



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  
**Clint Lorimore, Eastvale**

First Vice President  
**Jan C. Harnik, Riverside County  
Transportation Commission**

Second Vice President  
**Carmen Ramirez, County of Ventura**

Immediate Past President  
**Rex Richardson, Long Beach**

COMMITTEE CHAIRS

Executive/Administration  
**Clint Lorimore, Eastvale**

Community, Economic &  
Human Development  
**Jorge Marquez, Covina**

Energy & Environment  
**David Pollock, Moorpark**

Transportation  
**Sean Ashton, Downey**

## REMOTE PARTICIPATION ONLY

# TRANSPORTATION COMMITTEE

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

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

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

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

### **PUBLIC ADVISORY**

Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-08-21, the meeting will be held telephonically and electronically.

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

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



## Instructions for Public Comments

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

1. **Submit written comments via email to: [TCPublicComment@scag.ca.gov](mailto:TCPublicComment@scag.ca.gov) by 5pm on Wednesday, September 1, 2021.**

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

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

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

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



## Instructions for Participating in the Meeting

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

### To Participate and Provide Verbal Comments on Your Computer

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

### To Listen and Provide Verbal Comments by Phone

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



### TC - Transportation Committee *Members – September 2021*

1. **Hon. Sean Ashton**  
TC Chair, Downey, RC District 25
2. **Hon. Art Brown**  
TC Vice Chair, Buena Park, RC District 21
3. **Hon. Phil Bacerra**  
Santa Ana, RC District 16
4. **Hon. Kathryn Barger**  
Los Angeles County
5. **Hon. Elizabeth Becerra**  
Victorville, District 65
6. **Hon. Ben Benoit**  
Air District Representative
7. **Hon. Russell Betts**  
Desert Hot Springs, CVAG
8. **Hon. Lorrie Brown**  
Ventura, RC District 47
9. **Hon. Joe Buscaino**  
Los Angeles, RC District 62
10. **Hon. Ross Chun**  
Aliso Viejo, OCCOG
11. **Hon. Jonathan Curtis**  
La Canada Flintridge, RC District 36
12. **Sup. Andrew Do**  
Orange County CoC
13. **Hon. Darrell Dorris**  
Lancaster, NCTC
14. **Hon. JJohn Dutrey**  
Montclair, SBCTA
15. **Hon. James Gazeley**  
Lomita, RC District 39

---

#### 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*



## TRANSPORTATION COMMITTEE AGENDA

---

- 16. Hon. Jason Gibbs**  
Santa Clarita, NCTC
- 17. Sup. Curt Hagman**  
San Bernardino County
- 18. Hon. Ray Hamada**  
Bellflower, RC District 24
- 19. Hon. Jan C. Harnik**  
RCTC
- 20. Hon. Laura Hernandez**  
Port Hueneme, RC District 45
- 21. Hon. Christian Horvath**  
Redondo Beach, Pres. Appt. (Member at Large)
- 22. Hon. Lindsey Horvath**  
West Hollywood, WSCCOG
- 23. Hon. Mike Judge**  
VCTC
- 24. Hon. Trish Kelley**  
Mission Viejo, OCCOG
- 25. Hon. Paul Krekorian**  
RC District 49/Public Transit Rep.
- 26. Hon. Linda Krupa**  
Hemet, WRCOG
- 27. Hon. Richard Loa**  
Palmdale, NCTC
- 28. Hon. Clint Lorimore**  
Eastvale, RC District 4
- 29. Hon. Steven Ly**  
Rosemead, RC District 32
- 30. Hon. Steve Manos**  
Lake Elsinore, RC District 63
- 31. Hon. Ray Marquez**  
Chino Hills, RC District 10

---

### 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*



## TRANSPORTATION COMMITTEE AGENDA

---

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

---

### 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*



## TRANSPORTATION COMMITTEE AGENDA

---

- 48. Hon. Tim Shaw**  
OCTA
- 49. Hon. Marty Simonoff**  
Brea, RC District 22
- 50. Hon. Jeremy Smith**  
Canyon Lake, Pres. Appt. (Member at Large)
- 51. Hon. Ward Smith**  
Placentia, OCCOG
- 52. Hon. Jose Luis Solache**  
Lynwood, RC District 26
- 53. Sup. Karen Spiegel**  
Riverside County
- 54. Hon. Cynthia Sternquist**  
Temple City, SGVCOG
- 55. Hon. Jess Talamantes**  
Burbank, Pres. Appt. (Member at Large)
- 56. Hon. Steve Tye**  
Diamond Bar, RC District 37
- 57. Hon. Michael Vargas**  
Riverside County CoC
- 58. Hon. Cheryl Viegas-Walker**  
El Centro, RC District 1
- 59. Hon. Scott Voigts**  
Lake Forest, OCCOG
- 60. Sup. Donald Wagner**  
Orange County
- 61. Hon. Colleen Wallace**  
Banning, President's Appt. (Member at Large)
- 62. Hon. Alan Wapner**  
SBCTA
- 63. Hon. Alicia Weintraub**  
Calabasas, LVMCOG
- 64. Mr. Paul Marquez**  
Caltrans, District 7, Ex-Officio Non-Voting Member

---

### 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*



## TRANSPORTATION COMMITTEE AGENDA

---

Southern California Association of Governments  
Remote Participation O

**Thursday, September 2, 2021**

**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 Sean Ashton, Chair)*

### **PUBLIC COMMENT PERIOD**

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

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

#### **CONSENT CALENDAR**

##### Approval Item

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

##### Receive and File

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

### **INFORMATION ITEMS**

5. Coachella Valley-San Geronio Pass Rail Corridor Service Update 20 Mins.  
*(Steve Fox, Senior Regional Planner)*

---

#### **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



## TRANSPORTATION COMMITTEE AGENDA

---

6. Status Update on SCAG's Broadband Program 10 Mins.  
*(Roland Ok, Regional Planner Specialist)*
  
7. Transportation Demand Management (TDM) Strategic Plan Implementation - Status Update 15 Mins.  
*(Thomas Bellino, Senior Regional Planner)*
  
8. Regional Dedicated Transit Lanes Study and Mobility as a Service (MaaS) Feasibility White Paper Introduction 15 Mins.  
*(Priscilla Freduah-Agyemang, Senior Regional Planner)*

### CHAIR'S REPORT

*(The Honorable Sean Ashton, Chair)*

### METROLINK REPORT

*(The Honorable Art Brown, SCAG Representative)*

### STAFF REPORT

*(David Salgado, Regional Affairs Officer, SCAG Staff)*

### FUTURE AGENDA ITEMS

### ANNOUNCEMENT/S

### ADJOURNMENT

---

#### 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



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

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

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

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

**Members Present:**

- |  |                    |
|--|--------------------|
| Hon. Sean Ashton, Downey <b>(Chair)</b>        | District 25        |
| Hon. Phil Bacerra, Santa Ana                   | District 16        |
| Hon. Kathryn Barger                            | Los Angeles County |
| Hon. Liz Becerra, Victorville                  | District 65        |
| Hon. Ben Benoit, Wildomar                      | South Coast AQMD   |
| Hon. Russel Betts, Desert Hot Springs          | CVAG               |
| Hon. Art Brown, Buena Park <b>(Vice Chair)</b> | District 21        |
| Hon. Ross Chun, Aliso Viejo                    | OCTA               |
| Hon. Darrell Dorris                            | Lancaster, NCTC    |
| Hon. John Dutrey, Montclair                    | SBCTA              |
| Hon. James Gazeley, Lomita                     | District 39        |
| Hon. Ray Hamada, Bellflower                    | District 24        |
| Hon. Jan Harnik, Palm Desert                   | RCTC               |
| Hon. Laura Hernandez, Port Hueneme             | District 45        |
| Hon. Christian Horvath                         | Pres. Apt.         |
| Hon. Trish Kelley, Mission Viejo               | OCCOG              |
| Hon. Linda Krupa, Hemet                        | WRCOG              |
| Hon. Richard Loa, Palmdale                     | NCTC               |
| Hon. Clint Lorimore, Eastvale                  | District 4         |
| Hon. Steven Ly, Rosemead                       | District 32        |
| Hon. Steve Manos, Lake Elsinore                | District 63        |
| Hon. Ray Marquez, Chino Hills                  | District 10        |



---

Hon. Larry McCallon, SBCTA	District 7
Hon. Marsha McLean, NLAC	District 67
Hon. L. Dennis Michael	District 9
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Maria Nava-Froelich	ICTC
Hon. Frank Navarro, Colton	District 6
Hon. Blanca Pacheco	GCCOG
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	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
Hon. Ward Smith, Placentia	OCCOG
Hon. Karen Spiegel	Riverside County
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Jess Talamantes, Burbank	Pres. Appt.
Hon. Steve Tye	District 37
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Colleen Wallace, Banning	Pres. Appt.
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Hon. Alicia Weintraub, Calabasas	LVMCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

**Members Not Present:**

Hon. Lorrie Brown	District 47
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Curt Hagman	San Bernardino County
Hon. Lindsey Horvath	WSCCOG
Hon. Mike T. Judge, Simi Valley	VCTC
Hon. Paul Krekorian	District 49
Hon. Tim Shaw	OCTA
Hon. Jose Luis Solache, Lynwood	District 26
Hon. Scott Voigts, Lake Forest	OCCOG



Hon. Don Wagner

Orange County

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

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

**PUBLIC COMMENT**

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

**CONSENT CALENDAR**

Approval Items

1. Minutes of TC Meeting, June 3, 2021

Receive and File

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

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

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

**NOES:** None (0)

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

---

**ACTION/INFORMATION ITEMS**

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

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

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

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

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

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

**NOES:** None (0)

---

**ABSTAIN:** REECE ABSTAINED ON ITEM NO. 4 (1)

### **INFORMATION ITEMS**

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

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

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

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

### **CHAIR'S REPORT**

There was no Chair's report.

### **METROLINK REPORT**

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



**STAFF REPORT**

There was no staff report.

**FUTURE AGENDA ITEMS**

There were no future agenda items.

**ANNOUNCEMENTS**

There were no announcements.

**ADJOURNMENT**

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

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

//

MEMBERS	CITY	Representing	2021- 22												Total Mtgs Attended To Date		
			JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY		JUN	
Ashton, Sean	Downey	District 25	1	1													2
Bacerra, Phil	Santa Ana	District 16	1	1													2
Barger, Kathryn		Los Angeles County		1													1
Becerra, Liz	Victorville	District 65	1	1													2
Benoit, Ben		South Coast AQMD	1	1													2
Betts, Russell	Desert Hot Springs	CVAG	1	1													2
Brown, Art	Buena Park	District 21	1	1													2
Brown, Lorrie	Ventura	District 47															0
Buscaino, Joe	Los Angeles	District 62															0
Chun, Ross	Aliso Viejo	OCTA	1	1													2
Curtis, Jonathan	La Cañada Flintridge	District 36															0
Dorris, Darrell	Lancaster	NCTC	1	1													2
Dutrey, J. John	Montclair	SBCTA	1	1													2
Gazeley, James	Lomita	District 39	1	1													2
Hagman, Curt		San Bernardino Cnty															0
Hamada, Ray	Bellflower	Bellflower	1	1													2
Harnik, Jan	Palm Desert	RCTC	1	1													2
Hernandez, Laura	Prt Hueneme	District 45	1	1													2
Horvath, Christian	Redondo Beach	Pres. Apt.	1	1													2
Horvath, Lindsey	West Hollywood	WSCCOG	1														1
Judge, Mike	Simi Valley	VCTC	1														1
Kelley, Trish	Mission Viejo	OCCOG	1	1													2
Krekorian, Paul	Public Transit Rep	District 49															0
Krupa, Linda	Hemet	WRCOG	1	1													2
Loa, Richard	Palmdale	NCTC		1													1
Lorimore, Clint	Eastvale	District 4	1	1													2
Ly, Steven	Rosemead	District 32	1	1													2
Manos, Steve	Lake Elsinore	District 63	1	1													2
Marquez, Paul	Caltrans District 7	Ex-Officio	1	1													2
Marquez, Ray	Chino Hills	District 10	1	1													2
McCallon, Larry	Highland	SBCTA	1	1													2
McLean, Marsha	No. L.A. County	District 67	1	1													2
Michael, L. Dennis	Rancho Cucamonga	District 9	1	1													2
Minagar, Fred	Laguna Niguel	District 12	1	1													2
Moore, Carol	Laguna Woods	OCCOG	1	1													2
Najarian, Ara	Glendale	AVCJPA	1	1													2
Nava-Froelich, Maria		ICTC		1													0
Navarro, Frank	Colton	District 6	1	1													2
Pacheco, Blanca	Downey	GCCOG	1	1													2
Primuth, Jon	S. Pasadena	AVCJPA	1	1													2
Reece, Ed	Claremont	SGVCOG	1	1													2
Ruiz, Crystal	San Jacinto	WRCOG		1													1
Saleh, Ali	City of Bell	GCCOG	1	1													2
Sandoval, Tim	Pomona	District 38	1	1													2
Santos, Rey	Beaumont	District 3	1	1													2
Schwank, Zak	Temecula	District 5	1	1													2
Shaw, Tim		ICTC	1														1
Simonoff, Marty	Brea	District 22		1													1
Smith, Jeremy	Canyon Lake	Canyon Lake	1	1													2
Smith, Ward	Placentia	OCCOG	1	1													2
Solache, Jose Luis	Lynwood	District 26	1														1
Spiegel, Karen		Riverside County	1	1													2
Sternquist, Cynthia	Temple City	SGVCOG	1	1													2
Talamantes, Jess	Burbank	AVCJPA	1	1													2
Tye, Steve	Diamond Bar	District 37	1	1													2
Viegas-Walker, Cheryl	El Centro	District 1	1	1													2
Voigts, Scott	Lake Forest	Orange County															0
Wagner, Don	Orange County	Orange County	1														1
Wallace, Colleen	Banning	Banning	1	1													2
Wapner, Alan		SBCTA	1	1													2
Weintraub, Alicia	Calabasas	LVMCOG	1	1													2

Attachment: TC Attendance Sheet July 1 2021 (Minutes of TC Meeting, July 1, 2021)



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

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Pablo Gutierrez, Program Manager I  
(213) 236-1929, gutierre@scag.ca.gov

Subject: Proposed 2023 Federal Transportation Improvement Program Guidelines

**RECOMMENDED ACTION:**

Recommend approval of the proposed 2023 Federal Transportation Improvement Program (FTIP) Guidelines to the RC.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

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

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

*The proposed Guidelines reflect the latest federal and state statutes, including the Fixing America’s Surface Transportation (FAST) Act, and changes that reflect SCAG’s commitment to advancing justice, equity, diversity, and inclusion. Any future changes or modifications to federal*

*or state policies that affect SCAG, will be brought to the attention of the Transportation Committee and the Regional Council for potential action.*

**BACKGROUND:**

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

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

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



---

The guidelines will be modified if policies or funding programs are modified, added, and/or deleted to be consistent with applicable laws. Any changes or modifications that affect SCAG's policy will be brought to the Transportation Committee and the Regional Council for potential action.

**FISCAL IMPACT:**

Work associated with this item is included in the current FY 21-22 Overall Work Program 22-030.0146.02 Federal Transportation Improvement Program (FTIP)



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

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Karen Calderon, Associate Regional Planner  
(213) 236-1983, calderon@scag.ca.gov  
**Subject:** Initial Findings for Connect SoCal CEQA Addendum No. 2 to Programmatic  
Environmental Impact Report (State Clearinghouse #2019011061)

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Receive and File

**RECOMMENDED ACTION FOR EEC:**

Information Only - No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

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

***An informational copy of draft Addendum No. 2 to the PEIR is attached to this staff report. This staff report and draft addendum is for informational purposes only. Staff will return to the EEC for approval of the final Addendum No. 2 to the PEIR on October 7, 2021 and to SCAG's Regional Council for certification on November 4, 2021.***

**BACKGROUND:**

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

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

**BASIS FOR A PEIR ADDENDUM:**

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

**PRELIMINARY PROGRAMMATIC ENVIRONMENTAL ASSESSMENT:**

SCAG staff has conducted a programmatic environmental assessment of the changes to the Connect SoCal Project List documented in Amendment No. 1 pursuant to CEQA. The contents of Draft Addendum No. 2 are as follows:

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

**Summary of Findings:**

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

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

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

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

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

**CONCLUSION:**

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

**NEXT STEPS:**

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

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. Draft-Addendum #2-PEIR

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



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

DRAFT | SEPTEMBER 2, 2021

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



## DRAFT ADDENDUM #2

---

TO THE  
PROGRAM ENVIRONMENTAL IMPACT REPORT  
STATE CLEARINGHOUSE #2019011061

DRAFT | SEPTEMBER 2, 2021

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

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

## 1.0 INTRODUCTION

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

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

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

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

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

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

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

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

Since the adoption of Connect SoCal, SCAG has received requests from several county transportation commissions to amend the Plan to reflect changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new transportation projects contained therein (proposed Amendment #1 to the Connect SoCal, referred to herein as "Connect SoCal Amendment #1")

This PEIR Addendum #2 has been prepared by SCAG to assess potential environmental impacts of the proposed updates and revisions to the Project List included in Connect SoCal Amendment #1. This document is prepared as an addendum to the previously certified Connect SoCal PEIR and PEIR Addendum #1.

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

In summary, PEIR Addendum #2 serves as an informational document to inform decision-makers and the public of the potential environmental impacts of Connect SoCal Amendment #1 by analyzing the projects and programs on a broad regional scale, not at a site-specific level of analysis. This programmatic analysis shows that Connect SoCal Amendment #1 would not result in either new significant environmental effects or substantial increase in the severity of previously identified significant effects. Site specific analysis will occur as each project is defined and goes through individual project-level environmental review.

## 1.1 BASIS FOR THE ADDENDUM

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

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

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

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

review but it may be included in or attached to the Final EIR (Section 15164(c)). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).

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

While the proposed changes to the Project List documented in Connect SoCal Amendment #1 may arguably represent "new information of substantial importance" at the local project-level, these changes are not substantial at the regional program-level as analyzed in the Connect SoCal PEIR. More specifically, the proposed changes to the Project List documented in Amendment #1 would not result in one or more significant effects (at the regional level) not discussed in the Connect SoCal PEIR, nor result in a substantial increase in the severity of previously identified significant effects disclosed in the Connect SoCal PEIR. Moreover, no changes to the mitigation measures or alternatives contained in the Connect SoCal PEIR are necessary or being proposed that could trigger additional review regarding such measures. Furthermore, as discussed in the Connect SoCal PEIR, the level of detail for individual projects on the Project List is generally insufficient to be able to analyze local effects. Such analysis is more appropriately undertaken in project-specific environmental documents prepared by the individual CEQA lead agencies proposing each project.

SCAG has assessed potential environmental effects of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, at the regional program-level, and finds that the additional and modified projects contained in PEIR Addendum #2 are consistent with the region-wide environmental impacts analysis, mitigation measures or alternatives, and Findings of Fact discussed in the previously certified Connect SoCal PEIR and PEIR Addendum #1, and do not result

in any of the conditions described in CEQA Guidelines Section 15162(a)(1)(2)(3). For these reasons, SCAG has elected to prepare an addendum to the Connect SoCal PEIR rather than a Subsequent or Supplemental EIR, and this PEIR Addendum #2 is prepared in accordance with CEQA Guidelines Section 15164.

## 1.2 PURPOSE AND SCOPE OF THE ADDENDUM TO THE PEIR

SCAG has prepared this Addendum #2 to the Connect SoCal PEIR to demonstrate that the proposed changes to the Connect SoCal Project List, contained in Connect SoCal Amendment #1, satisfies the requirements contained in Section 15164 of the CEQA Guidelines for the use of an Addendum to an EIR. The proposed changes to the Project List do not require the preparation of a Subsequent or Supplemental EIR pursuant to Sections 15162 and 15163, respectively, of the CEQA Guidelines due to the absence of new or substantially more adverse significant impacts than those analyzed in the certified EIR.

Addendum #2 to the Connect SoCal PEIR neither controls nor determines the ultimate decision for approval for Connect SoCal Amendment #1 and the proposed changes to the Project List contained therein. The information presented in this Addendum #2 to the Connect SoCal PEIR will be considered by SCAG's decision making body, the Regional Council, prior to deciding on the Connect SoCal Amendment #1.

## 2.0 PROJECT DESCRIPTION

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

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

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

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

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

## 3.0 ENVIRONMENTAL ANALYSIS

The changes described above to the Project List identified in Connect SoCal Amendment #1 would not result in a substantial change to the region-wide impacts programmatically analyzed in the Connect SoCal PEIR. The Connect SoCal PEIR broadly identifies several region-wide significant impacts that would result from the numerous transportation policies and projects encompassed by Connect SoCal.

The Connect SoCal PEIR presents analysis at the programmatic level of various

types of projects, including both modifications to the existing system as well as new systems such as new highway and transit facilities, goods movement roadway facilities, rail corridors, flyovers, interchanges, and High-Speed Rail.

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

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

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

### 3.1 AESTHETICS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to aesthetics beyond those already described in

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

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

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

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

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

## 3.2 AGRICULTURE AND FORESTRY RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to agriculture and forestry resources beyond those already described in the previously certified Connect SoCal PEIR and PEIR Addendum #1. The Connect SoCal PEIR identified potential significant impacts with respect to converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use; conflicting with existing zoning for agricultural use, a Williamson Act contract, forest land or timberland zoned Timberland Production; losing or converting forest land to non-forest use; and changing the existing environment resulting in conversion of Farmland to

non-agricultural use or forest land to non-forest use. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with agricultural and forestry resources (see Connect SoCal PEIR pp. 3.2-21 – 3.1-33). The previous addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to agriculture and forestry resources. Similarly, agriculture and forestry resource impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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

The analysis in the Connect SoCal PEIR Agriculture and Forestry Resources Section and previous addendum adequately addresses the range of agricultural and forestry impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to agriculture and forestry resources, or a substantial increase in the severity of impacts to agriculture and forestry resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

## 3.3 AIR QUALITY

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

Connect SoCal PEIR pp. 3.3-51 – 3.3-88). The previous addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to air quality.

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

As shown in **TABLE 3-2**, On-Road Mobile-source Criteria Pollutant Emission By County – (2045) vs. Existing Conditions (2019) - Amendment #1, the Plan conditions (2045) and existing conditions (base year 2019) of the criteria pollutant emissions for the six counties in the SCAG region remain the same with the proposed changes to the Project List identified in the Connect SoCal Amendment #1. Therefore, no changes to analyses and air quality findings previously discussed in the certified Connect SoCal PEIR and previous addendum would occur.

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

The analysis in the previously certified Connect SoCal PEIR Air Quality Section and PEIR Addendum #1 addresses the range of air quality impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant air quality impacts or a substantial increase in the severity of air quality impacts beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

### 3.4 BIOLOGICAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to biological resources beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendum #1. The Connect SoCal PEIR identified potential significant impacts with respect to species identified as a candidate, sensitive, or special status; riparian habitat or

other sensitive natural community; State or Federally Protected Wetlands; the movement of native resident, migratory fish, wildlife species, corridors, or nursery sites; and local policies or ordinances protecting biological resources or approved habitat conservation plans. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with biological resources (see Connect SoCal PEIR pp. 3.4-61 – 3.4-102). The previous addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to biological resources. Similarly, biological resource impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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

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

### 3.5 CULTURAL RESOURCES

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

**TABLE 3-2 On-Road Mobile-Source Criteria Air Pollutant Emissions by County - Existing Condition (2019) vs Plan (2045) - Amendment #1**

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

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

respect to cultural resources. Similarly, cultural resource impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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

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

### 3.6 ENERGY

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

As shown in **TABLE 3-3**, SCAG Region Estimated Transportation Fuel Consumption – Amendment #1), below, the estimated transportation fuel consumption for the SCAG region would remain similar to what was analyzed for the Connect SoCal, with a slight reduction to the estimated daily fuel consumption. The 20.3 percentage reduction of fuel used compared to existing conditions (base year 2019) would

remain the same. As such, no new or substantial impacts would occur when compared to the previously certified Connect SoCal PEIR and previous addendum.

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

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

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

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

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

### 3.7 GEOLOGY AND SOILS

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

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

The analysis in the certified Connect SoCal PEIR Geology and Soils Section and previous addendum, adequately addresses the range of geology and soil impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to geology and soils, or a substantial increase in the severity of impacts to geology and soils beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

### 3.8 GREENHOUSE GAS EMISSIONS

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

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

Based on the analysis for the Connect SoCal PEIR, transportation emissions for this PEIR Addendum #2 include on-road mobile sources such as light and medium duty vehicles, heavy duty trucks, and buses (**TABLE 3-4**, Greenhouse Gas Emissions from On-Road Vehicles in the SCAG Region – Amendment #1) and off-road emission sources such as rail, aviation, and ocean going vessels (**TABLE 3-5**, Greenhouse Gas Emissions from Off-Road Vehicles in the SCAG Region – Amendment #1).

