Program (TCEP) process, the State of California Governor's Supply Chain budget, and numerous Infrastructure Investment Jobs Act (IIJA) discretionary grant opportunities. Connect SoCal 2020 included a large investment in capital improvement goods movement projects. Numerous projects included in the plan have recently received increased funds supporting implementation completion and/or construction initiation. Examples include:

TCEP 2020 Awarded Projects:

- Calexico East POE Bridge Widening, Imperial County
- Fourth Track Rail Expansion in POLB, Los Angeles County
- I10 Truck Climbing Lane, SB/RV County
- Rt 71/91 Interchange Connector, RV County
- 57/60 Interchange & Other Improvements, LA County

⁵ <https://scag.ca.gov/scp>

- Goods Movement Corridor -SR 91 Atlantic to Cherry, LA County
- SR 55 Improvements, Orange County
- SR 47 Interchange Improvements, LA County
- Fenix Terminal Rail Expansion, LA County
- I-15 Lanes San Bernardino, SB/RV County
- Goods Movement Corridor -Rt 605/91 Interchange Improvement, LA County

Solutions for Congested Corridors Program (SCCP) Projects Recommended for Funding in Other SB1 Programs:

- SR 71/91 Interchange, RV County
- I-15 Corridor Freight Improvements, SBCTA

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) FY 2022 Awarded:

- Maritime Support Facility Access/Terminal Island Rail System Port of Los Angeles California

Port Infrastructure Development Program (PIDP) 2021 Awarded:

- Long Beach, California America's Green Gateway Phase 1: Pier B Early Rail Enhancements Project

Connect SoCal 2024 Goods Movement Approach

The adoption of the last plan, Connect SoCal 2020, illustrated the complexity of long-range planning with rapidly evolving developments ranging from broader resilience, sustainability, and air quality issues to the future of mobility and associated implications for public policy. The need for a more comprehensive understanding of these developments and consensus building on key regional strategies and policies is even more evident today in preparation for Connect SoCal 2024 as we continue to grapple with the impacts from the COVID-19 pandemic, increasing challenges to transportation and land use environments, a changing economy, and uncertainties through the planning horizon (2050). The emerging landscape for goods movement will continue to be complex, resulting from many of our existing challenges, that remain fluid.

SCAG staff are seeking to better understand existing goods movement conditions, challenges and opportunities, and potential strategies and actions that can be taken to advance freight in the region. SCAG has a strong history of working very closely with the region's key freight partners and stakeholders, including communities. Beginning in early in 2022 and throughout the year, increasing interest through various listening sessions, meetings, forums, and discussions has continued to focus on the need to organize and come up with comprehensive and cohesive strategies and approaches to dealing with the recent trends and impacts from freight industries and global supply chains.

Draft Goods Movement Strategies

Connect SoCal 2024 will identify multiple approaches to accomplish the regional vision for goods movement by encouraging and supporting investments that target key industries and the intermodal components connecting the supply chain to support the economy. It will continue to address growth through intermodal solutions that transition the region towards zero-emission technologies and supporting infrastructure, enhance freight system efficiencies and provide safety and operational improvements. It will include innovative and technologically advanced projects and strategies to promote the fluid movement of goods and people consistent with user expectations for a world-class transportation system. Finally, the strategies will also provide for a healthy environment and livable communities. Within the framework of the Goods Movement Supply Chain Resolution and the associated five regional planning policies, key strategies that support this regional vision include:

Policy 1 – Rail Investment Strategies

- **Integrated Passenger & Freight Rail Forecast (Rail Study):** The Integrated Passenger and Freight Rail Forecast for the Southern California region was the first of its kind, conducted by the Southern California Association of Governments (SCAG) in consultation with passenger and freight railroad stakeholders, to study future passenger and freight train volumes, and identify the necessary rail infrastructure that would benefit both traveler mobility and goods movement throughout the region. This work combined multi-billion dollar planned investments such as Metrolink’s Southern California Optimized Rail Expansion (SCORE), Brightline West and the California High Speed Rail project with freight growth assumptions for rail through the San Pedro Ports Complex and non-port cargo. Strong coordination and collaboration were necessary including forming rail partnerships among passenger/commuter rail and private rail operators and public agencies to reflect collective needs and interests. To accommodate future passenger and freight train service levels and integration of the California High-Speed Rail project by 2035, the rail study identified approximately \$20 billion in line capacity and other investment needs including the \$10.5 billion Metrolink Southern California Optimized Rail Expansion (SCORE) program. This information is currently being incorporated into Connect SoCal 2024.
- **State-Federal Coordination:** During 2022, SCAG has supported numerous listening sessions to generate a healthy dialogue for the region’s freight considerations and needs. This has led to specific state and federal interest with respect to freight rail investments. Through the Infrastructure Investment and Jobs Act (IIJA), there will be multiple cycles of freight-rail related funding programs yielding opportunities for the region to advance project implementation. SCAG is supporting these efforts working with state and federal agencies and coordinating with regional partners to be prepared for the next funding opportunities.

Policy 2 – Community and Environmental Justice Strategies

- **Goods Movement Communities Opportunities Assessment:** The Southern California Goods Movement Communities Opportunities Assessment aimed to facilitate connections between communities and provide them with practical and effective steps and resources to engage with agencies and policymakers, ultimately aiding in mitigating freight impacts and accessing opportunities. The assessment focused on understanding both the positive and negative impacts of goods movement, as well as how these impacts and opportunities are experienced by communities. The study highlighted best practices and recommendations for health and air quality, infrastructure maintenance and improved operations, communications and engagement, and economic and workforce development. Additionally, the study has developed a Story map communications toolkit as a resource for communities and local jurisdictions.
- **Strengthened Partnerships:** Building further upon the Goods Movement Communities Opportunities Assessment, SCAG staff continues to participate across the region through community engagement opportunities such as the Long Beach – East Los Angeles Corridor Plan, while supporting academic institution and regional planning agency goods movement presentations and discussion events to foster a healthy dialogue. There will be many ongoing opportunities where SCAG’s focus will be to strengthen community partnerships.

