REMOTE PARTICIPATION ONLY

TRANSPORTATION COMMITTEE

Thursday, September 2, 2021
9:30 a.m. – 11:30 a.m.

To Participate on Your Computer:
https://scag.zoom.us/j/253270430

To Participate by Phone:
Call-in Number: 1-669-900-6833
Meeting ID: 253 270 430

Please see next page for detailed instructions on how to participate in the meeting.

PUBLIC ADVISORY

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 N-08-21, the meeting will be held telephonically and electronically.

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

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

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

1. Submit written comments via email to: TCPublicComment@scag.ca.gov by 5pm on Wednesday, September 1, 2021.

   All written comments received after 5pm on Wednesday, September 1, 2021 will be announced and included as part of the official record of the meeting.

2. If participating via Zoom or phone, during the Public Comment Period, use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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

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

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

**To Participate and Provide Verbal Comments on Your Computer**
1. Click the following link: [https://scag.zoom.us/j/253270430](https://scag.zoom.us/j/253270430)
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

**To Listen and Provide Verbal Comments by Phone**
1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 253 270 430**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press *9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.
1. **Hon. Sean Ashton**  
   TC Chair, Downey, RC District 25

2. **Hon. Art Brown**  
   TC Vice Chair, Buena Park, RC District 21

3. **Hon. Phil Bacerra**  
   Santa Ana, RC District 16

4. **Hon. Kathryn Barger**  
   Los Angeles County

5. **Hon. Elizabeth Becerra**  
   Victorville, District 65

6. **Hon. Ben Benoit**  
   Air District Representative

7. **Hon. Russell Betts**  
   Desert Hot Springs, CVAG

8. **Hon. Lorrie Brown**  
   Ventura, RC District 47

9. **Hon. Joe Buscaino**  
   Los Angeles, RC District 62

10. **Hon. Ross Chun**  
    Aliso Viejo, OCCOG

11. **Hon. Jonathan Curtis**  
    La Canada Flintridge, RC District 36

12. **Sup. Andrew Do**  
    Orange County CoC

13. **Hon. Darrell Dorris**  
    Lancaster, NCTC

14. **Hon. John Dutrey**  
    Montclair, SBCTA

15. **Hon. James Gazeley**  
    Lomita, RC District 39
16. Hon. Jason Gibbs  
   Santa Clarita, NCTC

17. Sup. Curt Hagman  
   San Bernardino County

18. Hon. Ray Hamada  
   Bellflower, RC District 24

19. Hon. Jan C. Harnik  
   RCTC

20. Hon. Laura Hernandez  
   Port Hueneme, RC District 45

   Redondo Beach, Pres. Appt. (Member at Large)

22. Hon. Lindsey Horvath  
   West Hollywood, WSCCOG

23. Hon. Mike Judge  
   VCTC

24. Hon. Trish Kelley  
   Mission Viejo, OCCOG

25. Hon. Paul Krekorian  
   RC District 49/Public Transit Rep.

26. Hon. Linda Krupa  
   Hemet, WRCOG

27. Hon. Richard Loa  
   Palmdale, NCTC

28. Hon. Clint Lorimore  
   Eastvale, RC District 4

29. Hon. Steven Ly  
   Rosemead, RC District 32

30. Hon. Steve Manos  
    Lake Elsinore, RC District 63

31. Hon. Ray Marquez  
    Chino Hills, RC District 10
32. Hon. Larry McCallon  
Highland, RC District 7

33. Hon. Marsha McLean  
Santa Clarita, RC District 67

34. Hon. L.Dennis Michael  
Rancho Cucamonga, RC District 9

35. Hon. Fred Minagar  
Laguna Niguel, RC District 12

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. Blanca Pacheco  
Downey, GCCOG

41. Hon. Jonathan Primuth  
South Pasadena, AVCJPA

42. Hon. Ed Reece  
Claremont, SGVCOG

43. Hon. Crystal Ruiz  
San Jacinto, WRCOG

44. Hon. Ali Saleh  
Bell, RC District 27

45. Hon. Tim Sandoval  
Pomona, RC District 38

46. Hon. Rey Santos  
Beaumont, RC District 3

47. Hon. Zak Schwank  
Temecula, RC District 5
48. Hon. Tim Shaw
   OCTA

49. Hon. Marty Simonoff
   Brea, RC District 22

50. Hon. Jeremy Smith
    Canyon Lake, Pres. Appt. (Member at Large)

51. Hon. Ward Smith
    Placentia, OCCOG

52. Hon. Jose Luis Solache
    Lynwood, RC District 26

53. Sup. Karen Spiegel
    Riverside County

54. Hon. Cynthia Sternquist
    Temple City, SGVCOG

55. Hon. Jess Talamantes
    Burbank, Pres. Appt. (Member at Large)

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

57. Hon. Michael Vargas
    Riverside County CoC

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

59. Hon. Scott Voigts
    Lake Forest, OCCOG

60. Sup. Donald Wagner
    Orange County

61. Hon. Colleen Wallace
    Banning, President’s Appt. (Member at Large)

62. Hon. Alan Wapner
    SBCTA

63. Hon. Alicia Weintraub
    Calabasas, LVMCOG

64. Mr. Paul Marquez
    Caltrans, District 7, Ex-Officio Non-Voting Member
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 Sean Ashton, Chair)

PUBLIC COMMENT PERIOD
Members of the public are encouraged to submit written comments by sending an email to: TCPublicComment@scag.ca.gov by 5pm on Wednesday, September 1, 2021. Such comments will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. Written comments received after 5pm on Wednesday, September 1, 2021 will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Transportation Committee will be allowed up to 3 minutes to speak, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to reduce the time limit based upon the number of comments received and may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITY AGENDA ITEMS

CONSENT CALENDAR

Approval Item
1. Minutes of TC Meeting, July 1, 2021
2. Proposed 2023 Federal Transportation Improvement Program Guidelines

Receive and File
3. Initial Findings for Connect SoCal CEQA Addendum No. 2 to Programmatic Environmental Impact Report (State Clearinghouse #2019011061)
4. California Climate Investments (CCI) 2021 Update

INFORMATION ITEMS

5. Coachella Valley-San Gorgonio Pass Rail Corridor Service Update (Steve Fox, Senior Regional Planner) 20 Mins.
6. Status Update on SCAG’s Broadband Program
   (Roland Ok, Regional Planner Specialist) 10 Mins.

7. Transportation Demand Management (TDM) Strategic Plan Implementation - Status Update
   (Thomas Bellino, Senior Regional Planner) 15 Mins.

8. Regional Dedicated Transit Lanes Study and Mobility as a Service (MaaS) Feasibility White Paper Introduction
   (Priscilla Fredux-Agyemang, Senior Regional Planner) 15 Mins.

CHAIR’S REPORT
   (The Honorable Sean Ashton, Chair)

METROLINK REPORT
   (The Honorable Art Brown, SCAG Representative)

STAFF REPORT
   (David Salgado, Regional Affairs Officer, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENT/S

ADJOURNMENT
MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, JULY 1, 2021


The Transportation Committee of the Southern California Association of Governments (SCAG) held its meeting telephonically and electronically given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor’s recent Executive Order N-29-20. A quorum was present.

**Members Present:**

<table>
<thead>
<tr>
<th>Hon.</th>
<th>Name</th>
<th>Location/Agency</th>
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<tbody>
<tr>
<td>Hon.</td>
<td>Sean Ashton, Downey <strong>(Chair)</strong></td>
<td>District 25</td>
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<td>Hon.</td>
<td>Phil Bacerra, Santa Ana</td>
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<td>Kathryn Barger</td>
<td>Los Angeles County</td>
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<td>Liz Becerra, Victorville</td>
<td>District 65</td>
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<td>Hon.</td>
<td>Ben Benoit, Wildomar</td>
<td>South Coast AQMD</td>
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<td>Hon.</td>
<td>Russel Betts, Desert Hot Springs</td>
<td>CVAG</td>
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<td>Hon.</td>
<td>Art Brown, Buena Park <strong>(Vice Chair)</strong></td>
<td>District 21</td>
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<td>Ray Marquez, Chino Hills</td>
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<td>Marty Simonoff, Brea</td>
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<td>Mr. Paul Marquez, Caltrans District 7</td>
<td>Ex-Officio Member</td>
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**Members Not Present:**

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CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Sean Ashton, Downey, District 25, called the meeting to order at 9:31 a.m. Hon. Darrell Dorris, Lancaster, NCTC, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

John Asuncion, SCAG staff, reported no public comments were received up to the moment and none are requested from the floor.

CONSENT CALENDAR

Approval Items

1. Minutes of TC Meeting, June 3, 2021

Receive and File

2. Overview of Regional Transportation Conformity


A MOTION was made (Moore) to approve Consent Calendar Items 1 through 3. The motion was SECONDED (Wallace). The motion passed by the following votes.

AYES: ASHTON, BACERRA, BARGER, BECERRA, BENOIT, BETTS, BROWN A., CHUN, DORRIS, DUTREY, GAZELEY, HAMADA, HARNIK, HORVATH C., KELLEY, KRUPA, LOA, LORIMORE, LY, MANOS, MARQUEZ, MCCallon, MCLEAN, MICHAEL, MINagar, MOORE, NAVA-FROELICH, NAVARRO, PACHECO, PRIMUTH, REECE, RUIZ, SANDOVAL, SANTOS, SCHWANK, SMITH W., SPIEGEL, STERNQUIST, TALAMANTES, VIEGAS-WALKER, WALLACE, WAPNER, AND WEINTRAUB (43)

NOES: None (0)

ABSTAIN: NAVA-FROELICH AND SIMONOFF ABSTAINED ON ITEM NO. 1 (2)
ACTION INFORMATION ITEMS


Naresh Amatya, SCAG staff, reported the amendment to Connect SoCal (2020 RTP/SCS) is in response to project changes by county transportation commissions (CTCs). Modification requests from the CTCs include new projects, existing projects that either have a revised description, revised schedule, and/or change in total cost, or project is removed from Connect SoCal. He noted over the past several months staff has worked in consultation and continuous communication with CTCs to develop Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21–5 and seeks a recommendation to the Regional Council to release these documents for a thirty (30) day public review and comment period beginning July 1, 2021.

5. 2020 Sustainable Communities Program – Smart Cities & Mobility Innovations Call for Applications – Proposed Project List

Marisa Laderach, SCAG staff, reported the SCP is a multi-year program designed to support and implement the policies and initiatives of the Regional Transportation Plan/Sustainable Communities Strategy. SCMI project types support the implementation of Smart Cities & Job Centers, Go Zones, and Shared Mobility/Mobility as a Service, to expand upon our mobility ecosystems and advance the region’s vision. The specific project types include curb space data collection & inventory, technology assessment or adoption plan, parking management plan and permitting process evaluation. She noted a Call for Proposals was released February 8, 2021 and SCAG received a total of twenty-one (21) project proposals valued at approximately $4.96 million across all project categories. Staff has identified eight (8) top ranked projects for funding totaling approximately $2.5 million and seeks a recommendation to the Regional Council to approve the awards and notify project sponsors.

A MOTION was made (Moore) to approve item 4; Release of Draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for public review and item 5; 2020 Sustainable Communities Program – Smart Cities & Mobility Innovations Call for Applications – Proposed Project List. The motion was SECONDED (Brown) and passed by the following votes.

AYES: ASHTON, BACERRA, BARGER, BECARRA, BENOIT, BETTS, BROWN A., CHUN, DORRIS, DUTREY, GAZELEY, HAMADA, HARNIK, HORVATH C., KELLEY, KRUPA, LOA, LORIMORE, LY, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MOORE, NAJARIAN, NAVA-FROELICH, NAVARRO, PACHECO, PRIMUTH, REECE, RUIZ, SANDOVAL, SANTOS, SCHWANK, SIMONOFF, SMITH J., SMITH W., SPIEGEL, STERNQUIST, TALAMANTES, VIEGAS-WALKER, WALLACE, WAPNER, WEINTRAUB (45)

NOES: None (0)
ABSTAIN:  REECE ABSTAINED ON ITEM NO. 4 (1)

INFORMATION ITEMS

6.  How a Local Agency Can Better Compete for Active Transportation Program (ATP) Funds

Cory Wilkerson, SCAG staff, reported on the ATP and how jurisdictions can better compete for funds. He noted the program began in 2013 when a pool of funding was made available for active transportation which refers mainly to bicycle and pedestrian infrastructure. The benefits include improved public well-being, safety and alternative transportation mode development. He stated the program is competitive and community engagement in project development is beneficial including walk/bike audits. Mr. Wilkerson emphasized the importance of project location as priority is given to areas of need for improved safety or other greater goals. Further, temporary community events can be useful to understanding design and project impacts to be highlighted in the application. Also consider if the project is transformative and if it has community support.

7.  California Air Resources Board (CARB) 2022 Scoping Plan Update

Sarah Dominguez, SCAG staff, reported on CARB 2022 Scoping Plan. Ms. Dominguez stated the purpose of the scoping plan which is updated every five years is to outline the pathway for the state to achieve its climate goals, specifically a 40% greenhouse gas reduction of the 1990 level by 2030. For the 2022 Scoping Plan a focus will be on carbon neutrality. Carbon neutrality is achieved when greenhouse gasses are reduced as equally as they are emitted. She noted SCAG is considering submitting comment to CARB to consider additional dimensions of regional importance when development the Scoping Plan draft.

CHAIR’S REPORT

There was no Chair’s report.

METROLINK REPORT

Hon. Art Brown, Buena Park, District 21 reported at its June 25th Board meeting, Metrolink authorized a one-year extension of the Rail2Rail (R2R) program with the LOSSAN Agency beginning July 1st. The R2R program allows Metrolink monthly pass holders to ride on the Pacific Surfliner between their station pairs at a fraction of the cost to provide that service independently. Also at its June meeting, Metrolink adopted its FY 22 budget. The budget includes the 30% reduction in service implemented last year due to COVID-19, and also the new Saturday service on the Ventura County Line.
STAFF REPORT

There was no staff report.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

There being no further business, Chair Ashton, Downey, District 25, adjourned the meeting at 10:36 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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<th>Members</th>
<th>City</th>
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RECOMMENDED ACTION:
Recommend approval of the proposed 2023 Federal Transportation Improvement Program (FTIP) Guidelines to the RC.

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:
SCAG is required under both federal and state laws to develop and update the Federal Transportation Improvement Program (FTIP) periodically. The FTIP is the short-range program, effectively implements the transportation component of SCAG’s long-range plan or the Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS), also known as the Connect SoCal. The FTIP is a federally mandated four-year program of all surface transportation projects that will receive federal funding or are subject to a federal approval. The Guidelines are updated prior to the FTIP update to ensure that all current legal, administrative, and technical requirements are met. These Guidelines serve as a tool for the County Transportation Commissions (CTCs) in developing and submitting their county Transportation Improvement Programs (TIPs) for inclusion into SCAG’s FTIP.

SCAG staff has completed the update of the 2023 FTIP Guidelines, including appropriate coordination with the CTCs. The proposed 2023 FTIP Guidelines document is available online at: https://scag.ca.gov/sites/main/files/file-attachments/proposed-f2023-ftip-guidelines.pdf.

The proposed Guidelines reflect the latest federal and state statutes, including the Fixing America’s Surface Transportation (FAST) Act, and changes that reflect SCAG’s commitment to advancing justice, equity, diversity, and inclusion. Any future changes or modifications to federal
or state policies that affect SCAG, will be brought to the attention of the Transportation Committee and the Regional Council for potential action.

BACKGROUND:
SCAG is required under both federal and state laws to develop and update FTIP periodically. The FTIP is the short-range program that effectively implements the transportation component of SCAG’s the long-range plan or the Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS), also known as the Connect SoCal. Federal law requires that the FTIP be updated at a minimum of every four years, adopted by SCAG, and sent to the Governor for approval. Consistent with state statute, SCAG, along with the Metropolitan Planning Organizations (MPOs) in California, update the FTIP every two years to coincide with the development of the State Transportation Improvement Program (STIP). The guidelines are updated prior to the FTIP update by SCAG staff working in collaboration with Federal funding agencies, Caltrans, the County Transportation Commissions (CTCs), and the TCWG to ensure that all current legal, administrative, and technical requirements are met. These guidelines serve as a tool for the county transportation commissions in developing and submitting their county Transportation Improvement Programs (TIPs) for inclusion into SCAG’s FTIP.

