



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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Ray Marquez, Chino Hills

HYBRID (IN-PERSON & REMOTE PARTICIPATION) *

TRANSPORTATION COMMITTEE

In-Person & Remote Participation*

Thursday, July 7, 2022

9:30 a.m. – 11:30 a.m.

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

To Attend and Participate on Your Computer:

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

To Attend and Participate by Phone:

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

Meeting ID: 253 270 430

PUBLIC ADVISORY

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

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

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



Instructions for Public Comments

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

1. **In Writing:** Submit written comments via email to: TCPublicComment@scag.ca.gov by 5pm on Wednesday, July 6, 2022. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

All written comments received after 5pm on Wednesday, July 6, 2022 will be announced and included as part of the official record of the meeting.

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

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

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

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OUR VISION

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OUR CORE VALUES

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



Instructions for Participating in the Meeting

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

To Participate and Provide Verbal Comments on Your Computer

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

To Listen and Provide Verbal Comments by Phone

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

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TC - Transportation Committee *Members – July 2022*

1. **Hon. Ray Marquez**
TC Chair, Chino Hills, RC District 10
2. **Hon. Tim Sandoval**
TC Vice Chair, Pomona, RC District 38
3. **Hon. Phil Bacerra**
Santa Ana, RC District 16
4. **Hon. Kathryn Barger**
Los Angeles County
5. **Hon. Elizabeth Becerra**
Victorville, RC District 65
6. **Hon. Ben Benoit**
Air District Representative
7. **Hon. Russell Betts**
Desert Hot Springs, CVAG
8. **Hon. Art Brown**
Buena Park, RC District 21
9. **Hon. Lorrie Brown**
Ventura, RC District 47
10. **Hon. Joe Buscaino**
Los Angeles, RC District 62
11. **Hon. Ross Chun**
Aliso Viejo, OCCOG
12. **Hon. Denise Diaz**
South Gate, RC District 25
13. **Sup. Andrew Do**
Orange County CoC
14. **Hon. Darrell Dorris**
Lancaster, NCTC
15. **Hon. JJohn Dutrey**
Montclair, SBCTA

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TRANSPORTATION COMMITTEE AGENDA

- 16. Hon. James Gazeley**
Lomita, RC District 39
- 17. Hon. Jason Gibbs**
Santa Clarita, NCTC
- 18. Hon. Brian Goodell**
OCTA Representative
- 19. Sup. Curt Hagman**
San Bernardino County
- 20. Hon. Ray Hamada**
Bellflower, RC District 24
- 21. Hon. Jan C. Harnik**
RCTC
- 22. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 23. Hon. Lindsey Horvath**
West Hollywood, WSCCOG
- 24. Hon. Mike Judge**
VCTC
- 25. Hon. Trish Kelley**
Mission Viejo, OCCOG
- 26. Hon. Paul Krekorian**
RC District 49/Public Transit Rep.
- 27. Hon. Linda Krupa**
Hemet, WRCOG
- 28. Hon. Richard Loa**
Palmdale, NCTC
- 29. Hon. Clint Lorimore**
Eastvale, RC District 4
- 30. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 31. Mr. Paul Marquez**
Caltrans, District 7, Ex-Officio Non-Voting Member

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TRANSPORTATION COMMITTEE AGENDA

- 32. Hon. Larry McCallon**
Highland, RC District 7
- 33. Hon. Marsha McLean**
Santa Clarita, RC District 67
- 34. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 35. Hon. Fred Minagar**
Laguna Niguel, RC District 12
- 36. Hon. Carol Moore**
Laguna Woods, OCCOG
- 37. Hon. Ara Najarian**
Glendale, SFVCOG
- 38. Hon. Maria Nava-Froelich**
ICTC
- 39. Hon. Frank Navarro**
Colton, RC District 6
- 40. Hon. Blanca Pacheco**
Downey, GCCOG
- 41. Hon. Jonathan Primuth**
South Pasadena, AVCJPA
- 42. Hon. Ed Reece**
Claremont, SGVCOG
- 43. Hon. Crystal Ruiz**
San Jacinto, WRCOG
- 44. Hon. Ali Saleh**
Bell, RC District 27
- 45. Hon. Rey Santos**
Beaumont, RC District 3
- 46. Hon. Zak Schwank**
Temecula, RC District 5
- 47. Hon. Marty Simonoff**
Brea, RC District 22

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TRANSPORTATION COMMITTEE AGENDA

48. Hon. Jeremy Smith

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

49. Hon. Ward Smith

Placentia, OCCOG

50. Hon. Jose Luis Solache

Lynwood, RC District 26

51. Sup. Hilda Solis

Los Angeles County

52. Sup. Karen Spiegel

Riverside County

53. Hon. Cynthia Sternquist

Temple City, SGVCOG

54. Hon. Jess Talamantes

Burbank, RC District 42

55. Hon. Steve Tye

Diamond Bar, RC District 37

56. Hon. Michael Vargas

Riverside County CoC

57. Hon. Cheryl Viegas-Walker

El Centro, RC District 1

58. Hon. Scott Voigts

Lake Forest, OCCOG

59. Sup. Donald Wagner

Orange County

60. Hon. Alan Wapner

SBCTA

61. Hon. Alicia Weintraub

Calabasas, LVMCOG

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TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, July 7, 2022
9:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Ray Marquez, Chair)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

General information for all public comments: Members of the public are encouraged, but not required, to submit written comments by sending an email to: TCPublicComment@scag.ca.gov by 5pm on Wednesday, July 6, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Transportation Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to aguilarm@scag.ca.gov. Written comments received after 5pm on Wednesday, July 6, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Transportation Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing *9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.



REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – June 2, 2022

Receive and File

2. Connect SoCal Sustainable Communities Program (SCP) Call 4 – Civic Engagement, Equity, and Environmental Justice
3. Release of Transportation Conformity Analyses of Draft 2023 Federal Transportation Improvement Program (FTIP) and Draft 2020 Connect SoCal Amendment #2
4. Initial Findings for Connect SoCal CEQA Addendum No. 3 to Programmatic Environmental Impact Report (State Clearinghouse #2019011061)
5. Equity Analysis Update (formerly Environmental Justice Analysis) - Performance Measures
6. Status Update on Transportation Conformity Challenges in SCAG Region
7. TDM Strategic Plan Training Sessions

ACTION ITEMS

8. Release of Draft 2023 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal (2020 RTP/SCS) Amendment 2 for Public Review and Comment 15 Mins.
(Nancy Lo, Associate Regional Planner and John Asuncion Senior Regional Planner)

RECOMMENDED ACTION:

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

INFORMATION ITEMS

9. Regional Campaign Efforts for the Affordable Connectivity Program 15 Mins.
(Marissa Canche, Broadband Adoption Manager, California Emerging Technology Fund)



TRANSPORTATION COMMITTEE AGENDA

10. Connect SoCal 2024 – Draft Vision, Goals, and Performance Measures 15 Mins.
(Courtney Aguirre, Program Manager II)

11. Go Human Mini-Grant Awards to Improve Traffic Safety 20 Mins.
(Andres Carrasquillo, Senior Planner)

12. Regional Dedicated Transit Lanes Study Update 20 Mins.
(Priscilla Freduah-Agyemang, Senior Regional Planner)

CHAIR'S REPORT

(The Honorable Ray Marquez, Chair)

METROLINK REPORT

(The Honorable Art Brown, SCAG Representative)

STAFF REPORT

(David Salgado, Regional Affairs Officer, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



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

**MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, JUNE 2, 2022**

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE (TC). A VIDEO AND AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.ig2.com/Citizens/>

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

Members Present:

- | | |
|---------------------------------------|-----------------------|
| Hon. Phil Bacerra, Santa Ana | District 16 |
| Hon. Kathryn Barger | Los Angeles County |
| Hon. Liz Becerra, Victorville | District 65 |
| Hon. Ben Benoit, Wildomar | South Coast AQMD |
| Hon. Russel Betts, Desert Hot Springs | CVAG |
| Hon. Art Brown, Buena Park | District 21 |
| Hon. Lorrie Brown | District 47 |
| Hon. Denise Diaz, Southgate | District 25 |
| Hon. Andrew Do | Orange County |
| Hon. Darrell Dorris | Lancaster, NCTC |
| Hon. John Dutrey, Montclair | SBCTA |
| Hon. James Gazeley, Lomita | District 39 |
| Hon. Jason Gibbs, Santa Clarita | NCTC |
| Hon. Brian Goodell, Mission Viejo | OCTA |
| Hon. Curt Hagman | San Bernardino County |
| Hon. Ray Hamada, Bellflower | District 24 |
| Hon. Jan Harnik, Palm Desert | RCTC |
| Hon. Lindsey Horvath | WSCCOG |
| Hon. Mike T. Judge, Simi Valley | VCTC |
| Hon. Trish Kelley, Mission Viejo | OCCOG |
| Hon. Linda Krupa, Hemet | WRCOG |



Hon. Clint Lorimore, Eastvale	District 4
Hon. Steve Manos, Lake Elsinore	District 63
Hon. Ray Marquez, Chino Hills (Chair)	District 10
Hon. Larry McCallon, SBCTA	District 7
Hon. Marsha McLean, NLAC	District 67
Hon. L. Dennis Michael	District 9
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Maria Nava-Froelich	ICTC
Hon. Frank Navarro, Colton	District 6
Hon. Jon Primuth, S. Pasadena	AVCJPA
Hon. Ed Reece	SGVCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Ali Saleh, Bell	District 27
Hon. Tim Sandoval, Pomona (Vice Chair)	District 38
Hon. Rey Santos, Beaumont	District 3
Hon. Marty Simonoff, Brea	District 22
Hon. Jose Luis Solache, Lynwood	District 26
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Jess Talamantes, Burbank	Pres. Appt.
Hon. Michael Vargas	Riverside County
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Don Wagner	Orange County
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Hon. Alicia Weintraub, Calabasas	LVMCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

Members Not Present:

Hon. Joe Buscaino, Los Angeles	District 62
Hon. Ross Chun, Aliso Viejo	OCTA
Hon. Laura Hernandez, Port Hueneme	District 45
Hon. Paul Krekorian	District 49
Hon. Richard Loa, Palmdale	NCTC
Hon. Blanca Pacheco	GCCOG
Hon. Zak Schwank, Temecula	District 5
Hon. Ward Smith, Placentia	OCCOG
Hon. Hilda Solis	Los Angeles County
Hon. Karen Spiegel	Riverside County
Hon. Steve Tye	District 37
Hon. Scott Voigts, Lake Forest	OCCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Ray Marquez, Chino Hills, District 10, called the meeting to order at 9:30 a.m. Vice Chair Tim Sandoval, Pomona, District 38, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

Chair Marquez opened the Public Comment Period and outlined instructions for public comments. He noted this was the time for persons to comment on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda.

He reminded the public to submit comments via email to TCPublicComment@scag.ca.gov. David Salgado, SCAG staff, acknowledged there were no public comments received by email before the deadline.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

CONSENT CALENDAR

Chair Marquez opened the Public Comment Period.

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

Approval Items

1. Minutes of the Meeting – April 7, 2022

Receive and File

2. CARB Draft Scoping Plan
 3. California Transportation Assessment Report (AB 285) Joint Comment Letter
-

4. Two Transit Transportation Control Measures (TCMs) Substitution by Orange County Transportation Authority (OCTA)
5. Connect SoCal 2024 Local Data Exchange Launch
6. Housing-Supportive Grant Application Technical Assistance
7. Policy Development Framework for Connect SoCal 2024

A MOTION was made (Moore) to approve Consent Calendar Item 1; and Receive and File Items 2 through 7. The motion was SECONDED (Lorimore) and passed by the following roll call votes.

AYES: BACERRA, BECERRA, BENOIT, BETTS, BROWN A., BROWN L., DIAZ, DO, DORRIS, DUTREY, GAZELEY, GIBBS, GOODELL, HAGMAN, HAMADA, HARNIK, HORVATH, JUDGE, KELLEY, KRUPA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, MOORE, NAVA-FROELICH, NAVARRO, PRIMUTH, REECE, RUIZ, SANDOVAL, SANTOS, STERNQUIST, VARGAS, VIEGAS-WALKER, WAGNER, WAPNER, WEINTRAUB (41)

NOES: NONE (0)

ABSTAIN: NONE (0)

INFORMATION ITEMS

8. SCAG Integrated Passenger and Freight Rail Forecast

Chair Marquez opened the Public Comment Period.

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

Scott Strelecki, SCAG staff, provided an update on the Integrated Passenger and Freight Rail Forecast. Mr. Strelecki stated the purpose of the study was to take a fresh look at future passenger and freight rail operations, capacity needs and costs. He also stated it would serve as an objective resource for projected increased passenger and freight rail operations for current and future rail operators, county transportation commissions and other rail stakeholders. He noted that study objectives include forecasting future passenger and freight rail volumes and demand through 2050, assess goods movement and intermodal facility capacities and identify necessary track capacity improvements and cost. He reviewed the stakeholders assembled for the effort.

Steve Fox, SCAG staff, continued the presentation explaining methods used to model the regional rail network and service simulations for future network expansion. He reviewed potential project costs noting SCORE projects total \$8 billion and projects beyond SCORE total \$6 billion. He reviewed next steps including identifying and prioritizing rail infrastructure projects to maximize grant funding success.

9. Mobility as a Service Feasibility White Paper Final Report

Chair Marquez opened the Public Comment Period.

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

Priscilla Freduah-Agyemang, SCAG staff, reported on the Mobility as a Service Feasibility White Paper. She stated the purpose of the paper was to advance Connect SoCal 2020's goals of improving mobility, sustainability, and air quality. She indicated that MaaS seeks to integrate different modes of transportation into a single platform such as a cell phone application which would allow users single platform fare purchases for different travel options such as transit, ride and bikeshare. Also, MaaS seeks to provide competitive alternatives to private vehicle use and encourage mobility, mode shift and more sustainable travel choices.

She noted the study explores key connections that lie at the intersection of land use, transportation and innovation seeking to leverage new technologies and foster richer stakeholder partnerships. Further, the white paper seeks to identify challenges, opportunities and key infrastructure needed. Ms. Freduah-Agyemang stated a key strategy is to develop mobility hubs throughout the region where different modes of transportation come together. Data and technology goals include incentives for cities and local transit agencies to leverage Cal-ITP's (Integrated Travel Program) support and start open-loop payment demonstrations which enable mobility choices on a common platform such as a mobile phone. Key strategic areas include management, operation, governance, finance, institutional practices, equity and public engagement.

10. 2020 Sustainable Communities Program (SCP) Call for Projects 1-4 Combined Update

Chair Marquez opened the Public Comment Period.

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

Marisa Laderach, SCAG staff, reported on the SCP Call for Projects 1-4. She noted the SCP supports implementation of Connect SoCal 2020 and provides multiple funding opportunities for projects that meet community need, address recovery and support regional goals. She reviewed the four funding categories noting that Call 1 supports Active Transportation & Safety Projects and 39

applications were received totaling nearly \$21 million. A total of 11 projects were awarded by the Regional Council. The second call for projects funds Housing & Sustainable Development and 26 applications were received and the Regional Council awarded funding for each project submitted totaling \$5 million. Call 3 funds Smart Cities & Mobility projects and 21 applications were submitted with 8 receiving funding totaling \$4.75 million. She reviewed the equity goals and strategies. Ms. Laderach noted the fourth call for projects will take place later this year and will be focused on Civic Engagement, Equity and Environmental Justice.

11. Go Human Kit of Parts Statewide Pilot Program: SCAG & Caltrans Active Transportation Resource Center

Chair Marquez opened the Public Comment Period.

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

Alina Borja, SCAG staff, reported on a statewide pilot program utilizing Go Human's Kit of Parts materials. She stated the region experiences a disproportionate rate of traffic injuries and fatalities for those walking and biking. Ms. Borja noted the Go Human program supports community driven traffic safety solutions by providing support to jurisdictions through temporary safety demonstrations, capacity building and a safety advertising campaign. Go Human's Kit of Parts is a set of modular pieces used in temporary community safety installations to show different street design treatments. The kit can be used for protected bike lanes, traffic bulb outs, parklets, median refuge island and artistic crosswalks and has been deployed in 60 community demonstrations. She reported Go Human has partnered with Caltrans' Active Transportation Resource Center to pilot a statewide Kit of Parts program. The one-year multi-agency effort will link with community-based organizations to explore long-term feasibility of a statewide effort based on SCAG's Go Human model

CHAIR'S REPORT

Chair Marquez thanked the committee and acknowledged Hon. Jan Harnik, Palm Desert, RCTC, who offered support to the Go Human community demonstration efforts.

METROLINK REPORT

Hon. Art Brown, Buena Park, District 21, reported a \$15 Summer Pass is available exclusively on the Metrolink Mobile App. The \$15 Summer Pass is offered weekdays this summer for unlimited rides on the date of travel throughout the Metrolink system. Passes purchased with origins or destinations for travel within Los Angeles County include free transfers to LA Metro's subway, light rail, and bus system. Additionally, the \$10 Holiday Pass provides unlimited rides throughout the



Metrolink system on the following holiday weekends including Mondays: Memorial Day, Independence Day and Labor Day. The \$10 Holiday Pass can be purchased on the Metrolink Mobile App or at Metrolink Ticket Machines found under "special ticket options."

STAFF REPORT

There was no staff report provided.

FUTURE AGENDA ITEMS

There were no future agenda items.

ADJOURNMENT

There being no further business, Chair Marquez adjourned the Transportation Committee meeting at 11:01 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

//

MEMBERS	CITY	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Bacerra, Phil	Santa Ana	District 16	1									
Barger, Kathryn		Los Angeles County	1									
Becerra, Liz	Victorville	District 65	1									
Benoit, Ben		South Coast AQMD	1									
Betts, Russell	Desert Hot Springs	CVAG	1									
Brown, Art	Buena Park	District 21	1									
Brown, Lorrie	Ventura	District 47	1									
Buscaino, Joe	Los Angeles	District 62										
Chun, Ross	Aliso Viejo	OCTA										
Diaz, Denise	Southgate	District 25	1									
Do, Andrew		Orange County	1									
Dorris, Darrell	Lancaster	NCTC	1									
Dutrey, J. John	Montclair	SBCTA	1									
Gazeley, James	Lomita	District 39	1									
Gibbs, Jason	Santa Clarita	NCTC	1									
Goodell, Brian	Mission Viejo	OCTA	1									
Hagman, Curt		San Bernardino Cnty	1									
Hamada, Ray	Bellflower	Bellflower	1									
Harnik, Jan	Palm Desert	RCTC	1									
Hernandez, Laura	Prt Hueneme	District 45										
Horvath, Lindsey	West Hollywood	WSCCOG	1									
Judge, Mike	Simi Valley	VCTC	1									
Kelley, Trish	Mission Viejo	OCCOG	1									
Krekorian, Paul	Public Transit Rep	District 49										
Krupa, Linda	Hemet	WRCOG	1									
Loa, Richard	Palmdale	NCTC										
Lorimore, Clint	Eastvale	District 4	1									
Manos, Steve	Lake Elsinore	District 63	1									
Marquez, Paul	Caltrans District 7	Ex-Officio	1									
Marquez, Ray	Chino Hills	District 10	1									
McCallon, Larry	Highland	SBCTA	1									
McLean, Marsha	No. L.A. County	District 67	1									
Michael, L. Dennis	Rancho Cucamonga	District 9	1									
Minagar, Fred	Laguna Niguel	District 12	1									
Moore, Carol	Laguna Woods	OCCOG	1									
Najarian, Ara	Glendale	AVCJPA	1									
Nava-Froelich, Maria		ICTC	1									
Navarro, Frank	Colton	District 6	1									
Pacheco, Blanca	Downey	GCCOG										
Primuth, Jon	S. Pasadena	AVCJPA	1									
Reece, Ed	Claremont	SGVCOG	1									
Ruiz, Crystal	San Jacinto	WRCOG	1									
Saleh, Ali	City of Bell	GCCOG	1									
Sandoval, Tim	Pomona	District 38	1									
Santos, Rey	Beaumont	District 3	1									
Schwank, Zak	Temecula	District 5										
Simonoff, Marty	Brea	District 22	1									
Smith, Ward	Placentia	OCCOG										
Solache, Jose Luis	Lynwood	District 26	1									

Solis, Hilda		Los Angeles County								
Spiegel, Karen		Riverside County								
Sternquist, Cynthia	Temple City	SGVCOG	1							
Talamantes, Jess	Burbank	AVCJPA	1							
Tye, Steve	Diamond Bar	District 37								
Vargas, Michael		Riverside County	1							
Viegas-Walker, Cheryl	El Centro	District 1	1							
Voigts, Scott	Lake Forest	Orange County								
Wagner, Don	Orange County	Orange County	1							
Wapner, Alan		SBCTA	1							
Weintraub, Alicia	Calabasas	LVMCOG	1							



AGENDA ITEM 2
REPORT

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

To: Community Economic & Human Development Committee (CEHD)
Transportation Committee (TC)
Energy and Environment Committee (EEC)
From: Anita Au, Senior Planner
(213) 236-1874, au@scag.ca.gov
Subject: Connect SoCal Sustainable Communities Program (SCP) Call 4 – Civic
Engagement, Equity, and Environmental Justice

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

Recommend Regional Council approve the Connect SoCal SCP Call 4 Guidelines and authorize staff to release the Call for Applications.

RECOMMENDED ACTION FOR CEHD & TC:

Receive and File.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

The 2020 Connect SoCal Sustainable Communities Program (SCP) Call for Applications, ongoing since summer 2020, comprised of multiple funding Calls, aims to provide resources and direct technical assistance to local jurisdictions. The previous three Calls for Applications in this SCP cycle focused on active transportation and safety, housing and sustainable development, and smart cities and mobility innovations. Given the timing and availability of additional funding sources, the fourth Call for Applications (Call 4) prioritizes civic engagement, equity, and environmental justice and aligns with the Regional Early Action Planning Grants (REAP 2.0) goals and objectives which include addressing coronavirus economic recovery, affirmatively furthering fair housing, increasing infill development and reducing vehicle miles traveled. Call 4 application development and evaluation are anticipated to occur from September 2022 to Winter 2023.

This staff report and corresponding presentation will provide a preview of the draft guidelines that prioritize traditionally disadvantaged, underserved, underrepresented and under-resourced communities and are aligned with the draft REAP 2.0 guidelines. The Connect SoCal SCP Call 4

Guidelines are subject to change, pending approval by HCD, upon release of the REAP 2.0 Final Guidelines in summer 2022.

BACKGROUND:

Sustainable Communities Program

Since its inception, SCAG's Sustainable Communities Program has provided resources and direct technical assistance to jurisdictions to complete important local planning efforts to enable the implementation of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) or Connect SoCal. The SCP allows SCAG to strengthen partnerships with local agencies who are responsible for land use and transportation decisions and provides local jurisdictions with multiple opportunities to seek funding and resources to meet the needs of their communities, address recovery and resiliency strategies considering COVID-19, and support regional goals. The previous three Calls for Applications in this SCP cycle focused on active transportation and safety, housing and sustainable development, and smart cities and mobility innovations. This fourth and final Call for Applications focuses on civic engagement, equity, and environmental justice. To strengthen the implementation link between this Call for Applications and the adopted Connect SoCal, the name of the program has changed to Connect SoCal SCP Call 4.

Regional Early Action Planning Grants of 2021 (REAP 2.0)

The state's Regional Early Action Planning Grants of 2021 (REAP 2.0) supports accelerating housing production, reducing greenhouse gas emissions, and aiding historically underserved communities and areas of concentrated poverty with immediate response and help for long-term unmet needs exacerbated by the pandemic. REAP 2.0 was established by AB 140 (July 2021) in the mid-year budget revise for the State's FY 21-22 budget. Approximately \$600 million is available statewide, of which approximately \$500 million is from the American Rescue Plan Act (ARPA) Coronavirus State and Local Fiscal Recovery Funds (SLFRF). The balance is State General Funds. The REAP 2.0 grant is available to regional entities, primarily metropolitan planning organizations (MPOs), through a combination of formula and competitive-based programs. The SCAG region's formula share is \$246,024,084. The California Housing and Community Development Department (HCD) is the lead for the program and will work collaboratively with the Strategic Growth Council (SGC), Governor's Office of Planning and Research (OPR), and State Air Resources Board (CARB), to develop detailed guidelines for implementation. All REAP 2021 funds are to be obligated by June 30, 2024 and expended with a final closeout report due by June 30, 2026.

On June 1, 2022, the Executive/Administration Committee recommended approval of SCAG's REAP 2021 Program Development Framework, which outlines the core objectives, guiding principles, programmatic areas, major milestones, and schedule for allocation funds availed to SCAG through the REAP 2.0. Within the Framework, Connect SoCal SCP Call 4 was identified as one of several existing programs to be expanded with REAP 2.0 funding to accelerate REAP 2.0 implementation. These Early Program Initiatives are being developed to comprise no more than 15 percent of SCAG's

funding request and include expansion of SCAG’s Go Human Program, the Sub-Regional Partnership Program, the Regional Data Platform along with the SCP. In addition to the Early Program Initiatives, the Framework identifies two other programmatic areas to be supported by REAP 2.0: the County Transportation Commission (CTC) Partnership Program and the Housing Supportive Infrastructure Program (HSIP). SCAG staff is concurrently conducting stakeholder engagement on the HSIP and CTC Partnership Programs and other elements of the Early Program Initiatives to inform guideline development in each program area and will bring guidelines forward as they are developed.

SCP CALL 4: GOALS AND OBJECTIVES

As a result of the social justice movement during the summer of 2020 and the COVID-19 pandemic that brought to light disparities and inequities at many levels, the SCAG Regional Council adopted a resolution affirming the agency’s commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. Call 4 specifically aims to (1) advance the goals in SCAG’s Racial Equity Early Action Plan, by prioritizing efforts that directly benefit Communities of Concern and SB 535 Disadvantaged Communities by encouraging racial equity in local planning practices; (2) support a wide range of eligible land use and transportation planning activities included in SCAG’s Environmental Justice Toolbox as well as housing supportive infrastructure projects; and (3) support the development of plans to close the racial equity gap. SCAG is committed to working in partnership with others to close the gap of racial injustice and better serve historically disinvested communities.

Call 4, with an anticipated budget of \$5 million, is funded by the Regional Early Action Planning Grants of 2021 (REAP 2.0) which supports accelerating housing production, reducing greenhouse gas emissions, and aiding historically underserved communities and areas of concentrated poverty with immediate response and help for long-term unmet needs exacerbated by the pandemic. The Connect SoCal SCP Call 4 Guidelines have been developed with consideration of the draft REAP 2.0 guidelines and Call 4 goals of prioritizing civic engagement, equity, and environmental justice and with input received from stakeholders at the SCP Listening Sessions held in July 2021 and Information Sessions held in June 2022. SCP Call 4 Guidelines are subject to change, pending approval by HCD, upon release of the REAP 2.0 Final Guidelines in summer 2022.

APPLICANT ELIGIBILITY

Eligible applicants can apply for the Connect SoCal SCP Call 4 using two structures: an agency applicant structure where an eligible agency applicant can apply alone or through a co-applicant structure where up to two (2) co-applicants can apply in partnership with an agency applicant. This Call for Applications encourages co-applicant partnerships to support local engagement and collaboration. Eligible agency applicants include but are not limited to, local or regional agencies, transit agencies or districts, county transportation agencies, natural resources or public land agencies, public academic institutions, county public health agencies, housing authorities, special districts, school districts, and tribal governments. Eligible co-applicants include Community Based

Organizations (CBOs), non-profits, regional housing trust funds, academic institutions, and social enterprises that fulfill a social or public service mission. Agencies eligible to be primary applicants may apply as a co-applicant with another agency if appropriate.

Under an agency and co-applicant partnership, awarded co-applicants can be compensated to lead key elements of the project. Upon award, co-applicants listed on the application may enter a joint Memorandum of Understanding (MOU) agreement with SCAG and the local agency applicant to outline roles, responsibilities, the scope of work, and payment structure for each co-applicant.

PROJECT ELIGIBILITY

This Call for Applications will prioritize funding in areas that have been traditionally disadvantaged, underserved, underrepresented, and under resourced, as aligned by the REAP 2.0 Draft Guidelines. In addition to geographical prioritization, Call 4 will also include a variety of eligible projects focused across multiple categories that meet the REAP 2.0 Draft Guidelines. To meet the requirements of the program funding, all projects must directly address coronavirus (COVID-19) economic recovery by considering the impact of COVID-19 on their communities when designing programs and directly address at least one of the following three objectives:

- Accelerating infill development that facilitates housing supply, choice, and affordability
- Affirmatively furthering fair housing (AFFH) by means of taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics, when considering housing¹
- Reducing vehicle miles traveled

Proposed projects must be innovative, impactful, and transformative. Applicants may apply to one or more of the following SCP project categories:

- Land Use and Transportation Strategies that increase accessibility, mobility, resiliency, and safety
- Housing Supportive Infrastructure Plans and Programs
- Planning Convenings and Community Engagement Strategies that support inclusionary land use and transportation planning

EVALUATION CRITERIA

The evaluation criteria will focus on four main categories:

- Local Partnerships
- Project Need and Priority Population Benefits

¹ Pursuant to Government Code section 899.50, AFFH means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.

- Project Design and Outcome
- Inclusive and Equitable Engagement

Each application will be scored out of 100 points and shall demonstrate innovative and impactful approaches that produce transformative results for traditionally disadvantaged, underserved, underrepresented, and under-resourced communities.

TIMELINE

Pending approval of the Guidelines, the proposed schedule for Connect SoCal SCP Call 4 is provided in Table 1, Connect SoCal SCP Call 4 Draft Timeline. Staff anticipate presenting to the Regional Council in September 2022, after the release of the REAP 2.0 Final Guidelines and approval from HCD, for approval to release the Call for Applications. Application development and evaluation will occur from September 2022 to January 2023. Staff will return to SCAG’s Policy Committees and Regional Council in March and April of 2023. All awarded projects must be completed by June 30, 2025.

Table 1: Connect SoCal SCP Call 4 Draft Timeline

Connect SoCal SCP Call 4: Civic Engagement, Equity & Environmental Justice	Date
Call for Applications Opens	September 5, 2022
Application Workshops	September and October 2022
Call for Applications Submission Deadline	November 18, 2022, at 5:00 p.m.
Proposal Review and Scoring	November 2022 – January 2023
SCAG Policy Committee and Regional Council Approval of the SCP Call 4 Rankings	March and April 2023
Final Work and Invoices Submitted	June 30, 2025

FISCAL IMPACT:

Work associated with this item will be included in the FY22-23 OWP, once funding is received, with no fiscal impact to the existing budget.

ATTACHMENT(S):

1. Connect SoCal SCP Call 4 Draft Guidelines
2. PowerPoint Presentation - Connect SoCal SCP Call 4 Presentation

Sustainable Communities Program (SCP) Overview

Since 2005, SCAG’s various sustainability planning grant programs (Compass Blueprint, Sustainability Planning Grants, Sustainable Communities Program) have provided resources and direct technical assistance to jurisdictions to complete important local planning efforts to enable implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), which today is called [Connect SoCal](#).

The SCP allows SCAG to strengthen partnerships with local agencies who are responsible for land use and transportation decisions. The SCP provides local jurisdictions with multiple opportunities to seek funding and resources to meet the needs of their communities, address recovery and resiliency strategies considering COVID-19, and support regional goals. To strengthen the implementation link between this Call for Applications and the adopted Connect SoCal, the name of the program has changed to Connect SoCal SCP Call 4.

Connect SoCal SCP Call 4: Civic Engagement, Equity and Environmental Justice (CEEEJ)

The Southern California Association of Governments (SCAG) announces the Connect SoCal SCP Call 4 Call for Applications focused on Civic Engagement, Equity, and Environmental Justice.

