



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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Los Angeles, CA 90017
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HYBRID (IN-PERSON & REMOTE PARTICIPATION) *

TRANSPORTATION COMMITTEE

*In-Person & Remote Participation**

Thursday, September 1, 2022

9:30 a.m. – 11:30 a.m.

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

To Attend and Participate on Your Computer:

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

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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, August 31, 2022. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

All written comments received after 5pm on Wednesday, August 31, 2022 will be announced and included as part of the official record of the meeting.

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

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

OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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



Instructions for Participating in the Meeting

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

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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.

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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 – September 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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- 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, September 1, 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, August 31, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the 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, August 31, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the 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 – July 7, 2022

Receive and File

2. CEQA Initiation for the Connect SoCal 2024 Program Environmental Impact Report
3. Connect SoCal CEQA Addendum No. 3 to Programmatic Environmental Impact Report (State Clearinghouse No. 2019011061)
4. Transportation Conformity Determinations of Proposed Final 2023 Federal Transportation Improvement Program (FTIP) and Proposed Final 2020 Connect SoCal Amendment #2
5. Equity Analysis Update (formerly Environmental Justice Analysis) - Performance Measures
6. Digital Equity Call to Action to Increase Access to Affordable Broadband
7. Transit Ridership Update
8. Connect SoCal 2024 Project List Solicitation Process

ACTION ITEMS

9. Approval of 2023 Federal Transportation Improvement Program (FTIP) and Connect SoCal 2020 Amendment 15 Mins.

(John Asuncion, Senior Regional Planner)

RECOMMENDED ACTION:

Recommend Regional Council approval of the 2023 Federal Transportation Improvement Program (FTIP) and Connect SoCal (2020 RTP/SCS) Amendment 2, including the associated transportation conformity at its October 6, 2022 meeting.

10. Active Transportation Program Updates 10 Mins.
(Cory Wilkerson, Program Manager)

RECOMMENDED ACTION:

Recommend that the Regional Council approve the amended 2023 Cycle 6 Active Transportation Program (ATP) Regional Guidelines as well as the amended Cycle 5 ATP Regional Program Contingency List.



TRANSPORTATION COMMITTEE AGENDA

INFORMATION ITEMS

11. Metro Transit Ambassador Pilot Program Services 20 Mins.
(Desarae Jones, Senior Director, and Oscar Barcena, Senior Administrative Analyst, Metro (LACMTA))
12. Transportation Committee 12-Month Framework and Lookahead 10 Mins.
(Annie Nam, Deputy Director of Transportation)
13. Goods Movement Communities Opportunities Assessment Update 20 Mins.
(Alison Linder, 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
September 1, 2022

MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, JULY 7, 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.iqm2.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. 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. Ross Chun, Aliso Viejo	OCTA
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. Laura Hernandez, Port Hueneme	District 45
Hon. Mike T. Judge, Simi Valley	VCTC
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Linda Krupa, Hemet	WRCOG



Hon. Richard Loa, Palmdale	NCTC
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. 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. Zak Schwank, Temecula	District 5
Hon. Marty Simonoff, Brea	District 22
Hon. Jeremy Smith, Canyon Lake	Canyon Lake
Hon. Ward Smith, Placentia	OCCOG
Hon. Jose Luis Solache, Lynwood	District 26
Hon. Karen Spiegel	Riverside County
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Jess Talamantes, Burbank	Pres. Appt.
Hon. Steve Tye	District 37
Hon. Michael Vargas	Riverside County
Hon. Scott Voigts, Lake Forest	OCCOG
Hon. Don Wagner	Orange County
Hon. Alan Wapner, Ontario	SBCTA/SBCOG

Members Not Present:

Hon. Kathryn Barger	Los Angeles County
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Lindsey Horvath	WSCCOG
Hon. Paul Krekorian	District 49
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Blanca Pacheco	GCCOG
Hon. Hilda Solis	Los Angeles County
Hon. Cheryl Viegas-Walker, El Centro	District 1



Hon. Alicia Weintraub, Calabasas	LVMCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Ray Marquez, Chino Hills, District 10, called the meeting to order at 9:30 a.m. Hon. Larry McCallon, SBCTA, District 7, 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, 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

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

AYES: BACERRA, BECERRA, BENOIT, BETTS, BROWN A., DO, DORRIS, DUTREY, GAZELEY, GIBBS, GOODELL, HAGMAN, HAMADA, HARNIK, HERNANDEZ, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, MOORE, NAVARRO, PRIMUTH, REECE, SALEH, SANDOVAL, SANTOS, SCHWANK, SIMONOFF, SMITH J., SMITH W., SPIEGEL, STERNQUIST, TALAMANTES, VARGAS, VOIGTS, WAGNER, WAPNER (44)

NOES: NONE (0)

ABSTAIN: SPIEGEL (Item No. 1) (1)

INFORMATION 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

Chair Marquez opened the Public Comment Period.

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

John Asuncion, SCAG staff, reported on the Draft 2023 FTIP and Draft Connect SoCal (2020 RTP/SCS) Amendment #2 release for a required 30-day public review and comment period. Mr. Asuncion stated the FTIP is a federally mandated list of transportation investment priorities in the region. Federal regulations require the FTIP be updated at least every four years, but SCAG updates it every two years to be consistent with the State Transportation Improvement Program (STIP). He noted the FTIP is a multimodal list of fully funded capital improvements programmed with various federal, state and local sources planned over a six-year period. It is prepared in consultation with the County

Transportation Commissions. The FTIP is amended frequently to reflect updates to funding, schedules and program priority changes.

Nancy Lo, SCAG staff, reported on Connect SoCal Amendment #2. Ms. Lo stated that an amendment is sought at this time due to revised project scope, description, schedule or change in cost. She noted Amendment #2 contains 102 modifications to financially constrained projects. Scheduled public hearings were reviewed and she noted final approval will be sought from the Transportation Committee in September and the Regional Council in October.

A MOTION was made (Hagman) to recommend 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. The motion was SECONDED (Brown A.) and passed by the following roll call votes.

AYES: BACERRA, BECERRA, BENOIT, BETTS, BROWN A., CHUN, DO, DORRIS, DUTREY, GAZELEY, GIBBS, GOODELL, HAGMAN, HAMADA, HARNIK, HERNANDEZ, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, NAVA-FROELICH, NAVARRO, PRIMUTH, REECE, RUIZ, SALEH, SANDOVAL, SANTOS, SCHWANK, SIMONOFF, SMITH J., SMITH W., SPIEGEL, STERNQUIST, TALAMANTES, TYE, VARGAS, VOIGTS, WAGNER, WAPNER (47)

NOES: NONE (0)

ABSTAIN: NONE (0)

9. Regional Campaign Efforts for the Affordable Connectivity Program

Chair Marquez opened the Public Comment Period.

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

Marissa Canche, California Emerging Technology Fund (CETF), reported on the Affordable Connectivity Program. Ms. Canche stated the CETF was established by the California Public Utilities Commission with seed funding from internet service providers. The goal is to provide funding and strategic leadership to community-based organizations, local governments and civic organizations. She introduced the Affordable Connectivity Program (ACP) which provides long-term subsidy funding for low-income families. She further noted the CETF seeks to enroll 4.5 million households into the ACP by 2024 and 4.74 million by 2027. Ms. Canche stated the City of Los Angeles has a public education campaign for the ACP and encouraged cities to partner with them including linking with their social media and other marketing channels. Additionally, libraries, senior centers, clinics

and other venues can assist with disseminating information to the public. She reviewed additional CETF opportunities available to cities.

10. Connect SoCal 2024 – Draft Vision, Goals, and Performance Measures

Chair Marquez opened the Public Comment Period.

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

Courtney Aguirre, SCAG staff, provided an update on Connect SoCal 2024. Ms. Aguirre stated a goal for the plan is to work toward a more accessible, connected and equitable future and highlighted the central themes of mobility, communities, environment and the economy. She reviewed mobility goals including building and maintaining a robust transportation network connecting vibrant, human-centered communities in urban, suburban and rural settings to increase mobility and reduce travel distances. In addition, the plan seeks to support a sustainable, efficient and productive regional economic environment. Ms. Aguirre next reviewed performance measures and other monitoring efforts as well as stakeholder engagement currently underway.

11. Go Human Mini-Grant Awards to Improve Traffic Safety

Chair Marquez opened the Public Comment Period.

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

Andres Carrasquillo, SCAG staff, reported on Go Human Mini Grants. Mr. Carrasquillo explained Go Human is SCAG's active transportation safety and encouragement campaign offering a robust series of programs aimed at improving street safety. These include safety advertising campaigns, demonstration projects and capacity building. He noted Go Human is funded by a \$1.25 million grant from California Office of Traffic Safety. The goals for the mini grants include improving traffic safety and building community resilience. Other program support includes co-branded safety material, Kit of Parts for temporary street demonstrations as well as ongoing partnerships with communities. Mr. Carrasquillo stated \$350,000 has been awarded to 26 recipients. He reviewed the successful awardees and projects.

12. Regional Dedicated Transit Lanes Study Update

Chair Marquez opened the Public Comment Period.

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

Priscilla Freduah-Agyemang, SCAG staff, provided an update on the Regional Dedicated Transit Lanes Study. She noted the transit lanes study supports the goals of Connect SoCal 2020 and seeks to identify best practices, key benefits and important factors for successful implementation of dedicated transit lanes. The study also seeks to support the development of a regional network of dedicated bus lanes and priority treatments to enable enhanced transit services, improve mobility, accessibility and sustainability. Further, it will identify key benefits of dedicated bus lanes, priority treatments and primary factors for implementation. An additional goal is to develop recommendations and guidance for local jurisdictions that are seeking to pilot or implement bus lanes or priority treatments. Stakeholder outreach and key study elements were reviewed.

CHAIR'S REPORT

Chair Marquez reported on a recent Executive Administrative Committee Retreat where options were discussed to provide greater opportunities for committee members to discuss policy and provide direction. A survey will be forwarded to committee members seeking feedback and members are encouraged to share their preferences.

METROLINK REPORT

Hon. Art Brown, Buena Park, District 21, reported Metrolink has recently equipped some of its trains with a new earthquake warning system that can automatically slow or halt travel during an earthquake. The first trains to receive the new technology are on Metrolink's 91/Perris Valley Line between Riverside and Perris. That route was selected because of its ridership profile as well as its proximity to several major fault lines. Also, the 2022 Metrolink Customer Survey was conducted in April 2022 to understand changes in ridership demographics and customer behavior due to the pandemic. It showed that pre-pandemic, 80% of Metrolink trips were commute trips. This has declined to just over half (52%) of total ridership now. At the same time, the percentage of non-commute trips has more than doubled, from 20% pre-pandemic to 48% now. "Traditional" commuters have always traveled four or more days per week and have represented 70% of total riders before the pandemic, but now they represent just 32% of total ridership.

STAFF REPORT

David Salgado, SCAG staff, reported meetings are currently being conducted for the Local Data Exchange. He noted it is an opportunity for local jurisdictions to provide growth and development forecasts and staff will meet personally with all jurisdictions to discuss growth and development patterns. Additionally, RHNA reform efforts continue, and SCAG has been seeking input which will be conveyed to HCD.

FUTURE AGENDA ITEMS

Hon. Jan Harnik, Palm Desert, RCTC, suggested workshops for jurisdictions on how to submit a successful application for Go Human grants and other available funding opportunities. Hon. Lorrie Brown, Ventura, District 47, requested an agenda item to explore the impact on homeless individuals on transit and the effect on ridership.

ADJOURNMENT

There being no further business, Chair Marquez adjourned the Transportation Committee meeting at 11:36 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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

Solache, Jose Luis	Lynwood	District 26	1	1							
Solis, Hilda		Los Angeles County									
Spiegel, Karen		Riverside County		1							
Sternquist, Cynthia	Temple City	SGVCOG	1	1							
Talamantes, Jess	Burbank	AVCJPA	1	1							
Tye, Steve	Diamond Bar	District 37		1							
Vargas, Michael		Riverside County	1	1							
Viegas-Walker, Cheryl	El Centro	District 1	1								
Voigts, Scott	Lake Forest	Orange County		1							
Wagner, Don	Orange County	Orange County	1	1							
Wapner, Alan		SBCTA	1	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
September 1, 2022

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Karen Calderon, Senior Regional Planner
(213) 236-1983, calderon@scag.ca.gov
Subject: CEQA Initiation for the Connect SoCal 2024 Program Environmental
Impact Report

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

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

BACKGROUND:

Connect SoCal is a long-term plan which emphasizes the development and preservation of the region’s transportation system. For a transportation project to become eligible for federal and state funding, it must be included in the financially-constrained portion of the RTP. In addition, per state law, the Plan must include a Sustainable Communities Strategy (SCS) that demonstrates

compliance with California Air Resources Board greenhouse gas (GHG) emission reduction targets from cars and light duty trucks.

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

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

CURRENT STATUS OF THE 2024 PEIR:

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

NEXT STEPS:

SCAG staff will be preparing a Notice of Preparation (NOP) of a PEIR for the upcoming Connect SoCal 2024 and come back to the EEC to seek authorization for the release of the NOP, which will formally kick-off the PEIR process. The NOP will undergo a required 30-day public review and

comment period to notify public agencies, organizations, and interested parties that SCAG plans to prepare a PEIR for Connect SoCal 2024 and seek their comments and input with respect to the scope and content of the environmental information to be considered and evaluated in the Draft PEIR. Following the release of the NOP and during the public review phase, SCAG staff will host two (2) public scoping meetings. The public scoping meetings will provide a presentation on Connect SoCal's process and vision and allow for further comments on the environmental information to be included in the PEIR. Comments and input received will be evaluated for incorporation into the Draft PEIR and could potentially serve as a guidance tool to conduct environmental analysis.

FISCAL IMPACT:

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



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
September 1, 2022

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

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

RECOMMENDED ACTION FOR EEC:

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

RECOMMENDED ACTION FOR CEHD, TC, AND RC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

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

measures, Findings of Fact, and Statement of Overriding Considerations contained in the previously certified PEIR and Addendum No. 1 and Addendum No. 2.

An informational copy of draft Addendum No. 3 to the PEIR was provided to EEC for review on July 7, 2022. No comments were received. No revisions were made between the draft version, provided to the EEC, and the proposed final version. The proposed final Addendum No. 3 to the PEIR and the proposed final resolution are attached to this staff report. SCAG staff recommends that the EEC recommend that the Regional Council adopt a Resolution to approve Addendum No. 3 to the Connect SoCal Program Environmental Impact Report (PEIR). Following EEC's recommendation, staff will take the proposed final Addendum No. 3 to the PEIR and Resolution to SCAG's Regional Council to consider for approval on October 6, 2022.

BACKGROUND:

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

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

the projects spread across multiple counties. A complete list of the project changes is available in Amendment No. 2.

BASIS FOR A PEIR ADDENDUM:

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

PRELIMINARY PROGRAMMATIC ENVIRONMENTAL ASSESSMENT:

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

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

Summary of Findings:

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

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

Environmental Impact	Compared to the Previously 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 and addressed in the previously certified Connect SoCal PEIR, PEIR Addendum No. 1 and PEIR Addendum No. 2. Therefore, as reflected in Addendum No. 3 no substantial physical impacts to the environment beyond those already anticipated and disclosed in the Connect SoCal PEIR are anticipated to result from the changes and additions identified in the Connect SoCal Amendment No. 2. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, National Environmental Policy Act (NEPA), and all applicable regulations. No changes to the mitigation measures or alternatives contained in the Connect SoCal PEIR are necessary or proposed. ***The proposed final Addendum No. 3 to the PEIR is attached to this staff report.***

CONCLUSION:

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

NEXT STEPS:

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

FISCAL IMPACT:

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

ATTACHMENT(S):

1. Proposed Final Addendum No 3 to the PEIR
2. Proposed Final Resolution for Approving Addendum No. 3 to the PEIR

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



PROPOSED FINAL ADDENDUM #3
TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

SEPTEMBER 1, 2022

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PROPOSED FINAL ADDENDUM #3

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

SEPTEMBER 1, 2022

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

CONNECT SOCAL Proposed Final Addendum #3 to the Program Environmental Impact Report

1.0 INTRODUCTION

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

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

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

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

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

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

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

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

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

3.9 HAZARDS AND HAZARDOUS MATERIALS

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

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

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

TABLE 3-7 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 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

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.



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PROPOSED FINAL ADDENDUM #3

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

SEPTEMBER 1, 2022

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

Attachment: Proposed Final Addendum No 3 to the PEIR (Connect SoCal CEQA Addendum No. 3 to the





RESOLUTION NO. 22-XXX-XX

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING ADDENDUM NO. 3 TO THE PREVIOUSLY CERTIFIED 2020-2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2020 RTP/SCS OR CONNECT SOCIAL) PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

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

REGIONAL COUNCIL OFFICERS

President Jan C. Harnik, Riverside County Transportation Commission

First Vice President Carmen Ramirez, County of Ventura

Second Vice President Art Brown, Buena Park

Immediate Past President Clint Lorimore, Eastvale

COMMITTEE CHAIRS

Executive/Administration Jan C. Harnik, Riverside County Transportation Commission

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Ray Marquez, Chino Hills

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

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

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

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

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

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

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

Attachment: Proposed Final Resolution for Approving Addendum No. 3 to the PEIR (Connect SoCal CEQA Addendum No. 3 to the PEIR)

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

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

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

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

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

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

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

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

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

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

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

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 6th day of October, 2022.

Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



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
September 1, 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: Transportation Conformity Determinations of Proposed Final 2023
Federal Transportation Improvement Program (FTIP) and Proposed Final
2020 Connect SoCal Amendment #2

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council approve the transportation conformity determinations of the proposed final 2023 FTIP and the proposed final 2020 Connect SoCal Amendment #2; and direct staff to submit to the Federal Highway Administration and Federal Transit Administration for approvals at its October 6, 2022 meeting.

RECOMMENDED ACTION FOR CEHD & TC:

Receive and File.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Pursuant to federal and state law and in cooperation with County Transportation Commissions (CTCs) and stakeholders, SCAG has developed the Draft 2023 Federal Transportation Improvement Program (FTIP) and the Draft 2020 Connect SoCal (2020 RTP/SCS) Amendment #2 including the associated transportation conformity analyses. At its July 7, 2022 meeting, the Regional Council (RC) authorized the release of the Draft 2023 FTIP and the Draft 2020 Connect SoCal Amendment #2, including the associated transportation conformity analyses for a 30-day public review and comment period. SCAG received a total of 24 comments on the Draft 2023 FTIP. The comments were for the most part technical in nature and do not raise issues that affect the associated conformity analyses. SCAG staff is working closely with the CTCs to address the comments. Based on an initial review and analysis of the comments, SCAG staff does not anticipate significant changes to the proposed final 2023 FTIP. SCAG received no comments on the Draft 2020 Connect SoCal Amendment #2. Staff does not anticipate significant changes to the proposed final

Amendment # 2. In addition, SCAG staff has determined that the proposed final 2023 FTIP and the proposed final 2020 Connect SoCal Amendment #2 meet all federal transportation conformity requirements. At their respective meetings on September 1, 2022, SCAG staff will present a final summary of comments and responses, the proposed final 2023 FTIP, and the proposed final 2020 Connect SoCal Amendment #2 to the Transportation Committee (TC), and the associated transportation conformity analyses to the EEC. Staff will ask the committees to consider recommending that the RC adopt the proposed final 2023 FTIP and the proposed final 2020 Connect SoCal Amendment #2 including the associated transportation conformity determinations at its October 6, 2022 meeting.

BACKGROUND:

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

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

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

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

Staff had performed the required transportation conformity analyses demonstrating conformity for

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

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

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

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

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

The proposed final 2020 Connect SoCal Amendment No. 2 is available at:
www.scag.ca.gov/post/amendment-2-0



FISCAL IMPACT:

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



AGENDA ITEM 5
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
September 1, 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:

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). PEPAs include 10 categories and utilize two methodologies to determine eligibility to capture vulnerable communities and incorporate equity more fully into the analysis. Statutory requirements would continue to be addressed with this shift.

REFINED APPROACH:

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

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.