Similar to Connect SoCal, Connect SoCal Amendment #1 would result in approximately 63.4 million metric tons per year CO<sub>2</sub>e total GHG emissions from on-road vehicles and 10.1 million metric tons per year CO<sub>2</sub>e from off-road vehicles in 2045, as shown in **TABLE 3-5** and **TABLE 3-6**, below. According to **TABLE 3-6**, Greenhouse Gas Emissions from On-Road and Off-Road Sources in the Transportation Sector in the SCAG Region – Amendment #1, Connect SoCal Amendment #1 would result in the same 14.9 percent GHG emission reduction estimated for Connect SoCal when compared to the 2019 baseline. Therefore, the proposed changes from the Connect SoCal Amendment #1 project list would result in similar GHG emissions from on road and off road vehicles.

**TABLE 3-4 Greenhouse Gas Emissions from On-Road Vehicles in the SCAG Region (Million Metric Tons Per Year) - Amendment #1**

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

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

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

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

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

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

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

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

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

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

According to **TABLE 3-7**, SB 375 Analysis – Amendment #1, per capita CO2 emissions from cars and light duty trucks (only) from Connect SoCal Amendment #1 would remain at 21.3 pounds per day in 2020. Amendment #1 would result in no change to the Plan’s 8 percent decrease in per capita CO2 emissions from 2005 to 2020 and would achieve the 8 percent emissions reduction target by 2020 for the region set by SB 375. By 2035, Addendum #2 projects 18.7 pounds per day for per capita CO2 emissions from cars and light-duty trucks (only), similar to the Plan’s original projection of 18.8 pounds per day for per capita CO2 emissions. Like the Plan, this represents a 19 percent decrease in per capita CO2 emissions from 2005 to

2035. This 19 percent decrease would achieve the 19 percent emissions reduction target set by CARB for 2035. CARB has not set per capita GHG emission reduction targets for passenger vehicles for the Plan’s horizon year (2045). However, due to the projects and policies proposed by SCAG to reduce GHG emissions through transit improvements, traffic congestion management, emerging technology, and active transportation, the Plan’s GHG emission reduction trajectory is expected to meet more aggressive GHG emission reductions by 2045. Additionally, Connect SoCal Amendment #1 would not interfere with the reduction strategies provided in the SCS, including congestion pricing, mileage-based user fees, and co-working at strategic locations. By meeting the SB 375 targets for 2020 and 2035, implementation of Connect SoCal Amendment #1 would continue to achieve SB 375 per capita GHG reduction targets for the SCAG region.

Furthermore, Amendment #1 would result in the same GHG reduction trajectory as the original Plan and would not conflict with the State’s long term GHG emission reduction goals.

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

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

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

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

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

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

The analysis in the certified Connect SoCal PEIR Greenhouse Gas Emissions Section and previous addendum, adequately addresses the range of GHG emission impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to GHG emissions, or a substantial increase in the severity of impacts to GHG emissions beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

### 3.9 HAZARDS AND HAZARDOUS MATERIALS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1 are not expected to result in any new or a substantial increase in the severity of significant impacts to hazards and hazardous materials beyond those already identified in the previously certified Connect SoCal PEIR and PEIR

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

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

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

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

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

The analysis in the certified Connect SoCal PEIR Hazards and Hazardous Materials Section and previous addendum, adequately addresses the range of hazard impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to hazards and hazardous materials, or a substantial increase in the severity of impacts to hazards and hazardous materials beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

### 3.10 HYDROLOGY AND WATER QUALITY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to hydrology and water quality beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendum

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

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

The analysis in the certified Connect SoCal PEIR Hydrology and Water Quality Section and previous addendum, adequately addresses the range of hydrology and water quality impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to hydrology and water quality, or a substantial increase in the severity of impacts to hydrology and water quality beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

### 3.11 LAND USE AND PLANNING

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to land use and planning beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendum #1. The Connect SoCal PEIR identified potential significant impacts with respect to physically dividing an established community and land use plan, policy, or regulation adopted

for the purpose of avoiding or mitigating an environmental effect. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with land use and planning (see Connect SoCal PEIR pp. 3.11-40 – 3.11-56). The previous addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to land use and planning. Similarly, land use and planning impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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

The analysis in the certified Connect SoCal PEIR Land Use and Planning Section and previous addendum, adequately addresses the range of impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to land use and planning, or a substantial increase in the severity of impacts to land use and planning beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

### 3.12 MINERAL RESOURCES

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

substantially increased impacts with respect to mineral resources. Similarly, mineral resource impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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

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

### 3.13 NOISE

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

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

The analysis in the certified Connect SoCal PEIR Noise Section and previous

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

### 3.14 POPULATION, HOUSING AND EMPLOYMENT

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

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

The analysis in the certified Connect SoCal PEIR Population, Housing, and Employment Section and previous addendum, adequately addresses the range of population, housing, and employment impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts or a substantial increase in the severity of impacts to population, housing, and employment beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

### 3.15 PUBLIC SERVICES

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

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

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

### 3.16 RECREATION

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

alleviate significant impacts associated with recreation (see Connect SoCal PEIR pp. 3.16-22 – 3.16-30). The previous addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to recreation. Similarly, recreation impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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

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

### 3.17 TRANSPORTATION, TRAFFIC, AND SAFETY

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

traffic, and safety impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

As shown in **TABLE 3-8** Daily Vehicle Miles Traveled in 2019 and 2045 – Amendment #1 and **TABLE 3-9** VMT Per Capita by County – Amendment #1, Connect SoCal Amendment #1 would result in similar daily vehicle miles traveled and vehicle miles traveled per capita throughout the SCAG region as previously disclosed in the PEIR. **TABLE 3-10** Total Daily Hours of Delay in 2019 and 2045 – Amendment #1 and **TABLE 3-11** Percentage of PM Peak Period Work Trips Completed within 45 Minutes – Amendment #1 indicate that there would be a slight increase in total hours of delay in 2045 and in the percentage of work trips of less than 45 minutes as a result of the Project List changes identified in the Connect SoCal Amendment #1. **TABLE 3-12** Percentage of Mode Share on Transit and Active Transportation – Amendment #1 indicates that minimal overall increase to the percentage of mode share on transit and active transportation would occur. As such, project changes are not

expected to result in any new or substantial impacts when compared to the certified Connect SoCal PEIR and previous addendums. Therefore, no changes to analyses and transportation findings previously discussed in the certified Connect SoCal PEIR and previous addendum would occur.

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

The analysis in the certified Connect SoCal PEIR Transportation, Traffic, and Safety Section and previous addendum, adequately addresses the range of GHG emission impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to transportation, or a substantial increase in the severity of impacts beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

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

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

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

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

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

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

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

**Table 3-10 Total Daily Hours of Delay in 2019**

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

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

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

**TABLE 3-11 Percentage of PM Peak Period Work Trips Completed Within 45 Minutes – Amendment #1**

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

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

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

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

### 3.18 TRIBAL CULTURAL RESOURCES

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

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

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

### 3.19 UTILITIES AND SERVICE SYSTEMS

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

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

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

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

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

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

As indicated by **TABLE 3-13**, 2045 Plan Lane Miles by County (PM Peak Network) - Amendment #1 minimal changes to lane miles would occur as a result of the proposed changes to the Project List identified in the Connect SoCal Amendment #1. These changes are minor and would not substantially increase impervious surfaces.

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

The analysis in the certified Connect SoCal PEIR Utilities and Service Systems Section and previous addendum, adequately addresses the range of utility impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to utilities and service systems, or a substantial increase in the severity of impacts to utilities and service systems beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

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

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

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

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

## 3.20 WILDFIRE

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

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

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

## 3.21 CUMULATIVE IMPACTS

The proposed changes to the Project List identified in the Connect SoCal Amendment #1 would not significantly change the scope of the discussion presented in the Cumulative Impacts Chapter of the Connect SoCal PEIR, which includes an assessment of programmatic level unavoidable cumulative impacts (see

Connect SoCal PEIR pp. 3.21-1 – 3.21-14). Cumulative impacts from inclusion of the proposed changes to the Project List identified in the Connect SoCal Amendment #1 are reasonably covered by the cumulatively impacts previously discussed in the certified Connect SoCal PEIR.

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

## 4.0 COMPARISON OF ALTERNATIVES

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

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

## 5.0 OTHER CEQA CONSIDERATIONS

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

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

## 6.0 FINDINGS

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

region-wide analysis presented in the previously certified Connect SoCal PEIR and addendum.

Further, SCAG finds that the proposed changes to the Project List identified in the Connect SoCal Amendment #1 does not require any new mitigation measures or alternatives previously unidentified in the Connect SoCal PEIR, or significantly affect mitigation measures or alternatives already disclosed in the Connect SoCal PEIR. As such, SCAG has assessed the proposed changes to the Project List included in Connect SoCal Amendment #1 at the programmatic level and finds that inclusion of the proposed changes would be within the range of, and consistent with the findings of impacts analysis, mitigation measures, and alternatives contained in the Connect SoCal PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the Connect SoCal. Therefore, a Subsequent or Supplemental EIR is not required, and SCAG concludes that this Addendum to the previously certified Connect SoCal PEIR fulfills the requirements of CEQA.



## MAIN OFFICE

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

## REGIONAL OFFICES

### IMPERIAL COUNTY

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

### ORANGE COUNTY

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

### RIVERSIDE COUNTY

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

### SAN BERNARDINO COUNTY

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

### VENTURA COUNTY

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



## DRAFT ADDENDUM #2

TO THE  
PROGRAM ENVIRONMENTAL IMPACT REPORT  
STATE CLEARINGHOUSE #2019011061

DRAFT | SEPTEMBER 2, 2021

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



AGENDA ITEM 4  
REPORT

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

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

EXECUTIVE DIRECTOR'S  
APPROVAL

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

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

**RECOMMENDED ACTION FOR EEC:**

Information Only - No Action Required

**RECOMMENDED ACTION FOR CEHD AND TC:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

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

**BACKGROUND:**

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

2020 was a record year for California Climate Investments with nearly \$3.1 billion in projects implemented, including more than \$1.5 billion to benefit disadvantaged and low-income

communities. The many benefits to Californians include improved public health, fire prevention, affordable housing and energy efficiency, as well as significant reductions in emissions of greenhouse gases.

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

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

**FISCAL IMPACT:**

No Fiscal Impact. This is not a SCAG funded project.

**ATTACHMENT(S):**

1. PowerPoint Presentation - California Climate Investments (CCI) 2021



## Southern California Association of Government Energy and Environment Committee September 2, 2021

Alex Stockton, Climate Policy Specialist

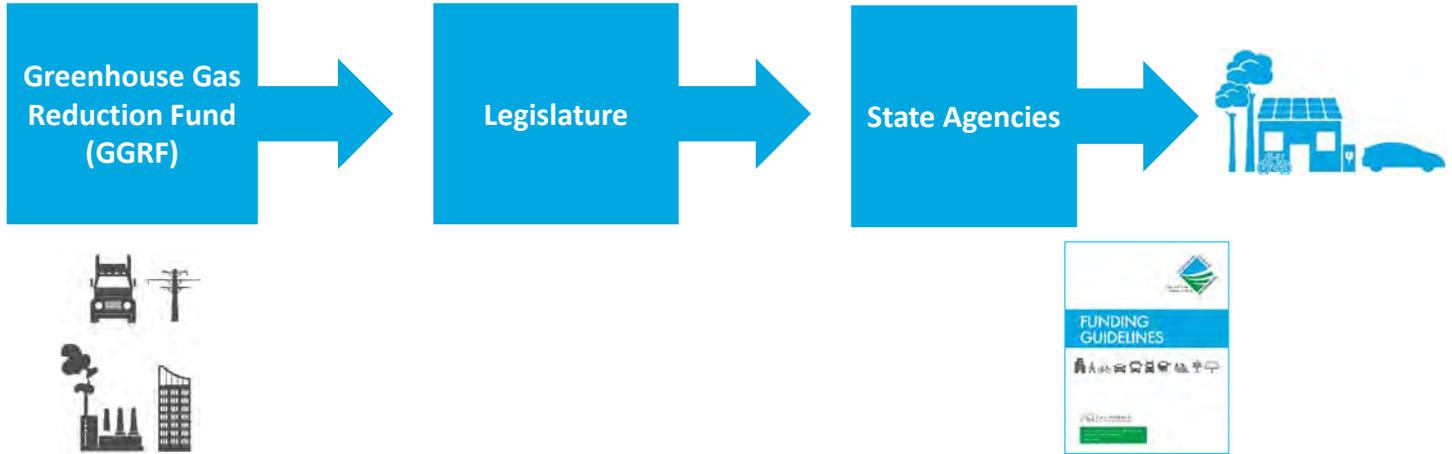


### What is California Climate Investments?

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



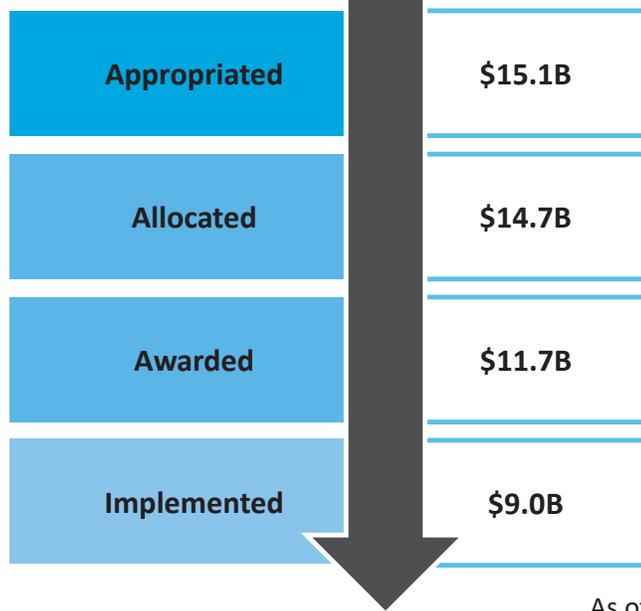
# Funding Flow



# Administering Agencies



# Funding Overview



As of May 2021



## Cumulative Project Outcomes



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



659,000+ acres of land preservation or restoration



542,000+ individual projects implemented



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



8,000+ affordable housing units under contract



123,000+ projects installing energy efficiency measures in homes



125,000+ urban trees

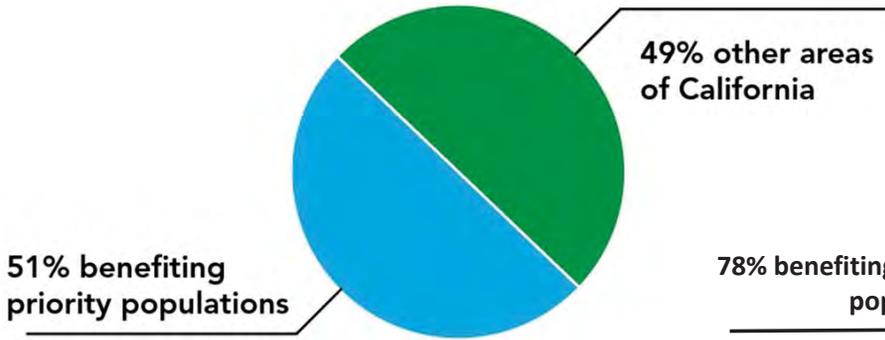


399,000+ rebates issued for zero-emission and plug-in hybrid vehicles

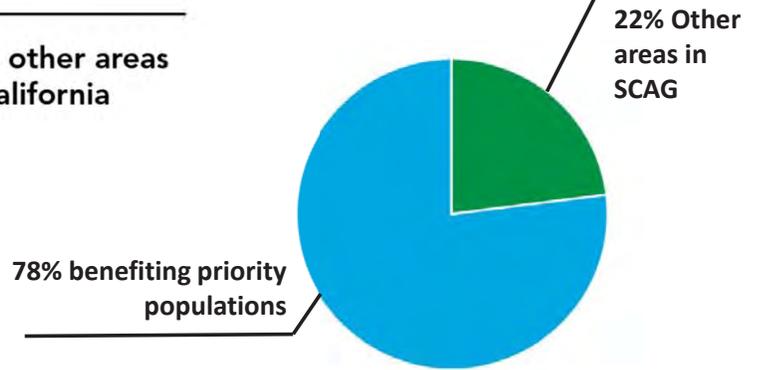
As of May 2021

# Focus on Priority Populations

## Statewide



## SCAG Region



As of May 2021

## Investments in the SCAG Region

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

As of May 2021

# Cumulative Investments in SCAG Region by County

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

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

As of May 2021

## Project Highlight: Santa Ana Arts Collective

**\$12 million – Affordable Housing and Sustainable Communities**

- 57 new, energy-efficient housing units with rooftop solar
- Santa Ana's first affordable housing live-and-work experience for artists
- Gallery space and on-site adult education services



## Project Highlight: Rialto Bike Share Program

**\$1 million – Clean Mobility Options**



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

## Project Highlight: Imperial Western Products Energy Efficiency Project

**\$2.6 million – Food Production Investment Program**

- Coachella-based company processes 500,000 tons of organic waste annually
- Funds energy efficiency upgrades and resilient microgrid
- Provides quality jobs for low-income community members



# Project Highlight: **Wishing Tree Park, West Carson**

**\$2.5 million – Urban Greening**



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

## 2021 Annual Report & Mid-Year Data Update



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

<http://www.caclimateinvestments.ca.gov/annual-report/>

# Resources

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

  @CAClimateInvest

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

1-800-757-2907 • Hablamos Español

Funding Wizard

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





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

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Subject: Coachella Valley-San Gorgonio Pass Rail Corridor Service 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:**

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

**BACKGROUND:**

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

**DISCUSSION:**

Project Description

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

Project Status

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

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

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

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

### Project Schedule

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

### **NEXT STEPS:**

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

### **FISCAL IMPACT:**

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

### **ATTACHMENT(S):**

1. CV-SGP Rail Update September 2021 TC Attachment 1
2. PowerPoint Presentation - CV Rail Presentation\_ SCAG RTC SEP 2021 Final



Program Environmental Document  
and Service Development Plan



# Coachella Valley-San Gorgonio Pass Rail Corridor Service

## Project Highlights

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

## Environmental Milestones

Milestones	Timeline
Prepare Tier 1/Program Level Draft EIS/EIR	Winter 2020/21
Notice of Availability/Notice of Completion	Spring 2021
Release of Tier 1/Program Level Draft EIS/EIR	Spring 2021
Prepare Tier 1/Program Level Final EIS/EIR	Fall 2021
Record of Decision/Notice of Determination	December 2021

## Agency Partners



## Program Overview

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

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



## Project History

- 1991**  
Initial Feasibility Studies: Evaluated one or two daily long-distance rail round-trips between Los Angeles and Indio
- 2010-2013**  
Additional Feasibility Studies
- 2013-2016**  
Market Assessment/Alternatives Analysis: Evaluated five alternatives to determine the preferred alignment
- July 2016**  
Finalized Alternatives Analysis/Preferred Route Advances for Environmental Studies: Proceeded with preferred route through Fullerton and Riverside to be carried forward for analysis in the Service Development Plan and Tier 1/Program EIS/EIR
- Fall 2016 – Spring 2021**  
Tier 1/Program EIS/EIR: Held public scoping meetings and completed studies for Draft EIS/EIR for public review

## Environmental Process

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

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

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

## Project Milestones



## Topics Being Evaluated

The Tier 1/Program Draft EIS/EIR evaluates the impacts and benefits of the program including:

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

## The Corridor at a Glance

### Western End

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

### Eastern End

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





### How to Participate

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

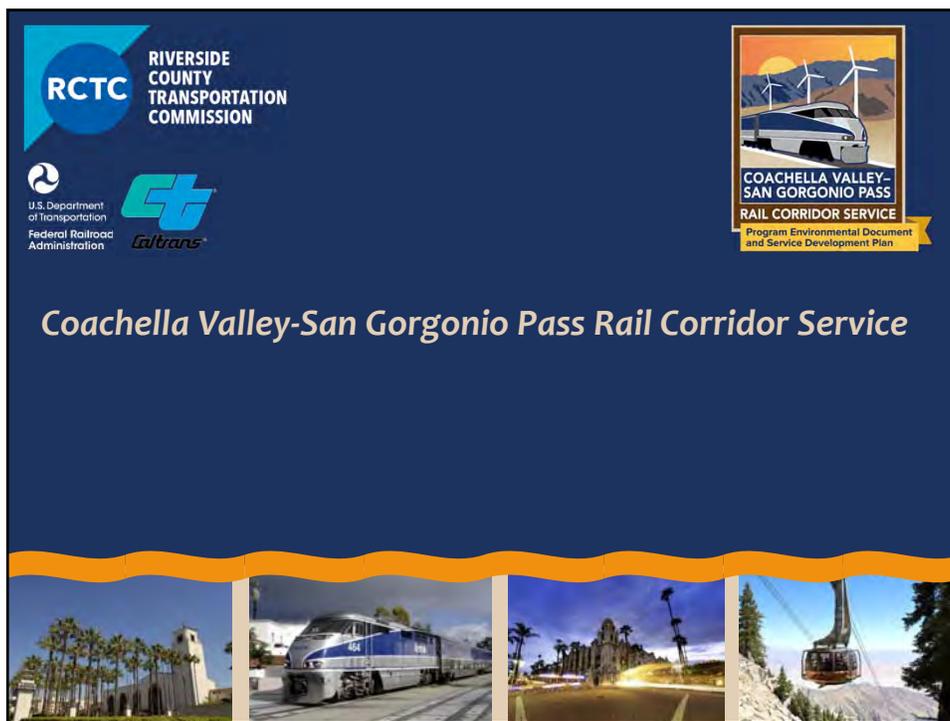
Virtual public hearings will be held to solicit comments about the Tier 1/Program Draft EIS/EIR. Please watch for dates of these public hearings and how to submit comments during the 45-day public review period.

### Contact Us

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

-  951-787-7141
-  CVRail@rctc.org
-  CVRailProject
-  RCTC.org/cvrail





1

## Program Overview – Study Area

### Where is the Program Study Area?

**Passenger Rail Service Studied**

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

2

## Purpose & Need

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

**Need:**

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



3

## Why Amtrak Intercity Service and not Metrolink?

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

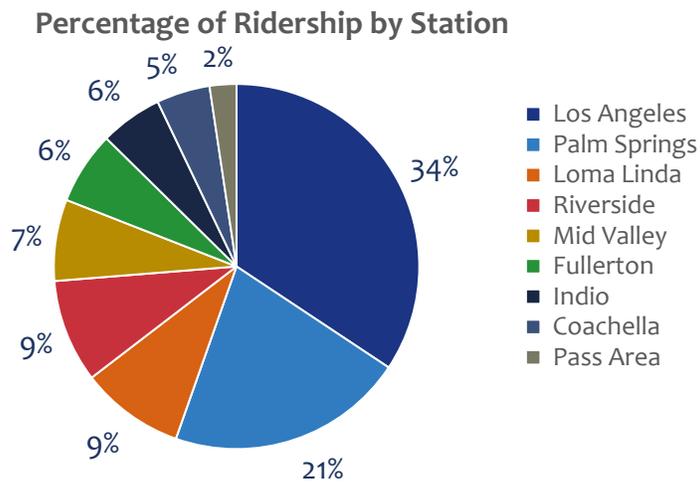
LAUS to Indio	Trip 1	Trip 2	Indio to LAUS	Trip 1	Trip 2
LAUS	10:20 AM	3:20 PM	Indio	9:32 AM	3:32 PM
Fullerton	10:55 AM	3:55 PM	Palm Springs	9:59 AM	3:59 PM
Riverside	11:39 AM	4:39 PM	Riverside	11:22 AM	5:22 PM
Palm Springs	12:59 PM	5:59 PM	Fullerton	12:06 PM	6:06 PM
Indio	1:23 PM	6:23 PM	Los Angeles	12:40 PM	6:40 PM

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

4

## Ridership Distribution

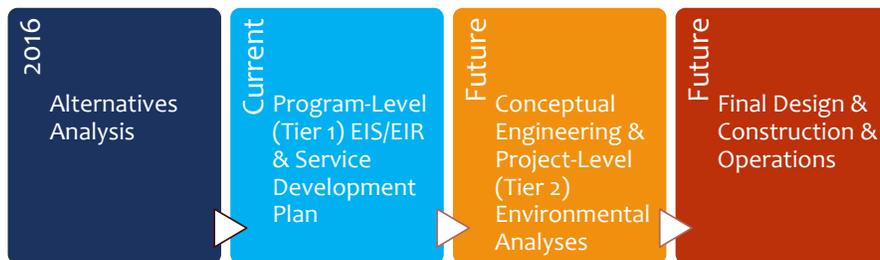
Corridor has a ridership distribution that benefits all counties and provides connections to local and regional services.



5

## Project Process

Where are we in the process?



