



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

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## REMOTE PARTICIPATION ONLY

# ENERGY AND ENVIRONMENT COMMITTEE

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

**To Participate on Your Computer:**  
<https://scag.zoom.us/j/317727062>

**To Participate by Phone:**  
**Call-in Number: 1-669-900-6833**  
**Meeting ID: 317 727 062**

***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 Cecilia Pulido at (213) 630-1480 or via email at [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov). Agendas & Minutes are also available at: [www.scag.ca.gov/committees](http://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) 630-1480. 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: [EECPublicComment@scag.ca.gov](mailto:EECPublicComment@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: [EECPublicComment@scag.ca.gov](mailto:EECPublicComment@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/317727062>
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: 317 727 062**, 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.



## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

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### EEC - Energy and Environment Committee *Members – September 2021*

1. **Hon. David Pollock**  
EEC Chair, Moorpark, RC District 46
2. **Hon. Deborah Robertson**  
EEC Vice Chair, Rialto, RC District 8
3. **Hon. Cindy Allen**  
Long Beach, RC District 30
4. **Hon. Victoria Baca**  
Moreno Valley, WRCOG
5. **Hon. Ana Beltran**  
Westmorland, ICTC
6. **Hon. Daniel Brotman**  
Glendale, AVCJPA
7. **Hon. Margaret Clark**  
Rosemead, SGVCOG
8. **Hon. Robert Copeland**  
Signal Hill, GCCOG
9. **Hon. Maria Davila**  
South Gate, GCCOG
10. **Hon. Ned Davis**  
Westlake Village, LVMCOG
11. **Hon. Rick Denison**  
Yucca Valley, SBCTA
12. **Hon. Julian Gold**  
Beverly Hills, WSCCOG
13. **Hon. Shari Horne**  
Laguna Woods, OCCOG
14. **Hon. Britt Huff**  
Rolling Hills Estates, SBCCOG
15. **Hon. Jonathan Ingram**  
Murrieta, WRCOG

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#### OUR MISSION

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

#### OUR VISION

*Southern California's Catalyst for a Brighter Future*

#### OUR CORE VALUES

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



## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

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- 16. Hon. Dan Kalmick**  
Huntington Beach, OCCOG
- 17. Hon. Joe Kalmick**  
Seal Beach, RC District 20
- 18. Hon. Elaine Litster**  
Simi Valley, VCOG
- 19. Hon. Diana Mahmud**  
South Pasadena, SGVCOG
- 20. Hon. Cynthia Moran**  
Chino Hills, SBCTA
- 21. Hon. Oscar Ortiz**  
Indio, CVAG
- 22. Sup. Luis Plancarte**  
Imperial County
- 23. Hon. Randall Putz**  
Big Bear Lake, RC District 11
- 24. Sup. Carmen Ramirez**  
Ventura County
- 25. Hon. Greg Rath**  
Mission Viejo, OCCOG
- 26. Hon. Richard Rollins**  
Port Hueneme, VCOG
- 27. Hon. Jesus Silva**  
Fullerton, Pres. Appointment (Member at Large)
- 28. Hon. Sharon Springer**  
Burbank, SFVCOG
- 29. Hon. Connor Traut**  
Buena Park, OCCOG
- 30. Hon. John Valdivia**  
San Bernardino, SBCTA
- 31. Hon. Edward Wilson**  
Signal Hill, GCCOG

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## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

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Southern California Association of Governments  
Remote Participation Only  
**Thursday, September 2, 2021**  
**9:30 AM**

The Energy and Environment 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 David Pollock, Chair)*

### **PUBLIC COMMENT PERIOD**

Members of the public are encouraged to submit written comments by sending an email to: [EECPublicComment@scag.ca.gov](mailto:EECPublicComment@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 Energy and Environment 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 PRIORITIZE AGENDA ITEMS**

### **CONSENT CALENDAR**

#### Approval Items

1. Minutes of the Meeting – July 1, 2021
2. Notice of CEQA Exemption Pursuant to CEQA Guidelines Sections 15262, 15301(c), 15304(e), 15306 and 15322 for the SCAG Sustainable Communities Program-Active Transportation & Safety and Approval to Accept the Active Transportation Program funds for the Project

### **INFORMATION ITEMS**

3. UCLA Luskin Center for Innovation Extreme Heat Project Series 25 Mins.  
*(Lolly Lim, Researcher and Project Manager, University of California Los Angeles Luskin Center for Innovation)*



## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

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4. Initial Findings for Connect SoCal CEQA Addendum No. 2 to Programmatic Environmental Impact Report (State Clearinghouse #2019011061) 10 Mins.  
*(Karen Calderon, Associate Regional Planner)*
  
5. California Climate Investments (CCI) 2021 Update 30 Mins.  
*(Alex Stockton, Air Pollution Specialist, California Air Resources Board)*
  
6. Health Equity Through Climate Action 20 Mins.  
*(Daniel Woo, Team Lead, & Meredith Milet, Epidemiologist, California Department of Public Health)*

### CHAIR'S REPORT

*(The Honorable David Pollock, Chair)*

### STAFF REPORT

*(Rachel Wagner, Regional Affairs Officer, SCAG Staff)*

### FUTURE AGENDA ITEMS

### ANNOUNCEMENTS

### ADJOURNMENT



Southern California Association of Governments  
Remote Participation Only  
**September 2, 2021**

**ENERGY AND ENVIRONMENT COMMITTEE**  
**MINUTES OF THE MEETING**  
**THURSDAY, JULY 1, 2021**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE (EEC). A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.igm2.com/Citizens/>.

The Energy and Environment Committee (EEC) 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**

<b>Hon. David Pollock, Moorpark (Chair)</b>	<b>District 46</b>
<b>Hon. Deborah Robertson, Rialto (Vice Chair)</b>	<b>District 8</b>
Hon. Cindy Allen, Long Beach	District 30
Hon. Victoria Baca, Moreno Valley	WRCOG
Hon. Daniel Brotman, Glendale	AVCJPA
Hon. Robert Copeland, Signal Hill	GCCOG
Hon. Ned Davis, Westlake Village	LVMCOG
Hon. Rick Denison, Yucca Valley	SBCTA
Hon. Julian Gold, Beverly Hills	WSCCOG
Hon. Shari Horne, Laguna Woods	OCCOG
Hon. Britt Huff, Rolling Hills Estates	SBCCOG
Hon. Dan Kalmick, Huntington Beach	OCCOG
Hon. Joe Kalmick, Seal Beach	District 20
Hon. Cynthia Moran, Chino Hills	SBCTA
Hon. Oscar Ortiz, Indio	CVAG
Sup. Luis Plancarte	Imperial County
Hon. Randall Putz, Big Bear Lake	District 11
Sup. Carmen Ramirez	Ventura County
Hon. Greg Raths, Mission Viejo	OCCOG
Hon. Richard Rollins, Port Hueneme	VCOG
Hon. Jesus Silva, Fullerton	President’s Appointment
Hon. Connor Traut, Buena Park	OCCOG



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Hon. John Valdivia, San Bernardino	SBCCOG
Hon. Edward H.J. Wilson, Signal Hill	GCCOG

**Members Not Present**

Hon. Ana Beltran, Westmoreland	ICTC
Hon. Margaret Clark, Rosemead	SGVCOG
Hon. Maria Davila, South Gate	GCCOG
Hon. Elaine Litster, Simi Valley	VCOG
Hon. Diana Mahmud, South Pasadena	SGVCOG
Hon. Sharon Springer, Burbank	SFVCOG

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Chair David Pollock called the meeting to order at 9:30 a.m. Staff confirmed that a quorum was present. Supervisor Luis Plancarte, Imperial County, led the Pledge of Allegiance.

**PUBLIC COMMENT PERIOD**

Chair Pollock opened the Public Comment Period.

SCAG staff announced that 10 public comments were received prior to 5:00 p.m. deadline on Wednesday, June 30, 2021 and read them into the record as follows: Dan Silver, Endangered Habitats League; Michael Wellborn, Friends of Harbors, Beaches and Parks; Assemblymember Laura Friedman, California Assembly, 43<sup>rd</sup> District; Thomas E. Bowman, Bowman Change, Inc.; Hector Alessandro Negrete, East Yard Communities for Environmental Justice; Mirella Deniz-Zaragoza, Warehouse Worker Resource Center; Demi Espinoza, National Parks Conservation Association; Manny Gonez, TreePeople; and Mike Young, California League of Conservation Voters, all in support of the SoCal Greenprint (Agenda Item 6) and one in opposition from Nick Cammarota of California Building Industry Association.

Melanie Schlotterback, Hills for Everyone, commented on Agenda Item No. 6, SoCal Greenprint Background & Status Update, in support of SoCal Greenprint.

Barb Kipreos, Friends of Harbors, Beaches and Parks, commented on Agenda Item No. 6, SoCal Greenprint Background & Status Update, in support of SoCal Greenprint.

Dan Silver, Executive Director of Endangered Habitats League, commented on Agenda Item No. 6, SoCal Greenprint Background & Status Update, in support of SoCal Greenprint.

SCAG staff read into record four comments received after the 5:00 p.m. deadline on Wednesday,

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June 30, 2021 from Will Wright, American Institute of Architects, Los Angeles Chapter; Geary Hund and Susan Phillips, Mojave Desert Land Trust and Robert Redford Conservancy for Southern California Sustainability; Sedy Barrows, Council of Mexican Federations; and the Our Water LA Core Team: Heal the Bay, LAANE, LA Waterkeeper, Nature for All, NRDC, Pacoima Beautiful, SCOPE, The Nature Conservancy, and TreePeople, all in support of the SoCal Greenprint (Agenda Item 6).

Seeing there were no other public comment speakers, Chair Pollock closed the Public Comment Period.

### **REVIEW AND PRIORITIZE AGENDA ITEMS**

Chair Pollock stated that Item 4 would be taken before item 3.

Items have been reorganized to reflect the order of presentations.

### **CONSENT CALENDAR**

#### **Approval Items**

1. Minutes of the Meeting - April 1, 2021

#### **Receive and File**

2. 2020 Sustainable Communities Program - Smart Cities & Mobility Innovations Call for Applications - Proposed Project List

A MOTION was made (Valdivia) to approve the Consent Calendar. Motion was SECONDED (Baca) and passed by the following votes:

**AYES:** Allen, Baca, Brotman, Copeland, Davis, Denison, Gold, Horne, Huff, D. Kalmick, J. Kalmick, Moran, Plancarte, Pollock, Putz, Rath, Robertson, Rollins, Silva, Traut, and Valdivia (21)

**NOES:** None (0)

**ABSTAINS:** None (0)

### **INFORMATION ITEM**

4. Overview of Regional Transportation Conformity

Rongsheng Luo, Acting Manager of Conformity and Compliance Monitoring, reported that SCAG was responsible for the transportation conformity analysis of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Federal Transportation Improvement Program (FTIP) for the six-county SCAG region. He further commented that the regional transportation conformity determination was also a complicated process that has many components which involves many agencies at the federal, state, regional, and local levels, has various requirements, and can cause serious consequences if not met. He provided an overview of the regional transportation conformity and included an explanation of:

- what needs to meet transportation conformity;
- how often regional transportation conformity is required;
- who makes the regional transportation conformity determination;
- what areas and what pollutants are subject to transportation conformity in SCAG region;
- what are the roles of federal, state, and regional/local agencies;
- what are the basic regional transportation conformity requirements; and
- what are the consequences of a regional transportation conformity failure.

#### **ACTION ITEM**

3. Release of Conformity Analysis of Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment

Mr. Luo reported that SCAG had developed the Draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 including the associated transportation conformity analysis as requested by County Transportation Commissions. He explained that the conformity analysis demonstrates that the draft amendments meet all federal transportation conformity requirements. He further indicated that staff was seeking a recommendation from the Energy and Environment Committee (EEC) and approval of the Regional Council (RC) to release the conformity analysis as part of the draft amendments document for public review and comment. He stated that pending approval by the EEC, the Transportation Committee (TC), and the RC, the draft amendments report, which includes the associated transportation conformity analysis, will be released on July 1, 2021 for a thirty (30) day public review and comment period. Lastly, he reported that upon completion of the public review and comment, the Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 are scheduled to be presented to the TC and the transportation conformity analysis portion is scheduled to be presented to the EEC for recommended adoption by the RC in October 2021.