On July 2, 2020, the SCAG Regional Council adopted a [resolution](#) reaffirming the agency’s commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. SCAG is committed to work in partnership with others to close the gap of racial injustice and better serve historically disinvested communities. The SCP aims to prioritize resources where there is a demonstrated need, guided by the Connect SoCal Goal, “to support healthy and equitable communities.” For more information on SCAG’s equity efforts, please review the [Racial Equity Early Action Plan](#) and visit SCAG’s [IDEA webpage](#).

SCP Call 4 CEEEJ specifically aims to:

- Advance the goals in SCAG’s Racial Equity Early Action Plan, by prioritizing efforts that directly benefit **Communities of Concern** and **SB 535 Disadvantaged Communities** by encouraging racial equity in local planning practices.
- Support a **wide range of eligible** land use and transportation planning activities included in **SCAG’s Environmental Justice Toolbox** as well as housing supportive infrastructure projects.
- Support the development of plans to close the **racial equity gap**.

SCP Call 4 CEEEJ has an anticipated budget of \$5 million. The program is funded by Regional Early Action Planning Grants of 2021 (REAP 2.0) which supports the State’s commitment to a future where all residents have the option to live closer to their jobs, services, and daily destinations. REAP 2.0 supports accelerating housing production, reducing greenhouse gas emissions, and aiding historically underserved communities and areas of concentrated poverty with immediate response and help for long-term unmet needs exacerbated by the pandemic. SCP Call 4 Guidelines are subject to change, pending approval by HCD, upon release of the REAP 2.0 Final Guideline in summer 2022.

Applicant Eligibility

Eligible agency applicants include but are not limited to, local or regional agencies, transit agencies or districts, county transportation agencies, public academic institutions, natural resource or public land agencies, county public health agencies, housing authorities, special districts, school districts, and tribal governments.

This Call for Applications includes a co-applicant structure. Community Based Organizations (CBOs), non-profits, regional housing trust funds, and social enterprises that fulfill a social or public service mission are eligible to apply as co-applicants in partnership with an agency applicant. An organization that utilizes a fiscal sponsor is eligible to apply. Multiple co-applicants, up to two (2), may apply alongside an agency applicant. Agencies eligible to be primary applicants may apply as a co-applicant with another agency if appropriate.

Partnership Structure

This Call for Applications allows agency applicants to apply via a partnership with co-applicants. Local agencies may apply with Community Based Organizations as a co-applicant partnership. Under an agency and co-applicant partnership, co-applicants would be compensated to lead key elements of the project. In addition, a consultant team would be procured to perform identified work on behalf of the agency and co-applicant partnership. Further details on the co-applicant partnership are included in Attachment 1.

Prioritization

SCAG, as aligned with REAP 2.0, prioritizes funding in areas that have been traditionally disadvantaged, underserved, underrepresented, and under resourced. The REAP 2.0 Guidelines have clearly defined areas that are in most need of support and recovery efforts to address impacts from COVID-19. These targeted areas include:

- SB535 Disadvantaged Communities (CalEnviroScreen 4.0)
- Low scoring communities identified in the Health Places Index
- Disadvantaged communities identified using CEQ Climate and Economic Justice Screening Tool
- SCAG Communities of Concern
- HUD Qualified Census Tracts (Low-income Housing Tax Credit Qualified Census Tracts)
- TCAC/HCD Opportunity Areas (High segregation and poverty, low resource and moderate resource communities)

For more information, please review the [Draft REAP 2.0 Guidelines](#).

Project Eligibility

This Call for Applications includes a variety of eligible projects focused across multiple categories. To meet the requirements of the program funding, all projects must directly address coronavirus (COVID-19) economic recovery by considering the impact of COVID-19 on their communities when designing programs to respond to the direct and immediate need of the pandemic and its negative economic impacts. The proposed project/program **must** explain how it meaningfully responds in a proportionate way to a negative economic impact of the pandemic and show that the program or project serves “Impacted Households¹”. In addition to addressing COVID-19 economic recovery, applicable projects must also, at minimum, directly address at least one of the three following objectives:

- Accelerating infill development that facilitates housing supply, choice and affordability
- Affirmatively furthering fair housing (AFFH) by means of taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive

¹ The Coronavirus Economic Recovery requirement is included pursuant to the [State and Local Fiscal Recovery Fund \(SLFRF\) Final Rule 32 CFR 35.1-12](#),

communities free from barriers that restrict access to opportunity based on protected characteristics, when considering housing²

- Reducing vehicle miles traveled (VMT)

Proposed projects must be **innovative**, **impactful** and **transformative**. Applicants shall strive for innovative and impactful approaches that produce transformative, visible, and measurable results on the ground. The program seeks activities that are demonstrably exemplary, and applicants can demonstrate the funds will lead to changes that support program goals and objectives, stated above (e.g. housing production, VMT reduction, AFFH, Advancing/Implementing the SCS).

Applicants may apply to one or more of the following SCP project categories, and some projects may qualify under more than one category:

- **Land Use and Transportation Strategies.** Plans and projects should increase accessibility, mobility, resiliency, and safety, including and not limited to the following examples:
 - Park and Greenway Connectivity Plans
 - Highways to Boulevards and Freeway Cap Plans – Improvements for Non-Motorized Vehicles and Pedestrian Traffic (Motorized Vehicle Infrastructure improvements are ineligible)
 - Integration of Environmental Justice Goals and/or Policies into General Plan Updates
 - Integrating Infill Housing into General Plan Updates
 - Affordable Housing Plans & Ordinances
 - Accessibility and Safety Demonstration Projects
- **Housing Supportive Infrastructure Plans & Programs**, including and not limited to the following example projects:
 - Infrastructure & Utility Financing Plans (not including fossil fuel and natural gas)
 - Community E-Bike Rebates and E-Bike Share Plans & Pilots
 - Public Art in Infrastructure Programs
- **Planning Convenings & Community Engagement Strategies.** Plans and programs should support inclusionary land use and transportation planning, including and not limited to the following examples:
 - Youth Leadership Development & Cohort-Based Engagement Programs
 - Community Advocacy & Storytelling
 - Community Resiliency Playbooks & Toolkits

Evaluation Criteria

Each application includes the following scoring criterion and approach to improve housing equity and livability:

- Local Partnerships
- Project Need and Priority Population Benefits
- Project Design and Outcomes

² Pursuant to Government Code section 899.50, AFFH means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.

- Inclusive and Equitable Engagement

Further detail regarding how points are determined will be provided in the project application, available on the SCP project website.

Scoring Criteria	Points
Local Partnerships	30
Relationships, Roles & Responsibilities	
Governance & Decision-making	
Equitable, Respectful & Reciprocal Partnership	
Letters of Support	
Project Need & Priority Population Benefits	30
COVID-19 Economic Recovery*	
REAP 2 Objectives	
Addressing and Repairing Historic/Current Inequities	
Priority Populations Benefits	
Project Design & Outcomes	10
Scope of Work & Project Outcomes	
Sustainable Communities Strategy (SCS) Implementation	
Project Feasibility	
Inclusive & Equitable Engagement	30
Priority Populations Engagement	
Inclusive, Diverse & Equitable Engagement	

*Required for all projects

Schedule

The following schedule outlines important dates for the Program.

SCP Civic Engagement, Equity & Environmental Justice	Date
Call for Applications Opens	September 5, 2022

Application Workshops	September and October 2022
Call for Applications Submission Deadline	November 18, 2022 at 5:00 p.m.
Proposal Review and Scoring	November 2022 – January 2023
SCAG Policy Committee and Regional Council Approval of the SCP Call 4 Rankings	March and April 2023
Final Work and Invoices Submitted	June 30, 2025

Contact Information

Anita Au
 Senior Regional Planner
 Telephone: (213) 236-1874
 Email: au@scag.ca.gov

Attachment 1

This Call for Applications encourages co-applicant partnerships to support local engagement and collaboration. Upon award, co-applicants listed on the application will enter a joint Memorandum of Understanding (MOU) agreement with SCAG and the local agency applicant to outline roles, responsibilities, the scope of work, and payment structure for each co-applicant. SCAG will evaluate the risks to the program posed by each co-applicant to assess a co-applicant's ability to manage federal funds pursuant to the requirements prescribed in the Title 2 Code of Federal Regulations Part 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards." In some circumstances, special grant conditions may be imposed to mitigate anticipated risks. Each applicant will be required to furnish documentation to SCAG for this evaluation. The proposed payment method is based on a milestone payment, subject to the approval of the State. SCAG will perform cost analysis of the proposed budget and will pay the co-applicant(s) based on a milestone payment schedule as outlined in the MOU agreement. The total budget request for each co-applicant shall be no more than \$200,000 in the application and may not exceed \$250,000 in total compensation throughout the duration of the project.



Connect SoCal SCP Call #4: Civic Engagement, Equity & Environmental Justice

Anita Au & Hannah Brunelle
Planning Strategy Department

WWW.SCAG.CA.GOV



Agenda

1. **Sustainable Communities Program (SCP) & Call for Applications Overview**
2. **Call for Applications Goals & Objectives**
3. **Applicant & Project Eligibility**
4. **Call Structure, Process, & Partnership Opportunities**
5. **Proposed Scoring Criteria**
6. **Timeline**

Sustainable Communities Program Overview

- Since 2005, the Southern California Association of Governments (SCAG) has provided resources and direct technical assistance to local jurisdictions via the Sustainable Communities Program (SCP).
- The 2020/21 SCP provided local agencies with three opportunities to access funding and resources to meet the needs of their communities, address recovery and resiliency strategies considering COVID-19, and support regional goals.
- **SCAG will release a fourth Call for Applications for programs and projects prioritizing Civic Engagement, Equity & Environmental Justice in September 2022.**

Sustainable Communities Program Goals

- Provide needed planning resources
- Promote, address and ensure equity
- Encourage strategies to reduce VMT and GHG emissions
- Implement strategies in Connect SoCal
- Support Connect SoCal Key Connections
- Support regional resiliency
- Increase funding to the region

Learn more about the SCP on [SCAG's website!](#)

Regional Early Action Planning (REAP) 2021 Grant

\$246 million = SCAG region's formula share

Obligated by June 2024

Expended by June 2026

"Transformative Planning and Implementation Activities"

Accelerating infill housing development AND

Coronavirus Economic Recovery AND

Reduce Vehicle Miles Travelled AND

Affirmatively Further Fair Housing



Early Action Initiatives

- Sustainable Communities Program (SCP)
- Local Information Services / Regional Data Platform
- Subregional Partnership Program 2.0 (Housing Element Support)
- Go Human



CTC Partnership Program

- Transit and other multi-modal services that will be critical in supporting VMT reduction
- Fund the development of plans, programs and pilot projects



Housing Supportive Infrastructure Program

- Infrastructure and utilities to support housing development
- Preservation
- Housing Trust Funds
- Technical Assistance

SCP & SCAGs Racial Equity Action Plan

The Racial Equity Early Action Plan (REEAP), approved by the Regional Council in May 2021, established goals and a policy direction to advance racial equity through SCAG's programs.

SCP Call 4 directly supports the policy direction and Goal 3 of the Plan

"Encourage Racial Equity in Local Planning"

- Provide resources for CBO engagement in Local Planning
- Refine equity goals and evaluation criteria used in the Sustainable Communities Program
- Provide resources through the Sustainable Communities Program to promote Environmental Justice

SCP Call for Applications #4 Goals and Objectives

Goals

- Center and prioritize racial and social equity
- Address the pervasive and deep inequities experienced in historically disinvested communities
- Include a wide range of eligible project types
- Support the development of plans to close the gap of racial inequities
- Support the goals in SCAG's Racial Equity Early Action Plan, Connect SoCal, and SCAG's Public Participation Plan

Objectives

- Focus support in SCAG's Communities of Concern, SB 535 Disadvantaged Communities and Regional Early Action Planning Grants (REAP) 2.0 priority areas
- Support local planning efforts focused on eliminating barriers to civic engagement
- Build community capacity, trust, and sustainable relationships with stakeholders
- Prioritize community identified and implemented projects

SCP Call 4 Objectives



Support the development of plans to close the **racial equity gap**.



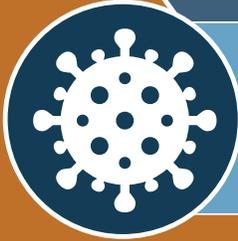
Support a **range of eligible** land use and transportation activities.



Prioritize efforts that benefit **Communities of Concern** and **SB 535 Disadvantaged Communities**.

Project Eligibility

This program is funded by the Regional Early Action Planning Grants of 2021 (REAP 2.0)



COVID-19 economic recovery



Affirmatively furthering fair housing



Accelerating infill housing



Reducing vehicle miles traveled

Project Eligibility

Applicants may apply to one or more of the following SCP project categories



Land Use & Transportation Strategies



Housing Supportive Infrastructure Plans & Programs



Planning Convenings & Community Engagement Strategies

Greenway Connectivity Plans

Infrastructure & Utility Financing Plans

Community Advocacy and Storytelling

Highways to Boulevard Plans

Public Art in Infrastructure Programs

Resiliency Toolkits

Applicant Eligibility

Agency Applicant

- Cities and Counties
- County Transportation Agencies
- Natural Resources or Public Land Agencies
- Public academic institutions
- Transit Agencies
- School Districts
- Tribal Entities
- Special District

Co-Applicant(s)

- Community Based Organizations (CBOs)
- Non-profits
- Social enterprises that fulfill a social or public service mission
- Regional housing trust funds

Call for Applications Co-Applicant Partnership Structure

Meeting community needs through local partnerships

- Local agency could apply with up to two CBO co-applicant(s).
- CBOs would be compensated to lead key elements of the project.
- A Consultant team could be procured to support the local agency and perform identified work.

Geographic Prioritization

Targeted Areas based on REAP 2.0 Guidelines

- Areas of High Segregation and Poverty
- Disadvantaged and Historically Underserved Communities
- Disproportionately Impacted Households
- Impacted Households
- Low-Income Households

Proposed Application & Evaluation Process



SCAG develops guidelines with feedback from regional partners



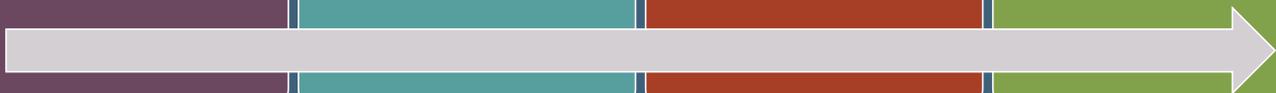
Applicants submit proposals



SCAG holds office hours and coaching to support applicants



Proposals are evaluated and awarded based on pre-determined criteria



Proposed Scoring Criteria



Applicants are encouraged to apply by completing an application via an online form

While one application is recommended, applicants may submit **multiple** applications

SCP Call 4 Timeline*



*subject to change upon feedback



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/scp>

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AGENDA ITEM 3
REPORT

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

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Rongsheng Luo, Program Manager II
(213) 236-1994, luo@scag.ca.gov
Subject: Release of Transportation Conformity Analyses of Draft 2023 Federal
Transportation Improvement Program (FTIP) and Draft 2020 Connect
SoCal Amendment #2

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council authorize the Executive Director to release the transportation conformity analyses of the Draft 2023 FTIP and the Draft Connect SoCal (2020 RTP/SCS) Amendment #2 for public review and comment.

RECOMMENDED ACTION FOR CEHD & TC:

Receive and File.

RECOMMENDED ACTION FOR RC:

Authorize the Executive Director to release the transportation conformity analyses of the Draft 2023 FTIP and the Draft Connect SoCal (2020 RTP/SCS) Amendment #2 for public review and comment.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

As requested by County Transportation Commissions (CTCs), SCAG has developed the draft 2023 Federal Transportation Improvement Program (FTIP) and 2020 Connect SoCal Amendment #2 including the associated transportation conformity analyses. The conformity analyses demonstrate that the draft 2023 FTIP and 2020 Connect SoCal Amendment #2 meet all federal transportation conformity requirements. Staff is seeking recommendation from the Energy and Environment Committee (EEC) and approval of the Regional Council (RC) to release the conformity analyses as part of the draft 2023 FTIP and 2020 Draft Connect SoCal Amendment #2 for public review and comment. Pending approval by the EEC, the Transportation Committee (TC), and the

RC, the draft 2023 FTIP and 2020 Connect SoCal Amendment #2 which include the associated transportation conformity analyses will be released for a thirty (30) day public review and comment period. Upon completion of the public review and comment, the proposed final 2023 FTIP and 2020 Connect SoCal Amendment #2 are scheduled to be presented to the TC and the transportation conformity analyses portion is scheduled to be presented to the EEC for recommended adoption by the RC in October 2022.

BACKGROUND:

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

In consultation and continuous communication with the CTCs throughout the region, staff has developed the draft 2023 FTIP. The draft 2023 FTIP is a programming document totaling \$35.9 billion in programming and containing over 1,700 projects covering a six (6) year period. The draft 2023 FTIP includes 56 projects for Imperial County programmed at \$201.2 million; 945 projects for Los Angeles County programmed at \$19.4 billion; 129 projects for Orange County programmed at \$1.5 billion; 319 projects for Riverside County programmed at \$8.0 billion; 201 projects for San Bernardino County programmed at \$5.6 billion; and 157 projects for Ventura County programmed at \$1.1 billion.

Concurrent with the Draft 2023 FTIP, staff has also developed the draft 2020 Connect SoCal Amendment #2 which serves as a consistency amendment to the 2023 FTIP, allowing for changes to long-range RTP/SCS projects in addition to changes to state and local highway, transit, and passenger rail projects currently in the FTIP that will be carried forward as part of the 2023 FTIP. The draft Amendment #2 consists of 102 project modifications with 14 of those being new projects.

Under the U.S. Department of Transportation's metropolitan planning regulations and the U.S. Environmental Protection Agency's transportation conformity regulations, the draft 2023 FTIP and 2020 Connect SoCal Amendment #2 need to pass five transportation conformity tests: consistency with the adopted Connect SoCal as previously amended, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement. Once approved by the federal agencies, the 2023 FTIP and the 2020 Connect SoCal Amendment #2 would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation. Staff has performed the required transportation conformity analyses, and the analyses demonstrate conformity.

At its meeting today, the TC is considering recommended approval to the RC of the public release of the draft 2023 FTIP and 2020 Connect SoCal Amendment #2 for a 30-day public review and comment period beginning on July 8, 2022 and ends on August 8, 2022.



Upon completion of the public review period, staff will provide responses to all comments in the proposed final 2023 FTIP and 2020 Connect SoCal Amendment #2. The proposed final 2023 FTIP and 2020 Connect SoCal Amendment #2 will thereafter be presented to the TC in September 2022 and the RC in October 2022 meetings. The proposed final conformity finding will be presented to the EEC and the RC for approval on the same day. Federal approval of the 2023 FTIP and 2020 Connect SoCal Amendment #2 is expected to occur in December 2022.

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

The draft 2020 Connect SoCal Amendment #2 is available at:
www.scag.ca.gov/post/amendment-2-0

FISCAL IMPACT:

Work associated with this item is included in the current FY 2021-22 Overall Work Program (025.0164.01: Air Quality Planning and Conformity).



AGENDA ITEM 4
REPORT

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

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

From: Annaleigh Ekman, Assistant Planner
(213) 630-1427, ekman@scag.ca.gov

Subject: Initial Findings for Connect SoCal CEQA Addendum No. 3 to Programmatic
Environmental Impact Report (State Clearinghouse #2019011061)

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Since approval of the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS or Connect SoCal) Amendment #1 and certification of the Program Environmental Impact Report (State Clearinghouse #2019011061) (PEIR) by the SCAG Regional Council (RC) and Addendums #1 and #2, SCAG has received requests from several county transportation commissions to amend Connect SoCal to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new projects. Pursuant to the California Environmental Quality Act (CEQA), SCAG staff has prepared Draft Addendum No. 3 to the PEIR, which analyzes the changes documented in the Connect SoCal Amendment No. 2 to the 2020 RTP/SCS (Connect SoCal Amendment No. 2 or Amendment No. 2). SCAG staff finds that the proposed changes resulting from Amendment No. 2 would not result in a substantial change to the region-wide impacts when compared to the certified PEIR with Addendum No. 1 and Addendum No. 2. SCAG staff also finds that the projects identified in Connect SoCal Amendment No. 2 are programmatically consistent with the analysis, mitigation measures, and Findings of Fact contained in the previously certified PEIR and Addendum No. 1 and Addendum No. 2.

An informational copy of draft Addendum No. 3 to the PEIR is attached to this staff report. This staff report and draft addendum is for informational purposes only. Staff will return to the EEC for

approval of the final Addendum No. 3 to the PEIR on September 1, 2022 and to SCAG's Regional Council for certification on October 6, 2022.

BACKGROUND:

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

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

BASIS FOR A PEIR ADDENDUM:

When an Environmental Impact Report (EIR) has been certified and the project is modified or otherwise changed after certification, additional review may be necessary pursuant to the CEQA. The key considerations for determining the need and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code and CEQA Guidelines Sections 15162, 15163 and 15164. In general, an addendum is the appropriate form of environmental documentation when there are not substantial changes to the project or new information that

would require major revisions to the EIR. Substantial changes are defined as those which “will require major revisions of the previous EIR...due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.” An addendum is not required to be circulated for public review.

PRELIMINARY PROGRAMMATIC ENVIRONMENTAL ASSESSMENT:

SCAG staff has conducted a programmatic environmental assessment of the changes to the Connect SoCal Project List documented in Amendment No. 2 pursuant to CEQA. The contents of Draft Addendum No. 3 are as follows:

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

Summary of Findings:

Although the new projects identified in the Connect SoCal Amendment No. 2 were not identified in the Connect SoCal PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the Connect SoCal and with the analysis and conclusions presented in the previously certified Connect SoCal PEIR with Addendum No. 1 and Addendum No. 2. Additionally, modeling results indicate that modifications to the Project List resulted in an overall difference of less than one percent. See Table 1, below, for a summary of the impacts analyzed in draft Addendum No. 3.

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

Impact	Compared to the Certified Connect SoCal PEIR
Aesthetics	Same; no new impacts

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

SCAG staff has determined that the changes and additions identified above with respect to Amendment No. 2 would result in impacts that would fall within the range of impacts already identified in the previously certified Connect SoCal PEIR, PEIR Addendum No. 1, and PEIR Addendum No. 2. Therefore, as reflected in Addendum No. 3 no substantial physical impacts to the environment beyond those already anticipated and documented in the Connect SoCal PEIR are anticipated to result from the changes and additions identified in the Connect SoCal Amendment No. 2. Further, each project will be fully assessed at the project-level by the implementing agency in

accordance with CEQA, National Environmental Policy Act (NEPA), and all applicable regulations. No changes to the mitigation measures or alternatives contained in the Connect SoCal PEIR are necessary or proposed. ***An informational copy of draft Addendum No. 3 to the PEIR is attached to this staff report.***

CONCLUSION:

Analysis indicates that the projects identified in Connect SoCal Amendment No. 2 are programmatically consistent with the analysis, mitigation measures, and Findings of Fact contained in the certified PEIR with Addendum No. 1 and Addendum No. 2 and that adoption of the proposed modifications would not result in either new significant environmental impacts or substantial increase in the severity of previously identified significant impacts in the certified PEIR and Addendum No. 1 and Addendum No. 2. Therefore, it is determined that a subsequent or supplemental EIR is not required and that Addendum No. 3 to the PEIR fulfills the CEQA requirements for Connect SoCal Amendment No. 2.

NEXT STEPS:

Staff will return to the EEC for its approval of the final Addendum No. 3 to the PEIR on September 1, 2022 and to SCAG's Regional Council for certification on October 6, 2022.

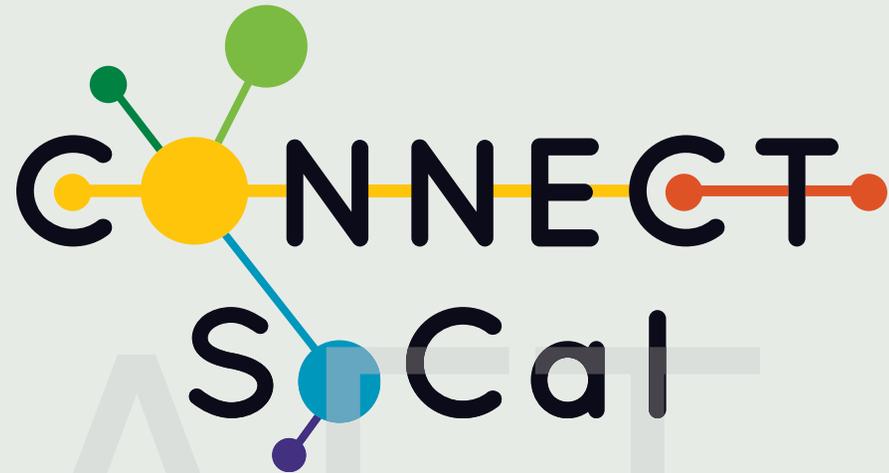
FISCAL IMPACT:

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

ATTACHMENT(S):

1. Draft Addendum #3 PEIR

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



DRAFT



DRAFT ADDENDUM #3

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

JULY 7, 2022

1.0 INTRODUCTION	1
2.0 PROJECT DESCRIPTION	4
3.0 ENVIRONMENTAL ANALYSIS	5
4.0 COMPARISON OF ALTERNATIVES	22
5.0 OTHER CEQA CONSIDERATIONS	23
6.0 FINDINGS	23



DRAFT ADDENDUM #3

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

JULY 7, 2022

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

CONNECT SOCAL
Draft Addendum #3
to the Program
Environmental Impact
Report

DRAFT

1.0 INTRODUCTION

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

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

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

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

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

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

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

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

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

Since the adoption of Connect SoCal Amendment #1, several county transportation commissions have requested to further amend the Plan to reflect changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new transportation projects contained therein (proposed Amendment #2 to Connect SoCal, referred to herein as "Connect SoCal Amendment #2"). Therefore, this PEIR Addendum #3 has been prepared by SCAG to assess potential environmental impacts of the proposed updates and revisions to the Project List included in Connect SoCal Amendment #2. This document is prepared as an addendum to the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2.²

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

In summary, PEIR Addendum #3 serves as an informational document to inform decision-makers and the public of the potential environmental impacts of Connect SoCal Amendment #2 by analyzing the projects and programs on a broad regional scale, not at a site-specific level of analysis. This programmatic analysis shows that Connect SoCal Amendment #2 would not result in either new significant environmental effects or substantial increase in the severity of previously identified

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

significant effects. Site specific analysis will occur as each project is defined and goes through individual project-level environmental review.

1.1 BASIS FOR THE ADDENDUM

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

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

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

from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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

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

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

to analyze local effects. Such analysis is more appropriately undertaken in project-specific environmental documents prepared by the individual CEQA lead agencies proposing each project.

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

1.2 PURPOSE AND SCOPE OF THE ADDENDUM TO THE PEIR

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

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

2.0 PROJECT DESCRIPTION

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

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

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

Based on input received, Amendment #2 consists of 102 project changes, including 14 new and 88 modified projects. All 102 project changes are for financially constrained RTP/SCS projects, meaning there are no project changes to financially unconstrained RTP/SCS projects. Almost all the project changes, 98 out of 102, involve short-term RTP projects. Among the 102 project changes, most of them are modifications to existing projects, including revised project descriptions, schedules, and/or total costs. The 14 new projects include primarily Transportation System Management/Transportation Demand Management projects and minor arterial widenings providing benefits such as improving efficiency of existing systems and reducing congestion. These new projects involve new costs and modeling changes for projects that were previously not included in Connect SoCal Amendment #1. No projects are removed due to project cancellation or duplicate entries.

Of the 102 project changes in Amendment #2, 3 of the projects are within Imperial County, 37 of the projects are within Los Angeles County, 4 of the projects are within Orange County, 48 of the projects are within Riverside County, 8 of the projects are within San Bernardino County, 2 of the projects are within Ventura County, and none of the projects spread across multiple counties. [A complete list of the project modifications is available in Amendment #2.](#)

3.0 ENVIRONMENTAL ANALYSIS

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

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

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

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

TABLE 3-1 Summary of Impacts from Amendment #2

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



SoCal PEIR are anticipated to result from the changes and additions identified in the Connect SoCal Amendment #2.

The environmental analysis provided in this Addendum #3 describes the information that was considered in evaluating the questions contained in the Environmental Checklist of the State CEQA Guidelines, Appendix G, consistent with the Connect SoCal PEIR. Potential region-wide environmental impacts from the proposed project changes, documented in the Connect SoCal Amendment #2, as compared to those already identified in the Connect SoCal PEIR are summarized in **TABLE 3-1**, Summary of Impacts from Amendment #2.

3.1 AESTHETICS

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

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

The analysis in the certified Connect SoCal PEIR Aesthetics Section and previous addendums, adequately addresses the range of aesthetic impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to aesthetics, or a substantial

increase in the severity of impacts to aesthetics beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.2 AGRICULTURE AND FORESTRY RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to agriculture and forestry resources beyond those already described in the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified potential significant impacts with respect to converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use; conflicting with existing zoning for agricultural use, a Williamson Act contract, forest land or timberland zoned Timberland Production; losing or converting forest land to non-forest use; and changing the existing environment resulting in conversion of Farmland to non-agricultural use or forest land to non-forest use. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with agricultural and forestry resources (see Connect SoCal PEIR pp. 3.2-21 – 3.1-33). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to agriculture and forestry resources. Similarly, agriculture and forestry resource impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

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

The analysis in the Connect SoCal PEIR Agriculture and Forestry Resources Section and previous addendums adequately addresses the range of agricultural and forestry impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to agriculture and forestry resources, or a substantial increase in the severity of impacts to agriculture and forestry resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.3 AIR QUALITY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to air quality beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified that implementation of the Connect SoCal would result in less than significant impacts with respect to applicable air quality plans and other emissions, such as odors. However, the PEIR identified potential significant impacts with respect to air quality standards violations; cumulative net increase of criteria pollutants for which the region is non-attainment under federal or state ambient air quality standards; and exposure of sensitive receptors to substantial pollutant concentrations. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with air quality (see Connect SoCal PEIR pp. 3.3-51 – 3.3-88). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to air quality.

As described in the Transportation Conformity Section of the Connect SoCal Amendment #2, the Plan would continue to meet the regional emissions and other tests set forth by the federal Transportation Conformity regulations, demonstrating the integrity of the State Implementation Plans prepared pursuant to the federal Clean Air Act for the non-attainment and maintenance areas in the SCAG region.

As shown in **TABLE 3-2, On-Road Mobile-source Criteria Pollutant Emission By County – (2045) vs. Existing Conditions (2019) - Amendment #2**, the Plan conditions (2045) and existing conditions (base year 2019) of the criteria pollutant emissions for the six counties in the SCAG region remain similar to what was analyzed for Connect SoCal with a slightly greater reduction in emissions with the proposed changes to the Project List identified in the Connect SoCal Amendment #2. Therefore, no changes to analyses and air quality findings previously discussed in the certified Connect SoCal PEIR and previous addendums would occur.