6

## Project Process

### What will be prepared?

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

7

## Service Development Plan

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

**The Hill Model Example**

8

## Project Process

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

9

## Alternatives Considered

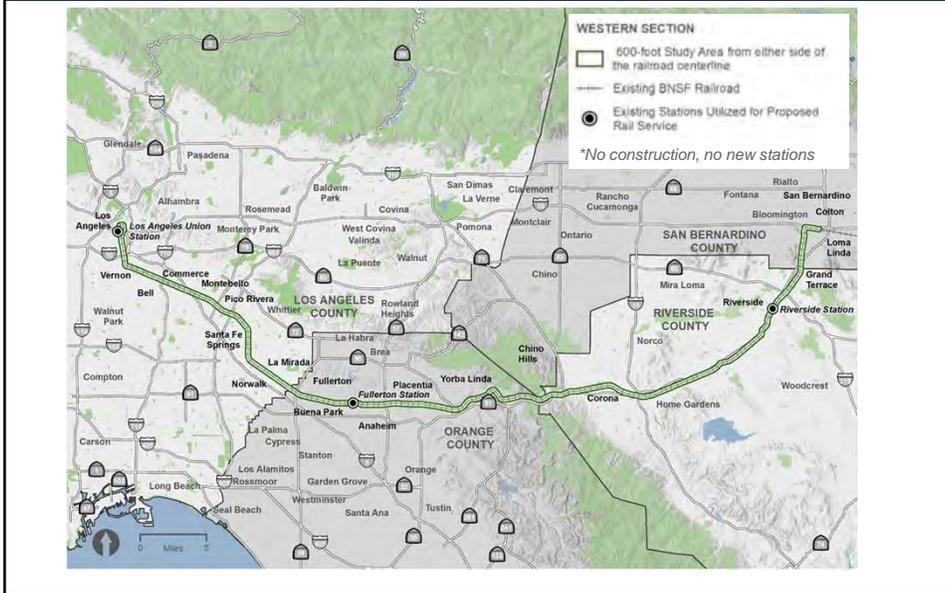
The Program-Level (Tier 1) Draft EIS/EIR includes the analysis of:

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



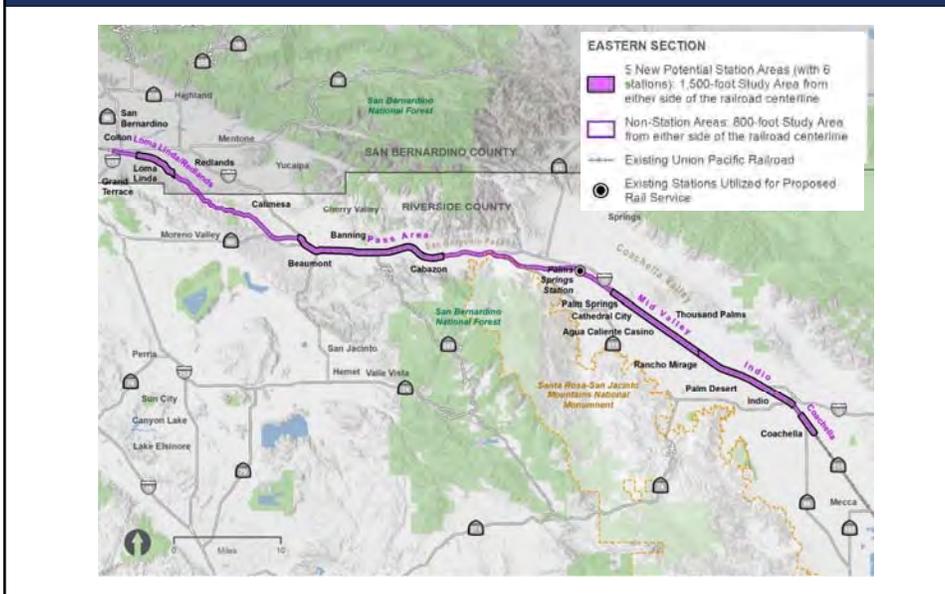
10

## Western Section



11

## Eastern Section: Coachella Terminus



12

## Coachella Valley Rail Public Outreach Activities

			
11 Stakeholder & Agency Briefings	2 Virtual Public Hearings	3,226 Page Views rctc.org/cvrail	256 Comments Received

### Notification Efforts – English & Spanish



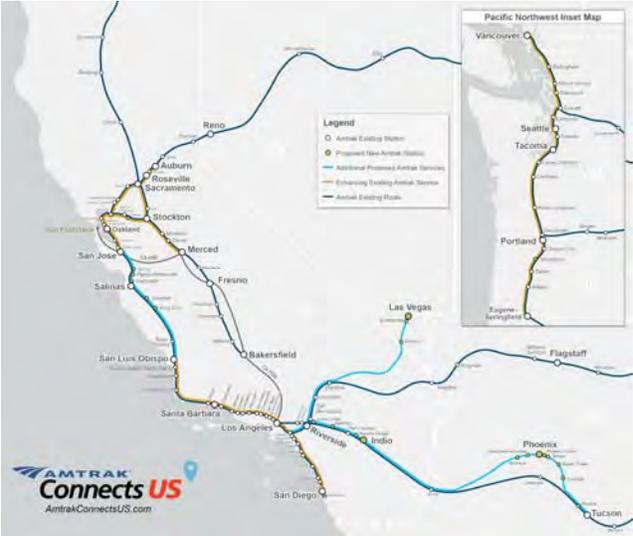
- 9 Email Notices
- 2 News Releases
- The Point Blog Posts
- 22 Social Media Posts

- Project Website
- Video Campaign
- 11 Print/Online Ads
- Geofencing Ads

13

## Amtrak Connect US

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



14

## CV Rail – Checks a lot of boxes...

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

15

# Questions?

16

## Stay Involved

Coachella Valley – San Geronio Pass Rail Corridor Study

**Email:** [CVrail@rctc.org](mailto:CVrail@rctc.org)

**RCTC Website:** [RCTC.org/cvrail](http://RCTC.org/cvrail)

**Facebook:** [facebook.com/CVRailProject](https://facebook.com/CVRailProject)

**FRA Website:** [fra.dot.gov](http://fra.dot.gov)





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

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

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Roland Ok, Regional Planner Specialist  
(213) 236-1819, ok@scag.ca.gov

Subject: Status Update on SCAG's Broadband Program

**RECOMMENDED ACTION FOR TC AND RC:**

Information Only – No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

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

**BACKGROUND:**

**Digital Divide in the SCAG Region**

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

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

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

<sup>2</sup> Monica Anderson, “Mobile Technology and Home Broadband 2019” (Washington: Pew Research Center, 2019)

comes to new technologies and digital skills, meaning they have low levels of digital skills or limited trust in the internet.<sup>3</sup> Finally, there are still physical infrastructural gaps that provide another significant barrier for adoption.<sup>4</sup> Below is an initial assessment of where the SCAG region stands when it comes to the digital divide:

Access to Broadband (See Attachment 1, Broadband Data Analysis for more details<sup>5</sup>)

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

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

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

### **SCAG's Broadband Resolution**

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

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

---

<sup>3</sup> John B. Horrigan, "Digital Readiness Gaps" (Washington: Pew Research Center, 2016).

<sup>4</sup> 2020 Broadband Deployment Report available at: <https://doc.fcc.gov/public/attachments/FCC-20-50A1.pdf>

<sup>5</sup> ACS 5-Year (2015-2019), Caltrans adjusted urbanized data (2010) and M-Lab/Broadband Now (2021)

<sup>6</sup> The Federal Threshold for Broadband Speeds is a minimum of 25/3 Mbps

<sup>7</sup> Available at: <https://scag.ca.gov/sites/main/files/file-attachments/2-resolution-no-21-629-2.pdf>

- Conduct studies to develop solutions and strategies to assist in rapid deployment of broadband technology and technical studies which evaluates the benefits of broadband (i.e, VMT reduction).

### **County-level Resolutions**

With input from stakeholders, SCAG also drafted a sample resolution to bring broadband in underserved communities for local jurisdictions to adopt. To date, all six counties within the SCAG region have developed and approved a digital divide resolution of their own.<sup>8</sup>

### **CURRENT WORK EFFORTS:**

#### **Broadband Survey and Interviews**

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

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

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

---

<sup>8</sup> Available at: <https://scag.ca.gov/sites/main/files/file-attachments/3-county-level-resolutions.pdf>

**GIS Analysis**

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

**Broadband Funding**

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

**Table 1: California’s Broadband Budget Bill (AB/SB 156)**

Cost	Need
\$3.25 B	Middle Mile Improvements
\$2 B	Last Mile Improvements (Urban and Rural)
\$750 M	Local Governments and Non-Profits

**Table 2: Federal Infrastructure Bill (Broadband)**

Cost	Need
\$42.5 B	Direct allocation to States
\$14.2 B	Broadband subsidies for households
\$3.25 B	State-owned Middle Mile network

\$2.75 B	Digital Equity Act
\$2 B	ReConnect Program
\$750 M	Local Governments and Non-Profits to assist in initial financing

SCAG will try help local jurisdictions and other stakeholders secure funding through other sources. Funding sources may include the Coronavirus State and Local Fiscal Recovery Funds and the Connecting Minority Communities (CMC) Pilot Program.<sup>9</sup>

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

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

**Strategic and Technical Studies**

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

Strategic studies are envisioned to find solutions for the following:

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

---

<sup>9</sup> Available at: <https://scag.ca.gov/sites/main/files/file-attachments/6-matrix-bb-funding.pdf>

Technical studies are envisioned to do the following:

- Establish a baseline perspective on the state of broadband in the SCAG area, broadband investment opportunities, and deployment strategies. This approach serves as an initial review of for the SCAG region to address key broadband-related items as follows:
  - Broadband demand center locations and drivers of demand in these areas.
  - Core internet infrastructure and where it exists within the SCAG region.
  - Overall quality of cellular wireless service across and carriers throughout the region.
  - Areas within the SCAG region that may be attractive to telecommunication firms for deploying diverse types of infrastructure.
  - The VMT and GHG impacts of increased broadband adoption, particularly resulting from increased infrastructure opportunities with Caltrans projects.
- Support the development of Connect SoCal (upcoming 2024 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) by establishing a nexus between transportation and broadband infrastructure and how it can drive the scenario planning process by evaluating the following:
  - Equity
  - Telework (Tele-Everything) and its impacts on VMT/GHG
  - Digital Based Trade or Commerce
  - Transportation Safety
  - Goods Movement

**NEXT STEPS:**

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

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

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

**FISCAL IMPACT:**

Work on this project is funded in SCAG’s Fiscal Year 2020-21 Overall Work Program (OWP) under projects 020.0161.04 (Environmental Compliance and Outreach) and 010.1631.02 Transportation Demand Management (TDM) Planning.



**ATTACHMENT(S):**

1. Broadband\_Data\_Analysis
2. SCAG\_Region\_Broadband\_Maps
3. County\_Level\_Broadband\_Maps
4. PowerPoint Presentation - SCAG's Broadband Program

**Broadband Demographic Analysis for the SCAG Region**

	Percentage of Households without an Internet Subscription or No Computer	Population under 18		Population 65 Years and Over		Percentage of Ethnicities of Households without an Internet Subscription or No Computer				Households Without an Internet Subscription	Household Without a Broadband Internet Subscription	Percentage of Households without an Internet Subscription or No Computer		
		Percentage of Pop under 18 in Households	Percentage of Pop under 18 without an Internet Subscription or No Computer	Percentage of Age 65+ in Households	Percentage of Age 65+ in Household Without an Internet Subscription or No Computer	Hispanic	Black	Asian	White	Percentage of Household Income less than \$50,000	Percentage of Household Income less than \$35,000	Age 25+ With Less Than High School Graduate or Equivalency	Urbanized Area	Rural Area
Imperial County	23%	30%	11%	13%	35%	15%	29%	6%	14%	34%	39%	32%	22%	24%
Los Angeles County	16%	22%	12%	13%	24%	16%	19%	7%	9%	29%	34%	26%	16%	9%
Orange County	9%	23%	6%	14%	15%	10%	9%	5%	6%	20%	24%	18%	9%	5%
Riverside County	14%	26%	8%	14%	18%	13%	11%	5%	8%	24%	29%	22%	14%	13%
San Bernardino County	16%	27%	12%	11%	24%	15%	16%	5%	10%	28%	32%	25%	16%	15%
Ventura County	12%	24%	10%	15%	17%	16%	6%	4%	6%	27%	31%	28%	12%	14%
<b>SCAG Region</b>	<b>15%</b>	<b>23%</b>	<b>10%</b>	<b>13%</b>	<b>22%</b>	<b>15%</b>	<b>17%</b>	<b>6%</b>	<b>8%</b>	<b>27%</b>	<b>32%</b>	<b>24%</b>	<b>15%</b>	<b>13%</b>

Data Source: ACS 5-year (2015-2019), Caltrans adjusted Urbanized Area (2010)

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

**Internet Service Provider Plan Speed/Cost Summary**

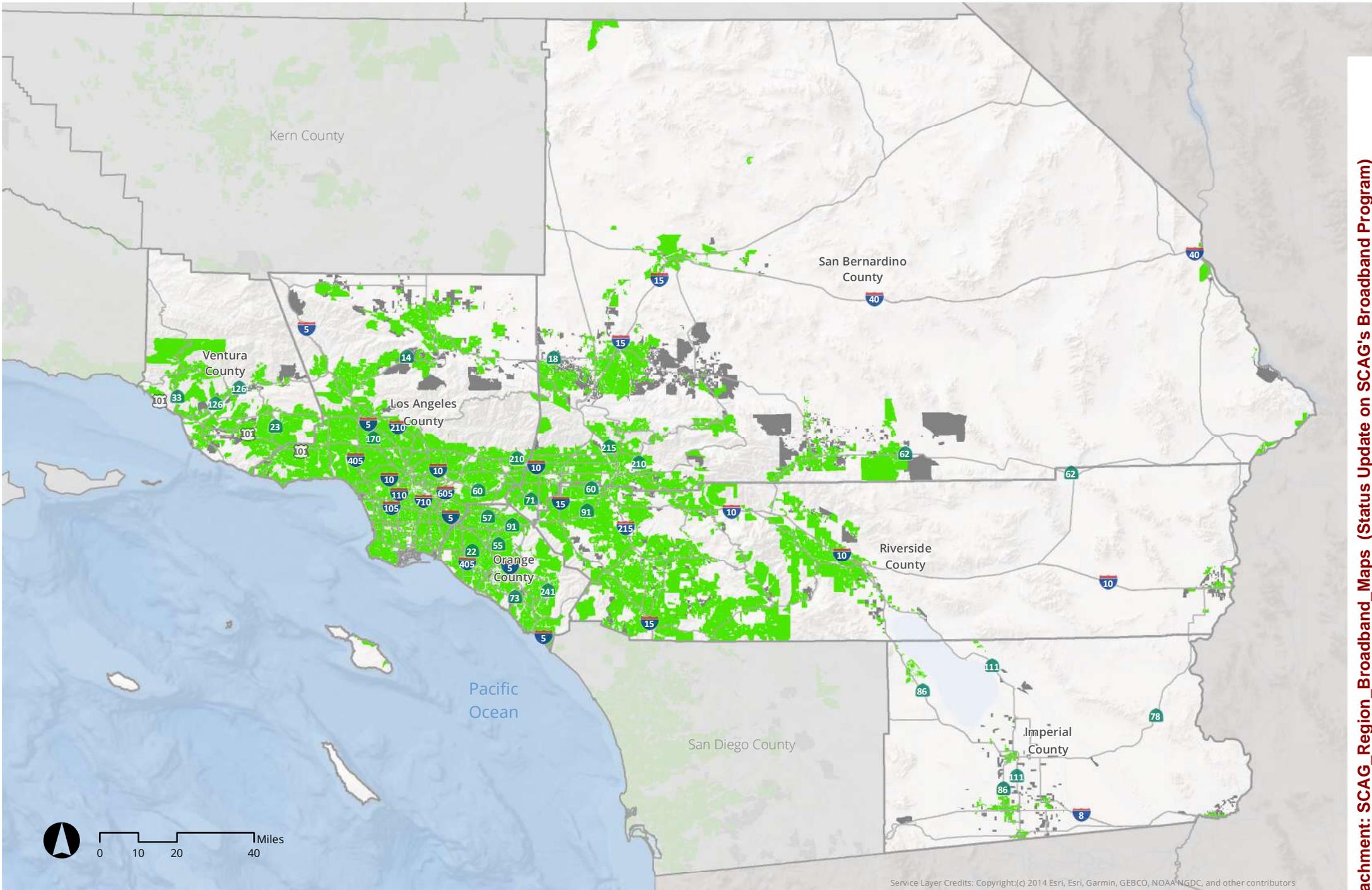
County	Avg. Number of Providers Per Zip Code	Avg. Mbps	Avg. Lowest Price Terrestrial Broadband Plan Per Zip Code
Imperial	10	79	\$ 68.36
Los Angeles	12	237	\$ 35.24
Orange	13	101	\$ 34.94
Riverside	12	78	\$ 35.69
San Bernardino	10	71	\$ 42.49
Ventura	11	98	\$ 36.19
<b>SCAG</b>	<b>11</b>	<b>111</b>	<b>\$ 42.15</b>

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

**Broadband Speed Test at the Zip Code Level**

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

Data Source: M-Lab Data (Dec 2019 – Oct 2020)



Attachment: SCAG\_Region\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

**Fixed Broadband**

- Meets Federal Threshold
- Below Federal Threshold

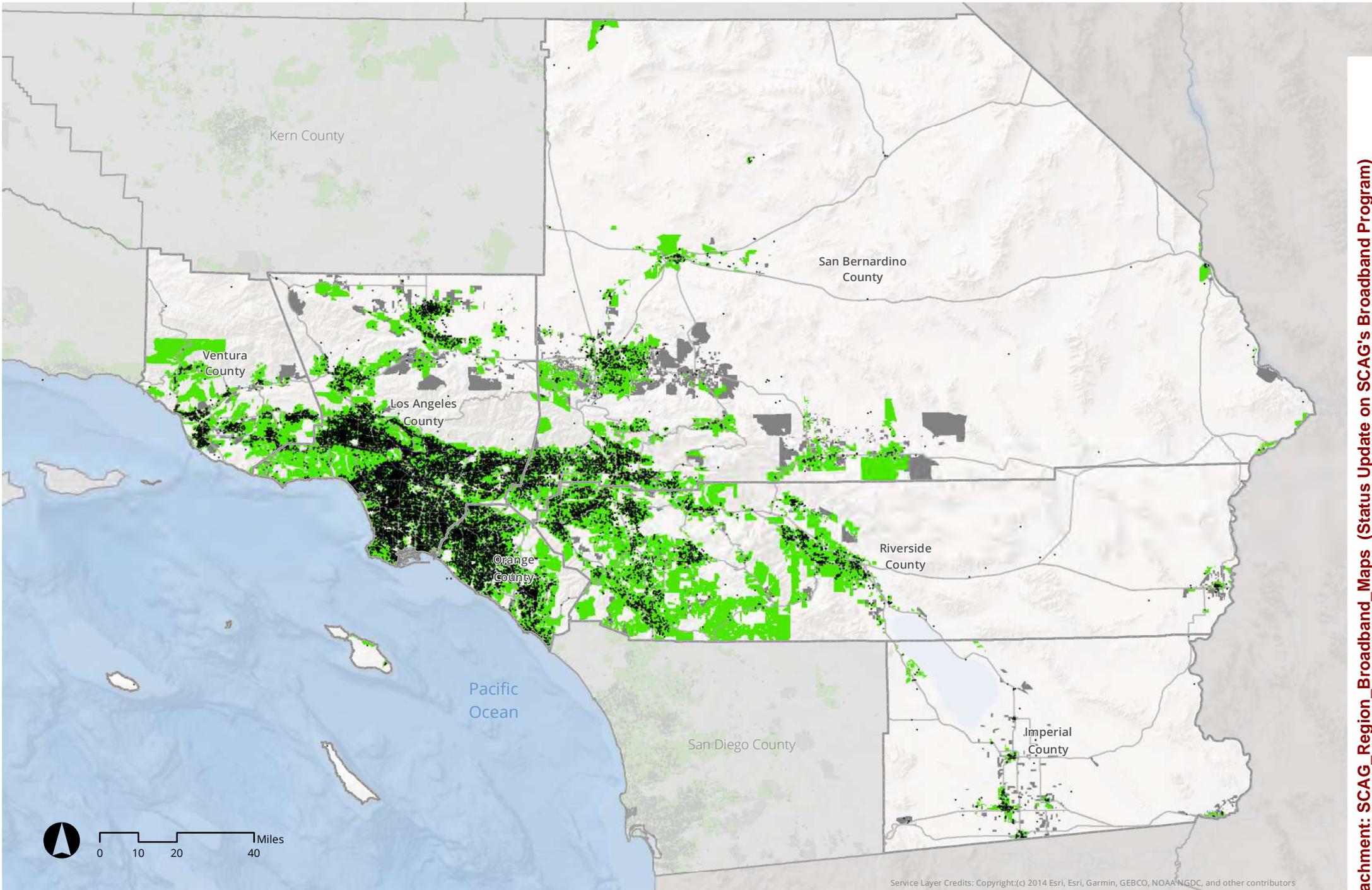
## Fixed Broadband by Census Block for SCAG Region

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

Source: California Public Utilities Commission



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



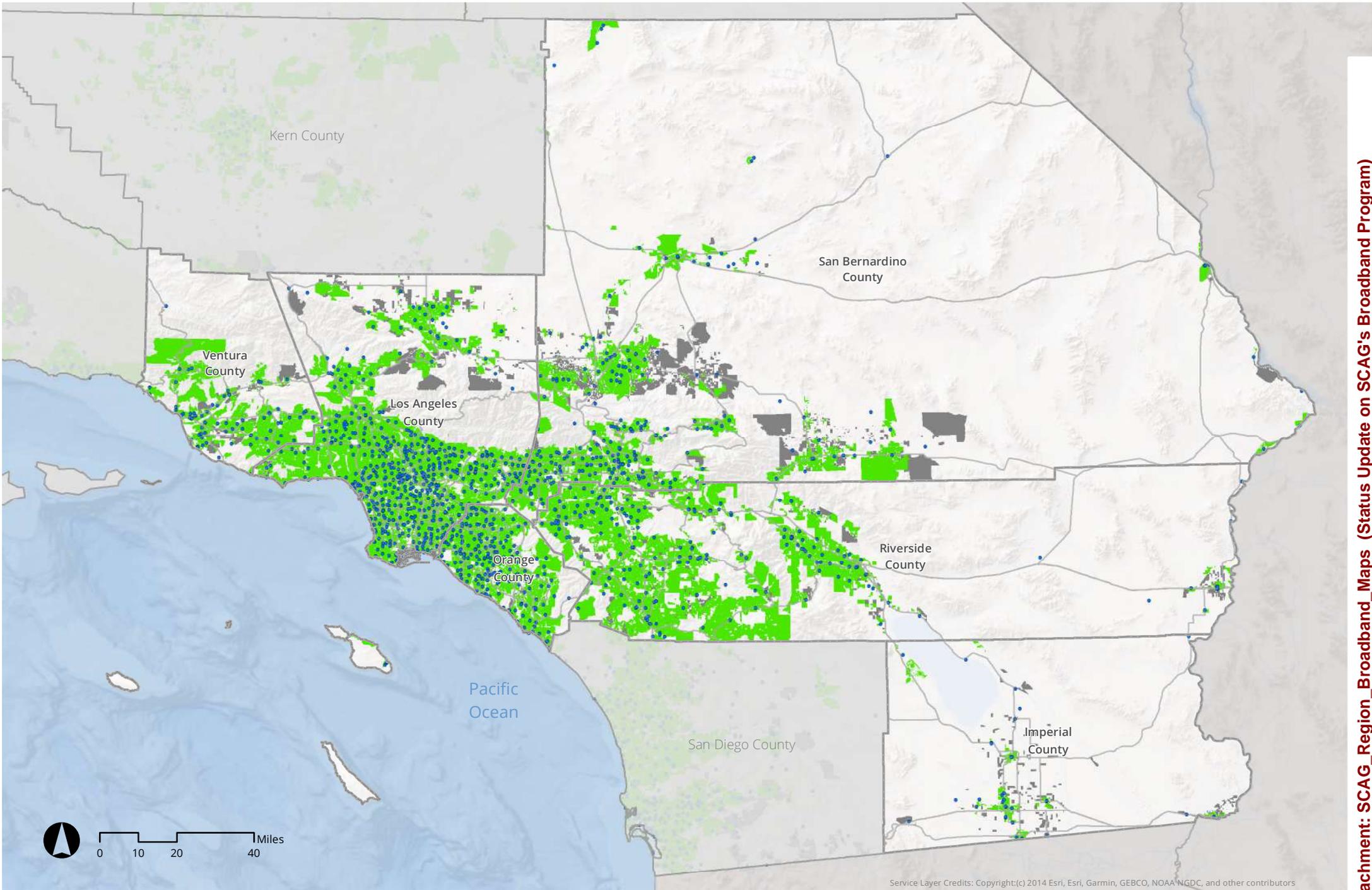
- Community Anchor Institutions
- Fixed Broadband Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