A MOTION was made (Ramirez) to recommend to the Regional Council (RC) to authorize the Executive Director to release the transportation conformity analysis of the Draft Connect SoCal

(2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment. Motion was SECONDED (Huff) and passed by the following votes:

**AYES:** Allen, Baca, Brotman, Copeland, Davis, Denison, Gold, Horne, Huff, D. Kalmick, J. Kalmick, Moran, Ortiz, Plancarte, Pollock, Putz, Ramirez, Rath, Rollins, Silva, and Traut (21)

**NOES:** None (0)

**ABSTAINS:** None (0)

## INFORMATION ITEMS

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

Sarah Dominguez, Senior Regional Planner reported that in early June 2021, the California Air Resources Board (CARB) held a series of kickoff meetings to initiate the Assembly Bill (AB) 32 Climate Change Scoping Plan. She stated the update to the Scoping Plan was due in Fall/Winter 2022 and will reflect California's goal to assess progress towards the Senate Bill (SB) 32 target of reducing greenhouse gas (GHG) emission to 40 percent below 1990 levels in 2030, and to achieve climate neutrality by 2045. She indicated CARB was seeking comments by July 9, 2021 and SCAG was considering submitting a brief letter by the deadline to request clarification or assessment of GHG reduction pathways that would lead to future policies or regulations, provide insights on the challenges and opportunities for advancing proposed pathways in the SCAG region, and seek alignment between the Scoping Plan and SCAG's regional policies for reducing GHG emission in Connect SoCal.

### 6. SoCal Greenprint Background & Status Update

Sarah Jepson, Director of Planning, introduced this Agenda Item No. 6 and stated it was an important tool that they were developing for the region to help local jurisdictions, transportation partners, the development community and conservation organizations to advance conservation housing, transportation goals and strategies that the Regional Council approved in Connect SoCal. She indicated Jason Greenspan, Manager of Sustainability, would provide an update on the stakeholder outreach process, information on the rapid assessment pilots, and discuss the process for compiling and reviewing their existing data sets.

Mr. Greenspan stated that the SoCal Greenprint will be the first conservation-focused data tool for all of SCAG's six counties and was being built with a wide range of stakeholders who are shaping the

region's future. He indicated the Greenprint will convert existing data into interactive user-friendly maps, so decision makers can balance growth, while protecting biodiversity, and ultimately can serve as a discretionary tool and resource for SCAG member agencies and stakeholders to improve data driven decision making and sustainability. He stated that by working with stakeholders and advisors they were very intentional about developing a specific project goal to protect, restore and enhance natural lands, public greenspace, working lands, and water resources, in addition to the benefits they provide people and nature throughout the SCAG region. He explained that while the SoCal Greenprint will be freely available to anyone, there are five key user groups that have been identified like infrastructure agencies, conservation practitioners, community-based organizations, developers, and planners, that they have engaged in extensive targeted outreach to gain input from. He further indicated that since they rely heavily on feedback from stakeholders to guide the project and tool development, strategic outreach has been key to project outcomes. Additionally, he reported that to ensure that the Greenprint meets key user needs they conducted several engagements with a diverse array of over 60 participating organizations over multiple sectors, including public agencies in cities and counties. He stated they organized a steering committee that meets monthly to review the project's progress and provide feedback. He further indicated that what really helped their outreach process was the Nature Conservancy facilitating eight rapid assessment interviews with community-based organizations, transportation infrastructure agencies and the development community.

Although the Greenprint will not be available until later this year, he stated they have had some early successes to share from the project. Specifically, the SoCal Greenprint data contributed to the HELPR tool, which is an element of the regional data platform. He explained that this tool helps jurisdictions identify sites that can accommodate housing, consistent with the six-cycle Regional Housing Needs Assessment, to help jurisdictions make informed decisions about certain environmental concerns, such as growth in very high-risk wildfire areas. He also highlighted the three stages of the Greenprint data review process which include compilation, external review and internal review. Lastly, he also explained how users will be able to view the data.

## 7. Second Quarterly Update on Climate Change Action Resolution Activities

Kimberly Clark, Program Manager provided the second quarterly update on the agency's progress in implementing the resolution on climate change crisis in Southern California which called on SCAG and other local and regional partners to join together to reduce GHG emissions, improve regional resilience, and reduce hazards from a changing climate. Her presentation outlined the work that SCAG had done over the last several months, which included but was not limited to:

- Developing a regional resilience framework to help the region plan and prepare for a changing climate and other potential near-and long-term disruptions to Southern California;
- Initiating a regional climate planning network that will provide technical assistance for local

- climate adaptation and mitigation initiatives;
- Providing resource support and technical assistance for local jurisdictions to integrate climate planning in their local planning activities;
- Initiating a regional advanced mitigation program (RAMP) as described in the Connect SoCal Program Environmental Impact Report (PEIR);
- Developing a work plan to advance the Accelerated Electrification strategy envisioned in Connect SoCal;
- Evaluating the economic and job creation benefits of climate adaptation and mitigation practices for inclusion in regional planning efforts; and
- Developing climate adaptation and mitigation analysis and strategies for the 2024 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

Lastly, she reported that SCAG will continue to develop programs and outreach strategies to support near-term adaptation to address regional significant vulnerabilities and long-term regional resilience planning.

#### 8. 2020-21 CivicSpark Climate Fellows Capstone Presentation

For the 2020-21 CivicSpark service year, CivicSpark Senior Climate Fellows, Natalie Arreaga, Amanda Caswell, and Vannesa Reyes Salazar provided a brief overview of the projects they worked on.

Amanda Caswell provided a brief overview of the Civic the CivicSpark program, a statewide Governor's Initiative AmeriCorps program administered by the State of California's Office of Planning and Research and the Local Government Commission. She indicated SCAG was a partner since 2014 and had hosted over 24 fellows. She also reported she had been working on the natural and farmland conservation initiatives, which focused on promoting conservation of natural and agricultural lands and restoration of habitats.

Vannesa Reyes Salazar who worked on Housing Supportive Infrastructure with a focus on tax increment financing, reported that the 2020 RTP/SCS Connect SoCal Housing Supportive Infrastructure Key Connection supports local jurisdictions in planning and implementing water and sewer capacity enhancements and parking strategies to reduce housing costs and increase housing. She stated that tax increment refinancing can help fund infrastructure costs. Lastly, she informed the Committee that SCAG's Smart Growth Infrastructure website had been updated with current information and best practices on tax increment financing tools.

Natalie Arreaga who worked on an extreme heat and public health analysis with a focus on vulnerable populations, reported that according to the projections from the Connect SoCal public health technical report, California was expected to have an increase in annual average temperatures of 5-10 degrees by the end of the century. Additionally, she stated that extreme heat

days per year were expected to more than double across the entire region after 2085. She provided a brief update on best practices in the SCAG region, which included adaptation strategies to address extreme heat and cities and counties adopting ordinances to mitigate and adapt to extreme heat. Lastly, she reported that all three of them worked on the Green Region Indicators, also known as GRI, which is a map that serves as a tool for jurisdictions within the SCAG region to measure and track sustainability progress in the region across the 12 categories and 29 sustainability indicators.

#### 9. Ventura County Air Pollution Reduction Program

Dr. Laki Tisopulos, Executive Officer of Ventura County Air Pollution Control District (VCAPCD), provided an update on the latest air quality issues and programs to address air pollution in Ventura County. He reported that their mission was to protect public health and agriculture from the adverse effects of air pollution and do this through a long-range comprehensive program. He indicated they work closely with the California Air Resources Board, which sets national ambient air quality standards, and the Environmental Protection Agency, which sets state ambient air quality standards. He provided a brief overview of the makeup of the VCAPCD Board and the facilities they regulate. He indicated that most of their actions are focused on combating ozone, as well as reducing emissions. As a result, he stated that the VCAPCD implemented a series of different programs to combat air pollution, which include but is not limited to:

- monitoring a network comprised of five monitoring stations to forecast air quality for public schools and agriculture burning;
- planning and rule development of the Air Quality Management Plan;
- permit processing - essentially, all equipment emitting/controlling air emissions must obtain an VCAPCD permit to operate, which requires best available control/retrofit technology and sets permit conditions to limit emissions;
- compliance and enforcement - basically, an enforcement team of inspectors inspect facilities and ensure that they are complying with their current limitations, and when warranted, they have the ability to issue a notice to comply and notice of violations; and
- provide businesses financial incentives/grants to modernize their fleet/equipment and reduce emissions.

He expressed that one of the programs they were extremely proud of as part of the incentive programs was the Protecting Blue Whales and Blue Skies Vessel Speed Reduction Program, a voluntary program where they share the shipping lines. He stated that by reducing the speed they are reducing the likelihood of injuring and killing whales, while also reducing emissions by almost 50%. He also briefly explained the Air Toxics program and the Community Air Protection Program.

He further reported that some of the key challenges they continue to face as they progress toward clean air are growth, climate change, pollution transport from neighboring districts, and ensuring

mobile source emissions continue to reduce. Lastly, he covered some of the priorities they will be focusing moving forward, which include but are not limited to:

- developing a quality management plan, which is their long range plan;
- investing significant resources and effort in improving operational efficiency, a multi-year effort;
- improving computer infrastructure;
- upgrading their monitoring network; and
- automating some of their operating systems.

### **CHAIR'S REPORT**

Chair Pollock reported that both Regional Council Member Cheryl Viegas-Walker and him sit on the League of California Cities Board and had received a presentation from California's Natural Resources Secretary Wade Crowfoot addressing the drought. He stated Mr. Crowfoot had provided a presentation to the Executive Administration Committee and thought that it was important that they brief the EEC and Regional Council on the drought as well. Lastly, he reminded the EEC that they were dark in August and will be back on September 2.

### **STAFF REPORT**

There were no comments from staff.

### **FUTURE AGENDA ITEMS**

There were no future agenda items.

### **ANNOUNCEMENTS**

Supervisor Ramirez, Ventura County, informed the Committee of the progress they made in Ventura County and Oxnard regarding the 100-megawatt battery storage facility, which was now open and was replacing a natural gas fire plant. She stated it was a real victory for the community, which had been burdened by pollution from these two power plants the last 15 years.

Chair Pollock acknowledged Richard Rollins who was on the EEC and also served on the board of the VCAPCD.



**ADJOURNMENT**

There being no further business, Chair Pollock adjourned the Energy and Environment Committee meeting at 11:30 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EEC]

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**ENERGY AND ENVIRONMENT COMMITTEE ATTENDANCE REPORT**

**2021-22**

MEMBERS	Representing	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	April	May	Total Mtgs Attended To Date
Allen, Cindy	Long Beach, District 30	1	1											2
Baca, Victoria	Moreno Valley, WRCOG	1	1											2
Beltran, Ana	Westmoreland, ICTC	1												1
Brotman, Daniel	Glendale, AVCJPA	1	1											2
Clark, Margaret	Rosemead, SGVCOG	1												1
Copeland, Robert	Signal Hill, GCCOG	1	1											2
Davila, Maria	South Gate, GCCOG													0
Davis, Ned	Westlake Village, LVMCOG	1	1											2
Denison, Rick	Yucca Valley, SCBTA	1	1											2
Gold, Julian	Beverly Hills, WSCCOG	1	1	D										2
Horne, Shari	Laguna Woods, OCCOG	1	1											2
Huff, Britt	Rolling Hills Estates, SCBCOG	1	1	A										2
Kalmick, Dan	Huntington Beach, OCCOG	1	1											2
Kalmick, Joe	Seal Beach, District 20	1	1	R										2
Litster, Elaine	Simi Valley, VCOG	1												1
Mahmud, Diana	So. Pasadena, SGVCOG	1		K										1
Moran, Cynthia	Chino Hills, SBCTA	1	1											2
Ortiz, Oscar	Indio, CVAG	1	1											2
Plancarte, Luis	Imperial County	1	1											2
Pollock, David (CHAIR)	Moorpark, VCOG	1	1											2
Putz, Randall	Big Bear Lake, District 11	1	1											2
Ramirez, Carmen	Oxnard, RC District 45	1	1											2
Raths, Greg	Mission Viejo, OCCOG	1	1											2
Robertson, Deborah	Rialto, RC District 8	1	1											2
Rollins, Richard	Port Hueneme, VCOG	1	1											2
Silva, Jesus	Fullerton, President's Appointment	1	1											2
Springer, Sharon	Burbank, SFVCOG	1												1
Traut, Connor	Buena Park, OCCOG	1	1											2
Valdivia, John	San Bernardino, SBCCOG		1											1
Wilson, Edward H.J.	Signal Hill, GCCOG	1	1											2

Attachment: EEC Attendance July 2021 (Minutes of the Meeting - July 1, 2021)



**AGENDA ITEM 2**  
**REPORT**

Southern California Association of Governments  
Remote Participation Only  
**September 2, 2021**

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Cory Wilkerson, Program Manager II  
(213) 236-1992, wilkerson@scag.ca.gov

**Subject:** Notice of CEQA Exemption Pursuant to CEQA Guidelines Sections 15262, 15301(c), 15304(e), 15306 and 15322 for the SCAG Sustainable Communities Program-Active Transportation & Safety and Approval to Accept the Active Transportation Program funds for the Project

**RECOMMENDED ACTION FOR EEC:**

Recommend that the Regional Council adopt Resolution No. 21-635-2, approving the filing of a California Environmental Quality Act (CEQA) Notice of Exemption for the SCAG 2021 Sustainable Communities Program ("Project"), subject to the 30-day public inspection period and, recommend the Regional Council's adoption of Resolution No. 21-635-3 to accept the Active Transportation Program funds for the Project.