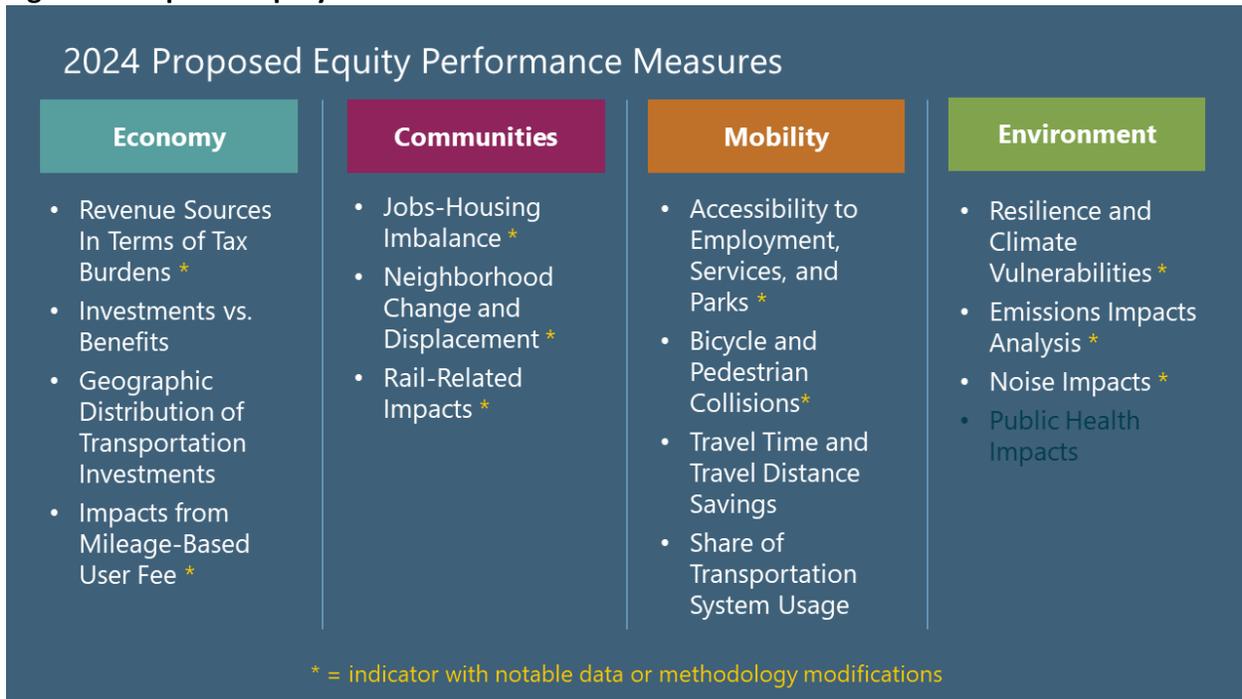
Reorganizing Equity Performance Measures

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 **Bicycle and Pedestrian Collisions** performance measure to report the number and rate of collision-related fatalities and serious injuries, including active transportation modes, and add overlays with the regional High Injury Network and bicycle infrastructure.
- Add extreme heat and tree canopy analyses to **Resilience and Climate Vulnerabilities**.
- Update and include new datasets in **Resilience and Climate Vulnerabilities**.

Staff recommends the following consolidations for the equity performance measures:

- Explore cross-referencing other technical reports with housing-related analysis for **Jobs-Housing Imbalance** and **Neighborhood Change and Displacement**.
- Combine and rename previous accessibility performance measures (“Accessibility to Employment & Services” and “Accessibility to Parks & Education Facilities”) into **Accessibility to Employment, Services & Parks**.
- Rename the previous “Climate Vulnerability” performance measure to **Resilience and Climate Vulnerabilities**.
- Rename “Active Transportation Hazards” performance measure to **Bicycle and Pedestrian Collisions**.
- Consolidate the previous “Emissions Impacts Along Freeways and Highly Traveled Corridors” analysis under a single **Emissions Impact Analysis** performance measure.
- Combine the previous “Aviation Noise Impacts” and “Roadway Noise Impact” analyses under **Noise Impacts**.
- 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 morning peak period (6 - 9 a.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 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	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	Bicycle and Pedestrian Collisions	Bike and pedestrian collisions	X	Analysis of population by demographic group for areas that experience highest rates of bicycle and pedestrian collisions	Revised	Renamed from "Active Transportation Hazards"; 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

September 1, 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



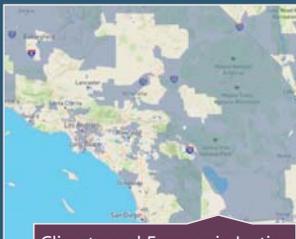
Conducted extensive research

- 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



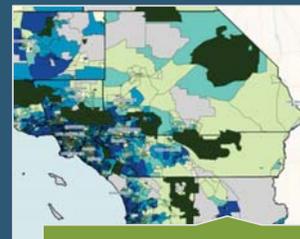
CalEnviroScreen Disadvantaged Communities, OEHA/ Cal EPA



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

Environment

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

* = indicator with notable data or methodology modifications

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

Communities

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

Enhancements

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

Proposed Changes - Communities

Communities

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

Consolidation

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

Proposed Changes - Mobility

Mobility

- Accessibility to Employment, Services, and Parks
- **Bicycle and Pedestrian Collisions**
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage

Enhancements

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

Proposed Changes - Environment

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

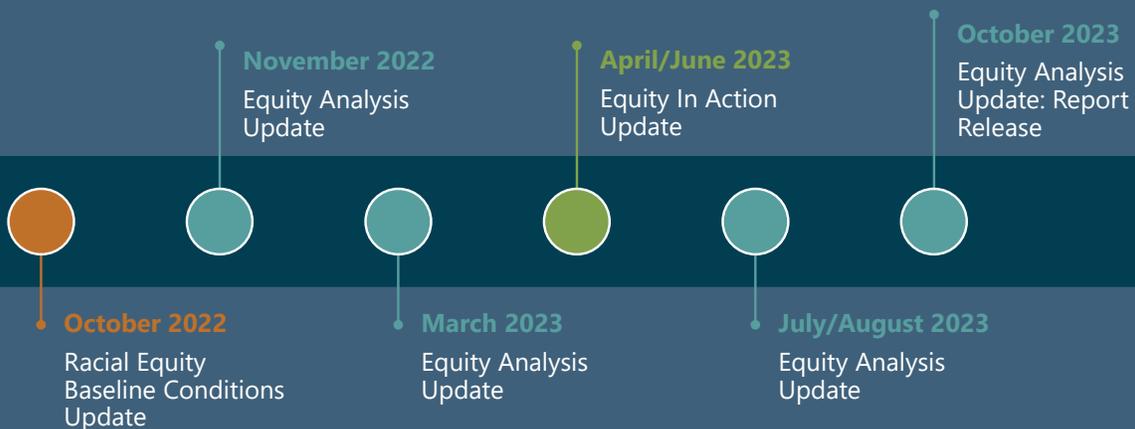
- Accessibility to Employment, Services, and Parks *
- Bicycle and Pedestrian Collisions*
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage

Environment

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

* = indicator with notable data or methodology modifications

Next Steps





THANK YOU!

For more information, please visit:

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

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AGENDA ITEM 6
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
September 1, 2022

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Hannah Brunelle, Senior Planner
(213) 236-1907, brunelle@scag.ca.gov

Subject: Digital Equity Call for Action to Increase Access to Affordable Broadband

RECOMMENDED ACTION FOR RC:

Approve Resolution No. 22-646-2 to set forth a digital equity Call for Action to increase access to affordable broadband throughout Southern California and invite cities and counties within the SCAG region to partner with SCAG to support regional engagement.

RECOMMENDED ACTION FOR TC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On July 7, 2022, the California Emerging Technology Fund (CETF) provided an overview of their marketing campaign for the Affordable Connectivity Program (ACP) to SCAG’s Transportation Committee.¹ As stated in the previous staff report and presentation; to provide access to affordable internet to unserved and underserved areas across the region, SCAG is partnering with CETF for a Digital Equity Call for Action to leverage and bolster the existing campaign for the ACP. SCAG seeks to explore opportunities to support the promotion of the ACP in alignment with SCAG’s Vehicles Miles Traveled (VMT) reduction goals and equity commitments, as established in SCAG’s commitment to racial equity in the July 2020 Resolution and the adopted Racial Equity Early Action Plan. This pilot is also in support of SCAG’s “Go Human Evolution” project. The “Go Human Evolution” project provides a framework for leveraging Go Human’s successful community engagement strategies across a variety of programmatic areas, extending beyond active transportation and mobility justice and into areas related to housing, broadband, and other key planning areas.

¹ Regional Campaign Efforts for the Affordable Connectivity Program. Accessible at: <https://scag.ca.gov/sites/main/files/file-attachments/tc070722fullpacket.pdf?1656643349> (Agenda Item 9, Packet Page. 127).

For this presentation, the California Emerging Technology Fund (Sunne McPeak and Marissa Canche) and SAESHE, Inc. will provide an overview regarding an overview of the state of broadband, funding sources, and their ACP Campaign. SCAG Staff will provide an overview of SCAG's role in promoting the ACP campaign and its linkage to SCAG's Go Human Program.

BACKGROUND:

On November 15, 2021, Congress approved \$14.2 Billion for the ACP as part of the Infrastructure Investment and Jobs Act (IIJA).² 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 Internet Service Provider (ISP) to select an eligible plan and have the discount applied to the monthly bill.

ACP Eligibility Criteria:

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

² Affordable Connectivity Program available at: <https://www.affordableconnectivity.gov/>

- 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)

The ACP Program allows for ISPs to provide both wireline (Fiber/Cable) and wireless (5G) services.³

Work Efforts and Partnership with CETF:

The California Emerging Technology Fund (CETF) a non-profit organization established in 2005 and pursuant to the orders from the California Public Utilities Commission (CPUC).⁴ 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 President and CEO (Sunne McPeak) and Senior Vice President (Susan Walters) 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.⁵, 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 (See Attachment 1 – Sample Ad Campaign).

While local jurisdictions have expressed concern over the cost of an advertising campaign, CETF along with SAESHE Inc. have provided education and a work model to conduct a campaign in a cost-effective and timely manner. For example, the Los Angeles County has spent approximately \$255,000 on advertisement and CETF have provided additional support and spent approximately \$100,000 to manage a call center, with assistance from CBOs. As a result, enrollment have increased by 44% in December 2021.

³ A list of qualifying providers can be found at: <https://www.fcc.gov/affordable-connectivity-program-providers#California>

⁴ For more information regarding CETF, please visit: <https://www.cetfund.org/>

⁵ For more information regarding Saeshe Inc., please visit: <https://saeshe.com/>

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 partnership, SAESHE Inc. assists by reviewing the call volume daily and coordinates with media outlets. CBO Partners and CETF reviews the numbers on a weekly basis to track adoption metrics.

About Go Human

Go Human is a nationally recognized, award winning community engagement program with the goals of reducing traffic collisions and encouraging people to walk and bike more in the SCAG region. The *Go Human* campaign is a collaboration between SCAG and the health departments, transportation commissions, and other local partners from six counties in the region – Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The *Go Human* campaign was originally launched in 2015 to reduce traffic collisions and encourage people to walk and bike more.

Since its inception, *Go Human* activities have expanded the conversation beyond vehicular violence into a variety of programs that mainly fall into co-branded safety advertising and messaging, tactical demonstrations, and local champion engagement. The program has successfully engaged local partners across a variety of engagement efforts, including awarding over \$880,000 to 106 CBOs across four funding rounds of the *Go Human* Mini-Grant Program. Through co-branded advertising efforts, *Go Human* has engaged over 126 partners and achieved 1.3 billion impressions. The program has partnered with over 60 jurisdictions to demonstrate safety improvements, resulting in over 1/3 of local projects implemented. Additionally, the program engaged 49 local safety champions through the Community Ambassador Program, leading safety initiatives in their communities. For the next phase of *Go Human*, the program looks to build on successes and leverage the strengths of equitable engagement strategies to expand toward supporting broader agency-wide planning and equity goals.

Pilot Program Overview:

Given the timeliness of this issue and potential overlapping partners through *Go Human* (transit providers, cities, schools, housing developers, CBOs), these pilot efforts allow SCAG to operationalize *Go Human* tactics, such as co-branded advertisements, tactical demonstrations, community ambassadors, etc., to other planning and policy issues. This program will incorporate a direct planning element in the engagement in addition to general outreach for the ACP, including collecting survey data to inform regional broadband planning and support digital equity and accessibility.

While the goal of the 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. Further, ISP outreach has been challenging

as there are not adequate resources available to assist households. Additionally, language barriers present a challenge as outreach is not accessible in multiple languages. This program aims to close these gaps and support digital equity and accessibility through local engagement and providing strategic resources to communities to bolster the ACP.

This program scope includes four main components, including the following:

- The development of an outreach plan utilizing effective best practices established through *Go Human* including strategies to effectively reach target communities, especially hard to reach communities including communities of color, historically disinvested communities, and Tribal Governments.
- The creation of a *Go Human* ACP Local Toolkit as a resource for local governments and CBOs.
- The development of a “Digital Navigator” cohort program to lead community engagement efforts in local agencies across the region.
- The development of a sponsorship program and outreach to participating Internet Service Providers (ISPs) to bolster the program.

The program will develop a Toolkit and provide direct support to communities in the SCAG region to implement the Toolkit strategies. The Toolkit will also serve as a resource to eligible areas more broadly, promoted through targeted outreach and partner engagement. The program will also develop cohorts of “Digital Navigators” in counties across the region to lead ACP enrollment in their communities and implement strategies outlined in the Toolkit. Lastly, this pilot will include a sponsorship program to bolster the campaign and local engagement efforts. In coordination with CETF, SCAG will conduct outreach to ISPs and members of the Business Community to raise funding to increase support for the campaign initiatives and awareness of the ACP.

Program Benefits

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 equity. This pilot program includes a variety of co-benefits, including reducing Vehicle Miles Traveled (VMT) and Greenhouse Gas Emissions (GHG) through access to services via affordable broadband, and bridging the digital divide and supporting digital equity and accessibility.

The key program benefits include the following:

- **VMT + GHG Reduction**
 - Telework

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>

- Tele-health
- Tele-education
- E-Commerce
- Access to financial services
- **Access to government resources**
 - Other subsidy programs
 - WIC
 - SNAP
 - EBT
 - Medicare/MediCal
- **Public Health & Health Equity**
 - Reduction of VMT can lead to less particulate matter (PM) dispersed within the underserved communities
 - Access to a range of opportunities through telework, small businesses, better education
 - Underserved communities can reinvest in their communities and contribute to the tax revenue
 - Access to essential public health information, guidance, testing and vaccination resources
- **Disability Justice**
 - Access to the internet is a strategic resource for disabled community members, providing access to inclusion, education, employment opportunities and more.

Next Steps:

For next steps, the project team will collaborate with partners promoting the ACP campaign to finalize a scope of work and hire a consultant to support this effort. In collaboration with partners, SCAG seeks to confirm areas of opportunity and approaches to supporting and expanding ACP promotion efforts through *Go Human* engagement strategies. The program will leverage engagement with *Go Human* partners and expand ACP promotion efforts.

FISCAL IMPACT:

Staff work on this program is funded through the approved OWP numbers, 050.4920.01 - Go Human Evolution and 100.4901.01 - Broadband Planning. \$150,000 is available in the approved FY23 OWP number 050.4920.01 - Go Human Evolution for a consultant.

ATTACHMENT(S):

1. Resolution No. 22-646-2 Digital Equity Call for Action - Increase Access to Affordable Broadband
2. PowerPoint Presentation - Digital Equity Call for Action to Increase Access to Affordable Broadband 2spp



RESOLUTION NO. 22-646-6

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS SETTING FORTH A DIGITAL EQUITY CALL FOR ACTION TO INCREASE ACCESS TO AFFORDABLE BROADBAND THROUGHOUT SOUTHERN CALIFORNIA

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T: (213) 236-1800
www.scag.ca.gov

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to California Government Code Section 6502 et seq.;

REGIONAL COUNCIL OFFICERS

- President
Jan C. Harnik, Riverside County Transportation Commission
First Vice President
Carmen Ramirez, County of Ventura
Second Vice President
Art Brown, Buena Park
Immediate Past President
Clint Lorimore, Eastvale

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange and Imperial, pursuant to Title 23, United States Code Section 134(d);

COMMITTEE CHAIRS

- Executive/Administration
Jan C. Harnik, Riverside County Transportation Commission
Community, Economic & Human Development
Frank Yokoyama, Cerritos
Energy & Environment
Deborah Robertson, Rialto
Transportation
Ray Marquez, Chino Hills

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

WHEREAS, on July 2, 2020, the Regional Council adopted Resolution Number 20-623-2, which recognizes SCAG's role in understanding and communicating the impacts of planning decisions on low-income families, communities of color, and other disadvantaged communities;

WHEREAS, approximately 15 percent of all households within the SCAG region do not have access to adequate internet speeds or have no internet access¹;

WHEREAS, these households are disproportionately located in underserved urban communities and rural communities;

WHEREAS, on February 2, 2021, the Regional Council adopted Resolution Number 21-629-2, which recognizes the need to close the digital divide and provide long-term community benefits that include the ability to fully engage in the digital economy, access existing and emerging services, expands economic opportunities, and is a viable strategy which assists in reducing greenhouse gas (GHG) emissions, and reduction in vehicle miles traveled (VMT);

WHEREAS, the United States Federal Communications Commission (FCC) has established the Affordable Connectivity Program (ACP) to help ensure households can afford the broadband needed for work, school, healthcare, and more;

¹ U.S. Census ACS Survey Data, Household Income in the Last 12 months by Presence and Type of Internet Subscriptions by Household (SCAG Region).

WHEREAS, the ACP provides a discount of up to \$30 per month toward internet service for eligible households and up to \$75 per month for households on qualifying Tribal lands;

WHEREAS, the ACP also provides eligible households 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 toward the purchase price;

WHEREAS, the California Broadband Council (CBC) initiated a “Call for Action” which recognized that over 5 million households in California are eligible for ACP and set a goal to reach a 90% enrollment rate (4.5 million) of eligible households by 2024 and 95% (4.75 million) of eligible households by 2027, which are consistent with the goals of the Affordable Internet and Net Equality Act of 2022 (AB 2751);

WHEREAS, to date, approximately 25% (1.5 million) of eligible households have signed up for ACP and further support is needed to bolster the ACP campaign;

WHEREAS, SCAG’s *Go Human* Program is a proven and successful engagement model to reduce traffic collisions and encourage people to walk and bike more through a variety of local planning and partnership strategies;

WHEREAS, leveraging successful *Go Human* engagement strategies for supporting access to broadband would bolster the ACP campaign and provide support to cities, counties, and other partners currently implementing the ACP campaign;

WHEREAS, SCAG, in partnership with the California Emerging Technology Fund (CETF), would accelerate enrollment in the ACP and fill in existing gaps in the current reach of the campaign through local engagement;

WHEREAS, supporting and expanding the ACP campaign would help bridge the digital divide and support digital equity and accessibility, and support SCAG’s commitment to address racial, social, and economic equity throughout the SCAG region (Resolution 20-623-2);

WHEREAS, increasing access to affordable broadband via the ACP, thereby increasing digital equity and accessibility, would assist in VMT reduction, consistent with the goals and strategies set forth in the 2020-2045 Regional Transportation Plan and Sustainable Communities Strategies (Connect SoCal); and

WHEREAS, bolstering the ACP to bridge the digital divide and support digital equity and accessibility would assist in the development of future Regional Transportation Plans/Sustainable Communities Strategies.

NOW, THEREFORE, BE IT RESOLVED, that the Regional Council of the Southern California Association of Governments:

1. Joins with the CBC and CETF in a “Call for Action” to achieve 90% enrollment rate (4.5 million) of eligible households in ACP by 2024 and 95% (4.75 million) of eligible households by 2027 to provide access to affordable broadband to help bridge the digital divide and support digital equity and accessibility;
2. Calls on Internet Service Providers (ISPs) to work with SCAG, local jurisdictions, and other partners to contribute to the ACP campaign and assist in bridging the digital divide;
3. Supports and commits to playing an active leadership role in fostering collaboration with local jurisdictions within the SCAG region, broadband providers, school districts (K-12), community college districts, universities, community-based organizations, business partners, CETF, MPOs, the State of California, and other federal and regional organizations to expand support for the ACP;
4. Invites and encourages cities and counties within the SCAG region to partner with SCAG to support outreach for the ACP and increase enrollment in the program;
5. Hereby directs staff to pilot *Go Human* engagement strategies to expand support for the ACP and issue a “Call for Action” to local agencies, which may include but are not limited to the following:
 - a. Leverage and form partnerships with entities conducting ACP outreach efforts, including existing partners through CETF;
 - b. Issue strategic communications and a “Call for Action” inviting local agencies and CBOs to partner and participate with SCAG on the campaign;
 - c. Develop an outreach plan to leverage successful *Go Human* strategies to reach eligible communities;
 - d. Develop a multi-lingual local government toolkit with tangible strategies, creative, and other resources to support outreach for the ACP;
 - e. Pilot a Digital Navigator cohort program to lead the implementation of the toolkit strategies in target communities across the SCAG region;
 - f. Conduct outreach to ISPs to pilot a sponsorship program to bolster the campaign;
 - g. Conduct a survey to participants using the toolkit resources to measure success and track outcomes;
 - h. Based on SCAG’s findings, utilize the data for upcoming and future Regional Transportation Plan/Sustainable Communities Strategies.
 - i. Provide periodic updates and metrics regarding ACP sign-ups within the SCAG region to the Regional Council.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meetings this 1st day of September 2022.

Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:

Kome Ajjise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



**Southern California Association of Governments
California Emerging Technology Fund**



- ❑ Statewide Non-Profit Organization
- ❑ Member of California Broadband Council
- ❑ Annual Report to Legislature for Accountability

Terminology

Digital Divide:	Challenge
Digital Inclusion:	Process
Digital Equity:	Result

What is the Digital Divide?

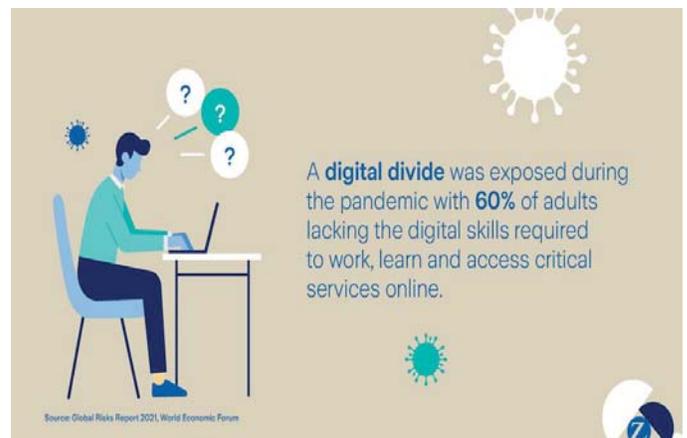
- *The gap between those with Internet access and those without it.*
- *There is not one Divide but multiple Divides!*
- **Availability:** Lack of infrastructure or internet service provider (ISP) service, diverse pool of internet service providers and/or devices.
- **Affordability:** Unaffordable subscription rates.
- **Quality of Service:** Insufficient upload and download speeds.
- **Digital Literacy:** Lack of skills to use devices, navigate the Internet, understand jargon, and troubleshoot issues.

Impacts of Digital Inequities

Those without are at a disadvantage and cannot access:

- Telehealth
- Tele-Education
- Financial Services
- Remote Work
- Emergency Services

Divide is ever-apparent because of the COVID-19 Pandemic





Ubiquitous Deployment – Universal Adoption **SCAG Is Leading the Way!**

➤ **Deployment: RFQPP Process**

- State Middle-Mile Network: 10,000 Miles
- Priority Last-Mile Projects: Target >3 Priority Last-Mile Projects in SCAG Region
- California Public Utilities Commission (CPUC) California Advanced Services Fund (CASF) Federal Funding Account (FFA)
- CPUC CASF Infrastructure Grants Account
- CPUC Local Agency Technical Assistance Grants

➤ **Adoption: *Go Human* Initiative and ACP**

6M HHs in SCAG Region: 2.88M HHs Eligible (48%); 30% Enrolled

- CPUC CASF Adoption
- CPUC CASF Public Housing Accounts
- Federal Communications Commission (FCC) Funding for ACP Outreach



Proposed Partnership between SCAG and CETF **SCAG Is Leading the Way!**

- CETF has met with County, City, Public Health, CBOs, and ISPs to discuss ways to accelerate ACP sign-ups.
- CETF has provided Tool Kits, services, and strategies to those that need financial and strategic support.
- Challenges remain with raising funds and securing commitment from ISPs, and there is lack of awareness and capacity among Local Governments.
- **SCAG can lead local engagement and sponsorship of initiatives.**



Get Connected California! Program

Progress to Date:

- Completed 14 State Partners Weekly Calls
- Completed 12 Information Sessions
- Completed 15 ACP Training Sessions
- Collected 200 Responses from Interest Form

Notable Accomplishments:

- Completed CDE Letter to School Districts
- Confirmed NSLP/CEP Verification Letter
- Coordinated CBO's and Volunteers to Staff Enrollment Sites throughout California

August 27 Enrollment Events – 24 Sites in 12 Counties

- Alameda – Newark
- Fresno – Firebaugh, Huron, Kerman, and Parlier
- Imperial – Calipatria and Heber
- Los Angeles – Los Angeles and Palmdale
- Napa – Napa
- Nevada – Nevada City
- San Bernardino – Fontana and Hesperia
- San Diego – San Diego and San Marcos
- San Luis Obispo – San Miguel
- Santa Barbara – Santa Barbara, Carpinteria, Lompoc, Santa Maria, New Cuyama
- Santa Clara – San Jose
- Yuba – Wheatland



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 Los Angeles County):

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



How Can Cities Get Involved?

Cities in other Counties:

Encourage your County to join *Get Connected California!* and collaborate with CETF. You can 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 community centers).
- Enlist school districts, utilities, other entities that serve the eligible population to help spread the word.
- Host ACP Enrollment Events.



How Can Counties Get Involved?

Join *Get Connected California!*

CETF has a turnkey program that can be implemented in any County to promote ACP cost-effectively:

- Distribution Call Center (Multiple languages)
- Statewide Grantee Network / Digital Navigators
- 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/Cities in the media DMA.

Website and Fliers Available In:

- English
- Spanish
- Vietnamese
- Chinese
- Korean

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

- Check if You Qualify for the Affordable Connectivity Program**
See if your household fits into any eligible categories.
- Apply for the Affordable Connectivity Program**
Choose how you want to apply and submit all necessary documents. Call 866-425-2870 or apply online at internetforallnow.org/applytoday.
- Find a Broadband Provider Near You**
Use the search tool everyoneon.org/locate to find a company that offers ACP discounts. Prices for internet service varies from \$20-\$30 a month which means after the discount is applied, Home Internet may be free.

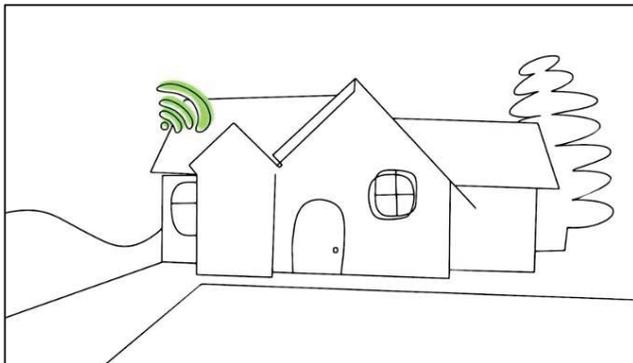
internetforallnow.org/applytoday
Call 866-425-2870 to apply today!

To Be Eligible
someone in your household must be enrolled in 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 \$63,000 or less for a family of 4 (add \$9,000 per additional family member)

Note: The Internet Service Provider cannot require a waiting period or charge market rate before applying the ACP discount.

Ask about Low-Cost New or Refurbished Devices



TV

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

Llame Hoy
844-841-INFO

DELETE THE DIVIDE

Outdoor



Promote *Get Connected California!*

Four Things you Can Do to Get Households Enrolled

1. Distribute [ACP Enrollment Fliers](#)
2. Distribute [Household Information Packets](#)
3. Help [Households Enroll](#)
4. Promote an [ACP Enrollment Site](#) Near You
 - a. Confirmed Sites are [Here](#)

[Other Promotional Tools](#) are Available

Home Internet can be FREE with the ACP discount

The federally-funded Affordable Connectivity Program (ACP) provides eligible households with \$30 monthly discount on Home Internet plans. You can use ACP discount with special low-cost internet plans that cost less than \$30 per month. That means your monthly internet bill could be as low as \$0.

For eligibility, someone in your household must be enrolled in at least ONE (1) of the following:

Lifeline

NFLP (Free or Reduced School Lunch Program)

CalFresh

Medi-Cal or Supplemental Security Income (SSI)

Pell Grant

WIC (Women, Infants & Children)

Or has a Household Income of \$33,000 or less for a family of 4 (add \$9,000 per additional family member)

Note: The internet service provider cannot help you in a waiting period or charge a start-up fee before applying for the ACP discount.

It's easy to apply
Just fill out an application and submit it with a monthly statement from one of the programs listed above.

internetforallnow.org/applytoday

Call **866-935-1519**



Promote *Get Connected California!*

Everything You Need in Two Places

1. [Dropbox](#)
 - a. Host Site Planning Manual
 - b. Household Information Packets
 - c. Promotional Materials
2. [Internet For All Now Website](#)

Fast. Free. For the Family

Home Internet can be free with ACP

Apply Today

Rápido. Gratis. Para la Familia

Internet en el Hogar puede ser gratis con ACP

Solicite hoy mismo



Next ACP Mobilization

Fall: October 2022 – Saturday, October 8 , 2022

Spring: February / March 2023

Get Connected CA Interest Form:
<https://forms.gle/c1zN21hGWZ4xBWBM9>



Digital Equity Call for Action to Increase Access to Affordable Broadband

Go Human Pilots Strategies to Expand Support for the Affordable Connectivity Program (ACP)

WWW.SCAG.CA.GOV

Pilot Program Overview

- To bolster the existing campaign for the ACP, **SCAG will leverage the partnership with the California Emerging Technology Fund (CETF) to support ACP outreach.**
- SCAG seeks to partner with cities, counties, and community-based organizations (CBOs) to **expand ACP outreach and increase sign-ups in unserved and underserved areas.**
- SCAG will utilize ***Go Human* engagement strategies and build on *Go Human* partnerships** to expand outreach.

SCAG's Commitment to Equity & Engagement

- July 2020: SCAG Board adopted [resolution](#) on Equity & Social Justice
- May 2021: SCAG Board adopted [Racial Equity Early Action Plan](#)
- [SCAG Public Participation Plan](#)



About *Go Human*

- *Go Human* was originally launched in 2015 to reduce traffic collisions and encourage people to walk and bike more.
- Since then, *Go Human* has expanded the conversation into a variety of initiatives.
- For the next phase of *Go Human*, the program looks to leverage successful engagement strategies to expand toward agency-wide planning goals.

Local Engagement & Partnerships



Tactical Demonstrations & Safety Messaging



Go Human- Leverage & Build on Successes

Go Human Mini Grants

- 106 awardees across 4 funding rounds
- \$880k+ distributed

Co-Branded Advertising

- 126+ partners
- 1.3 billion impressions

Local Demonstrations

- 60+ partners
- 1/3 projects implemented

Local Champion Engagement

- 49 local leaders across 3 counties through Ambassadors Program
- 130 Safety Pledge signatories

Pilot Program Goals

Leverage successful *Go Human* local engagement strategies

Provide underserved/unserved areas access to affordable internet

Support health equity and disability justice by increasing access to affordable broadband

Expand existing partnerships and build new partners across the region

Support VMT and GHG reduction by increasing access to e-commerce, tele-education, etc.

Implement policy direction of SCAGs adopted Racial Equity Early Action Plan

Pilot Program Objectives

Target unserved and underserved areas based on ACP eligibility

Leverage existing partnerships and build new partners to reach eligible households

Pilot a sponsorship program to bolster the campaign

Develop a toolkit with tangible resources and strategies

Conduct local engagement through Digital Navigators program

Proposed Scope of Work

Local Engagement Throughout Process

Visioning & Strategy

- Partner identification
- Strategy development

Outreach Implementation

- Partnership development
- Targeted engagement
- Digital Navigators Cohort

Local Government Toolkit

- Co-branded messaging
- Strategies & engagement practices

Sponsorship Program

- Engage ISPs to provide sponsorships to bolster campaign

Evaluation & Final Report

- Survey collection & analysis
- Summary report & next steps

Timeline & Next Steps

Refine Scope of Work

• September 2022

Collaborate with CETF and partners promoting the ACP

• September 2022

Release RFP

• October 2022

Initiate Sponsorship Strategy & Outreach

• October 2022

Kick-Off Pilot Program

• Anticipate kick-off early 2023



THANK YOU!

For more information, please visit:

ACP: <https://www.fcc.gov/acp>

Go Human: <https://scag.ca.gov/go-human>



AGENDA ITEM 7
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
September 1, 2022

To: Transportation Committee (TC)
From: Courtney Aguirre, Program Manager II
(213) 236-1990, aguirre@scag.ca.gov
Subject: Transit Ridership Update

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:
Receive and File

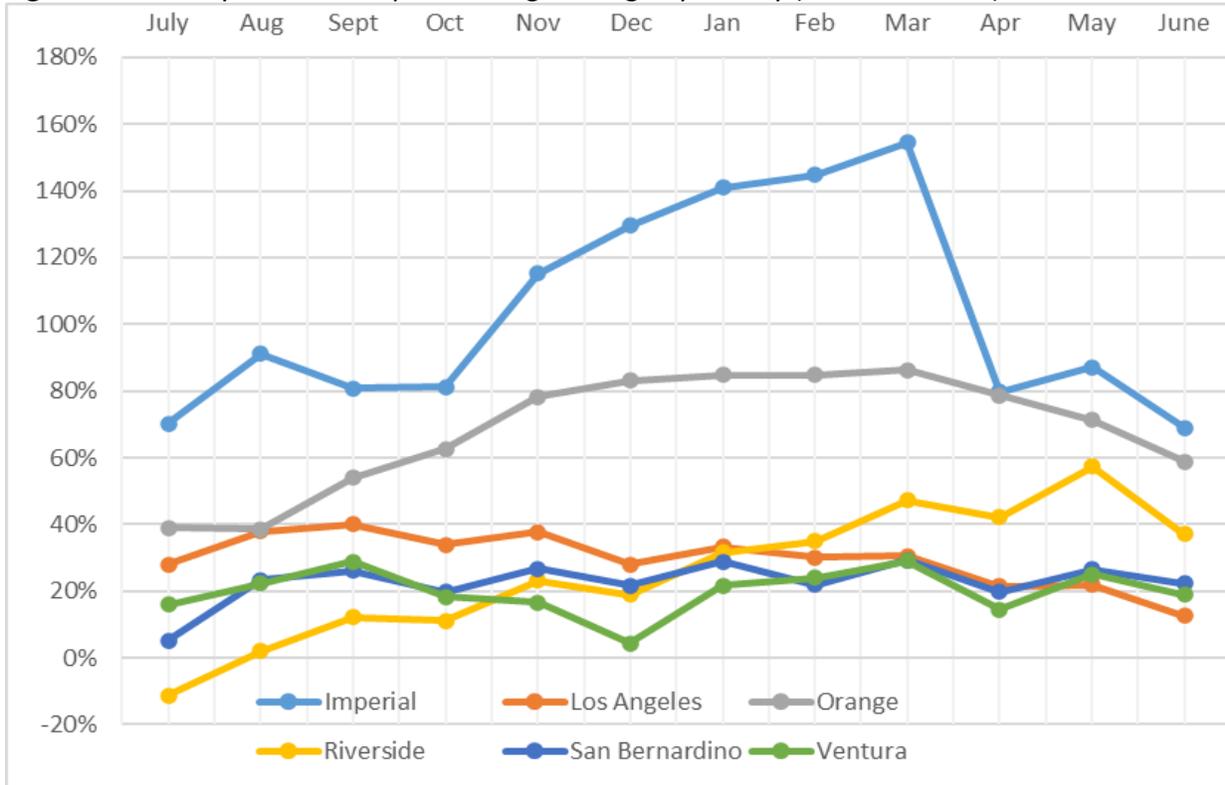
STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:
At the July 7, 2022 Transportation Committee (TC) meeting several comments were raised regarding transit ridership recovery. Since before the pandemic, SCAG staff has monitored transit system performance and reported to the Regional Transit Technical Advisory Committee and in Connect SoCal. In response to the TC comments, staff presents in this report the latest transit ridership data for transit operators across the region. Though transit ridership has improved over the course of the past several years, it is still significantly less than it was prior to the pandemic. Overall, the region’s bus ridership levels are currently 27% below what they were pre-pandemic. For Metro, bus ridership has recovered more than rail ridership. For example, when comparing June 2022 to June 2019, bus ridership was down 26% and rail ridership was down 37%. The issue with rail ridership recovery extends to Metrolink whose ridership is currently 60% lower than it was pre-pandemic at this time. Though some transit operators are optimistic that higher gas prices and worsening traffic congestion may motivate more ridership, driver shortages present an immediate challenge, and many remain uncertain of what the longer term future normal may look like, particularly if remote working remains a norm for discretionary riders who tend to take rail.

BACKGROUND:
In response to comments shared at the July 7, 2022 Transportation Committee regarding transit ridership, SCAG staff has prepared this update depicting the ongoing impacts of the COVID-19 pandemic on transit ridership. Figures 1 and 2 and Table 1 below reflect National Transit Database (NTD) information reported by urban Full Reporters. These graphics demonstrate that bus ridership

levels have improved over the course of the past year, though they are nowhere near their pre-pandemic levels.

Figure 1. Monthly Bus Ridership Percentage Change by County (Year-Over-Year)



Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of June 2022.

Most counties in the region have experienced gains in transit ridership over the course of the past year, with Imperial and Orange Counties experiencing the most significant increases (69% and 59% respectively, comparing June 2021 to June 2022), while Los Angeles, San Bernardino, and Ventura are reflecting more modest gains (13%, 22%, and 19% respectively, comparing June 2021 to June 2022). Riverside County falls somewhere in between, with transit ridership gains of 37%, comparing June 2021 to June 2022. Regional bus ridership overall increased 17%, comparing June 2021 to June 2022. Note: the June increases across the board are lower than they were for the preceding months (e.g., bus ridership overall increased 27% comparing May 2021 to May 2022).

Table 1. Bus Ridership Change by Operator, Fiscal Year-Over-Year

Bus Operator	Qtr1	Qtr2	Qtr3	Qtr4
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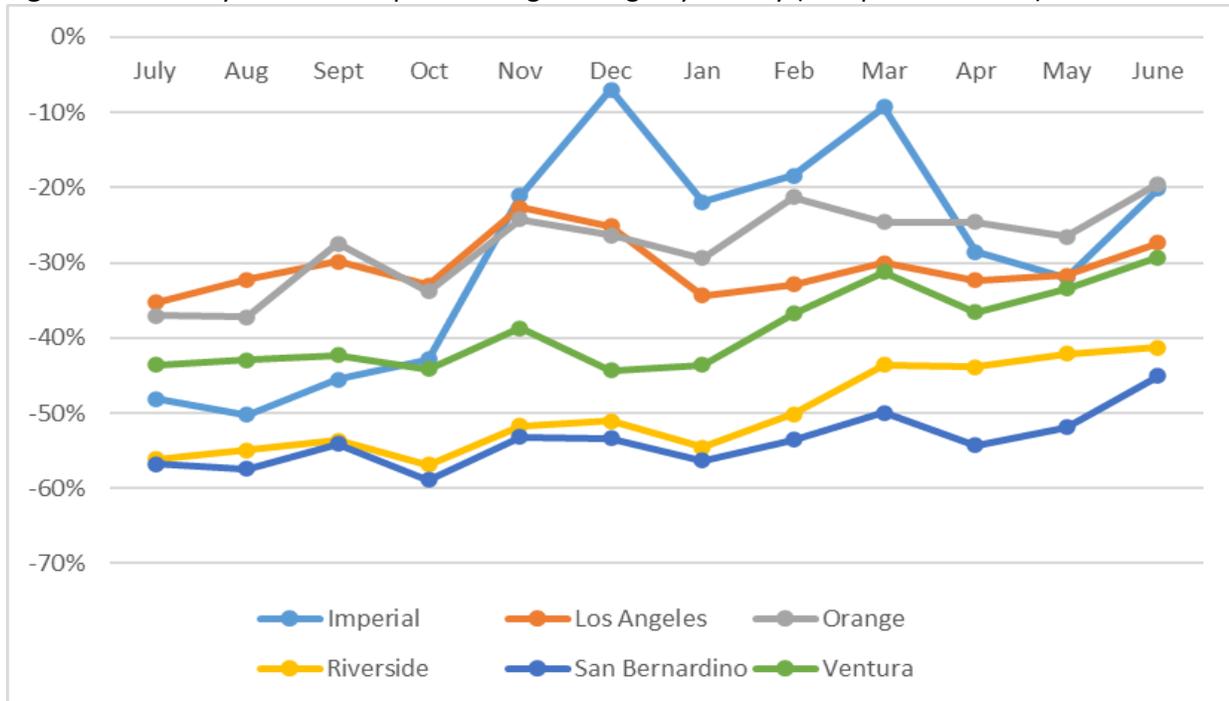
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
Anaheim Transportation Network	98326%	159150%	114607%	2659%
Antelope Valley Transit Authority	9%	25%	32%	23%
Beach Cities Transit (City of Redondo Beach)	97%	99%	96%	43%
City of Commerce Municipal Buslines	67%	66%	149%	181%
City of Glendale	26%	44%	51%	54%
City of Los Angeles Department of Transportation	57%	35%	44%	48%
City of Pasadena	15%	6%	23%	29%
Culver City Municipal Bus Lines	29%	46%	35%	23%
Foothill Transit	-2%	10%	26%	19%
Gold Coast Transit	20%	10%	21%	15%
City of Gardena Transportation Department	36%	36%	28%	22%
Imperial County Transportation Commission	81%	108%	147%	79%
Long Beach Transit	45%	15%	23%	13%
Los Angeles County Metro	36%	36%	31%	17%
Montebello Bus Lines	50%	36%	46%	13%
Norwalk Transit System	7%	5%	25%	17%
Omnitrans	20%	26%	32%	25%
Orange County Transportation Authority	19%	33%	46%	38%
Riverside Transit Agency	3%	26%	56%	63%
Santa Clarita Transit	18%	40%	56%	35%
Santa Monica's Big Blue Bus	16%	18%	34%	35%
SunLine Transit Agency	-3%	5%	15%	19%
Torrance Transit System	52%	13%	-4%	-6%
Ventura Intercity Service Transit Authority	40%	39%	54%	51%
Victor Valley Transit Authority	3%	2%	-9%	5%
TOTAL	35%	36%	36%	23%

Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of June 2022.