SCAG staff working in collaboration with Federal funding agencies, Caltrans, CTCs, and the TCWG, has completed its update of the 2023 FTIP Guidelines (which are accessible at the link above). SCAG received minor comments from the CTCs, Caltrans, and our federal partners during the month of July 2021, and revised the document to reflect and address the comments received. Staff also held a meeting with the CTCs to review the major changes and address submitted comments. These Guidelines reflect the current process for transportation programming in the region and serve as guide to the CTCs in preparing their respective county TIPs for submittal to SCAG for incorporation into the 2023 FTIP. The following are the key updates to these Guidelines:

- In response to SCAG’s Racial Equity Early Action Plan (EAP), SCAG staff will work with the CTCs to prepare an equity analysis/statement for inclusion in the 2023 FTIP. The equity analysis will be prepared at the regional level for the entirety of the 2023 FTIP and not on a project by project basis.
- Administrative modification procedures provided by Caltrans in December 2019 have been updated to include projects with cost increases less than or equal to 50% of the total project cost or $20 million. Group projects can now be amended via an administrative modification as they no longer have a cost increase limit.
- A new section on the State’s Climate Action Plan for Transportation Infrastructure (CAPTI) has been added to the guidelines
- Updated Schedule outlining critical due dates for the 2023 FTIP.
The guidelines will be modified if policies or funding programs are modified, added, and/or deleted to be consistent with applicable laws. Any changes or modifications that affect SCAG’s policy will be brought to the Transportation Committee and the Regional Council for potential action.

**FISCAL IMPACT:**
Work associated with this item is included in the current FY 21-22 Overall Work Program 22-030.0146.02 Federal Transportation Improvement Program (FTIP)
To: Community Economic & Human Development Committee (CEHD)
    Energy & Environment Committee (EEC)
    Transportation Committee (TC)
    Regional Council (RC)
From: Karen Calderon, Associate Regional Planner
       (213) 236-1983, calderon@scag.ca.gov
Subject: Initial Findings for Connect SoCal CEQA Addendum No. 2 to Programmatic
         Environmental Impact Report (State Clearinghouse #2019011061)

RECOMMENDED ACTION FOR CEHD, TC AND RC:
Receive and File

RECOMMENDED ACTION FOR EEC:
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:
Since approval of the 2020-2045 Regional Transportation Plan/Sustainable Communities
Strategy (2020 RTP/SCS or Connect SoCal) and certification of the Program Environmental Impact
Report (State Clearinghouse #2019011061) (PEIR) by the SCAG Regional Council at its September
3, 2020 meeting, SCAG has received requests from several county transportation commissions to
amend Connect SoCal to reflect additions or changes to project scopes, costs, and/or schedule for
a number of transportation projects, as well as the addition of some new projects. Pursuant to
the California Environmental Quality Act (CEQA), SCAG staff has prepared Draft Addendum No. 2
to the PEIR, which analyzes the changes documented in the Connect SoCal Amendment No. 1.
SCAG staff finds that the proposed changes would not result in a substantial change to the region-
wide impacts when compared to the certified PEIR with Addendum No. 1. SCAG staff also finds
that the projects identified in Connect SoCal Amendment No. 1 are programmatical consistent
with the analysis, mitigation measures, and Findings of Fact contained in the previously certified
PEIR with Addendum No. 1.
An informational copy of draft Addendum No. 2 to the PEIR is attached to this staff report. This staff report and draft addendum is for informational purposes only. Staff will return to the EEC for approval of the final Addendum No. 2 to the PEIR on October 7, 2021 and to SCAG’s Regional Council for certification on November 4, 2021.

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

Connect SoCal Amendment No. 1 consists of 296 project modifications. Specific changes include 149 project modifications to financially constrained RTP/SCS projects, 4 project modifications to financially unconstrained RTP/SCS projects, and 143 project modifications to short-term RTP projects. A total of 60 projects were added and 31 projects were removed due to project cancellation or duplicate entries. With respect to financially constrained and unconstrained RTP/SCS projects and modifications to short-term RTP projects, 6 of the projects are within Imperial County, 111 of the projects are within Los Angeles County, 15 of the projects are within Orange County, 122 of the projects are within Riverside County, 38 of the projects are within San Bernardino County, 2 of the projects are within Ventura County, and 2 of the projects spread across multiple counties.

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 Section 15162, 15163 and 15164. In general, an addendum is the appropriate form of environmental documentation when there are not substantial changes to the project or new information that would require major revisions to the EIR. Substantial changes are defined as those which “will require major revisions of the previous EIR...due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.” An addendum is not required to be circulated for public review.
PRELIMINARY PROGRAMMATIC ENVIRONMENTAL ASSESSMENT:
SCAG staff has conducted a programmatic environmental assessment of the changes to the Connect SoCal Project List documented in Amendment No. 1 pursuant to CEQA. The contents of Draft Addendum No. 2 are as follows:

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

Summary of Findings:
Although the new projects identified in the Connect SoCal Amendment No. 1 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. Additionally, modeling results indicate that modifications to the Project List resulted in an overall difference of less than one percent. See Table 1, below, for a summary of the impacts analyzed in draft Addendum No. 2.

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

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<thead>
<tr>
<th>Impact</th>
<th>Compared to the Certified Connect SoCal PEIR</th>
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<tr>
<td>Aesthetics</td>
<td>Same; no new impacts</td>
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<tr>
<td>Agriculture and Forestry Resources</td>
<td>Same; no new impacts</td>
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<tr>
<td>Air Quality</td>
<td>Same; no new impacts</td>
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<tr>
<td>Biological Resources</td>
<td>Same; no new impacts</td>
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<tr>
<td>Cultural Resources</td>
<td>Same; no new impacts</td>
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<tr>
<td>Category</td>
<td>Outcome</td>
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<td>----------------------------------------------</td>
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<tr>
<td>Energy</td>
<td>Same; no new impacts</td>
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<td>Geology and Soils</td>
<td>Same; no new impacts</td>
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<td>Noise</td>
<td>Same; no new impacts</td>
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<tr>
<td>Population, Housing, and Employment</td>
<td>Same; no new impacts</td>
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<tr>
<td>Public Services</td>
<td>Same; no new impacts</td>
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<tr>
<td>Parks and Recreation</td>
<td>Same; no new impacts</td>
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<tr>
<td>Transportation, Traffic, and Safety</td>
<td>Same; no new impacts</td>
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<tr>
<td>Tribal Cultural Resources</td>
<td>Same; no new impacts</td>
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<tr>
<td>Utilities and Service Systems</td>
<td>Same; no new impacts</td>
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<tr>
<td>Wildfire</td>
<td>Same; no new impacts</td>
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<tr>
<td>Cumulative Impacts</td>
<td>Same; no new impacts</td>
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<tr>
<td>Comparison of Alternatives</td>
<td>Same; no new impacts</td>
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<tr>
<td>Other CEQA Considerations</td>
<td>Same; no new impacts</td>
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</tbody>
</table>

SCAG has determined that the changes and additions identified above with respect to Amendment No. 1 would result in impacts that would fall within the range of impacts already identified in the previously certified Connect SoCal PEIR and PEIR Addendum No. 1. 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 No. 1. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, National Environmental Policy Act (NEPA), and all applicable regulations. No changes to the mitigation measures or alternatives contained in the Connect SoCal PEIR are necessary or proposed. An informational copy of draft Addendum No. 2 to the PEIR is attached to this staff report.
CONCLUSION:

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

NEXT STEPS:

Staff will return to the EEC for its approval of the final Addendum No. 2 to the PEIR on October 7, 2021 and to SCAG’s Regional Council for certification on November 4, 2021.

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2021/22 Overall Work Program (22-020.0161.04: Environmental Compliance, Coordination & Outreach).

ATTACHMENT(S):

1. Draft-Addendum #2-PEIR
1.0 INTRODUCTION

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

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

As the Lead Agency under the California Environmental Quality Act (CEQA, Cal. Pub. Res. Code Section 21000 et seq.), SCAG prepared the Final Connect SoCal Program Environmental Impact Report (PEIR) for the Connect SoCal Plan to
evaluate the potential environmental impacts associated with implementation of Connect SoCal and to identify practical and feasible mitigation measures.

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

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

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 Addendum #1.

Since the adoption of Connect SoCal, SCAG has 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 (proposed Amendment #1 to the Connect SoCal, referred to herein as “Connect SoCal Amendment #1”).

This PEIR Addendum #2 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 #1. This document is prepared as an addendum to the previously certified Connect SoCal PEIR and PEIR Addendum #1.

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 Addendum #1. Therefore, a Subsequent or Supplemental PEIR is not required and this addendum to the Connect SoCal PEIR is sufficient.

In summary, PEIR Addendum #2 serves as an informational document to inform decision-makers and the public of the potential environmental impacts of Connect SoCal Amendment #1 by analyzing the projects and programs on a broad regional scale, not at a site-specific level of analysis. This programmatic analysis shows that Connect SoCal Amendment #1 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.

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1 For a summary of model rerun results and more information regarding Plan refinements for Addendum #1, please refer to the September 3, 2020, Regional Council staff report entitled: Final Connect SoCal Technical Refinements.
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 #1 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 #1 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 #1, at the regional program-level, and finds that the additional and modified projects contained in PEIR Addendum #2 are consistent with the region-wide environmental impacts analysis, mitigation measures or alternatives, and Findings of Fact discussed in the previously certified Connect SoCal PEIR and PEIR Addendum #1, 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 #2 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 #2 to the Connect SoCal PEIR to demonstrate that the proposed changes to the Connect SoCal Project List, contained in Connect SoCal Amendment #1, 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 #2 to the Connect SoCal PEIR neither controls nor determines the ultimate decision for approval for Connect SoCal Amendment #1 and the proposed changes to the Project List contained therein. The information presented in this Addendum #2 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 #1.

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 #1 consists of 296 project modifications. Specific changes include 149 project modifications to financially constrained RTP/SCS projects, 4 project modifications to financially unconstrained RTP/SCS projects, and 143 project modifications to short-term RTP projects. A total of 60 projects were added and 31 projects were removed due to project cancellation or duplicate entries.

With respect to financially constrained and unconstrained RTP/SCS projects and modifications to short-term RTP projects, 6 of the projects are within Imperial County, 111 of the projects are within Los Angeles County, 15 of the projects are within Orange County, 122 of the projects are within Riverside County, 38 of the projects are within San Bernardino County, 2 of the projects are within Ventura County, and 2 of the projects spread across multiple counties. (Project List available at: https://scag.ca.gov/post/draft-amendment-1).

3.0 ENVIRONMENTAL ANALYSIS

The changes described above to the Project List identified in Connect SoCal Amendment #1 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 #1 were not identified in the Connect SoCal PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the Connect SoCal and with the analysis and conclusions presented in the previously certified Connect SoCal PEIR. Modeling results indicate that modifications to the Project List resulted in an overall difference of less than one percent. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, National Environmental Policy Act (NEPA), and all applicable regulations.

No changes to the mitigation measures or alternatives contained in the Connect SoCal PEIR are necessary or proposed. SCAG has determined that the changes and additions identified above would result in impacts that would fall within the range of impacts already identified in the previously certified Connect SoCal PEIR and PEIR Addendum #1. 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 #1.

The environmental analysis provided in this Addendum #2 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 #1, as compared to those already identified in the Connect SoCal PEIR are summarized in TABLE 3-1, Summary of Impacts from Amendment #1.

### 3.1 AESTHETICS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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

<table>
<thead>
<tr>
<th>Impact</th>
<th>Compared to the Certified Connect SoCal PEIR</th>
</tr>
</thead>
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<td>Same; no new impacts</td>
</tr>
<tr>
<td>Parks and Recreation</td>
<td>Same; no new impacts</td>
</tr>
<tr>
<td>Transportation, Traffic, and Safety</td>
<td>Same; no new impacts</td>
</tr>
<tr>
<td>Tribal Cultural Resources</td>
<td>Same; no new impacts</td>
</tr>
<tr>
<td>Utilities and Service Systems</td>
<td>Same; no new impacts</td>
</tr>
<tr>
<td>Wildfire</td>
<td>Same; no new impacts</td>
</tr>
<tr>
<td>Cumulative Impacts</td>
<td>Same; no new impacts</td>
</tr>
<tr>
<td>Comparison of Alternatives</td>
<td>Same; no new impacts</td>
</tr>
<tr>
<td>Other CEQA Considerations</td>
<td>Same; no new impacts</td>
</tr>
</tbody>
</table>
the previously certified Connect SoCal PEIR and PEIR Addendum #1. 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. 3.1-21 – 3.1-42). The previous addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 Aesthetics Section and previous addendum, adequately addresses the range of aesthetic impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

3.2 AGRICULTURE AND FORESTRY RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum adequately addresses the range of agricultural and forestry impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

3.3 AIR QUALITY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #1, the Plan would continue to meet the regional emissions and other tests set forth by the federal Transportation Conformity regulations, demonstrating the integrity of the State Implementation Plans prepared pursuant to the federal Clean Air Act for the non-attainment and maintenance areas in the SCAG region.

As shown in TABLE 3-2, On-Road Mobile-source Criteria Pollutant Emission By County – (2045) vs. Existing Conditions (2019) - Amendment #1, the Plan conditions (2045) and existing conditions (base year 2019) of the criteria pollutant emissions for the six counties in the SCAG region remain the same with the proposed changes to the Project List identified in the Connect SoCal Amendment #1. Therefore, no changes to analyses and air quality findings previously discussed in the certified Connect SoCal PEIR and previous addendum 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 PEIR Addendum #1 addresses the range of air quality impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant air quality impacts or a substantial increase in the severity of air quality impacts beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.4 BIOLOGICAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

3.5 CULTURAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with
### TABLE 3-2  On-Road Mobile-Source Criteria Air Pollutant Emissions by County – Existing Condition (2019) vs Plan (2045) – Amendment #1

<table>
<thead>
<tr>
<th>County</th>
<th>Existing (Tons/Day)</th>
<th>Plan (Tons/Day)</th>
<th>Difference (Amendment #1)</th>
<th>Previous Difference (PEIR)*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Summer</td>
<td>Annual</td>
<td>Summer</td>
<td>Annual</td>
</tr>
<tr>
<td>Imperial</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing</td>
<td>3</td>
<td>3</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Plan</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Difference (Amendment #1)</td>
<td>-1</td>
<td>-1</td>
<td>-2</td>
<td>-2</td>
</tr>
<tr>
<td>Previous Difference (PEIR)*</td>
<td>-1</td>
<td>-1</td>
<td>-2</td>
<td>-2</td>
</tr>
<tr>
<td>Los Angeles</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing</td>
<td>52</td>
<td>50</td>
<td>88</td>
<td>95</td>
</tr>
<tr>
<td>Plan</td>
<td>22</td>
<td>21</td>
<td>33</td>
<td>35</td>
</tr>
<tr>
<td>Difference (Amendment #1)</td>
<td>-30</td>
<td>-29</td>
<td>-55</td>
<td>-60</td>
</tr>
<tr>
<td>Previous Difference (PEIR)*</td>
<td>-30</td>
<td>-29</td>
<td>-55</td>
<td>-60</td>
</tr>
<tr>
<td>Orange</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing</td>
<td>15</td>
<td>15</td>
<td>22</td>
<td>23</td>
</tr>
<tr>
<td>Plan</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>Difference (Amendment #1)</td>
<td>-8</td>
<td>-8</td>
<td>-14</td>
<td>-16</td>
</tr>
<tr>
<td>Previous Difference (PEIR)*</td>
<td>-8</td>
<td>-8</td>
<td>-14</td>
<td>-16</td>
</tr>
<tr>
<td>Riverside</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing</td>
<td>14</td>
<td>12</td>
<td>32</td>
<td>34</td>
</tr>
<tr>
<td>Plan</td>
<td>7</td>
<td>6</td>
<td>12</td>
<td>13</td>
</tr>
<tr>
<td>Difference (Amendment #1)</td>
<td>-7</td>
<td>-6</td>
<td>-20</td>
<td>-21</td>
</tr>
<tr>
<td>Previous Difference (PEIR)*</td>
<td>-7</td>
<td>-6</td>
<td>-20</td>
<td>-21</td>
</tr>
<tr>
<td>San Bernardino</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing</td>
<td>16</td>
<td>14</td>
<td>38</td>
<td>39</td>
</tr>
<tr>
<td>Plan</td>
<td>7</td>
<td>6</td>
<td>18</td>
<td>19</td>
</tr>
<tr>
<td>Difference (Amendment #1)</td>
<td>-8</td>
<td>-7</td>
<td>-20</td>
<td>-21</td>
</tr>
<tr>
<td>Previous Difference (PEIR)*</td>
<td>-8</td>
<td>-7</td>
<td>-20</td>
<td>-21</td>
</tr>
<tr>
<td>Ventura</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing</td>
<td>4</td>
<td>4</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>Plan</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Difference (Amendment #1)</td>
<td>-3</td>
<td>-3</td>
<td>-4</td>
<td>-5</td>
</tr>
<tr>
<td>Previous Difference (PEIR)*</td>
<td>-3</td>
<td>-3</td>
<td>-4</td>
<td>-5</td>
</tr>
</tbody>
</table>

*PEIR calculations include the original Final PEIR and the PEIR Addendum #1

SOURCE: SCAG Transportation Modeling, 2020 and 2021. NOTE: Calculations may be rounded.
respect to cultural resources. Similarly, cultural resource impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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

The analysis in the certified Connect SoCal PEIR Cultural Resources Section and previous addendum, adequately addresses the range of cultural resource impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 programatically addressed in the Connect SoCal PEIR and previous addendum.