**RECOMMENDED ACTION FOR RC:**

Adopt Resolution No. 21-635-2, approving the filing of a California Environmental Quality Act (CEQA) Notice of Exemption for the SCAG 2021 Sustainable Communities Program ("Project"), subject to the 30-day public inspection period, and adopt Resolution No. 21-635-3 to accept the Active Transportation Program funds for the Project

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

**EXECUTIVE SUMMARY:**

*On May 6, 2021 the SCAG Regional Council adopted the Sustainable Communities Program Active Transportation and Safety (SCP AT&S) Project Recommendations. This list of projects was subsequently approved by the State of California Transportation Commission at their June 23, 2021 meeting. Prior to Caltrans allocating the awarded Grant Funds, SCAG must conduct an assessment of potential environmental impacts of the SCP AT&S projects (collectively, the "Project") pursuant to the California Environmental Quality Act (CEQA) in order to determine the type of CEQA document to prepare or whether the Project is exempt. SCAG staff has reviewed the Project and has determined that it is exempt from CEQA under the exemptions discussed herein.*

**BACKGROUND:**

SCAG staff's review of the Project and recommendation regarding CEQA exemption are explained below.

**BASIS FOR EXEMPTIONS:**

The key considerations for determining if a project is exempt from CEQA are outlined in Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Section 15002(k)(1), 15061, 15062, and 15300 to 15332. In general, CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. A project is exempt from CEQA if the project falls within one or more of the 33 classes. Once the lead agency determines that the project falls within any of the 33 classes, the project is exempt from CEQA, and the environmental review process does not need to proceed further. The lead agency may prepare and file a Notice of Exemption (NOE) pursuant to CEQA Guidelines Section 15062. The NOE serves as a public notice that the lead agency has determined that a project is exempt from CEQA. The NOE may be filed with the OPR and the county clerk of each county in which the project will be located after approval of the project. Submission of the NOE to the Office of Planning and Research (OPR) and the county clerks completes the review of exemption process for a lead agency under the provisions of CEQA. The filing and posting of an NOE will begin a 30- day public inspection period.

**ENVIRONMENTAL ASSESSMENT:**

SCAG staff has conducted an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, 15262, and 15300 to 15332. CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. Based upon its assessment, SCAG staff has determined that the following exemptions apply to the Project:

- CEQA Guidelines §15262 – Feasibility and Planning Studies: The Project includes the preparation of active transportation and safety plans. A project involving possible future actions but does not have a legally binding effect on later activities does not require the preparation of an EIR or Negative Declaration.
- CEQA Guidelines §15301(c) – Existing Facilities: The Project would involve implementing interim active transportation capital improvement projects in Los Angeles County, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;

- CEQA Guidelines § 15304 (e) - Minor Alterations to Land: The Project may involve interim capital improvement projects within the project cities that would minimally alter existing public rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;
- CEQA Guidelines §15306- Information Collection: The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection;
- CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes: The Project would consist of educational programs in the community of Coachella in Riverside County, involving no physical changes in the area affected, which would fall under the exemption set forth in CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes.

**SCHEDULE:**

Upon approval by the Regional Council, SCAG will submit the NOE to be filed with OPR and Los Angeles, Orange, and Riverside County Clerks for a 30-day public inspection period, which will begin on or about September 6, 2021 through approximately October 7, 2021. It is anticipated that the Project would be implemented beginning in June 2022 and completed by June 2025.

**FISCAL IMPACT:**

Once allocated, work associated with this item will be included in the Fiscal Year 2021-22 Overall Work Program. The project is fully funded in the amount of \$4,970,000 with \$4,670,000 grant funds from the California Active Transportation Program and \$300,000 in SB1 funds.

**ATTACHMENT(S):**

1. Resolution No. 21-635-2 Approving NOE Sustainable Communities Program
2. Resolution No. 21-635-3 Approving Sustainable Communities Program
3. Notice of Exemption 2021 SCP ATS



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

**RESOLUTION NO. 21-635-2**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS TO RELEASE THE NOTICE OF EXEMPTION (NOE) IN ACCORDANCE WITH ENVIRONMENTAL ASSESSMENT PURSUANT TO SECTIONS 21080(b), 21083, AND 21804 OF THE PUBLIC RESOURCES CODE AND CEQA GUIDELINES SECTIONS 15002(k)(1), 15061, 15062, 15262, AND 15300 to 15332 FOR SUSTAINABLE COMMUNITIES PROGRAM**

**REGIONAL COUNCIL OFFICERS**

- President  
**Clint Lorimore, Eastvale**
- First Vice President  
**Jan C. Harnik, Riverside County Transportation Commission**
- Second Vice President  
**Carmen Ramirez, County of Ventura**
- Immediate Past President  
**Rex Richardson, Long Beach**

**COMMITTEE CHAIRS**

- Executive/Administration  
**Clint Lorimore, Eastvale**
- Community, Economic & Human Development  
**Jorge Marquez, Covina**
- Energy & Environment  
**David Pollock, Moorpark**
- Transportation  
**Sean Ashton, Downey**

**WHEREAS**, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.;

**WHEREAS**, SCAG adopted the 2020 Regional Transportation Plan and Sustainable Communities Strategy ("RTP/SCS"), Connect SoCal, which included Sustainable Communities Program ("SCP") as part of its implementation strategy;

**WHEREAS**, on June 23, 2021, SCAG was awarded \$4,670,000 in Active Transportation Program funds ("Grant Funds") to undertake the Sustainable Communities Program ("Project");

**WHEREAS**, the primary goal of the Project is to: (1) implement Active Transportation Network Visions projects for LADOT and the City of Pomona, (2) implement Active Transportation Plan projects for the County of Los Angeles, and the City of Banning, (3) implement Safe Routes to School Plan projects in the City of Lynwood and the City of Duarte, (4) implement an interim capital improvement project in the City of Santa Monica, (5) implement First/Last Mile Plan projects for OCTA and the City of Montebello, (6) implement a Safety Plan project for the City of Santa Ana, and (7) implement a Non-Infrastructure project in the County of Riverside;

**WHEREAS**, the Regional Council will subsequently consider acceptance of Grant Funds for the Project on September 2, 2021 pursuant to Resolution No. 21-635-3;

**WHEREAS**, SCAG is required to conduct an assessment of potential environmental impacts of the Project pursuant to the California Environmental Quality Act (CEQA), prior to receiving allocation of the awarded Grant Funds;

**WHEREAS**, SCAG has conducted an environmental assessment of the Project and determined that the Project is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301(c)- Existing Facilities, Section 15304(e)- Minor Alterations to Land, Section 15306- Information Collection, Section 15322 - Educational or Training Programs Involving No Physical Changes and is statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15262-

**Attachment: Resolution No. 21-635-2 Approving NOE Sustainable Communities Program (Notice of CEQA Exemption Pursuant to CEQA**

Feasibility and Planning Studies; and the scope of the Project activities have been determined to not have a significant effect on the environment; and

**WHEREAS**, SCAG has prepared a Notice of Exemption (NOE) to be filed with the State of California Office of Planning and Research (OPR) and the Clerk for the County of Los Angeles, Orange County, and Riverside County where the Projects will be located for a 30-day public inspection period pursuant to CEQA Guidelines Section 15062.

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

**BE IT FURTHER RESOLVED THAT** the SCAG Regional Council finds that based upon an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332, SCAG has determined that the following CEQA exemptions apply to the Project:

- The Project would involve implementing eleven active transportation projects in Los Angeles, Orange and Riverside counties, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
- The Project includes the preparation of active transportation and safety plans for the County of Los Angeles and OCTA, and the Cities of Banning, Lynwood, Los Angeles, Pomona, Montebello, Santa Ana, and Duarte. A project involving possible future actions but does not have a legally binding effect on later activities does not require the preparation of an EIR or Negative Declaration, as set forth in the exemption under CEQA Guidelines §15262 – Feasibility and Planning Studies;
- The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection;
- The Project may involve implementing interim capital improvement projects within the project areas that would exist for a limited duration on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land; and
- The Project would include Active Transportation Network Vision projects for LADOT and the City of Pomona, Active Transportation Plan projects for the County of Los Angeles and the City of Banning, Safe Routes to School Plan projects in the Cities of Lynwood and Duarte, First/Last Mile Plan projects for OCTA and the City of Montebello, a Safety Plan project for the City of Santa Ana, an interim capital improvement project in the City of Santa Monica, and safety

education and encouragement campaigns in the County of Riverside; involving no physical changes in the area affected, which would fall under the exemption set forth in CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes.

**NOW THEREFORE, BE IT FURTHER RESOLVED** by the Regional Council, that:

1. The Notice of Exemption for the proposed Project has been completed in compliance with CEQA and will be filed with OPR and the Los Angeles, Orange and Riverside County Clerks for a 30-day public inspection period; and
2. The proposed Project does not have a significant effect on the environment, and thus additional environmental review by SCAG is not required for the Project and a Notice of Exemption fulfills the requirements of CEQA.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this second day of September, 2021.

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Clint Lorimore  
President, SCAG

Attested by:

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Kome Ajise  
Executive Director

Approved as to Form:

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Michael R.W. Houston  
Chief Counsel/Director of Legal Services



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
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www.scag.ca.gov

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Human Development  
**Jorge Marquez, Covina**
- Energy & Environment  
**David Pollock, Moorpark**
- Transportation  
**Sean Ashton, Downey**

**RESOLUTION NO. 21-635-3**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS AUTHORIZING THE  
ACCEPTANCE OF CALIFORNIA ACTIVE TRANSPORTATION  
PROGRAM GRANT FUNDS FOR  
SUSTAINABLE COMMUNITIES PROGRAM**

**WHEREAS**, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. §5303 et seq.;

**WHEREAS**, SCAG adopted the 2020 Regional Transportation Plan and Sustainable Communities Strategy ("RTP/SCS"), Connect SoCal, which included Sustainable Communities Program ("SCP") as part of its implementation strategy;

**WHEREAS**, on September 3, 2020, the Regional Council approved the 2020/2021 Sustainable Communities Program Guidelines and authorized staff to release the Active Transportation & Safety Call for Applications;

**WHEREAS**, on May 6, 2021, the Regional Council adopted Resolution No. 21-632-1 to implement the 2021 SCAG Regional Active Transportation Program project list, including plans and programs selected through SCAG's Sustainable Communities Program: Active Transportation and Safety Call for Applications;

**WHEREAS**, Los Angeles Department of Transportation (LADOT), Orange County Transportation Authority (OCTA), Cities of Pomona, Santa Monica, Banning, Lynwood as well as counties of Los Angeles and Riverside had applied for grants totaling \$4,670,000 in the Active Transportation Program funds ("Grant Funds") through the 2021 SCAG Regional Active Transportation Program and SCAG's Sustainable Communities Program, of which projects were recommended for funding (Resolution No. 21-631-1);

**WHEREAS**, on Jun 23, 2021, the California Transportation Commission adopted the 2021 SCAG Regional Active Transportation Program project list and awarded \$4,670,000 in Grant Funds to SCAG to undertake the Sustainable Communities Program ("Project") based upon the proposals submitted by LADOT, OCTA, Cities of Pomona, Santa Monica, Banning, Lynwood as well as counties of Los Angeles and Riverside ("Recipients");

**WHEREAS**, the Recipients requested that SCAG assume responsibility for managing the Grant Funds, the Project and their respective projects; and

**WHEREAS**, the primary goal of the Project is to: (1) implement Active Transportation Network Visions projects for LADOT and the City of Pomona, (2) implement Active Transportation Plan projects for the County of Los Angeles,

Attachment: Resolution No. 21-635-3 Approving Sustainable Communities Program (Notice of CEQA Exemption Pursuant to CEQA Guidelines

OCTA, and the City of Banning, (3) implement a Safe Routes to School Plan project in the City of Lynwood, (4) implement a Quick Build project in the City of Santa Monica, and (5) implement a Non-Infrastructure project in the County of Riverside.

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

1. That the Regional Council hereby authorizes SCAG to accept and administer the Grant Funds in the amount of approximately \$4,670,000 to support the Sustainable Communities Program; and
2. SCAG’s Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to receipt of the Grant Funds supporting the Sustainable Communities Program.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this second day of September, 2021.

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Clint Lorimore  
President, SCAG

Attested by:

---

Kome Ajise  
Executive Director

Approved as to Form:

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Michael R.W. Houston  
Chief Counsel/Director of Legal Services

## Notice of Exemption

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**To:** Office of Planning and Research  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

Orange County Clerk  
601 N Ross Street  
Santa Ana, CA 92701

Riverside County Clerk  
2724 Gateway Drive  
Riverside, CA 92507

Los Angeles County Clerk  
12400 Imperial Highway  
Norwalk, CA 90650

**From:** Southern California Association of Governments  
900 Wilshire Blvd, Suite #1700  
Los Angeles, CA 90017

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### Project Title:

Southern California Association of Governments (SCAG) 2021 Sustainable Communities Program Active Transportation and Safety Project

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### Project Location:

Riverside County in the City of Banning and Coachella (Riverside County Public Health). Los Angeles County in the Cities Santa Monica, Los Angeles, Lynwood, Duarte, Pomona, Montebello, and unincorporated Los Angeles County. Orange County in the City of Santa Ana and Orange County (OCTA).