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

The analysis in the previously certified Connect SoCal PEIR Air Quality Section

and previous addendums adequately addresses the range of air quality impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant air quality impacts or a substantial increase in the severity of air quality impacts beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.4 BIOLOGICAL RESOURCES

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

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

The analysis in the certified Connect SoCal PEIR and previous addendums, adequately addresses the range of impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to biological resources, or a substantial increase

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

County		(Tons/Day)								
		ROG		NO _x			CO	PM ₁₀	PM _{2.5}	SO _x
		Summer	Annual	Summer	Annual	Winter	Winter	Annual	Annual	Annual
Imperial	Existing	3	3	6	6	7	19	0.5	0.2	0.0
	Plan	2	2	4	4	4	16	0.7	0.3	0.1
	Difference (Amendment #2)	-1	-1	-2	-2	-3	-4	0.3	0.1	0.0
	Previous Difference (PEIR)*	-1	-1	-2	-2	-2	-2	0.3	0.1	0.0
Los Angeles	Existing	52	50	88	95	93	397	14.2	6.3	1.1
	Plan	22	21	33	34	33	136	13.9	5.7	0.8
	Difference (Amendment #2)	-30	-29	-55	-60	-60	-261	-0.2	-0.6	-0.3
	Previous Difference (PEIR) *	-30	-29	-55	-60	-59	-251	0.3	-0.6	-0.3
Orange	Existing	15	15	22	23	23	111	4.7	2.1	0.3
	Plan	7	7	7	8	7	43	4.7	1.9	0.2
	Difference (Amendment #2)	-8	-8	-15	-16	-16	-68	0.1	-0.1	-0.1
	Previous Difference (PEIR) *	-8	-8	-14	-16	-15	-65	0.1	-0.1	-0.1
Riverside	Existing	14	12	32	34	34	86	3.9	1.7	0.3
	Plan	7	6	12	13	12	37	4.7	1.9	0.3
	Difference (Amendment #2)	-7	-6	-20	-21	-21	-49	0.8	0.2	0.0
	Previous Difference (PEIR) *	-7	-6	-20	-21	-21	-47	0.8	0.2	0.0
San Bernardino	Existing	16	14	38	40	39	100	4.1	1.8	0.3
	Plan	7	6	18	19	18	39	5.2	2.1	0.3
	Difference (Amendment #2)	-9	-8	-20	-21	-21	-60	1.1	0.3	0.0
	Previous Difference (PEIR) *	-8	-7	-20	-21	-21	-57	1.1	0.3	0.0
Ventura	Existing	4	4	6	7	7	30	1.1	0.5	0.1
	Plan	1	1	2	2	2	10	1.1	0.5	0.1
	Difference (Amendment #2)	-3	-3	-4	-5	-5	-21	0.0	0.0	0.0
	Previous Difference (PEIR) *	-3	-3	-4	-5	-5	-20	0.0	0.0	0.0

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

in the severity of impacts to biological resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.5 CULTURAL RESOURCES

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

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

The analysis in the certified Connect SoCal PEIR Cultural Resources Section and previous addendums, adequately addresses the range of cultural resource impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to cultural resources, or a substantial increase in the severity of impacts to cultural resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.6 ENERGY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase

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

As shown in **TABLE 3-3**, SCAG Region Estimated Transportation Fuel Consumption – Amendment #2), below, the estimated transportation fuel consumption for the SCAG region would remain similar to what was analyzed for the Connect SoCal, with a slight reduction to the estimated daily fuel consumption. The 20.3 percentage reduction of fuel used compared to existing conditions (base year 2019) would remain the same. As such, no new or substantial impacts would occur when

TABLE 3-3 SCAG Region Estimated Transportation Fuel Consumption – Amendment #2

Year	Fuel Consumed		Percentage under Existing
	Billion Gallons per Year	Thousand Gallons per Day	
2019	8.3	22,876	—
2045 Baseline	7.0	19,052	-16.7%
Amendment #2	6.7	18,236	-20.3%
PEIR*	6.7	18,239	-20.3%

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



compared to the previously certified Connect SoCal PEIR and previous addendums.

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

The analysis in the certified Connect SoCal PEIR Energy Section and previous addendums, adequately addresses the range of energy impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to energy, or a substantial increase in the severity of impacts to energy beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.7 GEOLOGY AND SOILS

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

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

The analysis in the certified Connect SoCal PEIR Geology and Soils Section and previous addendums, adequately addresses the range of geology and soil impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to geology and soils, or a substantial increase in the severity of impacts to geology and soils beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.8 GREENHOUSE GAS EMISSIONS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to greenhouse gas (GHG) emissions beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identifies two thresholds of significance with respect to GHG emissions: does the Plan (1) generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment and (2) conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The PEIR found that implementation of Connect SoCal would result in significant and unavoidable impacts for both thresholds, but the Plan complied with SB 375 as it would meet the GHG emissions reduction targets determined by the California Air Resources Board (CARB). Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with GHG emissions (see Connect SoCal PEIR pp. 3.8-61 – 3.8-81). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to GHG emissions. Similarly, GHG emissions impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

Based on the analysis for the Connect SoCal PEIR, transportation emissions for this PEIR Addendum #3 include on-road mobile sources such as light and medium duty vehicles, heavy duty trucks, and buses (TABLE 3-4, Greenhouse Gas Emissions from On-Road Vehicles in the SCAG Region – Amendment #2) and off-road emission sources such as rail, aviation, and ocean-going vessels (TABLE 3-5, Greenhouse Gas



TABLE 3-4 Greenhouse Gas Emissions from On-Road Vehicles in the SCAG Region (Million Metric Tons Per Year) – Amendment #2

On-Road Vehicles	2019 Based Year			2045 (Plan)		
	CO ₂	CH ₄	N _{2O}	CO ₂	CH ₄	N _{2O}
Light and Medium Duty Vehicles	59.46	0.002	0.0009	37.45	0.001	0.0002
Heavy Duty Trucks	15.47	0.000	0.002	24.13	0.001	0.001
Buses	1.50	0.001	0.0002	1.38	0.000	0.0000
On-Road Vehicles (Subtotal) in CO ₂	76.43	0.004	0.003	62.97	0.002	0.001
On-Road Vehicles (Subtotal) in CO _{2e} *	76.43	0.076	0.919	62.97	0.038	0.355
Total GHG Emissions from on-road vehicles in CO_{2e} (Amendment #2)	77.4			63.4		
Previous Total GHG Emissions from on-road vehicles in CO_{2e} (PEIR) **	77.4			63.4		

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

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

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

TABLE 3-5 Greenhouse Gas Emissions from Off-Road Vehicles in the SCAG Region (Million Metric Tons Per Year) – Amendment #2

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

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

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

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



Emissions from Off-Road Vehicles in the SCAG Region – Amendment #2).

Similar to Connect SoCal, Connect SoCal Amendment #2 would result in approximately 63.4 million metric tons per year CO_{2e} total GHG emissions from on-road vehicles and 10.1 million metric tons per year CO_{2e} from off-road vehicles in 2045, as shown in **TABLE 3-4** and **TABLE 3-5**, below. According to **TABLE 3-6**, Greenhouse Gas Emissions from On-Road and Off-Road Sources in the Transportation Sector in the SCAG Region – Amendment #2, Connect SoCal Amendment #2 would result in a 15 percent GHG emission reduction when compared to the 2019 baseline, which is a slight increase compared to the 14.9 percent estimated for Connect SoCal. Therefore, the proposed changes from the Connect SoCal Amendment #2 project list would result in similar GHG emissions from on-road and off-road vehicles.

SB 375 requires CARB to develop regional GHG emission reduction targets for cars and light-duty trucks for 2020 and 2035 (compared to 2005 emissions) for each of the state MPOs on a per capita basis. Each MPO is required to prepare an SCS as part of the RTP in order to meet these GHG emissions reduction targets by aligning transportation, land use, and housing strategies with respect to SB 375. For SCAG, the targets are to reduce per capita GHG emissions by 8 percent below 2005 levels

by 2020 and 19 percent below 2005 levels by 2035. Determining the per capita CO₂ emissions requires modeling vehicle miles traveled (VMT) by passenger vehicles and light trucks that emit CO₂ and dividing the number by the total population.

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

TABLE 3-6 Greenhouse Gas Emissions from On-Road and Off-Road Sources in the Transportation Sector in the SCAG Region – Amendment #2

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

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

Additionally, Connect SoCal Amendment #2 would not interfere with the reduction strategies provided in the SCS, including congestion pricing, mileage-based user fees, and co-working at strategic locations. By meeting the SB 375 targets for 2020 and 2035, implementation of Connect SoCal Amendment #2 would continue to achieve SB 375 per capita GHG reduction targets for the SCAG region.

Furthermore, Amendment #2 would result in the same GHG reduction trajectory as the original Plan and would not conflict with the State’s long term GHG emission reduction goals.

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

The analysis in the certified Connect SoCal PEIR Greenhouse Gas Emissions Section and previous addendums, adequately addresses the range of GHG emission impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the

TABLE 3-7 SB 375 Analysis – Amendment #2

	2005 (Baseline)	2020 (Plan)	2035 (Plan)
Resident population (per 1,000)	17,161	19,194	21,109
CO ₂ emissions (per 1,000 tons)	204.0*	204.5**	197.2***
Per capita emissions (pounds/day)	23.8	21.3	18.7
% difference from Amendment #2 (2020) to Baseline (2005)			-8%****
% difference from Amendment #2 (2035) to Baseline (2005)			-19%****
Previous % difference from Plan (2020) to Baseline (2005)			-8%****
Previous % difference from Plan (2035) to Baseline (2005)			-19%****

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded.
 * Based on EMFAC2007
 ** Based on EMFAC2014
 *** Included off-model adjustments for 2035
 **** Included EMFAC Adjustment

Connect SoCal Amendment #2, would not result in any new significant impacts to GHG emissions, or a substantial increase in the severity of impacts to GHG emissions beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.9 HAZARDS AND HAZARDOUS MATERIALS

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

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

The analysis in the certified Connect SoCal PEIR Hazards and Hazardous Materials Section and previous addendums, adequately addresses the range of hazard impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the

Connect SoCal Amendment #2, would not result in any new significant impacts to hazards and hazardous materials, or a substantial increase in the severity of impacts to hazards and hazardous materials beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.10 HYDROLOGY AND WATER QUALITY

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

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

The analysis in the certified Connect SoCal PEIR Hydrology and Water Quality Section and previous addendums, adequately addresses the range of hydrology and water quality impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to hydrology and water quality, or a substantial increase in the severity of impacts

to hydrology and water quality beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.11 LAND USE AND PLANNING

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

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

The analysis in the certified Connect SoCal PEIR Land Use and Planning Section and previous addendums, adequately addresses the range of impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to land use and planning, or a substantial increase in the severity of impacts to land use and planning beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.12 MINERAL RESOURCES

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

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

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

The analysis in the certified Connect SoCal PEIR Minerals Section and previous addendums, adequately addresses the range of mineral resource impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to mineral resources, or a substantial increase in the severity of impacts to mineral resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.13 NOISE

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to noise beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified potential significant impacts with respect to ambient noise levels, groundborne vibration or noise levels, and exposure to excessive noise

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

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

The analysis in the certified Connect SoCal PEIR Noise Section and previous addendums, adequately addresses the range of noise impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to noise, or a substantial increase in the severity of impacts to noise beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.14 POPULATION, HOUSING AND EMPLOYMENT

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

Connect SoCal PEIR and addendums.

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

The analysis in the certified Connect SoCal PEIR Population, Housing, and Employment Section and previous addendums, adequately addresses the range of population, housing, and employment impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts or a substantial increase in the severity of impacts to population, housing, and employment beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.15 PUBLIC SERVICES

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

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

The analysis in the certified Connect SoCal PEIR Public Services Section and previous addendums, adequately addresses the range of public services impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal

Amendment #2, would not result in any new significant impacts to public services, or a substantial increase in the severity of impacts to public services beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.16 RECREATION

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to recreation beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified potential significant impacts with respect to existing neighborhood and regional parks or other recreational facilities, park facilities, and service ratios. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with recreation (see Connect SoCal PEIR pp. 3.16-22 – 3.16-30). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to recreation. Similarly, recreation impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

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

The analysis in the certified Connect SoCal PEIR Recreation Section and previous addendums, adequately addresses the range of recreation impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to recreation, or a substantial increase in the severity of impacts to recreation beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.17 TRANSPORTATION, TRAFFIC, AND SAFETY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to transportation, traffic, and security beyond

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

As shown in **TABLE 3-8** Daily Vehicle Miles Traveled in 2019 and 2045 – Amendment #2 and **TABLE 3-9** VMT Per Capita by County – Amendment #2, Connect SoCal Amendment #2 would result in similar daily vehicle miles traveled and vehicle miles traveled per capita throughout the SCAG region as previously disclosed in the PEIR. **TABLE 3-10** Total Daily Hours of Delay in 2019 and 2045 – Amendment #2 and **TABLE 3-11** Percentage of PM Peak Period Work Trips Completed within 45 Minutes – Amendment #2 indicate that there would be a slight decrease in total hours of delay in 2045 and in the percentage of work trips of less than 45 minutes as a result of the Project List changes identified in the Connect SoCal Amendment #2. **TABLE 3-12** Percentage of Mode Share on Transit and Active Transportation – Amendment #2 indicates no change to the percentage of mode share on transit and active transportation would occur. As such, project changes are not expected to result in any new or substantial impacts when compared to the certified Connect SoCal PEIR and previous addendums. Therefore, no changes to analyses and transportation findings previously discussed in the certified Connect SoCal PEIR and previous addendums would occur.

TABLE 3-8 Daily Vehicle Miles Traveled in 2019 and 2045 – Amendment #2

County	In Thousands		
	2019 Base Year	2045 No Project	2045 Plan
Imperial	7,000	11,000	11,000
Los Angeles	231,000	253,000	239,000
Orange	79,000	85,000	83,000
Riverside	61,000	80,000	77,000
San Bernardino	63,000	85,000	81,000
Ventura	19,000	21,000	20,000
SCAG Total (Amendment #2)	460,000	536,000	511,000
Previous SCAG Total (PEIR) *	460,000	536,000	511,000

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

TABLE 3-9 VMT Per Capita by County - Amendment #2

County	Light/Medium Duty Vehicles		All Vehicles	
	2019	2045	2019	2045
Imperial	29.69	32.35	35.01	40.94
Los Angeles	21.47	19.22	22.77	20.86
Orange	23.59	22.30	24.73	23.82
Riverside	22.29	20.59	24.95	23.91
San Bernardino	25.34	24.30	28.82	29.34
Ventura	21.30	19.48	22.44	21.07
Regional (Amendment #2)	22.45	20.71	24.18	23.08
Regional (PEIR) *	22.45	20.72	24.18	23.09

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

Table 3-10 Total Daily Hours of Delay in 2019 and 2045 - Amendment #2

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

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

TABLE 3-11 Percentage of PM Peak Period Work Trips Completed Within 45 Minutes - Amendment #2

County	2019 Base Year	2045 No Project	2045 Plan
AUTOS –SINGLE OCCUPANCY VEHICLES			
Imperial	93.54%	91.72%	91.37%
Los Angeles	79.50%	80.06%	86.01%
Orange	84.97%	86.08%	89.59%
Riverside	71.88%	73.97%	81.31%
San Bernardino	72.18%	74.67%	79.72%
Ventura	81.04%	83.49%	86.52%
Region	79.14%	80.09%	85.36%
AUTOS – HIGH OCCUPANCY VEHICLES			
Imperial	94.93%	92.13%	90.89%
Los Angeles	79.09%	78.09%	83.00%
Orange	85.89%	84.67%	88.88%
Riverside	71.00%	70.68%	79.74%
San Bernardino	73.76%	73.31%	79.86%
Ventura	83.70%	84.30%	88.12%
Region	79.45%	78.33%	83.79%
TRANSIT			
Imperial	66.67%	59.39%	63.64%
Los Angeles	43.62%	42.58%	44.23%
Orange	60.03%	62.18%	59.05%
Riverside	69.74%	69.88%	63.44%
San Bernardino	67.06%	68.58%	62.24%
Ventura	67.91%	63.13%	64.18%
Region (Amendment #2)	47.25%	46.68%	46.90%
Region (PEIR) *	47.25%	46.68%	47.06%

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

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

Attachment: Draft Addendum #3 PEIR (Initial Findings for Connect SoCal CEQA Addendum No. 3 to

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

The analysis in the certified Connect SoCal PEIR Transportation, Traffic, and Safety Section and previous addendums, adequately addresses the range of GHG emission impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to transportation, or a substantial increase in the severity of impacts beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.18 TRIBAL CULTURAL RESOURCES

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

PEIR identified potential significant impacts with respect to tribal cultural resources defined in Public Resources Code section 21074. SCAG met the requirements of AB 52 by performing the requisite tribal consultation as documented in Appendix 3.5 of the PEIR. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with tribal cultural resources (see Connect SoCal PEIR pp. 3.18-18 – 3.18-21). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to tribal cultural resources. Similarly, tribal cultural resource impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

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

The analysis in the certified Connect SoCal PEIR Tribal Cultural Resources Section and previous addendums, adequately addresses the range of tribal cultural resource impacts that could result from Connect SoCal Amendment #2 at the

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

Mode Share	2019	2045 No Project	2045 Plan
Walk	7.8	7.7	8.6
Bike	1.4	1.6	2.1
Transit	2.0	2.4	3.8
Total (Amendment #2)	11.2	11.8	14.5
Previous Total (PEIR) *	11.2	11.8	14.5
Total (Original Plan)	14.0	14.4	18.9

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

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

program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts, or a substantial increase in the severity of impacts to tribal cultural resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.19 UTILITIES AND SERVICE SYSTEMS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #2, are not expected to result in any new or a substantial increase in the severity of significant impacts to utilities and service systems beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1 and #2. The Connect SoCal PEIR identified potential significant impacts with respect to generating solid waste in excess of state or local standards or infrastructure capacity; nonattainment of solid waste reduction goals, or federal, state, and local

management and reduction statutes and regulations; result in new or expanded wastewater treatment or storm drainage facilities or water facilities, which could cause significant environmental effects; and inadequate wastewater or water supply capacity. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with utilities and service systems (see Connect SoCal PEIR pp. 3.19.1-12 – 3.19.3-25). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to utilities and service systems. Similarly, utilities and service systems impacts from the proposed projects included in this Addendum #3 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As indicated by **TABLE 3-14**, 2045 Plan Lane Miles by County (PM Peak Network) - Amendment #2 minimal changes to lane miles would occur as a result of the proposed changes to the Project List identified in the Connect SoCal Amendment #2. These changes are minor and would not substantially increase impervious surfaces.

TABLE 3-13 2045 Plan Lane Miles by County (PM Peak Network) - Amendment #2

County	Freeway (Mixed-Flow)	Toll*	Truck	Expressway/Parkway	Principal Arterial	Minor Arterial	Collector	Freeway (HOV)	Ramp	Total (All Facilities)
Imperial	417	-	-	323	315	595	2,464	-	38	4,152
Los Angeles	4,801	354	153	6	8,467	9,066	6,957	380	946	31,130
Orange	1,424	565	16	4	3,844	3,104	1,088	244	379	10,666
Riverside	1,872	269	13	121	1,509	3,594	5,726	45	362	13,511
San Bernardino	2,604	279	55	256	2,075	4,665	6,796	138	350	17,217
Ventura	568	-	-	-	861	1,007	1,059	60	123	3,677
Total (Amendment #2)	11,685	1,467	237	710	17,071	22,030	24,090	866	2,198	80,354
Previous Total (PEIR) *	11,684	1,467	237	710	17,066	22,033	24,086	866	2,197	80,346

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

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

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

The analysis in the certified Connect SoCal PEIR Utilities and Service Systems Section and previous addendums, adequately addresses the range of utility impacts that could result from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts to utilities and service systems, or a substantial increase in the severity of impacts to utilities and service systems beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.20 WILDFIRE

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

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

The analysis in the certified Connect SoCal PEIR Wildfire Section and previous addendums, adequately addresses the range of wildfire impacts that could result

from Connect SoCal Amendment #2 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #2, would not result in any new significant impacts, or a substantial increase in the severity of impacts to wildfire beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.21 CUMULATIVE IMPACTS

The proposed changes to the Project List identified in the Connect SoCal Amendment #2 would not significantly change the scope of the discussion presented in the Cumulative Impacts Chapter of the Connect SoCal PEIR, which includes an assessment of programmatic level unavoidable cumulative impacts (see Connect SoCal PEIR pp. 3.21-1 – 3.21-14). Cumulative impacts from inclusion of the proposed changes to the Project List identified in the Connect SoCal Amendment #2 are reasonably covered by the cumulatively impacts previously discussed in the certified Connect SoCal PEIR.

At the programmatic level, any region-wide cumulative impacts from the proposed projects (as revised by the Connect SoCal Amendment #2) are expected to be approximately equivalent to those previously disclosed in the Connect SoCal PEIR. Overall, the proposed changes to the Project List presented in the Connect SoCal Amendment #2 are within the scope of the broad, programmatic-level region-wide impacts identified and disclosed in the Connect SoCal PEIR and previous addendums. Thus, the Connect SoCal Amendment #2 would not be expected to result in any new cumulative impacts that have not been analyzed in the previous Connect SoCal PEIR and addendums, or cumulative impacts that are considerably different from or inconsistent with those already analyzed in the previous Connect SoCal PEIR and previous addendums.

4.0 COMPARISON OF ALTERNATIVES

The proposed changes to the Project List identified in the Connect SoCal Amendment #2 would not significantly change the comparison of alternatives in the Connect SoCal PEIR. Potential impacts from the proposed changes to the Project List are anticipated to be within the scope of the programmatic-level

comparison among the alternatives already considered in the Connect SoCal PEIR: 1) No Project Alternative; 2) Existing Plans-Local Input Alternative; and 3) Intensified Land Use Alternative.

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

5.0 OTHER CEQA CONSIDERATIONS

The proposed changes to the Project List identified in the Connect SoCal Amendment #2 would not significantly change the scope of the discussion presented in the Other CEQA Considerations Chapter of the Connect SoCal PEIR, which includes an assessment of growth inducing impacts, programmatic level unavoidable impacts, and irreversible impacts (see Connect SoCal PEIR pp. 5.0-1 – 5.0-12). Unavoidable and irreversible impacts from inclusion of the proposed changes to the Project List identified in the Connect SoCal Amendment #2 are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified Connect SoCal PEIR.

At the programmatic level, any region-wide growth inducing impacts from the proposed projects (as revised by the Connect SoCal Amendment #2) are expected to be approximately equivalent to those previously disclosed in the Connect SoCal PEIR. Overall, the proposed changes to the Project List presented in the Connect SoCal Amendment #2 are within the scope of the broad, programmatic-level region-wide impacts identified and disclosed in the Connect SoCal PEIR and previous PEIR Addendums #1 and #2. Thus, the Connect SoCal Amendment #2 would not be expected to result in any new CEQA impacts that have not been analyzed in the previous Connect SoCal PEIR and addendums, or any long-term impacts that are considerably different from or inconsistent with those already analyzed in the previous Connect SoCal PEIR and previous addendums.

6.0 FINDINGS

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

Further, SCAG finds that the proposed changes to the Project List identified in the Connect SoCal Amendment #2 does not require any new mitigation measures or alternatives previously unidentified in the Connect SoCal PEIR, or significantly affect mitigation measures or alternatives already disclosed in the Connect SoCal PEIR. As such, SCAG has assessed the proposed changes to the Project List included in Connect SoCal Amendment #2 at the programmatic level and finds that inclusion of the proposed changes would be within the range of, and consistent with the findings of impacts analysis, mitigation measures, and alternatives contained in the Connect SoCal PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the Connect SoCal. Therefore, a Subsequent or Supplemental EIR is not required, and SCAG concludes that this Addendum to the previously certified Connect SoCal PEIR fulfills the requirements of CEQA.



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

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Anita Au, Senior Planner
(213) 236-1874, au@scag.ca.gov
Subject: Equity Analysis Update (formerly Environmental Justice Analysis) -
Performance Measures

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

For Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, TC, and RC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

In July 2020, SCAG’s Regional Council adopted Resolution 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California and subsequently adopted the Racial Equity Early Action Plan (EAP) in May 2021, outlining goals, strategies, and actions to advance equity. Prior to the adoption of the EAP, SCAG’s equity efforts were concentrated in its Environmental Justice (EJ) Program, which has long focused on public outreach, engagement, early and meaningful participation of EJ communities in the decision-making process, and equal and fair access to a healthy environment. SCAG’s EJ Program addresses both state and federal requirements by aiming to protect people of color and low-income communities from incurring disproportionately adverse environmental impacts. The Energy and Environment Committee (EEC) provides policy direction for this work, which aligns with the primary goals of the aforementioned EAP, which are to: 1) center racial equity in regional policy and planning and bring equity into SCAG’s regional planning functions, and 2) encourage racial equity in local planning practices by promoting racial equity in efforts involving local elected officials and planning professionals.

Following staff's April 7, 2022 presentation to EEC on SCAG's approach for Connect SoCal 2024's Equity Analysis (formerly Environmental Justice Analysis), this staff report and the corresponding presentation will provide additional details on SCAG's proposed updates to the Equity Analysis performance measures. These performance measures will help SCAG evaluate how future changes in the region will impact the most vulnerable people and communities. The proposed updates to the performance measures have been developed based on extensive discussions with internal subject matter experts and external stakeholder input. The proposed approach for the Equity Analysis is grounded in best practices and aims to meaningfully evaluate inequities in the region and propose strategies for addressing them.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy; Objective D: Promote and engage partners in a cooperative regional approach to problem-solving.

BACKGROUND:

In July 2020, SCAG's Regional Council adopted Resolution 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California and subsequently adopted the Racial Equity Early Action Plan (EAP) in May 2021, outlining goals, strategies, and actions to advance its commitments. Prior to the adoption of the EAP, SCAG's equity efforts were concentrated in its Environmental Justice (EJ) Program, which is guided by the policy direction of the Energy and Environment Committee, and plays a central role in advancing two of the primary goals of the EAP which are to: 1) center racial equity in regional policy and planning and bring equity into SCAG's regional planning functions, and 2) encourage racial equity in local planning practices by promoting racial equity in efforts involving local elected officials and planning professionals.

SCAG's EJ Program focuses on public outreach, engagement, early and meaningful participation of EJ communities in the decision-making process, and equal and fair access to a healthy environment with the goal of protecting people of color and low-income communities from incurring disproportionately adverse environmental impacts and share benefits of regional investment appropriately. By way of background, the consideration of EJ in the transportation process stems from Title VI of the Civil Rights Act of 1964,¹ and was further enhanced by Executive Order 12898² (1994) which established the need for transportation agencies to disclose to the general public the benefits and burdens of proposed projects on people of color and low-income populations. Executive Order 12898 amplified Title VI by providing protections based on income in addition to

¹ Title VI states that "No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

² Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations, February 11, 1994. <https://www.archives.gov/files/federal-register/executive-orders/pdf/12898.pdf>

race and ordered all federal agencies to consider environmental justice during the planning and decision-making process for all federally funded projects. As a Metropolitan Planning Organization (MPO) that receives federal funding, SCAG is required to conduct early and meaningful outreach to EJ communities and develop an EJ analysis for its regional transportation plans. In addition to federal requirements, SCAG must also comply with California Government Code Section 11135,³ which mandates fair treatment of all individuals for all state-funded programs and activities.

In an effort to further improve upon the next EJ analysis for Connect SoCal 2024, staff conducted a literature review of EJ methodologies from MPOs throughout the nation. Methodologies were reviewed and analyzed for potentially relevant performance metrics and innovative approaches. In addition to evaluating peer agency EJ methodologies, staff are also coordinating and communicating with stakeholders at the federal and state levels to ensure equity efforts are aligned. Because these federal and state tools may be used for future funding programs to prioritize projects in underserved communities, staff want to ensure the region's approach is properly aligned.

More specifically, staff are evaluating the following tools:

- **Council on Environmental Quality's Climate and Economic Justice Screening Tool**⁴ supports federal agencies in identifying communities that are marginalized, underserved, and overburdened by pollution. The current version is still undergoing refinement, but provides socioeconomic, environmental, and climate information to inform decisions that may affect these communities.
- **Environmental Protection Agency's Environmental Justice Screening and Mapping Tool**⁵ provides a nationally consistent dataset and approach for combining environmental and demographic indicators that highlight areas where vulnerable populations may be disproportionately impacted by pollution.
- **Caltrans Transportation Equity Index**⁶ is a forthcoming tool that staff anticipate reviewing later this year. The index aims to identify communities that are underserved and/or burdened by transportation using environmental, accessibility, and socioeconomic indicators.

³ California Government Code Section 11135 states "no person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency that is funded directly by the state, or receives any financial assistance from the state."

⁴ Climate and Economic Justice Screening Tool: <https://screeningtool.geoplatform.gov/en/>

⁵ EJScreen 2.0: <https://ejscreen.epa.gov/mapper/>

⁶ Caltrans Transportation Equity Index: <https://dot.ca.gov/programs/planning-modal/race-equity/eqi>

- **Public Health Alliance of Southern California’s Healthy Places Index (HPI)**⁷ explores community conditions that impact life expectancy in California, such as access to healthcare, housing, education, and more. More than 100 government agencies, health care institutions, and community groups have used the HPI to make more equitable decisions around transportation planning, climate vulnerability, philanthropic grantmaking, and health care needs assessments.
- **California Office of Environmental Health Hazard Assessment’s CalEnviroScreen** is a mapping tool that helps identify SB 535 Disadvantaged Communities (DAC)⁸, which are census tracts receiving the highest 25 percent of overall scores based on pollution burdens and socioeconomic disadvantages. SCAG’s prior EJ Analysis already considered DACs.
- **California Tax Credit Allocation Committee (TCAC)/Department of Housing and Community Development (HCD) Opportunity Map**⁹ identifies areas in every region of the state whose characteristics have been shown by research to support positive economic, educational, and health outcomes for low-income families—particularly long-term outcomes for children. TCAC adopted this map into its regulations to support policies related to increasing access to the Low Income Housing Tax Credit (LIHTC) program, and HCD uses it to inform their Multifamily Housing Program and the California Debt Limit Allocation Committee’s regulations for 4% LIHTCs.

To the extent that it is possible, SCAG’s approach for Connect SoCal 2024 will be aligned with these tools as well as best practices from extensive research and continued communication with many stakeholders.

At the April 7, 2022 EEC meeting, staff provided a preview of the proposed Connect SoCal 2024 Equity Analysis, a refined approach for developing a more robust equity analysis. The evolved approach includes revisiting the populations and communities analyzed in previous EJ analyses, developing a new community referred to as “Prioritized Equity Populations and Areas” (PEPA). PEPA’s include 10 categories and utilize two methodologies to determine eligibility to capture vulnerable communities and incorporate equity more fully into the analysis. Statutory requirements would continue to be addressed with this shift.

REFINED APPROACH:

SCAG’s long-range plan has long included an EJ analysis that evaluates current conditions and the consequences of the region’s transportation projects on people of color, low-income households, and other vulnerable populations, like older adults, young children, households without vehicles, people with disabilities, people with limited English proficiency, and more. A set of performance measures help SCAG evaluate how future changes in the region will impact the most vulnerable

⁷ Healthy Places Index 3.0: <https://map.healthyplacesindex.org/>

⁸ SB 535 Disadvantaged Communities: <https://oehha.ca.gov/calenviroscreen/sb535>

⁹ TCAC/HCD Opportunity Area Maps: <https://www.treasurer.ca.gov/ctcac/opportunity.asp>

people and communities. These performance measures help SCAG respond to some key questions, including:

- Will our economy function well for all, particularly people of color and low-income households? (focus: economy)
- Will we grow in ways that encourage livability among prioritized equity populations? (focus: communities)
- Will our region become more connected and accessible for everyone, regardless of race/ethnicity, age, gender, disability, income, etc.? (focus: mobility)
- Will people and our environments, particularly areas that have historic and current public health risks, become healthier? (focus: environment)

The EJ analysis has helped SCAG focus answers to these questions on specific populations and areas. Each iteration of SCAG’s EJ analysis has included more enhancements to the approach, including new or improved performance measures that are responsive to the evolving vision and goals of each long-range plan. These enhancements contribute to a very comprehensive, yet lengthy report. With the increased availability of online data resources, including SCAG’s Regional Data Platform,¹⁰ staff is recommending streamlining and consolidating the performance measures to make the report easier to understand and navigate, while maintaining the robust and comprehensive analysis. Furthermore, as the Environmental Justice Analysis evolves into an Equity Analysis, the performance evaluation will be adapted by adding more racial/ethnic disaggregated data, when it is available; and incorporating more existing conditions analyses, similar to that included in SCAG’s Racial Equity: Baseline Conditions Report.¹¹

The proposed refinements to the performance measures are described in more detail below. As previously stated, it is important to note that the statutory requirements would continue to be addressed with the proposed enhancements and updates.