Overall, these trends are better than where the region was in June 2020 when regional transit ridership was down by 54%. However, bus ridership is still nowhere near what it was pre-pandemic as reflected in Figure 2 below. In Imperial and Orange Counties, bus ridership remains 20% below

where it was pre-pandemic for the most recent month of data, June. In Los Angeles and Ventura Counties, bus ridership is 27% and 29% below what it was pre-pandemic for the most recent month of data, June. And in Riverside and San Bernardino Counties, bus ridership is 41% and 45% below where it was pre-pandemic for the most recent month of data, June. Overall, the region’s bus ridership levels are currently 27% below what they were pre-pandemic.

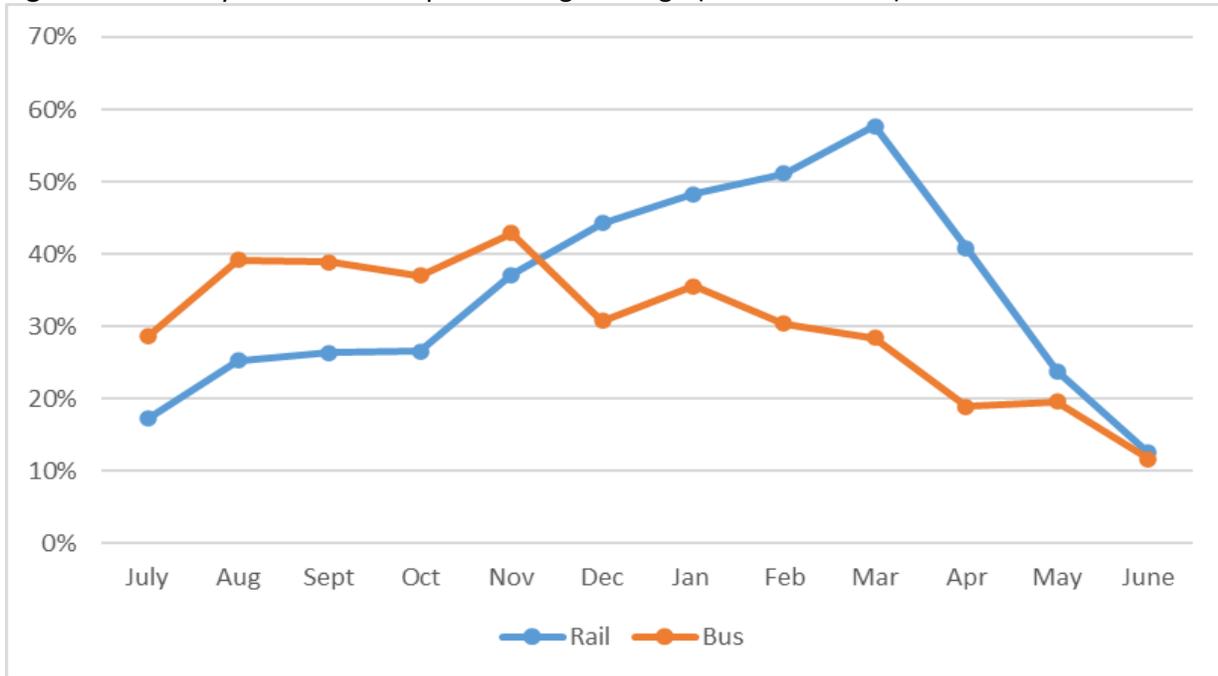
Figure 2. Monthly Bus Ridership Percentage Change by County (Compared to 2019)



Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of June 2022.

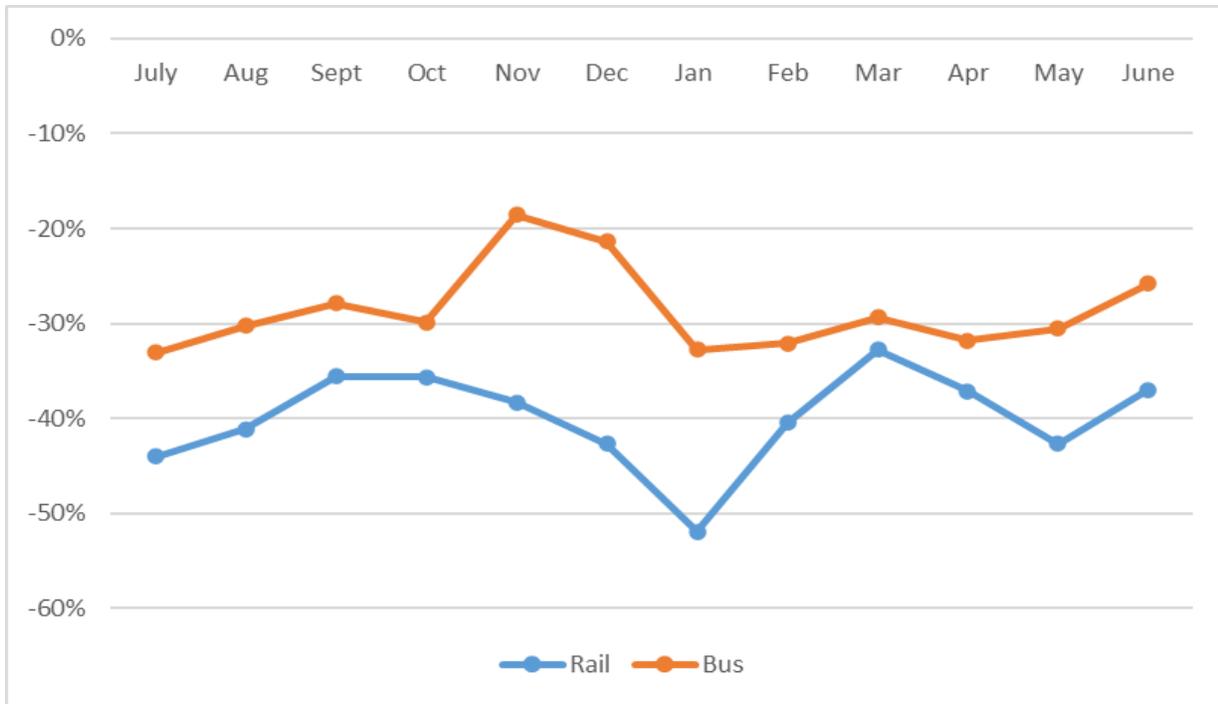
Data reported by Metro for its bus and rail systems through June 2022 are reflected in Figures 3 and 4 below. Metro bus ridership is up by nearly 12% in June 2022 compared to June 2021. Metro rail ridership is up a comparable amount (13%) for the same time period. Similar to other transit operators, Metro ridership increases were more significant in May when they were 20% (bus) and 24% (rail). While these trends are better than where the region was in June 2020, they are still well below pre-pandemic levels. For example, when comparing June 2019 to June 2022, bus ridership was down 26% and rail ridership was down 37%.

Figure 3. Monthly Metro Ridership Percentage Change (Year-Over-Year)



Source: Los Angeles County Metropolitan Transportation Authority, <https://isotp.metro.net/MetroRidership/Index.aspx>, as of June 2022.

Figure 4. Monthly Metro Ridership Percentage Change (Compared to 2019)



Source: Los Angeles County Metropolitan Transportation Authority, <https://isotp.metro.net/MetroRidership/Index.aspx>, as of June 2022.

Metrolink commuter rail ridership is up by nearly 49% in June 2022 compared to June 2021. Though this represents an improvement, ridership is still 60% lower than it was pre-pandemic at this time (June 2022 compared to June 2019). Conversely, Metrolink estimates that it has only recovered 40% of its pre-pandemic ridership. Pre-pandemic, 80% of Metrolink trips were commute trips. That figure has declined to just over half (52%) of total ridership. At the same time, the percentage of non-commute trips has more than doubled, from 20% pre-pandemic to currently 48%. Metrolink has noted that higher gas prices and worsening traffic congestion may help it to continue to attract traditional commuters.¹

American Public Transportation Association (APTA) Ridership Trends Dashboard

APTA and the Transit app developed a dashboard to track demand for transit and estimate real-time changes in ridership. The dashboard compares the differences between pre-pandemic ridership, using ridership figures reported by agencies and estimated ridership during the pandemic. Estimated ridership values for each week are extrapolated values from the most recent quarterly actual ridership figures reported by transit agencies (currently March 2022). Estimated ridership values are modeled based on measures of Transit app usage to provide a current measure of

¹ Metrolink 2022 Customer Survey Staff Report: <https://d2kboqa27fdvtw.cloudfront.net/metrolink/97954c01397b5cd4e13a0002dbcc1ef20.pdf>



demand for public transit. These estimates do not represent actual reported ridership counts from agencies. The dashboard supports comparisons by size, region, and agency and includes estimates for 17 of the largest transit agencies in the SCAG region. The dashboard is available at <https://transitapp.com/apta>.

NEXT STEPS:

Staff will continue to provide updates for ridership trends using the NTD's monthly adjusted data release as the data becomes available.

FISCAL IMPACT:

None.



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
September 1, 2022

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Mike Jones, Program Manager II
(213) 236-1978, jonesm@scag.ca.gov

Subject: Connect SoCal 2024 Project List Solicitation Process

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The Southern California Association of Governments (SCAG) relies on input and collaboration from local agencies in developing the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Every four (4) years, SCAG solicits local data from each of the 191 cities and six (6) counties (through the Local Data Exchange process) and transportation project and program information from the County Transportation Commissions (CTCs). Typically, the long-range transportation plans, transit plans, and local option sales tax measure implementation plans of CTCs serve as the foundation for projects submitted to SCAG for the RTP/SCS. The transportation investment information provided by the CTCs will be a critical component of the Project List for the 2024-2050 RTP/SCS or Connect SoCal 2024. On July 27, 2022, SCAG provided a training workshop for CTCs on how to submit projects for consideration for inclusion into the Connect SoCal 2024 Project List. SCAG has requested that CTCs submit their lists of transportation projects by November 1, 2022.

BACKGROUND:

Every four (4) years, SCAG, as the Metropolitan Planning Organization (MPO) for the six (6) county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) RTP/SCS that provides for the development, integrated management, and operation of transportation systems and facilities that will function as a regional intermodal transportation network for the SCAG metropolitan planning area. By law, SCAG must also prepare and adopt an RTP/SCS (i.e., Connect SoCal) that sets forth a forecasted regional development pattern which,

when integrated with the transportation network, other measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks. The process for development of Connect SoCal considers all modes of transportation and is accomplished through a “continuing, cooperative and comprehensive” planning approach, that is also performance-driven and outcome-based. In addition, the SCS outlines certain land use development strategies that provide for more integrated land use and transportation planning and maximize the benefit of transportation investments.

With each new plan cycle, SCAG reevaluates the region’s long-term planning priorities and develops an updated vision and goals to guide development of Connect SoCal. These elements of the Plan are regarded as foundational. Connect SoCal 2024 will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the 2020 Connect SoCal. As part of this effort, SCAG recently began development of the Project List for Connect SoCal 2024.

Typically, the long-range transportation plans, transit plans, and local option sales tax measure implementation plans of CTCs serve as the foundation for projects submitted to SCAG for Connect SoCal. During each Connect SoCal update, the CTCs provide SCAG with extensive project lists that are then incorporated into the Plan. The transportation investments included on these lists are generally regarded as regionally significant and/or anticipated to receive (or already receiving) federal and/or state funds. In addition, the CTCs anticipate that these projects will be initiated or completed by the Plan’s horizon year (in this case, 2050). Connect SoCal contains thousands of projects, including but not limited to new transit hubs, railroad grade separations, bicycle lanes, highway safety improvements, and replacement bridges.

On July 27, 2022, SCAG provided a training workshop for CTCs on how to submit projects for consideration for inclusion into Connect SoCal 2024. SCAG has requested that CTCs submit their lists of transportation projects and programs by November 1, 2022.

FISCAL IMPACT:

Work associated with this item is included in the FY 2022-23 Overall Work Program (OWP) budget under project number 170.0170, Regional Transportation Plan.



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
September 1, 2022

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Approval of 2023 Federal Transportation Improvement Program (FTIP)
and Connect SoCal 2020 Amendment 2

RECOMMENDED ACTION:

Recommend that the Regional Council approve the 2023 Federal Transportation Improvement Program (FTIP) and Connect SoCal (2020 RTP/SCS) Amendment 2, including the associated transportation conformity, at its October 6, 2022 meeting.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

As the Metropolitan Planning Organization (MPO) for the region, the Southern California Association of Governments (SCAG) is responsible for developing and maintaining the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Federal Transportation Improvement Program (FTIP) in cooperation with the State Department of Transportation (Caltrans), the County Transportation Commissions (CTCs), and public transit operators. SCAG, working in cooperation with its stakeholders, developed the proposed Final 2023 FTIP. The 2023 FTIP is a multimodal list of capital improvement projects totaling over \$35.9 billion in programming and containing approximately 1,700 projects covering a six (6) year period. The CTCs are responsible for prioritizing and determining the projects that go into their respective county Transportation Improvement Programs (TIPs) to be included in the FTIP.

On July 7, 2022, the Regional Council released the Draft 2023 FTIP and Connect SoCal 2020 Amendment 2 for a 30-day public review and comment period spanning July 8, 2022 through August 8, 2022. The Draft Connect SoCal Amendment 2 received zero (0) comments. The Draft 2023 FTIP received 24 comments: three (3) general, 16 project specific, and five (5) related to funding/financial plan. The comments were generally technical in nature and no comment affects transportation conformity.

Multiple comments were submitted by SCAG's Caltrans Headquarters liaison responsible for reviewing SCAG's FTIP and FTIP Amendments. Based on SCAG staff initial review and analysis of the comments, no significant changes are anticipated to the Final 2023 FTIP. SCAG staff worked closely with the CTCs and SCAG Legal staff to address all comments received. All minor and technical changes to projects will be addressed in Amendment 1 of the 2023 FTIP.

BACKGROUND:

SCAG is the federally designated MPO for the six (6) counties 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 in cooperation with Caltrans, the CTCs in the SCAG region, and public transit operators. The FTIP is developed through a "bottom up" approach.

Over the past several months, SCAG staff 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 CTCs are responsible for prioritizing and determining the projects that go into their respective county TIPs to be included in the FTIP.

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 (7) 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 (SB 1) 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 consider whether they are addressing under resourced or underserved areas. In the near term, SCAG has initiated an FTIP mapping tool through the updated eFTIP database to capture the location and extent of all projects including non-modeled (exempt) projects. Any changes to the FTIP process involving equity will be done in collaboration with the CTCs.

Concurrent with the Draft 2023 FTIP, staff has also developed Amendment 2 to the Connect SoCal 2020 which serves as a concurrent 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 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 1,700 projects in the 2023 FTIP, 46 projects are new projects. All projects in the 2023 FTIP satisfy all five (5) transportation conformity requirements (which are discussed below) including financial constraint.

The Proposed Final 2023 FTIP and Connect SoCal Amendment 2 have met all five (5) required transportation conformity tests as called for under the U.S. Department of Transportation Metropolitan Planning Regulations and Environmental Protection Agency's (EPA's) Transportation Conformity Regulations:

1. Consistency with SCAG's RTP
(23 FR Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
2. Regional Emissions Analysis
(40 FR Sections 93.109, 93.110, 93.118, and 93,119)
3. Timely Implementation of Transportation Control Measures (TCMs) Analysis
(40 FR Section 93.113)

4. Financial Constraint Analysis
(40 FR 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)

Pursuant to the EPA's Transportation Conformity Regulations, SCAG has performed the modeling and transportation conformity analysis for the proposed Final 2023 FTIP based on the current EPA-approved emission budget and FHWA/FTA conformity determinations for Connect SoCal (2020 RTP/SCS). SCAG staff has prepared the proposed Final 2023 FTIP so that the transportation conformity tests have met all applicable federal regulations.

On July 7, 2022, the Regional Council released the Draft 2023 FTIP and Draft Connect SoCal Amendment 2 for a 30-day public review and comment period, from July 8, 2022 through August 8, 2022. During the comment period, SCAG hosted two (2) telephonic/videoconference public hearings on July 19, 2022 and on July 28, 2022. In summary, the Draft Connect SoCal Amendment 2 received zero (0) comments and the Draft 2023 FTIP received 24 comments; three (3) general, 16 project specific, and five (5) related to funding/financial plan. The comments were generally technical in nature and no comment affects transportation conformity. Multiple comments were submitted by SCAG's Caltrans Headquarters Liaison responsible for reviewing SCAG's FTIP and FTIP Amendments. Based on SCAG staff initial review and analysis of the comments, no significant changes are anticipated to the Final 2023 FTIP. SCAG staff worked closely with the CTCs and SCAG Legal staff to address all comments received. All minor and technical changes to projects will be addressed in Amendment 1 of the 2023 FTIP.

As required by California State Statute Assembly Bill 1246 (AB 1246), a formal consultation hearing between SCAG, CTCs, and Caltrans was held on August 25, 2022 where the item was unanimously approved to move forward for adoption by the Regional Council. Once the Regional Council adopts the proposed Final 2023 FTIP and proposed Final Connect SoCal Amendment 2 at its October 6, 2022 meeting, the items will be forwarded to the appropriate federal and state reviewing agencies for final approval. Once approved by the agencies, the 2023 FTIP and Connect SoCal Amendment 2 will allow the projects to receive the necessary approvals and move forward towards implementation in a timely manner.