3.6 ENERGY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

As shown in TABLE 3-3, SCAG Region Estimated Transportation Fuel Consumption – Amendment #1, below, the estimated transportation fuel consumption for the SCAG region would remain similar to what was analyzed for the Connect SoCal, with a slight reduction to the estimated daily fuel consumption. The 20.3 percentage reduction of fuel used compared to existing conditions (base year 2019) would remain the same. As such, no new or substantial impacts would occur when compared to the previously certified Connect SoCal PEIR and previous addendum.

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 addendum, adequately addresses the range of energy impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to energy, or a substantial increase in the severity of impacts to energy beyond those programatically addressed in the Connect SoCal PEIR and previous addendum.

<table>
<thead>
<tr>
<th>Year</th>
<th>Fuel Consumed</th>
<th>Percentage under Existing</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Billion Gallons per Year</td>
<td>Thousand Gallons per Day</td>
</tr>
<tr>
<td>2019</td>
<td>8.3</td>
<td>22,876</td>
</tr>
<tr>
<td>2045 Baseline</td>
<td>7.0</td>
<td>19,052</td>
</tr>
<tr>
<td>Amendment #1</td>
<td>6.7</td>
<td>18,239</td>
</tr>
<tr>
<td>PEIR*</td>
<td>6.7</td>
<td>18,241</td>
</tr>
</tbody>
</table>

* PEIR calculations include the original Final PEIR and the PEIR Addendum #1

Source: SCAG Transportation Modeling, 2020 and 2021. NOTE: Calculations may be rounded.
3.7 GEOLOGY AND SOILS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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

The analysis in the certified Connect SoCal PEIR Geology and Soils Section and previous addendum, adequately addresses the range of geology and soil impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

3.8 GREENHOUSE GAS EMISSIONS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. The Connect SoCal PEIR identifies two thresholds of significance with respect to GHG emissions: does the Plan (1) generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment and (2) conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The PEIR found that implementation of Connect SoCal would result in significant and unavoidable impacts for both thresholds, but the Plan complied with SB 375 as it would meet the GHG emissions reduction targets determined by the California Air Resources Board (CARB). Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with GHG emissions (see Connect SoCal PEIR pp. 3.8-61 – 3.8-81). The previous addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

Based on the analysis for the Connect SoCal PEIR, transportation emissions for this PEIR Addendum #2 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 #1) 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 #1). Similar to Connect SoCal, Connect SoCal Amendment #1 would result in approximately 63.4 million metric tons per year CO2e total GHG emissions from on-road vehicles and 10.1 million metric tons per year CO2e from off-road vehicles in 2045, as shown in TABLE 3-5 and TABLE 3-6, 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 #1, Connect SoCal Amendment #1 would result in the same 14.9 percent GHG emission reduction estimated for Connect SoCal when compared to the 2019 baseline. Therefore, the proposed changes from the Connect SoCal Amendment #1 project list would result in similar GHG emissions from on road and off road vehicles.
### TABLE 3-4 Greenhouse Gas Emissions from On-Road Vehicles in the SCAG Region (Million Metric Tons Per Year) – Amendment #1

<table>
<thead>
<tr>
<th>On-Road Vehicles</th>
<th>2019 Based Year</th>
<th>2045 (Plan)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CO₂</td>
<td>CH₄</td>
</tr>
<tr>
<td>Light and Medium Duty Vehicles</td>
<td>59.46</td>
<td>0.002</td>
</tr>
<tr>
<td>Heavy Duty Trucks</td>
<td>15.47</td>
<td>0.000</td>
</tr>
<tr>
<td>Buses</td>
<td>1.50</td>
<td>0.001</td>
</tr>
<tr>
<td>On-Road Vehicles (Subtotal) in CO₂</td>
<td>76.43</td>
<td>0.004</td>
</tr>
<tr>
<td>On-Road Vehicles (Subtotal) in CO₂e*</td>
<td>76.43</td>
<td>0.076</td>
</tr>
<tr>
<td><strong>Total GHG Emissions from on-road vehicles in CO₂e (Amendment #1)</strong></td>
<td>77.4</td>
<td>63.4</td>
</tr>
<tr>
<td><strong>Previous Total GHG Emissions from on-road vehicles in CO₂e (PEIR)</strong> **</td>
<td>77.4</td>
<td>63.4</td>
</tr>
</tbody>
</table>

**SOURCE:** SCAG Transportation Modeling, 2020 and 2021. **NOTE:** Calculations may be rounded.
*CO₂ was converted to CO₂e based on the Global Warming Potential (GWP): [http://www.arb.ca.gov/cc/inventory/background/gwp.htm](http://www.arb.ca.gov/cc/inventory/background/gwp.htm)
**PEIR calculations include the original Final PEIR and the PEIR Addendum #1

### TABLE 3-5 Greenhouse Gas Emissions from Off-Road Vehicles in the SCAG Region (Million Metric Tons Per Year) – Amendment #1

<table>
<thead>
<tr>
<th>Off-Road Vehicles</th>
<th>2019 Based Year</th>
<th>2045 (Plan)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CO₂</td>
<td>CH₄</td>
</tr>
<tr>
<td>Rail</td>
<td>2.16</td>
<td>0.00</td>
</tr>
<tr>
<td>Aviation</td>
<td>3.15</td>
<td>0.00</td>
</tr>
<tr>
<td>Ocean-going Vessel</td>
<td>1.13</td>
<td>0.00</td>
</tr>
<tr>
<td>Other Transportaton Sources (Subtotal) in CO₂</td>
<td>6.45</td>
<td>0.00</td>
</tr>
<tr>
<td>Other Transportation Sources (Subtotal) in CO₂e*</td>
<td>6.45</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total GHG Emissions from off-road vehicles in CO₂e (Amendment #1)</strong></td>
<td>6.9</td>
<td>10.1</td>
</tr>
<tr>
<td><strong>Previous Total GHG Emissions from off-road vehicles in CO₂e (PEIR)</strong> **</td>
<td>6.9</td>
<td>10.1</td>
</tr>
</tbody>
</table>

**SOURCE:** SCAG Transportation Modeling, 2020 and 2021. **NOTE:** Calculations may be rounded.
*CO₂ was converted to CO₂e based on the Global Warming Potential (GWP): [http://www.arb.ca.gov/cc/inventory/background/gwp.htm](http://www.arb.ca.gov/cc/inventory/background/gwp.htm)
**PEIR calculations include the original Final PEIR and the PEIR Addendum #1
SB 375 requires CARB to develop regional GHG emission reduction targets for cars and light-duty trucks for 2020 and 2035 (compared to 2005 emissions) for each of the state MPOs on a per capita basis. Each MPO is required to prepare an SCS as part of the RTP 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 #1, per capita CO2 emissions from cars and light duty trucks (only) from Connect SoCal Amendment #1 would remain at 21.3 pounds per day in 2020. Amendment #1 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 #2 projects 18.7 pounds per day for per capita CO2 emissions from cars and light-duty trucks (only), similar to the Plan’s original projection of 18.8 pounds per day for per capita CO2 emissions. 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 #1 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 #1 would continue to achieve SB 375 per capita GHG reduction targets for the SCAG region.

Furthermore, Amendment #1 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.

### TABLE 3-6  Greenhouse Gas Emissions from On-Road and Off-Road Sources in the Transportation Sector in the SCAG Region – Amendment #1

<table>
<thead>
<tr>
<th>Source Emissions in CO2 equivalents (CO2e)</th>
<th>2019 Based Year</th>
<th>2045 (Plan)**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total GHG Emissions from on-road vehicles in CO2e*</td>
<td>77.4</td>
<td>63.4</td>
</tr>
<tr>
<td>Total GHG Emissions from other transportation sources in CO2e</td>
<td>6.9</td>
<td>10.1</td>
</tr>
<tr>
<td>All Transportation Sector (On-Road and Off-Road Vehicles) in CO2e</td>
<td>84.4</td>
<td>73.4</td>
</tr>
</tbody>
</table>

| Amendment #1 vs. 2019 Base Year | -14.9% |
| PEIR** vs. 2019 Base Year       | -14.9% |

* CO2 was converted to CO2e based on the Global Warming Potential (GWP): [http://www.arb.ca.gov/cc/inventory/background/gwp.htm](http://www.arb.ca.gov/cc/inventory/background/gwp.htm)
** PEIR calculations include the original Final PEIR and the PEIR Addendum #1

SOURCE: SCAG Transportation Modeling, 2020 and 2021. NOTE: Calculations may be rounded.
The analysis in the certified Connect SoCal PEIR Greenhouse Gas Emissions Section and previous addendum, adequately addresses the range of GHG emission impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

### 3.9 HAZARDS AND HAZARDOUS MATERIALS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of hazard impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

### 3.10 HYDROLOGY AND WATER QUALITY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum.
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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of hydrology and water quality impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

3.11 LAND USE AND PLANNING

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

3.12 MINERAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of mineral resource impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

3.13 NOISE

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of noise impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

3.14 POPULATION, HOUSING AND EMPLOYMENT

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of population, housing, and employment impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to population, housing, and employment beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.
3.15 PUBLIC SERVICES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of public services impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

3.16 RECREATION

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of recreation impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

3.17 TRANSPORTATION, TRAFFIC, AND SAFETY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

As shown in **TABLE 3-8** Daily Vehicle Miles Traveled in 2019 and 2045 – Amendment #1 and **TABLE 3-9** VMT Per Capita by County – Amendment #1, Connect SoCal Amendment #1 would result in similar daily vehicle miles traveled and vehicle miles traveled per capita throughout the SCAG region as previously disclosed in the PEIR. **TABLE 3-10** Total Daily Hours of Delay in 2019 and 2045 – Amendment #1 and **TABLE 3-11** Percentage of PM Peak Period Work Trips Completed within 45 Minutes – Amendment #1 indicate that there would be a slight increase in total hours of delay in 2045 and in the percentage of work trips of less than 45 minutes as a result of the Project List changes identified in the Connect SoCal Amendment #1. **TABLE 3-12** Percentage of Mode Share on Transit and Active Transportation – Amendment #1 indicates that minimal overall increase to the percentage of mode share on transit and active transportation would occur. As such, project changes are not expected to result in any new or substantial impacts when compared to the certified Connect SoCal PEIR and previous addendums. Therefore, no changes to analyses and transportation findings previously discussed in the certified Connect SoCal PEIR and previous addendum 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 addendum, adequately addresses the range of GHG emission impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

### TABLE 3-8 Daily Vehicle Miles Traveled in 2019 and 2045 – Amendment #1

<table>
<thead>
<tr>
<th>County</th>
<th>2019 Base Year</th>
<th>2045 No Project</th>
<th>2045 Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imperial</td>
<td>7,000</td>
<td>11,000</td>
<td>11,000</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>231,000</td>
<td>253,000</td>
<td>239,000</td>
</tr>
<tr>
<td>Orange</td>
<td>79,000</td>
<td>85,000</td>
<td>83,000</td>
</tr>
<tr>
<td>Riverside</td>
<td>61,000</td>
<td>80,000</td>
<td>77,000</td>
</tr>
<tr>
<td>San Bernardino</td>
<td>63,000</td>
<td>85,000</td>
<td>81,000</td>
</tr>
<tr>
<td>Ventura</td>
<td>19,000</td>
<td>21,000</td>
<td>20,000</td>
</tr>
<tr>
<td><strong>SCAG Total (Amendment #1)</strong></td>
<td><strong>460,000</strong></td>
<td><strong>536,000</strong></td>
<td><strong>511,000</strong></td>
</tr>
<tr>
<td>**Previous SCAG Total (PEIR) *</td>
<td>460,000</td>
<td>536,000</td>
<td>511,000</td>
</tr>
</tbody>
</table>

**Source:** SCAG Transportation Modeling, 2020 and 2021. **Note:** Numbers are rounded to nearest thousand.

* PEIR calculations include the original Final PEIR and the PEIR Addendum #1.
### Table 3-9: VMT Per Capita by County - Amendment #1

<table>
<thead>
<tr>
<th>County</th>
<th>Light/Medium Duty Vehicles</th>
<th>All Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2019</td>
<td>2045</td>
</tr>
<tr>
<td>Imperial</td>
<td>29.69</td>
<td>32.36</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>21.47</td>
<td>19.22</td>
</tr>
<tr>
<td>Orange</td>
<td>23.59</td>
<td>22.31</td>
</tr>
<tr>
<td>Riverside</td>
<td>22.29</td>
<td>20.59</td>
</tr>
<tr>
<td>San Bernardino</td>
<td>25.34</td>
<td>24.30</td>
</tr>
<tr>
<td>Ventura</td>
<td>21.30</td>
<td>19.51</td>
</tr>
<tr>
<td><strong>Regional</strong></td>
<td>22.45</td>
<td>20.72</td>
</tr>
<tr>
<td><strong>Regional (PEIR)</strong> *</td>
<td>22.45</td>
<td>20.72</td>
</tr>
</tbody>
</table>

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

### Table 3-10: Total Daily Hours of Delay in 2019

<table>
<thead>
<tr>
<th>County</th>
<th>2019 Base Year</th>
<th>2045 No Project</th>
<th>2045 Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imperial</td>
<td>9,529</td>
<td>38,571</td>
<td>26,392</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>1,685,849</td>
<td>2,048,956</td>
<td>1,588,653</td>
</tr>
<tr>
<td>Orange</td>
<td>438,551</td>
<td>546,434</td>
<td>393,755</td>
</tr>
<tr>
<td>Riverside</td>
<td>167,164</td>
<td>373,426</td>
<td>240,648</td>
</tr>
<tr>
<td>San Bernardino</td>
<td>151,356</td>
<td>320,519</td>
<td>198,871</td>
</tr>
<tr>
<td>Ventura</td>
<td>54,696</td>
<td>76,854</td>
<td>43,198</td>
</tr>
<tr>
<td><strong>Regional</strong></td>
<td>2,507,144</td>
<td>3,404,759</td>
<td>2,491,517</td>
</tr>
<tr>
<td><strong>Regional (PEIR)</strong> *</td>
<td>2,507,144</td>
<td>3,404,759</td>
<td>2,478,305</td>
</tr>
</tbody>
</table>

SOURCE: SCAG Transportation Modeling, 2020 and 2021. NOTE: Calculations may be rounded.
* PEIR calculations include the original Final PEIR and the PEIR Addendum #1
### TABLE 3-11 Percentage of PM Peak Period Work Trips Completed Within 45 Minutes – Amendment #1

<table>
<thead>
<tr>
<th>County</th>
<th>2019 Base Year</th>
<th>2045 No Project</th>
<th>2045 Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AUTOS – SINGLE OCCUPANCY VEHICLES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Imperial</td>
<td>93.54%</td>
<td>91.72%</td>
<td>91.24%</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>79.50%</td>
<td>80.06%</td>
<td>86.01%</td>
</tr>
<tr>
<td>Orange</td>
<td>84.97%</td>
<td>86.08%</td>
<td>89.51%</td>
</tr>
<tr>
<td>Riverside</td>
<td>71.88%</td>
<td>73.97%</td>
<td>81.26%</td>
</tr>
<tr>
<td>San Bernardino</td>
<td>72.18%</td>
<td>74.67%</td>
<td>79.80%</td>
</tr>
<tr>
<td>Ventura</td>
<td>81.04%</td>
<td>83.49%</td>
<td>86.37%</td>
</tr>
<tr>
<td>Region</td>
<td>79.14%</td>
<td>80.09%</td>
<td>85.34%</td>
</tr>
<tr>
<td><strong>AUTOS – HIGH OCCUPANCY VEHICLES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Imperial</td>
<td>94.93%</td>
<td>92.13%</td>
<td>90.97%</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>79.09%</td>
<td>78.09%</td>
<td>82.92%</td>
</tr>
<tr>
<td>Orange</td>
<td>85.89%</td>
<td>84.67%</td>
<td>88.78%</td>
</tr>
<tr>
<td>Riverside</td>
<td>71.00%</td>
<td>70.68%</td>
<td>79.72%</td>
</tr>
<tr>
<td>San Bernardino</td>
<td>73.76%</td>
<td>73.31%</td>
<td>80.11%</td>
</tr>
<tr>
<td>Ventura</td>
<td>83.70%</td>
<td>84.30%</td>
<td>88.38%</td>
</tr>
<tr>
<td>Region</td>
<td>79.45%</td>
<td>78.33%</td>
<td>83.76%</td>
</tr>
<tr>
<td><strong>TRANSIT</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Imperial</td>
<td>66.67%</td>
<td>59.39%</td>
<td>65.19%</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>43.62%</td>
<td>42.58%</td>
<td>44.48%</td>
</tr>
<tr>
<td>Orange</td>
<td>60.03%</td>
<td>62.18%</td>
<td>57.88%</td>
</tr>
<tr>
<td>Riverside</td>
<td>69.74%</td>
<td>69.88%</td>
<td>65.57%</td>
</tr>
<tr>
<td>San Bernardino</td>
<td>67.06%</td>
<td>68.58%</td>
<td>61.88%</td>
</tr>
<tr>
<td>Ventura</td>
<td>67.91%</td>
<td>63.13%</td>
<td>64.03%</td>
</tr>
<tr>
<td><strong>Region (Amendment #1)</strong></td>
<td><strong>47.25%</strong></td>
<td><strong>46.68%</strong></td>
<td><strong>47.06%</strong></td>
</tr>
<tr>
<td><strong>Region (PEIR)</strong></td>
<td><strong>47.25%</strong></td>
<td><strong>46.68%</strong></td>
<td><strong>47.04%</strong></td>
</tr>
</tbody>
</table>

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

* PEIR calculations include the original Final PEIR and the PEIR Addendum #1
### 3.18 TRIBAL CULTURAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to tribal cultural resources. Similarly, tribal cultural resource impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of tribal cultural resource impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts, or a substantial increase in the severity of impacts to tribal cultural resources beyond those programatically addressed in the Connect SoCal PEIR and previous addendum.