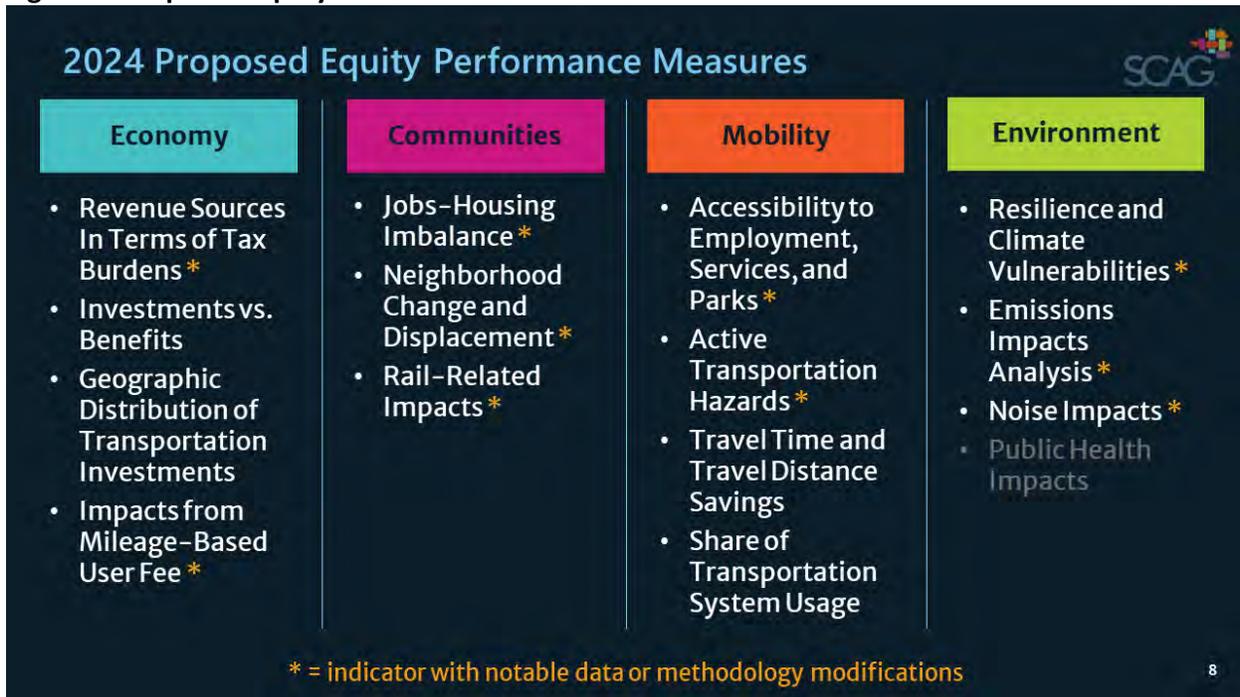
Reorganizing Equity Performance Measures

To start, staff is recommending a reorganization of performance measures under the four core categories of Connect SoCal goals, which include economy, communities, mobility, and environment. The 2020 EJ Technical Report included 18 performance measures organized under four EJ focused questions related to impacts on quality of life, transportation costs, health and safety, and commute. By revisiting the organization of the performance measures, staff can directly reference the Connect SoCal goals, relate these measures to other metrics within the plan, and streamline the introduction of each focus area. Figure 1 provides the proposed organization of equity performance measures under the four core categories of Connect SoCal goals.

¹⁰ SCAG Regional Data Platform: <https://hub.scag.ca.gov/>

¹¹ SCAG Racial Equity: Baseline Conditions Report (March 2021): https://scag.ca.gov/sites/main/files/file-attachments/racialequitybaselineconditionsreport_03242021revision.pdf

Figure 1: Proposed Equity Performance Measures



Proposed Changes for the Equity Performance Measures

To improve and further incorporate equity into the analysis, SCAG staff recommends several changes, both enhancements and consolidations, to the performance measures. In addition to the ideas that emerged from staff’s literature review of EJ methodologies from MPOs from across the nation, SCAG subject matter experts and external members of the Technical and Equity Working Groups contributed valuable input that shaped the following recommendations. Attachment 1 (Proposed Equity Performance Measures) includes a list of the performance measures with definitions and the proposed changes in detail.

In summary, overall enhancements for all equity performance measures include incorporating data from the most recently available data sources and adding existing conditions analyses for all applicable measures. Furthermore, public health impacts will be considered throughout the analysis instead of having a dedicated measure. In addition to updating data where applicable, staff recommends the following enhancements for these specific equity performance measures:

- Add racial/ethnic disaggregation in performance measures that do not currently include a discussion of race/ethnicity, including **Impacts from Mileage-Based User Fee, Revenue Sources in Terms of Tax Burdens, Jobs-Housing Imbalance, and Neighborhood Change and Displacement.**
- Coordinate with Housing Department staff to enhance housing-related performance measures like exploring racial/ethnic changes in **Neighborhood Change and Displacement.**

- Add “railyards” as areas that could impact surrounding communities to **Rail-Related Impacts**.
- Expand on collision data for the **Active Transportation Hazards** performance measure to report the number and rate of collision-related fatalities and serious injuries, including active transportation modes, and add overlays with the regional High Injury Network and bicycle infrastructure.
- Add extreme heat and tree canopy analyses to **Resilience and Climate Vulnerabilities**.
- Update and include new datasets in **Resilience and Climate Vulnerabilities**.

Staff recommends the following consolidations for the equity performance measures:

- Explore cross-referencing other technical reports with housing-related analysis for **Jobs-Housing Imbalance** and **Neighborhood Change and Displacement**.
- Combine and rename previous accessibility performance measures (“Accessibility to Employment & Services” and “Accessibility to Parks & Education Facilities”) into **Accessibility to Employment, Services & Parks**.
- Rename the previous “Climate Vulnerability” performance measure to **Resilience and Climate Vulnerabilities**.
- Consolidate the previous “Emissions Impacts Along Freeways and Highly Traveled Corridors” analysis under a single **Emissions Impact Analysis** performance measure.
- Combine the previous “Aviation Noise Impacts” and “Roadway Noise Impact” analyses under **Noise Impacts**.
- Align technical analysis of **Noise Impacts** with analysis included in the Aviation Technical Report and the Program Environmental Impact Report.
- Remove the quantitative analysis of roadway portion of **Noise Impacts** and shift to a qualitative analysis that describes the long-range plan changes in roadway noise impacts.
- Remove a dedicated “Public Health Impacts” performance measure to eliminate repetitive discussion of CalEnviroScreen, which will occur in multiple places of the report.

As a result of the changes developed through internal and external input, staff is proposing the 14 equity performance measures included in Table 1. And as previously stated, the proposed changes are further defined in Attachment 1 (Proposed Equity Performance Measures).

Next Steps

Staff is seeking input from the Energy and Environment Committee on this evolved approach and the shift to a more robust equity analysis. Staff has conducted extensive outreach to internal subject matter experts and will continue to seek input from external stakeholders to ensure the proposed methodology is inclusive of EJ and equity concerns and accurately reflects SCAG initiatives. Staff will continue to return to the Committee to provide updates on the Connect SoCal 2024 Equity Analysis as part of the Connect SoCal 2024 development process.



FISCAL IMPACT:

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

ATTACHMENT(S):

1. Proposed Equity Performance Measures
2. PowerPoint Presentation - Equity Analysis Performance Measures



Connect SoCal 2024

Draft Performance Measures: Equity*

Category	Subcategory**	Performance Measures	Plan Evaluation Measure	Definition	New, Existing, Revised, Removed	Changes/Notes
Economy	Revenue Sources In Terms of Tax Burdens	Proportion of Connect SoCal revenue sources		Proportion of Connect SoCal revenue sources (taxable sales, income, and gasoline taxes) generated from low income households and people of color	Revised	Adding racial/ethnic disaggregation
Economy	Investments vs. Benefits	Transportation system investment benefit/cost ratio	X	Analysis of Connect SoCal investments by income quintile and race/ethnicity	Existing	Continue to 2024.
Economy	Geographic Distribution of Transportation Investments	Geographic distribution of transportation investments by mode	X	Evaluation of Connect SoCal transit, roadway, and active transportation infrastructure investments in various communities throughout the region	Existing	Continue to 2024.
Economy	Impacts from Mileage-Based User (MBU) Fee	MBU fee impacts		Examination of potential impacts from implementation of a mileage-based user fee on low income households and people of color in the region	Revised	Adding racial/ethnic disaggregation
Communities	Jobs-Housing Imbalance	Jobs-house balance		Comparison of median earnings for intra-county vs intercounty commuters for each county; analysis of relative housing affordability and jobs throughout the region	Revised	Adding racial/ethnic disaggregation; Improvements pending internal discussion; potentially shifting analysis to housing-related analysis (if applicable)
Communities	Neighborhood Change and Displacement	Neighborhood change trends		Examination of historical and projected demographic and housing trends for areas surrounding rail transit stations	Revised	Adding racial/ethnic disaggregation; Improvements pending internal discussion; Incorporate a greater focus on cultural changes; potentially shifting analysis to housing-related analysis (if applicable)
Communities	Rail-Related Impacts	Proximity to rail corridors		Breakdown of population by demographic group for areas in close proximity to rail corridors	Revised	Adding railyards as a rail-related entity; potentially renaming indicator
Communities	Rail-Related Impacts	Proximity to planned grade separations		Breakdown of population by demographic group for areas in close proximity to planned grade separations	Revised	Adding railyards as a rail-related entity; potentially renaming indicator
Communities	Rail-Related Impacts	Proximity to railyards		Breakdown of population by demographic group for areas in close proximity to railyards	Revised	Adding railyards as a rail-related entity; potentially renaming indicator
Mobility	Accessibility to Employment, Services, and Parks	Job access	X	Share of employment reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period (5 - 7 P.M.)	Revised	Combining and renaming from "Accessibility to Employment and Services" and "Accessibility to Parks and Education Facilities"
Mobility	Accessibility to Employment, Services, and Parks	Shopping access		Share of shopping centers reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period (5 - 7 P.M.)	Revised	Combining and renaming from "Accessibility to Employment and Services" and "Accessibility to Parks and Education Facilities"
Mobility	Accessibility to Employment, Services, and Parks	Parks access	X	Share of park acreage reachable within 30 minutes by automobile or 45 minutes by transit during mid-day period (9 a.m. - 3 p.m.)	Revised	Combining and renaming from "Accessibility to Employment and Services" and "Accessibility to Parks and Education Facilities"
Mobility	Active Transportation Hazards	Bike and pedestrian collisions	X	Analysis of population by demographic group for areas that experience highest rates of bicycle and pedestrian collisions	Revised	Updating with collision data; overlays with High Injury Network and bicycle infrastructure
Mobility	Travel Time and Travel Distance Savings	Distribution of travel time	X	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel time for 30 minutes auto and 45 minute transit	Existing	Continue to 2024.
Mobility	Travel Time and Travel Distance Savings	Distribution of travel distance	X	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel distance savings for 30 minutes auto and 45 minute transit	Existing	Continue to 2024.
Mobility	Share of Transportation System Usage	Mode share	X	Comparison of transportation system usage by mode for low income and minority households relative to each group's regional population share	Existing	Continue to 2024.
Environment	Resilience and Climate Vulnerabilities	Percentage of population with substandard housing		Population analysis by demographic group for areas potentially impacted by substandard housing (housing without plumbing)	Revised	Updating datasets, adding extreme heat and tree canopy analysis, and renaming from "Climate Vulnerability" indicators
Environment	Resilience and Climate Vulnerabilities	Percentage of population in climate risk areas	X	Population analysis by demographic group for areas potentially impacted by sea level rise, wildfire risk, flood hazard risk, or extreme heat effects related to climate change	Revised	Updating datasets, adding extreme heat and tree canopy analysis, and renaming from "Climate Vulnerability" indicators
Environment	Emissions Impacts Analysis	Emissions impacts (CO and PM2.5)	X	Comparison of Plan and Baseline scenarios; identification of areas that are lower performing as a result of the Plan	Revised	Combining from "Emissions Impact Analysis" and "Emissions Impacts Along Freeways and Highly Traveled Corridors" indicators
Environment	Emissions Impacts Analysis	Proximity to freeways and highly traveled corridors	X	Comparison of Plan and Baseline scenarios; identification of communities in close proximity to freeways and highly traveled corridors	Revised	Combining from "Emissions Impact Analysis" and "Emissions Impacts Along Freeways and Highly Traveled Corridors" indicators
Environment	Noise Impacts	Percentage of population impacted by roadway noise		Comparison of Plan and Baseline scenarios, identification of areas that are low performing due to Connect SoCal investments; breakdown of population for impacted areas by ethnicity and income	Revised	Combining and renaming from "Aviation Noise Impacts" and "Roadway Noise Impacts"; shifting to qualitative analysis
Environment	Noise Impacts	Percentage of population impacted by aviation noise		Comparison of Plan and Baseline scenarios, identification of areas that are low performing due to Connect SoCal investments; breakdown of population for impacted areas by ethnicity and income	Revised	Combining and renaming from "Aviation Noise Impacts" and "Roadway Noise Impacts"; shifting to qualitative analysis
Environment	Public Health	N/A		Summary of historical emissions and health data for areas with high concentrations of minority and low income population	Removed	Public health is addressed in DACs and incorporated throughout the Equity Analysis

*Formerly referenced as "Environmental Justice (EJ)"

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

Attachment: Proposed Equity Performance Measures (Equity Analysis Update (formerly Environmental Justice Analysis) - Performance Measures)



Equity Analysis (formerly EJ Analysis) Performance Measures

July 7, 2022

WWW.SCAG.CA.GOV

Statutory Requirements

Federal

Title VI of the Civil Rights Act of 1964

- "...race, color or national origin..."

Executive Order 12898 (1994)

- "...minority populations and low-income populations..."

State

California Government Code Section 11135

- "...race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability..."

Environmental Justice Research



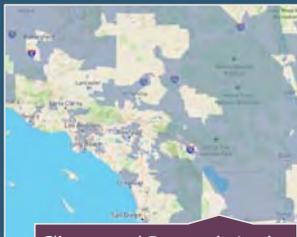
Conducted extensive research

- Reviewed 20 MPO EJ Methodologies



Grounded in best practices

Aligned with Federal and State Equity Efforts



Climate and Economic Justice Screening Tool, Council on Environmental Quality



EJScreen, U.S. Environmental Protection Agency



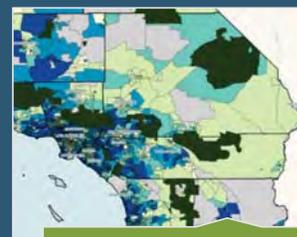
CalEnviroScreen Disadvantaged Communities, OEHA/ Cal EPA



Healthy Places Index, Public Health Alliance of Southern California



Transportation Equity Index, Caltrans [forthcoming]



California TCAC/HCD Opportunity Map

2024 Equity Analysis

Environmental Justice Analysis



Equity Analysis



Incorporate Equity in Analysis



Enhance and Consolidate Performance Measures



EQUITY ANALYSIS PERFORMANCE MEASURES

2020 Environmental Justice Performance Measures

Transportation Costs

- Share of Transportation System Usage
- Revenue Sources In Terms of Tax Burdens
- Investments vs. Benefits
- Geographic Distribution of Transportation Investments
- Impacts from Mileage-Based User Fee

Quality of Life

- Jobs-Housing Imbalance
- Neighborhood Change and Displacement
- Accessibility to Employment and Services
- Accessibility to Parks and Educational Facilities

Commute

- Travel Time and Travel Distance Savings
- Rail-Related Impacts

Health & Safety

- Active Transportation Hazards
- Climate Vulnerability
- Public Health Analysis
- Aviation Noise Impacts
- Roadway Noise Impacts
- Emissions Impacts Analysis
- Emissions Impacts Along Freeways

Revisiting Equity Performance Measures

CONNECT SOCIAL GOALS



Economy



Communities



Mobility



Environment

14

Equity
Performance
Measures

2024 Proposed Equity Performance Measures

Economy

- Revenue Sources In Terms of Tax Burdens *
- Investments vs. Benefits
- Geographic Distribution of Transportation Investments
- Impacts from Mileage-Based User Fee *

Communities

- Jobs-Housing Imbalance *
- Neighborhood Change and Displacement *
- Rail-Related Impacts *

Mobility

- Accessibility to Employment, Services, and Parks *
- Active Transportation Hazards *
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage

Environment

- Resilience and Climate Vulnerabilities *
- Emissions Impacts Analysis *
- Noise Impacts *
- Public Health Impacts

* = indicator with notable data or methodology modifications

Proposed Changes - Economy

Economy

- Revenue Sources In Terms of Tax Burdens
- Investments vs. Benefits
- Geographic Distribution of Transportation Investments
- Impacts from Mileage-Based User Fee

Enhancements

- Adding racial/ethnic disaggregation for **Impacts from Mileage-Based User Fee and Revenue Sources In Terms of Tax Burdens**

Proposed Changes - Communities

Economy

- Jobs-Housing Imbalance
- Neighborhood Change and Displacement
- Rail-Related Impacts

Enhancements

- Adding racial/ethnic disaggregation for **Jobs-Housing Imbalance** and **Neighborhood Change and Displacement**
- Incorporating greater focus on racial/ethnic changes for **Neighborhood Change and Displacement**
- Adding railyards as areas that could impact surrounding communities for **Rail-Related Impacts**

Proposed Changes - Communities

Economy

- Jobs-Housing Imbalance
- Neighborhood Change and Displacement
- Rail-Related Impacts

Consolidation

- Cross-reference other technical reports with housing-related analyses for **Jobs-Housing Imbalance** and **Neighborhood Change and Displacement**

Proposed Changes - Mobility

Mobility

- Accessibility to Employment, Services, and Parks
- Active Transportation Hazards
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage

Consolidation

- Combining and renaming from "Accessibility to Employment & Services" and "Accessibility to Parks & Education Facilities" to "**Accessibility to Employment, Services & Parks**"

Proposed Changes - Mobility

Mobility

- Accessibility to Employment, Services, and Parks
- Active Transportation Hazards
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage

Enhancements

- Adding number and rate of collision-related fatalities & serious injuries, including active transportation modes, for **Active Transportation Hazards**
- Adding overlays with High Injury Network and bicycle infrastructure for **Active Transportation Hazards**

Proposed Changes - Environment

Environment

- Resilience and Climate Vulnerabilities
- Emissions Impacts Analysis
- Noise Impacts
- Public Health Impacts

Enhancements

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

Proposed Changes - Environment

Environment

- Resilience and Climate Vulnerabilities
- Emissions Impacts Analysis
- Noise Impacts
- Public Health Impacts

Consolidation

- Combining **Emissions Impact Analysis** and **Emissions Impacts Along Freeways and Highly Traveled Corridors** analyses
- Combining **Aviation Noise Impacts** and **Roadway Noise Impact** analyses
- Removing dedicated **Public Health Impacts** measure

2024 Proposed Equity Performance Measures

Economy

- Revenue Sources In Terms of Tax Burdens *
- Investments vs. Benefits
- Geographic Distribution of Transportation Investments
- Impacts from Mileage-Based User Fee *

Communities

- Jobs-Housing Imbalance *
- Neighborhood Change and Displacement *
- Rail-Related Impacts *

Mobility

- Accessibility to Employment, Services, and Parks *
- Active Transportation Hazards *
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage

Environment

- Resilience and Climate Vulnerabilities *
- Emissions Impacts Analysis *
- Noise Impacts *
- Public Health Impacts

* = indicator with notable data or methodology modifications

Next Steps





THANK YOU!

For more information, please visit:

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

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

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Rongsheng Luo, Program Manager II
(213) 236-1994, luo@scag.ca.gov

Subject: Status Update on Transportation Conformity Challenges in SCAG Region

RECOMMENDED ACTION FOR EEC:

Information Only – No Action Required.

RECOMMENDED ACTION FOR CEHD, TC, AND RC:

Receive and File.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:*SCAG develops the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years, the Federal Transportation Improvement Program (FTIP) every two years, and their amendments from time to time. The RTP/SCS, FTIP, and their amendments are required to demonstrated transportation conformity.*

As part of the conformity determination, SCAG is required to use the vehicle emissions model (EMFAC) developed by the California Air Resources Board (ARB) and approved by the U.S. Environmental Protection Agency (EPA). Due to significant changes to the currently approved EMFAC model (EMFAC2017), SCAG can no longer demonstrate transportation conformity because EMFAC2017 has been required for analyzing new conformity determinations starting August 16, 2021. As a result, SCAG region is under what is known as a “conformity lockdown.” Staff will present a status update on the conformity lockdown including its causes and implications, staff’s efforts to address the challenge and progress made to date, staff’s proactive actions to reduce its impact, the estimated current impact on transportation projects, the remaining obstacles and needed additional actions to fully resolve the conformity lockdown.

As a separate issue, the South Coast Air Quality Management District (AQMD) and Earthjustice (a non-profit environmental law organization) filed two separate notices of intent (NOIs) to sue EPA,

on April 15 and June 10, 2022, respectively, for failing to act on the AQMD's 2019 Contingency Measure State Implementation Plan (SIP) for attainment of the federal 1997 8-hour ozone standard in the South Coast region. These NOIs seek to have the EPA take action, and are a precursor to one or both of these entities potentially bringing litigation against the EPA. The likelihood and impact of potential litigation on the region is not clear at this time, but there is the potential that one result of litigation could be to compel EPA's disapproval of the SIP and, thus, have the potentially impact the RTP, the FTIP, and transportation projects in the SCAG region. The potential SIP disapproval was identified as a significant regional challenge in the adopted 2020 RTP/SCS (Connect SoCal). However, the NOIs also have the potential to motivate or force the federal government to develop a regulatory strategy and/or provide sufficient funding to reduce emissions from federal sources to meet the ozone standard in the South Coast region. Staff will present on the implications of the NOIs and a status update on staff's current effort to address the potential SIP disapproval.

BACKGROUND:

I. Introduction to Transportation Conformity

Transportation conformity is required by the Federal Clean Air Act (CAA) to ensure that regional transportation plans, programs, and projects are consistent with or "conform" to an air quality state implementation plan (SIP) for meeting the National Ambient Air Quality Standards (NAAQS). Specifically, transportation conformity means that the regional transportation plans, programs, and projects will not cause new violations of the national air quality standards, worsen the existing violations, or delay the timely attainment of the standards.

Under the EPA's Transportation Conformity Regulations, the RTP and FTIP are required to pass the following conformity tests:

- Consistency with the adopted RTP: The FTIP project listing must be consistent with the policies, programs, and projects of the adopted RTP.
- Regional emission analysis: The RTP and FTIP regional emissions must not exceed the motor vehicle emissions budgets/caps in the applicable SIPs. Where there are no applicable budgets, the build scenario's emission must not exceed the no-build scenario's emissions and/or the build scenario's emission must not exceed the base year emissions.
- Timely implementation of transportation control measures (TCMs): The RTP and FTIP must demonstrate that the TCM project categories listed in the applicable SIPs have been given funding priority, implemented on schedule, and, in the case of any delays, any obstacles to implementation have been overcome.
- Financial constraint: The RTP and FTIP must be financially constrained, in other words, the RTP and FTIP must be based on reasonable estimates about future revenues. In addition, in the first two years of the FTIP, projects must be limited to those for which funds are known to be available and committed.

- Interagency consultation and public involvement: The SCAG's Transportation Conformity Working Group (TCWG) must serve as the forum for interagency consultation. The RTP also must go through an extensive and on-going public outreach effort throughout the RTP and FTIP development process including public workshops, release for public review, public hearings, and adoption by the Regional Council. All public comments must be documented and responded to.

Many public agencies are involved in the transportation conformity process. At the federal level, EPA is responsible for the NAAQS, conformity regulations, adequacy finding or approval of motor vehicle emissions budgets, and SIP approval. EPA concurrence is also required for TCM substitution upon adoption by SCAG Regional Council. FHWA/FTA is responsible for approving the final conformity determination in consultation with EPA.

At the state level, ARB is responsible for developing the EMFAC model, setting motor vehicle emissions budgets, and submitting the SIP to EPA. ARB concurrence is also required for TCM substitution upon adoption by SCAG Regional Council. Caltrans is responsible for reviewing and approving financial constraint of the FTIP.

At the regional and local level, SCAG staff performs the conformity analysis and the Regional Council adopts the initial conformity determination. SCAG staff also prepares final TCM substitution report in collaboration with project lead county transportation commissions (CTCs). TCM substitution also requires adoption by SCAG Regional Council. The five local air districts in the SCAG region develop and adopt their respective air quality management plans (AQMPs)/SIPs. There are six CTCs in the SCAG region and the CTCs submit transportation projects for the RTP and FTIP. Five of the six CTCs are also responsible for preparing initial needed TCM substitution analysis.

A regional transportation conformity failure can cause serious consequences. A transportation "conformity lockdown" occurs when the transportation conformity determinations of the current RTP/SCS and FTIP are still valid, but no new transportation conformity determination may be made. Under a conformity lockdown, only projects in the current conforming RTP/FTIP can move forward. No new RTP/FTIP amendment is allowed except for exempt projects. A conformity lockdown will lead to a conformity lapse grace period if not resolved before the current conformity determination expires.

A conformity lapse grace period is triggered when a conformity determination is not made according to the required frequency or expires. Under the one-year conformity grace period, only projects in the current conforming RTP/FTIP or the most recent conforming RTP/FTIP can move forward. No new RTP/FTIP amendment is allowed except for exempt projects.

SIP deficiencies or failures can also trigger a transportation conformity failure. A transportation conformity freeze occurs upon some SIP disapprovals without a protective finding by EPA. The applicable SIPs include the 15 percent rate of progress SIPs and attainment SIPs. The conformity freeze starts on the effective date of the SIP disapproval. During a conformity freeze, all projects in the regional transportation plan or program can still receive federal approval; however, no new

RTP, no new FTIP, and no new projects may be added and no changes may be made to the projects in the transportation plan or program.

If not corrected within the one-year grace period or two years after SIP deficiencies or failures including non-submittal by statutory deadline, incompleteness, or disapproval, a conformity lapse is imposed. A conformity lapse impacts non-exempt projects (mainly mixed-flow capacity expansion projects) as well as TCM projects (HOV/Express Lane, transit and non-motorized modes, and intelligent transportation system projects) not in an approved air plan unless these projects have received federal authorization prior to the lapse. Specifically, these impacted projects can neither receive federal funding or federal approval, nor be amended into the RTP/FTIP.

II. Current Transportation Conformity Lockdown

Under the transportation conformity lockdown, the current conformity approval remains valid for the 2020 Connect SoCal and the 2021 FTIP. However, no conformity determination may be made for new RTPs, new FTIPs, or new RTP/FTIP amendments.

1. *Causes and Implications of the Transportation Conformity Lockdown*

SCAG develops the RTP/SCS every four years, the FTIP every two years, and their amendments from time to time. The RTP/SCS, FTIP, and their amendments are required to demonstrate transportation conformity.

As part of the conformity determination, SCAG is required to use the EMFAC model developed by ARB and approved by EPA to calculate emissions from SCAG's RTP/SCS or FTIP; In addition, the emissions from the RTP/SCS or FTIP are required to not exceed the applicable motor vehicle emissions budgets established by ARB and found adequate or approved by EPA.

ARB updates its EMFAC model about every three years to reflect the latest planning assumptions and adopted air quality regulations. EMFAC2017, developed by CARB and approved by EPA in 2019, is required to be used for new transportation conformity determinations after August 15, 2021. Significant changes were made from the previous EMFAC2014 to EMFAC2017. As a result, calculated emissions increase substantially in many areas even though the underlying travel activity projections remain the same.

In collaboration with local air districts and using current EMFAC model approved by EPA, ARB is also responsible for establishing motor vehicle emissions budgets as part of the SIP or SIP revision to address the applicable NAAQS. Upon approval or adequacy finding by EPA, new emissions budgets are required to be used for new transportation conformity determinations. Most of the existing emissions budgets that SCAG's RTP/SCS and FTIP are required to meet were established using the previous EMFAC2014.

Due to the significant changes to EMFAC2017 that produce substantially higher calculated emissions, SCAG can no longer demonstrate transportation conformity after EMFAC2017 was required to be used for new conformity determinations, that is, starting August 16, 2021. As a result, SCAG region is under a conformity lockdown.

During a conformity lockdown, transportation conformity determinations of the current RTP/SCS and FTIP are still valid, but no new transportation conformity determinations may be made. As a result, only projects in the current conforming RTP/FTIP can move forward. No new RTP/FTIP amendment is allowed except for exempt projects. The conformity lockdown would lead to a one-year conformity lapse grace period if not resolved before the current conformity determination expires on June 5, 2024. Furthermore, if not corrected within the one-year grace period, a conformity lapse would be triggered.

2. Efforts to Address the Conformity Lockdown and Progress to Date

Staff at all levels has been making every effort to address the conformity lockdown and some progress has been made.

Due to the nature and magnitude of the underlying issues, critical actions are required from ARB, EPA, and South Coast AQMD to address the conformity lockdown. Staff has been actively identifying and seeking the critical actions by these involved agencies.

SCAG Executive Director, Chief Operating Officer, Planning Division Director, and/or Chief Counsel have met with their AQMD, ARB, and EPA counterparts multiple time since August 2021. As a result of these active engagements, some progress has been made in two critical areas to resolve the conformity lockdown.

ARB had accelerated the development and submittal of the new EMFAC2021 model to EPA. EPA has been prioritizing the review and approval of the new model. Once approved by EPA (anticipated in July 2022), EMFAC2021 can significantly, but not fully, address the conformity lockdown. ARB also has adopted a major Heavy-duty Truck Inspection and Maintenance (I&M) Regulation that can further help address the conformity lockdown.

At SCAG's request, AQMD and ARB also have been undertaking a needed Coachella ozone SIP update with replacement emissions budgets to fully address the conformity lockdown. However, due to concerns expressed by the EPA, AQMD, ARB, and SCAG have been working with EPA to address these concerns and to explore viable and timely alternative approaches.

In addition, SCAG modeling and conformity staff has been performing comprehensive internal and interagency testing, evaluation, and consultation to support the above efforts.

3. Proactive Actions to Reduce Impact of the Conformity Lockdown

In addition to the effort to address the conformity lockdown, staff has been taking proactive actions to reduce its impact.

SCAG conformity staff actively participated in proactive state-wide interagency coordination led by Caltrans Headquarters staff early last year to address anticipated impact on transportation conformity before EMFAC2017 was required to be used for conformity determination.

In collaboration with the six CTCs in SCAG region, SCAG staff proactively initiated in June 2021 a concurrent 2023 FTIP and 2020 RTP/SCS Consistency Amendment #2 to allow urgent new projects

and changes to existing projects to avoid conformity lockdown. The regional transportation and emission modeling have both been completed. Draft 2023 FTIP and 2020 RTP/SCS Amendment #2 are scheduled to be released for public review in July 2022, with RC adoption in October 2022. Federal approval is anticipated in December 2022.

SCAG staff has also been undertaking a second proactive concurrent 2023 FTIP Modeling Amendment and 2020 RTP/SCS Consistency Amendment #3 since March 2022 to process additional urgent new projects and changes to existing projects to reduce impact of conformity lockdown. The draft amendments are scheduled to be released for public review in November 2022, with RC adoption anticipated in January/February 2023. Federal approval is anticipated in March/April 2023 pending EPA approval of both EMFAC2021 and Coachella ozone replacement emissions budgets.