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

The Proposed Final Connect SoCal Amendment 2 is accessible at:
<https://scag.ca.gov/post/amendment-2-0>

Next Steps:

- October 2022 - Staff seeks approval of proposed Final from Regional Council
- December 2022 - Federal approval of the final transportation conformity determination

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 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. 2023FTIP Public Comments Matrix

Comment ID	Date	Category	Name	Affiliation	Format	Comment	Response to Comment	Acknowledgment of Receipt
1	7/8/2022	General	Richard Sandbrook	Public	Email	<p>Overall, I applaud the efforts of SCAG and the efforts to improve the lives of the public it serves. I also agree with the plan and the amendments for the most part. I do not envy you for the number of emails you most likely receive and must muddle through.</p> <p>My one comment is in regards to the lack of attention to our rail systems. Studies show rail as a much more efficient method of transportation for goods, both fiscally and environmentally. And our roadways would do well with a reduction in truck traffic, as Semi-trucks are a major cause of road deterioration and congestion. I realize implementing this change would likely start a big dust-up with the Teamsters, but I hope SCAG is willing to take on Unions for the betterment of our region. Hopefully the Unions are not too entrenched in SCAG leadership.</p>	<p>Comment Noted:</p> <p>SCAG recognizes the opportunities and challenges that come with goods movement, and has done a significant amount of planning to optimize the goods movement network through increases in economic efficiency, congestion mitigation, safety and air quality improvements, mitigation of community impacts, and enhancements to system security. SCAG's Connect SoCal Goods Movement Technical Report offers a broad overview of goods movement strategies in Southern California. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_goods-movement.pdf?1606001690</p>	7/9/2022
2	7/21/2022	Project Listings	Nohemi Moran	San Bernardino County Transportation Agency	Email	<p>I need to update the backup on FTIP projects SBDLS03 and SBDLS14. There are no funding updates, simply the backup/support has updated since I submitted the information for the 2023 adoption. Please let me know if you have any questions.</p>	<p>Comment Noted:</p> <p>SBCTA has submitted updated back-up and will be reflected in group back-up listings under Technical Appendix Volume IIIA for SBDLS03. SBDLS14 is 100% Prior.</p>	7/21/2022
3	8/8/2022	General	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	<p>Technical Appendix: Financial Plan: Operations and Maintenance Costs: Include in the FTIP's financial plan an analysis of revenues dedicated for maintaining and operating the federal-aid system. Address any anticipated shortfall in available revenues and describe plans to deal with the gap.</p>	<p>Comment Noted:</p> <p>The 2023 FTIP is fiscally constrained and complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e). SCAG's 2023 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.</p> <p>The 2023 FTIP financial plan uses revenue and expenditure data from the 2020 RTP/SCS. The RTP/SCS provides the broadest picture of transportation planning in the SCAG region, and is inclusive of all project costs and related operations and maintenance (O&M) expenditures in the 2023 FTIP years. The RTP financial plan also includes expenditures not programmed in the FTIP, including a significant portion of system O&M for the State Highway System, local streets and roads, transit, and passenger rail. The RTP financial plan is fiscally constrained and demonstrates that revenues are reasonably available to cover the expenditures in the plan, including O&M of the federal-aid system. As the RTP is fiscally constrained, we do not anticipate a funding shortfall over the life of the plan.</p> <p>In addition, the 2020 RTP/SCS incorporates the "Fix it First" principle as consistent with the State Highway Operation and Protection Program (SHOPP), Transportation Asset Management Plan (TAMP), and the State Highway System Management Plan (SHSMP) with the goal to maintain the State Highway System in the SCAG region. The financial plan includes revenues and planned expenditures from the SHOPP with the goal of maintaining the State Highway System within the SCAG region and supporting the SHSMP.</p>	8/8/2022
4	8/8/2022	General	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	<p>Technical Appendix: Expedited Project Selection Procedures, Page 380 of 452: Please make changes noted below.</p> <p>a. Change to "2023" in the statement "Projects from the first four years of the 2021 FTIP have been selected using the project selection procedures".</p> <p>b. "Highway-Railroad Grade Separation Program" has been included twice. Also change the nomenclature to "Highway-Railway Crossings Program".</p> <p>c. Technical Appendix, Amendment and Administrative Modification Approval Procedures: Include language stating "Amendments and Administrative Modifications are submitted through CTIPS". Delete reference to transmittal of copies to Caltrans.</p>	<p>Comment Noted:</p> <p>Per comments, edits have been made in the Final 2023 FTIP Document.</p>	8/8/2022

Comment ID	Date	Category	Name	Affiliation	Format	Comment	Response to Comment	Acknowledgment of Receipt
5	8/8/2022	Financial Summary	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Financial Summary: SHOPP: Update the revenue and programming per attached latest report.	Comment Noted: SHOPP Projects will be updated via 2023 FTIP Amendment #1 per latest SHOPP listings provided by Caltrans	8/8/2022
6	8/8/2022	Financial Summary	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Financial Summary: FTA 5310 Program: Clarify Programming for the 4-years of the 2023 FTIP as CTC adopts the project list for this program each year.	Comment Noted: Programming of FTA 5310 funds for CTCs within UZA's with population less than 200,000 (given that Caltrans is responsible for distributing) will remove future year apportionments in 2023 FTIP subsequent amendments. CTCs within UZA's with population over 200,000 programs these funds in future years based on estimated apportionments and agreements with FTA.	8/8/2022
7	8/8/2022	Financial Summary	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Financial Summary: Highway Safety Improvement Program (HSIP): Update programming per attached project listing transmitted to SCAG on 03/07/2022.	Comment Noted: Programming Changes carried over from #21-23 Amending per 5/23/22 HSIP listing provided by Caltrans 5/4/22 will be reflected in 2023 FTIP Amendment #1.	8/8/2022
8	8/8/2022	Financial Summary	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Financial Summary: Highway Bridge Program (HBP): Update programming per attached project listing transmitted to SCAG on 03/23/2022.	Comment Noted HBP programming updates will be reflected under 2023 FTIP Amendment #1 per latest HBP listings transmitted by Caltrans to SCAG and County Transportation Commissions on 03/23/2022	8/8/2022
9	8/8/2022	Financial Summary	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Financial Summary: Include funding for the 2020 STIP projects that received CTC Allocation or Time Extension during the 2020 STIP cycle under "STIP prior" row.	Comment Noted 2020 STIP fund Time Extensions programming updates will be reflected under 2023 FTIP Amendment #1 as "STIP Prior"	8/8/2022
10	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: Update programming for SHOPP, HSIP and HBP per comments under "Financial Summary" above.	Comment Noted: Updates to programming for latest SHOPP, HSIP and HBP funding will be reflected in 2023 FTIP Amendment #1.	8/8/2022
11	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: LA0B951: Update the STIP funding per 2022 STIP.	Comment Noted: 2022 STIP funding will be programmed accordingly in 2023 FTIP Amendment #1	8/8/2022
12	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: LA0G1444: Include the total project cost including the capital phase(s).	Comment Noted: Project is for PA&ED Only. Total Project cost will updated once ROW and CON phase funding is identified and programmed in a future 2023 FTIP amendment(s).	8/8/2022
13	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: ORA100511: Clarify if this project is programmed for "AC Conversion".	Per OCTA Local AC Conversion is programmed in ROW for CMAQ and STBG funds.	8/8/2022
14	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: ORA130302: SB1 funding is not consistent with the 2022 STIP as shown below. Please clarify.	Per OCTA OCTA plans to utilize SB1 Local Partnership Program Formula Cycle 4 funding for the Construction Phase of the project.	8/8/2022
15	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: SBD20179901: Since this project received CTC time extension as shown below, program the 2020 STIP funding with the "STIP RIP - PRIOR" fund type below.	Comment Noted: Update to 2020 STIP funding time extension will be addressed in 2023 FTIP Amendment #1	8/8/2022
16	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: LA0G610: Include funding for the construction phase in the total project cost.	Comment Noted: Total project cost will be updated in 2023 FTIP Amendment #1	8/8/2022

Comment ID	Date	Category	Name	Affiliation	Format	Comment	Response to Comment	Acknowledgment of Receipt
17	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: RIV090903: What is the purpose of programming \$1000 for the PE Phase in FY 2022/23.	Comment Noted: RCTC added \$1,000 in the quad under modeling Amendment #21-05 (Consistency Amendment to the 2020 RTP/SCS Amendment #1) in order to capture the project in the amendment. All 100% prior federal funding has been obligated. PE Phase is fully funded and project will move forward once ENV Document is completed. RCTC will remove the \$1,000 in a future 2023 FTIP Amendment.	8/8/2022
18	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: LA11G7: Highway-Railway Crossings Program for Los Angeles County: Update programming per project listing transmitted on 07/26/2022.	Comment Noted: Programming will be updated in 2023 FTIP Amendment #1	8/8/2022
19	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: LA0F075: Since CTC allocated STIP-RIP funding as part of 2020 STIP cycle as shown below, please program the STIP funding using "STIP RIP – Prior" fund type.	Comment Noted: Fund source will be updated in 2023 FTIP Amendment #1	8/8/2022
20	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: LA0G1094: Provide details for the project scope.	Comment Noted: Details will be added in 2023 FTIP Amendment #1	8/8/2022
21	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: LA0G1301: Please confirm if the STIP RIP funding in the amount of \$34,630,000 for the RW phase shown below is required to be programmed in the 4-years of the 2023 FSTIP.	Comment Noted: Agency will amend the project in 2023 Amendment #1 consistent with the Final 2022 STIP Orange Book	8/8/2022
22	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: LA0G1493, LA0G1765, LA0G1326: Include passenger capacity for the buses.	Comment Noted: Details will be added in 2023 FTIP Amendment #1	8/8/2022
23	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: SBD 20191501: Include the total project cost including capital acquisition.	Comment Noted: Project is for PA&ED Only. Total Project cost will updated once ROW and CON phase funding is identified and programmed in a future 2023 FTIP amendment(s).	8/8/2022
24	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: LA0G1439: Confirm if the project has a capital phase (CON).	Comment Noted: Project is for PA&ED Only. Total Project cost will updated once ROW and CON phase funding is identified and programmed in a future 2023 FTIP amendment(s).	8/8/2022



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
September 1, 2022

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Active Transportation Program Updates

RECOMMENDED ACTION:

Recommend that the Regional Council approve the amended 2023 Cycle 6 Active Transportation Program (ATP) Regional Guidelines and adopt the amended Cycle 5 ATP Regional Program Contingency List.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On April 7, 2022, SCAG's Regional Council adopted the 2023 Cycle 6 Active Transportation Program (ATP) Regional Guidelines. Since the adoption of the guidelines, the State of California approved \$1.049 billion in augmentation funding to the program, which increases SCAG's share of the funds from approximately \$138 million to \$361 million. SCAG staff recommend adopting the amended guidelines, which include this revised fund estimate and will result in many more projects being funded across the region. SCAG staff are also recommending that the Regional Council adopt an amended Cycle 5 ATP Regional Program Contingency List to allow funding from a withdrawn project to be reprogrammed to a comparably sized project within the same county. SCAG staff have worked with Los Angeles County Metropolitan Transportation Authority (LA Metro) staff to identify a comparable project that can be implemented on-time. The Regional Council last reviewed and adopted the contingency list on May 6, 2021.

BACKGROUND:

The ATP was created in 2013 by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), to encourage increased use of active modes of transportation, such as biking and walking, as well as to ensure compliance with the federal transportation authorization Moving Ahead for Progress in the 21st Century (MAP-21). On March 16, 2022, the California Transportation Commission (CTC) adopted the 2023 Cycle 6 ATP Statewide Guidelines and announced the 2023 Cycle 6 ATP call for projects. Project applications were due on June 15, 2022, and are currently being evaluated. CTC project recommendations are anticipated in October 2022.

Cycle 6 ATP Augmentation

The ATP has historically been oversubscribed, making it one of the most competitive grant programs in the state. Throughout the development of the program and its six funding cycles, SCAG has advocated for an increase in the funds available to the program. Most recently, in April 2022, former SCAG President Clint Lorimore and SCAG staff traveled to Sacramento to advocate for SCAG’s budget priorities, including ATP. During these meetings, they secured support for a \$1.5 billion ATP augmentation from Assembly Transportation Committee Chair Laura Friedman (D-Glendale). On May 11, 2022, Chair Friedman submitted a budget letter requesting this significant ATP augmentation to Assemblymembers Phil Ting (D-San Francisco) and Richard Bloom (D-Santa Monica), chairs of the Assembly Committee on Budget and Subcommittee on Climate Crisis, Resources, Energy, and Transportation, respectively. Chair Friedman then led an effort to secure additional support from a bipartisan and bicameral coalition of 14 legislators (Attachment 1). Throughout this process, SCAG partnered with Chair Friedman on efforts to secure additional support. Ultimately, the Governor and State Legislature agreed to a state budget package that included a \$1.049 billion augmentation for the ATP.

Based on input from stakeholders across the state, the entire augmentation will be applied to the current ATP funding cycle (Cycle 6). As with previous cycles, approximately sixty percent (60%) of the total funding awards will be recommended by the CTC through the Statewide Program and Small Urban/Rural Program components. Forty percent (40%) of the total funding awards will be recommended by Metropolitan Planning Organizations (MPOs) and included in Regional Programs. Due to the augmentation, SCAG’s share of the Cycle 6 ATP MPO component increased from approximately \$138 million to \$361 million.

The 2023 Cycle 6 ATP Regional Guidelines adopted by the SCAG Regional Council in April 2022 outline the process by which SCAG, in collaboration with the CTC and the county transportation commissions within the SCAG region, will recommend funding awards for the 2023 Cycle 6 ATP Regional Program. The Regional Guidelines award funding to two categories of projects: Implementation Projects (95% of the funding) and Planning & Capacity Building Projects (five percent (5%) of the funding). The population-based funding targets for each county must now be updated to reflect the increase in available funding. The following two tables represent these increased funding targets. The complete amended Regional Guidelines are included as Attachment 2.

Implementation Projects Category: Funding Targets

County	Population %	Funding (in 1,000s)
Imperial	1%	\$3,275
Los Angeles	53%	\$182,515
Orange	17%	\$58,086
Riverside	13%	\$44,074
San Bernardino	12%	\$39,763
Ventura	4%	\$15,380
Total	100%	\$343,093

Planning & Capacity Building Projects Category: Funding Targets

County	Population %	Funding (in 1,000s)
Imperial	1%	\$172
Los Angeles	53%	\$9,606
Orange	17%	\$3,057
Riverside	13%	\$2,320
San Bernardino	12%	\$2,093
Ventura	4%	\$809
Total	100%	\$18,058

A SCAG staff recommended ATP Regional Program, assembled by combining project recommendations from the Implementation and Planning & Capacity Building categories, will be reviewed by the Chief Executive Officers (CEOs) or appointed staff of the region’s county transportation commissions to address any outstanding issues and achieve consensus prior to finalization of the program. The ATP Regional Program recommendations will be approved by the Boards or CEOs of the county transportation commissions prior to consideration by SCAG’s Regional Council and submission to the CTC in April 2023.

Cycle 5 Contingency List

In May 2021, SCAG’s Regional Council adopted the 2021 Cycle 5 ATP Regional Program, including a selected contingency list of projects for each county. Since the adoption, one of the projects selected in Los Angeles County was withdrawn at the request of the City of El Monte. The City of El Monte requested the withdrawal of the project because it has applied for a more complete and significantly sized active transportation project for Cycle 6. The funding made available by the withdrawal of this project can be applied to the contingency list. However, all the projects on the list from Los Angeles County greatly exceed the funding available. Los Angeles County Metropolitan Transportation Authority staff identified a smaller Cycle 5 project from the City of South Gate and have requested that the project be added to the contingency list. South Gate’s project will expand the bicycle network and increase pedestrian safety in the Hollydale neighborhood by constructing Class II and Class III bicycle facilities and pedestrian crossing improvements. The amended contingency list is included as Attachment 3.

FISCAL IMPACT:

Funding is included in SCAG’s FY 2022-23 Overall Work Program (OWP) Budget. Staff’s work budget is included in task 050-0169.06: Active Transportation Program.



ATTACHMENT(S):

1. California Legislature Letter - \$1.5 Billion for Active Transportation Program
2. Amended 2023 Cycle 6 ATP Regional Guidelines
3. Amended 2021 Cycle 5 ATP Regional Program Contingency List
4. PowerPoint Presentation - ATP Updates



May 25, 2022

The Honorable Toni Atkins
Senate Pro Tempore
1021 O Street, Suite 8518
Sacramento, CA 95814

The Honorable Anthony Rendon
Speaker of the Assembly
1021 O Street, Suite 8330
Sacramento, CA 95814

The Honorable Nancy Skinner
Chair, Senate Committee on Budget
1021 O Street, Suite 8630
Sacramento, CA 95814

The Honorable Phil Ting
Chair, Assembly Committee on Budget
1021 O Street, Suite 8230
Sacramento, CA 95814

RE: \$1.5 billion for Active Transportation Program

Dear President Pro Tempore Atkins, Speaker Rendon, Chair Skinner, and Chair Ting:

The Legislature has a unique opportunity to invest in the Active Transportation Program (ATP) this year to dramatically improve the achievement of California's greenhouse gas (GHG) reduction goals, increase safety for pedestrians and cyclists, and improve the quality of life for many Californians. As such, we respectfully request appropriations be made in this year's budget to augment the ATP in the amount of \$1.5 billion. We are grateful for the Governor's continued support for a \$500 million augmentation for the ATP, but a total appropriation of \$1.5 billion would better equip our communities to meet transformative climate, safety, and equity goals.

The ATP was created to encourage increased use of active modes of transportation. To accomplish this goal, Californians must feel safe while walking and biking. Funding from the ATP may be used for the development of community-wide bike and pedestrian infrastructure, to increase safety and mobility for non-motorized users, build safe routes to schools, or develop active transportation plans. Since its inception, the ATP has funded over 900 active transportation projects across the state benefiting both urban and rural areas. More than 450 of the funded projects are Safe Routes to Schools projects and programs that encourage a healthy and active lifestyle throughout students' lives. In addition, every cycle has seen more than 85% of funds going towards projects that benefit state designated disadvantaged communities.

The State of California is working toward a goal of Toward Zero Deaths. The state's goals are to reduce the number and rate of fatalities by three percent per year and to reduce the number and rate of severe injuries by 1.5 percent per year, reaching the ultimate vision of eliminating fatalities and serious injuries by 2050. One of the most significant factors influencing the

California Legislature



severity of a collision between a person driving and a person walking or bicycling is the vehicle speed. Nearly all infrastructure projects funded through the ATP are proven safety countermeasures and strategies effective at reducing vehicular speeds, increasing the visibility of vulnerable roadway users, and reducing fatalities and serious injuries on our roadways.

While the ATP has successfully funded projects across the State, the Program is incredibly oversubscribed and cannot meet all the state's needs. We are encouraged that the Governor's January budget proposes a \$500 million augmentation to the ATP. This is a positive opening offer, however, there are far more high-scoring projects that were not funded in the most recent statewide and regional ATP funding cycles that are sitting on a shelf. For instance, in the most recent regional round of ATP, the Metropolitan Transportation Commission received 61 applications, totaling \$356 million for just \$37 million in available funds; the Sacramento Association of Governments received 25 applications, totaling \$62 million for just \$11.8 million in available funds; the San Diego Association of Governments received 33 applications totaling \$150 million for just \$16 million in available funds; and the Southern California Association of Governments received 147 applications, totaling \$853 million for just \$93 million in available funds. Augmenting funding for ATP projects will support good-paying construction jobs and enable more Californians to walk and bike to their destinations safely, yielding climate, equity, and public health co-benefits.

We would like to request a \$1.5 billion appropriation to the ATP while following the program's current framework for the increased funds, which provides 50 percent for the statewide program, 40 percent to regions for regional ATP programs, and reserves 10 percent for small urban areas.

This year may be the best opportunity in a lifetime to make transformative investments today that will pay enormous dividends in the future. Thank you in advance for your consideration of this important funding request.

Sincerely,



Laura Friedman
Assemblymember, 43rd District



Ben Hueso
State Senator, 40th District



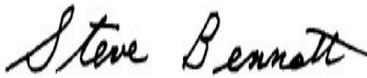
California Legislature



Evan Low
Assemblymember, 28th District



Monique Limón
State Senator, 19th District



Steve Bennett
Assemblymember, 37th District



Henry Stern
State Senator, 27th District



Eduardo Garcia
Assemblymember, 56th District



Josh Newman
State Senator, 29th District



Eloise Gómez Reyes
Assembly Majority Leader, 47th District



Miguel Santiago
Assemblymember, 53rd District



Phillip Chen
Assemblymember, 55th District



Freddie Rodriguez
Assemblymember, 52nd District



Kevin Mullin
Assembly Speaker pro Tempore, 22nd District



Robert Rivas, 30th District
Assemblymember, 30th District

2023 Active Transportation Program Regional Guidelines

FINAL - AMENDED

September 2022

Southern California Association of Governments

Imperial County Transportation Commission

Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
2023 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES

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Introduction

Purpose

The intent of this document is to successfully implement the Metropolitan Planning Organization (MPO) component of the California Active Transportation Program (ATP). The following 2023 ATP Regional Guidelines (Regional Guidelines) outline the roles, responsibilities and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2023 ATP. The Regional Guidelines also outline the requirements for programming, allocation, project delivery, project reporting, project administration and program evaluation related to the 2023 Regional Active Transportation Program (Regional Program). The Regional Guidelines may be revisited and modified for future rounds of funding in order to remain consistent with the 2023 ATP Statewide Guidelines (Statewide Guidelines), and to consider innovative concepts and best practices to improve the Regional Program's efficiency and effectiveness.

Background

- The goals of the ATP are to:
 - Increase the proportion of trips accomplished by biking and walking;
 - Increase the safety and mobility of non-motorized users;
 - Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375;
 - Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding;
 - Ensure that disadvantaged communities (DAC) fully share in the benefits of the program; and
 - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The 2023 Statewide Guidelines, adopted by the California Transportation Commission (CTC) on March 16, 2022, describe the policy, standards, criteria and procedures for the development, adoption and management of the ATP Statewide Program.
- Per the 2023 Statewide Guidelines, 40% of the funds for the ATP must be distributed by MPOs in urban areas with populations greater than 200,000, with funds distributed to each MPO based on total MPO population.
- The funds distributed by the MPOs must be programmed and allocated to projects selected through a competitive process in accordance with the ATP Statewide Guidelines.
- A MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of DAC as used by the CTC for the statewide competition may defer its project selection to the CTC.
- MPOs may also issue a separate, supplemental call for projects. If a call for projects is initiated, it will require development and approval of guidelines and applications. In administering a competitive selection process, a MPO must use a multidisciplinary advisory group to assist in evaluating project applications.
- 25% of the regional funds must benefit DAC.