Policy 3 – Zero-Emission and Clean Technology Strategies

- **Last Mile Freight Program (LMFP):** With the state’s actions through recent clean-air regulations targeting nearly all truck-related services, it is becoming increasingly important for the region to advance its zero-emission strategies. The Last Mile Freight Program is a partnership with the Mobile Source Air Pollution Reduction Review Committee (MSRC), including 26 projects totaling just below \$17 million in award funds and \$100 million in total project implementation. Phase I of the LMFP includes a diverse set of projects focusing on the commercial deployment of near-zero and zero-emission vehicles and supporting infrastructure. These projects range from multi-billion dollar companies like Sysco Corporation, PepsiCo, Inc., and Penske, to newer market entrants focusing on Truck-as-a-Service and Fleet-as-a-Service business models, to some of the smallest independent owner-operators (1 to 10 trucks). While improving air quality is the core objective, understanding the private sectors operational and investment return needs is equally important to achieve realistic and scalable expectations. To this point, as the LMFP is incorporating current information into Connect SoCal 2024, the LMFP is envisioned to progress to a Phase II focused on leveraging the existing partnerships, while testing newer innovative operational concepts such as low-emission delivery zones, off-peak delivery strategies, and other e-commerce based use-cases.

Policy 4 – Comprehensive System-Level Planning Strategies

- **Zero-Emission Truck Supporting Infrastructure Study:** The Zero-Emission Truck Supporting Infrastructure Study was recently initiated and serves as a critical comprehensive system-level planning approach towards zero-emission infrastructure needs. There are multiple approaches towards implementing both private and publicly accessible zero-emission infrastructure. This Study is focused on analyzing numerous demand characteristics of truck market segments, while explicitly assessing publicly accessible zero-emission infrastructure needs to further build a strong representation of what is needed for the region's infrastructure in the current regulatory environment. With the large number of independent owner-operators representing most of the trucking sector, it will be important to develop zero-emission infrastructure in a way to accommodate small and large fleets. There has been an increasing focus on zero-emission publicly accessible infrastructure with numerous local, state, and federal funding programs. There have also been numerous zero-emission infrastructure assessments across the state and within the SCAG region. There will be multiple state and federal funding programs to compete for and this Study will provide a phased development plan, serving as a strong resource to benefit both local/regional and state needs for a guiding roadmap, while also serving to inform discretionary grant inputs to successfully compete.
- **Comprehensive Regional Goods Movement Plan and Implementation Strategy Update:** Much of the information that is being updated for Connect SoCal 2024 will provide an opportunity for more detailed analysis within the upcoming Comprehensive Goods Movement Plan Update. As an example, there are areas such as truck parking and inland ports needing more technical analyses, as well as newer innovative concepts such as hyperloop that will need further feasibility analysis. As each cycle for Connect SoCal is developed, the Comprehensive Goods Movement Plan Update will have the objective of incorporating all the core elements from Connect SoCal 2024 and bridging newer areas, including a holistic approach to enhancing the Heavy-Duty Truck model.

Policy 5 – Freight System Investment Strategies

- **Intermodal Systems:** The SCAG region is the largest trade gateway in the U.S. This necessitates a strong focus on the intermodal systems that make up and connect the global supply chain for local and national consumption, and this will be reflected within the investment strategies identified in the Connect SoCal list of projects. SCAG has strong existing relationships with its regional partners that play a critical role across these intermodal system components, including seaports, the rail system, and Interstates and highways. Much of the program and planning work that SCAG undertakes is highly complementary to the investment and implementation needs of the region, imbuing these strong relationships and partnerships. The San Pedro Bay Ports include numerous zero-

emission on-dock projects (modernization of port operating equipment) and direct access needs (rail track and facilities and roadways). For the rail system, there are various rail mainline, siding, crossover, signal, and other improvements throughout key freight rail subdivisions (San Bernardino, Los Angeles, and Alhambra) supporting urban operational efficiency and throughput needs for Class Is to perform east-west moves across Transcontinental and Sunset lines. Connecting all the interchanges across port and rail systems are the Interstate and highway corridors and local access roads. Stemming from previous planning efforts, the East-West Freight Corridor (EWFC) remains as SR-60 continues to be a core freight corridor connecting industrial supply chains. Other projects include improvement along I-10, I-5, I-15, and US-395 freight corridors.

- **State/Federal Alignment:** An important part of supporting intermodal system investment strategies is achieved by advocacy for state and federal investments that culminates from regional partner coordination. SCAG has provided input support and regional coordination through the development and regular cycle updates for multiple investment-related state and federal plans and programs including the California Freight Mobility Plan (CFMP), Trade Corridor Enhancement Program (TCEP), Senate Bill 671 Clean Freight Corridor Efficiency Assessment, and National Electric Vehicle Infrastructure Program (NEVI). This work has directly led to awarded projects across the region accelerating Connect SoCal 2020 Implementation and will be important to sustain Connect SoCal 2024 Implementation as well.

NEXT STEPS:

The goods movement approach is being presented in draft form in this report, and staff are seeking any input, feedback, and counsel of the Transportation Committee on this critical element of the plan. In the ensuing months, staff will continue to seek input from external stakeholders to ensure the draft goods movement approach reflects the region's priorities, and staff will continue to return to the Committee to provide updates should any of these pieces evolve, particularly prior to the anticipated release of the Draft Connect SoCal 2024 in Fall 2023.

FISCAL IMPACT:

Staff work related to this project is included in the current OWP FY22/23 130.0162.18 (Goods Movement Planning).