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### Description of Nature, Purpose, and Beneficiaries of Project:

SCAG, in partnership with local agencies, will be implementing 11 projects across the region within three counties:

- In the County of Los Angeles with the City of Los Angeles Department of Transportation, the City of Duarte, the City of Montebello, the City of Pomona, the City of Lynwood, the County of Los Angeles Department of Public Health, and the City of Santa Monica
  - In the County of Riverside with the Riverside County Department of Public Health and the City of Banning
  - In the County of Orange with the Orange County Transportation Authority and the City of Santa Ana
- The 11 projects fall into four project categories. The project categories included:
- Education and Encouragement Programs – These include Safe Routes to School education programs.
  - Community or Area-wide Plans – Plans will focus on active transportation or transportation safety.
  - Quick Build Projects – These are interim capital improvement projects that will be implemented in partnership with the local agency.
  - Network Visioning and Implementation – This category involves the development of a community plan followed by a quick build project that implements part of the plan on an interim basis.

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**Name of Public Agency Approving Project:**

Southern California Association of Governments

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**Name of Person or Agency Carrying Out Project:**

Southern California Association of Governments

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**Exempt Status: (check one)**

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));  Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption: CEQA Guidelines § 15002 (k)(1) – General Concepts; CEQA Guidelines § 15061 – Review for Exemption; CEQA Guidelines §15262 – Feasibility and Planning Studies; CEQA Guidelines § 15301 (c) and 15301(f) – Existing Facilities CEQA Guidelines § 15304 (e) and 15304 (e) – Minor Alterations to Land; CEQA Guidelines § 15311 (a) and 15311 (c) – Accessory Structures; CEQA Guidelines § 15322 – Educational or Training Programs Involving No Physical Changes
- Statutory Exemptions

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**Reasons why project is exempt:**

SCAG staff has conducted an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k) (1), 15061, 15062, 15262, and 15300 to 15332. CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. Based upon its assessment, SCAG staff has determined that the following exemptions apply to the Project:

- CEQA Guidelines §15262 – Feasibility and Planning Studies: The Project includes the preparation of active transportation and safety plans. A project involving possible future actions but does not have a legally binding effect on later activities does not require the preparation of an EIR or Negative Declaration.
- CEQA Guidelines §15301(c) – Existing Facilities: The Project would involve implementing interim active transportation capital improvement projects in Los Angeles County, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
- CEQA Guidelines § 15304 (e) - Minor Alterations to Land: The Project may involve interim capital improvement projects within the project cities that would minimally alter existing public rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land.
- CEQA Guidelines §15306- Information Collection: The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes

for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection.

- CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes: The Project would consist of educational programs in the community of Coachella in Riverside County, involving no physical changes in the area affected, which would fall under the exemption set forth in CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes.

**Project Approval Date:** SCAG's Regional Council Approved the project on September 2, 2021.  
The California Transportation Commission approved funding for this project on June 23, 2021.

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<b>CEQA Contact Person:</b>	<b>Phone Number:</b>	<b>Fax Number:</b>	<b>Email:</b>
Karen Calderon	(213) 236-1983	(213) 236-1963	calderon@scag.ca.gov

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<b>Project Contact Person:</b>	<b>Phone Number:</b>	<b>Fax Number:</b>	<b>Email:</b>
Cory Wilkerson	(213) 236-1992	(213) 236-1963	wilkerson@scag.ca.gov

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Date received for filing at OPR: \_\_\_\_\_ Signature of Applicant: \_\_\_\_\_

Frank Wen, Department Manager  
Planning Strategy  
Southern California Association of Governments



**AGENDA ITEM 3**  
**REPORT**

Southern California Association of Governments  
Remote Participation Only  
**September 2, 2021**

**To:** Energy & Environment Committee (EEC)  
**From:** Jason Greenspan, Manager of Sustainability  
(213) 236-1859, greenspan@scag.ca.gov

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**Subject:** UCLA Luskin Center for Innovation Extreme Heat Project Series

**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:**  
*Lolly Lim, Researcher and Project Manager from the UCLA Luskin Center for Innovation, will present an overview of the project series “Measuring the Impacts of Climate Change on Vulnerable Communities to Design and Target Protective Policies,” funded by the Strategic Growth Council Climate Change Research Program. The project focuses on measuring the potential impacts of extreme heat on vulnerable populations and communities and identifying policy gaps that could be filled to enhance resilience and facilitate adaptation throughout the state.*

**BACKGROUND:**  
Californians will experience extreme heat manifest in the form of higher average temperatures, as well more frequent and severe heat waves in coming decades. Emerging research demonstrates that heat exposure has diverse and damaging impacts—on health, worker safety, learning, infrastructure reliability, wildfire risk, and more. The UCLA project “Measuring the Impacts of Climate Change on Vulnerable Communities to Design and Target Protective Policies,” is a research initiative funded by the Strategic Growth Council Climate Change Research Program which focused on measuring the potential impacts of extreme heat on vulnerable populations and communities and identifying policy gaps that could be filled to enhance heat resilience throughout the state.

The project began in late-2018 and is closing in September 2021. SCAG's manager of Sustainability, Jason A. Greenspan, AICP, served on the project's advisory committee. Research tasks focused on quantifying the potential impacts of extreme heat on:

- 1) Worker health and safety (injury risk);
- 2) Infant health (risk of early deliveries);
- 3) Household financial burdens through utility bills and risk of disconnection; and
- 4) Subsidized housing in terms of risk of exposure to extreme heat as well as wildfire.

Other tasks included a review of existing heat-relevant regulations and funding opportunities at the state-level for selected priority settings; a review of municipal heat adaptation efforts using survey and planning data; an assessment of the EmPOWER outreach campaign; and the development of an Extreme Heat version of the Healthy Places Index ([heat.healthyplacesindex.com](http://heat.healthyplacesindex.com)).

At the September 2021 EEC meeting, UCLA staff will share details on the outcomes of these studies, as well as ongoing activities to inform heat adaptation policies throughout the state.

**FISCAL IMPACT:**

None – this is not SCAG funded work.

**ATTACHMENT(S):**

1. Presentation: Measuring the Impacts of Climate Change on Vulnerable Communities to Design and Target Protective Policies
2. Summary of Published and Forthcoming Project Outputs

# Measuring the Impacts of Climate Change on Vulnerable Communities to Design and Target Protective Policies

**SCAG Energy & Environment Committee  
September 2, 2021**

UCLA Luskin Center for Innovation (LCI)  
Lolly Lim, Project Manager

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## Project Introduction

- Multi-part project focuses on measuring the potential impacts of **extreme heat** on vulnerable populations and communities and identifying policy gaps that could be filled to enhance resilience and facilitate heat adaptation throughout the state.
- Deliverables and final reporting being completed now (September 2021)
- Publicizing results throughout Summer / Fall 2021
- Project outputs and articles will be made publicly accessible on the California Adaptation Clearinghouse (within 1 year)

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## Impacts of Extreme Heat on Worker Health and Safety

**Heat and Workplace Injury - (forthcoming)** – Preliminary results show that documented rates of workplace injuries in California significantly underestimate those influenced by heat exposure, particularly those injuries not typically categorized as "heat illness" (e.g., 'falling from ladder'). Results also show that higher temperatures increase workplace injuries in both outdoor and indoor industries.



Image source: Cal/OSHA

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## Impacts of Extreme Heat on Infant Health



**Heat Impacts on Delivery Timing** – This study on the relationship between heat and delivery timing reveals that exposure to extreme heat during pregnancy can reduce gestational lengths and increase the risk of early deliveries which can have lasting cognitive and health impacts on infants.

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## Impacts of Extreme Heat on Household Financial Burdens

**High temperatures, energy expenses, and subsequent disconnections for low-income homes in California (forthcoming)** This study quantifies the relationship between high temperature days (days above 95F), electricity expenses, and the relative risk of utility service disconnection among 300,000 low-income households in California using data between 2012-2017. Preliminary results show that each day above 95F causes electricity expenses to increase in the affiliated billing period, and the relative risk of disconnection to increase 50-75 days later.



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## Climate Impacts on Subsidized and Affordable Housing

**Subsidized Housing and Heat Vulnerability in California** Results show that subsidized housing (particularly manufactured housing) in California is disproportionately located in areas that will see high numbers of extreme heat days in mid-century and simultaneously include the most sensitive populations and barriers to adaptation.

**Subsidized Housing and Wildfire Hazards in California** Results show that subsidized housing is less likely than other housing types to be in the wildland-urban interface (WUI) in both metropolitan and nonmetropolitan areas. However, given over 140,000 subsidized units in the WUI, the issue justifies further research and policy action.



Source: U.S. Dept. of Housing and Urban Development

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## Climate Impacts on Manufactured Housing

**Households Living in Manufactured Housing Face Outsized Exposure to Heat and Wildfire Hazards: Evidence from California (forthcoming)** Census tracts with higher proportions of households in manufactured housing are much more likely to be located in areas with greater historical and projected extreme heat hazards than households living in other lower-cost housing types or households in general. Households in manufactured housing are also the most likely of all household types to be located in tracts affected by past wildfires and in tracts with high future wildfire risk.



Source: U.S. Dept. of Housing and Urban Development

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## Heat Policies and Planning

**State-level Heat Policy Gap Analysis (forthcoming)** - A setting-based review of existing heat relevant regulations and funding opportunities finds that there are selected high priority settings for which there are no requirements to protect individuals from exposure; most existing state programs that could be used to address the issue of heat are not explicitly designed to center heat risk reduction as a primary program goal and they do not explicitly target program funds for delivery to heat exposed places.

**Why and How Do Cities Plan for Extreme Heat? (forthcoming)** This paper studies municipal heat adaptation using survey and planning data from California. Cities with heat-related policies have greater degrees of projected extreme heat, leadership support, environmental justice planning, and smaller Hispanic population shares. In terms of specific policy innovations, some strategies, including expanding tree canopies, have been widely adopted while others, such as cool walls, are rarely included.

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## EmPOWER Program Evaluation

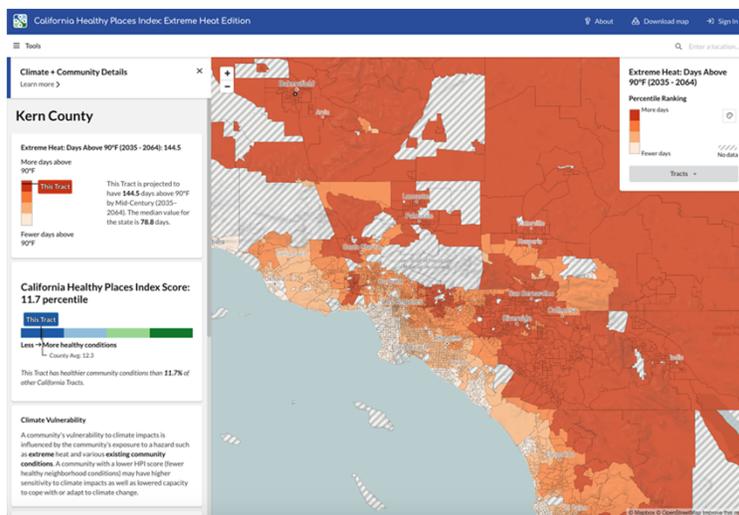
[emPOWER Pilot Evaluation](#) – emPOWER is a Los Angeles county-wide campaign led by Liberty Hill which funded 8 grassroots community-based organizations to connect low-income residents to a suite of clean energy, transportation, and financial assistance programs. **Evaluation of this pilot showed that a CBO-led outreach approach for a bundle of programs is highly successful in reaching some of the most environmentally disadvantaged and impoverished communities in LA County.**



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## Project Updates: Healthy Places Index: Extreme Heat Edition



<https://heat.healthylplacesindex.org/>

Tool includes datasets and resources:

- **Projected heat exposure** for the State of California
- **Place-based indicators** measuring community conditions and sensitive populations
- **Resources and funding** opportunities that can be used to address extreme heat

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## Ongoing Heat Adaptation Related Efforts in State

- AB-585 Climate change: Extreme Heat and Community Resilience Program (Rivas)
- Safeguarding California State Adaptation Strategy update (2021)
  - Heat Framework Development (led by OPR)
- State Budget for Climate Resilience (including heat-related efforts)

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Summary of Published and Forthcoming Project Outputs – updated 8/23/21

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Below are a list of published and forthcoming outputs for the project “Measuring the Impacts of Climate Change on Vulnerable Communities to Design and Target Protective Policies,” funded by the SGC Climate Change Research Program.