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- The Statewide Guidelines allow for a large MPO to make up to 2% of its 2023 ATP funding available for active transportation plans in DACs.
- The Statewide Guidelines establish four eligible project types and one pilot project type:
 - Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. Though the PSR or equivalent may focus on the project components proposed for programming, it must provide at least a preliminary estimate of costs for all components. PSR guidelines are posted on the CTC website: <http://www.catc.ca.gov/programs/ATP.htm>. *A capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the Active Transportation Program.*
 - Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan in a DAC.
 - Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. The CTC intends to focus funding for non-infrastructure on start-up projects. A project is considered to be a start-up when no program currently exists. Start-up projects must demonstrate how the program is sustainable after ATP funding is exhausted. ATP funds cannot fund ongoing program operations. Non-infrastructure projects are not limited to those benefiting school students. Program expansions or new components of existing programs are eligible for ATP funds as long as the applicant can demonstrate that the existing program will be continued with non-ATP funds.
 - Infrastructure projects with non-infrastructure components.
 - Quick Build Projects: Interim capital improvement projects that further the goals of the ATP. These projects require minor construction activities and are typically built with durable, low to moderate cost materials, and last from one year to five years. These projects have moderate design flexibility to anticipate adjustments that may occur based on community feedback. The purpose of a quick-build project is to immediately implement safety needs, allowing a community to benefit quickly from improvements made, and/or allow the people of a community affected by the project to provide input and test the project improvements before they are permanently constructed.
- Per Statewide Guidelines, and based on SB 99, the following requirements apply specifically to SCAG:
 - SCAG must consult with the county transportation commissions, the CTC, and Caltrans in the development of the competitive project selection criteria. The criteria should include consideration of geographic equity consistent with program objectives;
 - SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located; and
 - SCAG must obtain concurrence from the county transportation commissions.
- The SCAG Regional Program will be developed through coordination of the ATP Subcommittee. The ATP Subcommittee is a subcommittee of the SCAG Sustainability Committee. The ATP Subcommittee

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is comprised of SCAG staff and representatives from each of the six (6) county transportation commissions. The Subcommittee drafts the Regional Program Guidelines, the Regional Program and administers tasks associated with project delivery. The County Transportation Commissions approve the Regional Program as it pertains to each respective county. SCAG’s Regional Council approves the Regional Program Guidelines and Regional Program. The California Transportation Commission approves the Regional Program Guidelines and Regional Program.

Fund Estimates for 2023 Regional ATP

The 2023 ATP total funding estimate is \$1,707,040,000. Per the 2023 ATP Statewide Guidelines, the MPO share is 40% of the total budget and the SCAG share is 53% of the MPO amount.

The SCAG region’s share of the 2023 ATP is approximately **\$361,151,000**, which includes funding in Fiscal Years 2023/24, 2024/25, 2025/26, and 2026/2027 to be programmed as follows:

Year (Fiscal)	Funds (\$1000s)
FY 23/24	87,233
FY 24/25	87,740
FY 25/26	93,089
FY 26/27	93,089
Total	361,151

Eligibility

SCAG intends to apply the eligibility requirements as adopted in the 2023 Statewide Guidelines to the Regional Program. These requirements include an option for SCAG to provide a Regional Definition of Disadvantaged Communities. As part the 2020 Connect SoCal Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), SCAG established “environmental justice areas” and “communities of concern” as disadvantaged communities through a robust public outreach process that included the input of community stakeholders. These disadvantaged communities’ criteria are intended to complement existing definitions established through SB 535 and the ATP Statewide Guidelines.

Regional Disadvantaged Communities Definitions

Per the Statewide Guidelines, MPOs have the option to use different criteria for determining which projects benefit disadvantaged communities. This additional criteria includes Environmental Justice Areas and Communities of Concern. These criteria can be used in addition to the existing SB 535 criteria.

- **Environmental Justice Areas:** Environmental Justice Areas are reflected in Transportation Analysis Zones that show a higher share of minority population or households in poverty than is seen in the great region as a whole.

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- Communities of Concern: Communities of Concern are Census Designated Places or city of Los Angeles Community Planning Areas that fall in the upper third for their concentration of minority population households in poverty. This designation is significant in severity due to the degree of poverty.

Project Selection Process

SCAG intends to award funding to projects in two program categories. These categories include: Implementation projects, and Planning & Capacity Building projects.

Implementation Projects Category

Implementation projects include infrastructure and infrastructure projects with non-infrastructure components as defined by the Statewide Guidelines and included in the Background (above). No less than 95% of the total regional funds shall be dedicated to funding Implementation projects in the 2023 Regional ATP. Implementation funds shall be allocated to projects in each county using population-based funding targets (US Census 2020).

Implementation Projects Category: Funding Targets

County	Pop %	Funding Amount (\$1000s)
Imperial	1%	\$3,275
Los Angeles	53%	\$182,515
Orange	17%	\$58,086
Riverside	13%	\$44,074
San Bernardino	12%	\$39,763
Ventura	4%	\$15,380
Total	100%	\$343,093

In this category, and consistent with previous ATP cycles, SCAG will select Implementation projects utilizing the CTC statewide applications, scoring and ranking process. SCAG will only fund Implementation projects submitted through the statewide application process. However, SCAG and its member counties will reserve the option to establish an evaluation committee and issue a supplemental call for proposals for Implementation projects in future ATP cycles.

Planning & Capacity Building Projects Category

Planning & Capacity Building projects may include the development of Quick Build projects, non-infrastructure projects, and plans, as defined by the Statewide Guidelines and included in the Background section of the Regional Guidelines (above). The Regional Guidelines call for no more than 5% (\$18,058,000) of the total regional funds be allocated in this category with a maximum of 2% (\$7,223,020) being dedicated to Planning projects.

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Unlike previous cycles, the pool of projects considered for funding in this category shall only include projects that are submitted through the CTC’s Statewide ATP Call for Projects using the state’s planning, non-infrastructure, or quick build application. SCAG will not release a supplemental call for projects. As with the Implementation Category, Planning and Capacity Building funds shall be allocated to projects in each county using population-based funding targets (US Census 2020).

Planning and Capacity Building Projects Category: Funding Targets

County	Pop %	Funding Amount (\$1000s)
Imperial	1%	\$172
Los Angeles	53%	\$9,606
Orange	17%	\$3,057
Riverside	13%	\$2,320
San Bernardino	12%	\$2,093
Ventura	4%	\$809
Total	100%	\$18,058

If a County does not receive sufficient applications to meet the Planning and Capacity Building funding targets outlined above, the county transportation commission may choose to allocate those funds towards the Implementation Project category.

Regional Program Selection Process

The selection process shall occur as follows:

- Prior to scoring by the CTC, SCAG shall coordinate with each county to ensure that all project applications submitted through the statewide call for proposals have been submitted to the county and SCAG.
- The county transportation commissions shall review the statewide project applications and determine which projects are “consistent with plans adopted by local and regional governments within the county” per the requirements of SB 99. County transportation commissions may also establish minimum eligibility requirements for Planning and Capacity Building projects. These requirements must be approved by SCAG staff and adopted by the county transportation commission Board.
- County transportation commissions may assign up to 20 points to each statewide project application deemed consistent and meeting eligibility requirements. SCAG recommends establishing a 20-point methodology for each project category outlined above.
- If a county transportation commission assigns additional points (up to 20, as noted above) to a project for which they are the lead applicant, an explanation shall be provided to SCAG of how the scoring process resulted in an unbiased evaluation of the project.

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- The Board of each respective county transportation commission shall approve the scoring methodology/guidelines and point assignments, and submit the scores to SCAG for inclusion in the preliminary ranking of regional projects by January 30, 2023
- SCAG shall establish a preliminary regional projects list based on the county's submissions that programs no less than 95% of the total regional funds towards the implementation project category. Planning projects shall not exceed 2% of the total funding available. The county may also recommend funding for projects to be included on the Regional Program contingency list. Projects included on the contingency list shall be included in the program reflecting the project score as detailed in the Fund Balance and Contingency List section below.

Recommended Regional Program

SCAG shall create a draft Regional Program that incorporates the preliminary project lists from the Implementation and Planning & Capacity Building project categories.

SCAG will analyze the draft Regional Program to ensure it meets the DAC requirements by allocating at least 25% to projects benefiting DAC (as defined by the Statewide Guidelines).

If the total is less than 25%, SCAG will modify the preliminary regional project list to ensure the 25% mark is achieved, as follows:

- The lowest scoring project in the region may be replaced with the highest scoring DAC within the same County. If the county has no other eligible DAC projects, the lowest scoring project shall be replaced with the highest scoring DAC project(s) from the region.
- This process will be repeated until the 25% target is met.
- This process may lead to an outcome where a county receives less than its population-based share of the funding, but is necessary to ensure the DAC requirements for the Regional Program are met.

Prior to March 15, 2023, the final recommended Regional Program will be reviewed by the county transportation commission staff, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional Program recommendations to SCAG's Regional Council and CTC for approval.

With consensus from the County Transportation Commission CEOs or their designees, SCAG's Executive Director may make technical changes to the program as needed to ensure the timely delivery of the regionally-selected projects.

Programming

Fund Assignments

SCAG is required to recommend the funding assignments for all projects proposed for funding in the Regional Program. The programming years for the 2023 ATP are State Fiscal Years 2023/24 to 2026/27. Per the Statewide Guidelines, the ATP must be developed consistent with the fund estimate and the

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amount programmed by fiscal year must not exceed the amount identified in the fund estimate. SCAG will aim to program in a constrained manner. SCAG is also required to recommend the funding source for each project, such that the program as a whole aligns with the fund estimate for each programming year. In meeting these requirements, SCAG will adhere to the following process and guiding principles:

- Funding assignments will be made by SCAG and the county transportation commissions through a collaborative decision-making process.
- Funding assignments will be made to best align the funding source with the project type, size, and sponsors' capacity for obligating federal funds; therefore, federal and state funds will not be equally distributed in each county.
- State funds will be programmed to address the following regional objectives, listed in order of priority:
 - Reduce administrative burden for Planning and Non-infrastructure projects and projects requesting less than \$3.5M;
 - Completion of California Environmental Quality Act (CEQA) prioritizes projects for state only funding ; and
 - Expedite delivery of pre-construction phases of projects to ensure timely delivery of projects funded for multiple phases.

Partial Awards

- County transportation commissions will be responsible for recommending partial awards for Implementation projects.
- SCAG and the county transportation commissions will only consider partial awards if the project sponsor meets one of the following requirements:
 - The applicant provides funds through additional sources to fully fund the project;
 - The applicant demonstrates the means by which it intends to fund the construction of a useable segment, consistent with the Regional Transportation Plan (RTP).
 - The applicant downsizes the project scope in a manner such that the “new” project would receive the same scores or ranking as the originally proposed project. The ATP Subcommittee will determine the eligibility of a downsized project scope based on the representative county transportation commission’s request. The request shall include:
 - An explanation of the proposed scope change;
 - The reason for the proposed scope change;
 - The impact which the proposed scope change would have on the overall cost of the project;
 - An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);
 - An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit); and

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- An explanation of the methodology used to develop the aforementioned estimates.
- For projects that fall into the Large Infrastructure category as defined in Statewide Guidelines, the applicant must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the RTP.
 - Uncommitted funds may only be from ATP, Local Partnership Program (formulaic or competitive), or federal discretionary grant program funds. The applicant must indicate its plan for securing a funding commitment; explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments for that phase must be secured prior to July 1 of the fiscal year in which the project is programmed or the project will be removed from the program.
- If funding is made available (i.e. due to an ineligible project determination), the available funding will be prioritized for a threshold project receiving a partial award within the county where the funding was awarded initially. If the available funding exceeds the amount needed for fully funding the partial award, the surplus shall be made to the highest scoring project on the contingency list within the county where the funding was initially awarded. The surplus may also be made available for a partial award in another county, pending approval of the ATP Subcommittee.

Fund Balance & Contingency List

Any funds that are not assigned by SCAG to projects in the Regional Program will be returned to the state and incorporated into the fund estimate for subsequent ATP cycles. To maximize funds available in the region, the following steps will be pursued:

- The initial recommended Regional Program to the CTC will identify projects that program 100% of the region’s share of ATP funds. If a balance exists after each county has exhausted to the greatest extent possible its Implementation and Planning & Capacity Building funding target, SCAG in consultation with the counties, will recommend the fund balance be awarded to fully or partially fund the highest scoring and/or shovel ready “contingency” project(s) (see below) across all counties.
- If the final project on a county’s list exceeds the county’s ATP funding target, the county may work with the project sponsor to explore the feasibility of a partial award, as noted above. If a partial award is determined to be insufficient and infeasible, the county may recommend fully or partially funding to the subsequent highest scoring projects on the county’s list.
- The recommended Regional Program will include a contingency list of Implementation and Planning and Capacity Building projects that will be in place until the next cycle of ATP funding. Implementation and Planning & Capacity Building projects will be ranked in priority order based on the county transportation commission’s evaluation scoring. SCAG intends to fund projects on the contingency list should there be any project failures or savings in the Regional

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Program. When a contingency project is advanced for funding due to project failure from the Implementation list of projects, SCAG – in consultation with the counties – will strive to replace the failed project with a project from the same county from the Implementation list. When a contingency project is advanced for funding due to project failure from the Planning and Capacity Building list of projects, SCAG – in consultation with the counties – will strive to replace the failed project with a project from the same county from the Planning and Capacity Building list. In recommending replacement projects, SCAG and the county transportation commission may consider both project ranking and project readiness. If contingency projects are not amended into the program, they will remain unfunded and project sponsors may resubmit them for future ATP cycles.

- SCAG and/or the county transportation commissions are encouraged to pursue one or more of the following project management strategies:
 - Review the initial work schedule to determine timeline feasibility and propose revisions where necessary.

Program Amendments

The Regional Guidelines allow SCAG to amend the Regional Program to remove and advance projects. An annual report will be provided to the Regional Council on program amendments. Amendments to the Regional Program may occur under the following conditions and in the following manner:

- Program Amendments may only take place after the adoption of the Program and before the adoption of the subsequent Program, as outlined in the Contingency section above.
- If project design, right-of-way or construction are programmed before the implementing agency completes the environmental process and following completion of the environmental process updated information indicates that a project is expected to accomplish fewer benefits or is less cost effective as compared with the initial project application, then future funding for the project may be deleted from the program. It is the responsibility of the county transportation commission to recommend to SCAG that the project be deleted from the program if warranted. The county transportation commission that recommends project deletion may, in a reasonable timeframe, recommend replacing the deleted project with a project on the Contingency List.
- If a county transportation commission recommends deletion of a project and has not identified a replacement project for the contingency list in a reasonable timeframe, then SCAG will collaborate with the counties to identify a suitable replacement project from the region-wide contingency list and amend the project into the Regional Program.
- In order to ensure the timely use of all program funds, the CTC will consider allocating funds to projects programmed in a future fiscal year on a first-come, first-served basis. SCAG will recommend approval of an advancement request if the project is:
 - A Planning project and SCAG deems the project ready for allocation (see Allocation, below); or

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- An Implementation project, and the county transportation commission recommends advancement of the project.

All Program Amendments must be approved by the CTC following recommendation from SCAG and the county transportation commissions.

FTIP Amendments

All projects funded by the 2023 Regional Program must be amended into the Federal Transportation Improvement Program (FTIP).

- The county transportation commissions will be responsible for programming all Implementation and Planning & Capacity Building projects into the FTIP.
 - Projects that are regionally significant and Transportation Control Measures (TCM) must be individually listed in the FTIP by the county transportation commission.
 - Projects that are not regionally significant or TCMs may be entered as a group listing by project function, using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93 (See www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/grouped_pjt_listings.pdf)
- The county transportation commissions and SCAG shall aim to program all 2023 ATP projects, regardless of programming year, in the 2023 FTIP amendment cycle.

Allocation

The Statewide Guidelines defers to the Regional Guidelines for concurrence or recommendation letters for all allocation requests for projects funded in the MPO component. SCAG shall defer this responsibility to the county transportation commissions for all projects to provide a concurrence letter which notes that the project allocation request is consistent with the project as programmed in the FTIP or is being processed into the FTIP through an amendment or modification that is underway.

The CTC will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the ATP. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines were adopted in October 2017 and are on the CTC's website, <http://www.catc.ca.gov/programs/atp/>.

Project Delivery

Per the Statewide Guidelines, ATP allocations must be requested in the fiscal year of project programming and are valid for award for six (6) months from the date of allocation, unless the CTC approves an extension. The Commission may extend the deadline only once for each allocation phase and only if it finds that unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The CTC and Caltrans require that the extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months. If extraordinary issues exist that require a longer extension, the implementer may request up to 20

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months for allocation only. Refer to the ATP Statewide Guidelines for complete project delivery requirements.

Extension requests for a project in the SCAG Regional Program must include a recommendation by County Transportation Commission.

Caltrans will track the delivery of ATP projects and submit to the CTC a semiannual report showing the delivery of each project phase. SCAG will analyze these reports to identify project delivery issues in the SCAG region and work with the county transportation commissions and the project sponsor to resolve any issues.

Project Scope Change

In the event that a project requires a scope change, the project sponsor shall submit a request for scope change to SCAG and the responsible County Transportation Commission for review and approval. The request for scope change shall include:

- An estimate of the impact of the proposed scope change on benefits to disadvantaged communities, if applicable (increase or decrease in benefit).
- Evidence of public support for the new scope.
- Revalidation of the environmental document(s), if needed.
- How the scope change impacts the project schedule.
- For projects in which the original ATP scope has been or will be completed through a different project or funding source, the implementing agency must submit an explanation of the overlapping scopes of the projects and/or change in funding source. If the scope change is approved, the agency must continue to report on any items that were in the original ATP scope but were or will be completed through a different project or funding source.
- Identification of any funding sources used to complete the project that were not included in the project application.
- Identification of any savings expected due to a reduced or modified scope.
- An explanation of how the scope change affects the project budget, and how increases will be funded, or savings will be utilized.

Following recommendation from SCAG and the county transportation commissions all scope changes must be approved by the CTC.

Project Reporting

The ATP adheres to the program accountability requirements set forth in the SB 1 Accountability and Transparency Guidelines. The reporting provisions specified in the SB 1 Accountability and Transparency Guidelines apply to all projects programmed in the ATP. All implementing agencies must submit quarterly progress reports, a completion report, and a final delivery report to Caltrans. Implementing agencies should refer to the [Local Assistance website](#) for details.