ATTACHMENT(S):

1. Connect SoCal 2024 - Goods Movement Approach PPT

THE 2024 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY
OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



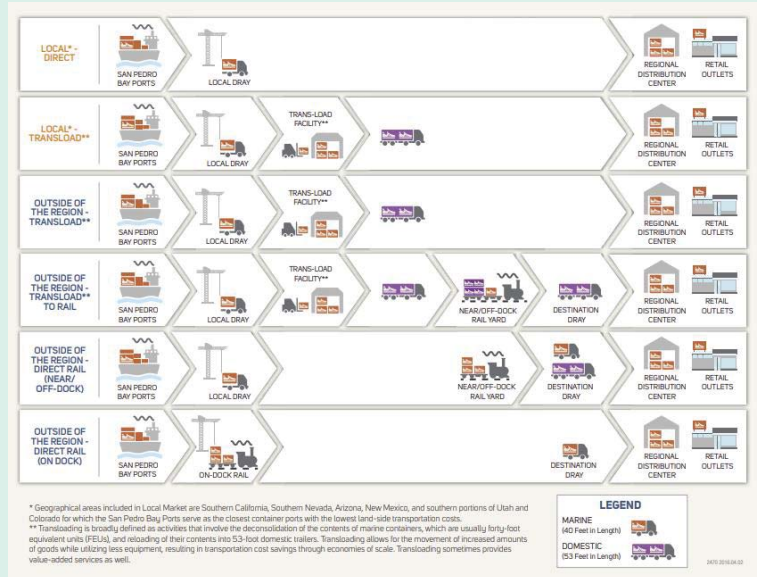
Scott Strelecki
Planning Supervisor
June 1, 2023

Background

Why Goods Movement is Essential

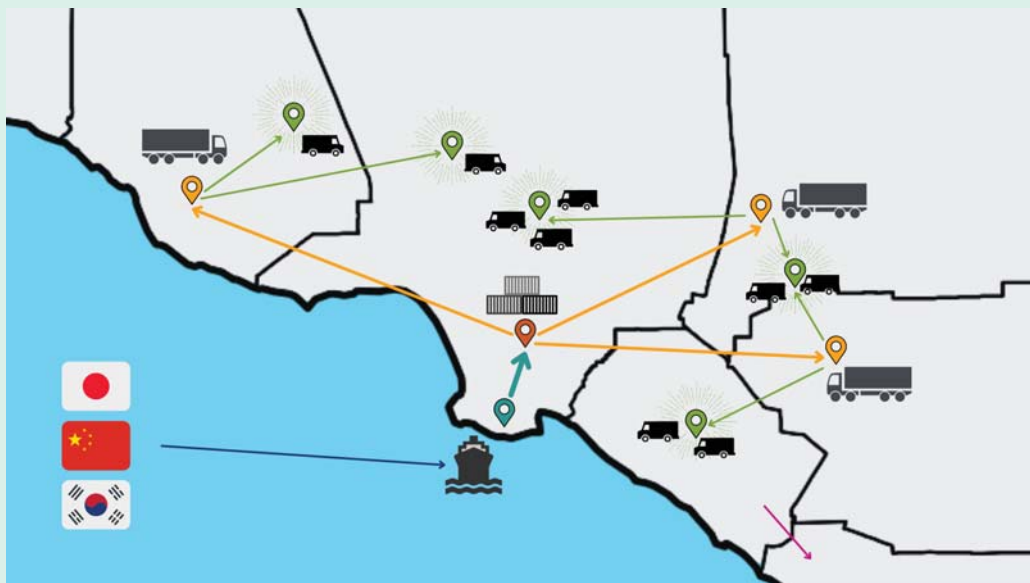


- Provides access to international gateways
- Supports regional manufacturing activities
- Serves the needs of local businesses and residents
- Supports a thriving logistics industry