### 3.19 UTILITIES AND SERVICE SYSTEMS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to utilities and service systems beyond the range of impacts previously identified.

<table>
<thead>
<tr>
<th>Mode Share</th>
<th>2019</th>
<th>2045 No Project</th>
<th>2045 Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>7.8</td>
<td>7.7</td>
<td>8.6</td>
</tr>
<tr>
<td>Bike</td>
<td>1.4</td>
<td>1.6</td>
<td>2.1</td>
</tr>
<tr>
<td>Transit</td>
<td>2.0</td>
<td>2.4</td>
<td>3.8</td>
</tr>
<tr>
<td>Total (Amendment #1)</td>
<td>11.2</td>
<td>11.8</td>
<td>14.5</td>
</tr>
<tr>
<td>Previous Total (PEIR) *</td>
<td>11.2</td>
<td>11.8</td>
<td>14.4</td>
</tr>
<tr>
<td>Total (Original Plan)</td>
<td>14.0</td>
<td>14.4</td>
<td>18.9</td>
</tr>
</tbody>
</table>

**TABLE 3-12 Percentage of Mode Share on Transit and Active Transportation – Amendment #1**

*PEIR calculations include the original Final PEIR and the PEIR Addendum #1*
those already identified in the Connect SoCal PEIR and PEIR Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

As indicated by TABLE 3-13, 2045 Plan Lane Miles by County (PM Peak Network) - Amendment #1 minimal changes to lane miles would occur as a result of the proposed changes to the Project List identified in the Connect SoCal Amendment #1. 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 addendum, adequately addresses the range of utility impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

### TABLE 3-13 2045 Plan Lane Miles by County (PM Peak Network) - Amendment #1

<table>
<thead>
<tr>
<th>County</th>
<th>Freeway (Mixed-Flow)</th>
<th>Toll*</th>
<th>Truck</th>
<th>Expressway/Parkway</th>
<th>Principal Arterial</th>
<th>Minor Arterial</th>
<th>Collector</th>
<th>Freeway (HOV)</th>
<th>Ramp</th>
<th>Total (All Facilities)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imperial</td>
<td>417</td>
<td>-</td>
<td>-</td>
<td>323</td>
<td>315</td>
<td>595</td>
<td>2,463</td>
<td>-</td>
<td>38</td>
<td>4,151</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>4,801</td>
<td>354</td>
<td>153</td>
<td>6</td>
<td>8,462</td>
<td>9,066</td>
<td>6,957</td>
<td>380</td>
<td>946</td>
<td>31,125</td>
</tr>
<tr>
<td>Orange</td>
<td>1,424</td>
<td>565</td>
<td>16</td>
<td>4</td>
<td>3,844</td>
<td>3,104</td>
<td>1,088</td>
<td>244</td>
<td>379</td>
<td>10,666</td>
</tr>
<tr>
<td>Riverside</td>
<td>1,871</td>
<td>269</td>
<td>13</td>
<td>121</td>
<td>1,509</td>
<td>3,596</td>
<td>5,723</td>
<td>45</td>
<td>361</td>
<td>13,510</td>
</tr>
<tr>
<td>San Bernardino</td>
<td>2,604</td>
<td>279</td>
<td>55</td>
<td>256</td>
<td>2,075</td>
<td>4,665</td>
<td>6,796</td>
<td>138</td>
<td>350</td>
<td>17,217</td>
</tr>
<tr>
<td>Ventura</td>
<td>568</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>861</td>
<td>1,007</td>
<td>1,059</td>
<td>60</td>
<td>123</td>
<td>3,677</td>
</tr>
<tr>
<td><strong>Total (Amendment #1)</strong></td>
<td><strong>11,684</strong></td>
<td><strong>1,467</strong></td>
<td><strong>237</strong></td>
<td><strong>710</strong></td>
<td><strong>17,066</strong></td>
<td><strong>22,033</strong></td>
<td><strong>24,086</strong></td>
<td><strong>866</strong></td>
<td><strong>2,197</strong></td>
<td><strong>80,346</strong></td>
</tr>
<tr>
<td><strong>Previous Total (PEIR)</strong> *</td>
<td><strong>11,676</strong></td>
<td><strong>1,464</strong></td>
<td><strong>237</strong></td>
<td><strong>710</strong></td>
<td><strong>17,097</strong></td>
<td><strong>22,034</strong></td>
<td><strong>24,059</strong></td>
<td><strong>866</strong></td>
<td><strong>2,195</strong></td>
<td><strong>80,339</strong></td>
</tr>
</tbody>
</table>

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

* PEIR calculations include the original Final PEIR and the PEIR Addendum #1
3.20 WILDFIRE

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, 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 Addendum #1. 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 addendum 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 #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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 addendum, adequately addresses the range of wildfire impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, 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 addendum.

3.21 CUMULATIVE IMPACTS

The proposed changes to the Project List identified in the Connect SoCal Amendment #1 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 #1 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 #1) 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 #1 are within the scope of the broad, programmatic-level region-wide impacts identified and disclosed in the Connect SoCal PEIR and previous PEIR Addendum #1. Thus, the Connect SoCal Amendment #1 would not be expected to result in any new cumulative impacts that have not been analyzed in the previous Connect SoCal PEIR and addendum, or cumulative impacts that are considerably different from or inconsistent with those already analyzed in the previous Connect SoCal PEIR and previous addendum.

4.0 COMPARISON OF ALTERNATIVES

The proposed changes to the Project List identified in the Connect SoCal Amendment #1 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 addendum, no changes to the alternatives occurred as a result of PEIR Amendment #1. Incorporation of the proposed projects identified in the Connect SoCal Amendment #1 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 #1 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 #1 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 #1) 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 #1 are within the scope of the broad, programmatic-level region-wide impacts identified and disclosed in the Connect SoCal PEIR and previous PEIR Addendum #1. Thus, the Connect SoCal Amendment #1 would not be expected to result in any new CEQA impacts that have not been analyzed in the previous Connect SoCal PEIR and addendum, or any long-term impacts that are considerably different from or inconsistent with those already analyzed in the previous Connect SoCal PEIR and previous addendum.

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 Addendum #1, SCAG finds that the proposed changes identified in the Connect SoCal Amendment #1 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 addendum. 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 addendum.

Further, SCAG finds that the proposed changes to the Project List identified in the Connect SoCal Amendment #1 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 #1 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.
DRAFT ADDENDUM #2

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

DRAFT | SEPTEMBER 2, 2021

scag.ca.gov/connect-socal
scag.ca.gov/peir
RECOMMENDED ACTION FOR EEC:
Information Only - No Action Required

RECOMMENDED ACTION FOR CEHD AND TC:
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:
Alex Stockton, Air Pollution Specialist, California Air Resources Board, will brief the Committee on the latest California Climate Investments (CCI) Annual Report. The CCI Report compiles statistics about state funding from California’s Cap-and-Trade Program across all program categories and across all California counties. The presentation will include key findings on CCI funding in the SCAG region.

BACKGROUND:
The California Climate Investments Annual Report, prepared by California Air Resources Board (CARB) staff, describes the status of funded programs and lists the projects funded by California’s Cap-and-Trade Program. It also provides estimates of the GHG reductions expected from project investments and provides key statistics on benefits to disadvantaged communities, demand for funding, and leveraging, fiscal data and program accomplishments.

2020 was a record year for California Climate Investments with nearly $3.1 billion in projects implemented, including more than $1.5 billion to benefit disadvantaged and low-income
communities. The many benefits to Californians include improved public health, fire prevention, affordable housing and energy efficiency, as well as significant reductions in emissions of greenhouse gases.

Cap-and-Trade Auction proceeds are placed in the State Greenhouse Gas Reduction Fund (GGRF), then appropriated by the Legislature and distributed to more than 20 different state agencies to eventually be awarded to individual projects.

Mr. Stockton (CARB) will brief the Committee on the 2021 Annual Report to the Legislature, including key findings on CCI funding in the SCAG region.

**FISCAL IMPACT:**
No Fiscal Impact. This is not a SCAG funded project.

**ATTACHMENT(S):**
1. PowerPoint Presentation - California Climate Investments (CCI) 2021
Southern California Association of Governments
Energy and Environment Committee
September 2, 2021
Alex Stockton, Climate Policy Specialist

What is California Climate Investments?

- A statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy and improving public health and the environment—particularly in disadvantaged communities.
Funding Flow

Greenhouse Gas Reduction Fund (GGRF) → Legislature → State Agencies

Administering Agencies:

CARB

Attachment: PowerPoint Presentation - California Climate Investments (CCI) 2021 Update
Funding Overview

Appropriated: $15.1B
Allocated: $14.7B
Awarded: $11.7B
Implemented: $9.0B

As of May 2021

Cumulative Project Outcomes

- 51% of funding benefiting priority populations ($4.5 billion)
- 542,000+ individual projects implemented
- 8,000+ affordable housing units under contract
- 125,000+ urban trees
- 659,000+ acres of land preservation or restoration
- 740+ transit agency projects funded, adding or expanding transit service
- 123,000+ projects installing energy efficiency measures in homes
- 399,000+ rebates issued for zero-emission and plug-in hybrid vehicles

As of May 2021
Focus on Priority Populations

As of May 2021

Statewide: 51% benefiting priority populations
Other areas of California: 49%

SCAG Region: 78% benefiting priority populations
22% Other areas in SCAG

Investments in the SCAG Region

<table>
<thead>
<tr>
<th></th>
<th>Total Implemented Funds</th>
<th>% of Implemented Funds</th>
<th>% Benefiting Priority Populations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statewide</td>
<td>$9.0B</td>
<td>100%</td>
<td>51%</td>
</tr>
<tr>
<td>SCAG region</td>
<td>$2.3B</td>
<td>26%</td>
<td>78%</td>
</tr>
</tbody>
</table>

As of May 2021
Cumulative Investments in SCAG Region by County

<table>
<thead>
<tr>
<th>County*</th>
<th>Total Implemented Funds</th>
<th>Number of Individual Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imperial</td>
<td>$42M</td>
<td>682</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>$1.4B</td>
<td>121,070</td>
</tr>
<tr>
<td>Orange</td>
<td>$371M</td>
<td>56,296</td>
</tr>
<tr>
<td>Riverside</td>
<td>$340M</td>
<td>26,166</td>
</tr>
<tr>
<td>San Bernardino</td>
<td>$386M</td>
<td>20,509</td>
</tr>
<tr>
<td>Ventura</td>
<td>$120M</td>
<td>8,264</td>
</tr>
</tbody>
</table>

*Projects that span multiple counties are reflected in each county’s totals.

As of May 2021

Project Highlight: **Santa Ana Arts Collective**

$12 million – Affordable Housing and Sustainable Communities

- 57 new, energy-efficient housing units with rooftop solar
- Santa Ana’s first affordable housing live-and-work experience for artists
- Gallery space and on-site adult education services
**Project Highlight: Rialto Bike Share Program**

$1 million – Clean Mobility Options

- Rialto’s first zero-emission e-bike share program for low-income residents
- Creating greater equity by reducing mobility barriers
- 15 hubs with 100 electric pedal-assist bikes

**Project Highlight: Imperial Western Products Energy Efficiency Project**

$2.6 million – Food Production Investment Program

- Coachella-based company processes 500,000 tons of organic waste annually
- Funds energy efficiency upgrades and resilient microgrid
- Provides quality jobs for low-income community members
Project Highlight: **Wishing Tree Park, West Carson**

$2.5 million – Urban Greening

- 8.5-acre park opening late 2021 on a now-remediated brownfield
- Designed in partnership with community residents deeply impacted by environmental injustices

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**2021 Annual Report & Mid-Year Data Update**

- Status update on funded programs
- Estimates of GHG reductions and co-benefits
- Downloadable project list
- Data dashboard
- Project profiles
- Project map
- Fact sheets by legislative district
- Geographic breakdown of investments

[http://www.caclimateinvestments.ca.gov/annual-report/](http://www.caclimateinvestments.ca.gov/annual-report/)
Resources

caclimateinvestments.ca.gov

@CAClimatInvest

info@caclimateinvestments.ca.gov

1-800-757-2907 • Hablamos Español

Funding Wizard

https://fundingwizard.arb.ca.gov/web/
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 Riverside County Transportation Commission (RCTC) is currently evaluating and planning the establishment of new passenger rail service between Los Angeles Union Station and the Coachella Valley via Fullerton and Riverside. Sheldon Peterson, RCTC Rail Manager, will provide an update on the project to the Transportation Committee (TC).

BACKGROUND:
RCTC has been evaluating and planning the establishment of new passenger rail service between Los Angeles Union Station and the Coachella Valley via Fullerton and Riverside. Currently, there is no viable passenger rail service connecting to the Coachella Valley, with the exception of Amtrak’s Sunset Limited interstate service to New Orleans, which operates only three days a week and arrives in Palm Springs in the middle of the night. There are currently about 160,000 person trips traveling through the San Gorgonio Pass daily (RCTC Fact Sheet). RCTC’s Alternatives Analysis (AA) completed for the project identified a 47 percent increase in travel over the next 20 years between Los Angeles and the Coachella Valley. Additionally, the AA found that the Coachella Valley is expected to double its population and the San Gorgonio Pass Area’s population is projected to increase approximately 135 percent by 2035.
DISCUSSION:

Project Description

The proposed passenger rail service between Los Angeles Union Station and the Coachella Valley via
downtown Fullerton and downtown Riverside will span approximately 145 miles running along the
Metrolink 91/Perris Valley Line from Los Angeles to Riverside (owned by the Burlington Northern
Santa Fe Railway), then along the Union Pacific Yuma Subdivision to the Coachella Valley taking
about 3 hours and 15 minutes, which is comparable to trips made by cars along these congested
corridors. It is proposed the service will begin by operating two daily round-trips with morning and
evening departures from each end. The eastern terminus will either be the City of Indio or the City
of Coachella and other intermediate stops besides Fullerton and Indio are yet to be determined.

Project Status

RCTC, in coordination with the California Department of Transportation (Caltrans) and the Federal
Railroad Administration (FRA), recently released a Tier 1 Program Draft Environmental Impact
Statement/Environmental Impact Report (EIS/EIR), in accordance with the National Environmental
Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The Tier 1 Program EIS/EIR
evaluates a reasonable range of alternatives and will recommend a preferred alternative within the
study area. For optimal freight and passenger train operations, the build alternatives anticipate
additional track infrastructure improvements along the eastern portion of the route.

As part of the Draft EIS/EIR public comment period, an array of public outreach was conducted
including several stakeholder and public agency briefings in May and June of this year and two
public hearings in June of this year. A total of 257 on-line comments were received. The Tier 1
Program EIS/EIR analyzes the impacts of a No Build Alternative (no new passenger rail service) and a
Build Alternative with three service options:

<table>
<thead>
<tr>
<th>Option</th>
<th>Daily Trips</th>
<th>Eastern Terminus</th>
<th>No. Stations east of Colton</th>
<th>New Third Track in Eastern Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.1</td>
<td>Two round trips daily</td>
<td>Coachella</td>
<td>6</td>
<td>Colton to Coachella</td>
</tr>
<tr>
<td>No.2</td>
<td>Two round trips daily</td>
<td>Indio</td>
<td>5</td>
<td>Colton to Indio</td>
</tr>
<tr>
<td>No.3</td>
<td>Two round trips daily</td>
<td>Indio</td>
<td>5</td>
<td>Colton to approx. mid-Coachella Valley</td>
</tr>
</tbody>
</table>

RCTC is also developing a Service Development Plan. This plan will analyze the potential service to
determine infrastructure needs, routing, multi-modal connections and station area locations and
attributes. It will also develop costs, equipment needs, ridership and revenue forecasts, a benefit-
cost analysis and implementation and phasing. Operational modeling is included as well to
determine infrastructure needs for optimal passenger and freight operations.
Project Schedule

The Final EIS/EIR and Service Development Plan are scheduled to be completed by the end of 2021. A Tier 2 project-level EIS/EIR with preliminary engineering schedule, as well as a final design and construction schedule, have yet to be determined. The project is currently not funded and it is included in the Strategic Plan portion of Connect SoCal, which represents an unconstrained list of potential projects that the region would pursue given additional resources and commitment.