## The Community Anchor Institutions Map for SCAG Region

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

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



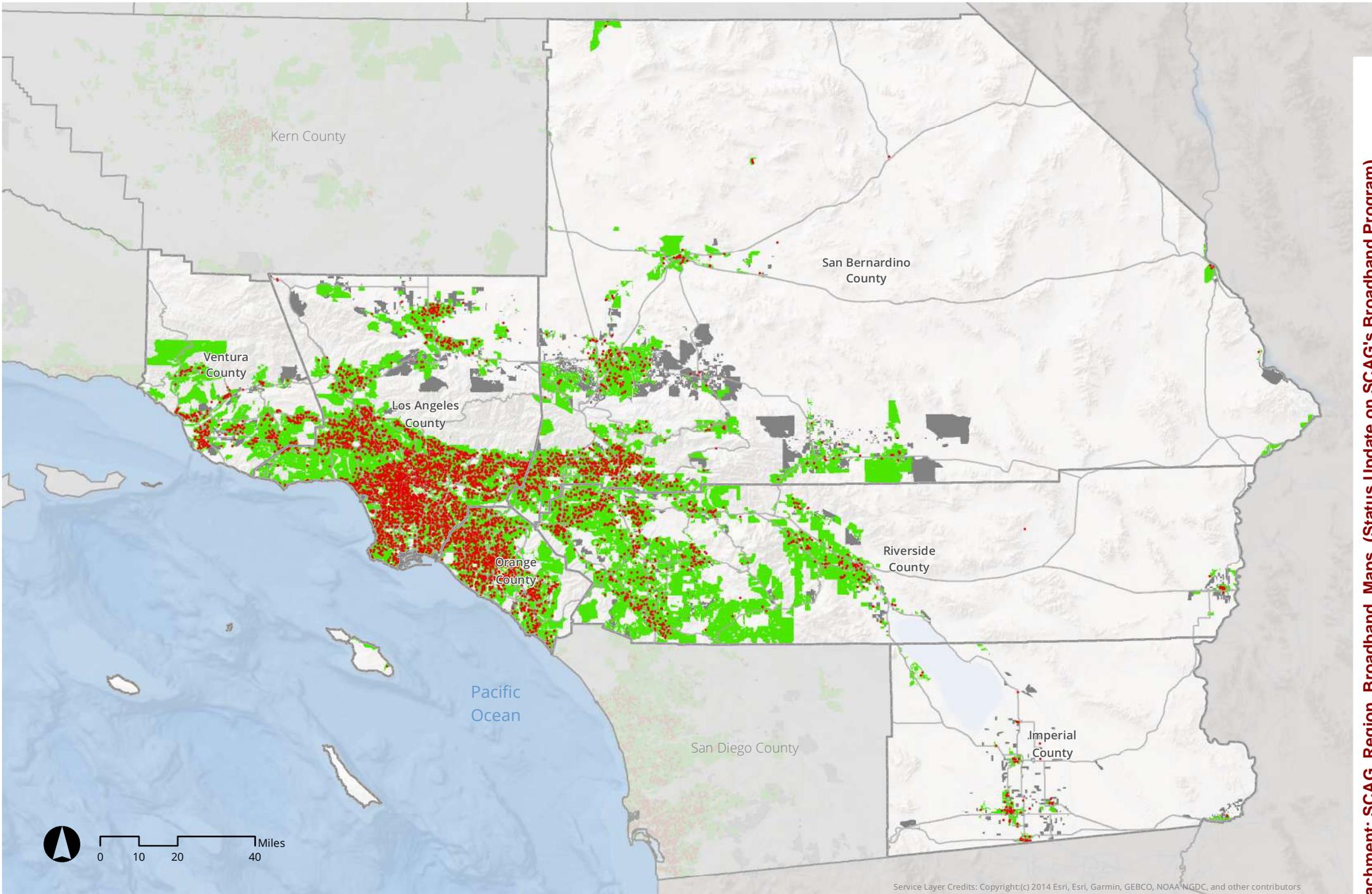


## Community Anchor Institution - Public Safety for SCAG Region

- Public Safety Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



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



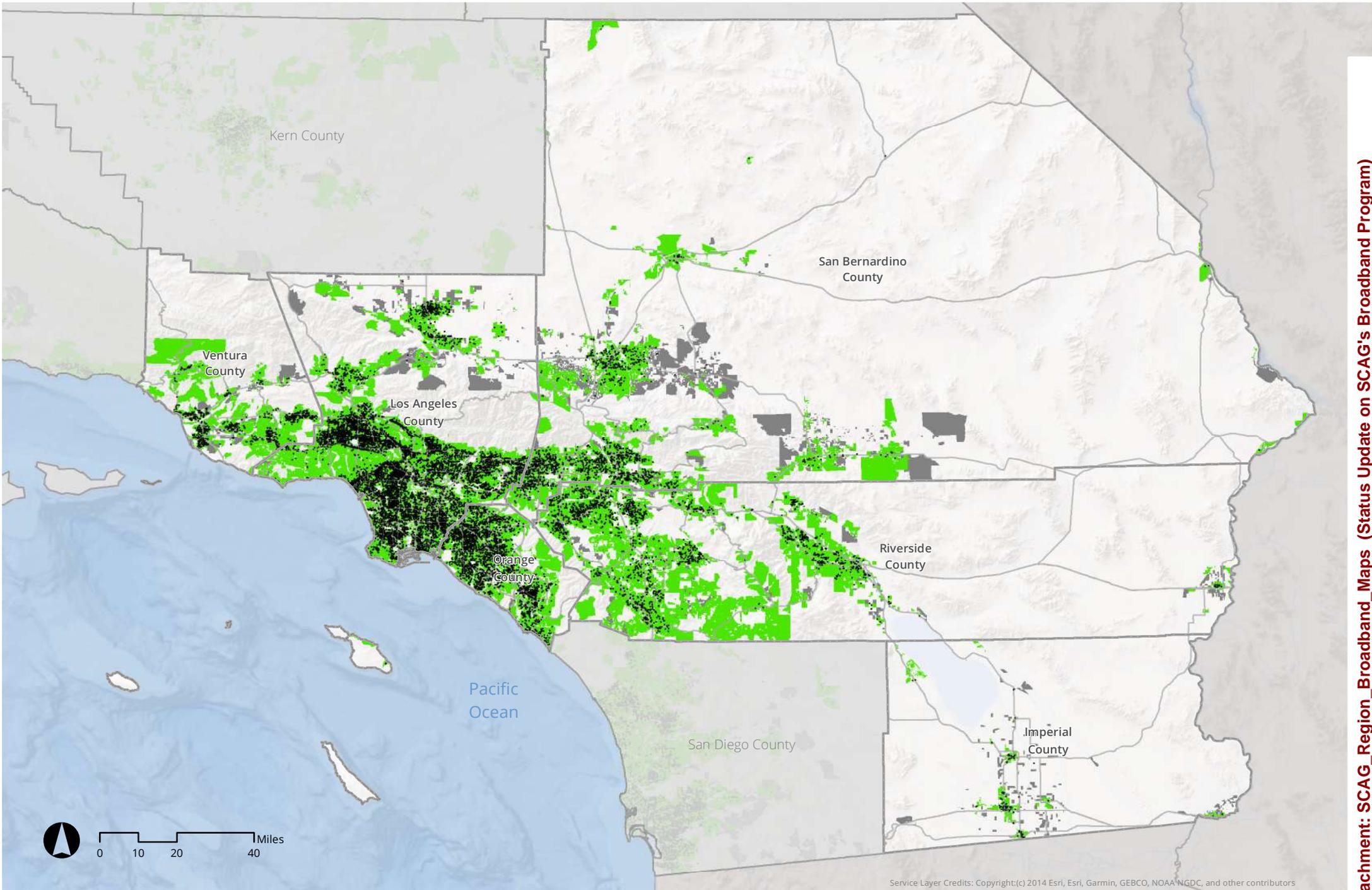
Service Layer Credits: Copyright(c) 2014 Esri, Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

## Community Anchor Institution - Education for SCAG Region

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



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

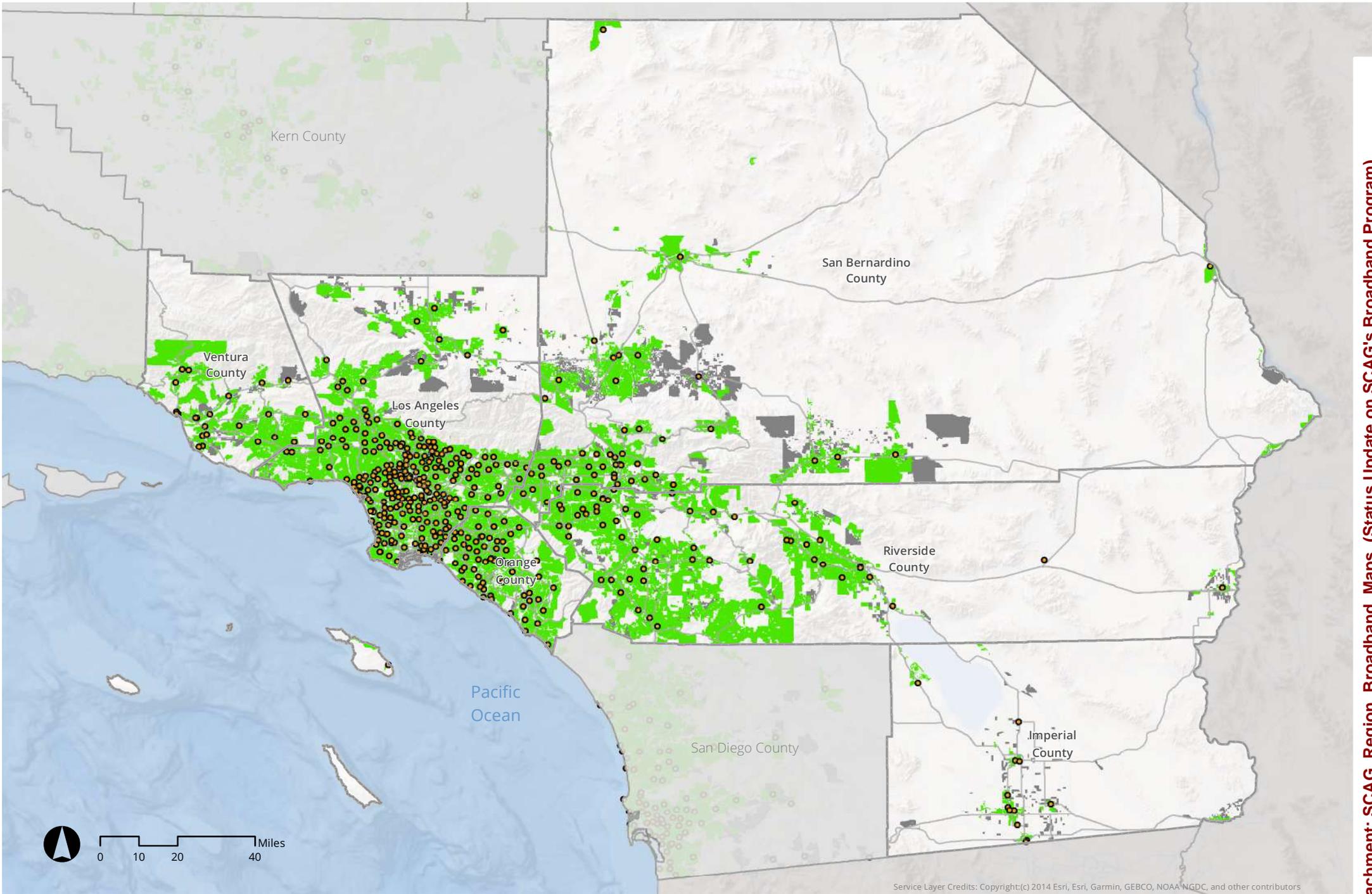


## Community Anchor Institution - Healthcare/Social Services for SCAG Region



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

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



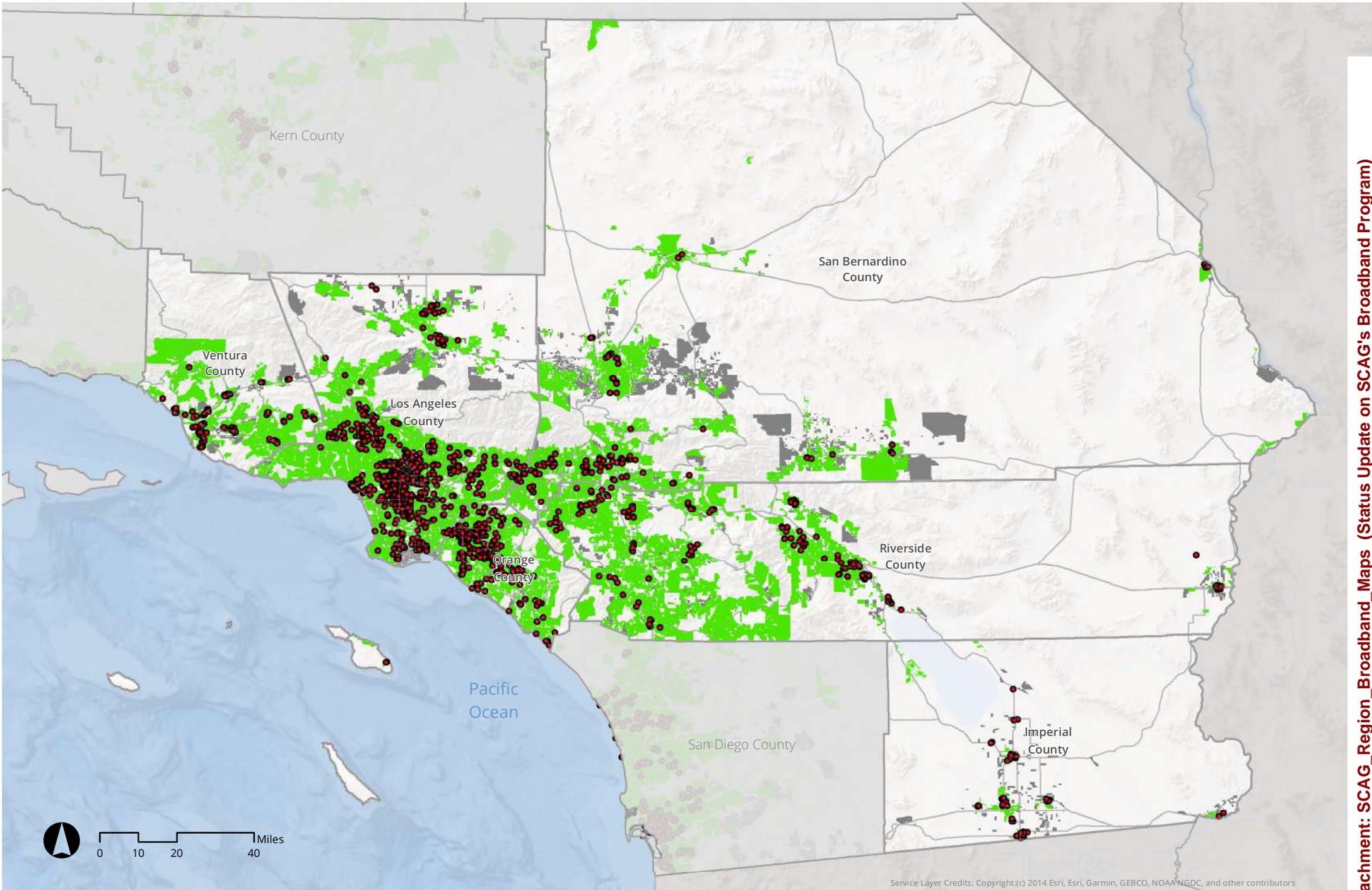
- Libraries
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

## Community Anchor Institution - Libraries for SCAG Region



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

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



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

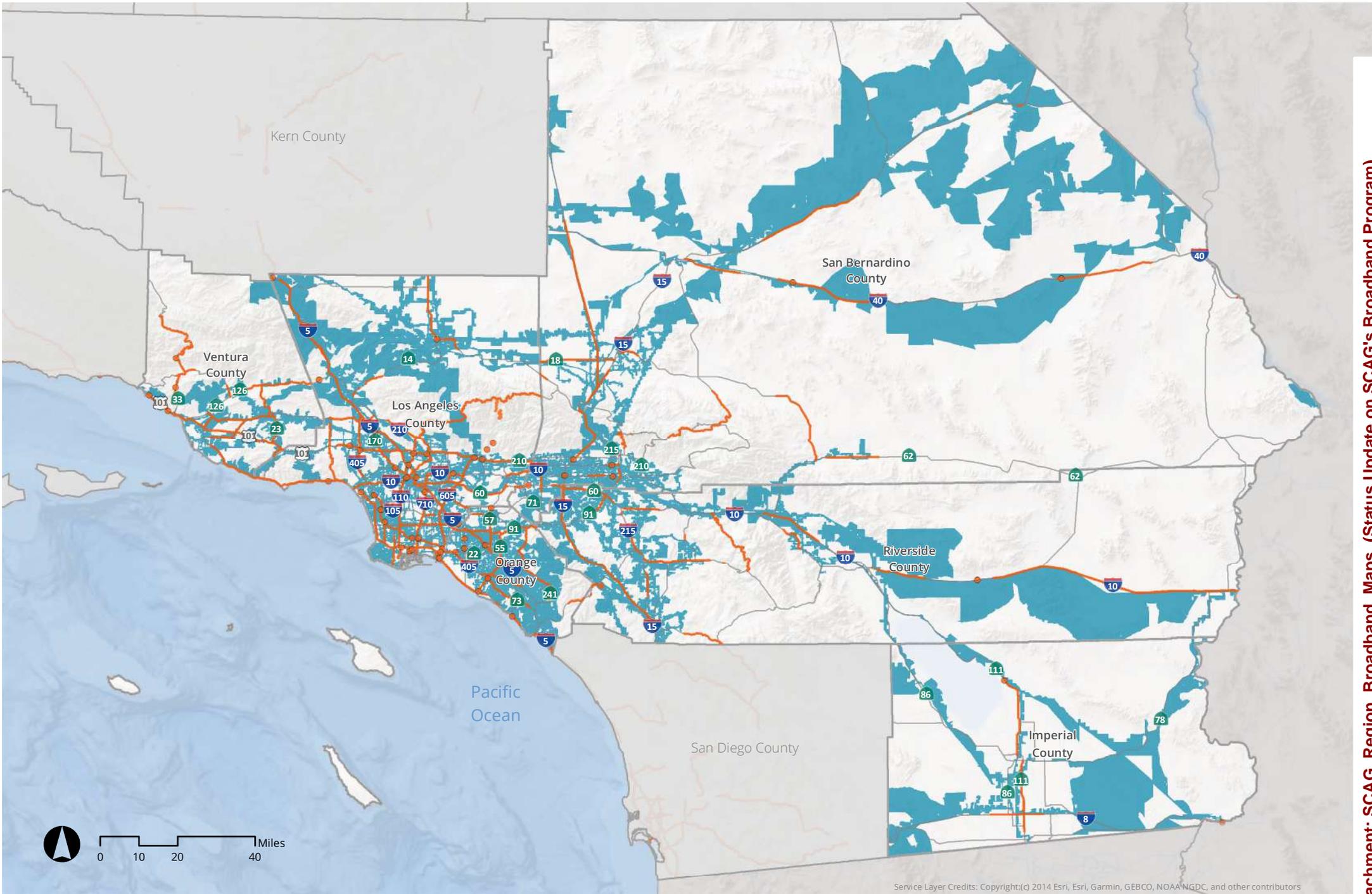
## Public-Subsidized Housings for SCAG Region



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

**Packet Pg. 92**

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



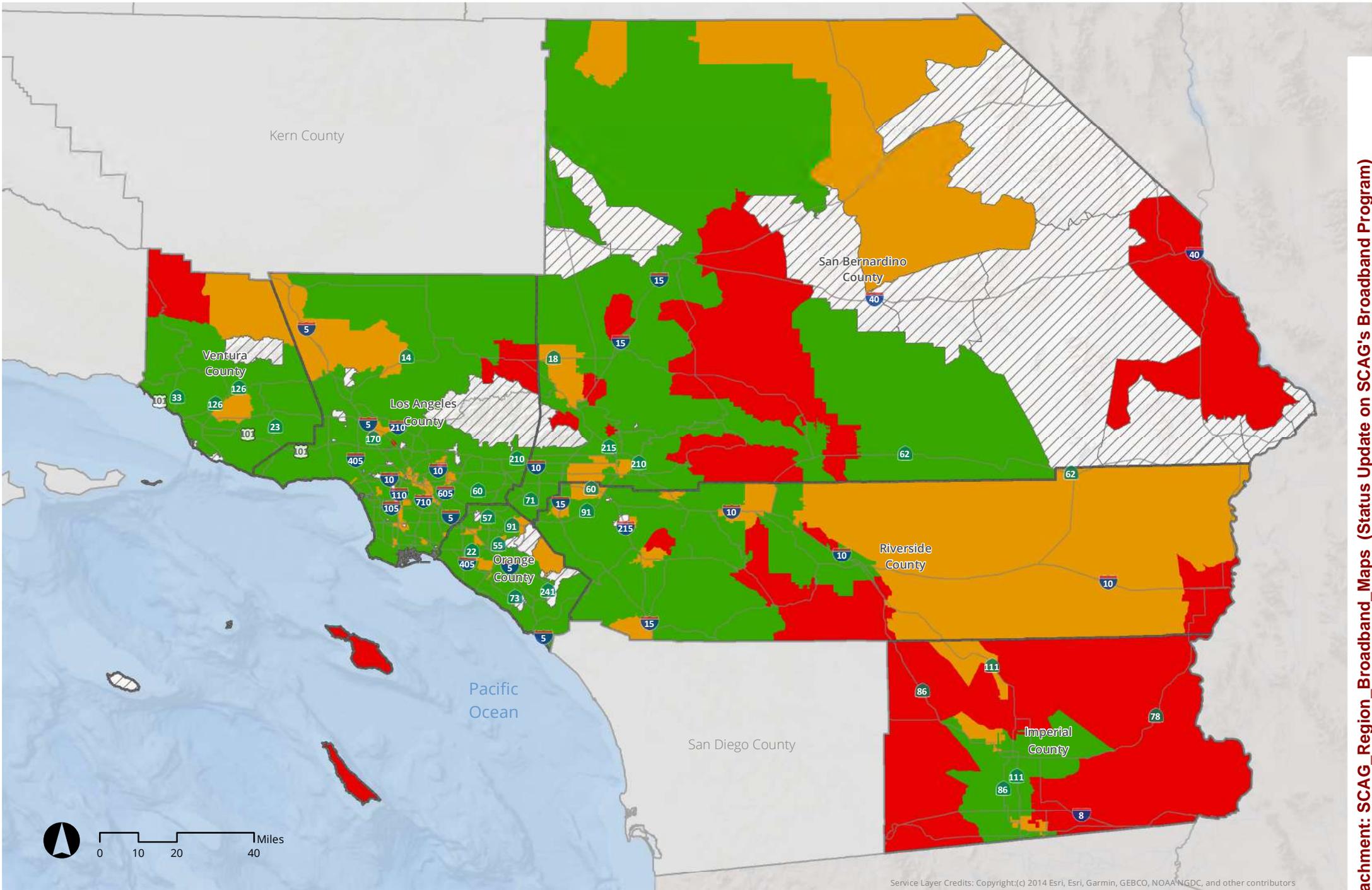
- Fiber Presence
- ↗ SHOPP Projects (Lines)
- SHOPP Projects (Points)

## Fiber Presence by Census Block for SCAG Region

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

Source: California Public Utilities Commission (CPUC),





Attachment: SCAG\_Region\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

Download/Upload Speeds in Mbps

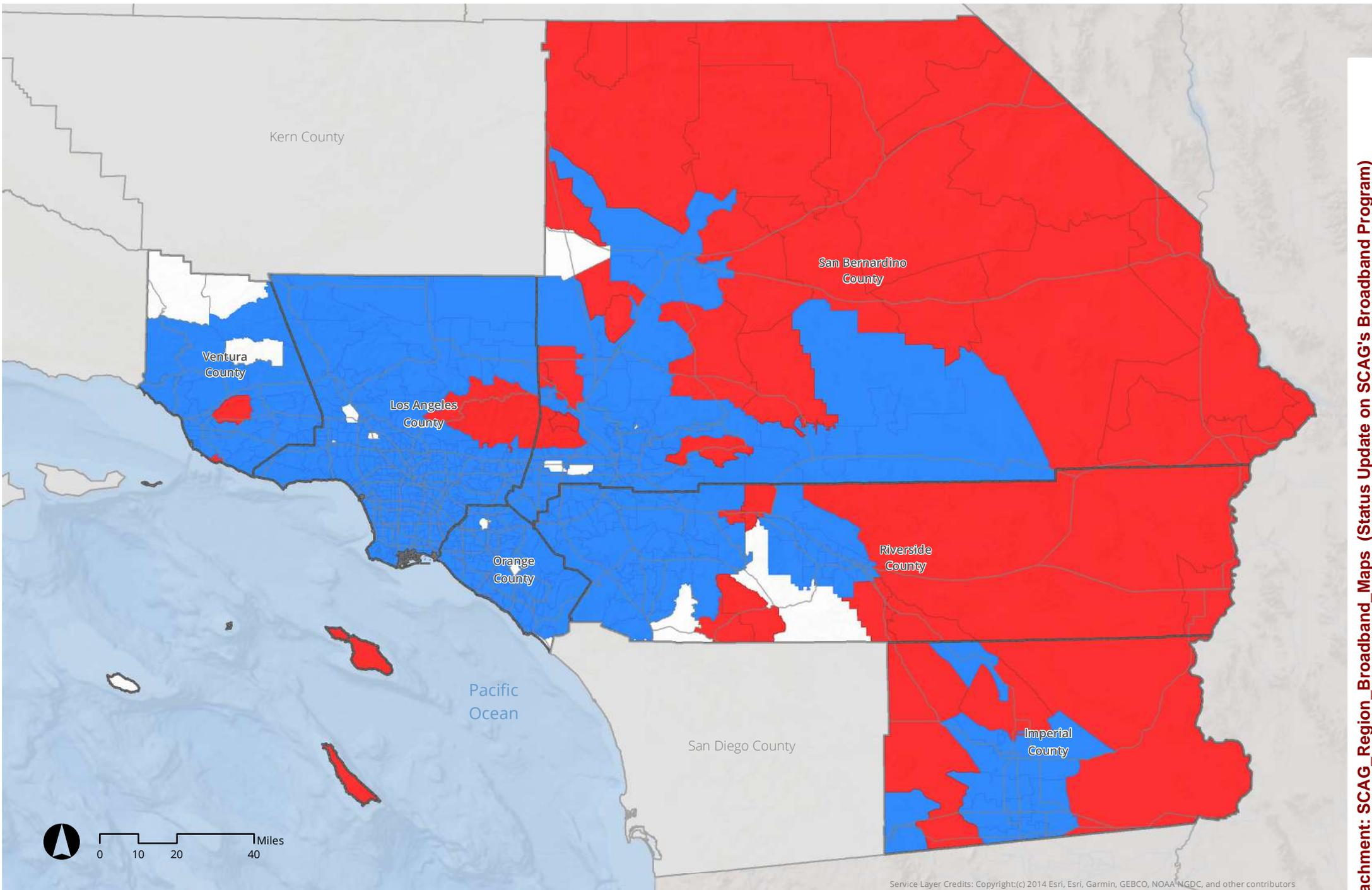
- Down 25+ / Up 3+
- Down 1-25 / Up 3+
- Down 1-25 / Up 0-3
- No Data