Source: SCAG

Supply Chains Are More Complex

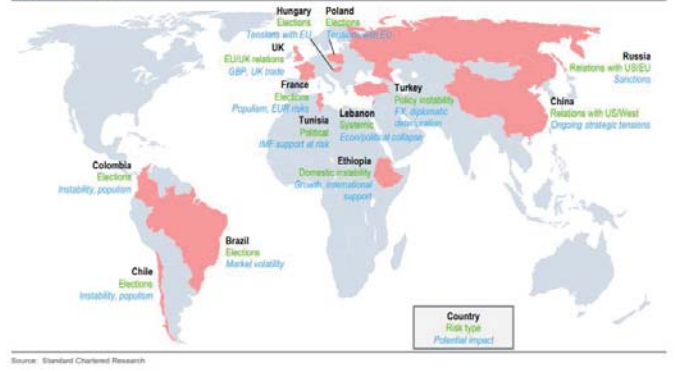


Impacts on Goods Movement

Variables Beyond Control



Figure 1: 2022 geopolitical risks

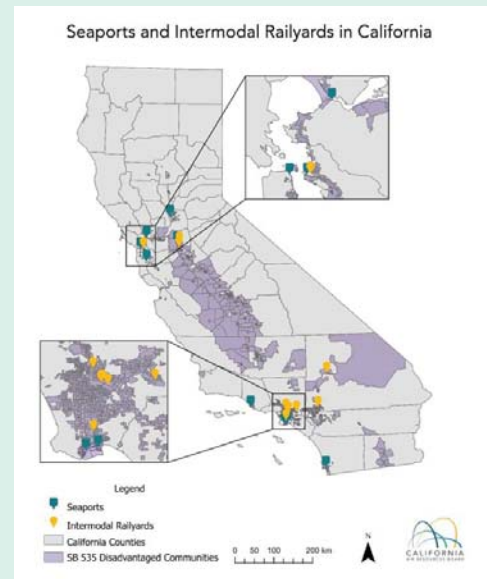


Impacts on Goods Movement

Regulatory Variables



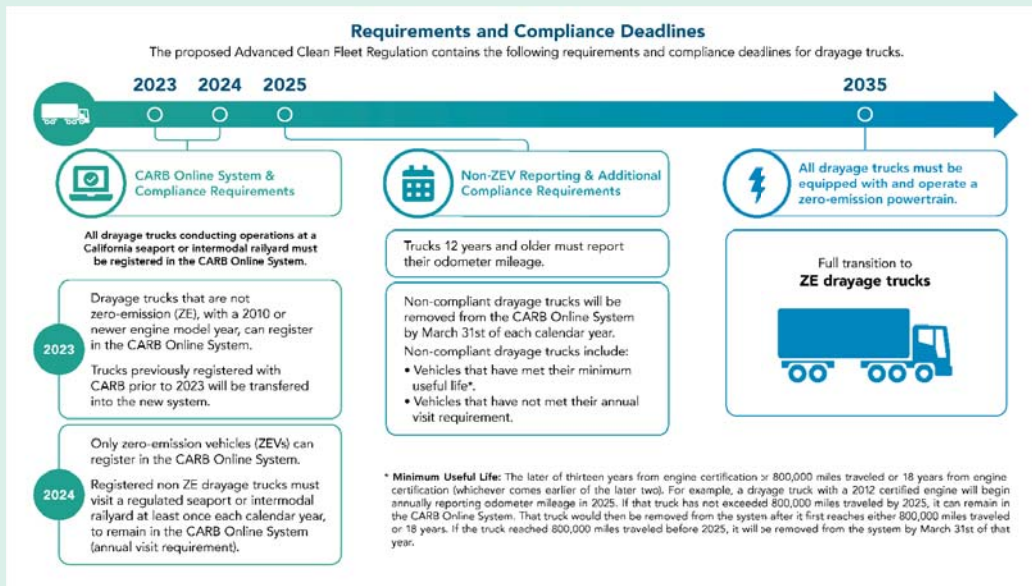
- Advanced Clean Trucks – June 25, 2020
- Warehouse Indirect Source Rule – May 7, 2021
- In-Use Locomotive – April 27, 2023
- Advanced Clean Fleets – April 28, 2023



Source: CARB 2023 ACFs Regulation – Proposed Drayage Truck Requirements

Impacts on Goods Movement

Regulatory Variables (continued)



Source: CARB 2023 ACFs Regulation – Proposed Drayage Truck Requirements

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Goods Movement Call-to-Action



- SCAG Regional Council adoption of the Goods Movement Resolution in March 2023
- Incorporation into Connect SoCal Regional Planning Policies
 - **Policy 1** - Leverage and prioritize investments particularly where there are mutual co-benefits to both freight and passenger/commuter rail.
 - **Policy 2** - Prioritize community and environmental justice concerns together with economic needs and support workforce development opportunities particularly around deployment of zero-emission and clean technologies, and their supporting infrastructure.
 - **Policy 3** - Explore and advance the transition toward zero-emissions and clean technologies and other transformative technologies where viable.

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Goods Call-to-Action (continued)



- Incorporation into Connect SoCal Regional Planning Policies (cont.)
 - **Policy 4** - Advance comprehensive systems-level planning of corridor/supply chain operational strategies, integrated with road and rail infrastructure, and inland port concepts.
 - **Policy 5** - Ensure continued, significant investment in a safe, secure, clean and efficient transportation system, including both highways and rail, to support the intermodal movement of goods across the region.



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Existing Conditions

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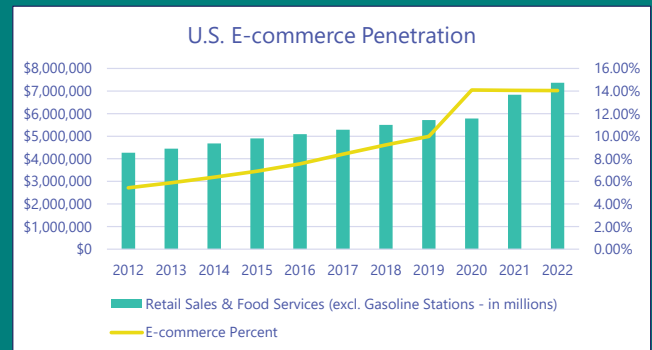
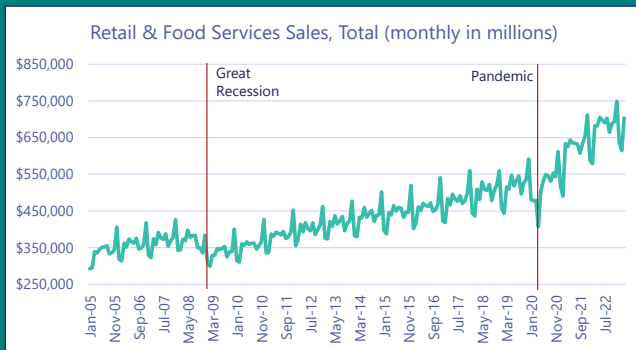
Goods Movement System

- International trade: \$573 billion
- Ports LA/LB: 19 million TEUs
 - 4.7 million TEUs Alameda Corridor
- Highway system: 56,276 road miles, 1,634 miles of highways-Interstates
- Rail: 1,425 weekly freight trains
- Air cargo: >3.4 million freight tons
- Industrial: > 1.5 billion sq. ft.