4. Estimated Current Impact on Transportation Projects

Based on a tally of all the projects submitted by the six CTCs to SCAG for the second proactive concurrent 2023 FTIP Modeling Amendment and 2020 RTP/SCS Consistency Amendment #3, over \$26 billion worth of transportation projects are being impacted because SCAG can not add new projects or amend current projects due to the conformity lockdown. More transportation projects are expected to be impacted over time.

5. Remaining Challenges and Needed Additional Actions to Fully Resolve the Conformity Lockdown

EMFAC2021 can substantially address the conformity lockdown issue, so its approval is critical. Staff will continue to work closely with EPA and ARB staff to ensure its timely approval, anticipated later June 2022.

However, there are still substantial near-term ozone budget shortfalls in Coachella even after using EMFAC2021 and accounting for the anticipated emissions reduction from ARB's heavy-duty truck I&M regulation. The region-wide conformity lockdown will continue if the Coachella issue is not fully resolved. Note that there are also relatively small budget shortfalls in the South Coast Air Basin and the Western Mojave; however, staff has been working closely with ARB staff and expect to be able to fully address those small shortfalls.

The remaining large near-term Coachella ozone budgets shortfalls after using EMFAC2021 can only be fully addressed by a Coachella ozone SIP update with adequate replacement budgets based on EMFAC2021.

It is important to note that the Coachella ozone budgets shortfalls are a result of change in ARB's EMFAC models, not due to relaxation in regulations, policies, measures, programs, or projects of ARB, South Coast AQMD, and SCAG.

To ensure federal approval of the second proactive concurrent 2023 FTIP Modeling Amendment and 2020 RTP/SCS Consistency Amendment #3 by March/April 2023, staff will continue to work closely and proactively with staff of ARB, AQMD, and EPA to ensure that the Coachella Ozone SIP update be developed and approved as soon as possible.

III. Notices of Intent (NOIs) to Sue EPA by the South Coast AQMD and Earthjustice

On April 15, 2022, AQMD filed a 60-day NOI with the Administrator of the U.S. EPA to sue the EPA for failing to act on the AQMD's contingency measure ozone SIP submitted to EPA on December 31, 2019 (see Attachment 1).

Subsequently, on June 10, 2022, Earthjustice also filed a separate 60-day NOI to sue the EPA for failing to act on the same SIP.

1. *Background - AQMD's 2019 Contingency Measure Ozone SIP*

The South Coast Air Basin (comprised of the urbanized areas of Los Angeles, Riverside, and San Bernardino Counties and the entire Orange County) is required to meet the 2023 statutory deadline of attaining the 1997 federal ozone standard. Pursuant to the CAA, a Contingency Measure Plan was developed jointly by AQMD and ARB and subsequently submitted to EPA on December 31, 2019. The 2019 Contingency Measure Plan highlights the critical need for federal regulatory actions and/or funding to address emission sources under federal jurisdiction including aircraft, ships, trains and out-of-state trucks in order to meet the air quality standard. Furthermore, the Plan assumed/assigned 68 of the needed 108 tons per day of NO_x reduction from federal measures or funding by 2023. This is in addition to regulatory actions, programs and incentive funding that AQMD and ARB have developed to achieve emission reductions.

As acknowledged in ARB staff presentation to the ARB Board for adoption of the Plan, although the assumed federal actions are reasonable, timely action is problematic.

2. *Summary of the NOIs*

To motivate EPA to develop a plan with AQMD to address EPA's role in regulating mobile sources, the AQMD's NOI: (i) explains why the South Coast region cannot attain the 1997 ozone standard without massive emission reductions from federally regulated sources (i.e., sources that only the federal government has regulatory purview over); (ii) documents a brief federal legislative history to demonstrate that the Congress intended EPA to regulate federal sources as needed and (iii) provides extensive case information to demand that EPA approve the 2019 contingency measures SIP. The AQMD NOI also explains that disapproval of the SIP would lead to sanctions that the Congress did not intend; violates several constitutional principles; and would result in impossible and/or absurd results. Finally, the NOI includes an offer to negotiate with EPA during the 60-day notice period.

On behalf of two environmental justice organizations and Sierra Club, Earthjustice filed its NOI to compel EPA to perform its statutory duty to review and act upon the same AQMD's 2019 SIP. The NOI also asks the EPA Administrator to direct EPA Region 9 to take immediate action to address the air quality problems in the South Coast region.

3. *Implication of the NOIs*

Although the goal of the NOI filings are to motivate EPA to develop a plan with AQMD to address their role in regulating mobile sources, the filings have serious implications. These NOIs seek to have the EPA take action, and are a precursor to one or both of these entities potentially bringing litigation against the EPA. The likelihood and impact of potential litigation on the region is not clear at this time, but the NOIs have the potential to compel the EPA to disapprove the contingency measure ozone SIP, even though the AQMD's NOI includes extensive case information to demand that EPA approve the SIP. Such an occurrence would immediately trigger two sanction clocks in the South Coast Air Basin: an 18-month stationary sanction clock and a 24-month highway sanction clock. The sanction clocks will not be turned off until ARB submits, and EPA approves the SIP revisions that corrects the deficiency identified in EPA's disapproval.

While the implications above are significant, the NOIs also have the potential to motivate or force the federal government to develop a regulatory strategy and/or provide sufficient funding to reduce emissions from federal sources to meet the ozone standard in the South Coast region. According to AQMD, the South Coast region needs about 68 tpd of NO_x reductions from federal sources and it would be impossible to attain the standard without the required reductions from these federal sources. The goal of the NOI filing is to motivate EPA to develop a plan with AQMD to address their role in regulating mobile sources.

The NOIs are not expected to have any impact on the anticipated EPA approval of EMFAC2021. Although not directly related at this time, the NOIs may complicate the development and review of the Coachella Ozone SIP Update currently underway, and thus may impact timely resolution of the current conformity lockdown.

Next Steps

Staff will continue to proactively address the conformity lockdown and the potential SIP disapproval from the NOIs. Staff will provide EEC with timely status update on the two transportation conformity challenges in the future as appropriate.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2021-22 Overall Work Program (025.0164.01: Air Quality Planning and Conformity).

ATTACHMENT(S):

1. SCAQMD Notice of Intent to Sue US EPA
2. Earthjustice Notice of Intent to Sue US EPA



South Coast Air Quality Management District

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April 15, 2022

The Honorable Michael S. Regan, Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W. (Mail Code 1101A)
Washington, D.C. 20460

Sent via certified mail, return receipt requested

RE: Notice of Intent to Sue Pursuant to Section 304(b)(2) of the Clean Air Act; State Implementation Plan Submissions from California; South Coast Air Quality Management District

Dear Administrator Regan:

I am writing on behalf of South Coast Air Quality Management District (South Coast AQMD) to notify you of ongoing violations of the federal Clean Air Act by the U.S. Environmental Protection Agency (EPA) for failing to timely act on a State Implementation Plan (SIP) submittal on contingency measures submitted by the South Coast AQMD on December 31, 2019. EPA action on this SIP submittal is due according to the mandatory deadlines assigned by Section 110(k)(2) of the Clean Air Act (CAA), 42 U.S.C. § 7410(k)(2). More specifically, EPA has failed to timely act on a contingency measures plan adopted December 6, 2019 that was submitted through the California Air Resources Board (CARB) on December 31, 2019 for EPA approval in addressing the provisions of CAA Section 182(e)(5). EPA was required to act on the plan by June 30, 2021. Section 110(k)(2) directs action in accordance with Section 110(k)(3) on “Full and partial approval and disapproval,” but in this case, EPA must under Section 110(k)(3) only approve, and not disapprove, this SIP submittal. Congress intended for EPA to regulate federal sources¹ as necessary to allow all areas, and in particular the South Coast Air Basin, to attain the air quality standards. Any action to disapprove the SIP on the basis that it relies on the federal government to take actions would be subject to challenge because the South Coast region simply cannot attain without massive reductions from federal sources. Accordingly, we submit

¹ Federal sources, as used in this notice, refers to federally regulated sources for which neither South Coast AQMD nor the State (i.e., CARB) can set emission standards. EPA has previously employed this terminology, for example, in recognizing EPA’s need to deliver “fair share reductions of federal sources” to South Coast. *See, e.g.*, 64 Fed. Reg. 39923, 39924 (July 23, 1999).

Michael S. Regan, Administrator
United States Environmental Protection Agency
April 15, 2022

that the SIP must be approved, and EPA must develop a regulatory strategy and find sufficient funding to reduce federal emissions to meet the health-based National Ambient Air Quality Standards.

The South Coast AQMD intends to file a lawsuit seeking to address EPA's failure to timely act as required by 42 U.S.C. § 7410(k)(2) and (3), 60 days from the date of this letter under CAA Section 304, 42 U.S.C. § 7604. This notice is submitted in accordance with 40 C.F.R Section 54.3. The following case information supports our position.

I. The South Coast Air Basin Cannot Attain the 1997 Eight-Hour Ozone Standard Without Massive Emission Reductions From Federally Regulated Sources

The South Coast Air Basin cannot attain the 1997 8-hour ozone standard without massive emission reductions from federal sources. Even considering only emissions from ships, locomotives, and aircraft, the region needs an additional 46 tons per day (tpd) of NO_x reductions by 2023 to attain the standard in a timely manner.² When also considering the emissions from on-road heavy-duty trucks that are subject to federal authority, the region needs a total of 67-69 tpd of NO_x reductions from federal sources.³

Unfortunately, the federal government does not currently have plans to secure these reductions as specific commitments and a regulatory agenda were noticeably absent in the Fiscal Year 2022-2026 EPA Strategic Plan released on March 28, 2022. While total NO_x emissions in the South Coast Air Basin will have been reduced by almost 50% between 2012 and 2023, almost all these reductions will come from sources under CARB or South Coast AQMD authority. For example, over this time, NO_x emissions from light duty vehicles will have been reduced by over 70%. CARB and the South Coast AQMD are doing our part. In contrast, NO_x emissions from aircraft, locomotives, and ocean-going vessels will *increase* by almost 10% over the same period.⁴

It would be impossible to attain the standard without the required reductions from these federal sources. Reaching attainment solely with emission reductions from South Coast AQMD and CARB regulated sources would require eliminating all emissions from *virtually all* such sources. According to the CARB 2018 updates to the California SIP, baseline emissions of NO_x in 2023 in the South Coast Air Basin will total 269 tpd. *See* Summary Table for 2023 NO_x Emissions, appended to this letter. To attain the 1997 ozone standard, these emissions must be reduced to a

² Revised Proposed 2016 State Strategy for the State Implementation Plan (March 7, 2017), p.32. available at <https://ww3.arb.ca.gov/planning/sip/2016sip/rev2016statesip.pdf>.

³ Final Contingency Measure Plan, December 2019, Table 2-1, p. 39, available at <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/1997-ozone-contingency-measure-plan/1997-8-hour-ozone-draft-contingency-measure-plan---120619.pdf?sfvrsn=10>.

⁴ Final Contingency Measure Plan, December 2019, p. 58.

carrying capacity of 141 tons per day by 2023.⁵ Thus, the region must reduce expected 2023 emissions by 128 tpd (the difference between the baseline of 269 tpd and the carrying capacity of 141 tpd). If no further reductions come from federal sources, all 128 tons of reductions would need to come from state and locally regulated sources. This would mean, for example, completely eliminating all emissions from stationary and area sources (49 tpd), all emissions from California-regulated on-road vehicles (69 tpd), and 10 tpd of California-regulated off-road sources such as larger farm and construction equipment (about 20% of the total of off road sources).

It is not yet possible to completely eliminate all emissions from on-road, stationary, and area sources of NOx in the South Coast Air Basin. Nor is it realistic to expect that all such sources would be entirely zero-emissions in the near future. Therefore, it is imperative that significant emission reductions come from federal sources. And it would be manifestly unfair to penalize the South Coast AQMD and the State by disapproving the Contingency Measure Plan and triggering sanctions based on emissions under federal control.

II. The Legislative History Demonstrates that Congress Intended EPA to Regulate Federal Sources as Needed to Enable All Areas of the Nation to Attain the National Ambient Air Quality Standards

In the 1990 Amendments to the CAA, Congress preempted the states from establishing emission standards for locomotives, farm and construction equipment, and other nonroad engines, which includes marine vessels. CAA Section 209(e).⁶ And for decades, states have been preempted from regulating new motor vehicles, with California allowed to adopt its own standards with a waiver from EPA. CAA Section 209(a) and (b); 42 U.S.C. §§ 7543(a), (b).

As Congress debated the 1990 Amendments, Members of Congress from California stated that unless EPA regulates these sources, the South Coast region would be prevented from attaining the ozone standards. Representative Carlos Moorhead (R-CA) stated that it will be impossible for Los Angeles to attain the NAAQS if EPA fails to regulate federal sources.⁷ Senator Pete Wilson (R-CA) also explained that if federal sources are not controlled, California will not be able to comply.⁸ In response to these concerns, Senator John Chafee (R-RI), the lead co-sponsor of the Senate Bill, assured the California delegation that Congress intended that EPA would regulate federal sources as necessary so that all areas could attain the standards. In response to a question from Senator Wilson regarding the Amendments, Senator Chafee explained that “EPA has the obligation...to adopt control measure[s] for sources which it exclusively controls when these

⁵ Final Contingency Measure Plan, December 2019, p. 2.

⁶ 42 U.S.C. § 7453(e). The CAA also preempts state and local governments from setting emission standards for aircraft. CAA Section 233; 42 U.S.C. § 7573.

⁷ Congressional Research Service, A Legislative History of the Clean Air Act Amendments of 1990, (Leg. History), p. 2613.

⁸ Leg. History, p. 1125-26.

controls are necessary to attain national [ambient air quality] standards.”⁹ Finally, when Congress enacted section 213 of the CAA, 42 U.S.C. § 7547, which obligated EPA to regulate nonroad sources, it stated in the Conference Report: “We expect EPA to carry out this mandate in a fashion which assures that states which are preempted will not suffer any additional [e]missions beyond what they themselves would have allowed.”¹⁰ This Conference Report reflects the views of the Members from both the House and Senate. Thus, Congress intended for EPA to regulate federal sources as necessary to allow all areas to attain the standards.

III. EPA Has Previously Recognized the Need for Significant Reductions From Federal Sources and Approved the 1994 South Coast Ozone SIP Which Relied on Such Reductions and EPA Must Do So Again

As demonstrated above, under the CAA, EPA has the responsibility to regulate federal sources where necessary to allow all areas to attain the standards. EPA itself has recognized that responsibility in the past. In approving the 1994 1-hour ozone SIP for the South Coast Air Basin, EPA recognized that “massive further reductions are needed for attainment in the South Coast and that attainment may be either very costly and disruptive or impossible if further reductions are not achieved from national or international sources.”¹¹ While EPA noted it did not think states have authority to assign responsibilities to the Federal Government under the Clean Air Act, it also said it believed EPA should help speed cleaning the air in California and nationally.¹² Accordingly, EPA made an “enforceable commitment” to adopt federal measures that it determined were EPA’s responsibility.¹³ On this basis, EPA was able to approve a SIP submittal that relied on federal measures. Therefore, EPA has established precedent of doing the right thing and approving a plan that relies on federal measures, recognizing the federal responsibility to regulate where necessary to allow the region to attain the standard.¹⁴ EPA must take a similar approach to acting on the 2019 Contingency Measure Plan, since as discussed below, a disapproval, which inevitably triggers sanctions, would be unlawful.

IV. Disapproval of the Contingency Measure Plan Would Lead to Sanctions that Congress Did Not Intend

If EPA were to disapprove the contingency measure plan on the basis that it relies on federal measures, such disapproval would trigger sanctions. The sanctions include greatly increasing the cost and difficulty of issuing permits as well as cutting off federal highway funds. CAA Section 179; 42 U.S.C. Section 7509. Sanctions can be avoided if the basis for the disapproval is corrected. *Id.* However, in this case it is not possible to eliminate the plan’s reliance on federal

⁹ Leg. History, p. 1127.

¹⁰ Leg. History, p. 1021

¹¹ Approval and Promulgation of Implementation Plans; California—Ozone, 62 Fed. Reg. 1150, 1152 col.3---1153 col. 1 (Jan. 8, 1997).

¹² 62 Fed. Reg. 1150, 1151 col. 2.

¹³ 62 Fed. Reg. 1150, 1154 col. 1.

¹⁴ See 40 CFR § 52.238 (“Commitment to undertake rulemaking”).

Michael S. Regan, Administrator
United States Environmental Protection Agency
April 15, 2022

measures, because CARB and South Coast AQMD lack adequate authority to obtain necessary emission reductions from federal sources. Therefore, the region has no ability to avoid sanctions. But Congress did not intend sanctions to be imposed where the area being sanctioned does not have adequate authority to correct the alleged deficiency.

The legislative history of the 1990 Amendments to the Clean Air Act shows that Congress did not intend sanctions to be imposed where the state and local governments lack sufficient authority to remedy the deficiency, which in this case is because the CAA preempts state and local governments from setting emission standards for federal sources. On May 23, 1990, during the House debate on the CAA, Representative Norm Mineta (D-CA) stated that “Under the sanctions provisions, the EPA Administrator is required to establish criteria for exercising his or her authority to impose sanctions on political subdivisions that have adequate authority to correct an air quality deficiency.”¹⁵ In this case, the South Coast AQMD does not have adequate authority to correct the supposed deficiency, since it is impossible to devise a plan that does not rely on emission reductions from federal sources for which EPA has the authority to set emission standards. This principle was repeated during the House debate on the Conference Report on October 26, 1990. Representative Glenn Anderson (D-CA) stated: “This provision will ensure that available sanctions are applied to the geographical areas under the control of the government agency principally responsible for failure to comply with the Clean Air Act and with the authority to remedy the deficiency.”¹⁶ While this discussion pertains directly to CAA Section 110(m), which prohibits statewide sanctions for 24 months if the failure is primarily due to a political subdivision, it clearly shows that Congress did not intend for sanctions to be imposed on an area that may be unable to correct the deficiency.

Moreover, Congress did not intend for a state to be penalized where an inability to demonstrate attainment is due to emissions from federal sources. The Clean Air Act recognizes that such a result would be highly unfair. Section 179B of the CAA [42 U.S.C. § 7509a] requires EPA to approve an attainment demonstration where the state shows it would attain the standard “but for emissions emanating from outside of the United States.” The legislative history of this section makes it clear that it was adopted precisely because it would be unfair to hold a state responsible for emissions over which it has no control. The amendment was sponsored by Senator Phil Gramm (R-TX), who explained: “it is unfair to hold El Paso accountable for pollution that is generated in a foreign country that they have no control over.”¹⁷ Senator Max Baucus (D-MT), the sponsor of the Senate bill, spoke in support of the provision, noting that border areas “do not have control of their own destiny themselves.”¹⁸ Thus, Congress did not intend to penalize areas that have no control over the sources causing nonattainment. By the same token, Congress would not have intended to penalize areas where nonattainment is due to federal sources. Congress did not see a need to specifically discuss this possibility because it had already made it clear that

¹⁵ Congressional Research Service, *A Legislative History of the Clean Air Act Amendments of 1990*, (Leg. History) Committee Print, p. 2658

¹⁶ Leg. History, p. 1200.

¹⁷ Leg. History, p. 5741.

¹⁸ Leg. History, p. 5742.

EPA was expected to regulate federal sources as needed to allow all areas, and specifically the South Coast Air Basin, to attain the standards, as discussed in Part III above. Therefore, Congress did not anticipate that areas would fail to attain due to emissions from federal sources.

V. EPA Action to Disapprove the South Coast 2019 Contingency Measure Plan Would Violate the Doctrines of Impossibility and Absurd Results

As discussed in Part I above, it is impossible for the South Coast Air Basin to attain the 1997 8-hour ozone standard without massive further emissions reductions from federal sources. Therefore, if EPA were to disapprove the 2019 Contingency Measure plan because it relies on federal action, it would be impossible for the South Coast AQMD to submit a plan that eliminated that reliance. Thus, the South Coast AQMD would never be able to correct the alleged deficiency in the plan and would be subject to sanctions which it has no ability to avoid. These sanctions would likely lead to the South Coast AQMD being unable to issue permits for new or modified major stationary sources, because the 2-to-1 offset ratio would require offsets that simply are not available in the region. Moreover, the sanction of withholding highway transportation funds would likely affect billions of dollars in economic activity as infrastructure projects are waylaid creating ramifications for the largest container Ports complex in the nation with no way to ever correct the deficiency and have the transportation sanctions lifted. Since disapproval of the 2019 Contingency Measure Plan would lead to a requirement that the South Coast AQMD do the impossible, it would be unlawful. “The law does not require impossibilities of any person, natural or artificial...” *Dist. of Columbia v. Woodbury*, 136 U.S. 450, 464 (1890). And as stated in California Civil Code Section 3531, “[t]he law never requires impossibilities.” So EPA cannot by a disapproval require the South Coast and California to do the impossible.

In addition, the doctrine of “absurd results” prevents EPA from disapproving the Plan. Any action which would impose sanctions on a region for a failure caused by sources over which it has no control would create absurd results. The Supreme Court has long held that when the literal language of a statute “has led to absurd or futile results...this Court has looked beyond the words to the purpose of the act. Frequently, however, even when the plain meaning did not produce absurd results but merely an unreasonable one plainly at variance with the policy of the legislation as a whole this Court has followed that purpose rather than the literal words.” *U.S. v. American Trucking Ass’ns.*, 310 U.S. 534, 543 (1940) (cleaned up). The Supreme Court reiterated this language in *Perry v. Commerce Loan Co.*, 383 U.S. 392, 400 (1966). Penalizing the South Coast with an action that causes sanctions because of emissions over which the state and local agencies lack the ability to set emission standards creates absurd results and is plainly at variance with the purpose of the statute as a whole, which is not to penalize states for sources outside their control.

VI. Imposing Sanctions on An Area that Cannot Attain the Standard Because of Emissions from Federal Sources Would Violate the 10th Amendment and Principles of the Spending Clause

In 2012, the U.S. Supreme Court struck down provisions of the Affordable Care Act on the ground that the conditions placed on the receipt of federal funds were so coercive as to violate the limits of the Spending Power. *Nat'l Federation of Independent Business v. Sebelius*, 567 U.S. 519 (2012). Since the 1990 Amendments, certain states have challenged the CAA as violating the 10th Amendment and the Spending Clause of the U.S. Constitution. These cases have been unsuccessful, based on the conclusion that the CAA sanctions were not so coercive that the state had no choice but to comply with the Act's demands. *Mississippi Commission on Environmental Quality v. EPA*, 790 F. 3d 138 (D.C. Cir. 2015); *Com. of Virginia v. Browner*, 80 F. 3d 869 (4th Cir. 1996). However, in the present case, an action that results in sanctions would violate the 10th Amendment and the Spending Clause, because the state and local government have no choice, and no ability, to avoid sanctions.

The principles under which the Supreme Court has upheld exercises of the Spending Power depends on the element of choice. Congress may "offer States the choice of regulating the activity according to federal standards or having state law preempted by federal regulation." *New York v. U.S.*, 505 U.S. 144 167 (1992). Moreover, a valid exercise of the Spending Power requires that the state have a choice whether to regulate as the federal law directs or to lose federal funding. *See New York*, 505 U.S. at 173. Here, the state and South Coast AQMD have no choice whether to lose federal funding or suffer other sanctions because they lack the ability to set emission standards for federal sources, and thus no ability to comply with what would be required if EPA disapproves the Plan. Thus, an action to disapprove the Plan, which triggers sanctions the region has no ability to avoid, would violate the 10th Amendment and the Spending Clause.

VII. Notice of Intent to Sue

A. Failure to Perform Nondiscretionary Duties

The contingency measure plan submitted to meet CAA Section 182(e)(5) is subject to the SIP processing requirements of CAA Section 110. *See* 42 U.S.C. §§ 7410, 7511a(e)(5). The Clean Air Act further requires the Administrator to fully or partially approve or disapprove a plan submission within twelve (12) months after such submission has been deemed complete, either by the Administrator or as a matter of law. *See* 42 U.S.C. Section 7410(k)(2). If the EPA does not make a completeness finding, plan submissions are deemed complete by operation of law six (6) months after submission. *See* 42 U.S.C. Section 7410(k)(1)(B). Therefore, at most, EPA had eighteen (18) months within which to take final action to approve, disapprove, or partially approve the plan submission. As of the date of this letter, EPA has failed to fully or partially approve or disapprove the SIP submittal. As explained, in this case, the only lawful exercise of the Administrator's duties would be to approve the SIP submittal in acting under 42 U.S.C. § 7410(k)(3). Because EPA has failed to take required action by the statutory deadline, EPA is now in violation of CAA Section 110(k)(2) and (3); 42 U.S.C. § 7410(k)(2) and (3). After the expiration of sixty (60) days from the date of this notice of intent to sue, South Coast AQMD intends to file suit against EPA in federal court for the failure to act in accordance with, or fulfill, the duties described in this letter.

Michael S. Regan, Administrator
United States Environmental Protection Agency
April 15, 2022

B. Identity of Persons Giving Notice and Their Counsel

As required by 40 C.F.R Section 54.3, the name and address of South Coast AQMD, the noticing party, is as follows:

South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765
Tel: 909-396-3535

Legal contacts and counsel representing South Coast AQMD on this matter will include the following:

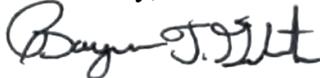
Bayron T. Gilchrist, General Counsel
Barbara Baird, Chief Deputy Counsel
Brian Tomasovic, Principal Deputy District Counsel
Tel: 909.396.3400
Fax: 909.396.2961
Email: bgilchrist@aqmd.gov; bbaird@aqmd.gov; btomasovic@aqmd.gov

C. Offer to Negotiate

During the sixty (60) day notice period, South Coast AQMD is willing to discuss effective measures to correct EPA's failure to comply with nondiscretionary duties and to discuss any information bearing upon this notice. We sincerely hope that we can engage in productive and meaningful discussions with EPA that results in a regulatory strategy and finds sufficient funding to reduce federal emissions to meet the health-based National Ambient Air Quality Standards. We do not, however, intend to delay the filing of a complaint in federal court if the discussions fail to resolve these matters within the sixty (60) day notice period, and intend to seek all appropriate relief, including injunctive relief and all costs of litigation, including, but not limited to, attorneys fees, expert witness fees, and other costs. We believe this notice provides information sufficient for EPA to determine the mandatory duty we allege it has failed to perform. If, however, there are any questions, please feel free to contact us for clarification.

We look forward to working with you on this important issue.

Sincerely,



Bayron T. Gilchrist
General Counsel

BTG/lal

Appendix.
 Summary Table for 2023 NOx Emissions.

Source Category	2023 NOx Emissions	References
Stationary and Area Sources	49 tpd	2018 SIP Update https://ww3.arb.ca.gov/planning/sip/2018sipupdate/2018update.pdf?_ga=2.203433616.1202062696.1609860434-773042855.1578434161
CA Vehicles (on-road)	68.5 tpd	2018 SIP Update https://ww3.arb.ca.gov/planning/sip/2018sipupdate/2018update.pdf?_ga=2.203433616.1202062696.1609860434-773042855.1578434161 EMFAC 2014 https://arb.ca.gov/emfac/2014/
CA off-road mobile	54.2 tpd	2018 SIP Update https://ww3.arb.ca.gov/planning/sip/2018sipupdate/2018update.pdf?_ga=2.203433616.1202062696.1609860434-773042855.1578434161 California Emission Projection Analysis Model (CEPAM) Version 1.05 https://www.arb.ca.gov/app/emsinv/fcemssumcat/fcemssumcat2016.php
Federal Vehicles (on-road)	20.3 tpd	2018 SIP Update https://ww3.arb.ca.gov/planning/sip/2018sipupdate/2018update.pdf?_ga=2.203433616.1202062696.1609860434-773042855.1578434161 EMFAC 2014 https://arb.ca.gov/emfac/2014/
Federal off-road	7.2 tpd	2018 SIP Update https://ww3.arb.ca.gov/planning/sip/2018sipupdate/2018update.pdf?_ga=2.203433616.1202062696.1609860434-773042855.1578434161 California Emission Projection Analysis Model (CEPAM) Version 1.05 https://www.arb.ca.gov/app/emsinv/fcemssumcat/fcemssumcat2016.php
Federal planes trains and ships	69.7 tpd	2018 SIP Update https://ww3.arb.ca.gov/planning/sip/2018sipupdate/2018update.pdf?_ga=2.203433616.1202062696.1609860434-773042855.1578434161
TOTAL	269 tpd	



June 10, 2022

Via Certified and Electronic Mail
Return Receipt Requested

Mr. Michael S. Regan
Administrator
U.S. Environmental Protection Agency
Office of the Administrator: Mail Code 1101A
1200 Pennsylvania Ave., NW
Washington, D.C. 20460
Email: Regan.Michael@epa.gov

Re: 60-Day Notice of Intent to File Clean Air Act Citizen Suit

Dear Administrator Regan:

This letter is submitted on behalf of People’s Collective for Environmental Justice¹, East Yard Communities for Environmental Justice², and Sierra Club³ to notify you, under section 304(b) of the Clean Air Act (“CAA” or “Act”) (42 U.S.C. § 7604(b)(2)), that these organizations intend to sue the U.S. Environmental Protection Agency (“EPA”) for its failure to perform a nondiscretionary duty under section 110(k) of the Act (42 U.S.C. § 7410(k)(1)(B),(k)(2)). More specifically, these organizations seek to compel EPA to perform its duty to review and act upon California’s State Implementation Plan (SIP) submittal on contingency measures, approved by the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB), and submitted for EPA approval on December 31, 2019.⁴ To date, EPA has taken no action on this plan. While this plan has been pending at EPA, the South Coast Air Basin has

¹ People’s Collective for Environmental Justice, 2241 Barton Rd., #296, Grand Terrace, CA 92313

² East Yard Communities for Environmental Justice, 2317 S. Atlantic Blvd., Commerce, CA 90040.

³ Sierra Club, 617 W. 7th Street, Suite 702, Los Angeles, CA 90017.

⁴ South Coast Air Quality Management District, Final Contingency Measure Plan: Plan for Attainment of the 1997 80 ppb 8-Hour Ozone Standard in the South Coast Air Basin, December 2019, available at <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/1997-ozone-contingency-measure-plan/1997-8-hour-ozone-draft-contingency-measure-plan--120619.pdf?sfvrsn=10>.

Michael S. Regan, Administrator
U.S. Environmental Protection Agency
June 10, 2022

had one of the worst ozone seasons in close to three decades,⁵ in addition to hundreds of dirty air days. We need our regulators, including EPA, to comply with our clean air laws as written.

To make matters worse, regulators from both the SCAQMD and CARB have conceded that the South Coast Air Basin will fail to meet the 1997 8-hour ozone standard. In fact, this failure is the result of a lack of follow through on the “black box” emissions reduction commitments CARB and SCAQMD made when the original plan to meet the 1997 ozone standard was submitted to EPA more than a decade ago. The “black box” allows plans to get approved for extreme ozone areas without effective control measures being fully developed. In the meantime, ports, airports, refineries, and other large polluting facilities have expanded and added pollution to the most ozone-polluted region of the country. The “black box” approach only works if agencies fulfill their promises to develop concrete strategies to reduce emissions sufficient to meet the ozone standards. The chronic problem in the South Coast Air Basin is that agencies use the “black box” as a strategy for getting plans approved, but never ultimately follow through on closing the “black box.” The losers in this approach are the millions of breathers in the South Coast Air Basin.