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

## Broadband Speed Test Map by Zip Code for SCAG Region



Source: M-Lab speed



Broadband Low Cost Plans Available by zipcode

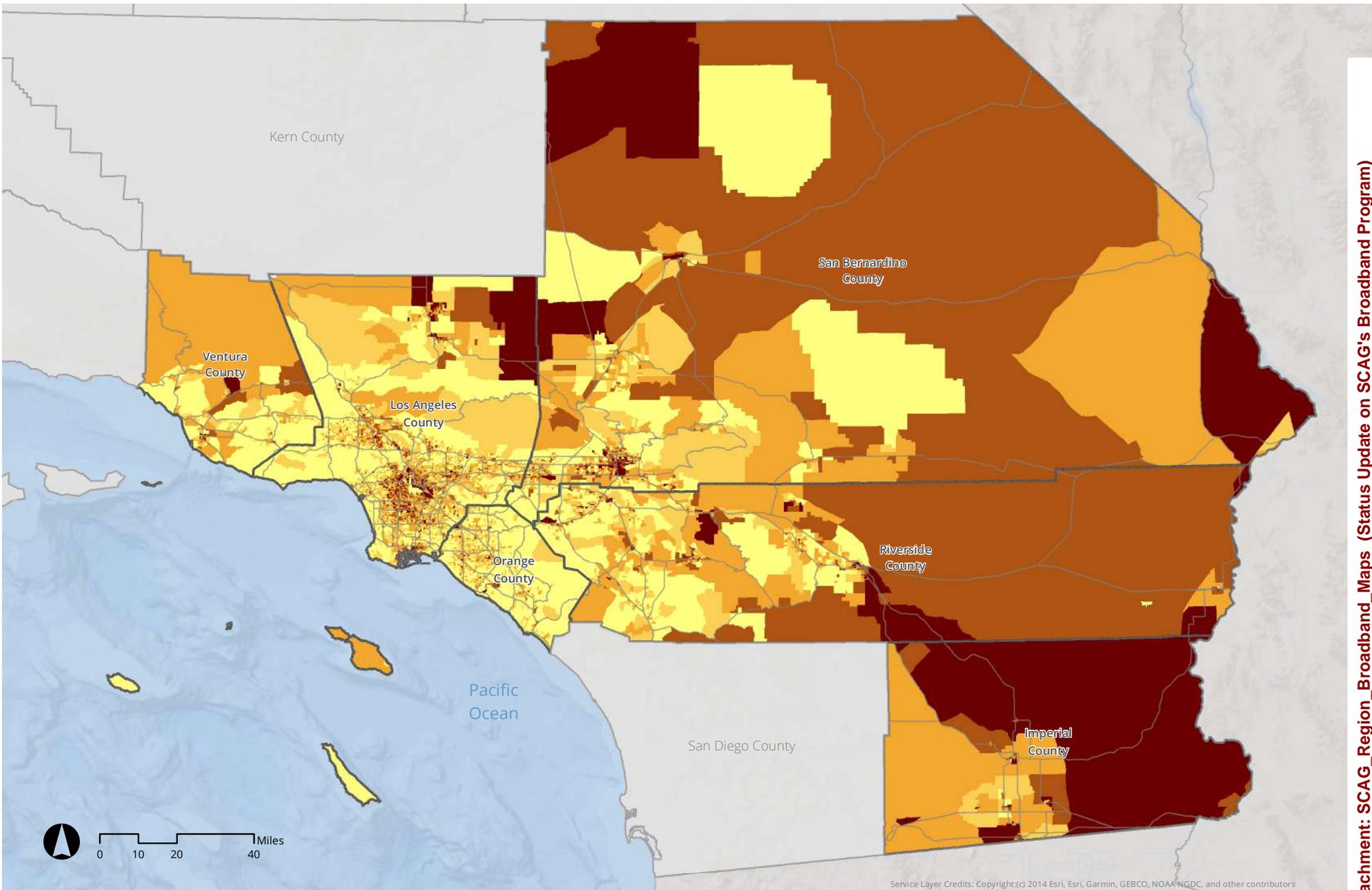
- Available
- Not Available
- No Data

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

## Availability of Low Cost Plans for Qualifying Households in SCAG Region



Source: Broadband



% of Low Income Households without Broadband by Blockgroup\*

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

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

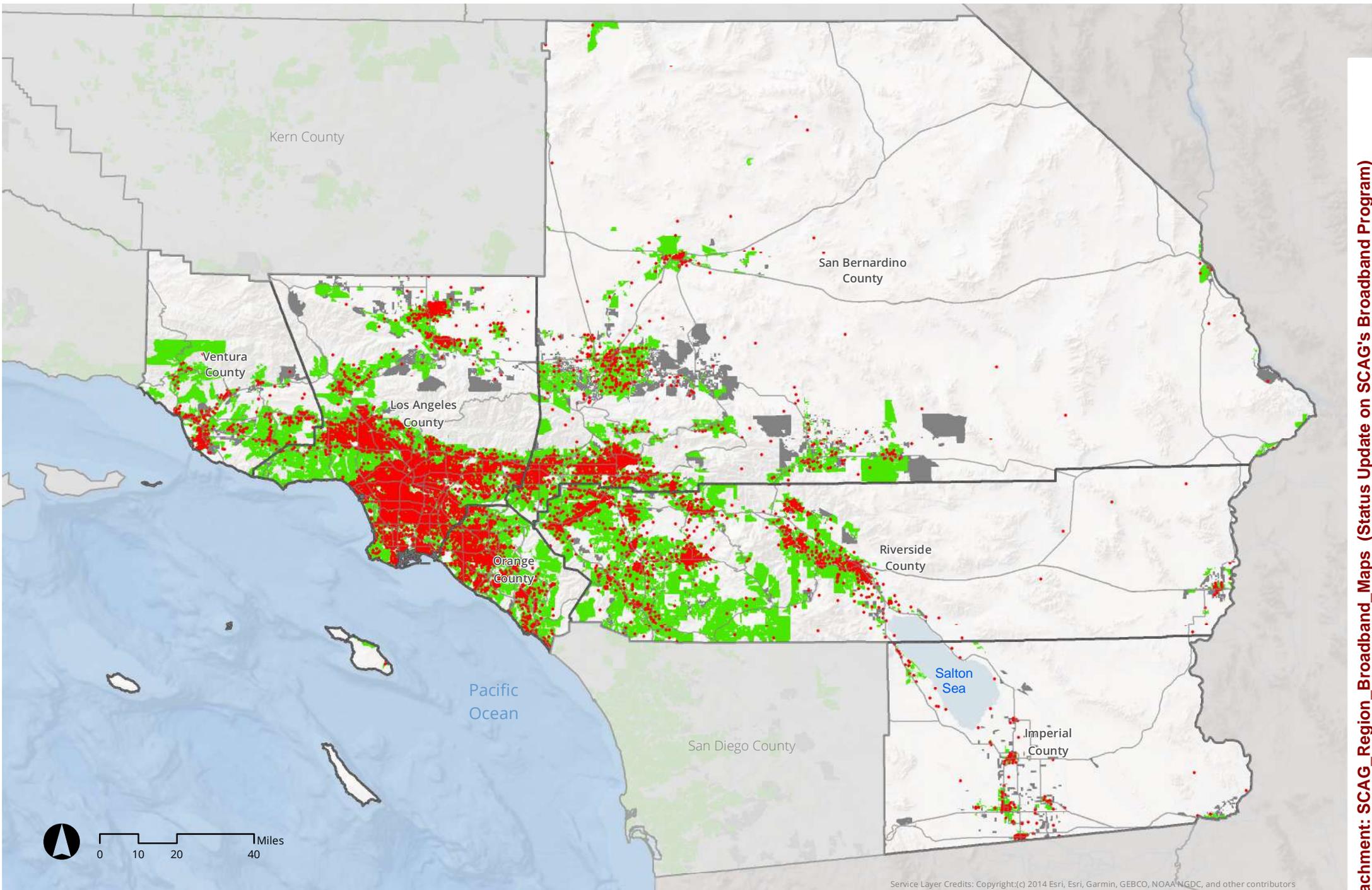
## Low Income Households without Broadband in SCAG Region



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

Source: ACS 2015-2019

**Packet Pg. 96**



Low Income Households  
without Broadband by Blockgroup

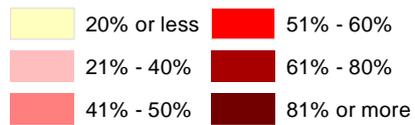
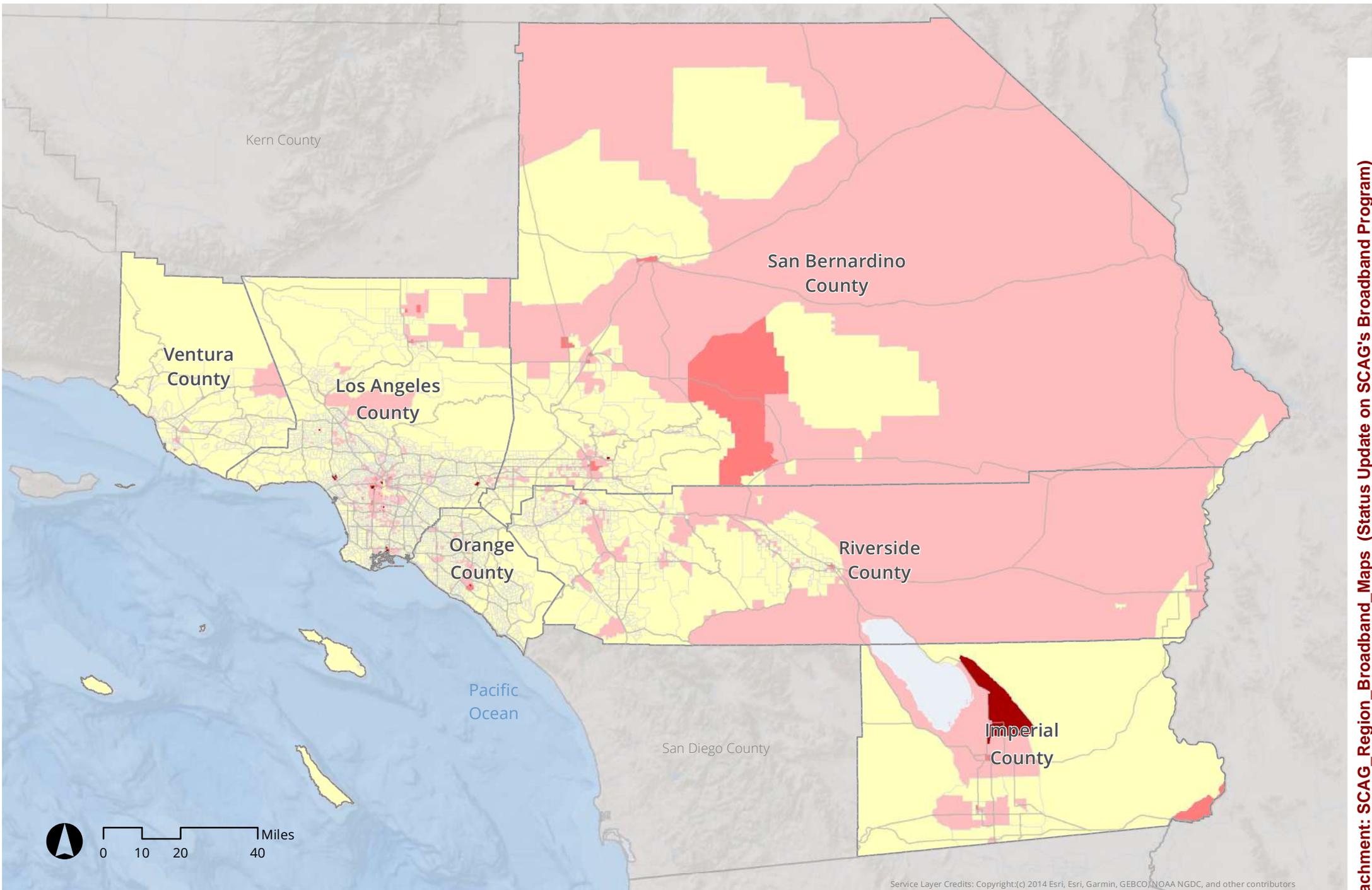
- 1 Dot = 50
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

## Lower Income Households without Broadband in SCAG Region

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

Source: ACS 2015-2

**Packet Pg. 97**

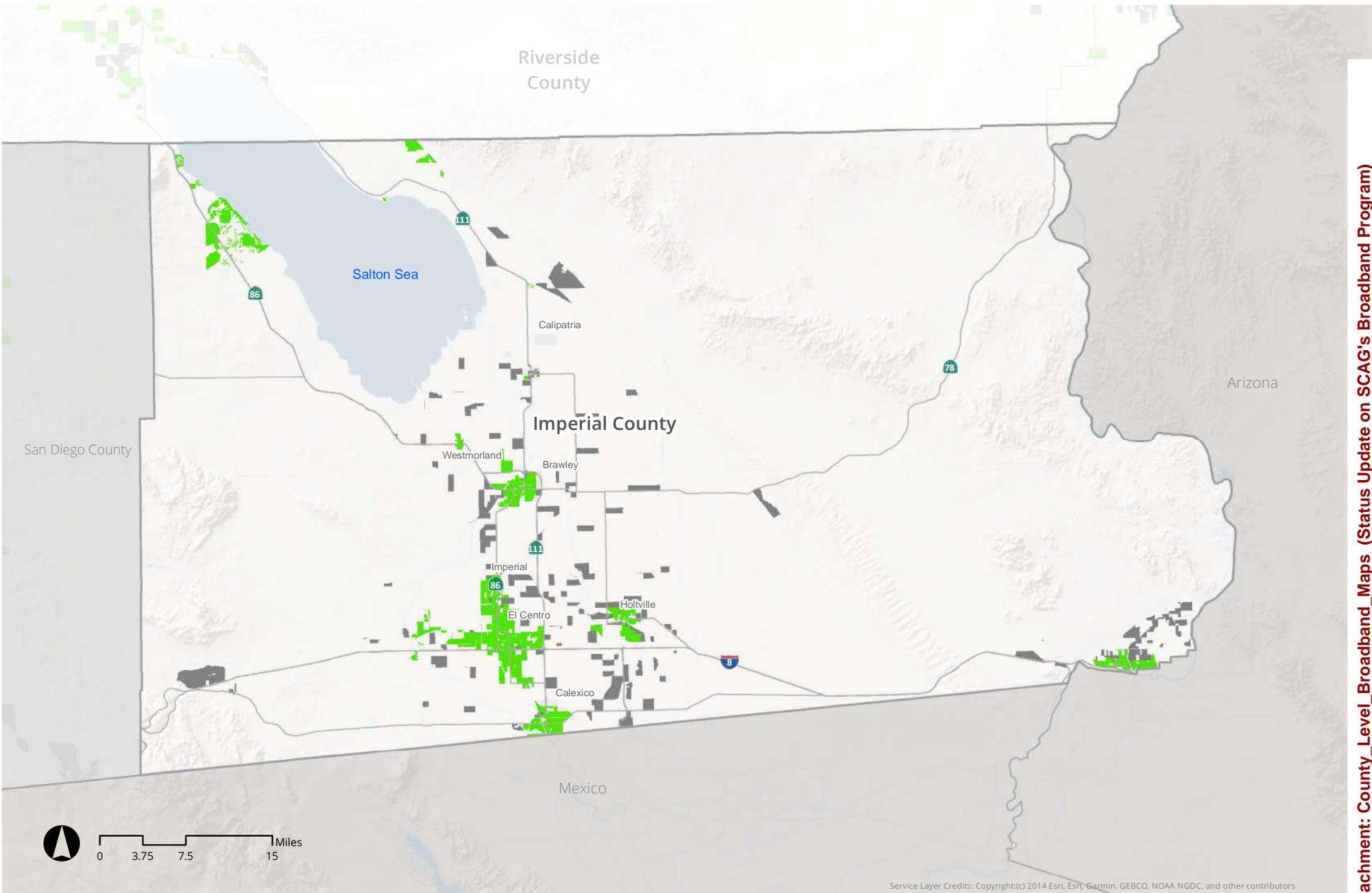


## Percentage of Population Whose Income is Below Federal Poverty Level by Tract



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

Source: 2015-2019 ACS



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

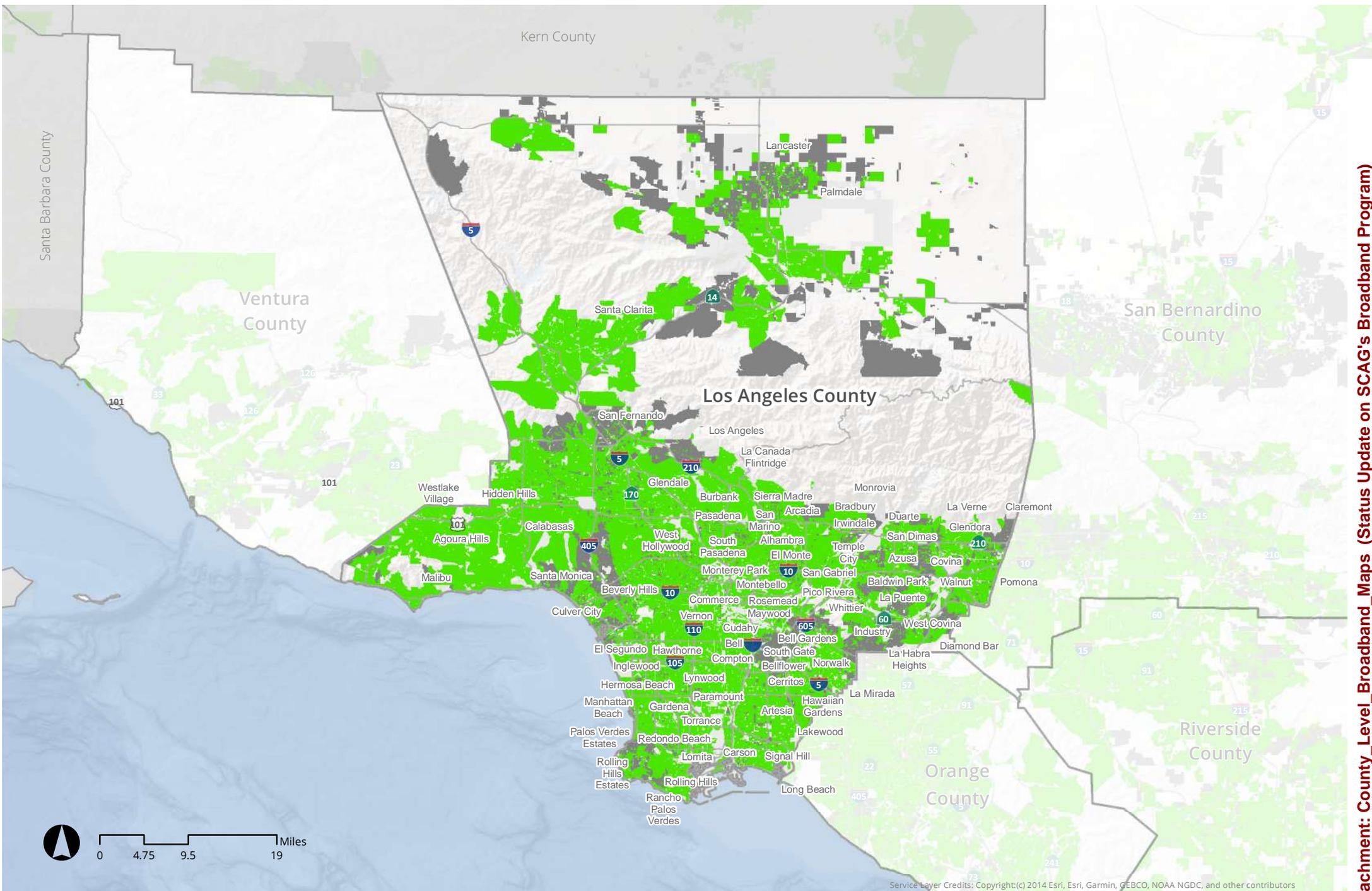
- Meets Federal Threshold
- Below Federal Threshold

## Fixed Broadband by Census Block for Imperial County

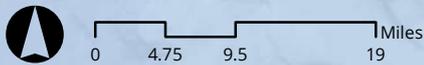
Note: The broadband layer represents the California Public Utilities Commission's (CPUC) State Broadband consumer wireline and/or fixed wireless (fixed) broadband deployment. Federal threshold is 25Mbps download speed/3Mbps upload speed

Source: California Public Utilities Commission





Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)



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

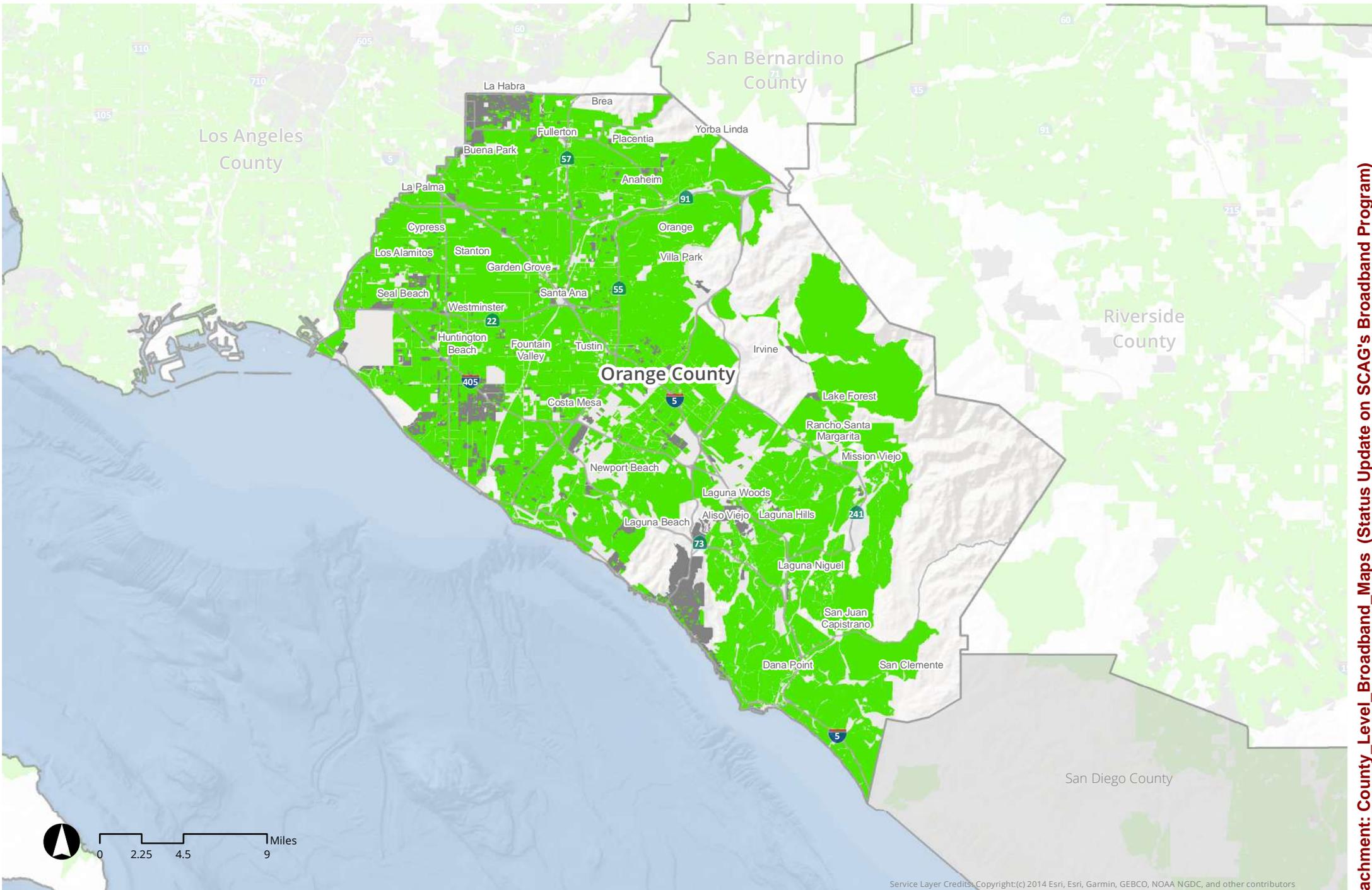
- Meets Federal Threshold
- Below Federal Threshold