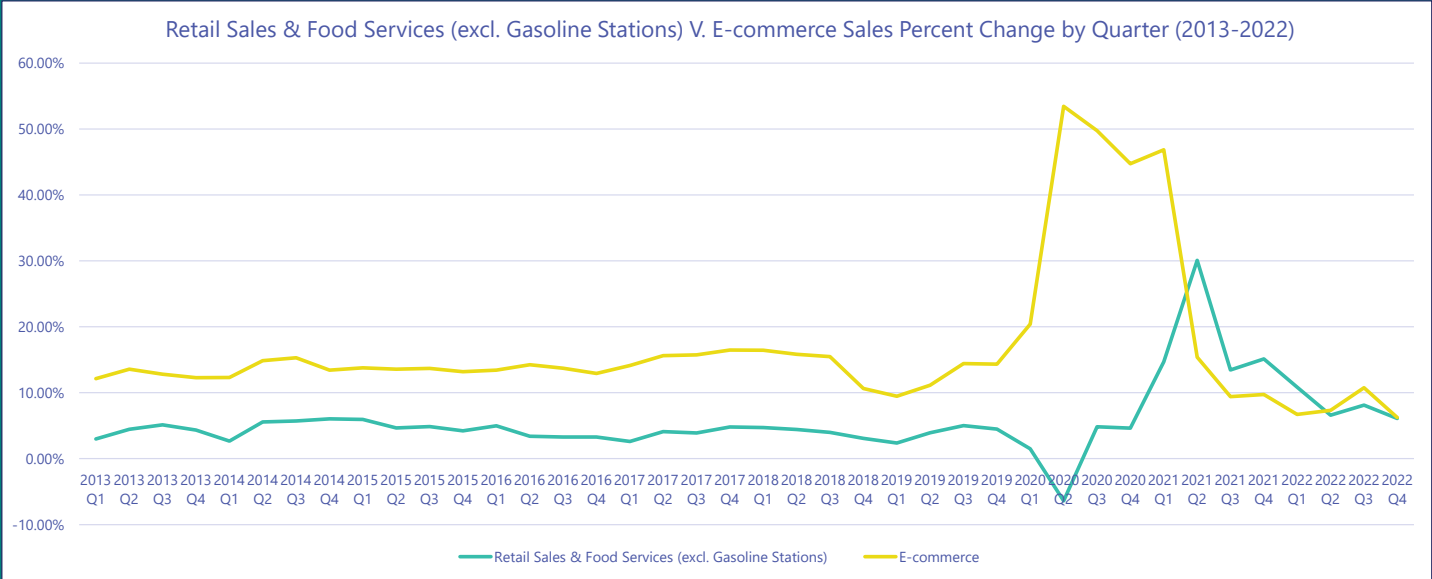
Source: SCAG

Consumer Demand



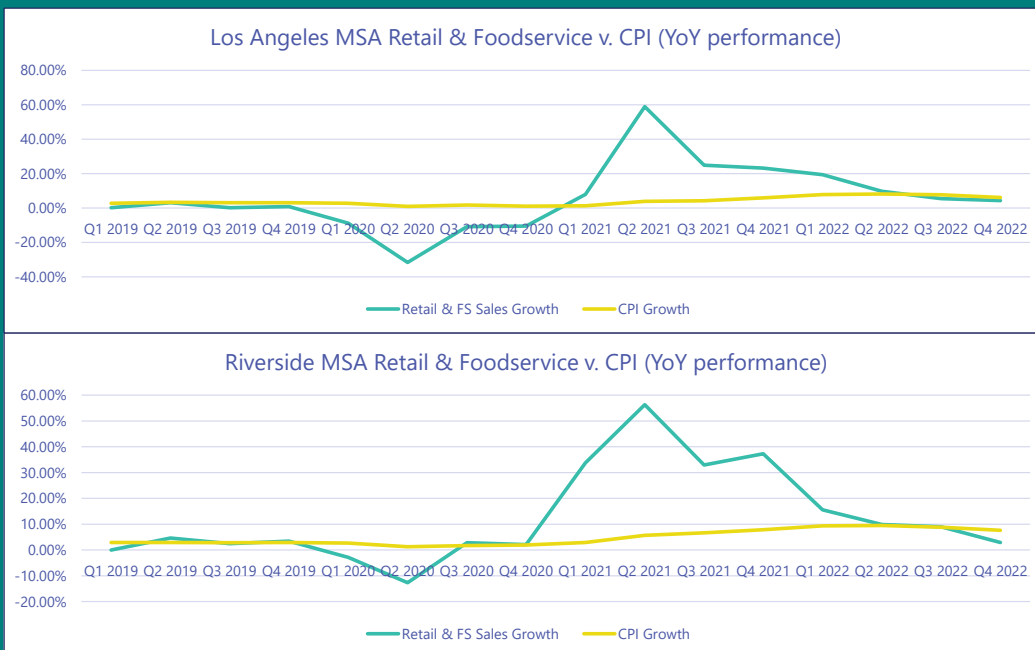
Source: U.S. Census Monthly Retail Trade – Quarterly E-Commerce

Consumer Demand (continued)