These regulatory failures have consequences. For example, ozone is a dangerous form of air pollution linked to many health impacts, particularly in the South Coast Air Basin. Ozone reacts with internal body tissues, causing lung damage, making them more susceptible to infection and reducing their capacity — while also exacerbating asthma, increasing respiratory-related hospital admissions, and even leading to premature death.⁶ The health impacts of this pollution are disproportionately felt by the most vulnerable, including children, persons with lung diseases, outdoor workers, and the elderly.⁷ A recent report by the American Lung Association ranked the Los Angeles region as the worst in the nation for ozone pollution, a slot the region has maintained for all but one of the 23 years tracked by the “State of the Air” report.⁸ People of color make up roughly 70% of the population for this heavily impacted region,⁹ making it difficult to ignore the environmental justice implications of continued agency inaction in addressing the perennial gaps in air pollution reduction. Having air plans based on the fantasy that the “black box” will finally solve our air pollution crisis will continue to mean that millions of the region’s residents are harmed by dangerous ozone.

⁵ Tony Barboza, *Los Angeles Suffers Worst Smog in Almost 30 Years*, Sept. 10, 2020, available at <https://www.latimes.com/california/story/2020-09-10/los-angeles-had-its-worst-smog-in-26-years-during-heat-wave>.

⁶ See *Health Effects of Ozone Pollution*, U.S. ENVTL. PROTECTION AGENCY, <https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution> (last updated May 5, 2021).

⁷ *Ibid.*

⁸ Am. Lung Assn., *State of the Air 2022*, p. 11. <https://www.lung.org/getmedia/74b3d3d3-88d1-4335-95d8-c4e47d0282c1/sota-2022.pdf> (as of April 18, 2022).

⁹ *Id.* at p. 38 (Table 2c).

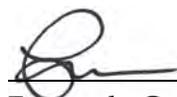
Michael S. Regan, Administrator
U.S. Environmental Protection Agency
June 10, 2022

EPA's failure to act follows a distressing pattern in EPA Region 9 where statutory deadlines are not being met for plans affecting several million residents living in the most polluted areas in the country. The South Coast Air Basin has failed to meet *every* ozone standard—even the 1-hour ozone standard from 1979. Air planning in the region is broken because some agencies make promises they don't keep while others, including the EPA, routinely violate the Clean Air Act by failing to meet important deadlines.

Local air regulators have been incapable, or unwilling, to fully address the gaps left in air planning due to repeated use of "black box" measures. PC4EJ, EYCEJ, and Sierra Club, whose members are detrimentally affected by this regulatory stalemate, believe that it is up to citizens to demand enforcement of the Act and ensure proper planning is taking place to meet clean air standards on time. These organizations ask you to direct Region 9 to take immediate action required under the Act and move quickly to address South Coast's air quality problems.

Because EPA has not taken any action and therefore failed to complete its nondiscretionary duty related to the Section 182(e)(5) contingency plan for the South Coast, it has been in violation of section 110(k)(2) of the Act since June 30, 2021. Unless this deficiency is promptly addressed through a final action, PC4EJ, EYCEJ, and Sierra Club intend to file suit in the U.S. District Court of the Central District of California sixty days after your receipt of this letter. Please feel free to contact me at the number listed below to further discuss the basis for this claim, or to explore possible options for resolving this claim short of litigation.

Sincerely,



Fernando Gaytan

Earthjustice

T: 415-217-2025

E: fgaytan@earthjustice.org

Counsel for East Yard Communities for Environmental Justice, People's Collective for Environmental Justice, and Sierra Club.

Cc via email:

Martha Guzman, Regional Administrator, EPA Region 9 (Guzman.Martha@epa.gov;
r9.info@epa.gov)



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

To: Transportation Committee (TC)
From: Philip Law, Manager of Mobility Planning and Management
(213) 236-1841, law@scag.ca.gov
Subject: TDM Strategic Plan Training Sessions

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

In 2019, SCAG completed the Transportation Demand Management (TDM) Strategic Plan which was incorporated into and adopted as part of Connect SoCal, SCAG’s 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This TDM Strategic Plan is intended as a guiding document for both SCAG staff and local agencies and stakeholders, and informs the development and implementation of TDM to support regional goals for improved mobility and sustainability. In March 2022 staff briefed the Transportation Committee on one of the current efforts to implement the TDM Strategic Plan, the TDM Training sessions, and this report summarizes the SCAG TDM Training sessions series, with lessons learned and recommendations.

BACKGROUND:

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

In 2019, SCAG completed the TDM Strategic Plan (Plan), which outlined dozens of strategies to expand the effectiveness and use of TDM to achieve regional goals. To begin implementing the Plan, SCAG staff have initiated two of the recommended strategies—*TDM Trainings and TDM Data*

Standards-- aimed at increasing TDM adoption and strengthening TDM programs. To view the Plan, go to <https://scag.ca.gov/transportation-demand-management>.

TDM Trainings

The “TDM Trainings” strategy aims to introduce or strengthen knowledge of how to develop and implement TDM programs in SCAG’s member agencies and employers in the region. Many agencies in the SCAG region maintain robust TDM programs, and some examples are the cities of Santa Monica, Anaheim, Burbank, and the Playa Vista area of Los Angeles and Culver City. However, far more communities lack programs and the resources necessary to develop them. Thus, SCAG worked with the consulting firm Steer to develop and conduct TDM training sessions made available to current and prospective TDM stakeholders in the region. These training sessions were designed as a two-phased approach: 1) a “TDM 101,” which served as an introduction to developing and implementing new TDM programs, and 2) TDM “Deep Dives” which explored specific types of TDM programs, such as mobility hubs, teleworking and micromobility, among others.

TDM 101. Eight (8) TDM 101 training sessions were held in October and November of 2021 that garnered TDM stakeholder representation from all six counties in the SCAG region. Stakeholder engagement and outreach was extensive via email blasts, social media, fact sheets, flyers, etc., resulting in a total attendance of 147 individuals. Most of the attendees were relatively new to TDM, as 32% of attendees defined themselves as having no TDM experience, while 37% identified as having limited TDM experience. In addition, a follow-up survey to attendees showed that over 60% of respondents “strongly agreed” that the training helped them better understand TDM in Southern California; and among attendees who currently have no TDM program, 50% of survey respondents said they were “likely” or “very likely” to start a TDM program in the next few years.

TDM Deep Dives. The TDM “Deep Dive” training sessions included six sessions that were held in March, April and May of this year. The six sessions had specific themes and subject matter as listed below:

- *Adapting TDM Programs to COVID*
- *Building TDM Partnerships*
- *Facilitating and Funding TDM through Policy*
- *New Mobility Evolution (Mobility Hubs & MaaS)*
- *TDM Strategies for Suburban and Rural Communities*
- *TDM Metrics and Monitoring*

Total attendance at the Deep Dive training sessions was stronger with 201 participants. The Deep Dive series was designed particularly to cater to those participants who have relatively more familiarity with TDM, and a follow-up survey indicated that seventy-six percent (76%) of registrants

had limited to moderate experience with TDM. Also of note is that more than half of the Deep Dive attendees (59%) attended more than one training session. The TDM 101 and Deep Dives sessions may be watched on the SCAG TDM website at: <https://scag.ca.gov/transportation-demand-management>.

Lessons Learned, Recommendations and Future Topics

Survey feedback provided lessons learned and recommendations on conducting future TDM training along with future topics of interest. These are:

1. The TDM 101 trainings were held at the county level and thus allowed for better targeted marketing during the outreach campaign. It also allowed for discussions of TDM issues and solutions that were county specific, thereby spurring potential partnerships and knowledge sharing among participants during the trainings.
2. There was especially high interest from rural and suburban jurisdictions to learn more about TDM.
3. Many of the participants who responded to the Deep Dive training survey indicated that they would be likely to take action within their organization related to the training's subject matter, demonstrating that the topical trainings were beneficial for their intended audiences.
4. The success of the TDM Training series and the survey feedback have shown that there is a strong interest for continued TDM trainings. SCAG and its member agencies should therefore work towards providing additional TDM educational and outreach programs. Identified future topics of interest include:

- a. *Process of developing and implementing TDM policies and ordinances*
- b. *Establishment of mobility hubs*
- c. *Accessing funding resources*
- d. *Operating TDM programming on a minimal budget*
- e. *Research methodologies for TDM metrics*
- f. *E-Commerce/delivery systems and TDM*
- g. *Influence of land-use on TDM*

NEXT STEPS:

Staff will return periodically to the Transportation Committee with updates on implementing the TDM Strategic Plan in the region.

FISCAL IMPACT:

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



AGENDA ITEM 8
REPORT

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

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

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

RECOMMENDED ACTION FOR TC:

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

RECOMMENDED ACTION FOR RC:

Authorize the Executive Director to release the Draft 2023 FTIP and Draft Connect SoCal (2020 RTP/SCS) Amendment 2 for Public Review and Comment.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

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

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

BACKGROUND:

SCAG is the federally designated Metropolitan Planning Organization (MPO) for the six (6) county region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the FTIP and Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in cooperation with the State (i.e., Caltrans), the county transportation commissions (CTCs), and public transit operators. Both the FTIP and RTP/SCS are developed through a “bottom-up” approach.

Over the past several months, staff has worked in consultation and continuous communication with the CTCs throughout the region to develop the Draft 2023 FTIP. The Draft 2023 FTIP is a programming document totaling \$35.9 billion in programming and containing over 1,700 projects covering a six (6) year period. The Draft 2023 FTIP includes 56 projects for Imperial County programmed at \$201.2 million; 945 projects for Los Angeles County programmed at \$19.4 billion; 129 projects for Orange County programmed at \$1.5 billion; 319 projects for Riverside County programmed at \$8.0 billion; 201 projects for San Bernardino County programmed at \$5.6 billion; and 157 projects for Ventura County programmed at \$1.1 billion.

The 2012 federal transportation authorization legislation, “Moving Ahead for Progress in the 21st Century” (MAP-21) established new requirements for performance management and reporting to ensure the most efficient investment of federal transportation funds. The Fixing America’s Surface Transportation (FAST) Act, and the most recent federal transportation legislative package, the Infrastructure Investment and Jobs Act of 2021 (IIJA), continue to carry forward these performance-based planning requirements. To provide a quantitative basis for evaluating progress toward achieving these seven national goals, MAP-21 also required the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to develop a corresponding set of performance measures and performance targets. To incorporate the new federal performance requirements into the FTIP, SCAG is required to show (1) that the FTIP “makes progress towards achieving [the region’s] performance targets” and (2) that the FTIP includes, “to the maximum extent practicable, a description of the anticipated effect of the FTIP towards achieving the performance targets.”

In July 2020 SCAG’s Regional Council adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. As a precursor to addressing equity in FTIP programming, some fund sources, such as Senate Bill 1 (SB1) funded programs, have included equity-related requirements, and continue to integrate more substantive equity criteria to award funding. In future FTIP adoptions, more advanced database analytics combined with spatial analysis may be utilized to evaluate investments across the region and whether they are focused in under resourced or underserved areas. In the near term, SCAG has initiated an FTIP mapping tool through the updated eFTIP database to capture the location and

extent of all projects including non-modeled (exempt) projects. Any changes to the FTIP process involving equity will be done in collaboration with the CTCs.

Concurrent with the Draft 2023 FTIP, staff has also developed the Draft Amendment 2 to the 2020 Connect SoCal which serves as a consistency amendment to the 2023 FTIP, allowing for changes to long-range RTP/SCS projects in addition to changes to state and local highway, transit, and passenger rail projects currently in the FTIP that will be carried forward as part of the 2023 FTIP. In summary, Amendment 2 consists of 102 project modifications with 14 of those being new projects. Despite project modification and additions, the Amendment 2 remains financially constrained per federal fiscal constraint requirements (23 U.S.C. § 134(i) (2)(E)).

The projects contained within the Draft 2023 FTIP have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support the achievement of performance measure targets. These targets will be achieved through the implementation of investment priorities through the programming of transportation projects in the 2023 FTIP, and subsequent FTIP Amendments and Administrative Modifications.

Of the roughly 1,800 projects in the 2023 FTIP, 46 projects are new projects. All projects in the 2023 FTIP satisfy all five transportation conformity requirements (which are discussed below) including financial constraint.

The Connect SoCal Amendment 2 and FTIP must meet the following five (5) required transportation conformity tests:

1. Consistency with the Adopted 2020 RTP/SCS (For FTIP only)
(23 CFR, Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
2. Regional Emissions Analysis
(40 CFR, Sections 93.109, 93.110, 93.118, and 93,119)
3. Timely Implementation of Transportation Control Measures (TCMs)
(40 CFR, Section 93.113)
4. Financial Constraint
(40 CFR, Section 93.108 and 23 CFR, Section 450.324)
5. Interagency Consultation and Public Involvement
(40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324)

Upon approval from the Regional Council, the Draft 2023 FTIP and Draft Amendment 2 to the 2020 Connect SoCal will be available for public review and comment for a thirty (30) day public review

and comment period beginning on July 8, 2022, and ending on August 8, 2022, at 5:00 p.m. SCAG will hold two telephonic/videoconference public hearings on July 19, 2022, and on July 28, 2022.

The Draft 2023 FTIP and Draft Amendment 2 to the 2020 Connect SoCal will be posted on SCAG's website and noticed in major county newspapers including in Chinese, Korean, Vietnamese, and Spanish newspapers. A link to the documents will be shared with libraries in the region. Upon completion of the public review period, SCAG staff will provide responses to all comments in the proposed final 2023 FTIP and Draft Amendment 2 to the 2020 Connect SoCal. The proposed final 2023 FTIP and Draft Amendment 2 to the 2020 Connect SoCal will thereafter be presented to the Transportation Committee in September 2022 and the Regional Council in October 2022 meetings. The final conformity finding will be presented to the Energy and Environment Committee and Regional Council for approval on the same day. Federal approval of the 2023 FTIP and the Draft Amendment 2 to the 2020 Connect SoCal is expected to occur in December 2022.

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

The Draft Amendment 2 to the 2020 Connect SoCal is available at: www.scag.ca.gov/post/amendment-2-0

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2021-2022 and 2022-2023 Overall Work Program (WBS No. 23-010.0170.01: RTP Amendments, Management, and Coordination and WBS No. 23-030.0146.02: Federal Transportation Improvement Program).

ATTACHMENT(S):

1. PowerPoint Presentation - Draft 2023 FTIP & A2



Draft 2023 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal (2020 RTP/SCS) Amendment 2

July 7, 2022

John Asuncion and Nancy Lo
Programming, Transportation Finance and Integrated Planning

WWW.SCAG.CA.GOV

1

Purpose and Agenda Overview

Purpose

Seek your approval to recommend to the Regional Council approval to release Draft 2023 FTIP and Draft Connect SoCal Amendment 2 for the required 30-day public review and comment period.

Agenda Overview

- Overview of FTIP and RTP/SCS
- Why update FTIP and amend RTP/SCS?
- Summary of Document Content
- Next Steps

2

What is the Federal Transportation Improvement Program (FTIP)?

- The FTIP is a federally mandated list of transportation investment priorities in the SCAG region.
- Federal regulations require the FTIP be updated at least every four years, SCAG updates it every two years to be consistent with the State Transportation Improvement Program (STIP).
- The FTIP is prepared by SCAG in coordination and consultation with the County Transportation Commissions (CTCs) through a bottom-up approach, it is a multimodal list of capital improvements programmed with various federal, state, and local fund sources proposed over a six-year period.

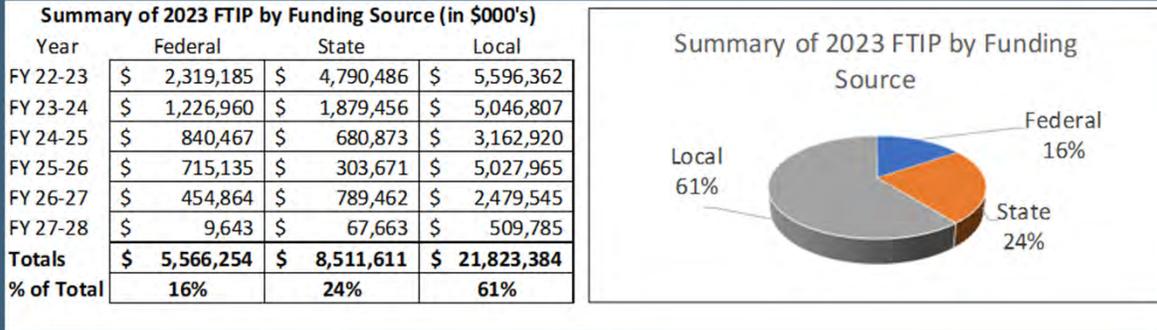
3

Continued ... What is the Federal Transportation Improvement Program (FTIP)?

- The FTIP is prioritized to implement the region's overall strategy for providing mobility and improving both the efficiency and safety of the transportation system. FTIP is the implementation vehicle for the capital projects (transportation improvements) committed in the Connect SoCal (RTP/SCS).
- The FTIP is a dynamic document that is amended frequently to reflect updates to funding, schedules, and program priority changes.
- The 2023 FTIP includes approximately 1,800 projects in the region, representing an investment of \$35.9 billion over a six-year period.

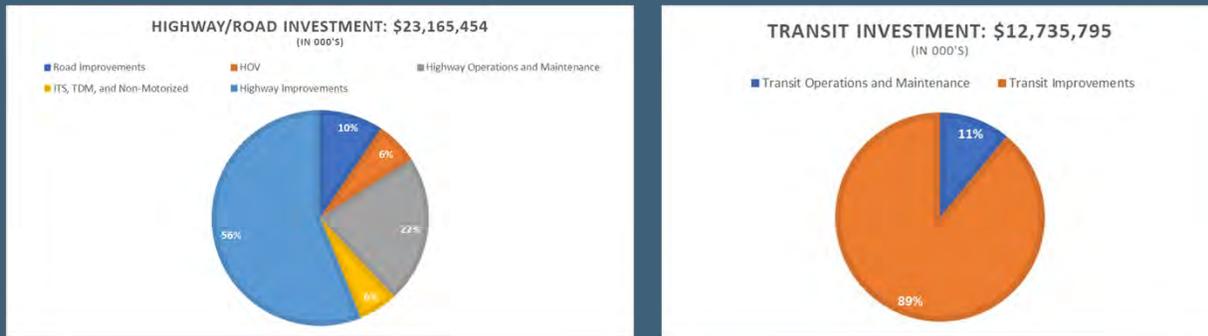
4

Summary of 2023 FTIP by Funding Source (000's)



5

2023 FTIP Investment Categories



Approximately **1,800 projects** programmed region-wide for an investment of **\$35.2 billion**

6

Equity and the 2023 FTIP

- In July 2020 SCAG's Regional Council adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California
- In May 2021, the Regional Council adopted the Racial Equity Action Plan (EAP), and since then, SCAG staff have made significant progress on implementing actions included within the plan.
- Equity criteria should simultaneously consider benefits, burdens, and engagement for a holistic assessment of projects.
- SCAG will encourage the County Transportation Commissions (CTCs) to use these resources in selecting and prioritizing projects for inclusion in the County TIPS.

7

Conformity Tests for the 2023 FTIP

The 2023 FTIP meets the five tests for transportation conformity

1. Consistent with Connect SoCal - 2020 RTP/SCS

- The FTIP is consistent with the Connect SoCal - 2020 RTP/SCS.

2. Regional Emissions Analysis

- Projects in the FTIP meet the Air Quality Standards set forth in the State Implementation Plan (SIP).

3. Timely Implementations of Transportation Control Measure (TCM)

- The FTIP includes projects that meet this test.
- TCM's reduce pollutants from transportation sources by reducing vehicle use or congestion conditions.

4. Financial Constraint

- The 2023 FTIP complies with federal financial constraint requirements.

5. Public Participation/Interagency Consultation

- The FTIP was presented to The Conformity Working Group (TCWG) throughout its development.
- The FTIP will be released for a 30 day public review period.
- SCAG will hold two public hearings on July 19 and July 28, 2022.
- Public notices will be placed in newspapers throughout the region, including four foreign language newspapers.

8

Why Amend the RTP/SCS?

1. Required to reflect significant changes to the projects contained in the Connect SoCal – e.g., addition or deletion of a project or a major change in project scope, cost and schedule.
2. Projects must be reflected accurately to maintain eligibility for state and federal funding.
3. To move forward with the project approval/environmental document (PA/ED) phase, a project must be part of a conforming RTP/SCS.

9

Types of Project Modifications

- Project is new and not currently included in the Connect SoCal - Project List
- Project currently exists in the Connect SoCal - Project List, but has a:
 - revised scope/description
 - revised schedule, and/or
 - change in total cost

10

Summary of Modifications in Amendment 2

102 modifications to financially constrained projects
(98 FTIP & 4 RTP)

Project modifications by County:

- 3 within Imperial County
- 37 within Los Angeles County
- 4 within Orange County
- 48 within Riverside County
- 8 within San Bernardino County
- 2 within Ventura County

11

Analysis and Conclusion

After analysis of the addition of project modifications, SCAG staff concludes the following:

1. Draft Amendment 2 does not adversely impact the financial constraint of the Connect SoCal. The Connect SoCal remains financially constrained.
2. Draft Amendment 2 passes all five tests of transportation conformity.
3. With the Draft Amendment 2, Connect SoCal remains compliant with SB 375

12

Access to Documents

Draft 2023 FTIP can be viewed at: www.scag.ca.gov/2023-ftip

FTIP Comments can be submitted via U.S. mail to SCAG or emailed to gutierre@scag.ca.gov

Draft 2020 Connect SoCal Amendment 2 can be viewed at www.scag.ca.gov/post/amendment-2-0

Connect SoCal Amendment 2 Comments can be submitted via U.S. mail to SCAG or emailed to lo@scag.ca.gov

13

Next Steps

July 8, 2022	Release draft for 30-day public review and comment
July 19, 2022 July 28, 2022	Public Hearings
August 8, 2022	Close of public review and comment period
September 1, 2022	Staff seeks approval of proposed final from TC
October 6, 2022	Staff seeks approval of proposed final from RC
Dec 2022	Federal approval of the final transportation conformity determination for the amendment

14



THANK YOU!

For more information, please visit:

www.scag.ca.gov/2023-ftip

www.scag.ca.gov/post/amendment-2-0

15



AGENDA ITEM 9
REPORT

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

To: Transportation Committee (TC)
Regional Council (RC)
From: Roland Ok, Program Manager II
(213) 236-1819, ok@scag.ca.gov
Subject: Regional Campaign Efforts for the Affordable Connectivity Program

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:
Information Only – No Action Required

RECOMMENDED ACTION FOR RC:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 3: Be the foremost data information hub for the region. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration. 5: Recruit, support, and develop a world-class workforce and be the workplace of choice. 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:
Over the past year, the California Emerging Technology Fund (CETF) in partnership with SAESHE, Inc. has been meeting with County, City, Public Health, Education and Community-based Organizations (CBO) to promote the Affordable Connectivity Program (ACP), which provides subsidies to low-income households for broadband access and devices. SCAG will explore opportunities to support the promotion of ACP and closely collaborate with CETF and others to develop a local government toolkit and other strategies to support outreach on this campaign.

BACKGROUND:

On November 15, 2021, Congress approved \$14.2 Billion for the ACP as part of the Infrastructure Investment and Jobs Act (IIJA).¹ ACP is the FCC successor program to the Emergency Broadband Benefit Program (EBB) which began on May 12, 2021 and ended on December 30, 2021. The ACP is a longer-term solution to the EBB and the benefit is expected to last for 4 to 5 years.

ACP helps ensure that households can afford the broadband they need for work, school, healthcare and more. ACP provides a discount of up to \$30 per month toward internet service for eligible households and up to \$75 per month per households on qualifying Tribal lands. Eligible households can also receive a one-time discount of up to \$100 to purchase a laptop, desktop, computer, or tablet from participating providers if they contribute more than \$10 and less than \$50 towards the purchase price. The ACP is limited to one monthly service discount and one device discount per household. The enrollment process requires two steps: (1) apply for approval to the FCC; and (2) choose and contact a participating ISP to select an eligible plan and have the discount applied to the monthly bill.

ACP allows for ISPs to provide both wireline (Fiber/Cable) and wireless (5G) services² and a household is eligible for the ACP if the household income is at or below \$200 of the Federal Poverty Guidelines, or if a member of the household meets at least one of the criteria below:

- Received a Federal Pell Grant during the current award year
- Meets the eligibility criteria for a participating provider's existing low-income internet program
- Participates in one of these assistance programs:
 - The National School Lunch Program or the School Breakfast Program, including through the USDA Community Eligibility Provision
 - SNAP
 - Medicaid
 - Federal Public Housing Assistance
 - Supplemental Security Income (SSI)
 - WIC
 - Veterans Pension or Survivor Benefits or Lifeline
- Participates in one of these assistance programs and lives on Qualifying Tribal Lands:
 - Bureau of Indian Affairs General Assistance
 - Tribal TANF
 - Food Distribution Program on Indian Reservations
 - Tribal Head Start (income based)

Issue Areas:

¹ Affordable Connectivity Program available at: <https://www.affordableconnectivity.gov/>

² A list of qualifying providers can be found at: <https://www.fcc.gov/affordable-connectivity-program-providers#California>

While many have registered for the program, a significant amount of eligible households face barriers to sign up for ACP benefits. Language barriers present a challenge particularly for households who are of Latino/Hispanic and Asian decent and while the goal of ACP is to provide underserved communities access to the internet, signing up for the ACP program requires a household to apply via the internet. This presents a challenge as those without access do not have the ability to sign up for the program.

Further, outreach efforts have not been adequately resourced or targeted to meet local needs. There is a lack of resources for the public services, health and education sector, community-based organizations, and non-profits, which would allow them to spearhead a grassroots outreach campaign. In addition, there are barriers towards receiving device benefits as Internet Service Providers (ISPs) are not directly offering the device benefit, which is their choice. However, to truly close the digital divide the unconnected need access to free and affordable devices.

Work Efforts from the CETF:

The CETF a non-profit organization established in 2005 and pursuant to the orders from the California Public Utilities Commission (CPUC).³ CETF has been working through bridging the digital divide through the catalyzing of five (5) overall strategies: (1) Civic Leader Engagement; (2) Venture Philanthropy Grantmaking; (3) Public Policy Initiatives; (4) Public Awareness and Education; and (5) Strategic Partnerships. These overall strategies have resulted in technical studies, policy initiatives and seed capital to grants for non-profit and governmental organizations.

On March 2, 2022, CETF provided an overview of ACP to the California Broadband Council (CBC) with a “Call to Action.” CBC embraced the Call to Action and officially recognized that over 5 million Households in California are eligible for ACP and adopted a Goal 90% Enrollment in ACP (4.5 million Households) by 2024 and 95% (4.75M) by 2027 which are consistent with goals in the Affordable Internet and Net Equality Act of 2022 (AB2751).

Since the enactment of ACP, CETF in partnership with SAESHE Inc.⁴, have been meeting with County, City, Public Health, Education and Community-based Organizations (CBO) leaders to discuss how they can accelerate ACP sign ups. CETF has been providing toolkits at a pro-bono basis to those that will need financial and strategic support and have coordinated with said agencies and organizations to bolster a public awareness advertisement campaign via flyers, pamphlets, and videos.⁵

³ For more information regarding CETF, please visit: <https://www.cetfund.org/>

⁴ For more information regarding Saeshe Inc., please visit: <https://saeshe.com/>

⁵ Marketing materials can be found at: <https://www.internetforallnow.org/applytoday>

Some local jurisdictions have expressed concern over the cost of an advertising campaign, therefore CETF along with SAESHE Inc. have provided a cost-effective and timely public awareness and education model that includes advertising, training, earned media, call center and grants from Google and Facebook for advertising on their platforms. For example, the Los Angeles County has spent approximately \$255,000 on advertising and CETF provided additional support of approximately \$100,000 to manage a call center, with assistance from CBOs. As a result, enrollment increased by 44% in December 2021.

The cost savings that enable local jurisdictions to participate include the research and creative development have been done. The cost is for customization, printing materials when needed and contributing to the call center costs. Critical tools provided to the County are content for community television, radio, and social media; collateral that includes flyers, banners, and brochures; management of the ad mix and management of a distributed call center. In the CETF-LA County Model, SAESHE Inc. assists by reviewing the call volume daily and coordinates with media outlets and CBOs and CETF reviews the numbers on a weekly basis to track adoption metrics.

Next Steps:

SCAG will explore opportunities to support the promotion of ACP. This effort aligns with directives set forth in Resolution 21-629-2⁶, which pledges SCAG to assist in bridging the digital divide as well as equity commitments, as established in Resolution 20-62-2⁷ which establishes SCAG's commitment to racial. SCAG will closely work with its partners to develop a local government toolkit and other strategies to support outreach on this campaign.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation - Overview of the Affordable Connectivity Program

⁶ Resolution 21-629-2. Available at: https://scag.ca.gov/sites/main/files/file-attachments/resolution_no. 21-629-2 - support to increase broadband access.pdf?1646942018

⁷ Resolution 20-623-2. Available at: <https://scag.ca.gov/sites/main/files/file-attachments/rcresolution206232.pdf?1604640361>



California Emerging Technology Fund

Agenda

- Who is CETF
- What is Affordable Connectivity Program (ACP)
- How you can help promote ACP in your community



California Emerging Technology Fund (CETF)

- A California non-profit established by the California Public Utilities Commission (CPUC) with seed money from Internet Service Provider (ISP) mergers.
- CETF provides funding and strategic leadership statewide to close the "Digital Divide" to local community-based organizations, local government and civic organizations.
- CETF is vendor neutral – it does not endorse any one Internet Service Provider (ISP) over another.

www.cetfund.org

internetforallnow.org/applytoday



What is the Affordable Connectivity Program (ACP)?

- The ACP is a long-term \$14 billion program of the Federal Communications Commission (FCC), funded by the Infrastructure Investment and Jobs Act
- Permanent extension of the federal Emergency Broadband Benefit (EBB)
- Subsidizes internet and devices for low-income families
- The ACP provides **one monthly discount on internet service of up to \$30 per eligible household for 4-5 years. (Tribal up to \$75)**
- A one-time discount of \$100 toward the purchase of a connected device (laptop, desktop or tablet) through a participating provider. **The device must be purchased from the same ISP used for internet service.** (Currently, only COX offers devices)

Home and Mobile Broadband



You can have both Lifeline and Affordable Connectivity Program (ACP).

BUT we strongly recommend ACP for fast Home Internet and Lifeline for your mobile phone.

If you are an existing Lifeline Subscriber, you do not need to apply for ACP.

Mobile Phone – Convenient, works on home WiFi. If the owner of the Mobile phone leaves the house (goes to grocery store), the entire home loses access to the

Home Broadband – More quality data, multiple users can use at the same time, school/work user friendly.

KHO

Who Qualifies for ACP?

A household (HH) is eligible if a member of the household meets *one* of the criteria below:

- ❑ Participates in one specific assistance programs, such as Medi-Cal, WIC, CalFresh, or Lifeline.
Tip: Lifeline recipients can skip the application.
- ❑ Has income that is at 200% or below the Federal Poverty Level.
Tip: For a family of 4, it is \$55,500 or less a year.
- ❑ Receives a Pell Grant in the current school year.
- ❑ Has a child at a [Community Eligibility Provision \(CEP\)](#) designated school, which is a subset of the Free and Reduced Lunch Program.
Tip: The school will be listed in the application if is part of the CEP.



KH0 Add WIC? And put Medi-Cal first
Katie Heidorn, 2022-05-25T06:31:23.720

MK0 0 Done.
Marissa Kraynak, 2022-05-25T15:35:22.398



Income Eligibility

Number of People in Household	Monthly Gross Income Eligibility for 200% Federal Poverty Level	Annual Gross Income Eligibility for 200% Federal Poverty Level
1	\$2,265	\$27,180
2	\$3,052	\$36,620
3	\$3,838	\$46,060
4	\$4,625	\$55,500
5	\$5,412	\$64,940
6	\$6,198	\$74,380
7	\$6,985	\$83,820
8	\$7,772	\$93,260
Each Additional Member	\$787	\$9,440



ACP Call to Action

Over 5 million Households in California are eligible

Goal

- **90% Enrollment by 2024** (4.5 million Households)
- **95% Enrollment by 2027** (4.75 million Households)



How can cities get involved?