## Fixed Broadband by Census Block for Los Angeles County

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

Source: California Public Utilities Commission





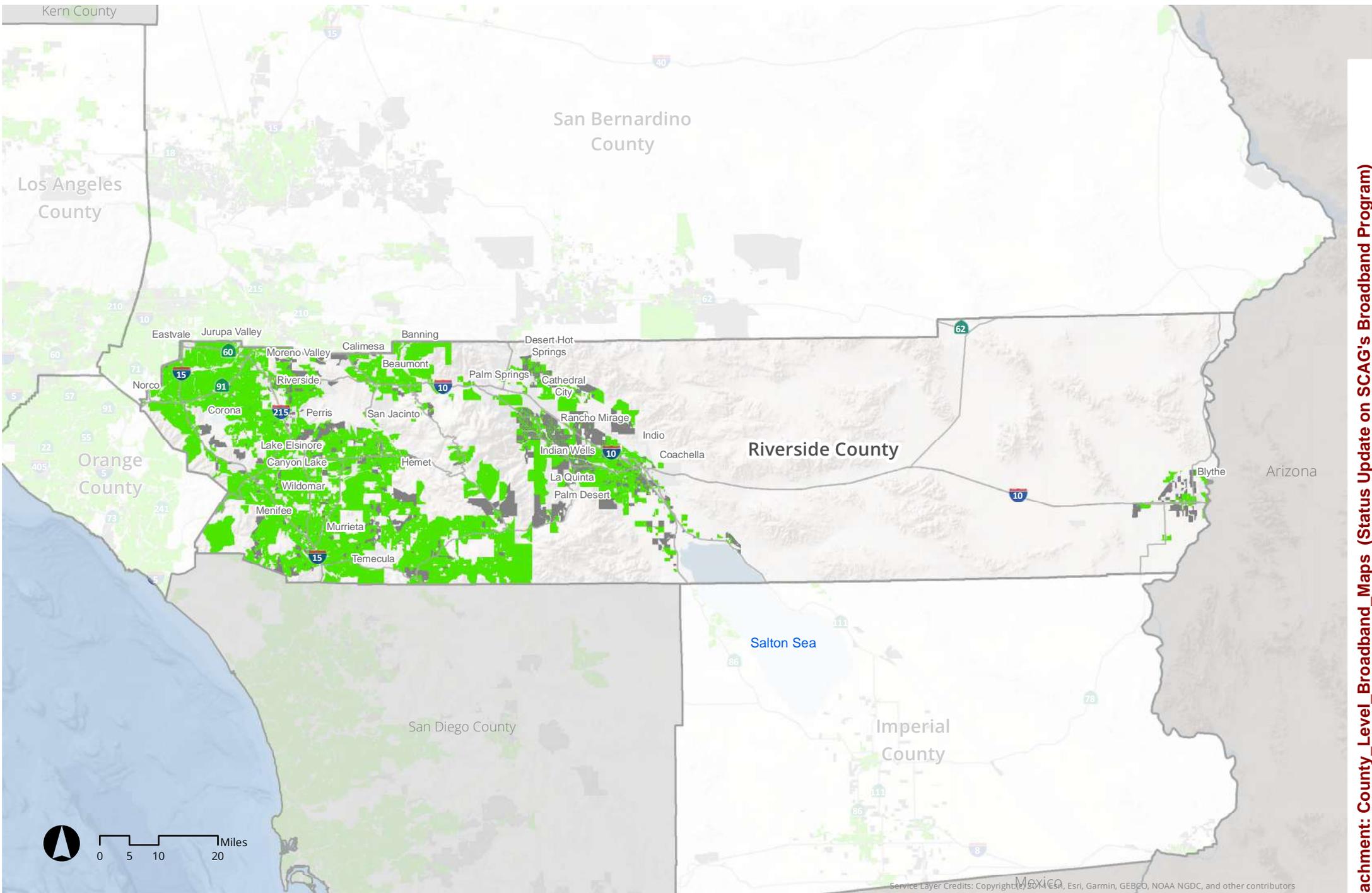
- Meets Federal Threshold
- Below Federal Threshold

## Fixed Broadband by Census Block for Orange County

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

Source: California Public Utilities Commission





Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

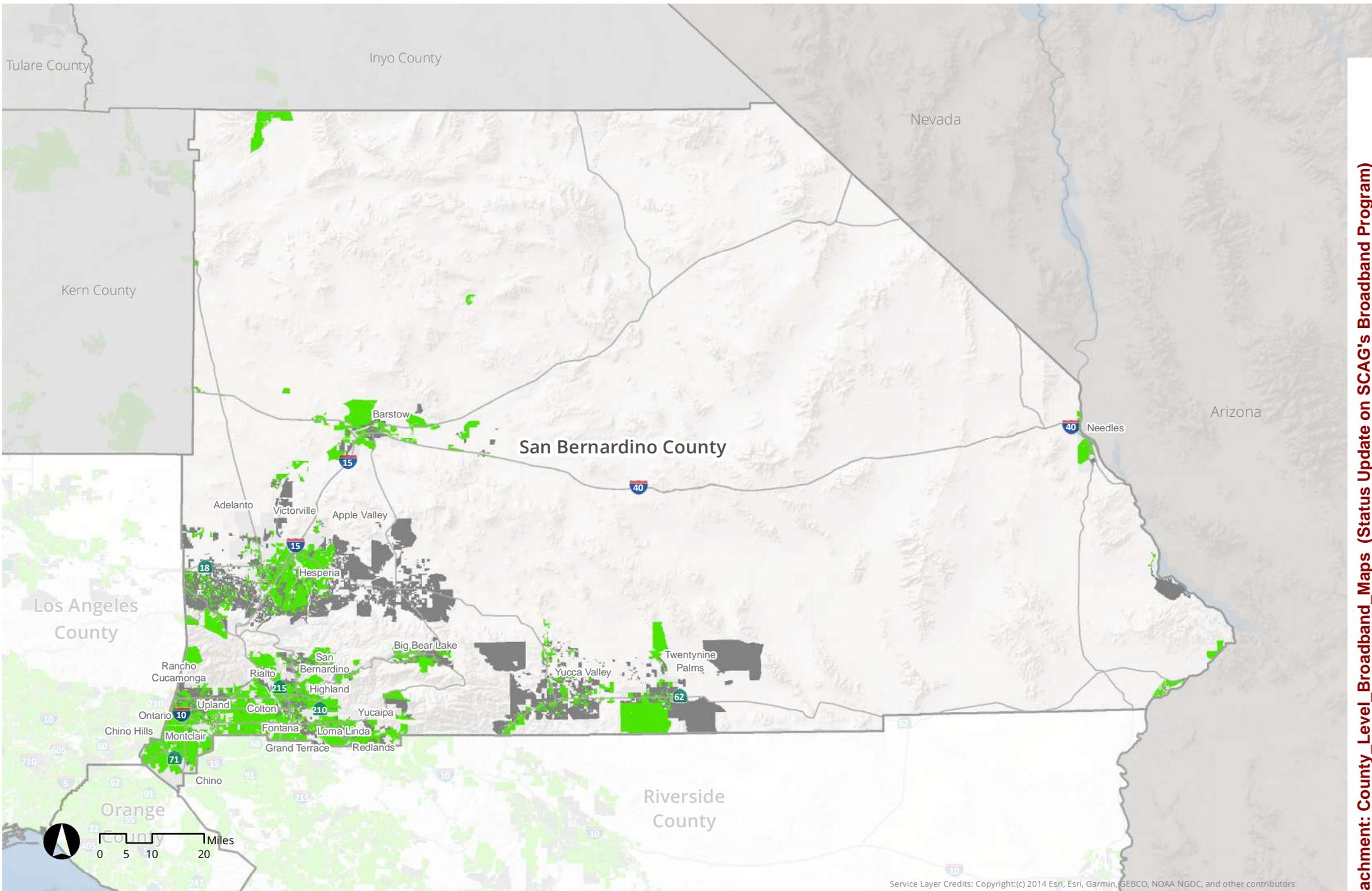
- Meets Federal Threshold
- Below Federal Threshold

## Fixed Broadband by Census Block for Riverside County

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

Source: California Public Utilities Commission





Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

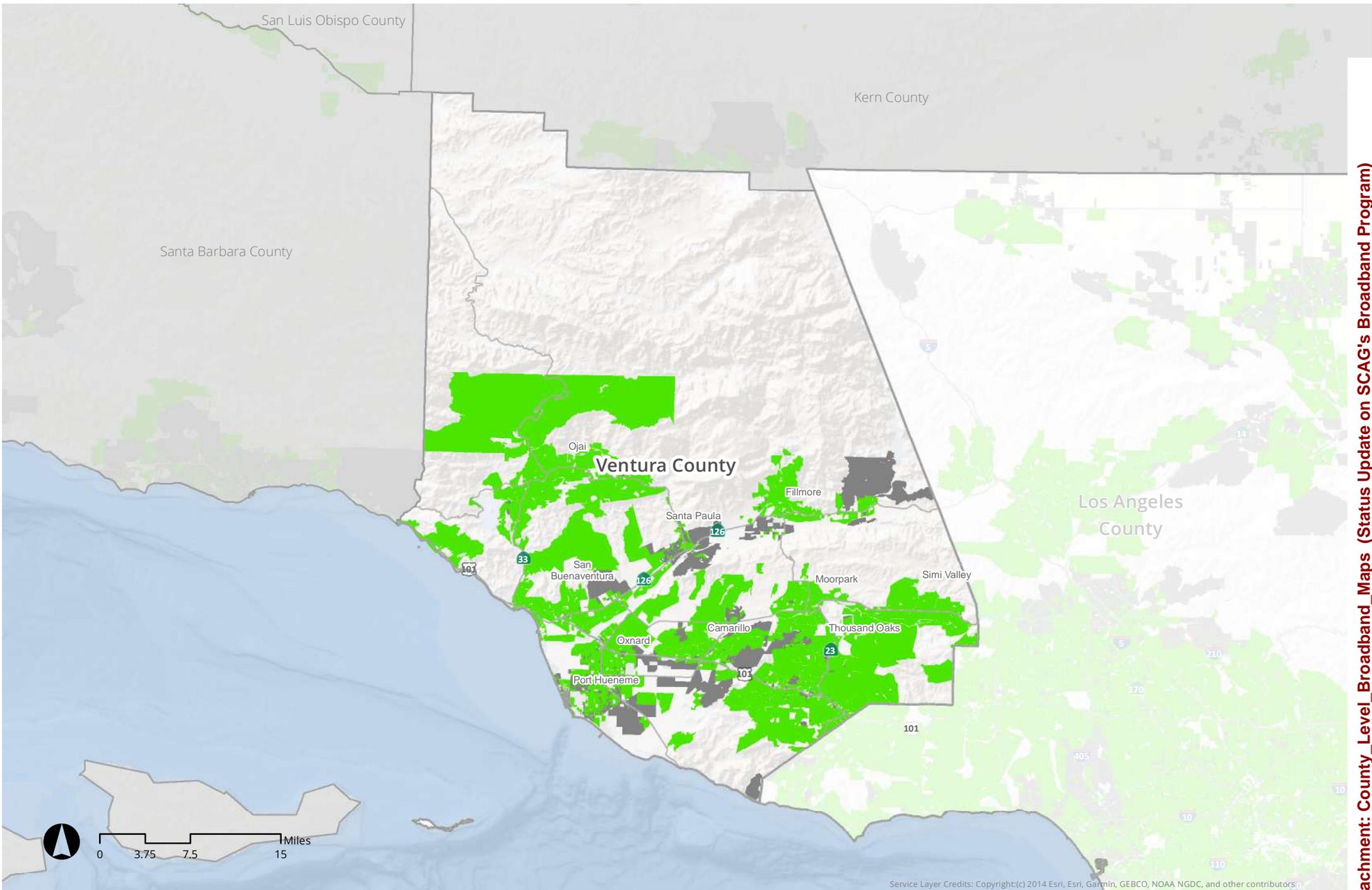
- Meets Federal Threshold
- Below Federal Threshold

## Fixed Broadband by Census Block for San Bernardino County

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

Source: California Public Utilities Commission





Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

- Meets Federal Threshold
- Below Federal Threshold

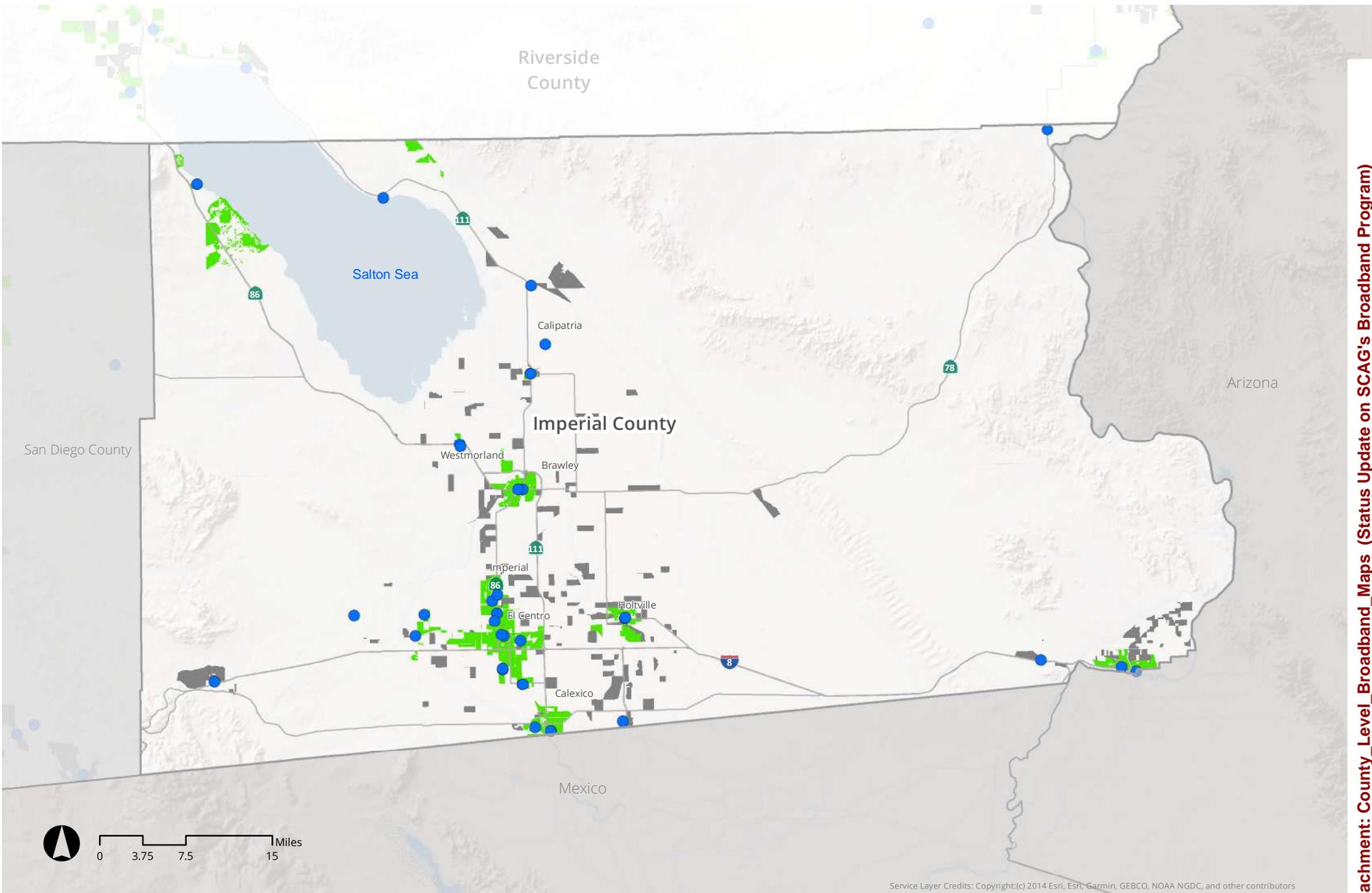
## Fixed Broadband by Census Block for Ventura County



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

Source: California Public Utilities Commission

**Packet Pg. 104**



Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

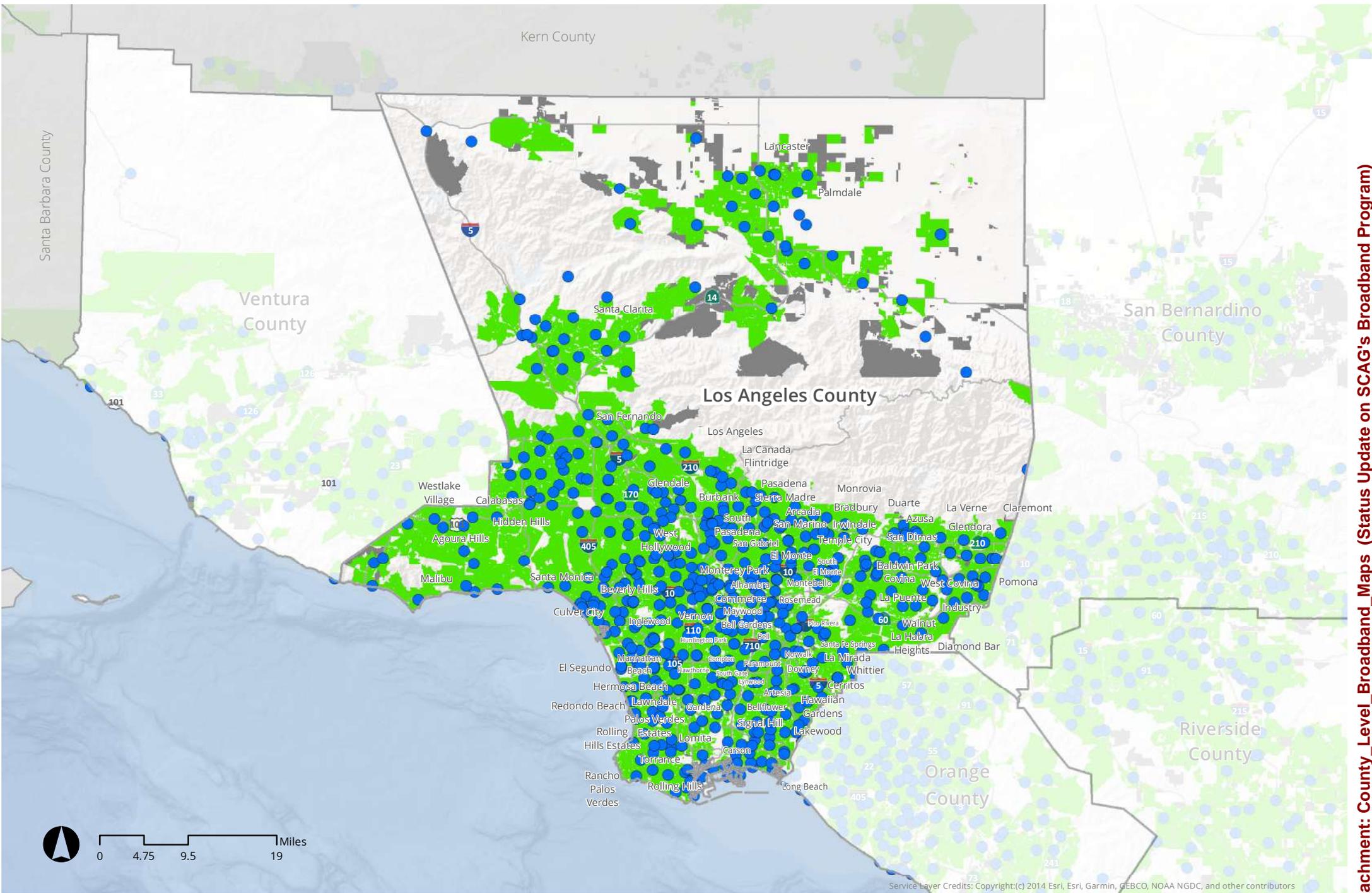
Service Layer Credits: Copyright(c) 2014 Esri, Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

## Community Anchor Institution - Public Safety for Imperial County

- Public Safety Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



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



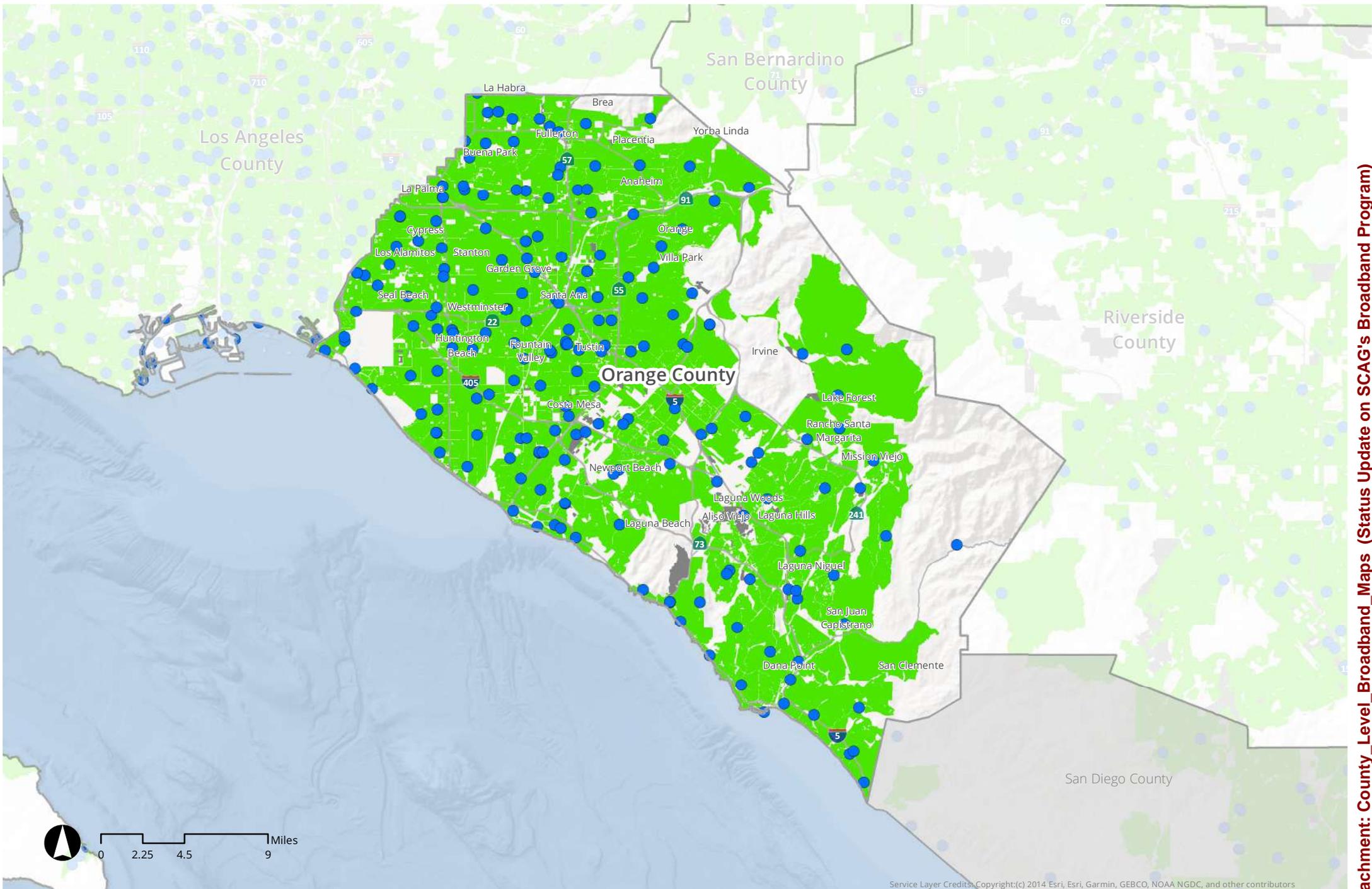
Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