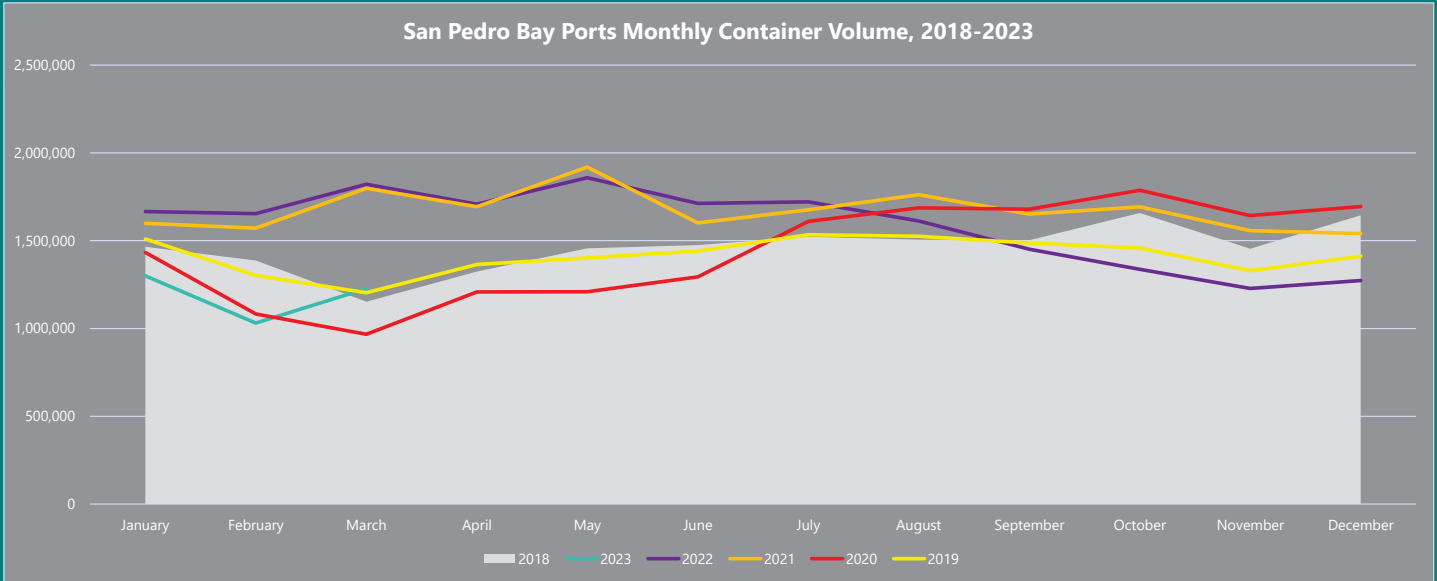
Source: U.S. Census Monthly Retail Trade – Quarterly E-Commerce

Consumer Demand (continued)



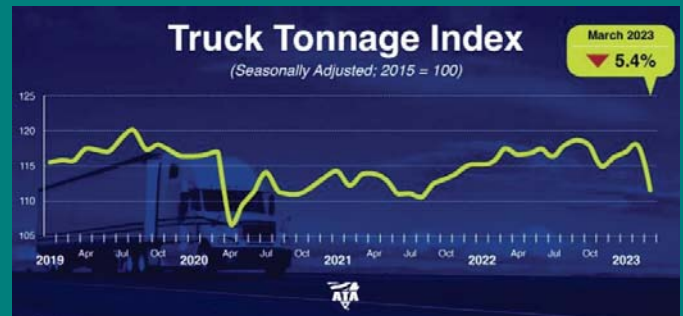
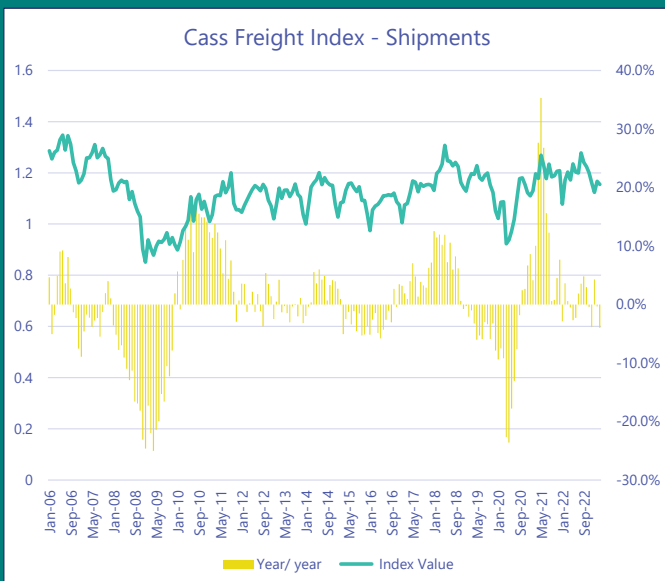
Source: California Dept. of Tax & Fee Admin. Taxable Sales by Cities – U.S. Bureau of Labor Statistics CPI for all Urban Consumers

Seaport Performance



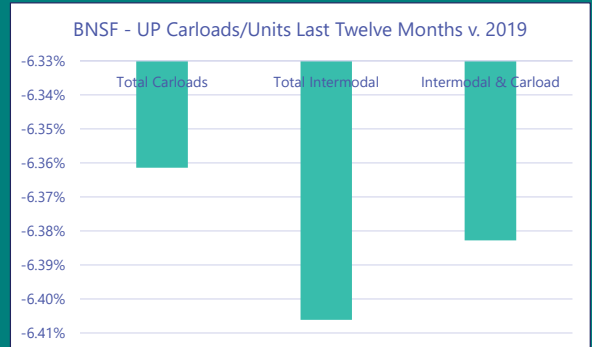
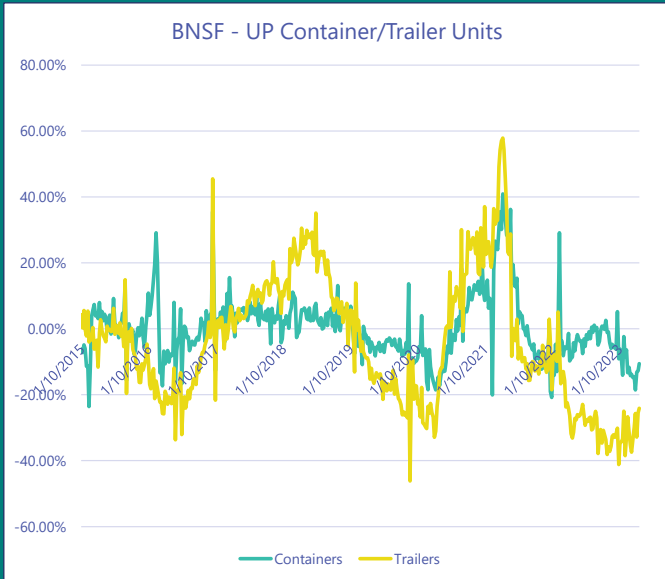
Source: Port of Los Angeles & Port of Long Beach Container Statistics Websites