Cities in Los Angeles County:

**Share ACP information with the community via available city communication channels
(Materials are already developed and printed by LA County)**

- Post on social media, e-newsletter, website (web banners, text messages, social press kit, etc.)
- Distribute flyers (local library, senior centers, clinics, parks and rec, etc.)
- Enlist school districts, utilities, other entities that serve the eligible population to help spread the word
- Host enrollment events





How can cities get involved?

Cities in other counties:

Encourage your county to collaborate with CETF as well as other counties to launch ACP Public Education Campaign. You can also start within your city by doing the following:

- Post on social media, e-newsletter, website (web banners, text messages, social press kit)
- Distribute flyers (local library, senior centers, clinics, and etc.)
- Enlist school districts, utilities, other entities that serve the eligible population to help spread the word
- Host enrollment events



How can counties get involved?

Collaborate with CETF to launch ACP Public Education Campaign

- CETF has a turnkey program that can be implemented in any county within California to promote ACP cost effectively
 - Distribution call center (Multiple languages)
 - Statewide grantee network/Digital navigator
 - ACP Training
 - Broadband research and policy updates
 - ACP enrollment data
 - Creative assets: TV, radio, social media, print, outdoor, collateral, and more
- Customization of the existing CETF ACP campaign materials
- Explore cost sharing opportunity with neighboring counties/entities in the media DMA



Get Fast, Reliable Home Internet with ACP

The federally funded Affordable Connectivity Program (ACP) offers up to \$30 a month off High-Speed Home Internet for qualifying households. Now everyone can get online at the same time for less. Those with Lifeline mobile benefits can also get ACP.

HOW TO APPLY

1. **Check if You Qualify for the Affordable Connectivity Program**
See if your household fits into any eligible categories.
2. **Apply for the Affordable Connectivity Program**
Checklist: Have you read & applied for all necessary documents? Call 866-425-2870 or apply online at internetforallnow.org/apply.
3. **Find a Broadband Provider Near You**
Use the search tool www.internetforallnow.org/locate to find a company that offers ACP discounts. Please: For internet service costs from \$30-\$50 a month which increase after the discount is applied, Home Internet may be free.

To Be Eligible
Increased in your household must be considered as at least ONE (1) of the following:
 Lifeline
 Free or Reduced School Lunch Program, CEP Schools
 CalFresh or SNAP
 Medi-Cal or Supplemental Security Income (SSI)
 Pell Grant
 WIC (Women, Infants & Children)
 Federal Public Housing Assistance
 Or has a Household Income of \$85,000 or less for a family of 4 and \$50,000 per additional family member.

Apply Today

Website and Fliers Available In:

- English
- Spanish
- Vietnamese
- Chinese
- Korean

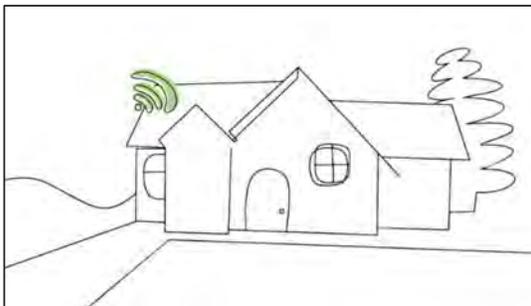
INTERNET FOR ALL NOW

Apply Today for the Affordable Connectivity Program (ACP) Up to \$30 Monthly Discount Off Fast Home Internet Today.

Now everyone who qualifies for ACP can get:

- Fast Home Internet.
- Connect Everyone in Your Home at the Same Time.
- 2 Discounts: One for Home Internet with ACP and One for a Mobile Plan with Lifeline.
- Low-Cost or Free Home Internet if the Plan Cost \$30 or less a month.

Apply Today



TV

Ahorre hasta \$30/mes
Internet Rápido en el Hogar
Programa de Descuentos Para Internet

Llame Hoy
844-841-INFO

Outdoor



Q & A

Slide 14

KH0 Like our "definitions slides" I think their FAQ slides can go at the end of the presentation
Katie Heidorn, 2022-05-25T06:32:51.790



AGENDA ITEM 10
REPORT

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

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Courtney Aguirre, Program Manager II
(213) 236-1990, aguirre@scag.ca.gov
Subject: Connect SoCal 2024 – Draft Vision, Goals, and Performance Measures

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION CEHD, EEC AND TC:
Information Only – No Action Required

RECOMMENDED ACTION FOR RC:
Receive and File

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

EXECUTIVE SUMMARY:
In preparation for SCAG's next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal 2024, staff have developed a draft vision, goals, and performance measures. These elements are grounded in the currently adopted plan, Connect SoCal 2020, but have been updated to reflect changes within the region as well as emerging planning priorities (e.g., equity, resilience, etc.). The draft language of the vision, goals, and performance measures reflects input from multiple stakeholder groups, including the Technical Working Group and the Regional Planning Working Groups. Staff will continue to seek feedback from a broader audience of stakeholders over the ensuing months and report back to this Committee with updates, if any.

BACKGROUND:
Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the plan takes

into account all modes of transportation and is accomplished by a “continuing, cooperative and comprehensive” (the 3 C’s) planning approach, which is also performance-driven and outcome-based. In addition, because the SCAG region is designated as nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. §7401 et seq.), the plan must conform to applicable air quality standards.

The passage of California Senate Bill 375 (SB 375) in 2008 requires that SCAG prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)). The SCS outlines certain land use development strategies that provide for more integrated land use and transportation planning and maximize transportation investments.

With each new plan cycle, SCAG re-evaluates the region’s planning priorities for the next 20 to 25 years and develops an updated vision and goals to guide development of the next plan. These elements of the plan are regarded as foundational and that is why feedback is critical. In support of Connect SoCal 2024, staff have developed a revised vision and goals that align with four enduring regional priorities— improving mobility, communities, the environment, and the economy. Staff, with direction from SCAG Policy Committees and the Regional Council, are developing a plan that is centered on these regional priorities and rooted in resilience and equity. For each of the plan goals, staff has identified performance measures that will help in evaluating the effectiveness of the plan’s investments and strategies and support ongoing monitoring of the region’s progress in achieving its goals.

Draft Vision and Goals

Staff developed an overarching vision for this plan cycle to encapsulate an image of what the region can become by 2050. The purpose of the vision is to bring together the key themes of the plan goals and the policy direction set by recent actions of the Regional Council regarding equity and resilience. The vision underscores the core purpose and responsibility of the long-range plan in supporting balanced growth of the region’s natural and built environments to meet the needs of people in the years to come. The vision was crafted to be simple, straightforward, and easy to remember so that it remains top of mind in the intervening years as policy decisions are being considered.

Draft Vision

A healthy, accessible, and connected region for a more resilient and equitable future.

Staff consolidated the prior plan goals and reshaped them to center around the aforementioned regional priorities—improving mobility, communities, the environment, and the economy. Each goal is then supported by sub-goals that further define and elaborate the intention behind the main

goals. Integrated within the goals are the thematic throughlines of equity and resilience, both emerging issues prioritized by the Regional Council through policy direction adopted since the Connect SoCal 2020 approval. The full text for the selected draft goals and sub-goals is provided in **Attachment 1**. These goals were also crafted to be simple, straightforward, and easy to remember so that they may remain top of mind.

Draft Goals

Build and maintain a robust transportation network. (Mobility)

Develop, connect, and sustain communities that are livable and thriving. (Communities)

Create a healthy region for the people of today and tomorrow. (Environment)

Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all. (Economy)

Outreach and Engagement

Starting in January 2022, SCAG staff sought early input on the draft goals and vision statement from key stakeholder groups by presenting to the Regional Planning Working Groups (RPWGs), the Technical Working Group (TWG), and Regional Transit Technical Advisory Committee, and reaching out through various communication outlets. Staff requested specific feedback on how to better integrate equity and resilience, while also noting for stakeholders whether there were opportunities to expand the goals. Staff received stakeholder comments and feedback through April 30, 2022. Stakeholders shared their preferred vision, suggested edits, requests for further elaboration through the sub-goals on how main goals may be achieved, and recommendations for clarification. Staff also received other comments that fell beyond the scope of SCAG's regional role and responsibilities but were noted for future consideration, where applicable, during plan development. Based on this feedback, the draft vision and goals for Connect SoCal 2024 were selected. The vision and goals will be shared with a broader base of stakeholders for additional input as Connect SoCal 2024 moves forward. Staff will report back to this Committee with updates, if any.

Draft Plan Performance

Each of the plan goals is supported by a set of performance measures, which are categorized to align with the enduring regional priorities of improving mobility, communities, the environment, and the economy. Evaluation of the region's efforts occurs through two specific processes, performance measurement and performance monitoring

Performance Measurement¹

¹ SCAG staff are currently assessing whether the performance measures can be evaluated for all households and households with low incomes as a proxy for evaluating equity. This would be separate from the plan's equity analysis.

The plan's performance measures evaluate the performance of investments and strategies that will be implemented at the local, regional, or state levels. The plan's performance is largely evaluated using a combination of modeling tools, with results that can help inform policy decisions across the regional priorities. The modeling results provide the basis for interpreting the anticipated outcomes of the plan's investments and strategies. These performance measures are used in the forecasting process as SCAG anticipates what the future could look like. They help us respond to some key questions, including:

Key Questions

- Will our region become more connected and accessible? (focus: Mobility)
- Will we grow in ways that encourage livability? (focus: Communities)
- Will people and our environments become healthier? (focus: Environment)
- Will our economy function well for all? (focus: Economy)

Among the twenty-five draft performance measures proposed for inclusion in Connect SoCal 2024, most (18) are being carried over from the last plan, five have been revised from the last plan, and two are proposed new measures. The revised measures include average travel time, major destination and park accessibility, and share of regional households and employment growth located in Priority Development Areas (PDAs). In the past, SCAG analyzed travel time only for work trips, but now non-work trips will also be evaluated. The major destination and park accessibility measures previously assessed only evening peak period trips, but will now also include morning and mid-day periods. Finally, the share of regional employment and household growth measures, which previously were based on location within a High-Quality Transit Area (HQTAs), will now be assessed by location within a Priority Growth Area (PGA). The two new measures include access to jobs, which is the share of employment centers accessible during peak travel periods; and transit seat utilization, which assesses seat capacity utilization during the peak demand period for all transit types. For a detailed list of the draft performance measures, please review **Attachment 2**. Additional examples of draft performance measures sorted by category include:

Mobility

- Average Trip Distance
- Average Travel Time

Communities

- Percent of Trips Less than 3 Miles

Environment

- Vehicle Miles Traveled per Capita
- Greenhouse Gas Emissions
- Criteria Air Pollutant Emissions

Economy

New Jobs Added Due to Improved Regional Economic Competitiveness
Transportation System Investment Benefit/Cost Ratio

On-going Performance Monitoring

Once the plan is adopted, on-going monitoring of the plan's performance helps ensure that the region is making progress towards achieving the established regional goals, and in some cases, interim targets allow for more near-term performance evaluation. Performance monitoring is key to understanding which investments and strategies are proving successful in meeting specific regional goals and which ones may require modification or reconsideration. Progress towards achieving SCAG's regional goals is made primarily through implementation at the local level.

Among the thirty-four draft on-going performance monitoring measures proposed for inclusion in Connect SoCal 2024, most (22) are being carried over from the last plan, one measure has been revised, and eleven are new measures for Connect SoCal 2024. The revised measure is average travel time, which is also a performance measure used to evaluate the plan. As noted above, SCAG intends to analyze travel time to work as well as travel time for non-work trips. The new measures address critical regional issues, including housing, climate change, and the economy. The feasibility of evaluating some of these proposed new measures using new methodologies is still being assessed and may result in the elimination or revision of one or more of the new metrics due to data or modeling capacity constraints. For a detailed list of draft on-going performance monitoring measures, please review **Attachment 3**. Examples of draft performance monitoring measures sorted by category include:

Mobility

Commute Travel Mode Share
Collision-related Fatalities & Serious Injuries
Transit Boardings Per Capita

Communities

Housing Cost Burden
Housing Vulnerable to Environmental Impacts
Percent of Population in Climate Risk Areas

Environment

Number of Park Acres per 1,000 Residents
Households Located Near High-Volume Roadways

Economy

Unemployment Rate
Employment

Additional Regulatory Compliance

Connect SoCal 2024 will take into full account the following federal and state performance requirements.

Performance-Driven Programming

Through recent Congressional transportation authorization legislation (Moving Ahead for Progress in the 21st Century Act (MAP-21), Fixing America's Surface Transportation (FAST) Act, and the Infrastructure Investment and Jobs Act of 2021 (IIJA), performance and outcome-based planning and programming has become an explicit national, state, and regional priority. Through MAP-21, national performance goals were established, including: 1) transportation system safety, 2) infrastructure condition, 3) congestion reduction, 4) system reliability, 5) freight movement and economic vitality, 6) environmental sustainability, and 7) reduced project delivery delays. The FAST Act and IIJA carried forward these performance-based planning requirements. To provide a quantitative basis for evaluating progress toward achieving the goals, MAP-21 requires federal transportation agencies to develop performance measures and targets that correspond to each goal. In turn, states and MPOs such as SCAG as well as state and public transportation providers are required to establish targets and report on progress towards meeting targets in planning and programming documents (i.e., Connect SoCal and the FTIP).

SCAG's most recently adopted plan, Connect SoCal 2020, established targets addressing the seven national performance goals. The next plan, Connect SoCal 2024, will continue to do so. Furthermore, SCAG's FTIP has also included and will continue to include a description of the anticipated effect of the FTIP toward achieving the targets identified in the plan, linking investment priorities to those performance targets. To further fulfill its reporting requirements, SCAG has developed a Performance Measures module in the FTIP database for county transportation commissions, local agencies, and transit operators to provide performance measures information at the project level. These performance-based approaches to transportation programming are intended to promote transparency in decision-making and help agencies prioritize investments that support target achievement and maximize return on investment.

Environmental Justice

SCAG's long-range plan has long included an Environmental Justice (EJ) analysis that evaluates current conditions, and the consequences of the region's transportation projects on people of color, low-income households, and other vulnerable populations. Connect SoCal 2024 will include a more robust and broadened equity analysis. The evolved approach will include revisiting the populations and communities analyzed in previous EJ analyses and developing a new community referred to as "Prioritized Equity Populations and Areas" (PEPA). Staff have developed a separate list of

performance measures to assess the performance of Connect SoCal 2024 relative to regional equity concerns. A separate dedicated equity analysis staff report and presentation to be shared at the July 7 meeting will provide details on this component of the plan.

Transportation Air Quality Conformity

The plan evaluation process includes measures specific to the federally mandated regional transportation conformity analysis to ensure that the plan is consistent with, or conforms to, the goals and objectives of the applicable air quality implementation plans for meeting National Ambient Air Quality Standards (NAAQS) in the region. These air quality measures are used to demonstrate that implementation of the plan will not create any new violations of federal air quality standards, worsen existing violations, or delay timely attainment of federal air quality standards.

Regional Greenhouse Gas (GHG) Emission Reduction Targets

SCAG is also required to meet state requirements for regional GHG emission reduction targets. Specifically, SCAG is required to demonstrate that the adopted plan, once implemented, would achieve the 2035 regional GHG emission reduction target established by the California Air Resources Board (CARB). For the SCAG region, CARB set a target of a 19 percent reduction in per capita GHG emissions by 2035, relative to GHG emission levels recorded in 2005.

Outreach and Engagement

Similar to the vision and goals effort, starting in January 2022, SCAG staff sought early input on the draft performance measures from key stakeholder groups by presenting to the Regional Planning Working Groups (RPWGs), the Technical Working Group (TWG), and Regional Transit Technical Advisory Committee. Staff requested specific feedback on how to better integrate equity and resilience as well as other regional priorities (e.g., housing). Staff received stakeholder comments and feedback through April 30, 2022. Stakeholders shared their suggested edits and requests for further elaboration, and recommendations for clarification. To the extent that it was feasible, SCAG integrated feedback shared. More detail on feedback shared and SCAG responses can be reviewed in **Attachment 4**. Based on this feedback, the draft performance measures were refined and selected. The performance measures will be shared with a broader base of stakeholders for additional input as Connect SoCal 2024 moves forward. Staff will report back to this Committee with updates, if any.

Next Steps

The proposed vision, goals, and performance measures for the plan are being presented in draft form in this report, and staff are seeking the input, feedback, and counsel of this Committee on these foundational components of the plan. In the ensuing months, staff will continue to seek input from external stakeholders to ensure the draft vision, goals, and performance measures reflect the

region's priorities, and staff will continue to return to the Committee to provide updates should any of these pieces evolve.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 22/23 Overall Work Program (150.4095.01: RTP/SCS Performance Monitoring).

ATTACHMENT(S):

1. PowerPoint Presentation - Connect SoCal_VisionGoalsPerf_rev2
2. 2024 Draft Vision, Goals, and Performance Measures



Connect SoCal 2024

Draft Vision, Goals, & Performance Measures

July 7, 2022

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Connect SoCal 2024: Overview

Vision Statement Purpose:

- What do we want the region to become?
- Where do we want to go?

(4) Simplified Goals:

- Mobility, Communities, Environment, & Economy
- Further defined through sub-goals

Through Lines:

- Equity
- Resilience

Connect SoCal 2024: Draft Vision Statement

What kind of region do we want to be in 2050?

A healthy, accessible, and connected region for a more resilient and equitable future.



3

Connect SoCal 2024 Draft Goals: **Mobility**

Build and maintain a robust transportation network.

- Support investments and programs that are well-maintained and operated, coordinated, and resilient, and result in improved safety and air quality.
- Ensure reliable, accessible, affordable, and quality travel options while striving to enhance equity in transportation resources offered in underserved communities.
- Plan for people of all ages, abilities, and backgrounds.

Connect SoCal 2024 Draft Goals: **Communities**

Develop, connect, and sustain communities that are livable and thriving..

- Reinforce vibrant, human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.
- Produce and preserve a diversity of housing types to improve affordability, accessibility, and choices for all.
- Foster inclusive communities free from barriers that restrict access to opportunity, and actively seek to reduce racial and economic disparities.

Connect SoCal 2024 Draft Goals: **Environment**

Create a healthy region for the people of today & tomorrow.

- Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stressors and disruptions, such as climate change.
- Integrate the region's development pattern and transportation network to improve air quality and reduce greenhouse gas emissions.
- Conserve and restore the region's natural and agricultural resources.

Connect SoCal 2024 Draft Goals: Economy

Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all.

- Provide physical and digital infrastructure to improve access to education, vocational training, jobs, financial systems, and to foster the growth of small businesses in underserved communities.
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air, and quality of life for our communities.
- Improve regional multimodal transportation system infrastructure and efficiency to enhance the region's global economic competitiveness.

Connect SoCal 2024 Draft Goals: Overview

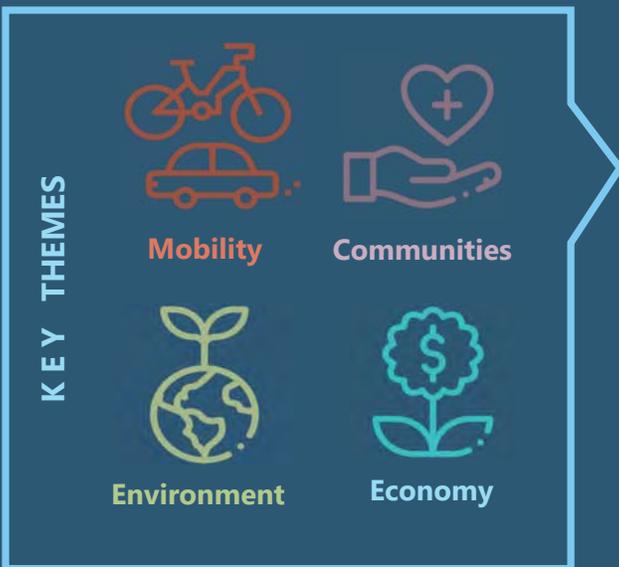
1. Build & maintain a robust transportation network (Mobility)
2. Develop, connect, & sustain communities that are livable & thriving (Communities)
3. Create a healthy region for the people of today & tomorrow (Environment)
4. Support a sustainable, efficient, & productive regional economic environment that provides opportunities for all (Economy)

Connect SoCal 2024: Draft Performance Measures



- Evaluate the Plan's investments & strategies relative to regional goals
- Address state GHG reduction targets & federal conformity requirements
- Address federal performance reporting requirements, including Environmental Justice
- Support on-going monitoring of progress toward achieving regional goals & targets

Connect SoCal 2024: Required Performance Measures



- State
 - Greenhouse gas emissions
- Federal
 - Transportation & transit safety
 - Infrastructure condition
 - Congestion reduction
 - System reliability
 - Freight movement and economic vitality
 - Environmental sustainability
 - Reduced project delivery delays
 - Air quality conformity

Indicators, Performance Measures, & Monitoring Measures

What's the difference?



Baseline Indicators
Existing Conditions

Today



Performance Measures
Plan Evaluation

2050



Monitoring Measures
On-going Progress

Tomorrow

11

Connect SoCal 2024: Plan Performance Measures

Mobility

- Trip distance
- Mode share
- Person hours of delay by facility type
- Person-delay per capita
- Truck delay by facility type
- Average travel time
- Travel time by mode
- Major destination accessibility
- Access to jobs
- Transit seat utilization

Communities

- Share of trips less than 3 miles
- Share of regional households located in PDAs
- Physical activity & air pollution-related public health incidences & costs

Environment

- VMT per capita
- GHG per capita
- Total square miles of greenfield & rural lands converted to urban use
- Criteria air pollutants
- Energy & water consumption per capita
- Park/open space accessibility

Economy

- New jobs added due to transportation system investments & improved regional economic competitiveness
- Share of employment growth in PDAs
- Transportation system investment benefit/cost ratio

12

Connect SoCal 2024: Plan Performance Measures

EQUITY

1. Will our region become more connected & accessible?
2. Will we grow in ways that encourage livability?
3. Will people & our natural environment become healthier?
4. Will our economy function effectively for everyone?

RESILIENCE

13

Connect SoCal 2024: On-going Monitoring Measures

Mobility

- Average travel time
- Commute mode share
- % reliable person-miles traveled on NHS
- Peak hour excessive delay
- NHS bridge, NHS road, & local roads condition
- Fatalities/serious injuries (incl. transit)
- Transit system reliability, equip. condition
- Transit boardings
- Transit seat utilization
- Managed lanes utilization

Communities

- Housing cost burden
- Asthma incidence & exacerbation
- % of residents within 1/2 mile walk to open space
- ADU development
- Housing vulnerable to environmental impacts

Environment

- VMT per capita
- Air quality by basin
- Number of acres of parks for every 1,000 residents
- % of households near high-volume roadways
- % of population in climate risk areas
- Nature adaptation investments
- Urban heat island reduction strategies
- Williamson Act contract acreage impacted

Economy

- Percent of Interstate system mileage providing reliable truck travel time
- Unemployment rate
- Employment

Connect SoCal 2024 Performance Measures: Engagement

Feedback sought from:

- Regional Planning Working Groups
- Technical Working Group
- Regional Transit Technical Advisory Committee

Requested feedback on:

- How to better integrate equity & resilience
- Considering other areas?

Examples of feedback:

- Expansion of the proposed new 'Managed Lane Utilization' metric to include both HOT & HOV lanes
- Clarification that the 'Parks/Open Space Access' metric includes both public & private parks
- Expansion of proposed new 'ADU Potential' metric to include all areas (not just PDAs)

15

Timeline

Summer Onward:

- Continue to assess feasibility of revised & proposed new measures
- Seek feedback from broader base of stakeholders
- Refine measures as necessary
- Share updates with stakeholders



16



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/connect-social>

Vision/Goals | Sarah Dominguez, dominguezs@scag.ca.gov

Performance Measures | Courtney Aguirre, aguirre@scag.ca.gov

Performance Measures | Michael Gainor, gainor@scag.ca.gov



Connect SoCal 2024

Draft Performance Measures: Plan Evaluation

#	Connect SoCal Goal	Outcome	Performance Measure	Description	Change From Last Plan	Equity Measure
1	Mobility	Accessibility	Access to Jobs	Share of regional employment centers accessible during peak travel periods. Considering auto/transit/local bus accessibility & timeframes.	New measure for 2024	X
2	Mobility	Accessibility	Major Destination Accessibility	Share of major destinations accessible within 30 minutes by automobile or 45 minutes by transit.	Revised: Assess AM peak, PM peak, & mid-day	X
3	Mobility	Accessibility	Average Trip Distance	Average distance traveled for work & for all trips, including trip lengths 10 miles or less & 25 miles or less.	Continuing measure from 2020	X
4	Mobility	Accessibility	Travel Mode Share	Share of total work trips & all trips by travel mode: auto, transit, non-motorized, & other.	Continuing measure from 2020	
5	Mobility	Accessibility	Person Hours of Delay by Facility Type	Excess travel time resulting from the difference between a reference speed & actual speed (mixed flow, HOV, & arterials).	Continuing measure from 2020	X
6	Mobility	Accessibility	Person-Delay per Capita	Daily amount of delay experienced per capita due to traffic congestion.	Continuing measure from 2020	
7	Mobility	Accessibility	Truck Delay by Facility Type	Excess heavy duty truck travel time based on difference between reference speed & actual speed (highways/arterials).	Continuing measure from 2020	
8	Mobility	Accessibility	Average Travel Time	Average travel time (work & non-work trips) by travel mode: single occupancy vehicle (SOV), high-occupancy vehicle (HOV), walk, bike, & transit.	Revised: Addition of non-work trips	X
9	Mobility	Accessibility	Travel Time Distribution by Mode	Travel time distribution by mode: single occupancy vehicle (SOV), high-occupancy vehicle (HOV), & transit.	Continuing measure from 2020	X
10	Mobility	Transit	Transit Seat Utilization	Transit seat capacity utilization during peak demand hour (available seats for all transit types).	New measure for 2024	
11	Communities	Accessibility	Percent of Trips Less than 3 Miles	Share of work & non-work trips less than 3 miles in length.	Continuing measure from 2020	
12	Communities	Accessibility	Share of Regional Households Located in Priority Development Areas (PDAs)	Percent of total regional households located within PDAs.	Revised: Geography changed from HQTAs to PDAs	



Connect SoCal 2024

Draft Performance Measures: Plan Evaluation

#	Connect SoCal Goal	Outcome	Performance Measure	Description	Change From Last Plan	Equity Measure
13	Communities	Public Health	Physical Activity-Related Public Health Incidence & Costs	Public health incidences & costs related to lack of physical activity.	Continuing measure from 2020	X
14	Communities	Public Health	Air Pollution-Related Public Health Incidence & Costs	Public health incidences & costs related to air pollution.	Continuing measure from 2020	X
15	Environment	Climate Resiliency	Vehicle Miles Traveled (VMT) per Capita	Daily vehicle miles traveled (VMT) per capita.	Continuing measure from 2020	
16	Environment	Climate Resiliency	Greenhouse Gas (GHG) Emissions	Percent reduction in GHG emissions per capita (from 2005 levels).	Continuing measure from 2020 (State performance measure)	
17	Environment	Conservation	Land Conversion to Urban Purposes	Total square miles of greenfield & rural lands converted to urban use.	Continuing measure from 2020	
18	Environment	Public Health	Criteria Air Pollutant Emissions	ROG, CO, NOx, PM10, & PM2.5 emissions (tons per day).	Continuing measure from 2020 (Federal performance measure)	X
19	Environment	Public Health	Park Accessibility	Share of park acreage reachable within 30 minutes by automobile or 45 minutes by transit.	Revised: Assess AM peak, PM peak, & mid-day	X
20	Environment	Resource Efficiency	Energy Consumption	Energy (electricity, natural gas, vehicle fuel) consumption per capita.	Continuing measure from 2020	
21	Environment	Resource Efficiency	Water Consumption	Urban water consumption per capita.	Continuing measure from 2020	
22	Economy	Jobs	New Jobs Added Due to Transportation System Investments	Number of new jobs added to regional economy directly related to plan transportation system investments.	Continuing measure from 2020	X
23	Economy	Jobs	Share of Employment Growth Occurring in Priority Development Areas (PDAs)	Percent of total regional employment growth occurring within PDAs.	Revised: Geography changed from HQTAs to PDAs	
24	Economy	Competitiveness	New Jobs Added Due to Improved Regional Economic Competitiveness	Number of new jobs added to the regional economy as a result of improved transportation system conditions.	Continuing measure from 2020	



Connect SoCal 2024 Draft Performance Measures: Plan Evaluation

#	Connect SoCal Goal	Outcome	Performance Measure	Description	Change From Last Plan	Equity Measure
25	Economy	Competitiveness	Transportation System Investment Benefit/Cost Ratio	Ratio of monetized user & social benefits to transportation system investment costs.	Continuing measure from 2020	



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

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Andres Carrasquillo, Engagement Specialist
(213) 630-1401, carrasquillo@scag.ca.gov

Subject: Go Human Mini-Grant Awards to Improve Traffic Safety

RECOMMENDED ACTION FOR TC:

Information Only – No Action Required

RECOMMENDED ACTION FOR RC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On May 1, 2014, the General Assembly adopted Resolution No. GA 2014-2 titled “Regional Effort to Promote Pedestrian and Bicycle Safety Initiative.” To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program. To extend campaign efforts, SCAG continues to secure annual funding. Most recently, SCAG secured Pedestrian/Bicycle Safety funds from the Office of Traffic Safety in the amount of \$1,250,000 to conduct a sixth round of Go Human safety programming and engagement across the region. The Regional Council received a report on the work program and accepted the funding award on October 7, 2021.

SCAG’s Go Human Mini-Grants program is a primary strategy to support communities across the region with increasing traffic safety by providing funding to local organizations to identify, create and lead traffic safety projects to improve the safety of people walking and biking and build street-level community resiliency. SCAG released its call for applications for the Mini-Grants program in March 2022, receiving 37 applications. SCAG intends to conditionally award \$350,000 to 26 community-identified and community-led traffic safety projects.

BACKGROUND:

In the six-county SCAG region, walking or bicycling accounts for 8.9% of all trips, but 27% of all roadway fatalities, according to Connect SoCal, SCAG's Adopted 2020-2045 Regional Transportation Plan (RTP). To address this, the SCAG 2014 General Assembly passed Resolution No. GA 2014-2, titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative" to support a regional safety initiative aimed at improving roadway safety for bicyclists and pedestrians. To implement the resolution, SCAG secured \$2.3 million in California Department of Transportation (Caltrans) grant funding from the statewide 2014 Active Transportation Program call for projects to coordinate a Southern California Active Transportation Safety and Encouragement Campaign.

Using these grant resources, SCAG successfully initiated the *Go Human* Campaign with the launch of a first round of advertising and outreach in September of 2015 as well as four additional grant opportunities through the Office of Traffic Safety to implement safety activities. The advertising campaign has secured more than one billion impressions to date (each time an ad is seen) regionwide through a combination of SCAG's initial investment, as well as leveraged and donated media from local and county partners. SCAG has also completed and extended other components of the initial grant scope of work which include implementing a series of *Go Human* events in partnership with local cities and developing toolkits aimed at creating active transportation champions. To continue the *Go Human* Campaign's momentum, SCAG secured its sixth round of funding, a \$1,250,000 grant from the Office of Traffic Safety, through the National Highway Traffic Safety Administration. The Regional Council accepted this funding award on October 7, 2021.