## Community Anchor Institution - Public Safety for Los Angeles County

- Public Safety Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



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



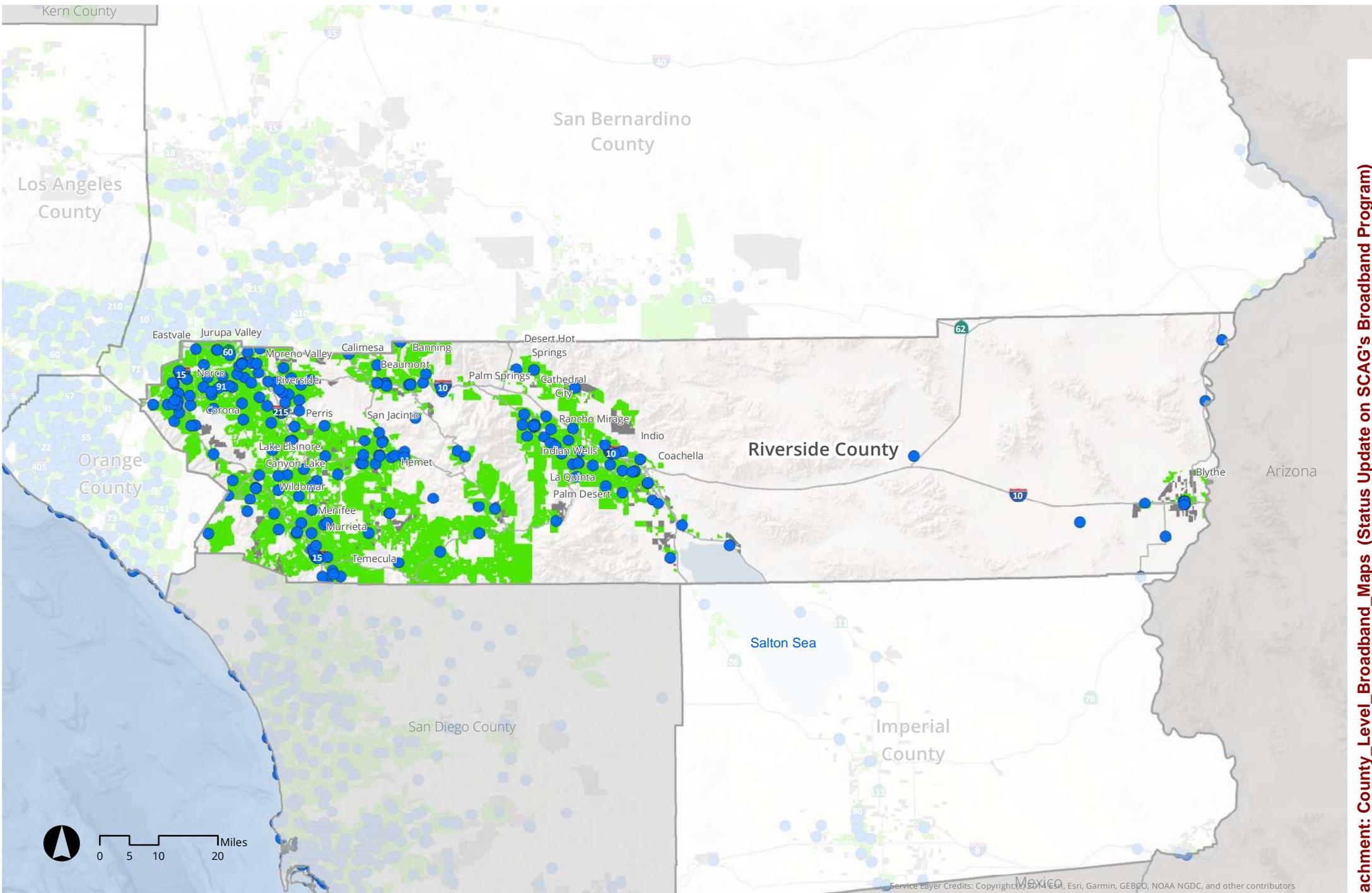
Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

## Community Anchor Institution - Public Safety for Orange County

- Public Safety Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



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



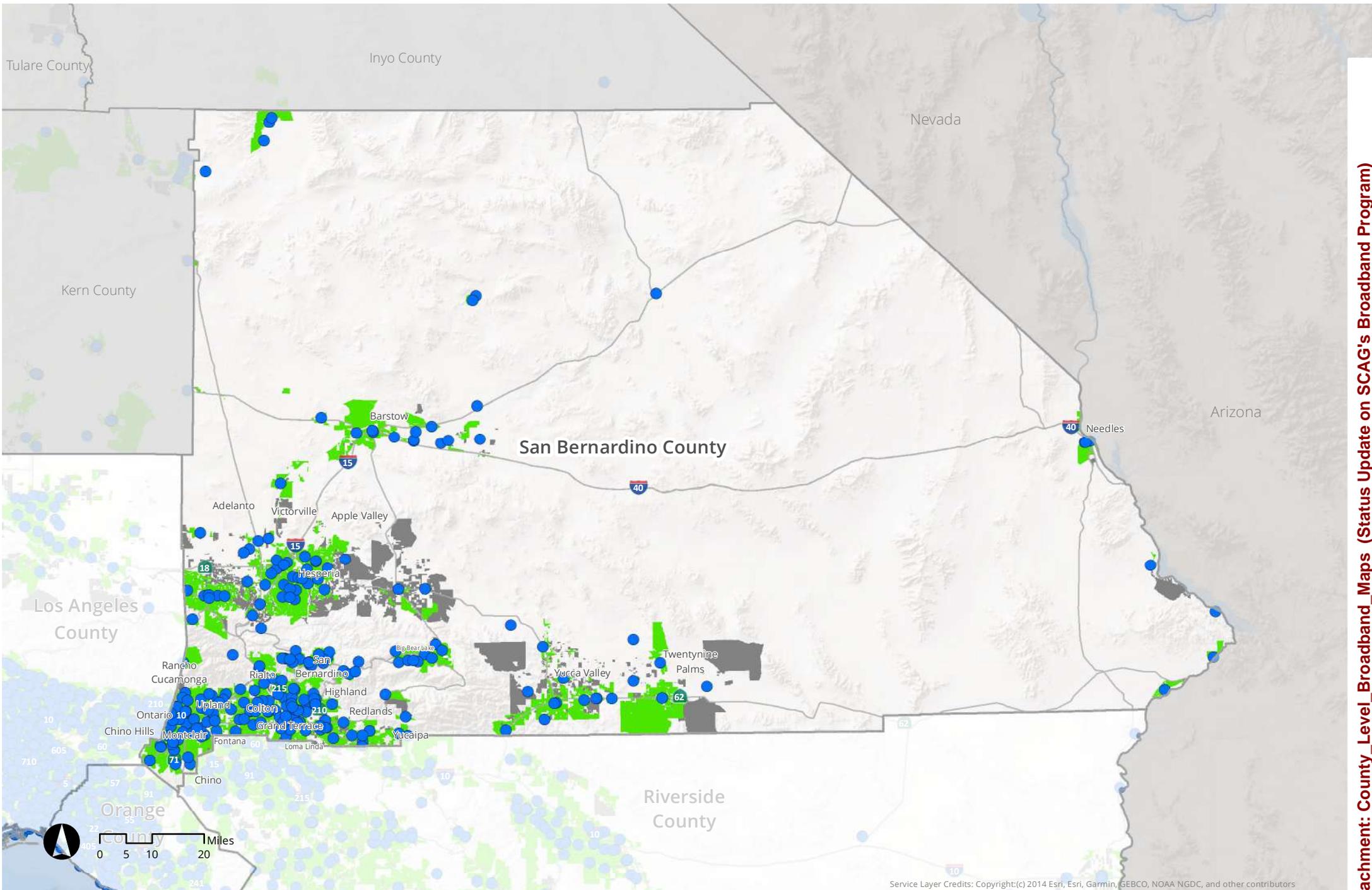
Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

## Community Anchor Institution - Public Safety for Riverside County

- Public Safety Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



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

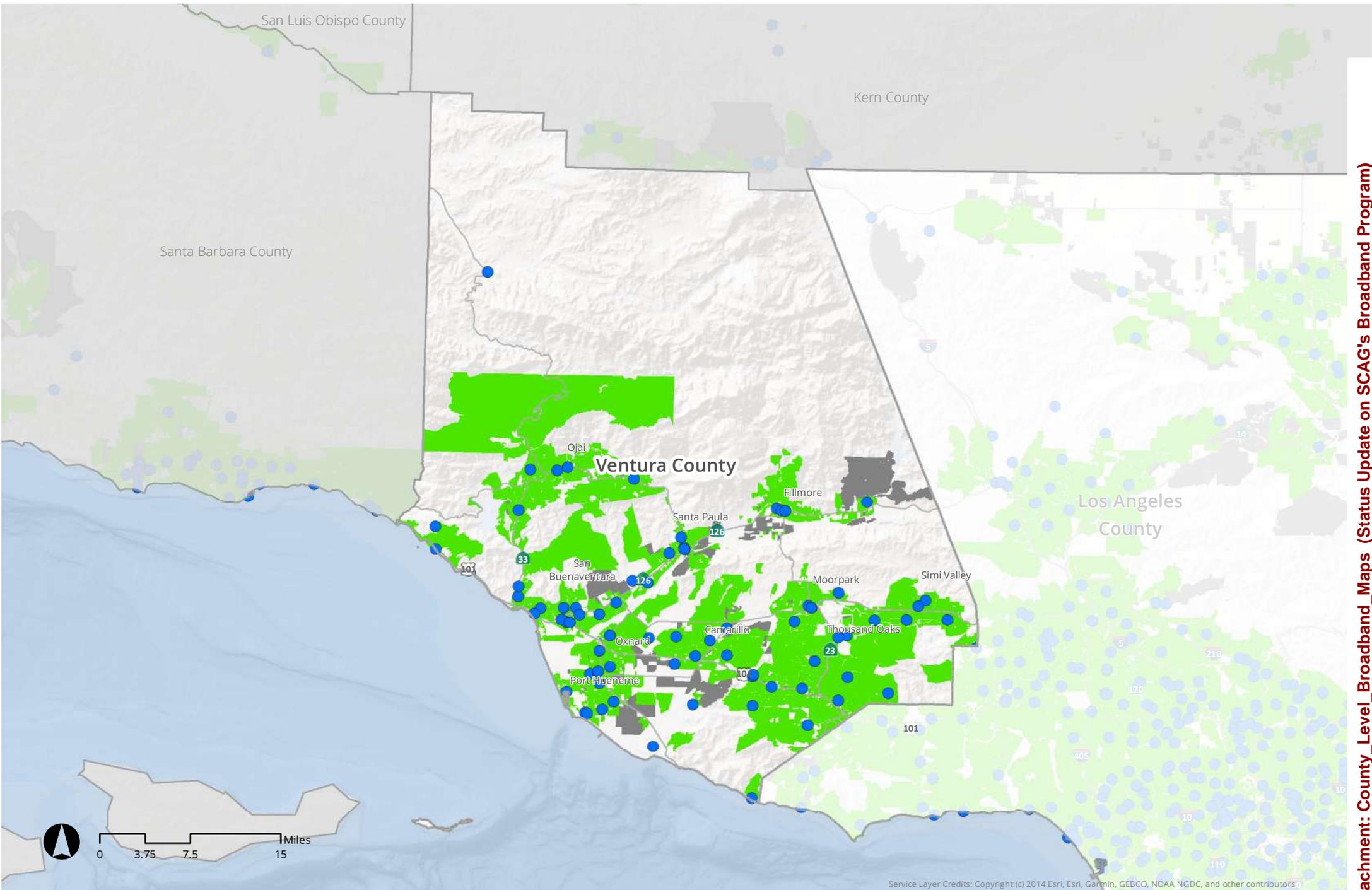


## Community Anchor Institution - Public Safety for San Bernardino County

- Public Safety Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



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



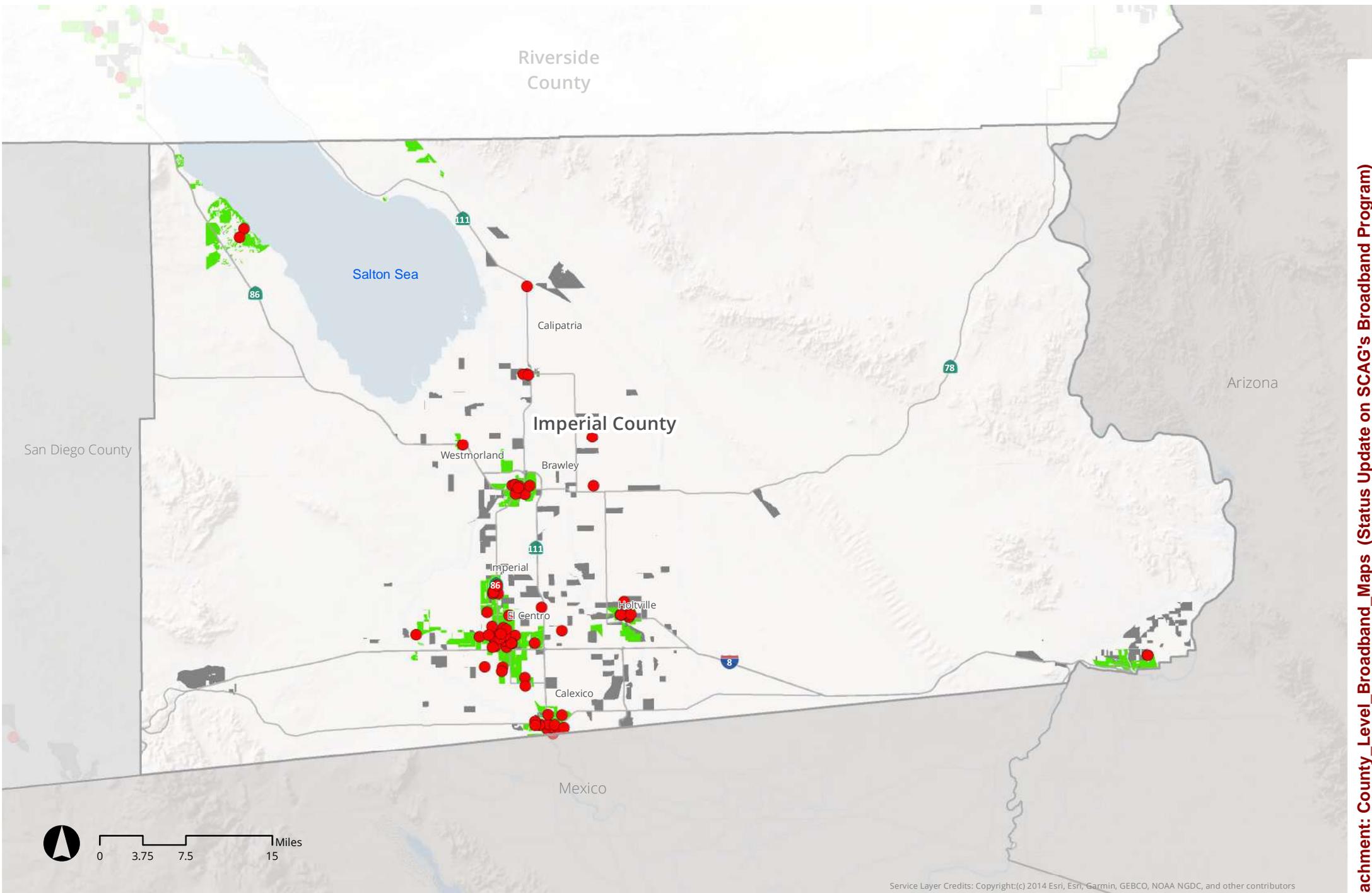
Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

## Community Anchor Institution - Public Safety for Ventura County

- Public Safety Institutions
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold



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



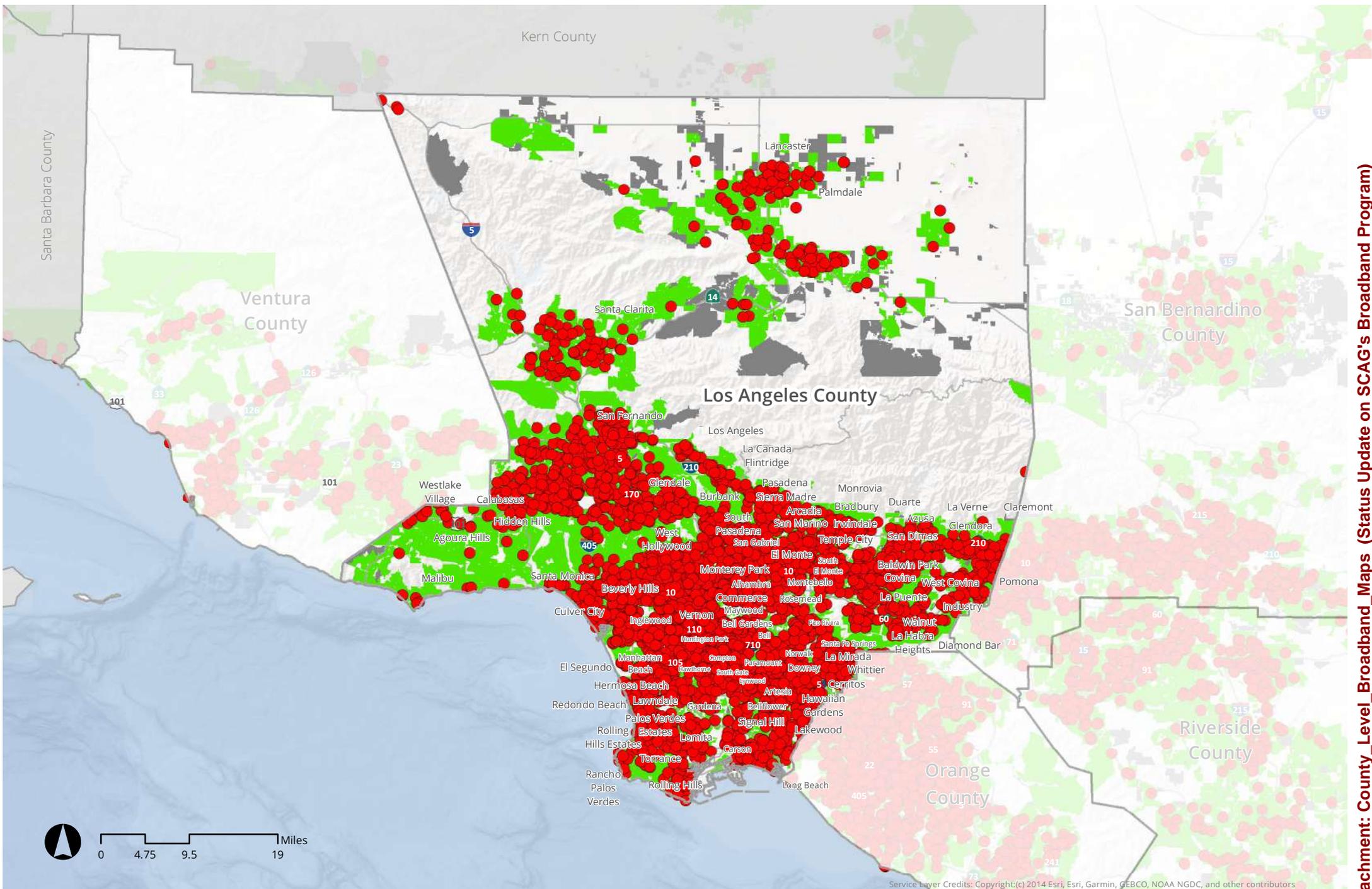
Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

## Community Anchor Institution - Education for Imperial County

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



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



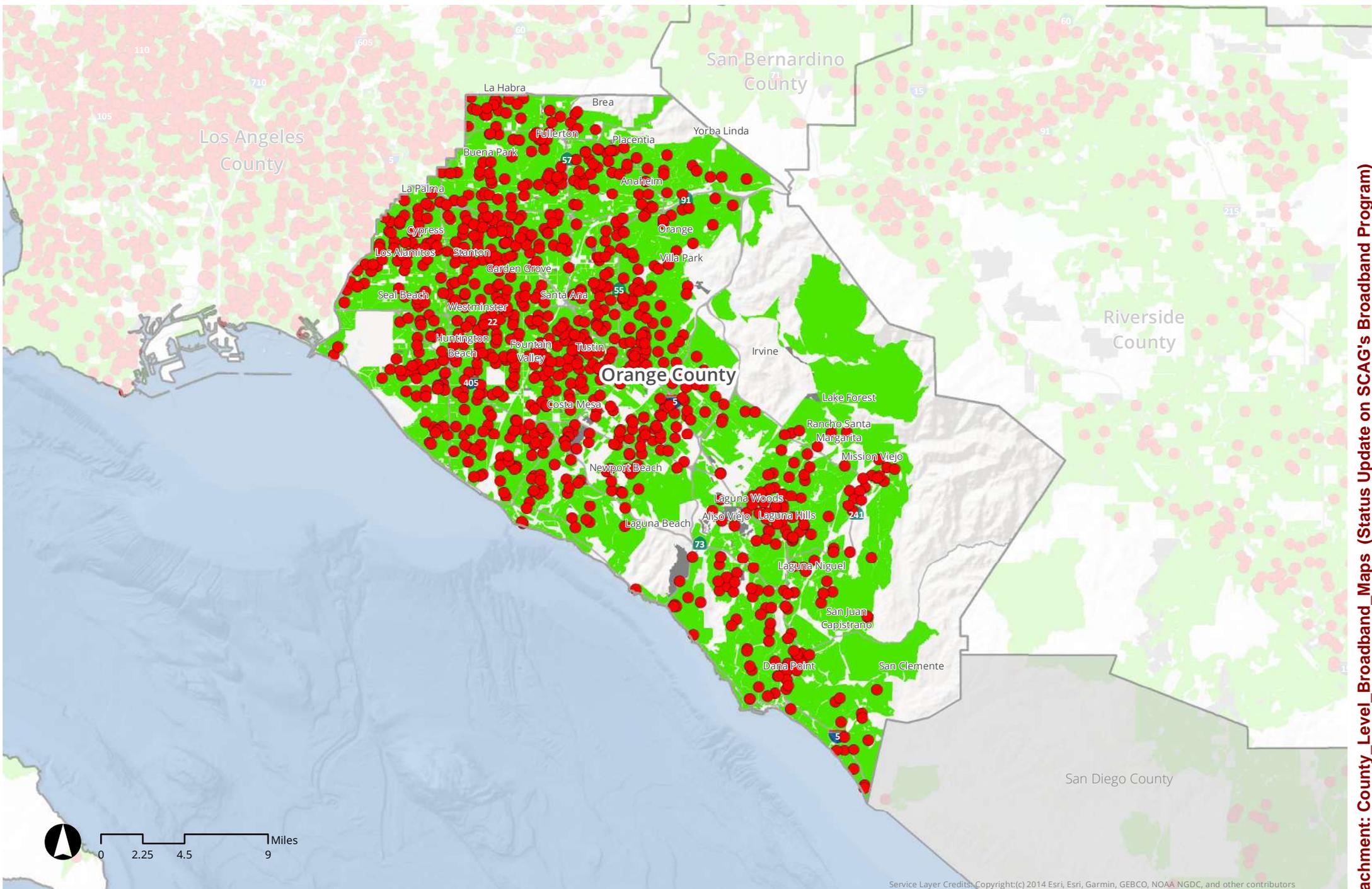
Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

## Community Anchor Institution - Education for Los Angeles County

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



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



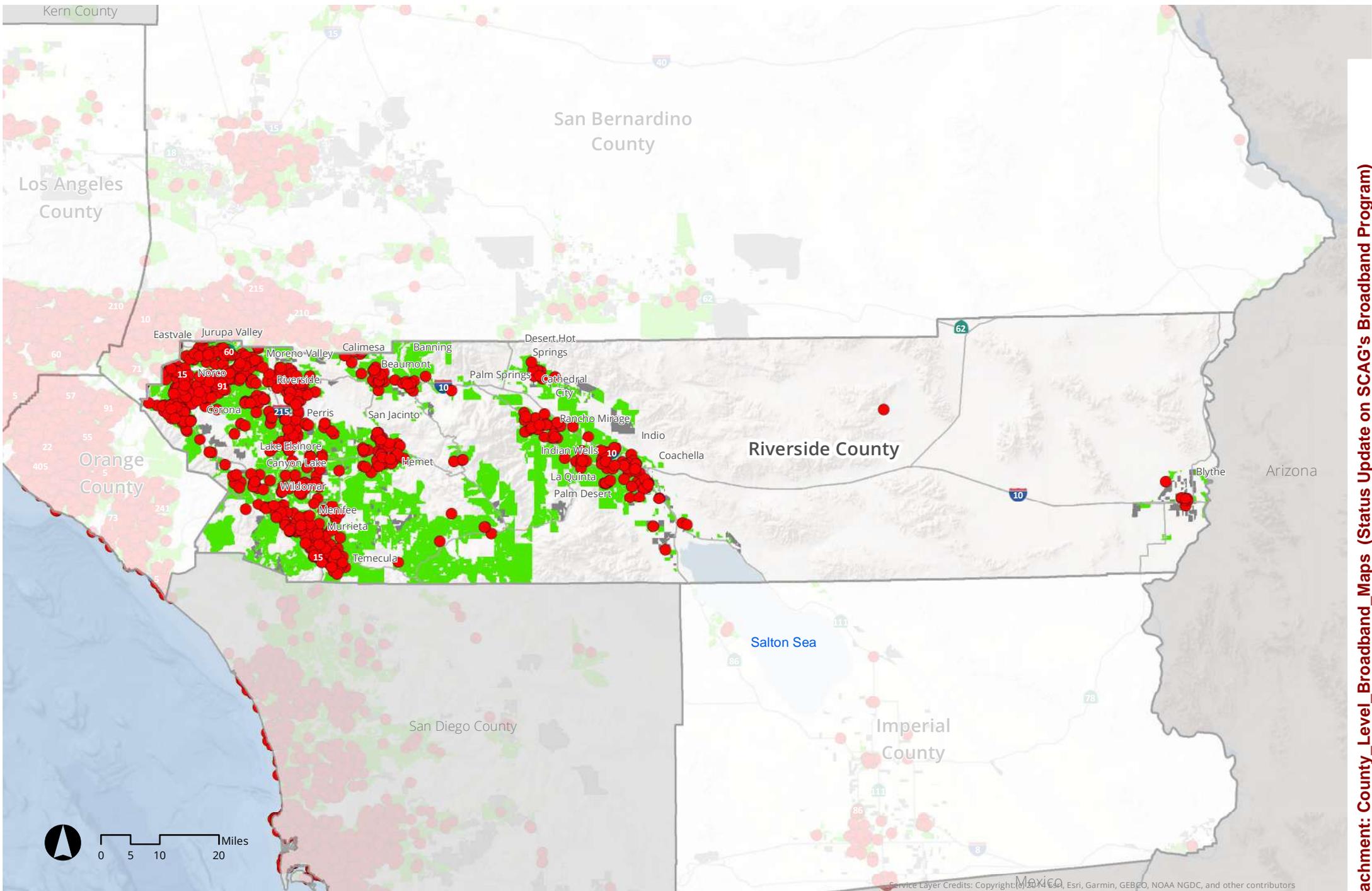
Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