Trucking Performance



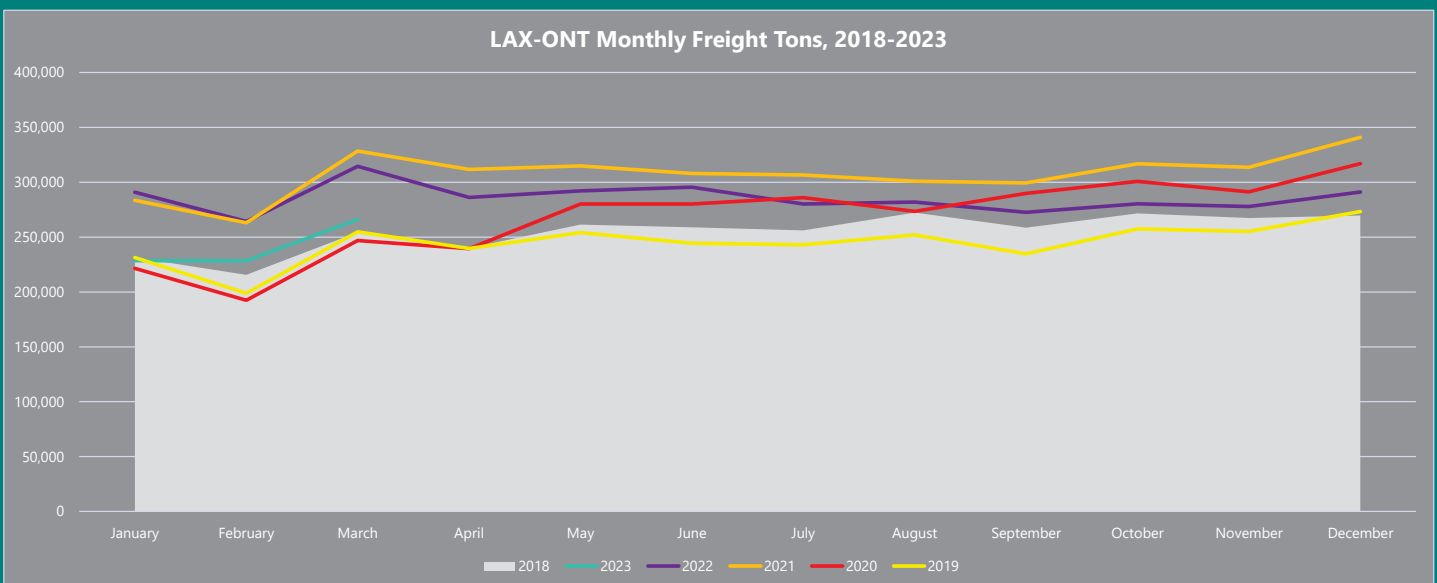
Source: Monthly Cass Freight Index Report; American Trucking Association Truck Tonnage Index

Railroad Performance



Source: BNSF Railway & Union Pacific Corp. Carload – Intermodal Weekly Rail Traffic Websites

Air Cargo Performance

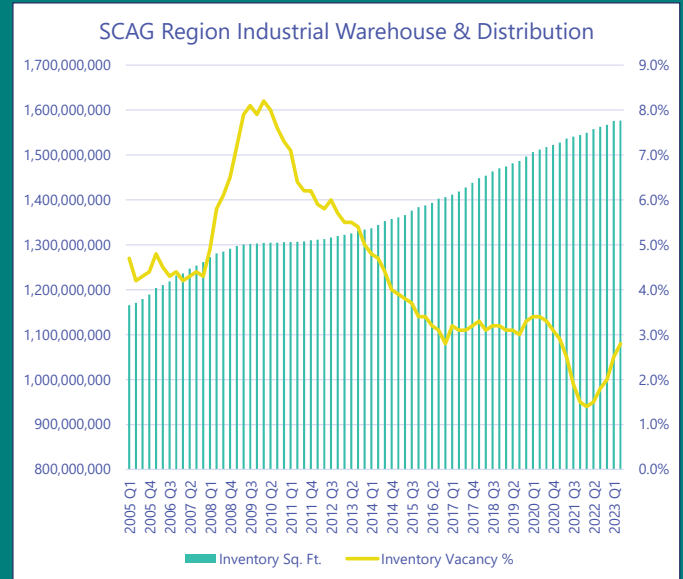


Source: Los Angeles World Airports & Ontario International Airport Air Cargo Statistics Websites

Industrial Warehouse & Distribution Growth



- Industrial growth has remained robust since coming out of the Great Recession
- Since 2014
 - Inventory has increased by 16% or 1.7% per year
 - Rent per square foot has increased by 139% or 10% per year, accelerating to 11.5% since 2019
- Like many other freight indicators, vacancy levels appear to be normalizing