**Climate Impacts on Subsidized and Affordable Housing**

- [Subsidized Housing and Heat Vulnerability in California](#) - This study examines whether Californians living in subsidized housing are more vulnerable to extreme heat than those living in unsubsidized housing. Results show that subsidized housing (particularly manufactured housing) in California is disproportionately located in areas that will see high numbers of extreme heat days in mid-century and simultaneously include the most sensitive populations and barriers to adaptation.
- [Subsidized Housing and Wildfire Hazards in California](#) This study focuses on the intersection of subsidized housing and wildfire hazards in California. Results show that subsidized housing is less likely than other housing types to be in the wildland-urban interface (WUI) in both metropolitan and nonmetropolitan areas. However, the magnitude of the overlap between vulnerable households and the WUI—which includes households in over 140,000 subsidized units in the WUI—justifies further research and policy action.
- **Households Living in Manufactured Housing Face Outsized Exposure to Heat and Wildfire Hazards: Evidence from California (forthcoming)** Findings show that census tracts with higher proportions of households in manufactured housing are much more likely to be located in areas with greater historical and projected extreme heat hazards than households living in other lower-cost housing types or households in general. Households in manufactured housing are also the most likely of all household types to be located in tracts affected by past wildfires and in tracts with high future wildfire risk.
- **Why and How Do Cities Plan for Extreme Heat? (forthcoming)** This paper studies municipal heat adaptation using survey and planning data from California. Cities with heat-related policies have greater degrees of projected extreme heat, leadership support, environmental justice planning, and smaller Hispanic population shares. In terms of specific policy innovations, some strategies, including expanding tree canopies, have been widely adopted while others, such as cool walls, are rarely included.

## Impacts of Extreme Heat on Health and Household Financial Burdens

- **Heat and Workplace Injury - (forthcoming)** – Preliminary results show that documented rates of workplace injuries in California significantly underestimate those influenced by heat exposure, particularly those injuries not typically categorized as "heat illness" (e.g., 'falling from ladder').
- [Heat Impacts on Delivery Timing](#) – This study on the relationship between heat and delivery timing reveals that exposure to extreme heat during pregnancy can reduce gestational lengths and increase the risk of early deliveries by up to two weeks. This can have lasting impacts on infant health and cognitive outcomes. It estimates that an average of 25,000 infants per year were born earlier as a result of heat exposure (between 1969 to 1988).
- **High temperatures, energy expenses, and subsequent disconnections for low-income homes in California (forthcoming)** This study quantifies the relationship between high temperature days (days above 95F), electricity expenses, and the relative risk of utility service disconnection among 300,000 low-income households in California using data between 2012-2017.

## Governance of Extreme Heat and Heat Spatial Tool

- **State-level Heat Policy Gap Analysis (forthcoming)** - A setting-based review of existing heat relevant regulations and funding opportunities finds that there are selected high priority settings (residential buildings, schools, correctional facilities, bus transit stops, parks and recreation spaces) for which there are no requirements to protect potentially heat sensitive individuals from exposure; most existing state programs that could be used to address the issue of heat in some way are not explicitly designed to center heat risk reduction as a primary program goal; and they also do not explicitly target program funds for delivery to heat exposed places (e.g., based on projected temperatures, extreme heat days or events).
- [emPOWER Pilot Evaluation](#) – emPOWER is a Los Angeles county-wide campaign led by Liberty Hill which funded 8 grassroots community-based organizations to connect low-income residents to a suite of clean energy, transportation, and financial assistance programs. Evaluation of this pilot showed that a CBO-led outreach approach for a bundle of programs is highly successful in reaching some of the most environmentally disadvantaged and impoverished communities in LA County.
- [Extreme Heat Edition of Healthy Places Index Tool \(forthcoming\)](#) - The Extreme Heat Edition of the HPI provides datasets on projected heat exposure for the State of California, place-based indicators measuring community conditions, and sensitive populations. It also provides a list of State resources and funding opportunities that can be used to address extreme heat.



# AGENDA ITEM 4 REPORT

Southern California Association of Governments  
Remote Participation Only  
September 2, 2021

**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)

EXECUTIVE DIRECTOR'S  
APPROVAL

**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 programmatically 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 SOCIAL AMENDMENT NO. 1**

Impact	Compared to the Certified Connect SoCal PEIR
Aesthetics	Same; no new impacts
Agriculture and Forestry Resources	Same; no new impacts
Air Quality	Same; no new impacts
Biological Resources	Same; no new impacts
Cultural Resources	Same; no new impacts

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

SCAG 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 programmatically 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

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



**DRAFT ADDENDUM #2**  
TO THE  
PROGRAM ENVIRONMENTAL IMPACT REPORT  
STATE CLEARINGHOUSE #2019011061

DRAFT | SEPTEMBER 2, 2021

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2.0 PROJECT DESCRIPTION	4
3.0 ENVIRONMENTAL ANALYSIS	4
4.0 COMPARISON OF ALTERNATIVES	22
5.0 OTHER CEQA CONSIDERATIONS	23
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## DRAFT ADDENDUM #2

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TO THE  
PROGRAM ENVIRONMENTAL IMPACT REPORT  
STATE CLEARINGHOUSE #2019011061

DRAFT | SEPTEMBER 2, 2021

[scag.ca.gov/connect-social](http://scag.ca.gov/connect-social)  
[scag.ca.gov/peir](http://scag.ca.gov/peir)

# CONNECT SOCAL Draft Addendum #2 to the Program Environmental Impact Report

## 1.0 INTRODUCTION

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

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

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

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

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

The Connect SoCal PEIR was certified on May 7, 2020 by the Regional Council (SCH No. 20199011061). SCAG prepared the Connect SoCal PEIR Addendum #1 (PEIR Addendum #1) to address technical refinements<sup>1</sup> 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.

<sup>1</sup> 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.

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.

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 3-1 Summary of Impacts from Amendment #1**

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

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. 3.1-26 – 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 certified 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 previous 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**

County		(Tons/Day)								
		ROG		NO <sub>x</sub>			CO	PM <sub>10</sub>	PM <sub>2.5</sub>	SO <sub>x</sub>
		Summer	Annual	Summer	Annual	Winter	Winter	Annual	Annual	Annual
Imperial	Existing	3	3	6	6	7	19	0.5	0.2	0.0
	Plan	2	2	4	4	4	17	0.7	0.3	0.1
	<b>Difference (Amendment #1)</b>	<b>-1</b>	<b>-1</b>	<b>-2</b>	<b>-2</b>	<b>-2</b>	<b>-2</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>
	Previous Difference (PEIR)*	-1	-1	-2	-2	-2	-2	0.3	0.1	0.0
Los Angeles	Existing	52	50	88	95	93	397	14.2	6.3	1.1
	Plan	22	21	33	35	34	146	13.9	5.7	0.8
	<b>Difference (Amendment #1)</b>	<b>-30</b>	<b>-29</b>	<b>-55</b>	<b>-60</b>	<b>-59</b>	<b>-251</b>	<b>0.3</b>	<b>-0.6</b>	<b>-0.3</b>
	Previous Difference (PEIR) *	-30	-29	-55	-60	-59	-251	0.3	-0.6	-0.3
Orange	Existing	15	15	22	23	23	111	4.7	2.1	0.3
	Plan	7	7	7	8	8	46	4.7	1.9	0.2
	<b>Difference (Amendment #1)</b>	<b>-8</b>	<b>-8</b>	<b>-14</b>	<b>-16</b>	<b>-15</b>	<b>-65</b>	<b>0.1</b>	<b>-0.1</b>	<b>-0.1</b>
	Previous Difference (PEIR) *	-8	-8	-14	-16	-15	-65	0.1	-0.1	-0.1
Riverside	Existing	14	12	32	34	34	86	3.9	1.7	0.3
	Plan	7	6	12	13	13	40	4.7	1.9	0.3
	<b>Difference (Amendment #1)</b>	<b>-7</b>	<b>-6</b>	<b>-20</b>	<b>-21</b>	<b>-21</b>	<b>-47</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>
	Previous Difference (PEIR) *	-7	-6	-20	-21	-21	-47	0.8	0.2	0.0
San Bernardino	Existing	16	14	38	40	39	100	4.1	1.8	0.3
	Plan	7	6	18	19	18	43	5.2	2.1	0.3
	<b>Difference (Amendment #1)</b>	<b>-8</b>	<b>-7</b>	<b>-20</b>	<b>-21</b>	<b>-21</b>	<b>-57</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>
	Previous Difference (PEIR) *	-8	-7	-20	-21	-21	-57	1.1	0.3	0.0
Ventura	Existing	4	4	6	7	7	30	1.1	0.5	0.1
	Plan	1	1	2	2	2	10	1.2	0.5	0.1
	<b>Difference (Amendment #1)</b>	<b>-3</b>	<b>-3</b>	<b>-4</b>	<b>-5</b>	<b>-5</b>	<b>-20</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	Previous Difference (PEIR) *	-3	-3	-4	-5	-5	-20	0.0	0.0	0.0

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

Attachment: Draft-Addendum #2-PEIR (Initial Findings for Connect SoCal CEQA Addendum No. 2 to

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 programmatically 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 programmatically addressed in the Connect SoCal PEIR and previous addendum.

**TABLE 3-3 SCAG Region Estimated Transportation Fuel Consumption – Amendment #1**

Year	Fuel Consumed		Percentage under Existing
	Billion Gallons per Year	Thousand Gallons per Day	
2019	8.3	22,876	—
2045 Baseline	7.0	19,052	-16.7%
<b>Amendment #1</b>	<b>6.7</b>	<b>18,239</b>	<b>-20.3%</b>
PEIR*	6.7	18,241	-20.3%

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

### 3.7 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 CO<sub>2</sub>e total GHG emissions from on-road vehicles and 10.1 million metric tons per year CO<sub>2</sub>e 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**

On-Road Vehicles	2019 Based Year			2045 (Plan)		
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2O</sub>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2O</sub>
Light and Medium Duty Vehicles	59.46	0.002	0.0009	37.46	0.001	0.0002
Heavy Duty Trucks	15.47	0.000	0.002	24.13	0.001	0.001
Buses	1.50	0.001	0.0002	1.38	0.000	0.0000
On-Road Vehicles (Subtotal) in CO <sub>2</sub>	76.43	0.004	0.003	62.98	0.002	0.001
On-Road Vehicles (Subtotal) in CO <sub>2e</sub> *	76.43	0.076	0.919	62.98	0.038	0.356
<b>Total GHG Emissions from on-road vehicles in CO<sub>2e</sub> (Amendment #1)</b>	<b>77.4</b>			<b>63.4</b>		
<b>Previous Total GHG Emissions from on-road vehicles in CO<sub>2e</sub> (PEIR) **</b>	<b>77.4</b>			<b>63.4</b>		

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

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

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

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

Off-Road Vehicles	2019 Based Year			2045 (Plan)		
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2O</sub>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2O</sub>
Rail	2.16	0.00	0.00	3.86	0.00	0.00
Aviation	3.15	0.00	0.00	1.97	0.00	0.00
Ocean-going Vessel	1.13	0.00	0.00	3.95	0.00	0.00
Other Transportaton Sources (Subtotal) in CO <sub>2</sub>	6.45	0.00	0.00	9.78	0.00	0.00
Other Transportation Sources (Subtotal) in CO <sub>2e</sub> *	6.45	0.00	0.49	9.78	0.00	0.29
<b>Total GHG Emissions from off-road vehicles in CO<sub>2e</sub> (Amendment #1)</b>	<b>6.9</b>			<b>10.1</b>		
<b>Previous Total GHG Emissions from off-road vehicles in CO<sub>2e</sub> (PEIR) **</b>	<b>6.9</b>			<b>10.1</b>		

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

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

\*\* PEIR calculations include the original Final PEIR and the PEIR 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 in order to meet these GHG emissions reduction targets by aligning transportation, land use, and housing strategies with respect to SB 375. For SCAG, the targets are to reduce per capita GHG emissions by 8 percent below 2005 levels by 2020 and 19 percent below 2005 levels by 2035. Determining the per capita CO2 emissions requires modeling vehicle miles traveled (VMT) by passenger vehicles and light trucks that emit CO2 and dividing the number by the total population.