NEXT STEPS:
SCAG staff will continue to coordinate with RCTC and monitor progress on the project, and update TC periodically.

FISCAL IMPACT:
Staff work related to this project is included in the current OWP under Work Element No. 140.00121.02.

ATTACHMENT(S):
1. CV-SGP Rail Update September 2021 TC Attachment 1
2. PowerPoint Presentation - CV Rail Presentation_ SCAG RTC SEP 2021 Final
Coachella Valley–San Gorgonio Pass Rail Corridor Service

Project Highlights

- Connecting Coachella Valley and Los Angeles:
  Approximately 144 miles on an existing rail corridor, mostly parallel to I-5, Route 91, and I-10
- Serving the Counties of: Los Angeles, Orange, Riverside and San Bernardino
- Eastern Endpoint: Cities of Indio or Coachella in Riverside County
- Western Endpoint: Los Angeles Union Station in Los Angeles County
- Approximate trip time: 3 hours and 15 minutes
- People traveling through San Gorgonio Pass:
  Approximately 160,000 per day
- Proposed Service: Two daily round-trips
- Stations: Enhance access to four existing stations and potential to add five new passenger rail stations over time
- Adding: Tracks at selected locations to enhance train travel speeds, minimize delays, and maintain safety

Program Overview

The proposed Coachella Valley-San Gorgonio Pass Rail Corridor (Coachella Valley Rail) extends approximately 144 miles between downtown Los Angeles and the Coachella Valley. The Riverside County Transportation Commission (RCTC), in coordination with the California Department of Transportation (Caltrans) and the Federal Railroad Administration (FRA), is working to bring passenger rail service as an alternate mode of travel across Southern California, connecting desert communities and attractions with Los Angeles, Orange County, and the Inland Empire.

The program proposes operating two daily round-trips between Los Angeles Union Station and Indio or Coachella, with morning and evening departures from each end. Passenger service is expected to take about 3 hours and 15 minutes, which is comparable to trips made by cars on congested highways connecting these communities, such as I-5, Route 91, and I-10.

Environmental Milestones

<table>
<thead>
<tr>
<th>Milestones</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prepare Tier 1/Program Level Draft EIS/EIR</td>
<td>Winter 2020/21</td>
</tr>
<tr>
<td>Notice of Availability/Notice of Completion</td>
<td>Spring 2021</td>
</tr>
<tr>
<td>Release of Tier 1/Program Level Draft EIS/EIR</td>
<td>Spring 2021</td>
</tr>
<tr>
<td>Prepare Tier 1/Program Level Final EIS/EIR</td>
<td>Fall 2021</td>
</tr>
<tr>
<td>Record of Decision/Notice of Determination</td>
<td>December 2021</td>
</tr>
</tbody>
</table>
Environmental Process

The environmental analysis currently being conducted is a Tier 1/Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR), in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The Tier 1/Program Draft EIS/EIR is anticipated to be released for public review in spring 2021 for 45 days with virtual public hearings. Future Tier 2/Project NEPA/CEQA documents will be prepared when funding is identified. RCTC is actively seeking funding opportunities to advance the program.

The Tier 1/Program Draft EIS/EIR identifies potential impacts caused by operating the service and constructing infrastructure (primarily tracks and stations). Specific station locations and track designs will not be identified at this stage of the program. The Tier 1/Program will address broad questions and environmental effects of the overall program; however, it will not address location-specific details or authorize construction.

The Tier 1/Program Draft EIS/EIR analyzes 18 environmental resource topics and reflects comments received during the 2016 public scoping process. Concurrently, a Service Development Plan (SDP) is being finalized to provide a high-level conceptual operations plan. Modeling is being conducted so that passenger and freight rail operations can perform efficiently.
Topics Being Evaluated
The Tier 1/Program Draft EIS/EIR evaluates the impacts and benefits of the program including:

- Land Use and Planning (including agricultural and forestry resources)
- Geology, Soils, Seismicity, and Paleontological Resources (including mineral resources)
- Transportation
- Hazards and Hazardous Materials
- Visual Quality and Aesthetics
- Public Utilities and Energy
- Air Quality and Greenhouse Gases
- Cultural Resources
- Noise and Vibration
- Parklands and Community Services
- Jurisdictional Waters and Wetland Resources
- Safety and Security
- Biological Resources
- Socioeconomics and Communities Affected
- Floodplains, Hydrology, and Water Quality (including watersheds)
- Cumulative Effects
- Environmental Justice Effects
- Section 4(f)/6(f) Resources

The Corridor at a Glance

Western End
The western end of the corridor will connect riders to Los Angeles Union Station, the largest railroad passenger terminal in the western United States. Passengers can also access revitalized Downtown Fullerton and other attractions and concert venues in Orange County as well as Riverside’s bustling downtown area that offers museums, theaters and the historic Mission Inn Hotel & Spa.

Eastern End
The eastern end of the corridor will give access to the growing communities of Banning and Beaumont and the vibrant city of Palm Springs. Travelers will also be connected to the heart of the Coachella Valley, home to premier golf courses and dining as well as the cities of Indio and Coachella near world-renowned music festivals and events.
How to Participate

RCTC, Caltrans, and the FRA encourage your participation in the environmental review process. The Tier 1 Program/Draft EIS/EIR for the Coachella Valley-San Gorgonio Pass Rail Corridor Service is anticipated for release in spring 2021.

Virtual public hearings will be held to solicit comments about the Tier 1/Program Draft EIS/EIR. Please watch for dates of these public hearings and how to submit comments during the 45-day public review period.

Contact Us

Please contact us to stay informed and share your thoughts on this proposed project.

951-787-7141
CVRail@rctc.org
CVRailProject
RCTC.org/cvrail
Coachella Valley-San Gorgonio Pass Rail Corridor Service

Program Overview – Study Area

Where is the Program Study Area?

Passenger Rail Service Studied

Two round trips per day between Los Angeles and Coachella Valley
Up to six potential stations east of Colton
Purpose & Need

**Purpose:** Provide safe, reliable, and convenient intercity passenger rail service with capability to meet the future mobility needs of residents, businesses, and visitors.

**Need:**
- Regional population and employment growth
- Limited and constrained travel options
- Serve disadvantaged communities
- Help conform to air quality regulations

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**Why Amtrak Intercity Service and not Metrolink?**

- Intercity service with over 3 hours travel time is preferred to have larger, reclining seats and access to the lounge car.
- Early Draft Schedules (limited stops)

<table>
<thead>
<tr>
<th>LAUS to Indio</th>
<th>Trip 1</th>
<th>Trip 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>LAUS</td>
<td>10:20 AM</td>
<td>3:20 PM</td>
</tr>
<tr>
<td>Fullerton</td>
<td>10:55 AM</td>
<td>3:55 PM</td>
</tr>
<tr>
<td>Riverside</td>
<td>11:39 AM</td>
<td>4:39 PM</td>
</tr>
<tr>
<td>Palm Springs</td>
<td>12:59 PM</td>
<td>5:59 PM</td>
</tr>
<tr>
<td>Indio</td>
<td>1:23 PM</td>
<td>6:23 PM</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Indio to LAUS</th>
<th>Trip 1</th>
<th>Trip 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indio</td>
<td>9:32 AM</td>
<td>3:32 PM</td>
</tr>
<tr>
<td>Palm Springs</td>
<td>9:59 AM</td>
<td>3:59 PM</td>
</tr>
<tr>
<td>Riverside</td>
<td>11:22 AM</td>
<td>5:22 PM</td>
</tr>
<tr>
<td>Fullerton</td>
<td>12:06 PM</td>
<td>6:06 PM</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>12:40 PM</td>
<td>6:40 PM</td>
</tr>
</tbody>
</table>

- Congress has authorized Amtrak to operate on private railroads, with some track improvements. Metrolink does not have that authorization.
- Intercity service is funded by the state agencies not local funds.
Ridership Distribution

Corridor has a ridership distribution that benefits all counties and provides connections to local and regional services.

Percentage of Ridership by Station

- Los Angeles: 34%
- Palm Springs: 6%
- Loma Linda: 7%
- Riverside: 9%
- Mid Valley: 9%
- Fullerton: 9%
- Indio: 6%
- Coachella: 5%
- Pass Area: 2%

Project Process

Where are we in the process?

- 2016 Alternatives Analysis
- Current Program-Level (Tier 1) EIS/EIR & Service Development Plan
- Future Conceptual Engineering & Project-Level (Tier 2) Environmental Analyses
- Future Final Design & Construction & Operations
Project Process

What will be prepared?

- Service Development Plan (SDP)
  - Analysis of service levels, infrastructure needs, route modeling, station catchment areas, and connectivity
- Program-Level (Tier 1) EIS/EIR
  - Joint National Environmental Policy Act (NEPA)/California Environmental Quality Act (CEQA) process
  - Addresses likely environmental effects associated with type of rail service proposed in corridor
  - Provides a basis for subsequent phases or tiered environmental documents (Tier 2 Project Level)

Service Development Plan

- Identifies operational feasibility, ridership, costs
- Rail modeling:
  - 90% Passenger Trains On Time
  - Minimal Freight Delay
- More track capacity needed to keep trains on time
  - Need a passing track over the hill for passenger trains

The Hill Model Example
Project Process

- **Tier 1 Program-level** process will satisfy both federal and state environmental requirements (EIS + EIR)
  - Evaluates effects of implementing service (regional context)
  - Identifies broad areas of potential environmental effects associated with program construction and operation and the resources that could be potentially affected in the study area.
  - Procedural planning document only (i.e., not associated with any project construction)
- **Tier 2 Project-level** environmental process for infrastructure improvements to follow program-level EIS/EIR
  - Tier 2 would analyze site-specific impacts based on the infrastructure improvements identified in the SDP
  - Once approved, next steps (e.g., construction permitting, etc.) can commence

Alternatives Considered

The Program-Level (Tier 1) Draft EIS/EIR includes the analysis of:

<table>
<thead>
<tr>
<th></th>
<th>Daily Train Trips</th>
<th>Eastern Terminus</th>
<th># of Stations East of Colton</th>
<th>New Third Track in Eastern Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Build</td>
<td>None</td>
<td>N/A</td>
<td>0</td>
<td>N/A</td>
</tr>
<tr>
<td>Option #1</td>
<td>Two round trips</td>
<td>Coachella</td>
<td>6</td>
<td>Colton to Coachella</td>
</tr>
<tr>
<td>Option #2</td>
<td>Two round trips</td>
<td>Indio</td>
<td>5</td>
<td>Colton to Indio</td>
</tr>
<tr>
<td>Option #3</td>
<td>Two round trips</td>
<td>Indio</td>
<td>5</td>
<td>Colton to approx. Mid Valley</td>
</tr>
</tbody>
</table>

Two terminus options
Western Section

Eastern Section: Coachella Terminus
Amtrak Connect US

- Amtrak has a new “Connect US” plan for passenger rail expansion
- LA to Indio key new route
- LA to Phoenix/Tucson also a high priority
- Potential Federal Funds to initiate service
- $7.3B Siemens Rail Car Purchase just announced
CV Rail – Checks a lot of boxes...

✓ Coachella Valley Rail is a transformational regional project that connects LA/OC/Inland Empire/Coachella Valley
✓ Connects disadvantaged communities to the entire region
✓ Provides an environmentally friendly alternative to driving and relieves congestion
✓ Does not induce freight train growth in the region
✓ Provides a meaningful expansion of state supported passenger rail to previously underserved regions in the state
✓ First step towards passenger rail service to Phoenix
Stay Involved

Coachella Valley – San Gorgonio Pass Rail Corridor Study

**Email:** CVrail@rctc.org

**RCTC Website:** RCTC.org/cvrail

**Facebook:** facebook.com/CVRailProject

**FRA Website:** fra.dot.gov
RECOMMENDED ACTION FOR TC AND RC:
Information Only – No Action Required

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

EXECUTIVE SUMMARY:
On February 2, 2021, SCAG’s Regional Council (RC) adopted Resolution No. 21-629-2, which pledges SCAG to assist in bridging the digital divide in underserved communities. The resolution directed staff to develop a broadband workplan and/or program. This staff report provides an update on SCAG’s current and future work efforts related to broadband.

BACKGROUND:
Digital Divide in the SCAG Region
Broadband is now considered essential infrastructure for the 21st century. Schools, offices, retail and governments all rely on online platforms, offering people significant time savings and a digital avenue for economic prosperity. However, broadband is still far from a universal service across the State. Within the SCAG region alone, approximately 15 percent of all households do not have access to adequate internet speeds or no internet access.¹ These households are disproportionately located in underserved urban communities and rural communities.

Access to universal subscription is attributed to range of factors. Broadband is still considered to be relatively expensive, and studies regularly show prices as a significant barrier to broadband adoption.² Many also lack digital skills – significantly 52% of adults are “relatively hesitant” when it

¹ U.S. Census ACS Survey Data, Household Income in the Last 12 months by Presence and Type of Internet Subscriptions by Household (SCAG Region).
comes to new technologies and digital skills, meaning they have low levels of digital skills or limited trust in the internet.\(^3\) Finally, there are still physical infrastructural gaps that provide another significant barrier for adoption.\(^4\) Below is an initial assessment of where the SCAG region stands when it comes to the digital divide:

**Access to Broadband (See Attachment 1, Broadband Data Analysis for more details)\(^5\)**

- 15% of the population in urban areas of the region have no access to internet or computer, compared to 13% in rural areas
- 27% of households earning less than $50,000/year do not have broadband subscription
- 32% of households earning less than $35,000/year do not have broadband subscription
- 22% of seniors age 65+ do not have a computer and/or broadband subscription
- 10% of students under age 18 do not have a computer or broadband subscription

**Cost and Speed (See Attachment 1, Broadband Data Analysis for more details)**

- For those with internet connection, 16% of the region are below the federal threshold for broadband\(^6\)
- In rural areas broadband speed is slower yet cost is higher when compared to urban areas

**SCAG’s Broadband Resolution**

On February 2, 2021, the RC adopted Resolution No. 21-629-2, which pledges SCAG to assist in bridging the digital divide in underserved communities.\(^7\) The resolution recognizes the digital divide and directs staff to develop a Broadband Action Plan and or Program. Since the adoption of the resolution, SCAG has identified several key items:

- Conduct a broadband survey/interview to local jurisdictions and Internet Service Providers (ISPs) and identify significant barriers.
- Collect and invest in broadband data and develop detailed broadband maps and broadband opportunity zones.
- Assist in securing funding for local jurisdictions and ISPs to invest in broadband infrastructure in underserved communities.

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\(^6\) The Federal Threshold for Broadband Speeds is a minimum of 25/3 Mbps
\(^7\) Available at: [https://scag.ca.gov/sites/main/files/file-attachments/2-resolution-no-21-629-2.pdf](https://scag.ca.gov/sites/main/files/file-attachments/2-resolution-no-21-629-2.pdf)
• Conduct studies to develop solutions and strategies to assist in rapid deployment of broadband technology and technical studies which evaluates the benefits of broadband (i.e., VMT reduction).

County-level Resolutions

With input from stakeholders, SCAG also drafted a sample resolution to bring broadband in underserved communities for local jurisdictions to adopt. To date, all six counties within the SCAG region have developed and approved a digital divide resolution of their own.  

CURRENT WORK EFFORTS:

Broadband Survey and Interviews

While SCAG promotes local jurisdictions to expedite broadband deployment, we are not aware of current state of broadband implementation across the region. SCAG has developed broadband survey for local jurisdictions within the SCAG region and have conducted interviews with ISPs to determine significant barriers to bringing broadband to underserved communities. Surveys have interviews are still in progress and accurate quantifiable data is not yet available. While staff works towards completing the survey process, some common barriers have been identified. General findings are as follows:

• Staffing and resource constraints for local jurisdictions
• Lack of organized and accessible information on policies and permitting
• Lack of granular data for accurate broadband mapping
• Inconsistencies in permitting and implementation practices between jurisdictions
• Uncertain timelines and cost
• Lack of standards for micro trenching and Dig Once policies
• Inconsistent fair share or cost sharing practices
• NIMBYism

Based on feedback provided by local jurisdictions and ISPs, staff will analyze survey results and produce a report which shows the success rate, barriers, and recommendations for broadband implementation.