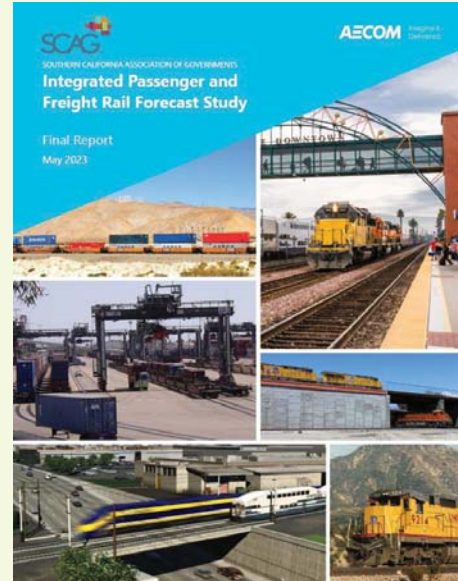
Source: CoStar Industrial Data

Connect SoCal 2020 Plan Implementation

Goods Movement Implementation



- SCAG Programs, Studies, & Projects
 - Last-Mile Freight Delivery Study
 - Ventura County Freight Corridors Study
 - Curb Space Management Study
 - Last Mile Freight Program
 - Sustainable Communities Program (Smart Cities & Mobility Innovations)
 - Integrated Passenger and Freight Rail Study
 - Goods Movement Communities Opportunities Assessment



Source: SCAG

Goods Movement State-Federal Programs



State

- Trade Corridor Enhancement Program (TCEP)
- Solutions for Congested Corridors Program (SCCP)
- Port and Freight Infrastructure Program (PFIP)

Federal

- National Infrastructure Project Assistance (MEGA) Program
- Rebuilding American Infrastructure with Sustainability and Equity Program (RAISE)
- Charging and Fueling Infrastructure Program (CFI)
- Port Infrastructure Development Program (PIDP)

Goods Movement Project Improvements



- Rail
 - Port of Long Beach fourth track rail expansion
 - Fenix terminal rail expansion
 - McKinley street grade separation
- Border
 - Calexico East POE bridge widening
- Highway
 - SR-47 interchange improvements
- Highway (continued)
 - I-605/SR-91 interchange improvement
 - SR-57/SR-60 interchange/other improvements
 - SR-91 improvements (Atlantic to Cherry)
 - SR-71/SR-91 interchange connector
 - I-10 truck climbing lane
 - I-15 lanes improvements

Connect SoCal 2024 Goods Movement Approach

Goods Movement Vision Statement



A world-class, coordinated Southern California goods movement system that accommodates growth in the throughput of freight to the region and nation in ways that support the region's economic vitality, attainment of clean air standards, and quality of life for our communities



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Policy 1 –Rail Investment Strategies



- Integrated Passenger & Freight Rail Study
 - Metrolink SCORE
 - Beyond SCORE
 - CA High Speed Rail
 - Co-benefit projects
 - Passenger service, freight rail operations, grade crossings
 - Freight projects
- State-Federal Coordination
 - Listening sessions
 - Regional buy-in



Source: SCAG

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Policy 2 – Community and Environmental Justice Strategies



- Goods Movement Communities Opportunities Assessment
 - Community engagement
 - Revisiting priority issues
 - Focus on workforce development
- Strengthened Partnerships
 - Recommitment to relationships
 - Trusted perspectives
 - Improved knowledge



Source: SCAG

Policy 3 – Zero-Emission and Clean Technology Strategies



- Last Mile Freight Program
 - 26 near-zero and zero emission projects
 - Vehicle procurement
 - Infrastructure development
 - Key goals
 - Improve air quality benefits
 - Identify potential issues towards scalability
 - Program progression
 - Phase 1 implementation
 - Phase 2 development

\$16,751,000

HAS BEEN APPROVED FOR PHASE 1 PROJECT IMPLEMENTATION.

- EMISSIONS REDUCTIONS
- INFORM INDUSTRY & PUBLIC
- RETURN ON INVESTMENT (ROI) DETAILS
- CREATE TRANSPARENCY
- ADDRESS CHALLENGES

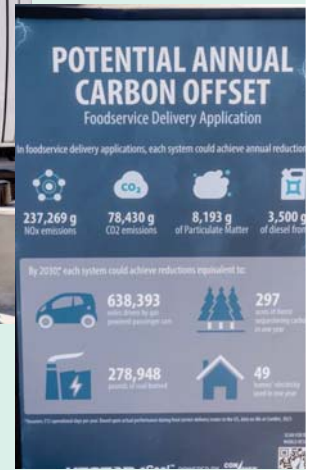
E-COMMERCE AND COVID-19 HAVE ADDED FURTHER STRESS TO GLOBAL SUPPLY CHAINS

CORE PRINCIPLES

- Creating transparency as to critical barriers impeding the transformation of the last mile freight market;
- Measuring success for both public and private entities;
- Optimizing where investments can generate the strongest benefits for further growth; and
- Achieving air quality reduction targets.

Source: SCAG

Policy 3 – Zero-Emissions and Clean Technologies Strategies (continued)



...AND OUR PUBLIC PARTNERS

Policy 4 – Comprehensive System-Level Planning Strategies

- Zero-Emission Truck Supporting Infrastructure Study
 - Stakeholder engagement
 - Technical Advisory Committee
 - Industry surveys, interviews
 - Market demand
 - Truck markets
 - Infrastructure needs
 - Regional action plan
 - Phased development
 - Guidelines
- Comprehensive Regional Goods Movement Plan Update



Policy 5 – Freight System Investment Strategies

- Intermodal Systems
 - Seaports
 - On-dock, near-dock, access
 - Rail System
 - Mainline, sidings, facilities, grade crossings
 - Interstates - Highways
 - East-West Freight Corridor
 - Other corridors, access
- State/Federal Alignment
 - California Freight Mobility Plan
 - Trade Corridor Enhancement Program
 - Senate Bill 671
 - National Electric Vehicle Infrastructure Program



Source: SCAG

Path Forward

Short-Term Milestones

- Draft Goods Movement Technical Report – fall 2023
- Goods Movement Forum – fall 2023

Ongoing Work

- Zero-Emission Truck Infrastructure Study Report
- Last Mile Freight Program
- Comprehensive Regional Goods Movement Plan Update



Source: SCAG

Questions? Comments?

FOR MORE INFORMATION, PLEASE VISIT
SCAG.CA.GOV/CONNECT-SOCAL



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