According to **TABLE 3-7**, SB 375 Analysis – Amendment #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**

	2019 Based Year	2045 (Plan)**
Total GHG Emissions from on-road vehicles in CO <sub>2e</sub> *	77.4	63.4
Total GHG Emissions from other transportation sources in CO <sub>2e</sub>	6.9	10.1
All Transportation Sector (On-Road and Off-Road Vehicles) in CO <sub>2e</sub>	84.4	73.4
<b>Amendment #1 vs. 2019 Base Year</b>		<b>-14.9%</b>
<b>PEIR** vs. 2019 Base Year</b>		<b>-14.9%</b>

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

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

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

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

**TABLE 3-7 SB 375 Analysis – Amendment #1**

	2005 (Baseline)	2020 (Plan)	2035 (Plan)
Resident population (per 1,000)	17,161	19,194	21,109
CO2 emissions (per 1,000 tons)	204.0*	204.5**	197.6***
Per capita emissions (pounds/day)	23.8	21.3	18.7
<b>% difference from Amendment #1 (2020) to Baseline (2005)</b>			<b>-8%****</b>
<b>% difference from Amendment #1 (2035) to Baseline (2005)</b>			<b>-19%****</b>
Previous % difference from Plan (2020) to Baseline (2005)			-8%****
Previous % difference from Plan (2035) to Baseline (2005)			-19%****

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

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

#1. 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 mineral resources, or a substantial increase in the severity of impacts to mineral resources beyond those programmatically addressed in the Connect SoCal PEIR and previous 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 or a substantial increase in the severity of impacts to population, housing, and employment beyond those programmatically addressed in the Connect SoCal PEIR and previous 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**

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

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

**TABLE 3-9 VMT Per Capita by County - Amendment #1**

County	Light/Medium Duty Vehicles		All Vehicles	
	2019	2045	2019	2045
Imperial	29.69	32.36	35.01	40.95
Los Angeles	21.47	19.22	22.77	20.85
Orange	23.59	22.31	24.73	23.83
Riverside	22.29	20.59	24.95	23.91
San Bernardino	25.34	24.30	28.82	29.34
Ventura	21.30	19.51	22.44	21.10
<b>Regional (Amendment #1)</b>	<b>22.45</b>	<b>20.72</b>	<b>24.18</b>	<b>23.09</b>
Regional (PEIR) *	22.45	20.72	24.18	23.10

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**

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

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**

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

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

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

Attachment: Draft-Addendum #2-PEIR (Initial Findings for Connect SoCal CEQA Addendum No. 2 to

### 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 programmatically 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

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

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

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

\* 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**

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

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.



**MAIN OFFICE**

900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
Tel: (213) 236-1800

**REGIONAL OFFICES**

**IMPERIAL COUNTY**  
1405 North Imperial Ave., Ste.104  
El Centro, CA 92243  
Tel: (213) 236-1967

**ORANGE COUNTY**  
OCTA Building  
600 South Main St., Ste. 741  
Orange, CA 92868  
Tel: (213) 236-1997

**RIVERSIDE COUNTY**  
3403 10th St., Ste. 805  
Riverside, CA 92501  
Tel: (951) 784-1513

**SAN BERNARDINO COUNTY**  
1170 West 3rd St., Ste. 140  
San Bernardino, CA 92410  
Tel: (213) 236-1925

**VENTURA COUNTY**  
4001 Mission Oaks Blvd., Ste. L  
Camarillo, CA 93012  
Tel: (213) 236-1960



**DRAFT ADDENDUM #2**

TO THE  
PROGRAM ENVIRONMENTAL IMPACT REPORT  
STATE CLEARINGHOUSE #2019011061

DRAFT | SEPTEMBER 2, 2021

[scag.ca.gov/connect-socal](http://scag.ca.gov/connect-socal)  
[scag.ca.gov/peir](http://scag.ca.gov/peir)





**AGENDA ITEM 5**  
**REPORT**

Southern California Association of Governments  
Remote Participation Only  
**September 2, 2021**

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Lyle Janicek, Associate Regional Planner  
(213) 236-1966, janicek@scag.ca.gov

**Subject:** California Climate Investments (CCI) 2021 Update

**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 Government Energy and Environment Committee September 2, 2021

Alex Stockton, Climate Policy Specialist

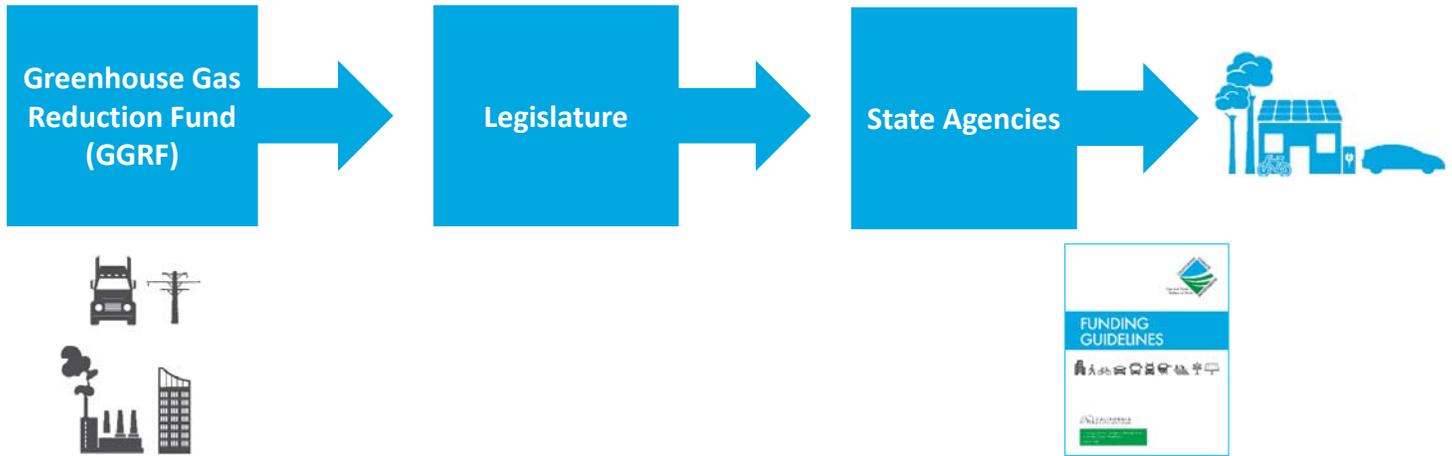


## What is California Climate Investments?

- 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.



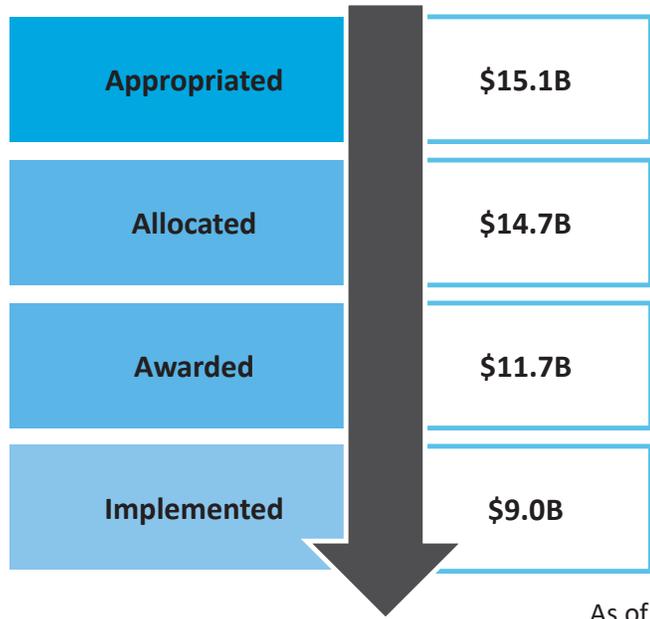
# Funding Flow



# Administering Agencies



# Funding Overview



As of May 2021



## Cumulative Project Outcomes



51% of funding benefiting priority populations (\$4.5 billion)



659,000+ acres of land preservation or restoration



542,000+ individual projects implemented



740+ transit agency projects funded, adding or expanding transit service



8,000+ affordable housing units under contract



123,000+ projects installing energy efficiency measures in homes



125,000+ urban trees

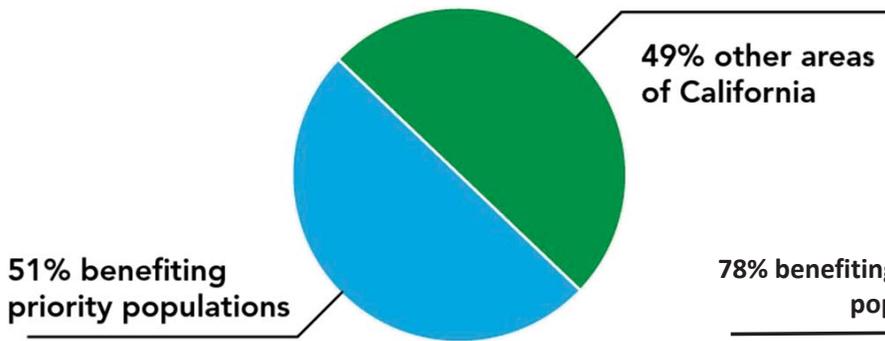


399,000+ rebates issued for zero-emission and plug-in hybrid vehicles

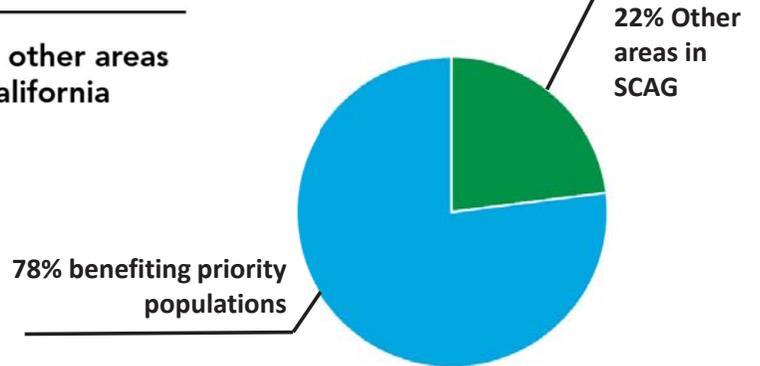
As of May 2021

# Focus on Priority Populations

## Statewide



## SCAG Region



As of May 2021

## Investments in the SCAG Region

	Total Implemented Funds	% of Implemented Funds	% Benefiting Priority Populations
Statewide	\$9.0B	100%	51%
SCAG region	\$2.3B	26%	78%

As of May 2021

# Cumulative Investments in SCAG Region by County

County*	Total Implemented Funds	Number of Individual Projects
Imperial	\$42M	682
Los Angeles	\$1.4B	121,070
Orange	\$371M	56,296
Riverside	\$340M	26,166
San Bernardino	\$386M	20,509
Ventura	\$120M	8,264

\*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

## 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/>

# Resources

[caclimateinvestments.ca.gov](http://caclimateinvestments.ca.gov)

  @CAClimateInvest

[info@caclimateinvestments.ca.gov](mailto:info@caclimateinvestments.ca.gov)

1-800-757-2907 • Hablamos Español

Funding Wizard

<https://fundingwizard.arb.ca.gov/web/>





**AGENDA ITEM 6**  
**REPORT**

Southern California Association of Governments  
Remote Participation Only  
**September 2, 2021**

**To:** Energy and Environment Committee (EEC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Courtney Aguirre, Program Manager II  
(213) 236-1990, aguirre@scag.ca.gov

**Subject:** Health Equity Through Climate Action

**RECOMMENDED ACTION:**

Information Only - No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Daniel Woo, MPH, MS, LEED AP, Team Lead, and Meredith Milet, MPH, Epidemiologist, from the California Department of Public Health’s (CDPH) Climate Change & Health Equity Section, will present an overview of the health equity framework guiding climate change efforts and describe how CDPH is embedding public health and health equity considerations in statewide climate change policy and planning.*

**BACKGROUND:**

Climate change mitigation and adaptation planning have become more pressing with each passing year as the SCAG region experiences extreme climate-related health, safety and economic impacts from intensified wildfires, inland flooding and mudslides from torrential rainstorms, coastal flooding exacerbated by sea level rise, and intensified urban heat island effects from unusually high temperatures. Loss of life, destruction of property and infrastructure, transportation system interruptions, and diminished natural resources have been accelerated by our rapidly changing climate. Extended dry heat days and extreme wildfires represent the most tangible and immediate examples of how climate change is impacting the region’s health, safety, and economic welfare.

Climate change-related impacts are disproportionately affecting those already experiencing inequities. At the September 2021 EEC meeting, California Department of Public Health (CDPH) staff will share what the Climate Change and Health Equity Section is doing at the state level to support local and regional partners in taking action to prevent the worst impacts of climate change and prepare for the unavoidable climate impacts on our communities.

CDPH staff will provide an overview of the health equity framework guiding CDPH's climate change efforts, which includes taking a "health and equity in all policies" approach. The presentation will also discuss key strategies CDPH employs to embed public health and health equity considerations in statewide climate change policy and planning and embed climate action in public health policy and planning. Examples of CDPH activities will be provided, along with key tools and resources that can be used by local and regional agencies to support climate action and adaptation planning. Finally, this presentation will also provide some potential strategies to further integrate health equity and CDPH's tools into your climate efforts.

CDPH / Climate Change & Health Equity resources highlighted in the presentation are linked below.