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Schedule

Action	Date
CTC adopts ATP Guidelines	March 16, 2022
Call for projects	March 16, 2022
Regional Council (RC) Approves ATP Regional Program Guidelines	April 7, 2022
Project applications to Caltrans (postmark date)	June 15, 2022
Commission approves or rejects MPO Guidelines	June 29, 2022
Staff recommendation for statewide and small urban and rural portions of the program	October 21, 2022
Commission adopts statewide and small urban and rural portions of the program	December 7, 2022
County 20-point scoring methodology submitted to SCAG	January 30, 2023
Counties submit recommended project lists to SCAG	January 30, 2023
Project PPRs for partially funded projects due to SCAG	January 30, 2023
Deadline for MPO DRAFT project programming recommendations to the Commission	February 15, 2023
RC Adopts SCAG Regional Program Approval	April 6, 2023
Deadline for MPO FINAL project programming recommendations to the Commission	April 21, 2023
Commission adopts MPO selected projects	June 2023

Metropolitan Planning Organization Component
(\$ in thousands)

Attachment 3 - Amended 2021 ATP Regional Program Contingency List

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	21-22 Funds	22-23 Funds	23-24 Funds	24-25 Funds	PA&ED	PS&E	ROW	CON	CON NI	Fund totals
2	SCAG	7-Los Angeles, City of-9	LA	Normandie Beautiful: Creating Neighborhood Connections in South L.A.	\$ 21,395	\$ 17,009	\$ 2,103		\$ 944	\$ 13,962						
3	State (SHA & RMRA) funds										\$ 2,103					\$ 2,103
4	Federal (FTF) funds											\$ 944		\$ 13,962		\$ 14,900
5																
6	SCAG	7-Los Angeles County-3	LA	Metro A Line Connections for Unincorporated Los Angeles County	\$ 12,330	\$ 12,330	\$ 1,012		\$ 3,785	\$ 7,533						
7	State (SHA & RMRA) funds										\$ 1,012					\$ 1,012
8	Federal (FTF) funds											\$ 650	\$ 3,135	\$ 7,533		\$ 11,311
9																
10	SCAG	7-Santa Monica, City of-1	LA	Wilshire Active Transportation Safety Project	\$ 5,450	\$ 4,354	\$ 480		\$ 3,874							
11	State (SHA & RMRA) funds											\$ 480				\$ 480
12	Federal (FTF) funds													\$ 3,874		\$ 3,874
13																
14	SCAG	7-South Gate, City of-2	LA	Hollydale Area Access Improvements Project	\$ 5,350	\$ 313			\$ 313							
15	State (SHA & RMRA) funds													\$ 313		\$ 313
16	Federal (FTF) funds															\$
17																
18	SCAG	12-Fullerton, City of - 1	ORA	Bridging the Gap: Nutwood Avenue Bicycle and Pedestrian Mobility Enhancements	\$ 6,523	\$ 6,252	\$ -	\$ 1,233	\$ 5,019	\$ -						
19	State (SHA & RMRA) funds										\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20	Federal (FTF) funds										\$ 48	\$ 1,114	\$ 58	\$ 5,019	\$ 13	\$ 6,250
21																
22	SCAG	12 - Anaheim, City of - 1	ORA	Rio Vista Safe Routes to School	\$ 999	\$ 999	\$ 20	\$ 255	\$ 724	\$ -						
23	State (SHA & RMRA) funds										\$ 20	\$ 135	\$ 120	\$ 724	\$ -	\$ 999
24	Federal (FTF) funds										\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
25																
26	SCAG	12-Santa Ana, City of - 20	ORA	Fitz ES - Heritage ES - Russell ES - Newhope	\$ 5,986	\$ 5,986	\$ 91	\$ 680	\$ 5,215	\$ -						
27	State (SHA & RMRA) funds										\$ 91	\$ 680	\$ -	\$ 5,215	\$ -	\$ 5,986
28	Federal (FTF) funds										\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29																
30	SCAG	12-Santa Ana, City of-5	ORA	Orange Avenue Bike Lane and Bicycle Boulevard	\$ 4,858	\$ 4,858	\$ 71	\$ 709	\$ 4,078	\$ -						
31	State (SHA & RMRA) funds										\$ 71	\$ 709	\$ -	\$ 4,078	\$ -	\$ 4,858
32	Federal (FTF) funds										\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
33																
34	SCAG	Coachella Valley Association of Governments-1	RIV	Coachella Valley Arts & Music Line	\$ 26,818	\$ 16,903		\$ 16,903								

Attachment: Amended 2021 Cycle 5 ATP Regional Program Contingency List (Active Transportation)

Metropolitan Planning Organization Component
(\$ in thousands)

Attachment 3 - Amended 2021 ATP Regional Program Contingency List

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	21-22 Funds	22-23 Funds	23-24 Funds	24-25 Funds	PA&ED	PS&E	ROW	CON	CON NI	Fund totals
35										State (SHA & RMRA) funds				\$ 16,903		\$ 16,903
36										Federal (FTF) funds						\$
37																
38	SCAG	Desert Hot Springs, City of-2	RIV	Palm Drive Improvements - I-10 to Camino Aventura	\$ 6,995	\$ 6,154		\$ 6,154								
39										State (SHA & RMRA) funds				\$ 6,154		\$ 6,154
40										Federal (FTF) funds						\$
41																
42	SCAG	Wildomar-2	RIV	Mission Trail Active Transportation Corridor	\$ 6,548	\$ 3,638	\$ 451	\$ 3,110	\$ 77							
43										State (SHA & RMRA) funds	\$ 168	\$ 168	\$ 115	\$ 3,110	\$ 77	\$ 3,638
44										Federal (FTF) funds						\$
45																
46	SCAG	Riverside County -2	RIV	Hemet Area SRTS Sidewalk Project	\$ 1,946	\$ 1,946	\$ 25	\$ 565		\$ 1,356						
47										State (SHA & RMRA) funds	\$ 25	\$ 225	\$ 340	\$ 1,181	\$ 175	\$ 1,946
48										Federal (FTF) funds						\$
49																
50	SCAG	Riverside-2	RIV	Five Points Neighborhood Pedestrian Safety Improvements	\$ 6,953	\$ 6,113			\$ 1,070	\$ 5,043						
51										State (SHA & RMRA) funds			\$ 1,070	\$ 5,043		\$ 6,113
52										Federal (FTF) funds						\$
53																
54	SCAG	Temecula-1	RIV	Temecula Creek Southside Trail Project	\$ 3,637	\$ 3,218	\$ 58	\$ 3,160								
55										State (SHA & RMRA) funds				\$ 3,160	\$ 58	\$ 3,218
56										Federal (FTF) funds						\$
57																
58	SCAG	8-Ontario, City of-3		Euclid West Pedestrian Improvements	\$ 1,996	\$ 1,996	\$ 5	\$ 245	\$ 1,746							
59										State (SHA & RMRA) funds	\$ 5	\$ 245		\$ 1,746		\$ 1,996
60										Federal (FTF) funds						\$
61																
62	SCAG	8-Highland, City of-1		Highland/San Bernardino Bi-City Transformative Bikeway/Walkway Connector	\$ 22,222	\$ 19,241	\$ 928	\$ 1,787		\$ 16,526						
63										State (SHA & RMRA) funds					\$ 40	\$ 40
64										Federal (FTF) funds	\$ 888	\$ 1,392	\$ 395	\$ 16,526		\$ 19,220
65																
66	SCAG	8-Montclair, City of-1		Montclair SRTS Implementation Project	\$ 5,426	\$ 5,426	\$ 580	\$ 4,846								
67										State (SHA & RMRA) funds	\$ 145				\$ 82	\$ 227

Attachment: Amended 2021 Cycle 5 ATP Regional Program Contingency List (Active Transportation)

Metropolitan Planning Organization Component
(\$ in thousands)

Attachment 3 - Amended 2021 ATP Regional Program Contingency List

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	21-22 Funds	22-23 Funds	23-24 Funds	24-25 Funds	PA&ED	PS&E	ROW	CON	CON NI	Fund totals
68										Federal (FTF) funds		\$ 435		\$ 4,764		\$ 5,199
69																
70	SCAG	7-Oxnard, City of-2	VEN	4th Street Mobility Improvements	\$ 6,900	\$ 6,250		\$ 6,250								
71										State (SHA & RMRA) funds				\$ 6,250		\$ 6,250
72										Federal (FTF) funds						\$
73																
74	SCAG	7-Ventura County-3	VEN	Santa Rosa Road Bike Lane Improvement and Pedestrian Project (SRRBLP)	\$ 1,103	\$ 773				\$ 773						
75										State (SHA & RMRA) funds				\$ 773		\$ 773
76										Federal (FTF) funds						\$
77																
78	SCAG	7-Ventura County-1	VEN	Saticoy to Santa Paula: West Branch Trail Gap Closure	\$ 22,434	\$ 21,000	\$ 1,500	\$ 2,250	\$ 17,250							
79										State (SHA & RMRA) funds	\$ 1,500	\$ 2,250		\$ 17,250		\$ 21,000
80										Federal (FTF) funds						\$
81																
82	SCAG	7-Camarillo, City of-1	VEN	Camarillo Active Transportation Plan	\$ 370	\$ 370	\$ 370									
83										State (SHA & RMRA) funds				\$ 370		\$ 370
84										Federal (FTF) funds						\$
85																
86	SCAG															
87										State (SHA & RMRA) funds						\$
88										Federal (FTF) funds						\$
89																
90	SCAG															
91										State (SHA & RMRA) funds						\$
92										Federal (FTF) funds						\$
93																
94	SCAG															
95										State (SHA & RMRA) funds						\$
96										Federal (FTF) funds						\$
97																
98	SCAG															
99										State (SHA & RMRA) funds						\$
100										Federal (FTF) funds						\$
101																

Attachment: Amended 2021 Cycle 5 ATP Regional Program Contingency List (Active Transportation)

Metropolitan Planning Organization Component
(\$ in thousands)

Attachment 3 - Amended 2021 ATP Regional Program Contingency List

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	21-22 Funds	22-23 Funds	23-24 Funds	24-25 Funds	PA&ED	PS&E	ROW	CON	CON NI	Fund totals
102				Total	\$ 176,239	\$ 145,129	\$ 7,694	\$ 48,147	\$ 44,095	\$ 45,193						

Attachment: Amended 2021 Cycle 5 ATP Regional Program Contingency List (Active Transportation)



Active Transportation Program - Updates

September 1, 2022

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Cycle 6 ATP Augmentation

- Requests exceed funding available
- Legislative Efforts – asked for \$1.5 billion for ATP
- Legislature and Governor approved \$1.049 billion in augmentation funds
- All funds are being applied to Cycle 6 ATP
 - Total funds : **\$1.7 Billion**
- SCAG's MPO Component Share:
 - From \$138 million to approx. **\$361 million**
- Population-Based Funding Targets



Cycle 6 ATP Schedule

- ~~March 16-17, 2022 – CTC adopts ATP Guidelines and Call for Projects~~
- ~~April 7, 2022 – SCAG adopts Regional ATP Guidelines~~
- ~~June 15, 2022 – Project Applications Deadline (postmark date)~~
- October 21, 2022 – CTC Statewide Recommendations
- December 7-8, 2022 – CTC adopts Statewide Projects List
- April 6, 2023 – SCAG adopts MPO Recommendations
- April 21, 2023 – Deadline to submit MPO Recommendations
- June 2023 – CTC adopts MPO Projects List

3

Amended Cycle 5 Contingency List

- Project withdrawal from City of El Monte
 - Resubmitted in Cycle 6
- Existing contingency list
 - All Los Angeles County projects are high in cost
- Adding project from the unfunded list
 - City of South Gate – Small project
 - Adds bike facilities and pedestrian crossings in the Hollydale neighborhood



4



THANK YOU!

For more information, please visit:
scag.ca.gov/active-transportation



AGENDA ITEM 11
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
September 1, 2022

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

Subject: Metro Transit Ambassador Pilot Program Services

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:

During the Regional Dedicated Transit Lanes discussion at the June Transportation Committee meeting, members raised questions regarding transit safety (e.g., interactions with unhoused persons) and potential impacts on transit ridership recovery amidst the ongoing pandemic. Transit agencies across the region are working to enhance transit safety and promote ridership, including the Los Angeles County Transportation Authority (LACMTA or Metro), which recently approved a pilot Transit Ambassador Program. The pilot program will consist of a field-based team trained to play a rider-facing and welcoming role and help connect unhoused riders to resources and/or assistance. Metro's Senior Director of Special Projects, Desarae Jones, and Senior Administrative Analyst, Oscar Barcena, will provide an overview of the program.

BACKGROUND:

As transit ridership plummeted due to the pandemic, transit agencies began working on approaches to motivate ridership, including enhancing transit safety. Transit riders tend to feel more vulnerable when fewer people are around, and during the pandemic, stations and bus stops have been emptier. Concerns regarding safety can make it difficult to encourage riders to return. To address safety concerns, Metro recently approved a pilot Transit Ambassador Program, which will consist of a field-based team trained to play a rider-facing and welcoming role and help connect unhoused riders to resources and/or assistance.

Since 2021, Metro staff has been developing a framework for a successful transit ambassador pilot program. Staff collected direct feedback from internal and external stakeholder working groups. Staff incorporated the priorities of the Public Safety Advisory Committee, solicited direct customer and employee feedback, and reviewed elements of other national ambassador programs. Staff reviewed the Bay Area Rapid Transit (BART) Transit Ambassador Program and the Southeastern Pennsylvania Transportation Authority (SEPTA) Safety, Cleaning, Ownership, Partnerships, and Engagement initiative (SCOPE) for lessons learned and has incorporated industry best-practices into Metro's program.

This initiative will provide a pilot ambassadors program for up to five years. Ambassadors will provide additional eyes and ears on Metro's transit system. Metro project staff will evaluate real-time data and customer feedback to refine the program as Metro gains experience over time. Ambassadors will be able to directly connect to Metro's public safety system to call for the appropriate level of response from maintenance, transit security, law enforcement and/or unhoused person outreach.

Initiating this program, evaluating its effectiveness, monitoring improvements to the customer experience and the perception of safety will be key to gauging impacts. Metro is also working on ways to assess impacts in serving riders from equity-focus communities. Metro will directly maintain program oversight of the contractors and personnel on the system to measure program impacts on low-income riders, riders with disabilities, and unhoused riders. The personnel who will serve as Transit Ambassadors will complete a comprehensive pre-deployment training curriculum provided by Metro, which includes cultural and situational awareness, unconscious bias training, disability awareness, customer service, trauma-informed response, and other personal and public safety courses.

Metro's Senior Director of Special Projects, Desarae Jones, and Senior Administrative Analyst, Oscar Barcena, will provide an overview of the program.

FISCAL IMPACT:

None.

ATTACHMENT(S):

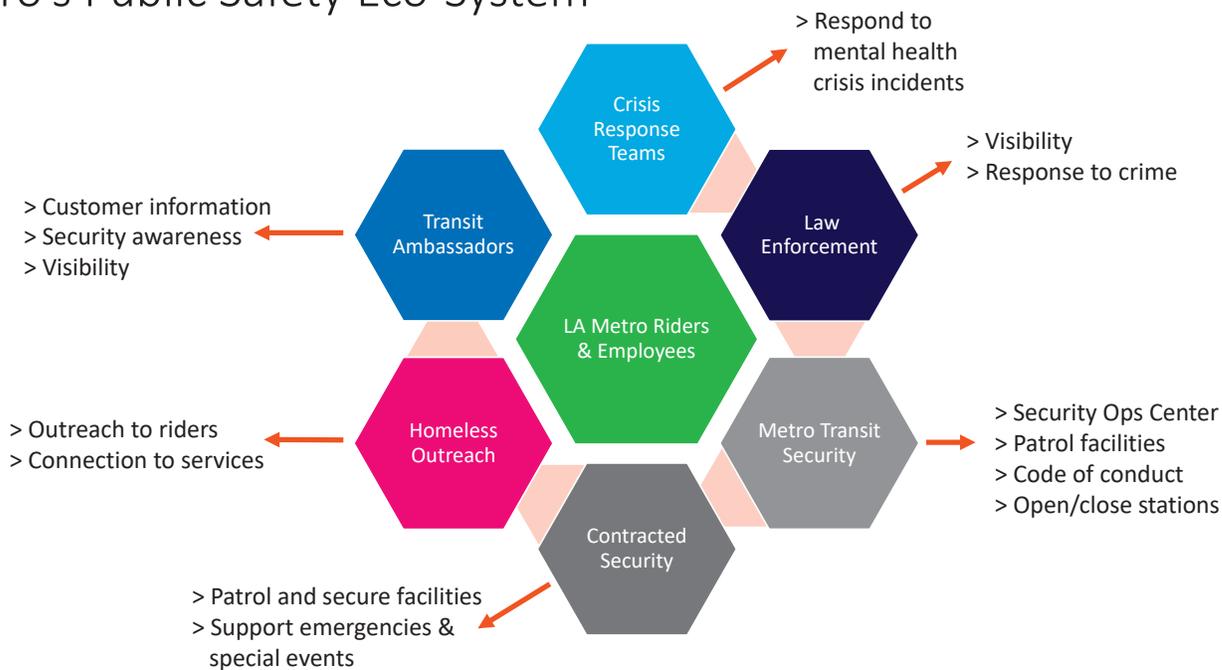
1. SCAG - Metro Transit Ambassador Pilot

Transit Ambassador Pilot Program Overview

SCAG Transportation Committee Meeting



Metro's Public Safety Eco-System



Metro's Public Safety Vision Initiatives

Metro Transit Ambassadors

Respect the ride

Law enforcement riding teams

SSLE requesting board approval for additional transit security staffing

LA Metro Mobile Crisis Outreach Teams

HOME: Homeless Outreach Mgmt. and Engagement

3

Support, Connect, and Report

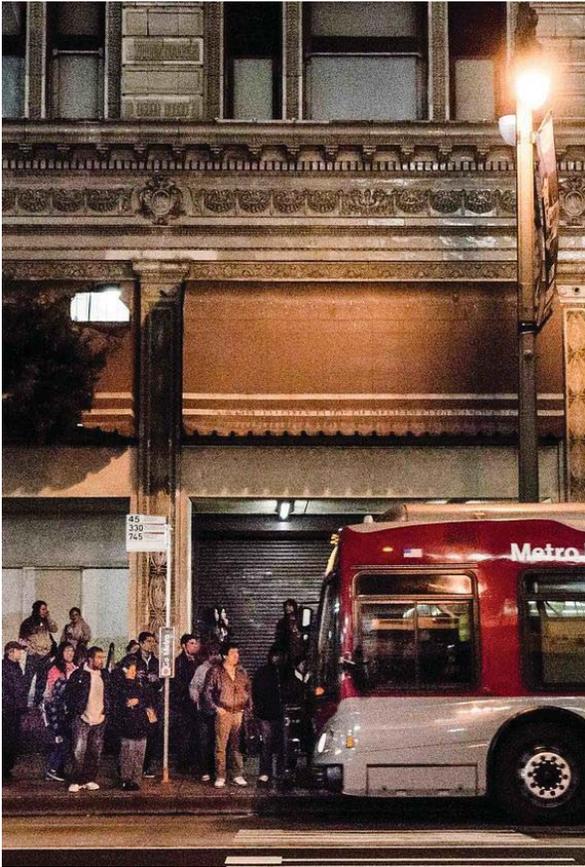
The Transit Ambassador Pilot Program will provide a more visible presence that customers can rely on.

Our ambassadors will **support** riders and safety, **connect** riders to resources and **report** incidents to transit security and law enforcement.

They will be additional eyes and ears on Metro's transit system



Attachment: SCAG - Metro Transit Ambassador Pilot (Metro Transit Ambassador Pilot Program Services)



About Metro's Transit Ambassador Program

- We are currently working with two vendors, Strive Well Being, Inc. and RMI International Inc., to manage and operate a pilot Transit Ambassador program that will deploy trained contract personnel on Metro's buses, bus stops, trains, and stations.
- They will be able to directly connect to Metro's public safety system to call for the appropriate level of response from maintenance, transit security, law enforcement and/or unhoused person outreach.
- Ambassadors are not security officers and will not replace any security or law enforcement presence, they will be an added workforce that can quickly communicate on behalf of customers and Metro.
- This pilot program builds on industry best practices to ensure its success

5

Additional Program Enhancements

Pairing Transit Ambassadors with Crisis Intervention Specialist teams is a successful industry best-practice and reduces response time.

These crisis intervention teams are comprised of community-based mental health and peer advisors who will be able to respond and provide on-site mental and physical health evaluations to riders on the system.

These partnerships will utilize support from community-based organizations to provide staffing and resources to enhance the Transit Ambassador Program.

6

Pilot Program Evaluation



Regular rider and employee surveys (pre- and post-)



Bus vs. rail rider engagement analysis



Program metrics



Comprehensive data analysis



Pilot program ensures maximum flexibility to strategically deploy an effective program to address critical rider and employee concerns

7

Program
Launch Date
Oct. 7, 2022

Our Transit Ambassadors will provide service to riders 7 days a week.

- **Monday – Friday**
- 6:00 am – 9:00 pm
- **Saturday – Sunday**
- 8:00 am – 8:00 pm
- *and holidays/special events
- **Locations:** On rail cars/buses, stops, stations, and elevators

8



Questions?

Contact us at
transitambassadors@metro.net



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
September 1, 2022

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Transportation Committee 12-Month Framework and Lookahead

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

BACKGROUND:

What is Connect SoCal 2024?

SCAG prepares a long-range RTP/SCS every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable growth.

SCAG’s next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data as well as enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. The pillars of Connect SoCal—the *Core Vision* and *Key Connections*—are anticipated to continue into the next plan. The *Core Vision* centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. The *Key Connections* augment the *Core Vision* of the plan to address trends and emerging challenges. These *Key Connections* lie at the intersection of land use, transportation and innovation to accelerate progress on regional planning goals. For

this plan development cycle, SCAG staff will focus on process improvements and data updates and refinements. However, in developing Connect SoCal, SCAG must continue to monitor and reexamine trends and emerging issues to put forth a plan that addresses the region’s evolving needs, challenges and opportunities. Thus, the plan will be augmented with consideration of emerging issues, to be discussed through three Policy Subcommittees in Fall and Winter 2022.