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8 Available at: [https://scag.ca.gov/sites/main/files/file-attachments/3-county-level-resolutions.pdf](https://scag.ca.gov/sites/main/files/file-attachments/3-county-level-resolutions.pdf)
GIS Analysis

SCAG is currently taking this opportunity to bolster our GIS database to accommodate broadband analysis. SCAG has developed a set of high-level regional and county level maps based on available SCAG level, federal, state and open-source data (See Attachment 2, SCAG Region Maps and Attachment 3, County Level Maps). While the mapping exercise has provided useful insights on our current situation, granular broadband data is still lacking due to resource constraints at the state and federal levels, and because much of the infrastructure data is proprietary to ISPs. For this work effort, SCAG will continue working with state and federal agencies, local jurisdictions, ISPs (assuming an agreement is achieved) and data driven corporations such as ESRI and Ookla. Detailed mapping would enable communities to advocate proactively, by demonstrating a lack of broadband access and assist in securing state and federal funding. With the combination of existing transportation infrastructure data, broadband data would assist SCAG in determining opportunity zones for middle mile, last mile connections and suitable areas to apply dig once/dig smart strategies. Upon completion SCAG would disseminate data across local jurisdictions, state (such as Caltrans) and federal agencies, ESRI and ISPs.

Broadband Funding

Based on analysis by the California Emerging Technology Fund (CETF), the current cost of connecting a home that has no internet is conservatively estimated at $5,000 and upgrading a home that has poor internet service is $1,500. Together, this equates to an investment of approximately $8 billion needed in Southern California alone (SCAG and SANDAG region). SCAG is currently working with stakeholders to secure federal and state funding to directly implement broadband funding. Over the past few months, SCAG and its digital divide stakeholder group has drafted letters to the state and federal governments for funding. Additionally, with the recent legislative actions, SCAG believes that the primary source of funding would come from California’s Broadband Budget Bill (AB/SB 156), which commits $6 billion to broadband and the federal infrastructure bill, which commits $65 billion towards broadband expansion. A breakdown of the two bills are as follows:

<table>
<thead>
<tr>
<th>Cost</th>
<th>Need</th>
</tr>
</thead>
<tbody>
<tr>
<td>$3.25 B</td>
<td>Middle Mile Improvements</td>
</tr>
<tr>
<td>$2 B</td>
<td>Last Mile Improvements (Urban and Rural)</td>
</tr>
<tr>
<td>$750 M</td>
<td>Local Governments and Non-Profits</td>
</tr>
</tbody>
</table>

Table 2: Federal Infrastructure Bill (Broadband)

<table>
<thead>
<tr>
<th>Cost</th>
<th>Need</th>
</tr>
</thead>
<tbody>
<tr>
<td>$42.5 B</td>
<td>Direct allocation to States</td>
</tr>
<tr>
<td>$14.2 B</td>
<td>Broadband subsidies for households</td>
</tr>
<tr>
<td>$3.25 B</td>
<td>State-owned Middle Mile network</td>
</tr>
</tbody>
</table>
SCAG will try help local jurisdictions and other stakeholders secure funding through other sources. Funding sources may include the Coronavirus State and Local Fiscal Recovery Funds and the Connecting Minority Communities (CMC) Pilot Program.9

Due to SCAG’s limited authority, it is unlikely that SCAG will control or distribute $8 billion dollars directly. Instead, SCAG proposes to partner with public and private sector and assist with the grant application process. Additionally, SCAG can conduct studies which would evaluate different distribution models and business practices (i.e, joint public/partner ventures).

To achieve these goals, SCAG and SANDAG are proposing a joint “Request for Partnerships” as a potential vehicle to engage with internet providers, both public and private, as funding opportunities arise. This process could assist in securing funds from current programs and serve as a template for additional funding provided by the state and federal government.

**Strategic and Technical Studies**

SCAG is working towards developing strategic and technical studies related to broadband infrastructure.

Strategic studies are envisioned to find solutions for the following:

- Drive expansion of middle mile and last mile infrastructure partnerships and prioritize infrastructure improvements in unserved and underserved communities
- Develop regionally consistent broadband policies, planning, and permitting practices; encourage local adoption and implementation of broadband in plans and projects
- Build consensus that broadband is an essential public service; support policy and legislative initiatives that mandate service performance and affordability standards.
- Develop technical assistance and resources to support organization to advance digital equity and inclusion
- Collect and advocate for better public data and funding for digital equity programming and services that increase broadband adoption and advance digital literacy.

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9 Available at: https://scag.ca.gov/sites/main/files/file-attachments/6-matrix-bb-funding.pdf
Technical studies are envisioned to do the following:

- Establish a baseline perspective on the state of broadband in the SCAG area, broadband investment opportunities, and deployment strategies. This approach serves as an initial review of the SCAG region to address key broadband-related items as follows:
  - Broadband demand center locations and drivers of demand in these areas.
  - Core internet infrastructure and where it exists within the SCAG region.
  - Overall quality of cellular wireless service across and carriers throughout the region.
  - Areas within the SCAG region that may be attractive to telecommunication firms for deploying diverse types of infrastructure.
  - The VMT and GHG impacts of increased broadband adoption, particularly resulting from increased infrastructure opportunities with Caltrans projects.

- Support the development of Connect SoCal (upcoming 2024 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) by establishing a nexus between transportation and broadband infrastructure and how it can drive the scenario planning process by evaluating the following:
  - Equity
  - Telework (Tele-Everything) and its impacts on VMT/GHG
  - Digital Based Trade or Commerce
  - Transportation Safety
  - Goods Movement

**NEXT STEPS:**
Staff will continue to work on project initiatives stated above and in summary will prioritize the following work efforts:

- Complete broadband survey and interviews
- Expand SCAG’s GIS database, develop detailed maps and disseminate information to interested parties
- Secure funding for local jurisdictions, other public entities, and ISPs
- Conduct strategic and technical Studies.

Staff will also provide periodic updates to the Regional Council and Policy Committees on the progress of SCAG’s broadband program and deliverables listed above.

**FISCAL IMPACT:**
Work on this project is funded in SCAG’s Fiscal Year 2020-21 Overall Work Program (OWP) under projects 020.0161.04 (Environmental Compliance and Outreach) and 010.1631.02 Transportation Demand Management (TDM) Planning.
ATTACHMENT(S):
1. Broadband_Data_Analysis
2. SCAG_Region_Broadband_Maps
3. County_Level_Broadband_Maps
4. PowerPoint Presentation - SCAG's Broadband Program
### Broadband Demographic Analysis for the SCAG Region

<table>
<thead>
<tr>
<th></th>
<th>Population under 18</th>
<th>Population 65 Years and Over</th>
<th>Percentage of Ethnicities of Households without an Internet Subscription or No Computer</th>
<th>Households Without an Internet Subscription</th>
<th>Household Without a Broadband Internet Subscription</th>
<th>Percentage of Households without an Internet Subscription or No Computer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imperial County</td>
<td>23%</td>
<td>30%</td>
<td>11%</td>
<td>13%</td>
<td>15%</td>
<td>34%</td>
</tr>
<tr>
<td>Los Angeles County</td>
<td>16%</td>
<td>22%</td>
<td>12%</td>
<td>13%</td>
<td>16%</td>
<td>29%</td>
</tr>
<tr>
<td>Orange County</td>
<td>9%</td>
<td>23%</td>
<td>6%</td>
<td>14%</td>
<td>10%</td>
<td>20%</td>
</tr>
<tr>
<td>Riverside County</td>
<td>14%</td>
<td>26%</td>
<td>8%</td>
<td>14%</td>
<td>13%</td>
<td>24%</td>
</tr>
<tr>
<td>San Bernardino County</td>
<td>16%</td>
<td>27%</td>
<td>12%</td>
<td>11%</td>
<td>15%</td>
<td>28%</td>
</tr>
<tr>
<td>Ventura County</td>
<td>12%</td>
<td>24%</td>
<td>10%</td>
<td>15%</td>
<td>16%</td>
<td>27%</td>
</tr>
<tr>
<td>SCAG Region</td>
<td>15%</td>
<td>23%</td>
<td>10%</td>
<td>13%</td>
<td>15%</td>
<td>27%</td>
</tr>
</tbody>
</table>


Data Note from the Census:
Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value.
Internet Service Provider Plan Speed/Cost Summary

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Imperial</td>
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<td>79</td>
<td>$68.36</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>12</td>
<td>237</td>
<td>$35.24</td>
</tr>
<tr>
<td>Orange</td>
<td>13</td>
<td>101</td>
<td>$34.94</td>
</tr>
<tr>
<td>Riverside</td>
<td>12</td>
<td>78</td>
<td>$35.69</td>
</tr>
<tr>
<td>San Bernardino</td>
<td>10</td>
<td>71</td>
<td>$42.49</td>
</tr>
<tr>
<td>Ventura</td>
<td>11</td>
<td>98</td>
<td>$36.19</td>
</tr>
<tr>
<td><strong>SCAG</strong></td>
<td><strong>11</strong></td>
<td><strong>111</strong></td>
<td><strong>$42.15</strong></td>
</tr>
</tbody>
</table>

Data Source: M-Lab and Broadband Now (2021)

Broadband Speed Test at the Zip Code Level

<table>
<thead>
<tr>
<th></th>
<th>Down 25+ / Up 3+</th>
<th>Down 1-25 / Up 3+</th>
<th>Down 1-25 / Up 0-3</th>
<th>No Data</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imperial County</td>
<td>33%</td>
<td>25%</td>
<td>42%</td>
<td>0%</td>
<td>100%</td>
</tr>
<tr>
<td>Los Angeles County</td>
<td>80%</td>
<td>9%</td>
<td>1%</td>
<td>10%</td>
<td>100%</td>
</tr>
<tr>
<td>Orange County</td>
<td>81%</td>
<td>11%</td>
<td>0%</td>
<td>8%</td>
<td>100%</td>
</tr>
<tr>
<td>Riverside County</td>
<td>72%</td>
<td>19%</td>
<td>7%</td>
<td>3%</td>
<td>100%</td>
</tr>
<tr>
<td>San Bernardino County</td>
<td>62%</td>
<td>11%</td>
<td>14%</td>
<td>13%</td>
<td>100%</td>
</tr>
<tr>
<td>Ventura County</td>
<td>76%</td>
<td>8%</td>
<td>3%</td>
<td>14%</td>
<td>100%</td>
</tr>
<tr>
<td><strong>SCAG Region</strong></td>
<td><strong>75%</strong></td>
<td><strong>11%</strong></td>
<td><strong>5%</strong></td>
<td><strong>9%</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Data Source: M-Lab Data (Dec 2019 – Oct 2020)
Fixed Broadband by Census Block for SCAG Region

Note: The broadband layer represents the California Public Utilities Commission's (CPUC) State Broadband consumer wireline and/or fixed wireless (fixed) broadband deployment. Federal threshold is 25Mbps download speed/3Mbps upload speed.
The Community Anchor Institutions Map for SCAG Region

Community Anchor Institutions
- Fixed Broadband Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Note: The Community Anchor Institution files are a compilation of schools, libraries, health institutions, and public safety facilities in California.

Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019
Community Anchor Institution - Public Safety for SCAG Region

Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019
Community Anchor Institution - Education for SCAG Region

Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019

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Community Anchor Institution - Healthcare/Social Services for SCAG Region

- Healthcare/Social Services
  - Fixed Broadband That Meets Federal Threshold
  - Fixed Broadband Below Federal Threshold

Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019

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Community Anchor Institution - Libraries
for SCAG Region

Source: California Public Utilities Commission (CPUC),
California Department of Health Care Services, 2019

- Libraries
  - Fixed Broadband That Meets Federal Threshold
  - Fixed Broadband Below Federal Threshold

Attachment: SCAG_Region_Broadband_Maps (Status Update on SCAG's Broadband Program)
Public-Subsidized Housings for SCAG Region

- Public-Subsidized Housings
- Fixed Broadband Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Source: California Public Utilities Commission (CPUC), California Tax Credit Allocation Committee (TCAC)
Map Title: Fiber Presence by Census Block for SCAG Region

Fiber Presence by Census Block for SCAG Region

Note: Census blocks highlighted on this map contain broadband line infrastructure within their boundaries. The data does not indicate the precise location of lines, only that fiber lines are present somewhere within the Census block area.

Source: California Public Utilities Commission (CPUC).
Broadband Speed Test Map by Zip Code
for SCAG Region

Download/Upload Speeds in Mbps
- Green: Down 25+ / Up 3+
- Yellow: Down 1-25 / Up 3+
- Red: Down 1-25 / Up 0-3
- White: No Data

Note: Federal threshold is 25 Mbps download and 3 Mbps upload speeds.

Source: M-Lab speed tests (Dec 2019 - Oct 2020)
Availability of Low Cost Plans for Qualifying Households in SCAG Region

Note: Zipcodes highlighted on this map indicate service areas for ISPs (Spectrum, AT&T, Cox) that offer a low cost plan available for qualifying households because the internet service provider is accessible to over 50 percent of residents.

Source: Broadbandnow, May-June 2021
Low Income Households without Broadband in SCAG Region

% of Low Income Households without Broadband by Blockgroup*

- Less than 5%
- 5 - 10%
- 11 - 20%
- 21 - 30%
- More than 30%

* SCAG region low income households without broadband is 10%.

Note: Low income households are defined by reported annual income (about $50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019

Packet Pg. 96
Lower Income Households without Broadband in SCAG Region

- 1 Dot = 50
- Green: Fixed Broadband That Meets Federal Threshold
- Gray: Fixed Broadband Below Federal Threshold

Note: Low income households are defined by reported annual income (about $50K) below 200% of federal poverty threshold.

Source: ACS 2015-2020

Packet Pg. 97
Percentage of Population Whose Income is Below Federal Poverty Level by Tract

Source: 2015-2019 ACS 5 years Summary File

Note: Poverty status is based on income in past 12 months of ACS survey.
Fixed Broadband by Census Block for Imperial County

Note: The broadband layer represents the California Public Utilities Commission’s (CPUC) State Broadband consumer wireline and/or fixed wireless (fixed) broadband deployment. Federal threshold is 25Mbps download speed/3Mbps upload speed.
Fixed Broadband by Census Block for Los Angeles County

Note: The broadband layer represents the California Public Utilities Commission's (CPUC) State Broadband consumer wireline and/or fixed wireless (fixed) broadband deployment. Federal threshold is 25Mbps download speed/3Mbps upload speed.
Fixed Broadband by Census Block for Orange County

Note: The broadband layer represents the California Public Utilities Commission's (CPUC) State Broadband consumer wireline and/or fixed wireless (fixed) broadband deployment. Federal threshold is 25Mbps download speed/3Mbps upload speed.
Fixed Broadband by Census Block for Riverside County

Note: The broadband layer represents the California Public Utilities Commission's (CPUC) State Broadband consumer wireline and/or fixed wireless (fixed) broadband deployment. Federal threshold is 25Mbps download speed/3Mbps upload speed.
Fixed Broadband by Census Block for San Bernardino County

Note: The broadband layer represents the California Public Utilities Commission's (CPUC) State Broadband consumer wireline and/or fixed wireless (fixed) broadband deployment. Federal threshold is 25Mbps download speed/3Mbps upload speed.

Source: California Public Utilities Commission
Fixed Broadband by Census Block for Ventura County

Note: The broadband layer represents the California Public Utilities Commission's (CPUC) State Broadband consumer wireline and/or fixed wireless (fixed) broadband deployment. Federal threshold is 25Mbps download speed/3Mbps upload speed.
Community Anchor Institution - Education for Imperial County

Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019

Service Layer Credits: Copyright (c) 2014 Esri, CNES (2012), GeoBCO, NOAA NGDC, and other contributors
Community Anchor Institution - Education for Riverside County

Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019

Packet Pg. 114

Map Title: 3.2 Community Anchor Institutions - Education by County

Education Institutions
Fixed Broadband That Meets Federal Threshold
Fixed Broadband Below Federal Threshold
Community Anchor Institution - Education for San Bernardino County

Education Institutions
Fixed Broadband That Meets Federal Threshold
Fixed Broadband Below Federal Threshold

Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019

Packet Pg. 115
Community Anchor Institution - Healthcare/Social Services for Imperial County

Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019

Map Title: 3.3 Community Anchor Institutions Healthcare by County

Packet Pg. 117
Community Anchor Institution - Healthcare/Social Services for Los Angeles County

Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019

Map Title: 3.3 Community Anchor Institutions Healthcare by County

Packet Pg. 118
Community Anchor Institution - Healthcare/Social Services for Orange County

Source: California Public Utilities Commission (CPUC), California Department of Health Care Services - 2019

Packet Pg. 119

Service Layer Credits: Copyright(c) 2014 Esri, Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

Map Title: 3.3 Community Anchor Institutions Healthcare by County

P:\GIS_Request\workspace\028_Broadband_Project\mxds\3.3 Community Anchor Institutions Healthcare by County.mxd | Date: 6/16/2021
Community Anchor Institution - Healthcare/Social Services for Riverside County

Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019

Packet Pg. 120
Community Anchor Institution - Libraries for Los Angeles County

Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019

Packet Pg. 124
Community Anchor Institution - Libraries for San Bernardino County

Source: California Public Utilities Commission (CPUC), California Department of Health Care Services, 2019

Packet Pg. 127
Map Title: 4.1 Public-Subsidized Housings for Imperial County

- Public-Subsidized Housings
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Source: California Public Utilities Commission (CPUC), California Tax Credit Allocation Committee (TCAC)

Packet Pg. 129
Public-Subsidized Housings for San Bernardino County

- Public-Subsidized Housings
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Source: California Public Utilities Commission (CPUC), California Tax Credit Allocation Committee (TCAC)

Packet Pg. 133
Fiber Presence by Census Block for Imperial County

Note: Census blocks highlighted on this map contain broadband line infrastructure within their boundaries. The data does not indicate the precise location of lines, only that fiber lines are present somewhere within the Census block area.