- **CDPH Climate Change and Health Vulnerability Indicators & Visualization**  
*Assessing social vulnerability and adaptive capacity for climate change exposures in California*  
<https://discovery.cdph.ca.gov/ohe/CCHVlz/>
- **CDPH County Climate Change and Health Profile Reports**  
*Projecting climate impacts for each CA county*  
<https://www.cdph.ca.gov/Programs/OHE/Pages/ClimateHealthProfileReports.aspx>
- **CDPH CalBRACE Toolkit**  
*Assisting local health departments in adaptation planning*  
<http://bit.ly/CalBRACEtoolkit>
- **CDPH Healthy Mobility Options Tool (ITHIM CA)**  
*Quantifying health benefits of active transportation*  
<https://skylab.cdph.ca.gov/HealthyMobilityOptionTool-ITHIM/>
- **Planning and Investing for a Resilient CA**  
*Guiding State planning in the face of climate change -- potentially applicable to local/regional planning as well*  
<http://opr.ca.gov/planning/icarp/resilient-ca.html>
- **California Heat Assessment Tool (CHAT)**  
*Projecting extreme heat impacts on CA communities*  
<https://cal-heat.org/>
- **California Healthy Places Index (HPI)**  
*Exploring local factors that affect life expectancy*  
<https://healthyplacesindex.org/>

**FISCAL IMPACT:**

No Fiscal Impact. This is not SCAG-funded work.

**ATTACHMENT(S):**

1. Program-Fact-Sheet
2. PowerPoint Presentation - Climate Health Equity



California Department of Public Health  
Office of Health Equity

# Climate Change & Health Equity Section

The **Climate Change and Health Equity Section (CCHES)** envisions a state where all Californians thrive in health equitable, and resilient communities. We work to achieve this by building health equity, advancing climate action, and improving living conditions through policies, systems, and environmental changes.

## WHAT WE DO

Work across agencies and departments to **embed health and equity** into California climate change programs and policies.

**Guide state investment and resource distribution** to prioritize health equity and climate resilience.

**Provide data, research, and tools** to identify and reduce the health effects of climate change and maximize the health equity benefits of climate action.

**Increase capacity of public health depts. and partner agencies** to work on climate change and health equity.

**Engage with stakeholders** to increase communities' power in decision-making.

## DATA & TOOLS

### CDPH Climate Change and Health Vulnerability Indicators & Visualization

*Assessing social vulnerability and adaptive capacity for climate change exposures in California*

<https://discovery.cdph.ca.gov/ohe/CCHVlz/>

### CDPH County Health Profile Reports

*Projecting climate impacts for each CA county*  
<https://www.cdph.ca.gov/Programs/OHE/Pages/ClimateHealthProfileReports.aspx>

### CDPH CalBRACE Toolkit

*Assisting local health depts. in adaptation planning*  
<http://bit.ly/CalBRACEtoolkit>

### CDPH Healthy Mobility Options Tool (ITHIM CA)

*Quantifying health benefits of active transportation*  
<https://skylab.cdph.ca.gov/HealthyMobilityOptionTool-ITHIM/>

### Planning and Investing for a Resilient CA

*Guiding State planning in the face of climate change*  
<http://opr.ca.gov/planning/icarp/resilient-ca.html>

### California Heat Assessment Tool (CHAT)

*Projecting extreme heat impacts on CA communities*  
<https://cal-heat.org/>

### California Healthy Places Index (HPI)

*Exploring local factors that affect life expectancy*  
<https://healthyplacesindex.org/>

## KEY MESSAGES

- Climate change is one of the greatest public health threats of our time.
- Those facing inequities are hurt first and worst.
- Climate change policies can impact social determinants of health, and represent a significant opportunity to improve population health and health inequities.

## ACCOMPLISHMENTS

- Provided health and equity guidance to **over \$565 million per year in State grants** (e.g., *Affordable Housing & Sustainable Communities Program, Transformative Climate Communities Program, Caltrans Adaptation Planning Grants*) to communities across CA.
- Supported State agencies in implementing climate legislation and executive orders around clean energy (SB 350), land use / transportation (SB 375, SB 150), climate adaptation (EO B-30-15, AB 2722) healthy housing and weatherization (AB 1232), climate adaptation (AB 1482), and more.
- Integrated health and equity into **State climate change plans and policies** impacting social determinants of health. Examples: CA Scoping Plan (State GHG Emissions Reduction Strategy), State Hazard Mitigation Plan, State Climate Adaptation Strategy, and more.
- Implemented the **California Building Resilience Against Climate Effects (CalBRACE) Project** which assists local health departments to prepare for health impacts of climate change.
- Created **tools for policymakers** to prioritize resources to vulnerable communities for improving their living conditions and resilience to climate impacts.
- Quantified the **potential health benefits** of transportation investments. This led to a state climate change policy goal to **quadruple walking** in California and **increase cycling nine-fold**.
- Hosted **public meetings of the CA Climate Action Technical - Public Health Workgroup** since 2009 to collaborate, inform, and plan action on the health equity impacts climate change and climate strategies.

# Health Equity Through California Climate Action



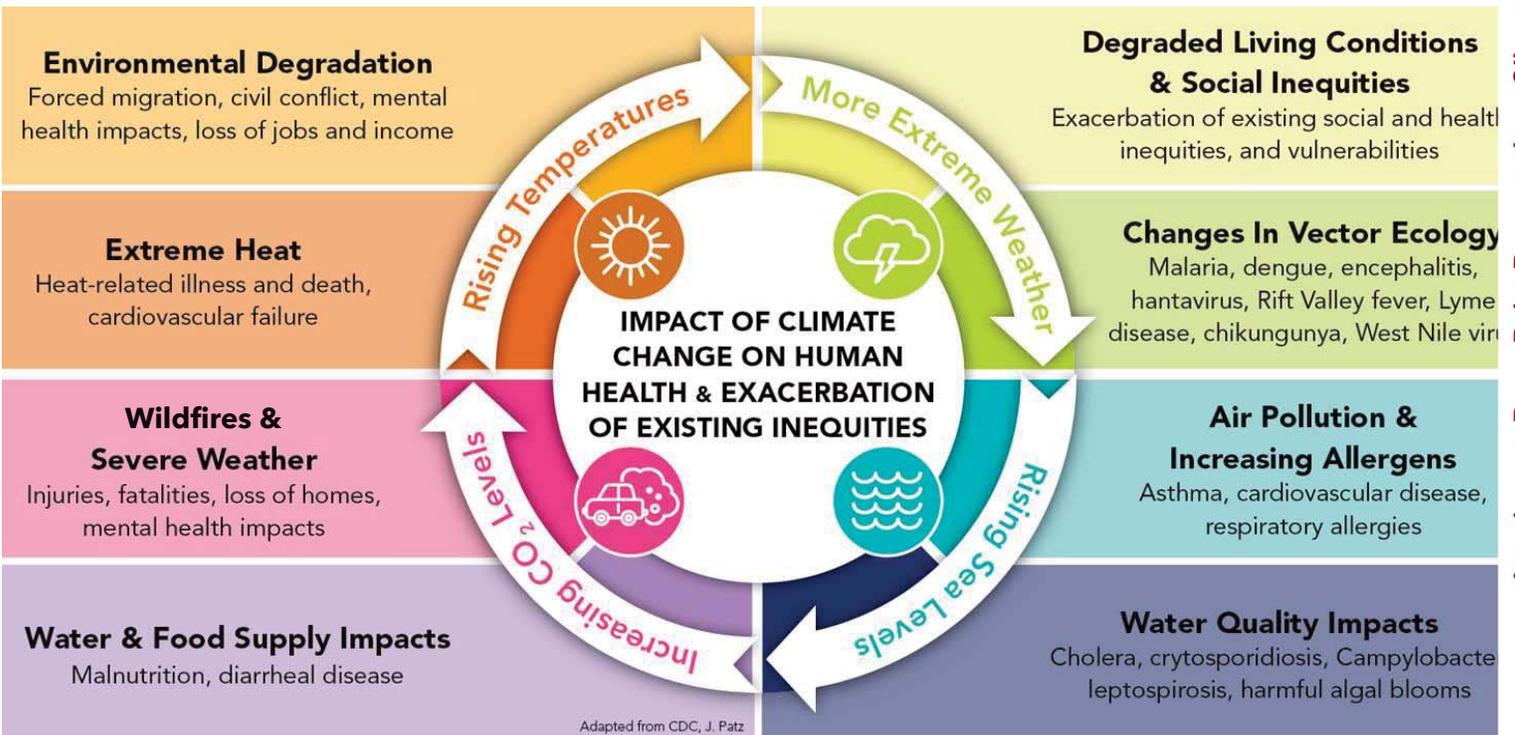
**Dan Woo, MPH, MS | Team Lead**  
**Meredith Milet, MPH | Epidemiologist**  
 Climate Change & Health Equity Section  
 Office of Health Equity  
 California Department of Public Health

SCAG Energy & Environment Committee  
 September 2, 2021



Climate Change & Health Equity Section  
 California Department of Public Health

Attachment: PowerPoint Presentation - Climate Health Equity (Health Equity Through Climate Action)



Climate change harms human health.  
 People facing inequities hurt first and worst.

# California For All: Racial Equity Lens & Equity Frame



Photo: Istock JuanMorino

## Provide Health Equity Tools, Indicators, & Language



### State Climate Plans & Programs

- Health analysis & environmental justice content for **AB 32 Scoping Plan** (CARB)
- **R2 Vulnerability Assessment / 45 Day Community Wildfire Prevention & Mitigation Report** (CAL FIRE)
- **Low-Income Weatherization Program (LIWP) / AB 1232** implementation – improving health through **energy efficiency & weatherization of homes** (CSD)
- **State Adaptation Strategy** (CNRA, OPR)
- **Clean transportation & energy access** for low-income Californians (CARB, CEC)
- Progress Report on **Sustainable Communities & Climate Protection Act** (CARB)
- **State Hazard Mitigation Plan & Adaptation Planning Guide** (CalOES)
- **Planning & Investing for a Resilient CA** – equity components (OPR)
- State policy considerations for the deployment of **Autonomous Vehicles** (CalSTA)
- Health benefits of reduced driving for CA **Mobile Source Strategy** (CARB)

# Guide State Investment & Resource Distribution



## Provide Health Equity Input to State Grants to CA Communities

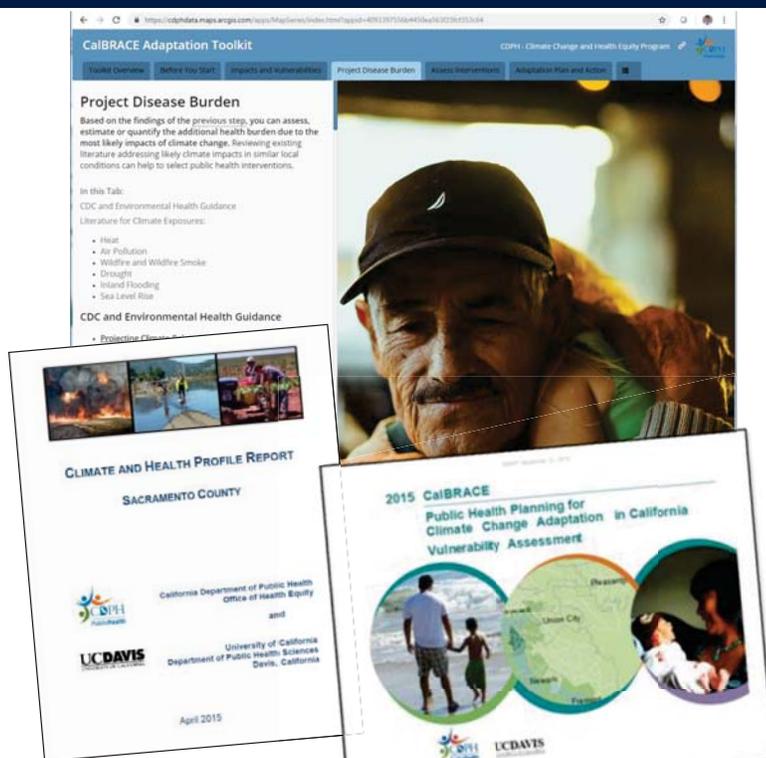
- Affordable Housing & Sustainable Communities Program (SGC)
- Transformative Climate Communities (SGC)
- CA Climate Investments Technical Assistance Program / PACE (SGC)
- Climate Change Research Grant Program (SGC)
- Triennial Strategic Research Plan and Annual Research Plans (SGC)
- SB 1 Adaptation Planning Grants (Caltrans)
- SB 1 Sustainable Communities Grants Program (Caltrans)
- Active Transportation Program (Caltrans)
- Urban Greening Grant Program (CNRA)

## Features Incorporated:

- Equity framework
- Prioritizing based on CCHVIs
- Community engagement & capacity building
- Reducing VMT & facilitating active transport
- Local hiring, jobs creation & training
- Preventing displacement
- Partnering with health departments

## Increase Capacity of Local Health Depts & Tribal Organizations

- Support **CDPH programs, local health departments, and tribal organizations** to engage on climate change & equity
- **CalBRACE** (California Building Resilience Against Climate Effects) Project of CCHES provides **technical assistance and tools** for climate change and health planning
- **Climate Change & Health Profile Report** for each CA county
- **CalBRACE Adaptation Toolkit**
- Help LHDs partner or receive **California Climate Investment funds** to further public health objectives