After a competitive procurement, the Regional Council awarded contract #22-020 to Toole Design on January 6, 2022. This contract includes activities for SCAG's *Go Human* traffic safety engagement and programming through September 2022. It outlined the implementation of three traffic safety strategies for SCAG's *Go Human* program, including the communication and storytelling campaign, Safe & Resilient Streets Technical Assistance demonstration projects, the *Go Human* Mini-Grant program.

Specifically, the *Go Human* Mini-Grants Program funds community-driven traffic safety engagement projects that meet the needs of people most harmed by traffic injuries and fatalities. SCAG closed the Call for Projects for the *Go Human* Mini-Grants Program in April 2022 and swiftly moved into the evaluation process in May. During the months of May and June, staff finalized the risk assessment review of the *Go Human* Mini-Grant subrecipients, performed cost analysis, and drafted MOUs to provide funding support to help the subrecipients implement local traffic safety projects.

SCAG has identified the following projects for conditional award:

- Arts Council for Long Beach, "Washington Neighborhood Community Corners" (City of Long Beach)
- Bike Culver City, "Project Visibility" (City of Culver City)

- BikeVentura, “BIPOC Bicycle Safety and Popular Education at the Oxnard Bike Hub” (City of Oxnard)
- Central City Neighborhood Partners, “Pedestrian Traffic Safety Campaign” (City of Los Angeles)
- Chesterfield Square Community Block Club, “Chesterfield Square Mural Dedication” (City of Los Angeles)
- Comite Civico del Valle, “Active Community Education” (City of Brawley)
- Community Intelligence, “Go Crenshaw Wayfinding Project” (City of Los Angeles)
- Connie Rice Institute for Urban Peace, “Harvard Park Walking Club for Safer Streets” (City of Los Angeles)
- Costa Mesa Alliance for Better Streets, “Bright Lights of Costa Mesa” (City of Costa Mesa)
- Day One, Inc., “El Monte Asphalt to Arts” and “Pomona Asphalt to Arts” (City of El Monte & City of Pomona)
- East Side Riders Bike Club, “Bicycling Education and Safety Training” (City of Compton)
- Highlanders Boxing Club and Youth Engagement, “Safety While Walking” and “(Stop) Street Takeover Awareness” (City of Highland and City of San Bernardino)
- Latino Health Access, “Ride, Walk & Roll Orange County!” (Orange County)
- Los Angeles Walks, “Equipment & Skills Essential for Promotores Securing LA City/County Safe Street Contracts” (City of Los Angeles)
- National Health Foundation, “Decorative Crosswalk Plan” (City of Los Angeles)
- Nyeland Promise, “Safe Travels/Viajes Seguros” (City of Oxnard)
- Overstreet Consulting, “Continuing to Ride: Biking While Black Through Decriminalization, Disenfranchisement, and Gentrification” (City of Los Angeles)
- People’s Collective for Environmental Justice, “Bloomington Path for All” (City of Bloomington)
- People for Mobility Justice, “South LA Mobility Justice Lab” (Los Angeles County)
- Public Matters, “How East Los Moves: Creative, Custom People-Powered Transit!” (City of City Terrace)
- Rose Park Neighborhood Association, “State of the Neighborhood” (City of Long Beach)
- Santa Ana Active Streets, “Willard Safe Streets” and “SAAS Speaker Series” (City of Santa Ana)
- The Artlands, “Revitalizing Public Transit through Bus Bench Art” (City of Redlands)
- Youth Leadership Institute, “YLI Youth-Led Safety and Walkability Assessment” (Eastern Coachella Valley)

FISCAL IMPACT:

All costs associated with this item are included in the Overall Work Program (OWP) under project number 225.3564.17 and funded by a Pedestrian and Bicycle Safety Program Grant from the California Office of Traffic Safety.



ATTACHMENT(S):

1. PowerPoint Presentation - Go Human Mini-Grant Awards to Improve Safety



2022 *Go Human* Mini-Grants Program Update

July 7, 2022

Andrés Carrasquillo, Senior Regional Planner

WWW.SCAG.CA.GOV



Go Human Mini-Grants

- 1 **Program Overview**
- 2 **2022 Awards**
- 3 ***Go Human* Safety Pledge**

About *Go Human*



Safety Advertisement Campaign



Temporary Safety Demonstrations



Capacity Building

About the Program

- *Go Human* Mini-Grants Program is SCAG's funding opportunity for community organizations to lead traffic safety projects.
- Funded by \$1.25 million grant from California Office of Traffic Safety.
- Administered through contract #22-020, awarded to Toole Design on January 6, 2022.

Eligible Applicants	Community-based organizations, non-profits, social enterprises
Maximum Funding Amount	\$15,000
Total Award Budget	\$375,000 (25 Awards)



Program Goal

The Program aims to improve traffic safety & build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including without limitation:

- Black, Indigenous and People of Color;
- people with disabilities;
- and frontline workers, particularly those walking and biking.



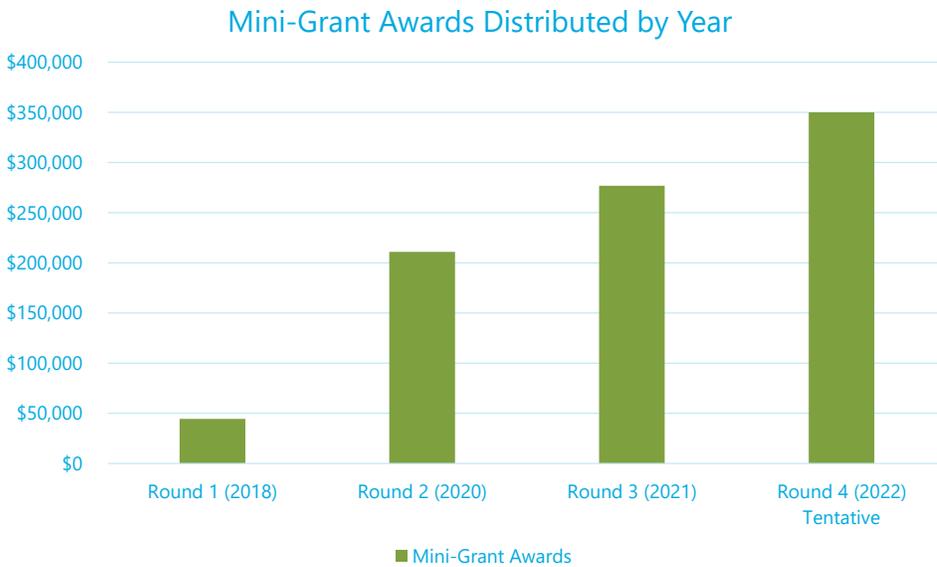
Wraparound Support

In addition to funding, SCAG provides ongoing support to Awardees:

- Check-in calls
- Co-branded safety material
- Kit of Parts coordination
- Promotion on *Go Human* social media & storytelling opportunities
- Partnership development



Total Funding Distributed



\$350,000+
Distributed

26
Awardees

\$880,000+
Total distributed
to date

Conditional Award List

- **Arts Council for Long Beach**, "Washington Neighborhood Community Corners"
City of Long Beach
- **Bike Culver City**, "Project Visibility"
City of Culver City
- **Bike Ventura**, "BIPOC Bicycle Safety and Popular Education at the Oxnard Bike Hub"
City of Oxnard
- **Central City Neighborhood Partners**, "Pedestrian Traffic Safety Campaign"
City of Los Angeles
- **Chesterfield Square Community Block Club**, "Chesterfield Square Mural Dedication"
City of Los Angeles
- **Comite Civico del Valle**, "Active Community Education"
City of Brawley
- **Community Intelligence**, "Go Crenshaw Wayfinding Project"
City of Los Angeles
- **Connie Rice Institute for Urban Peace**, "Harvard Park Walking Club for Safer Streets"
City of Los Angeles



Bike Ventura

Conditional Award List , cont'd.

- **Costa Mesa Alliance for Better Streets**, "Bright Lights of Costa Mesa"
City of Costa Mesa
- **Day One, Inc.**, "El Monte Asphalt to Arts" and "Pomona Asphalt to Arts"
City of El Monte & City of Pomona
- **East Side Riders Bike Club**, "Bicycling Education and Safety Training"
City of Compton
- **Highlanders Boxing Club and Youth Engagement**, "Safety While Walking", and "(Stop) Street Takeover Awareness"
City of Highland and City of San Bernardino
- **Latino Health Access**, "Ride, Walk & Roll Orange County!"
Orange County
- **Los Angeles Walks**, "Equipment & Skills Essential for Promotores Securing LA City/County Safe Street Contracts"
City of Los Angeles
- **National Health Foundation**, "Decorative Crosswalk Plan"
City of Los Angeles
- **Nyeland Promise**, "Safe Travels/Viajes Seguros"
City of Oxnard



Nyeland Promise

Conditional Award List, cont'd.

- **Overstreet Consulting**, "Continuing to Ride: Biking While Black Through Decriminalization, Disenfranchisement, and Gentrification"
City of Los Angeles
- **People's Collective for Environmental Justice**, "Bloomington Path for All"
City of Bloomington
- **People for Mobility Justice**, "South LA Mobility Justice Lab"
Los Angeles County
- **Public Matters**, "How East Los Moves: Creative, Custom People-Powered Transit!"
City of City Terrace
- **Rose Park Neighborhood Association**, "State of the Neighborhood"
City of Long Beach
- **Santa Ana Active Streets**, "Willard Safe Streets" and "SAAS Speaker Series"
City of Santa Ana
- **The Artlands**, "Revitalizing Public Transit through Bus Bench Art"
City of Redlands
- **Youth Leadership Institute**, "YLI Youth-Led Safety and Walkability Assessment"
Eastern Coachella Valley



Santa Ana Active Streets

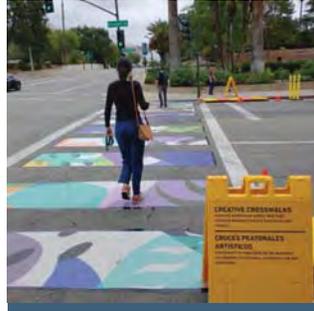
Timeline

JUNE



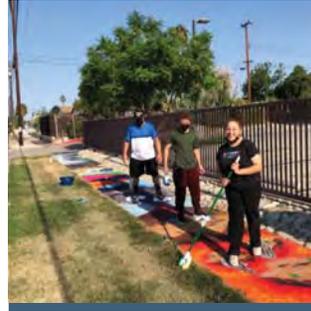
- Awardees sign MOUs with SCAG
- Implementation period begins
- SCAG leads on-boarding sessions

JULY



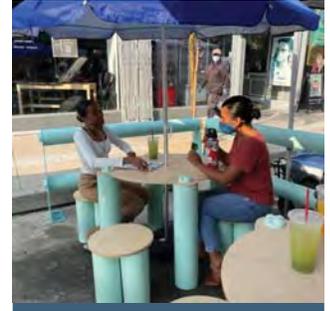
- Awardee activities take place
- SCAG leads promotion and storytelling

AUGUST



- Awardee activities conclude, Implementation period ends
- SCAG leads promotion and storytelling

SEPTEMBER



- Final Reports Due
- SCAG produces overview video

Go Human Safety Pledge

Support Awardees! Make the *Go Human* Safety Pledge!

- Join the Mini-Grant Awardees by committing to improve traffic safety in your community.
- Sign on behalf of your **jurisdiction**, your **organization**, or **yourself!**
- Safety Pledge signatories gain access to **Go Human resources...**



Attachment: PowerPoint Presentation - Go Human Mini-Grant Awards to Improve Safety (Go Human Mini-Grant Awards to Improve Traffic

Support actions in your community with *Go Human!*

Access
Go Human Resources



Get recognition
for being a safety champion



Join the growing
Safety Pledge Cohort



THANK YOU!

For more information, please visit:

GoHumanSoCal.org



AGENDA ITEM 12
REPORT

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

To: Transportation Committee (TC)
From: Priscilla Freduah-Agyemang, Senior Planner
(213) 236-1973, agyemang@scag.ca.gov
Subject: Regional Dedicated Transit Lanes Study Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The Regional Dedicated Transit Lanes Study will identify best practices and key benefits of dedicated transit lanes and priority treatments, and the primary factors for successful implementation; assess where these lanes may be most feasible and beneficial in the SCAG region; and provide guidance for local agencies interested in piloting dedicated transit lanes. As transit is one of the core visions of Connect SoCal, this study will advance the implementation of its goals of improving mobility, sustainability and air quality. This report provides an update on the study progress to date, including key findings from the existing conditions research and the corridor identification process.

BACKGROUND:

Transit agencies in the SCAG region and nationwide have been grappling with ridership decline before the COVID-19 pandemic, which has further worsened the challenges they face in an unprecedented manner. Addressing the ongoing ridership decline before the pandemic, the SCAG funded University of California, Los Angeles (UCLA) study, published in 2018, provided recommendations that encouraged transit agencies to convince discretionary riders to occasionally take transit instead of driving and to increase the quality of service to make transit more appealing to discretionary riders.

As the region’s transit agencies look forward to post-pandemic recovery, there exists an opportunity to implement changes to redefine transit quality, delivery, and the need for more frequent service. Restoring confidence in transit among previous riders and attracting new riders

will depend to a large degree on how these transit challenges are resolved. On-time performance is also a key factor for all riders and underscores their perception of transit. With the recent rise in gas prices and traffic volumes back to near pre-pandemic levels, some transit agencies are regaining more riders on some routes.

Dedicated transit lanes and other transit priority treatments can help address transit speed and reliability on congested corridors and improve overall transit performance to make it the preferred option for travelers.

Stakeholder Engagement

Since the last update to TC, staff and the project team continued to engage with various key stakeholders including the Regional Transit Technical Advisory Committee (RTTAC), sharing project updates and the findings from the best practices and existing conditions analysis.

Recently, staff provided an update to the Riverside County Transportation Commission (RCTC) Technical Advisory Committee, San Gabriel Valley Council of Government (SGVCOG) Transportation Committee, Metro's Bus Operators Subcommittee (BOS), Metro's Local Transit Systems Subcommittee (LTSS), Ventura County Transportation Commission Transportation Technical Advisory Committee (VCTC TTAC), VCTC Transit Operators Advisory Committee (TRANSCOM), and shared goals and updates on the study research key findings and the initial corridor identification process. Staff and the project team used this as an opportunity to also solicit feedback on the initial corridor screening lists, which is key to the corridor evaluation and prioritization. Staff will continue to engage with regional stakeholders as the study advances.

The project team also shared the initial corridor screening lists with community-based organizations (CBOs) identified during the early stages of the study.

Technical Advisory Committee (TAC)

The third TAC meeting was held on April 19. At this meeting, the project team provided an overview of the corridor screening results for feedback. TAC members were asked to review the initial screening lists, share with other staff, departments and stakeholders within their organizations and provide feedback. Members were also given the opportunity to review the draft study transit priority best practices report.

PRELIMINARY FINDINGS – EXISTING CONDITIONS:

Supporting the regional goal of reducing greenhouse gas emissions (GHGs) in transportation, in part by reducing single-occupancy vehicle trips and increasing transit mode share, are local and county goals aimed towards mobility and equity, including measures to improve the speed and reliability of transit services throughout the region. The existing conditions analysis provides a better understanding of the existing transit priority treatments and planning efforts in the region, and the

conditions that could support future investments. This is a summary of findings from the review of transit priority goals discussed in local, county, and regional planning documents; existing and planned transit priority treatments; and related challenges and opportunities in the region.

Priority Treatments in Plans and Policies

Transit priority treatments encompass a broad set of improvements to transportation infrastructure and transit operations and policies, often incorporated to improve the speed and reliability of buses traveling within mixed-flow travel corridors.

Because priority treatments are often less capital-intensive than designing transit services in separated guideways, they are often not as thoroughly documented in stand-alone plans and policies. As priority treatments gain popularity, however, they are more frequently referenced in short- and long-range planning documents, and have compelled a number of specific policies, particularly within the State of California, which have relevance to the study.

Existing Plans in the Region that Relate to Transit Priority Treatments

The project team reviewed more than 30 plans as part of the existing conditions analysis. The purpose of the plan review was to identify projects, goals, policies, and performance measures related to transit priority treatments in the SCAG region. In general,

- **Regional Long-Range Plans** are important for understanding the context and need for priority treatments to reach broader goals for mobility, equity, health, and climate. The 2020 Connect SoCal, is the foundational document for this study, postulating the benefits of a regional network of dedicated transit lanes as a key part of reaching environmental and economic goals for the region.
- **Transit Agency Strategic and Mobility Plans** are useful for understanding goals and projects related to priority treatments. Operators across most SCAG counties have published some level of transit planning document that identifies corridors ripe for further investment, often where transit ridership is highest, or congestion is most severe. Some plans, most notably LA Metro's Bus Rapid Transit Vision and Principles Study, go as far as identifying corridors for BRT or priority investment via a ranking methodology.
- **In Active Transportation Plans**, priority treatments are mentioned in the context of ensuring bus, bike, and pedestrian facilities are appropriately designed for safety.
- **The Climate Action Plans** reviewed do not explicitly mention transit priority treatments, but the goals of these plans are consistent with the goals of transit priority planning.

KEY FINDINGS

Transit operators are focused on improving service for their existing riders and attracting new riders through better services. From their perspective, priority treatments offer a way to serve customers better and provide a faster and more reliable service. Increased bus speeds and boardings lead to lower operating cost per passenger mile. However, for most operators incorporating priority treatments on the roadway involves coordinating with multiple municipal governments, and Caltrans, and often requires coordination with many different departments within these organizations.

The following are the key challenges and opportunities identified for transit priority implementation.

KEY OPPORTUNITIES

Filling in Major Transit Gaps

Taking public transit is not convenient in many areas of the SCAG region. To combat auto dependency in low density environments, the plans suggest filling in major transit gaps, improving first/last mile conditions, addressing transportation infrastructure connectivity, and increasing awareness of public transit options. For example, Los Angeles Department of Transportation (LADOT) notes that some of the city's biggest attractions lack any public transit access. In addition, access to outdoor recreational facilities (state parks, trails, etc.) is very limited.

Supporting Other Transportation and Climate Goals

Transit priority is rarely an end in and of itself, but a tool used to support other goals or an ecosystem of transportation treatments. For transit agencies, transit priority helps provide better service to improve the experience for current riders and attract new riders. The active transportation and complete streets plans reviewed outline how transit priority aligns with active transportation and multimodal corridors designed to maximize community benefit. Climate Action Plans contain goals to reduce GHGs and increase sustainability, typically by reducing the vehicle miles traveled (VMT) of single-occupancy vehicles. While transit priority is not explicitly mentioned, improved transit would attract more choice riders away from single occupancy vehicles (SOVs) to reduce VMT. LADOT makes a direct connection saying that to meet city and state climate goals around GHG reductions they need to increase transit ridership.

KEY CHALLENGES

Municipal Coordination

A major challenge for transit priority treatments is municipal coordination. Whether they are city or county operators, transit agencies do not own the streets and infrastructure that their routes

operate on. Many transit priority treatments involve making physical changes to the public right-of-way or traffic signal technology. Implementing improvements requires coordinating with other municipalities – including cities, counties, and Caltrans – and often multiple departments within each agency. This is especially true of corridors identified as good candidates for bus rapid transit (BRT) solutions.

Roadway Typology and Geometric Design Constraints

Plans that identified corridors for more robust transit priority treatments (like BRT) also cautioned that not all corridors have the geometric space needed to accommodate certain treatments. Infrastructure challenges include freeway overpasses, long blocks, restricted pedestrian right-of-way, and removing parking. There are geographic challenges in the SCAG region including rough and difficult terrain (steep grades, underutilized streets). Multimodal plans discuss the specific nuances for potential conflicts and synergies between transit corridors and active transportation corridors. Transit priority built along streets with bicycle and pedestrian facilities need to be carefully designed to ensure safety and quality of service are maintained.

Table 1 is a summary of opportunities and challenges captured from the plans reviewed throughout the region.

Table 1: Summary of Opportunities and Challenges

Opportunities	Challenges
<ul style="list-style-type: none"> • Filling in major transit gaps • Supporting other transportation and climate goals • Improve frequency, speed, and reliability of the bus network • Close gaps in regional transit network • Decrease congestion • Increase transit mode share • Leverage public tax and funding mechanisms • Improve travel times for roadway users • Improve travel times and schedule reliability; cost-effective technique to improve quality of street life • Improve regional connectivity • Reduce VMT • Lots of room to grow and attract new riders 	<ul style="list-style-type: none"> • Municipal coordination • Roadway typology and geometric design constraints • Limited funds • Multijurisdictional nature of every county makes county and regional-wide alignment challenging

CORRIDOR IDENTIFICATION

The process for prioritizing corridors for dedicated lanes and transit priority treatments includes four (4) steps:

1. **Corridor Identification** includes reviewing previously identified local and subregional plans, leveraging existing conditions analyses for potential new corridors, and stakeholder information shared with the TAC and the project team.
2. **Corridor Screening** includes developing criteria and evaluating the corridors at a high level based on existing conditions data collected, e.g. Census demographic data, travel demand and transportation system performance data.
3. The **Corridor Evaluation** phase will add another layer of additional metrics and criteria, using the model and other data for more detailed, better defined corridors (priority segments within corridors).
4. **Prioritization**, the final step will use corridor evaluation metrics and weights, coordinated with stakeholders, to prioritize corridors evaluated in step 3.

Corridor Screening

The first step began with developing goals and priorities for what transit priority treatments should seek to accomplish. The TAC identified six (6) goal areas for treatments, consistent with goals reflected in other transit priority corridor studies and regional planning efforts.

1. Improve transportation system performance
2. Increase people throughput and attract riders
3. Improve access for equity communities
4. Promote local plans and priorities
5. Integrate with the built environment, and
6. Improve climate and health outcomes

The first two goal areas, related to system performance and moving riders, were weighed by the TAC to be the primary motivators for priority treatments, and the remaining other four areas as secondary. As a result, the first two goal areas, and the specific considerations within each goal area (including weights and metrics), were the motivating factors for screening all roadway facilities across the SCAG region into a workable list of corridors that would have the most potential benefit from priority treatment.

Out of nearly 50,000 roadway links in the SCAG region, about 100 corridors were recommended to advance across all six counties, and another 200 were identified as the next best for possible advancement. The TAC reviewed all the results to determine a final list of corridors to advance from screening into full evaluation, and to begin identifying the right potential treatments to apply on each corridor. The list was reviewed other stakeholders from counties, cities, CBOs, and transit agencies across the region.

Based on feedback from the stakeholders the final corridor screening lists would advance or possibly advance to the corridor evaluation and prioritization phase.

NEXT STEPS:

The project team is currently reviewing the comments received on the initial screening lists to identify the corridors to advance to the next phases. The team is also finalizing the transit priority best practices report, which will be published soon. Staff will continue to share updates on the study with the TC at critical milestones.

FISCAL IMPACT:

Funding for staff work on this issue is included in FY21/22 OWP 140.0121.09.

ATTACHMENT(S):

1. PowerPoint Presentation - Regional Dedicated Transit Lanes Study Update



Regional Dedicated Transit Lanes Study

Transportation Committee (TC)

Priscilla Freduah-Agyemang, Senior Regional Planner
Mobility Planning & Goods Movement
Thursday, July 7, 2022

WWW.SCAG.CA.GOV

Background – Connect SoCal



Study Background

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



Project Purpose

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

The Study will:

- Identify **key benefits** of dedicated bus lanes and priority treatments and **primary factors for implementation**,
- Provide a preliminary assessment of **where dedicated bus lanes and priority treatments might be most feasible** and beneficial in the SCAG region, and
- Provide **recommendations and guidance** for local jurisdictions that are seeking to pilot or implement bus lanes or priority treatments.

Project Timeline

JUNE 2021

SEPTEMBER 2022

STAKEHOLDER ENGAGEMENT

- Transportation Agency Meetings
- County Meetings
- TAC Meetings
- Others

BEST PRACTICES & EXISTING CONDITIONS REPORT

- Best Practices Review
- Existing Conditions

CORRIDOR IDENTIFICATION

- Corridor Selection
- Corridor Evaluation

FINAL REPORT

5

Stakeholder Engagement Efforts

- Transportation Agency stakeholder kickoff meeting
- Conducted individual county meetings with **CTCs, COGs, transit operators & CBOs**
- Set up Technical Advisory Committee (TAC)
 - Conducted **3 TAC** meetings to date



BEST PRACTICES AND PEER CASES

Best Practices Case Studies and Research

1. **WHY** build dedicated lanes and priority treatments?

- Four key elements: Reliability, Speed, Comfort, and Convenience
- Results in faster travel times, safer traveling environments, improved schedule reliability, user confidence, convenience and experience



2. **WHERE** are lanes and priority treatments most feasible and beneficial?

- Metrics used to identify and evaluate potential corridors
- Supportive conditions and context for potential implementation



3. **HOW** do jurisdictions pilot or implement?

- Peer regions and agency stakeholders with track record of successful implementation



Potential Transit Priority Treatments & Solutions

1. Example Capital Improvements

- Transit-only lane configurations
- Stop positioning and spacing/consolidations
- Curb extensions (bus bulbs) and bus pullout lanes
- Station area enhancements and level boarding
- Bus and bicycle facilities

2. Example Operational and Technology Enhancements

- Traffic Signal Priority (TSP) and queue jumps
- Real-time information
- Fare collection and all door boarding
- Route realignment

3. Example Policies and Other Actions

- Technology, information, and responsibility sharing
- Enforcement
- Project programming and funding



Transit Priority Policy Examples

SB 288 – CEQA Exemptions for Transportation Related Projects

- Exemptions from CEQA review requirements expanded to projects that:
- Institute or increase new bus rapid transit, bus, or light rail services on public rail or highway ROW
- Designate and convert general purpose lanes, high-occupancy toll lanes, high-occupancy vehicle lanes, or highway shoulders
- Improve customer information and wayfinding or include pedestrian and bicycle facilities
- ZE vehicle fueling or charging facilities
- Reduce minimum parking requirements
- Projects over \$100K require equity analysis and community engagement

Sunset January 1, 2023

AB 917– Video Imaging of Parking Violations

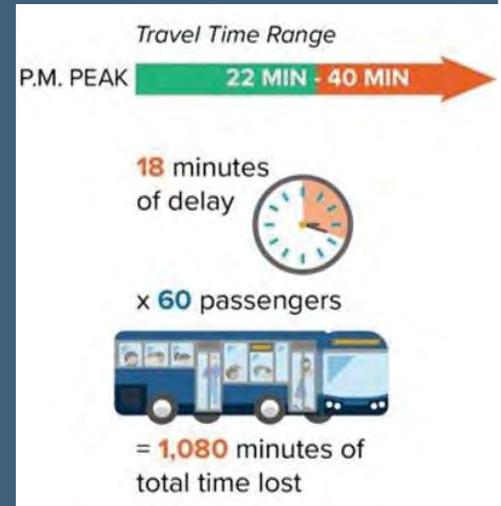
- Expands current law applicable to City/County SF to include all of CA
- May install automated devices on public transit vehicles for the purpose of video imaging of parking violations occurring in transit-only traffic lanes and at transit stops

Sunset January 1, 2027



Project Identification and Prioritization

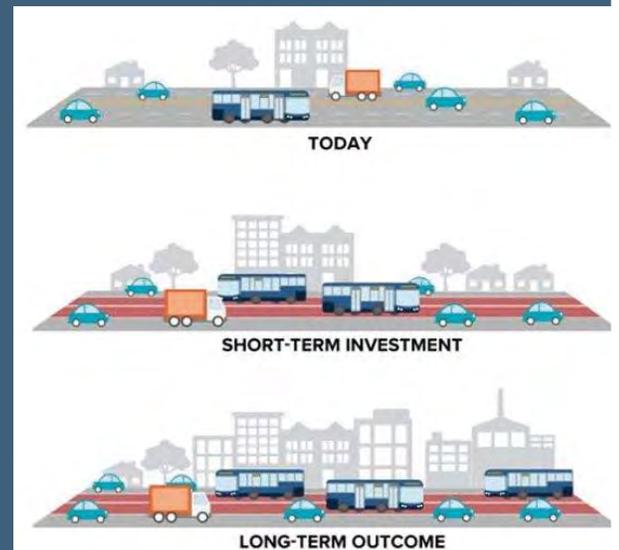
- Strong leadership from the top – setting transit as a priority at the top levels of government
- Adopt a regional network plan long – range plan that allows you to take advantage when funding opportunities arise
- Identify KPIs and appropriate metrics to identify priority corridors and hotspots
- Incorporate equity and climate impacts within capital project planning and prioritization
- Scalable solutions applicable across geographies and jurisdictions
- Foster a sense of ownership, competency and capacity with stakeholders
- Identify complementary treatments and/or projects promoting complete streets, station access and connectivity



Example: speed and reliability hotspot analysis visualization

Project Development and Implementation

- Where possible, alleviate the burden of proof and mitigation for local stakeholders and partners
- Don't be afraid of the details to break down barriers through data sharing, conflict identification and resolution
- Develop shared design and procurement standards to expedite reviews, funding, procurement, and implementation.
- Align schedules of transit priority with implementation of complementary infrastructure and land use changes
- Capitalize on pilot project opportunities and jurisdictional willingness/ability to implement and demonstrate success
- Demonstrate and report on successes to build the business case and user confidence to continue investment and preserve ROW
- Capitalize on decreased auto traffic to pilot bus lane and transit priority during the pandemic
- (2022 traffic volumes at about 80% of previous levels)





EXISTING CONDITIONS REVIEW

Research and Data Collection

Planning Documents

- Regional short and long range plans
- Transit strategic and mobility plans
- Active transportation plans
- Climate action plans

Policy Decisions

- Planning (SB288 CEQA Exemption)
- Funding
- Operations (AB917 Lane Enforcement)
- Housing Coordination

Data Sources

- Population, employment, and equity demographics
- Land use and development
- Trip origins & destinations
- Transit, roadway, bicycle, and pedestrian features
- Transit ridership and performance
- Traffic data
- Climate and environmental data



CORRIDOR SCREENING GOALS, CRITERIA AND METHODOLOGY

Corridor Screening and Evaluation



- Screen and evaluate for:
- » Ridership, mode split and throughput
 - » Travel time and reliability benefits
 - » VMT and GHG
 - » Equity and accessibility
 - » Ease of implementation
 - » Cost, funding, and ROI
 - » Corridor compatibility

High Level Methodology

Step I. Identification & Screening

1. Develop goals (and relative importance) for priority treatments
2. Associate metrics and weights to each goal
3. GIS assessment of metrics for corridors throughout region
4. Alternative methods for goals or treatments that are less quantifiable
5. Develop a first list of corridors or areas that pass screening thresholds



Step II. Evaluation & Prioritization

1. Apply treatment types to screened corridors based on feasibility/suitability criteria
2. Code and run in SCAG model based on sensitivity test results
3. Calculate and weight model-derived metrics
4. Off-model calculations and adjustments as needed (minimize)
5. Review and prioritize based on goals and geographic considerations

17

Corridor Screening Summary

Over 46,500 links were analyzed to arrive at a set of about 100 corridors/areas to advance to full evaluation

County	Recommend to Advance		Possible to Advance, but Likely Drop	
	Freeway	Arterial	Freeway	Arterial
Imperial	0	2	0	8
Los Angeles	7	48	22	122
Orange	5	5	4	16
Riverside	4	5	4	17
San Bernardino	3	8	5	10
Ventura	1	6	2	9
Total	20	74	37	182

18

High Level Methodology

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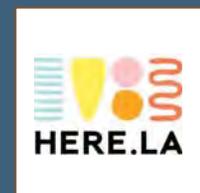
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19

Next Steps

- Transit Priority Best Practices Report – Toolkit
- Corridor Evaluation (**Step 2**)
- Final Report by **September 2022**





THANK YOU

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