Connect SoCal 2024: Status Update

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

Phases of Connect SoCal 2024 Development



Policy Development Framework for Connect SoCal 2024

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

Transportation Committee 12-Month Look Ahead and Framework

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

The framework organizes content into three programmatic areas:

- 1. *Connect SoCal:*** Items within this area will center on efforts to implement Connect SoCal 2020, updates on the plan development process for 2024, and discussion of key policy issues and emerging trends for the 2024 Connect SoCal. Presentations will offer best practices, lessons learned and emerging trends in key policy areas centered on transportation. Throughout 2022, presentations will focus on current implementation efforts for Connect SoCal 2020 as well as status updates on the development of Connect SoCal 2024.
- 2. *Local Assistance Program:*** In this programmatic area, staff will present informational and action items related to programs that provide assistance to local partners. Currently, the main programs that will be highlighted through the TC include: the development and implementation of the Regional Early Action Planning Grant program 2.0 (REAP 2.0), with a focus on the County Transportation Partnership Program component; the Future Communities Pilot Program update; and an overview of the Go Human Program.
- 3. *Regional Updates:*** This programmatic area will focus on updates and approvals, such as the Cycle 6 Active Transportation Program and the Trade Corridor Enhancement Program. Committee members may also recommend other policy topics for exploration.

The look ahead is tracked to when the draft 2024 Connect SoCal will be published. Staff will ensure that the various policy and strategy recommendations in Connect SoCal 2024 will be reviewed and discussed by SCAG's policy committees by July 2023, as the draft plan will be seeking feedback through broader public participation channels beyond that date. This look ahead is a draft, and topics and panels may change based on speaker availability, progress on the targeted programs, and other requests from the Committee Chair and Vice Chair as well as members.

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

FISCAL IMPACT:

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

ATTACHMENT(S):

1. PowerPoint Presentation - TC Agenda Outlook



Transportation Committee Agenda Outlook for FY 2023

September 1, 2022

WWW.SCAG.CA.GOV

Transportation Committee Agenda Outlook for FY 2023

Date	Connect SoCal	Local Assist. Program	Regional Update
Sept	<ul style="list-style-type: none"> Proposed Final 2023 FTIP and Proposed Final Draft Amendment No. 2 to Connect SoCal 2020 Southern California Goods Movement Communities Opportunity Assessment: Findings and Tools LA Metro's Transit Ambassador Program 		<ul style="list-style-type: none"> TC 12-month lookahead Cycle 6 Active Transportation Program Update
Oct-Dec	<ul style="list-style-type: none"> Draft Connect SoCal 2020 Amendment No. 3 and Draft FTIP Consistency Amendment 23-03 CHSRA Status Update on Los Angeles-Anaheim Corridor Regional Dedicated Transit Lanes Final Report Curb Space Management Study Final Report TDM Data Standards Final Report NHS Infrastructure/System Performance Report LIX Process Update Final Performance Measures and Monitoring Core strategies #1: system preservation/management Draft Connect SoCal 2024 Core (Baseline) Revenues Draft Connect SoCal 2024 Core (Baseline) Costs Moving toward Universal Basic Mobility (UBM) Exploring transportation pricing & incentives via mobility wallet: MPO/Caltrans study overview Replacing California's Gas Tax: Road Charge Research 	<ul style="list-style-type: none"> Future Communities Pilot Program Update: Pilot Progress & Completed Pilot Findings Office of Traffic Safety Acceptance of Funds (upon award) Go Human Program Overview REAP 2.0 CTC Partnership Program Final Guidelines & Call for Projects REAP 2.0 CTC Partnership Program Project Selection REAP 2.0 SCAG Region Big Data Acquisition & Rollout 	<ul style="list-style-type: none"> Trade Corridor Enhancement Program (TCEP) Nominations & Submittal to the CA Transportation Commission

Transportation Committee Agenda Outlook for FY 2023

Date	Connect SoCal	Local Assist. Program	Regional Update
Jan-March	<ul style="list-style-type: none"> Proposed Final Connect SoCal 2020 Amendment No. 3 and Draft FTIP Consistency Amendment 23-03 California Integrated Travel Project (Cal-ITP) Overview Focus on transit & emerging shared mobility ecosystems Core strategies #2: Transit Core Strategies #3: Complete Streets/AT Core Strategies #4: Goods Movement Key Connections Re-defined for Draft Connect SoCal 2024 Draft Connect SoCal 2024 Aviation Forecast Draft Connect SoCal 2024 Plan Costs Draft Connect SoCal 2024 New Funding Strategies Draft Connect SoCal 2024 Financial Plan 	<ul style="list-style-type: none"> REAP 2.0 CTC Program Progress Report 	
Feb	<ul style="list-style-type: none"> Special Joint Policy Committee: Connect SoCal Committee Recommendations, LDX Findings and Survey Results 		
April-June	<ul style="list-style-type: none"> Key Connections Re-defined + new strategies for Draft Connect SoCal 2024 Review Subcommittee Recommendations/ Reports 	<ul style="list-style-type: none"> REAP 2.0 CTC Program Progress Report 	ATP Cycle 6 Regional Program Adoption



THANK YOU!

For more information, please visit:

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



AGENDA ITEM 13
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
September 1, 2022

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Alison Linder, Senior Planner
(213) 236-1934, linder@scag.ca.gov

Subject: Goods Movement Communities Opportunities Assessment Update

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

In November 2021, SCAG initiated the Goods Movement Communities Opportunities Assessment, funded through a Caltrans Sustainable Transportation Planning Grant. This project combines analysis and outreach to understand and address both positive and negative impacts of goods movement, and to inform SCAG’s communication approach with goods movement impacted communities. This study will produce a toolkit for impacted communities with best practices and resources on goods movement impact mitigation strategies and recommendations to connect communities to the economic opportunities of goods movement, and an updated innovative communications strategy that will guide SCAG’s goods movement related outreach. This presentation will highlight the community selection process, outreach tools, and initial dialog, and a follow-up presentation will be given in November to share the final conclusions and toolkit created through this study. The study will conclude at the end of September.

BACKGROUND:

As stated in Connect SoCal, the efficient movement of goods is critical to a strong economy and improves quality of life in the SCAG region by providing jobs and access to markets through trade. However, increased volumes of goods moving across the transportation system contribute to greater congestion, safety concerns and harmful emissions. It is critical to integrate land use decisions and technological advancements to minimize environmental and health impacts while fostering continued growth in trade and commerce.

In November 2021, SCAG initiated the Goods Movement Communities Opportunities Assessment, funded through a Caltrans Sustainable Transportation Planning Grant. The project aims to combine analysis and outreach, to understand and address both positive and negative impacts of goods movement, and to inform SCAG's communication approach with goods movement impacted communities. This study will produce a toolkit for impacted communities with best practices and resources on goods movement impact mitigation strategies and recommendations to connect communities to the economic opportunities of goods movement, and an updated innovative communications strategy that will guide SCAG's goods movement related outreach.

The overall goals and objectives of this study are as follows:

- Assess the opportunities and challenges of the goods movement industry in communities that are disproportionately affected by industry activities and/or facilities;
- Collaborate with community leaders and members to identify and develop co-generated solutions to goods movement challenges;
- Prepare, execute, and evaluate innovative engagement tools;
- Provide community leaders with a toolkit of strategies for mitigating environmental impacts, pursuing economic benefits, and engaging local stakeholders; and
- Help communities connect to workforce development opportunities in the goods movement industry.

To advance these goals, SCAG conducted an outreach campaign with multiple stakeholders and a toolkit is currently being developed, based on outreach feedback. The toolkit will be in story map format and will include details on the selected communities, case studies of best practices, and resources that are applicable both at the regional and local level to address some of the challenges that surfaced through this study. This presentation will focus on the outreach effort done to date and some of the initial feedback received by the selected representative communities.

In November 2021, staff presented an overview of the study to the Transportation Committee and several member jurisdictions expressed interest in participating as a community of focus. A workshop was held on January 18, 2022, which focused on the study and call for interest, and was attended by close to 100 participants. During the workshop, staff presented a quantitative, data-driven spatial analysis which defined four goods movement community types in SCAG region. Further, staff explained that using these typologies, community selection would be considered if a nominated community was disproportionately affected by the goods movement supply chain, representative of various geographic areas and issues in Southern California, and in need of support to implement and improve equity measures of community health and well-being. Additionally, mural boards were used to collect comments and facilitate dialog, and a web-based mapping tool was used during the focus groups and made available for additional stakeholder comments. Finally, a survey was distributed across the SCAG region where interested communities could self-nominate for their participation, a social media video challenge was launched, and three "conversation starter" videos were developed. During this workshop and upon extensive review, seven (7)

communities (City of Banning, City of Commerce, City of Lancaster, City of Needles, City of Riverside, City of San Bernardino, and Unincorporated LA County (Little Rock, Pear Blossom, Lake LA, Sun Village) were selected to participate as communities of interest.

Representatives of these communities participated in three (3) Community Advisory Committee (CAC) meetings where goods movement challenges and solutions were discussed, and outreach tools and resources were presented. Members were advised to apply these tools and have additional conversations about goods movement in their communities. Further, the consultant team held office hours where they could respond to CAC member inquiries and provide additional support. As a result, three (3) Community Benefit Organizations (CBOs) agreed to formal MOUs to do additional outreach and were compensated for their efforts. CBOs include the Antelope Valley Economic Development & Growth Enterprise, Antelope Valley Partners for Health, and Making Hope Happen Foundation: Uplift San Bernardino.

In June 2022, a combined total of 115 participants attended five (5) focus groups which aimed towards facilitating a conversation regarding the challenges of goods movement and potential solutions to mitigate environmental impacts, while preserving a vibrant economy.

Key suggestions from the community include but are not limited to:

Economic:

- Develop workforce and career development opportunities that ensure local communities have access to the benefits of the freight system
- Develop and/or accelerate programs which would provide access to goods movement jobs to local residents before looking further afield
- Expand the ease and speed of obtaining necessary certifications and training programs for upwards social mobility
- Foster workforce development/apprenticeships geared towards fulfilling community, governmental and industry needs
- Leverage local high school or community college programs to assist in research and data compilation, to assess community needs
- Work with schools to include additional classes related to workforce development

Infrastructure:

- Expand truck electrification/plug-in capacity
- Prioritize roadway resurfacing and improvements on routes trucks are using, regardless of designation
- Build First/Last Mile infrastructure that emphasizes pedestrian and vulnerable user safety

Policy:

- Test off-hour deliveries to reduce traffic
- Re-route trucks to avoid sensitive uses and pedestrian hubs
- Enforce speed and safety policies for trucks
- Incentivize trucks to be off local roads when at all possible
- Collaborate on zoning practices and warehouse locating across jurisdictional boundaries

Environmental

- Push for use of alternative fuels and electrification
- Reduce traffic and GHGs with cargo bikes and smaller local delivery trucks
- Leverage grants and other funding resources such as AB617, SCAQMD, CARB, Port of Long Beach Community Grants Program (CGP)
- Limit warehouses near residential, school, and other sensitive uses due to the truck traffic they generate

The completed study will incorporate feedback and recommendations from the focus groups and outreach efforts, and provide mitigation strategies to reduce goods movement impacts and to help communities connect to the economic benefits of the goods movement system. Findings will also be integrated into the interactive web-based toolkit and will be previewed for additional feedback at the final workshop which will be held virtually on September 15, 2022 at 12:30 p.m.

SCAG staff encourages member jurisdictions and their respective stakeholders to participate in the final workshop so they can be aware of the resources available and have an opportunity to provide feedback on the tools and resources, as well as goods movement related outreach efforts related to the upcoming Connect SoCal plan.

The study will conclude at the end of September 2022. Staff will return to the TC in November 2022 with a presentation of the toolkit and findings on goods movement community co-generated solutions.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2021-2022 Overall Work Program (145.4865.01).

ATTACHMENT(S):

1. PowerPoint Presentation - SCAG Communities Freight



SOCAL GOODS MOVEMENT COMMUNITIES OPPORTUNITIES ASSESSMENT



Project Update

Alison Linder, PhD
Senior Regional Planner
Project Manager

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PROJECT CONTEXT

Goals and Objectives

- **Assess the opportunities and challenges** of the goods movement industry in communities that are disproportionately affected by industry activities and/or facilities
- **Collaborate with community leaders and members** to identify and develop co-generated solutions to goods movement challenges
- Prepare, execute and evaluate **innovative engagement tools**
- **Provide community leaders with a toolkit** of strategies for mitigating environmental impacts, pursuing economic benefits, and engaging local stakeholders
- **Help communities connect to workforce development** opportunities in the goods movement industry



Connection to SCAG work on Equity

- SCAG’s Early Action Plan for Equity
- Public Participation Plan
- Equity Tool and Planning Strategy
- AB 617 Communities Outreach
- Connect SoCal EJ Technical Report
- Equity Working Group
- Inclusive Economic Recovery Strategy



PROJECT PROCESS



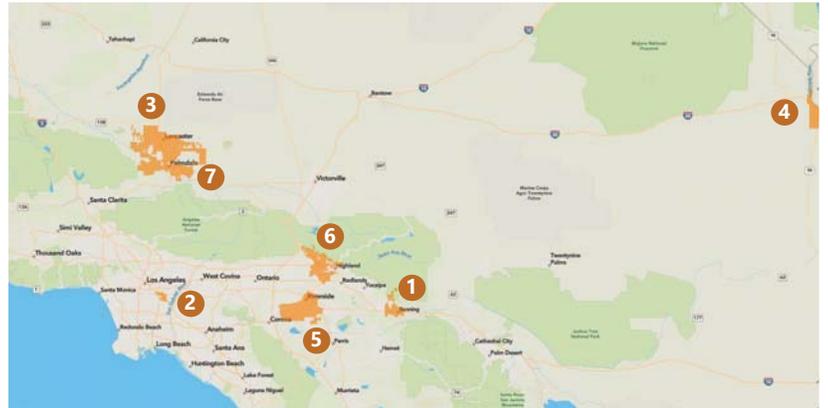


COMMUNITY IDENTIFICATION



Final Identified Communities

1. City of Banning
2. City of Commerce
3. City of Lancaster
4. City of Needles
5. City of Riverside
6. City of San Bernardino
7. Unincorporated LA County (Little Rock, Pear Blossom, Lake LA, Sun Village)



Communities:

- Are disproportionately affected by goods movement supply chain
- Represent various geographic areas and issues
- Need support to implement and improve equity measures of community health & well-being



COMMUNITY OUTREACH & DATA COLLECTION



Public Engagement Plan

- **Connect with interest groups and develop stakeholder database, including:**
 - Community-Based Organizations (CBOs)
 - Public agencies
 - Business community
 - Educational institutions
- **Create Engagement Tools including:**
 - Project fact sheet
 - Crowdfunder+ / webmapping
 - Social media video challenge
 - Educational videos
 - Guide on developing CBO partnerships
 - Guide on using Social Media & Incorporating Tech Tools
 - Hosting Virtual Meetings Guide
 - Holding Office Hours





COMMUNITY OUTREACH & DATA COLLECTION



Community Advisory Committee

7 

Communities represented

10

Members on CAC

3 

Meetings held

3

Office hours held



Members shared project, webmapping comment tool, and video challenge with constituents



Sharing information, discussing challenges, and co-generating solutions



CAC Goals:

- Develop co-generated solutions for addressing challenges related to goods movement; pursuing economic opportunities; and engaging local stakeholders
- Learn and apply best practices for effective community outreach
- Inform the development and application of assessment tools
- Lead community engagement efforts in your respective communities to drive participation at 1 Focus Group
- Establish and grow strategic partnerships with regional and local community leaders who can amplify community engagement efforts



COMMUNITY OUTREACH & DATA COLLECTION



Focus Groups

5 

Focus Group Discussions

115

Focus Group Participants

185

Comments Collected



Sharing information, discussing challenges, and co-generating solutions



Participants included:

- Environmental justice advocates
- Labor representatives
- Business owners
- Residents
- Faith communities
- Educators
- Community-based organizations
- Representatives from several agencies
- City staff



COMMUNITY OUTREACH & DATA COLLECTION



Top Challenges Heard in Engagement

- Pollution and particulate matter impacting air quality, environmental concerns and public health
- Warehouse & distribution centers are growing too fast near sensitive uses
- High volume of trucks on local arterials(cut through traffic)
- Trucks travel at high speed on surface streets and concerns about safety
- Proximity of truck routes or parking to schools/sensitive uses increase health and safety risk
- Pedestrians, particularly elderly and youth, feel unsafe with truck speeds and frequencies
- Due to shortage of truck parking/ staging area, trucks park over night or idle at neighborhood streets. Some cities have truck bans so the issue spill over to the neighboring cities.
- Community members feeling uninformed about regional improvements to highways
- Community members feeling uninformed about truck designated routes and street safety standards
- Lack of education for organizing and how to obtain resources.



CO-GENERATED SOLUTIONS & TOOLKIT



Selected Co-Generated Solutions

●	Stakeholder Comments
●	Research Best Practices

- **Economic**
 - Develop workforce & career development opportunities that ensure local communities have access to the benefits of the freight system
 - Accelerate programs and engagement to offer goods movement jobs to local people before looking further afield
 - Expand the ease and speed of obtaining necessary certifications and training programs, or provide more upskilling opportunities
 - Foster communities of practice where apprenticeships are encouraged in line with community, governmental and industry need
 - Leverage local high school or community college to research and organize data for community needs and provide engagement for community
 - Work with schools to include more classes related to workforce development



Attachment: PowerPoint Presentation - SCAG Communities Freight (Goods Movement Communities Opportunities Assessment Update)



CO-GENERATED SOLUTIONS & TOOLKIT



Selected Co-Generated Solutions

●	Stakeholder Comments
●	Research Best Practices

• Infrastructure

- ● Expand truck electrification / plug-in capacity
- ● Prioritize roadway resurfacing and improvements on routes trucks are using, regardless of designation
- ● Build First/Last Mile infrastructure that emphasizes pedestrian and vulnerable user safety

• Policy

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• Environmental

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CO-GENERATED SOLUTIONS & TOOLKIT

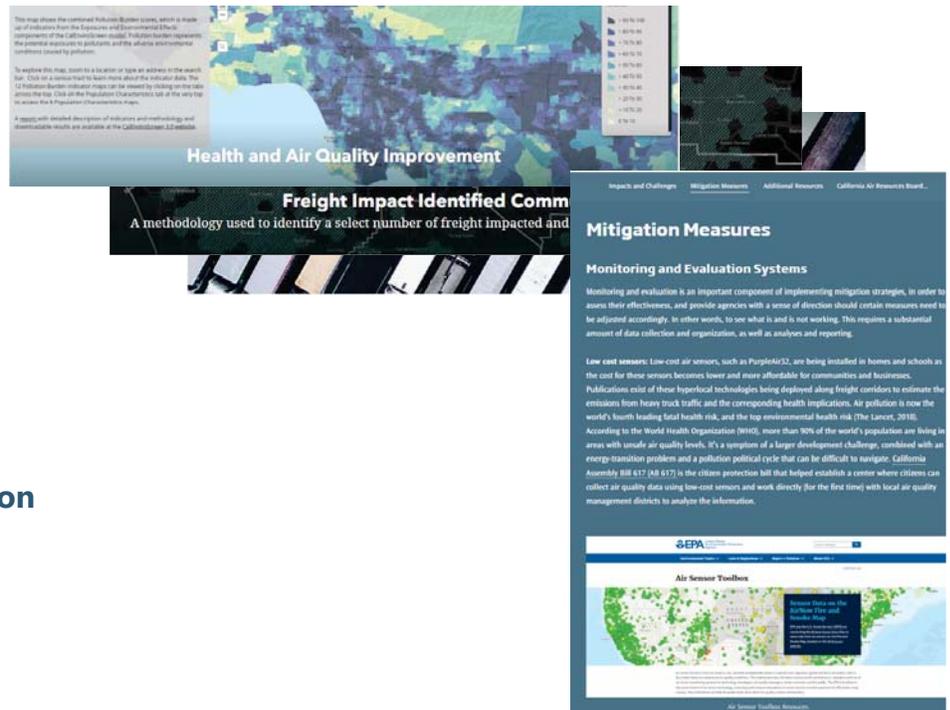


Toolkit Resource

- **Home Page** – overview of the project and resources in the Toolkit
- **Community Screening and Identification** – methodology and process for determining focus communities
- **Freight Impact Identified Communities** – identified communities, CAC and Focus Group goals
- **Communication and Engagement Best Practices** – guides and resources for holding your own community engagement
- **Health and Air Quality Resources** – funding, grants, and policy information to help improve health and air quality
- **Workforce Development and Economic Resources** – leverage goods movement into economic and workforce benefits
- **Regional Strategies** – broader initiatives, policies, and strategies

NEXT STEPS

- Finalize Toolkit and related resources
- Hold Closing Area-Wide Workshop
- Disseminate Toolkit to stakeholders
- Evaluate outreach strategy
- Develop findings and mitigation strategies report



THANK YOU!

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Everything you buy touches a truck at some point!

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