Source: California Public Utilities Commission (CPUC)

Packet Pg. 135
Fiber Presence by Census Block for Los Angeles County

Note: Census blocks highlighted on this map contain broadband line infrastructure within their boundaries. The data does not indicate the precise location of lines, only that fiber lines are present somewhere within the Census block area.

Source: California Public Utilities Commission (CPUC)
Fiber Presence by Census Block for Orange County

Note: Census blocks highlighted on this map contain broadband line infrastructure within their boundaries. The data does not indicate the precise location of lines, only that fiber lines are present somewhere within the Census block area.
Fiber Presence by Census Block for Riverside County

Note: Census blocks highlighted on this map contain broadband line infrastructure within their boundaries. The data does not indicate the precise location of lines, only that fiber lines are present somewhere within the Census block area.
Note: Census blocks highlighted on this map contain broadband line infrastructure within their boundaries. The data does not indicate the precise location of lines, only that fiber lines are present somewhere within the Census block area.
Fiber Presence by Census Block for Ventura County

Note: Census blocks highlighted on this map contain broadband line infrastructure within their boundaries. The data does not indicate the precise location of lines, only that fiber lines are present somewhere within the Census block area.
Broadband Speed Test Map by Zip Code for Imperial County

Download/Upload Speeds in Mbps
- Green: Down 25+ / Up 3+
- Yellow: Down 1-25 / Up 3+
- Red: Down 1-25 / Up 0-3
- No Data

Note: Federal threshold is 25 Mbps download and 3 Mbps upload speeds.

Service Layer Credits: Copyright (c) 2014 Esri, Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

Source: M-Lab speed tests (Dec 2019 - Oct 2020)

Download/Upload Speeds in Mbps
- Green: Down 25+ / Up 3+
- Yellow: Down 1-25 / Up 3+
- Red: Down 1-25 / Up 0-3
- No Data

Note: Federal threshold is 25 Mbps download and 3 Mbps upload speeds.

Service Layer Credits: Copyright (c) 2014 Esri, Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

Source: M-Lab speed tests (Dec 2019 - Oct 2020)
Download/Upload Speeds in Mbps
- Down 25+ / Up 3+
- Down 1-25 / Up 3+
- Down 1-25 / Up 0-3
- No Data

Note: Federal threshold is 25 Mbps download and 3 Mbps upload speeds.

Broadband Speed Test Map by Zip Code for Los Angeles County

Source: M-Lab speed tests (Dec 2019 - Oct 2020)

Download/Upload Speeds in Mbps
- Down 25+ / Up 3+
- Down 1-25 / Up 3+
- Down 1-25 / Up 0-3
- No Data

Note: Federal threshold is 25 Mbps download and 3 Mbps upload speeds.

Service Layer Credits: Copyright(s) 2014 Esri, Garmin, USGS, NOAA, NGDC, and other contributors

Map Title: 6.1 Broadband Speed Test Map by County

Packet Pg. 142
Broadband Speed Test Map by Zip Code for Orange County

Download/Upload Speeds in Mbps
- Green: Down 25+ / Up 3+
- Orange: Down 1-25 / Up 3+
- Red: Down 1-25 / Up 0-3
- Gray: No Data

Note: Federal threshold is 25 Mbps download and 3 Mbps upload speeds.

Source: M-Lab speed tests (Dec 2019 - Oct 2020)
Broadband Speed Test Map by Zip Code for Riverside County

Download/Upload Speeds in Mbps
- Green: Down 25+ / Up 3+
- Orange: Down 1-25 / Up 3+
- Red: Down 1-25 / Up 0-3
- No Data

Note: Federal threshold is 25 Mbps download and 3 Mbps upload speeds.

Source: M-Lab speed tests (Dec 2019 - Oct 2020)

Map Title: 6.1 Broadband Speed Test Map by County
Download/Upload Speeds in Mbps
- Down 25+ / Up 3+
- Down 1-25 / Up 3+
- Down 1-25 / Up 0-3
- No Data

Note: Federal threshold is 25 Mbps download and 3 Mbps upload speeds.

Broadband Speed Test Map by Zip Code for San Bernardino County

Source: M-Lab speed tests (Dec 2019 - Oct 2020)
Broadband Speed Test Map by Zip Code for Ventura County

Download/Upload Speeds in Mbps
- Green: Down 25+ / Up 3+
- Orange: Down 1-25 / Up 3+
- Red: Down 1-25 / Up 0-3
- Grey: No Data

Note: Federal threshold is 25 Mbps download and 3 Mbps upload speeds.

Source: M-Lab speed tests (Dec 2019 - Oct 2020)
Availability of Low Cost Plans for Qualifying Households in Imperial County

Note: Zipcodes highlighted on this map indicate service areas for ISPs (Spectrum, AT&T, Cox) that offer a low cost plan available for qualifying households it is because the internet service provider is accessible to over 50 percent of residents.

Source: Broadbandnow, May-June 2021

Packet Pg. 147
Availability of Low Cost Plans for Qualifying Households in Los Angeles County

Note: Zipcodes highlighted on this map indicate service areas for ISPs (Spectrum, AT&T, Cox) that offer a low cost plan available for qualifying households because the internet service provider is accessible to over 50 percent of residents.

Source: Broadbandnow, May-June 2021

Packet Pg. 148
Availability of Low Cost Plans for Qualifying Households in Orange County

Note: Zipcodes highlighted on this map indicate service areas for ISPs (Spectrum, AT&T, Cox) that offer a low cost plan available for qualifying households it is because the internet service provider is accessible to over 50 percent of residents.

Source: Broadbandnow, May-June 2021

Packet Pg. 149
Availability of Low Cost Plans for Qualifying Households in Riverside County

Note: Zipcodes highlighted on this map indicate service areas for ISPs (Spectrum, AT&T, Cox) that offer a low cost plan available for qualifying households if it is because the internet service provider is accessible to over 50 percent of residents.
Availability of Low Cost Plans for Qualifying Households in San Bernardino County

Note: Zipcodes highlighted on this map indicate service areas for ISPs (Spectrum, AT&T, Cox) that offer a low cost plan available for qualifying households if the internet service provider is accessible to over 50 percent of residents.

Source: Broadbandnow, May-June 2021

Packet Pg. 151
Availability of Low Cost Plans for Qualifying Households in Ventura County

Note: Zipcodes highlighted on this map indicate service areas for ISPs (Spectrum, AT&T, Cox) that offer a low cost plan available for qualifying households if the internet service provider is accessible to over 50 percent of residents.

Source: Broadbandnow, May-June 2021
Lower Income Households without Broadband for Imperial County

Note: Low income households are defined by reported annual income (about $50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019

Packet Pg. 153
Lower Income Households without Broadband for Los Angeles County

Note: Low income households are defined by reported annual income (about $50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019
Lower Income Households without Broadband for Orange County

1 Dot = 50
- Green: Fixed Broadband That Meets Federal Threshold
- Gray: Fixed Broadband Below Federal Threshold

Note: Low income households are defined by reported annual income (about $50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019 5-Year Summary File
Lower Income Households without Broadband for Riverside County

Note: Low income households are defined by reported annual income (about $50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019

1 Dot = 50
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

Map Title: 8.1 Low Income Households Without Broadband by County - DotDensity

Packet Pg. 156
Lower Income Households without Broadband for San Bernardino County

Note: Low income households are defined by reported annual income (about $50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019
Lower Income Households without Broadband for Ventura County

Note: Low income households are defined by reported annual income (about $50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019 5-Year Summary File
% of Low Income Households without Broadband by Blockgroup*

- Less than 5%
- 5 - 10%
- 11 - 20%
- 21 - 30%
- More than 30%

* SCAG region low income households without broadband is 10%.

Low Income Households without Broadband for Imperial County

Note: Low income households are defined by reported annual income (about $50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019

Packet Pg. 159

Attachment: County_Level_Broadband_Maps (Status Update on SCAG’s Broadband Program)
Low Income Households without Broadband for Los Angeles County

% of Low Income Households without Broadband by Blockgroup*

Less than 5%
5 - 10%
11 - 20%
21 - 30%
More than 30%

* SCAG region low income households without broadband is 10%.

Note: Low income households are defined by reported annual income (about $50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019 5-Year Summary File

Map Title: 8.1 Low Income Households Without Broadband by County

Packet Pg. 160

Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)
% of Low Income Households without Broadband by Blockgroup*

- Less than 5%
- 5 - 10%
- 11 - 20%
- 21 - 30%
- More than 30%

* SCAG region low income households without broadband is 10%.

Low Income Households without Broadband for Orange County

Note: Low income households are defined by reported annual income (about $50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019 5-Year Summary File

Packet Pg. 161
% of Low Income Households without Broadband by Blockgroup*

- Less than 5%
- 5 - 10%
- 11 - 20%
- 21 - 30%
- More than 30%

* SCAG region low income households without broadband is 10%.

Low Income Households without Broadband for Riverside County

Note: Low income households are defined by reported annual income (about $50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019 5-Year Summary File

Map Title: 8.1 Low Income Households Without Broadband by County

Packet Pg. 162

Attachment: County_Level_Broadband_Maps (Status Update on SCAG’s Broadband Program)
Low Income Households without Broadband for San Bernardino County

% of Low Income Households without Broadband by Blockgroup*

- Less than 5%
- 5 - 10%
- 11 - 20%
- 21 - 30%
- More than 30%

* SCAG region low income households without broadband is 10%.

Note: Low income households are defined by reported annual income (about $50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019 5-Year Summary File

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Low Income Households without Broadband for Ventura County

% of Low Income Households without Broadband by Blockgroup*

- Less than 5%
- 5 - 10%
- 11 - 20%
- 21 - 30%
- More than 30%

* SCAG region low income households without broadband is 10%.

Note: Low income households are defined by reported annual income (about $50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019 5-Year Summary File
Percentage of Population Whose Income is Below Federal Poverty Level by Tract in Imperial County

- 20% or less
- 21% - 40%
- 41% - 50%
- 51% - 60%
- 61% - 80%
- 81% or more

Note: Poverty status is based on income in past 12 months of ACS survey

Source: 2015-2019 ACS 5-Year Summary File

Service Layer Credits: Copyright (c) 2014 Esri, CNES, USDA, GEBCO, NOAA NGDC, and other contributors

Map Title: 9.1 Percentage of Population whose Income is Below Federal Poverty Level by County

Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)
Percentage of Population Whose Income is Below Federal Poverty Level by Tract in Los Angeles County

Source: 2015-2019 ACS 5 Years Summary File

Note: Poverty status is based on income in past 12 months of ACS survey

Service Layer Credits: Copyright (c) 2014 Esri, Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

Attachment: County_Level_Broadband_Maps (Status Update on SCAG’s Broadband Program)
Percentage of Population Whose Income is Below Federal Poverty Level by Tract in Orange County

- 20% or less
- 21% - 40%
- 41% - 50%
- 51% - 60%
- 61% - 80%
- 81% or more

Note: Poverty status is based on income in past 12 months of ACS survey

Source: 2015-2019 ACS 5-Year Summary File

Service Layer Credits: Copyright (c) 2014 Esri, Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

Packet Pg. 167
Map Title: 9.1 Percentage of Population whose Income is Below Federal Poverty Level by County

Source: 2015-2019 ACS 5 years Summary File

Note: Poverty status is based on income in past 12 months of ACS survey.

Percentage of Population Whose Income is Below Federal Poverty Level by Tract in Riverside County

- Yellow: 20% or less
- Red: 51% - 60%
- Orange: 21% - 40%
- Brown: 61% - 80%
- Dark Brown: 41% - 50%
- Maroon: 81% or more

Service Layer Credits: Copyright (c) 2014 Esri, Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

Attachment: County_Level_Broadband_Maps (Status Update on SCAG's Broadband Program)

Packet Pg. 168
Percentage of Population Whose Income is Below Federal Poverty Level by Tract in San Bernardino County

- **20% or less**
- **21% - 40%**
- **41% - 50%**
- **51% - 60%**
- **61% - 80%**
- **81% or more**

Note: Poverty status is based on income in past 12 months of ACS survey.

Source: 2015-2019 ACS 5 years Summary File
Percentage of Population Whose Income is Below Federal Poverty Level by Tract in Ventura County

20% or less  51% - 60%
21% - 40%  61% - 80%
41% - 50%  81% or more

Source: 2015-2019 ACS 5-year Summary File

Note: Poverty status is based on income in past 12 months of ACS survey
Status Update on SCAG’s Broadband Program

Southern California Association of Governments

September 2, 2021

Work efforts

• Resolution No. 21-629-2
  • Adopted on February 2, 2021
• County Level Resolutions
  • All six counties have adopted
• Broadband Survey and Interviews
• GIS Analysis
• Broadband Funding
• Strategic and Technical Studies
### Broadband Survey and Interviews

- Survey and Interviews with Local Jurisdictions and ISPs still in progress
- Too early to quantify data
- Some general findings:
  - Staffing and resource constraints for local jurisdictions
  - Lack of granular data for accurate broadband mapping
  - Inconsistencies in permitting and implementation practices between jurisdictions
  - Lack of standards for micro trenching and Dig Once policies
  - Inconsistent fair share or cost sharing practices
  - NIMBYism

### Data Sources available or needed

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**Data Limitations**

- Data sources at the federal and state level are too “high-level” and may be outdated
- Granular level data is proprietary
- Organizations (public and private sector) tackling the digital divide are in the same situation
- SCAG is coordinating with ISPs, ESRI, Local Jurisdictions and others to gather additional data
- Current data still provides us valuable insight

---

**Digital Divide in the SCAG Region**

- 15% of the population households do not have access to adequate internet speeds or a computer
- 27% of households earning less than $50,000/year do not have broadband subscriptions
- 22% of seniors age 65+ do not have a computer and/or broadband subscription
- 10% of students under age 18 do not have a computer or broadband subscription
- 16% of the region are below the federal threshold (25/3 Mbps)
- Rural areas – broadband speed is lower but more expensive
Fixed Broadband in the SCAG Region

Low Income Households without Broadband
Population below Federal Poverty Level

Fiber Presence

Percentage of Population Whose Income is Below Federal Poverty Level by Tract

Fiber Presence by Census Block for SCAG Region
Southern California (SCAG and SANDAG regions) needs approximately $8 billion in broadband investments

SCAG currently working with stakeholders requesting $8 billion from the Federal and State government

Primary sources – California Broadband Budget Bill and Federal Infrastructure Bill

Other sources – Coronavirus State and Local Fiscal Recovery Funds and Connecting Minority Communities Pilot Program

SANDAG and SCAG are proposing a joint “Request for Partnerships” and develop a “bench” to pursue funding

Strategic Studies

- Advocate expansion of middle mile fiber
- Develop regionally consistent broadband policies, permitting practices, advocate local broadband plans
- Support policy and legislative initiatives that establish higher speed thresholds and affordability standards

Technical Studies

- Determining internet infrastructure within the SCAG region
- VMT and GHG impacts of increased broadband adoption
- Support Connect SoCal (2024 RTP/SCS)
Thank You

Please feel free to send additional questions to Roland Ok at:
Ok@scag.ca.gov
AGENDA ITEM 7
REPORT
Southern California Association of Governments
Remote Participation Only
September 2, 2021

To: Transportation Committee (TC)

From: Thomas Bellino, Senior Regional Planner
(213) 236-1830, bellino@scag.ca.gov

Subject: Transportation Demand Management (TDM) Strategic Plan Implementation - Status Update

RECOMMENDED ACTION:
Information Only – No Action Required

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
In 2019, SCAG completed work on a Transportation Demand Management (TDM) Strategic Plan which was incorporated into and adopted as part of Connect SoCal, SCAG’s 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This TDM Strategic Plan is intended as a guiding document for both SCAG staff and local agencies and stakeholders, and informs the development and implementation of TDM to support regional goals for improved mobility and sustainability. This report will brief the Transportation Committee on the implementation of the Strategic Plan thus far.

BACKGROUND:
The Federal Highway Administration (FHWA) defines Transportation Demand Management (TDM) as “a set of strategies aimed at reducing the demand for roadway travel, particularly in single occupancy vehicles (SOVs).” TDM investments reduce congestion and shift trips from SOVs to other modes through projects that often cost significantly less than roadway or transit capital expansion projects. TDM strategies and options add transportation choices that improve sustainability, public health and the quality of life by reducing congestion, air pollution and greenhouse gases.