# Climate Action Team – Public Health Workgroup

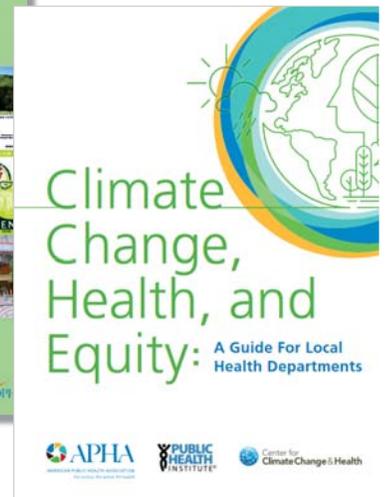
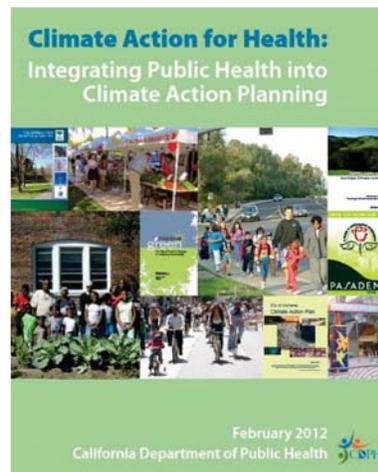


- Address **cross-cutting issues** related to climate change and health equity
- **Public forum** for communication, coordination, and education across agencies and with stakeholders
- **Past meeting topics:**
  - Wildfires / Smoke
  - Drought Response
  - Health Analysis of State Climate Programs
  - Extreme Heat
  - Mental Health
  - Oil & Gas Production
  - Climate Action Plan for Transport, Infrastructure
  - Mobilizing Public Health Sector
  - Active Transportation
  - Healthy Soils
  - Urban forestry

<https://ww2.arb.ca.gov/resources/documents/climate-action-team-public-health-workgroup-meetings>  
 Email [climatechange@cdph.ca.gov](mailto:climatechange@cdph.ca.gov) to be notified of future CAT-PHWG meetings

## Public Health Messaging to Bolster State Policies & Climate Action

- **Protecting health is the top reason** Americans select for supporting climate solutions (EcoAmerica):
  - 76% motivated by health
  - 71% motivated by good paying jobs
- **68% of Americans trust health professionals** for information on climate change (EcoAmerica)
- **Climate and health messaging** for Local Health Departments, Planners, & Other Partners
- Connecting **health pathways** and **potential health benefits** associated with climate change strategies



Attachment: PowerPoint Presentation - Climate Health Equity (Health Equity Through Climate Action)

# Informing Policy: Health Analysis of Active Transportation

Healthy Mobility Options Tool / ITHIM CA: <https://skylab.cdph.ca.gov/HealthyMobilityOptionTool-ITHIM>

## Meeting Scoping Plan 2030 Goal for Walking, Cycling, and Transit:



Typical CA resident replaces short car trips by increasing current levels of weekly walking and cycling from **41** to **181** minutes.



Annual increase of **790** fatal injuries to pedestrians and cyclists – underscoring continued need for active travel safety measures



**11,307** fewer chronic disease deaths and **157,958** “disability-adjusted” years of life gained annually



Projected annual health benefits valued between **\$8 billion** and **\$108 billion**



Less car driving would improve air quality and prevent **19** additional deaths annually



Replacing short car trips with walking, cycling, and transit would also decrease annual car carbon emissions by **10** MMT

\*Quantified health benefits produced by the California Healthy Mobility Options Tool, using the CARB Scoping Plan (2030) model scenario and expected California population and disease trends for the year 2030.

## Healthy Mobility Options Tool (HMOT / ITHIM)

<https://skylab.cdph.ca.gov/HealthyMobilityOptionTool-ITHIM>



Integrated Transport and Health Impact Model

Home About Run ITHIM Decision Support User Support

### Make Your Selections

#### Scenarios

- CARB Scoping Plan (2030)
- CARB Scoping Plan (2030)
- Caltrans Strategic Management Plan (2020)
- Sustainable Communities Strategies (2040)
- U. S. Surgeon General Recommendation
- Baseline Multiples
- Fixed Time
- Low Carbon Driving

#### Output

#### Type of Output

- NA
- Report  Infographic  Tables  Graphs

#### Level of Detail

- NA
- Summary  Medium  High

### Tables (Summary)

#### 1. Annual Changes in Active Travel Time, Deaths, Costs, and Carbon Emissions, California, CARB Scoping Plan (2030), 2030

Item	Baseline	Scenario
Active Travel Time (min/p/week)	40.6	181
Avoided Deaths	---	10,986
Health Cost Savings (\$ billion 2010)	---	7.7
Carbon Emissions (MMTY)	53.6	43.6

min/p/week, per capita weekly mean minutes; MMTY, million metric tons per year; Note, negative values indicate an increase in deaths, DALYs, or costs.

#### 2. Per Capita Mean Weekly Active Travel Times (minutes), California, CARB Scoping Plan (2030), 2030

Mode	Baseline	Scenario
Walk	36.9	148
Bike	3.6	32.7
Total	40.6	181

# Climate Change & Health Vulnerability Indicators for California

## Environmental Exposures:

- Heat
- Air Quality
- Drought
- Wildfires
- Sea Level Rise

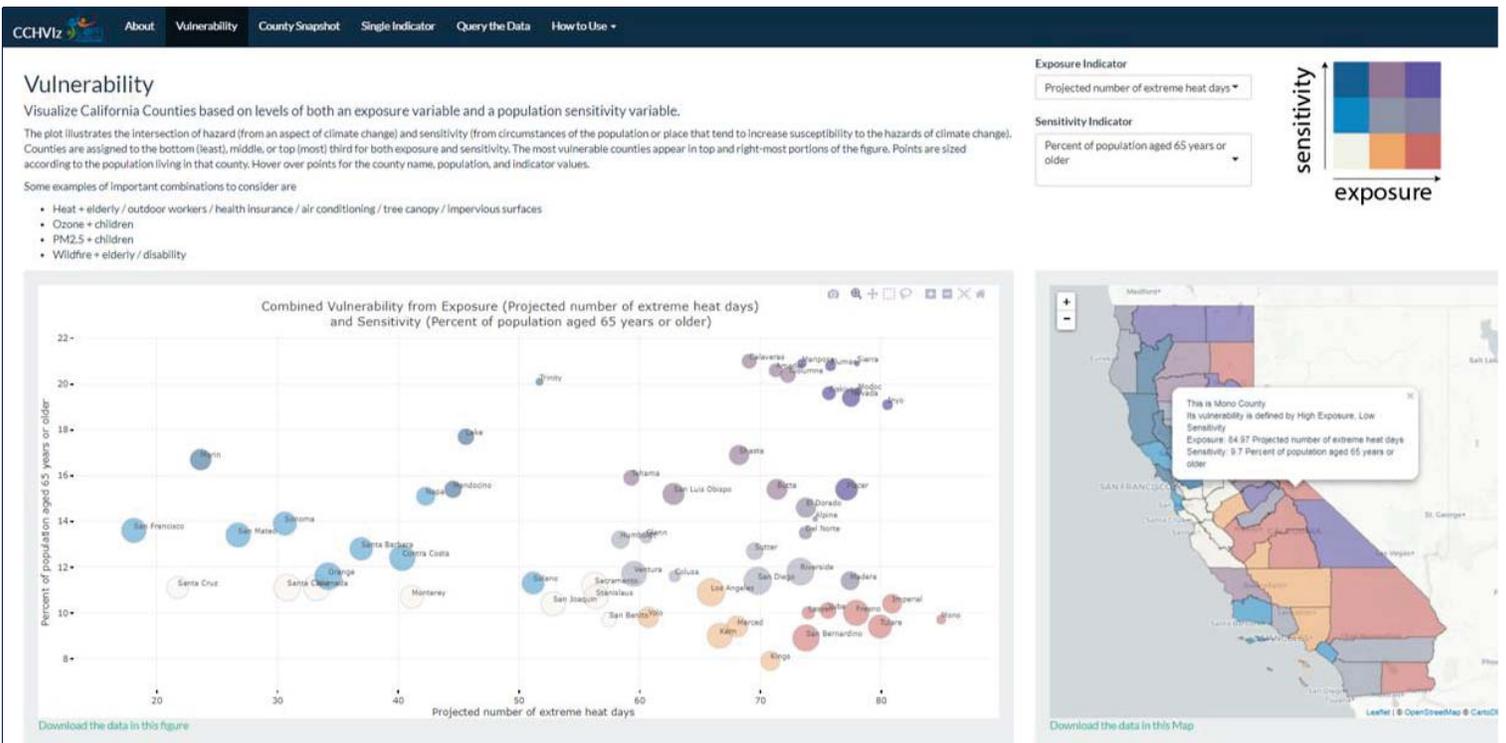
## Adaptive Capacity:

- Air Conditioning Ownership
- Tree Canopy
- Impervious Surfaces
- Public Transit Access

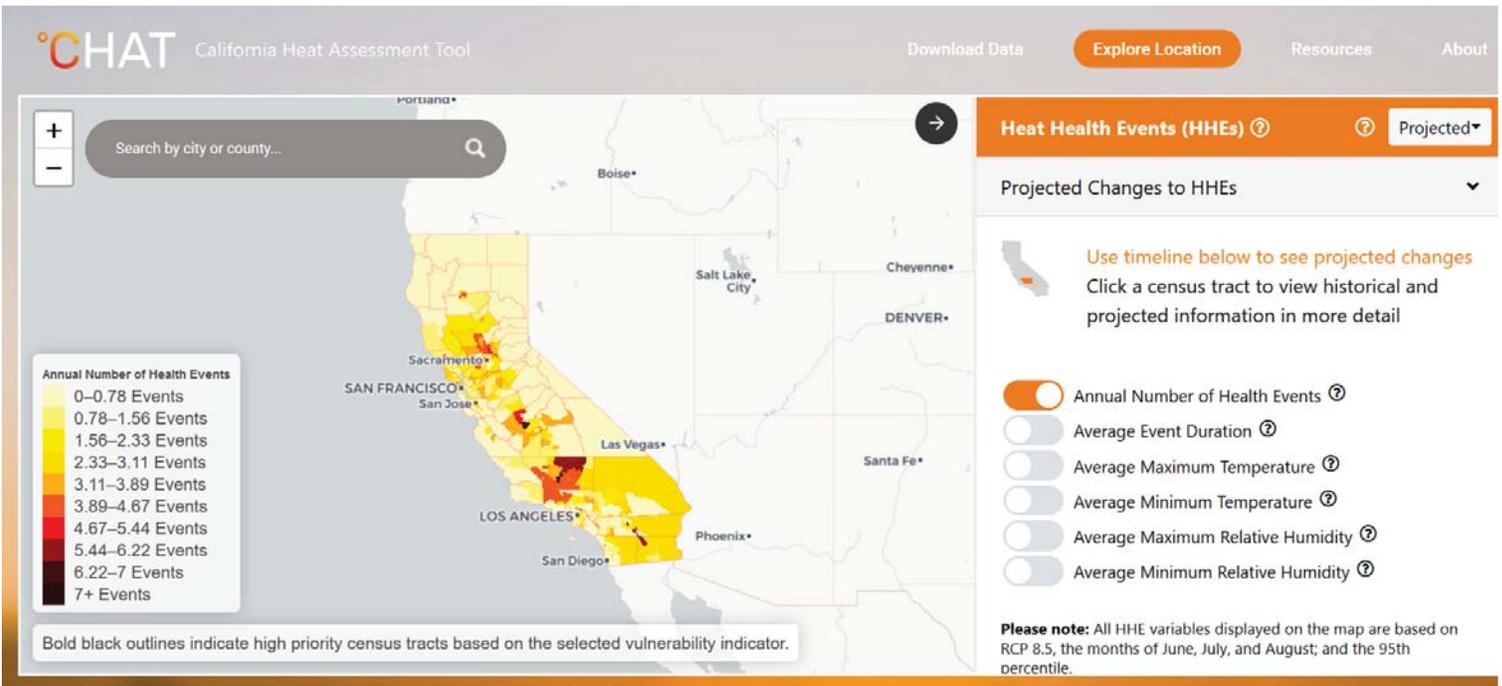
## Population Sensitivity:

- Children and Elderly
- Poverty
- Education
- Race and Ethnicity
- Outdoor Workers
- Vehicle Ownership
- Linguistic Isolation
- Disability
- Health Insurance
- Violent Crime Rate

<https://www.cdph.ca.gov/Programs/OHE/Pages/CC-Health-Vulnerability-Indicators.aspx>



<https://skylab.cdph.ca.gov/CCHViz/>



Attachment: PowerPoint Presentation - Climate Health Equity (Health Equity Through Climate Action)

# Health Equity Through California Climate Action



[Daniel.Woo@cdph.ca.gov](mailto:Daniel.Woo@cdph.ca.gov)  
[Meredith.Milet@cdph.ca.gov](mailto:Meredith.Milet@cdph.ca.gov)

Thank you!

<http://bit.ly/cchep>



Climate Change & Health Equity Section  
 California Department of Public Health