In 2019, SCAG completed the TDM Strategic Plan, which outlined dozens of strategies to expand the effectiveness and use of TDM to achieve regional goals. To implement the plan, SCAG staff have
initiated two of the recommended strategies aimed at increasing TDM adoption and strengthening TDM programs.

One of those projects is referred to as “TDM Trainings,” and aims to introduce or strengthen knowledge of how to develop and run TDM programs in SCAG’s member agencies. Many communities in the SCAG region maintain robust TDM programs, and some examples are the cities of Santa Monica, Anaheim, Burbank, and the Playa Vista area of Los Angeles and Culver City. However, far more communities lack programs and the resources necessary to develop them. Thus, SCAG is working with the consulting firm Steer to develop and conduct “TDM Trainings” that will be held virtually beginning in October this year and continue through November. The trainings will fall into two general categories: “TDM 101,” which is an introduction to developing and implementing a new TDM program, while “TDM Deep Dives” will delve into specific types of TDM programs, such as carpooling or transit integration.

While virtual, the “TDM 101” trainings will be targeted towards each of the six counties in the SCAG region. That said, anyone can attend any of the trainings, the information will be generally consistent across all trainings. Additionally, each of the trainings will offer translation services for Spanish speakers. The second set of trainings, which will focus on deep-dive topics, will occur in early 2022.

The other TDM Strategic Plan implementation project is known as “TDM Data Standards.” This project, for which SCAG has procured the firm Cambridge Systematics, will help member agencies better understand the data they receive from their TDM programs. These data standards will then be used in a future project to build a data clearinghouse for use by SCAG’s member agencies.

Generally, TDM programs provide a wealth of data that can help implementors and planners to make these programs more efficient and effective. However, there is no standardized way to collect, document, visualize or even quantify this data. Each agency uses its own systems for data collection and analysis, making it difficult for one agency to learn the lessons of another. This project will develop standards for data collection and reporting and will eventually lead to the creation of a clearinghouse where agencies will report their data for SCAG to compile and analyze for the region as a whole to learn from.

To accomplish this standardization, the project team will first assess the “user needs” of each TDM implementing agency in the region by conducting a series of interviews and surveys to stakeholders in the TDM field. After this, the team will analyze the various responses and create a set of standards for collecting and reporting TDM data. These analyses will occur later this autumn and will inform a memo and checklist of the TDM data landscape. Following that, more research will shed light on global best practices in data standardization. Next, the team will determine SCAG
stakeholders’ needs in regard to the creation of the online data clearinghouse. A final report will be completed and made available in late winter of 2023.

Staff will return periodically to the Transportation Committee with additional updates as the two TDM studies progress towards completion.

**FISCAL IMPACT:**
This project is included in the current OWP under Task 21-010.1631.06, TDM Strategic Plan Phase 2 – Implementation.

**ATTACHMENT(S):**
1. PowerPoint Presentation - TDM Phase 2 Status
TDM Strategic Plan Implementation
Status Update

Tom Bellino, Senior Regional Planner
SCAG
9/2/21

www.scag.ca.gov

Background – The Plan

• Transportation Demand Management (TDM) Strategic Plan completed in 2019.
• Plan recommendations incorporated in Connect SoCal, the 2020 RTP/SCS.
• The plan identifies tools to shift trips from single occupancy vehicles (SOVs) to other modes of transportation
• SCAG is implementing two of the recommendations, to increase adoption and strengthen TDM programs
  • “TDM Trainings”
  • “TDM Data Standards”
Many communities in the SCAG region maintain robust TDM programs

Far more communities lack programs and resources

SCAG is working with the consulting firm Steer to develop and conduct “TDM Trainings”
  - Will be held virtually beginning in October
  - Target audiences: Local jurisdictions, Transportation Management Organizations/Associations (TMOs/TMAs), large employers and institutions

The trainings will fall into two general categories: “TDM 101” and “TDM Deep Dives”

---

TDM programs provide a wealth of data that can help implementors and planners to make these programs more efficient and effective

Standards would allow us to establish a consistent region-wide understanding of TDM effectiveness.

A data clearinghouse would support our ability to:
  - Understand and highlight the impact of TDM programs
  - Select for the most promising and effective strategies
  - Demonstrate achievement of VMT/GHG emissions reductions targets
  - Position our region for more funding opportunities.
Progress – TDM Trainings

- The TDM trainings project has produced
  - Outreach plan
  - Selected dates for the first set of “TDM 101” trainings,
  - Will launch a campaign for maximum attendance in September

- Timeline:
  - “TDM 101” trainings: October and November 2021
  - “TDM Deep Dives”: March and April 2022
  - Analysis and final report: October 2022

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<td>Orange County</td>
<td>Tuesday October 12th</td>
<td>4pm – 6pm</td>
</tr>
<tr>
<td>4</td>
<td>Riverside County</td>
<td>Tuesday October 19th</td>
<td>4pm – 6pm</td>
</tr>
<tr>
<td>5</td>
<td>LA County Session 2</td>
<td>Friday October 22nd</td>
<td>10am – Noon</td>
</tr>
<tr>
<td>6</td>
<td>San Bernardino County</td>
<td>Tuesday October 26th</td>
<td>4pm – 6pm</td>
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<tr>
<td>7</td>
<td>Ventura County</td>
<td>Tuesday November 1st</td>
<td>4pm – 6pm</td>
</tr>
<tr>
<td>8</td>
<td>LA County Session 3</td>
<td>Tuesday November 9th</td>
<td>4pm – 6pm</td>
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</tbody>
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Progress – TDM Data Standards

- Conducted interviews with:
  - South Coast Air Quality Management District
  - Los Angeles Metro
  - the Cities of Glendale and Thousand Oaks
  - transportation agencies for
    - the Victor Valley
    - Ventura and Orange Counties

- Timeline:
  - Analysis and checklist: October 2021
  - Proposed Data Standards: April 2022
  - Memo outlining user needs and incentives: October 2022
  - Final report: June 2023
AGENDA ITEM 8
REPORT
Southern California Association of Governments
Remote Participation Only
September 2, 2021

To: Transportation Committee (TC)  
From: Priscilla Freduah-Agyemang, Senior Regional Planner  
(213) 236-1973, agyemang@scag.ca.gov  
Subject: Regional Dedicated Transit Lanes Study and Mobility as a Service (MaaS) Feasibility White Paper Introduction

RECOMMENDED ACTION:
Information Only – No Action Required

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
Transit expansion is one of the core visions of Connect SoCal, SCAG’s 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), contributing to the region’s mobility, sustainability, and air quality goals. To advance implementation of Connect SoCal and support the recovery of transit as the region continues to confront the COVID pandemic, SCAG has initiated two planning studies: the Regional Dedicated Transit Lanes Study and the Mobility as a Service (MaaS) Feasibility White Paper.

The goals of the Regional Dedicated Transit Lanes Study are to identify best practices and key benefits of dedicated transit lanes and primary factors for successful implementation, assess where these lanes may be most feasible and beneficial in the SCAG region, and provide guidance for local agencies interested in piloting dedicated transit lanes. The MaaS Feasibility White paper will assess the feasibility of implementing MaaS within the SCAG region, including identification of challenges and opportunities, key policy issues and potential solutions, leading to the development of an implementation guide.
Regional Dedicated Transit Lanes Study

Transit agencies in the SCAG region and nationwide have been grappling with ridership decline. In 2018, the University of California, Los Angeles (UCLA) completed a SCAG-funded study on transit ridership declines, with two main recommendations. First, UCLA found that based on current trends, public transit’s core ridership could dramatically shrink in the future, and they encouraged transit agencies to convince discretionary riders to occasionally take transit instead of driving. Second, the UCLA authors identified increasing car ownership as the leading factor in causing a decline in ridership, but acknowledged this was outside the control of transit agencies. However, the authors recommended that transit agencies can increase the quality of service to make transit more appealing to discretionary riders.

The COVID-19 pandemic has further exacerbated the challenges transit agencies face in an unprecedented manner. Though recovery looks further away than earlier predicted, there exists an opportunity to implement changes to redefine the way that people see transit. Restoring confidence in transit among previous riders and attracting new riders will depend to a large degree on how these transit challenges are resolved, particularly in relation to delivery of transit services and the need for more frequent service to meet the returning demand as the economy reopens. On-time performance is also a key factor for all riders and underscores their perception of transit.

Dedicated transit lanes are one of the tools/strategies to help address transit speed and reliability on congested corridors. The National Association of City Transportation Officials (NACTO) defines transit lanes as a portion of the street designated by signs and markings for the preferential or exclusive use of transit vehicles, sometimes permitting limited use by other vehicles. Pilot demonstrations of transit lanes across the country have shown dramatic improvements in reliability and safety.

The objective of the Regional Dedicated Transit Lanes Study (Study) is to support the development of a regional network of dedicated bus lanes to enable enhanced transit services, improve mobility, reliability, accessibility and sustainability, and advance implementation of Connect SoCal. The Study will identify the key benefits of dedicated bus lanes and the primary factors for successful implementation, provide a preliminary assessment on where dedicated bus lanes might be most feasible and beneficial in the SCAG region, and provide recommendations and guidance for local jurisdictions that are seeking to pilot or implement dedicated bus lanes.

Study Summary and Schedule

SCAG contracted the services of Cambridge Systematics, Here LA and Nelson Nygard (sub-consultants) to conduct the study. The study kicked off in June 2021 and is expected to continue until June 30, 2022. Table 1 is the summary of key tasks and deliverables for the study.
Stakeholder Engagement

SCAG staff and the consultant understand how important it is to engage key stakeholders to review the goals and objectives of the study and come out with an approach to successfully share the study with all key parties. This will help build consensus especially during the corridor identification and evaluation process. The stakeholder groups the project team plans to engage with include Councils of Governments (COGs) and/or County Transportation Commissions (CTCs) Public Works or similar standing committees including agency staff from cities and counties. SCAG staff, the Consultant in consultation with the groups mentioned above will also identify other committees (e.g. active transportation), groups and community-based organizations agencies/partners to engage with as part of the study. The process will also include engaging with the SCAG Regional Transit Technical Advisory Committee (RTTAC).

The Consultant would also work with SCAG staff to determine members and organizational representatives of the study Technical Advisory Committee (TAC), to provide technical input on study methodology, technical analysis and findings.

Mobility as a Service (MaaS) Feasibility White Paper

Connect SoCal identified Key Connections that lie at the intersection of land use, transportation and innovation meant to advance policy discussions and strategies to leverage new technologies and create better partnerships to increase progress on the regional goals. One of these Key Connections is shared mobility and MaaS, emphasizing that the future of travel will be shaped by technology and the ability of residents to easily choose from and use a variety of travel options.

MaaS allows travelers to research and compare different transportation options from one screen and plan and pay for their trip accordingly. MaaS will also allow the traveler to book and pay for different segments of a multi-modal trip with one click. In a broader sense, MaaS is the consolidation or integration of various travel modes into a single mobility service or platform – giving people a variety of mobility and payment options. MaaS offers added value to mobility with one payment system instead of multiple channels to access buses, bikes, trains, taxis, ride-hailing, ridesharing and new micro-mobility options such as e-scooters.

<table>
<thead>
<tr>
<th>Task</th>
<th>Key Deliverables</th>
<th>Expected Date(s)</th>
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<tr>
<td>Final Report</td>
<td></td>
<td>June 2022</td>
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At the core of MaaS is the ability to equitably offer customized mobility options for all persons – if effectively implemented, MaaS can help to address some of the equity challenges related to mobility, access to opportunities, trip payment and trip planning for low-income residents. The MaaS Feasibility White Paper will assess the feasibility of implementing MaaS within the SCAG region, by identifying challenges and opportunities and key policy issues and potential solutions, leading to the development of an implementation guide.

**Study Summary and Schedule**
SCAG contracted the services of AECOM and Arellano Associates (sub-consultants) to lead the study. The study kicked off in June 2021 and is expected to be completed by March 2022. **Table 2** is the summary of the study with the key tasks and deliverables.

**Table 2: Study Tasks and Key Deliverables**

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<thead>
<tr>
<th>Task</th>
<th>Key Deliverables</th>
<th>Expected Date (s)</th>
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**Study Update – MaaS Advisory Group**
SCAG staff and consultants will convene an advisory group to advise the project team on goals, objectives, current challenges and opportunities in the SCAG region to facilitate MaaS implementation. The membership includes thought leaders, decision-makers, and potential MaaS champions. Staff and consultants are conducting one-on-one interviews with the advisory group members to solicit input to guide the research and analysis, followed by an advisory group kickoff meeting scheduled for August 26, 2021.

**NEXT STEPS**
SCAG staff will continue to provide study updates to the Transportation Committee at key milestones.

**FISCAL IMPACT:**
Funding for staff work on this issue is included in FY21/22 OWP 140.0121.09 and 140.0121.10.

**ATTACHMENT(S):**
1. PowerPoint Presentation - Dedicated Lanes Study & MaaS Feasibility White Paper Introduction
Regional Dedicated Transit Lanes Study & Mobility As A Service (MaaS) Feasibility White Paper

Transportation Committee

Priscilla Freduah-Agyemang, Senior Regional Planner
Mobility Planning & Management
Thursday, September 2, 2021

www.scag.ca.gov

Study Background – Connect SoCal

CONNECT Socal

- Safe & Healthy Environment
- Improved Air Quality
- Robust Economy
- Maximize Infrastructure
- Climate Change Adaptation
- Diverse Types of Houses
- Land Conservation
- Community
- Disaster Resiliency
- Mobility Choices
1. Regional Dedicated Transit Lanes Study - Background

- **Decline in transit ridership** (SCAG-UCLA 2018 study) and national trends
- **Rethinking mobility and improving efficiencies**
  - e.g. tactical transit lanes
- **COVID-19 pandemic** and need for recovery mobility and improving efficiencies

---

**Transit lanes work**

- **City of Toronto, RapidTO first priority bus lane (implemented Nov. 2020)**
  - Decreased travel time up to 6 minutes (AM peak) and up to 5 minutes (PM peak)
  - Reported improved reliability on all 4 routes (12% - 19%)

- **SFMTA - Geary Transit lanes**
  - Overall: 50 - 75% travel time savings
  - Travel times - 4% quicker than fall 2020, up to 13% compared with pre-COVID level
  - Minimal traffic impacts
Regional Dedicated Transit Lanes Study

Objective

- To support the development of a regional network of dedicated bus lanes to enable enhanced transit services, improve mobility, accessibility and sustainability, and advance implementation of Connect SoCal.

- Identify **key benefits** of dedicated bus lanes
- Identify the **primary factors** for successful implementation
- Provide a **preliminary assessment** of possible dedicated bus lanes in the SCAG region, and
- Provide **recommendations and guidance** for local jurisdictions

Regional Dedicated Transit Lanes Study – Summary

<table>
<thead>
<tr>
<th>Task</th>
<th>Key Deliverables</th>
<th>Expected Date</th>
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<tr>
<td></td>
<td>Corridor Evaluation</td>
<td>Jan. 2022 – Mar. 2022</td>
</tr>
<tr>
<td>Final Report</td>
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<td>June 2022</td>
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Regional Dedicated Transit Lanes Study

Timeline

June 2021 → June 2022

Consultants

Cambridge Systematics

Nelson\ Nygaard

HERE.LA

Regional Dedicated Transit Lanes Study - Update

Stakeholder Engagement

- Project Team will engage with:
  - Councils of Governments (COGs) and/or County Transportation Commissions (CTCs) Public Works or similar standing committees
  - Other Committees (e.g. active transportation)
  - Community-based organizations agencies
  - SCAG Regional Transit Technical Advisory Committee (RTTAC)
  - Technical Advisory Committee (TAC) for the study
2. Mobility as a Service (MaaS) Feasibility White Paper

Background

Connect SoCal identified **Key Connections** that lie at the intersection of land use, transportation and innovation meant to advance policy discussions and strategies to leverage new technologies and create better partnerships to increase progress on the regional goals.

MaaS Feasibility White Paper Background: What MaaS Is Not...

- **MaaS is not just an app**
  - Trip planning app
  - Payment app
MaaS Feasibility White Paper: Defining MaaS

MaaS is the integration of various travel modes into a single mobility service or platform – giving people a variety of mobility and payment options.

At the core of MaaS is the ability to equitably offer customized mobility options for all persons.

MaaS Feasibility White Paper

Objective

To assess the feasibility of implementing MaaS within the SCAG region, including identification of challenges and opportunities, key institutional and infrastructure needs, and to develop an implementation guide.
## MaaS Feasibility White Paper – Summary

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<th>Expected Date</th>
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## MaaS Feasibility White Paper

**Timeline**
- June 2021
- March 2022

**Consultants**
- AECOM
- arellano associates
Next Steps

- SCAG Staff will share study updates at future Transportation Committee meetings
  - Major highlights
  - Summary of key deliverables

Thank you!

Questions & Comments?

Contact Info:
Priscilla Freguah-Agyemang
Senior Regional Planner, Mobility Planning & Management
agyemang@scag.ca.gov/213-236-1973