## Community Anchor Institution - Education for Orange County

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



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



Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

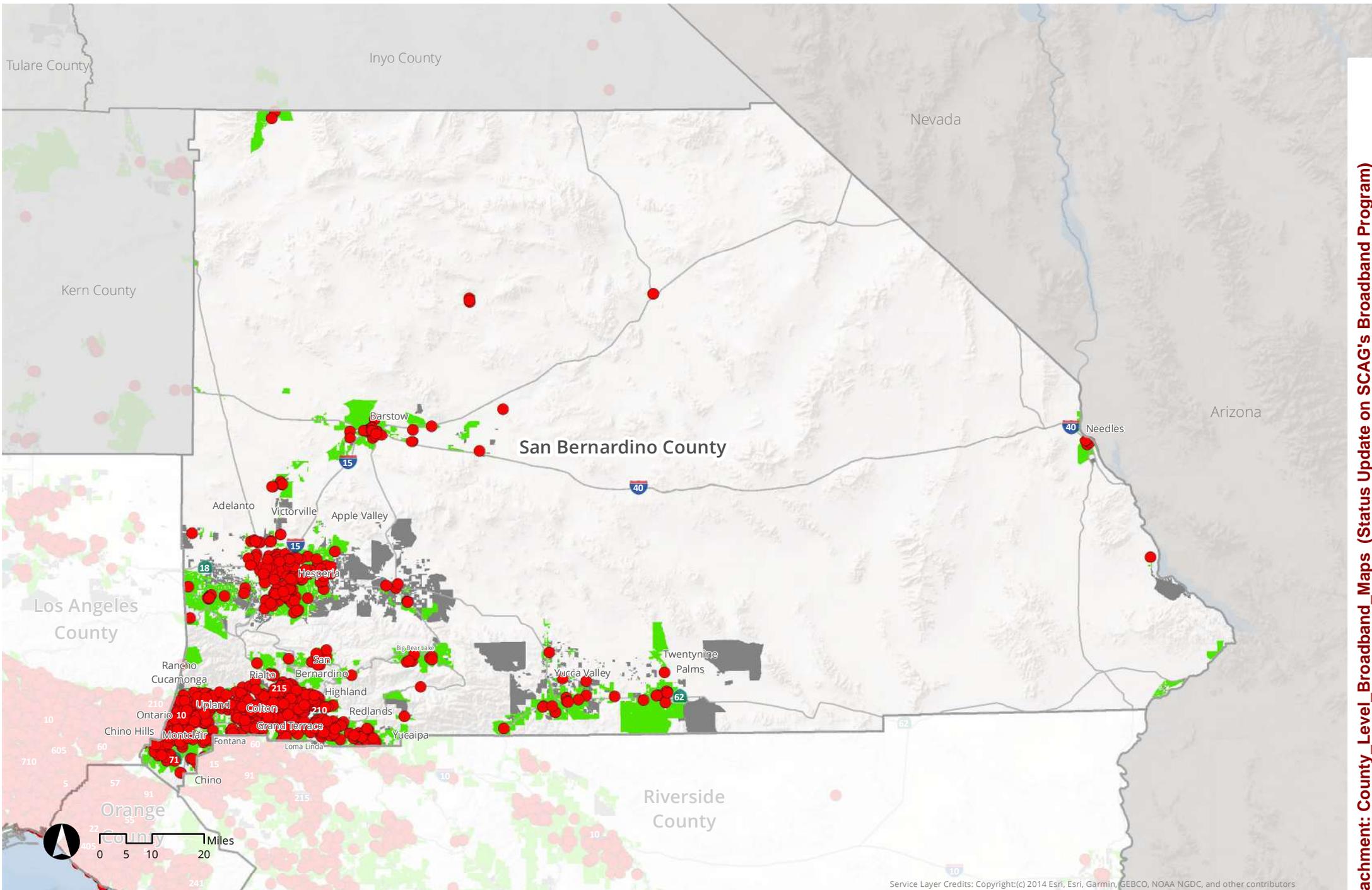
## Community Anchor Institution - Education for Riverside County

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



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

**Packet Pg. 114**



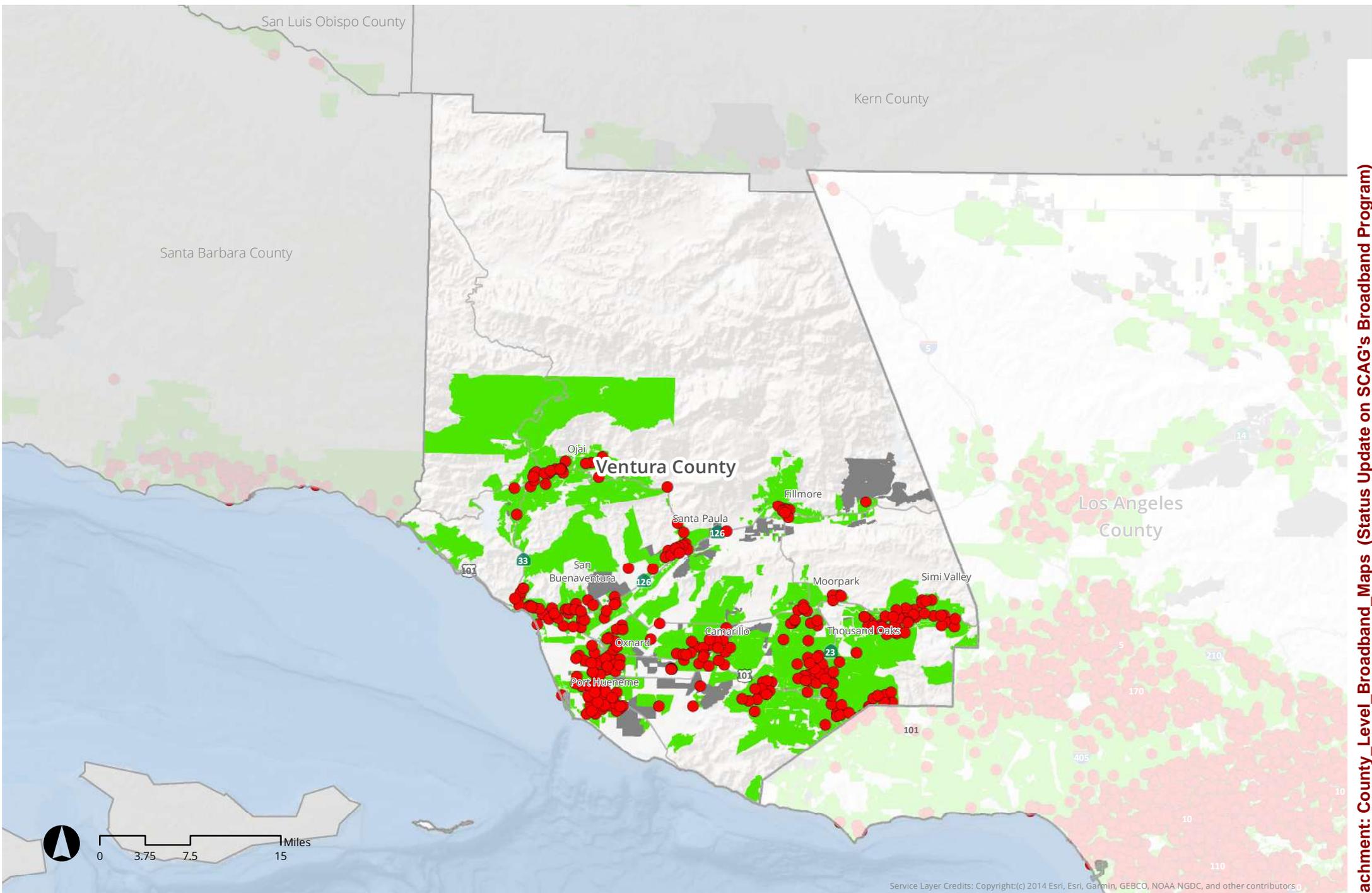
Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

## Community Anchor Institution - Education for San Bernardino County

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



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



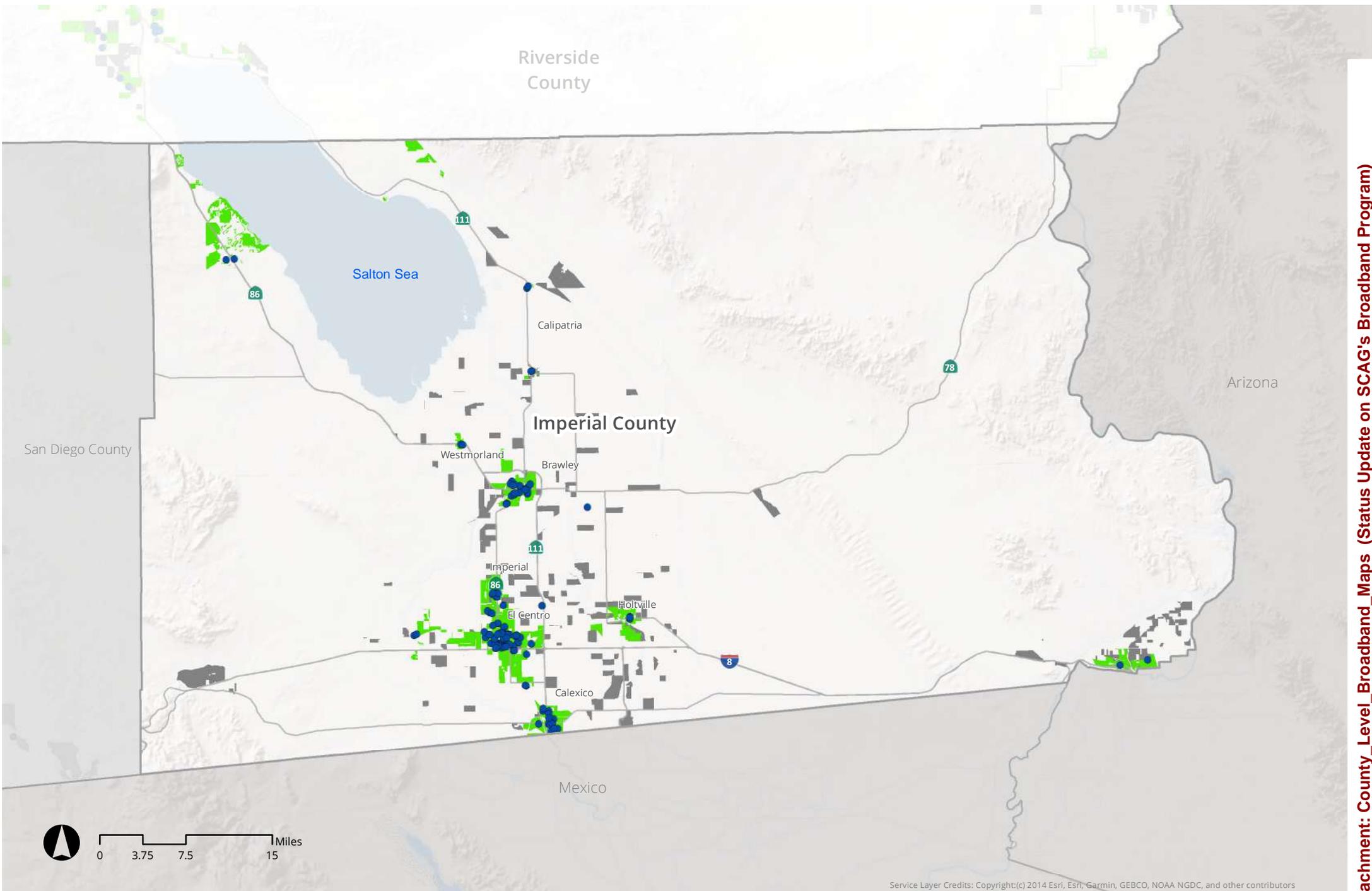
Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

## Community Anchor Institution - Education for Ventura County

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



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



Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

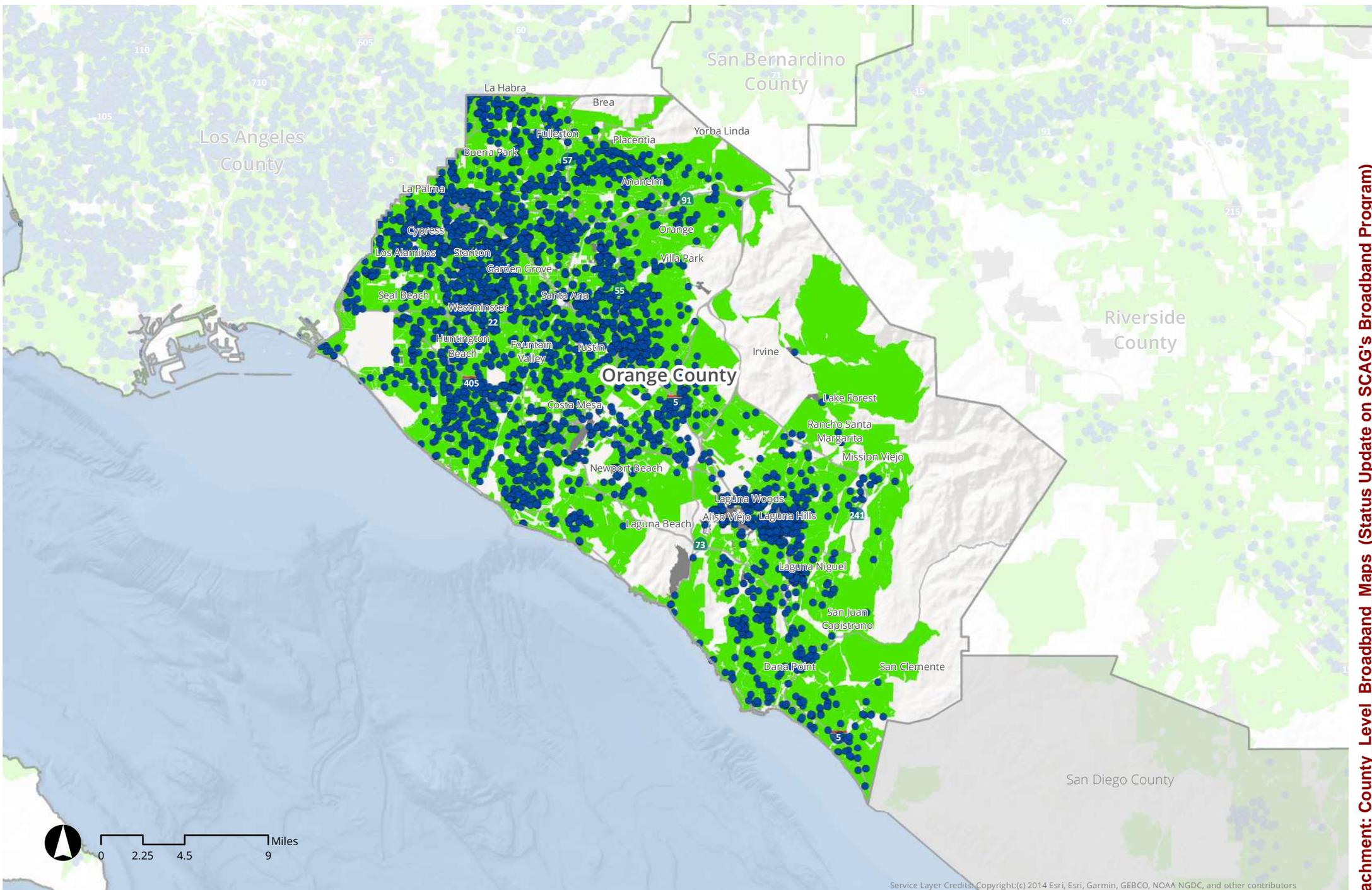
## Community Anchor Institution - Healthcare/Social Services for Imperial County

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



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





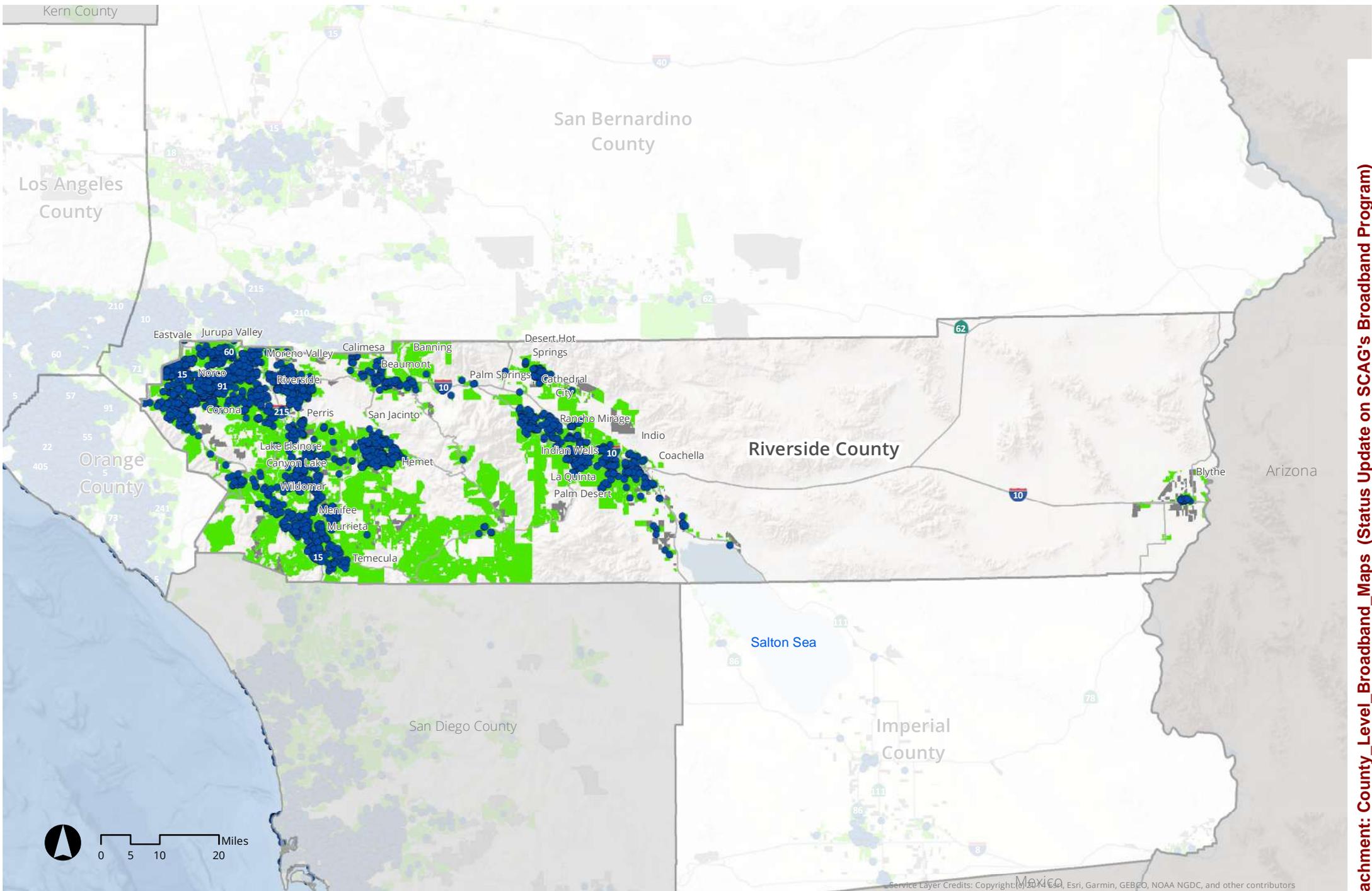
Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

## Community Anchor Institution - Healthcare/Social Services for Orange County

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



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



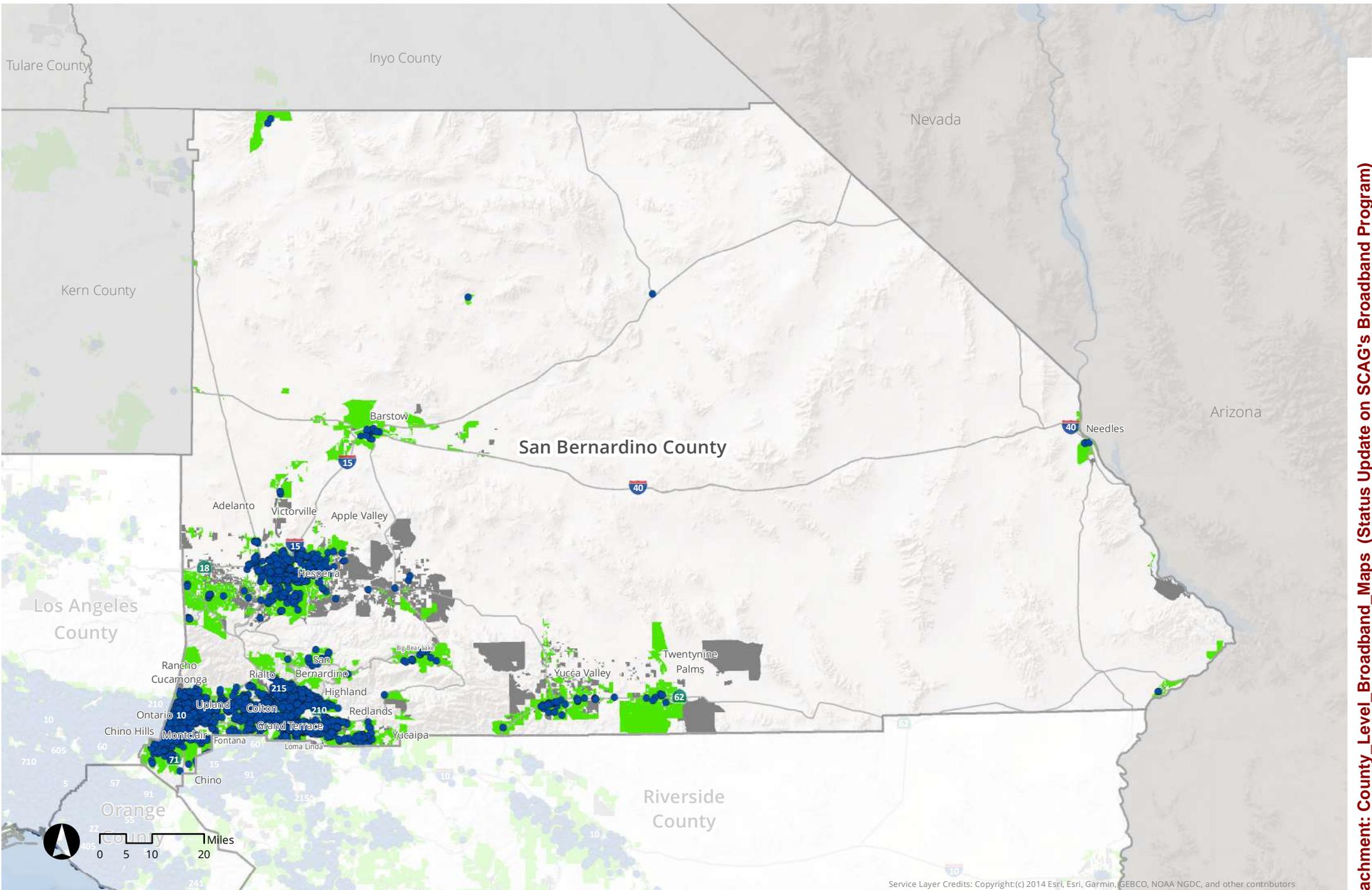
Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

## Community Anchor Institution - Healthcare/Social Services for Riverside County

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



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

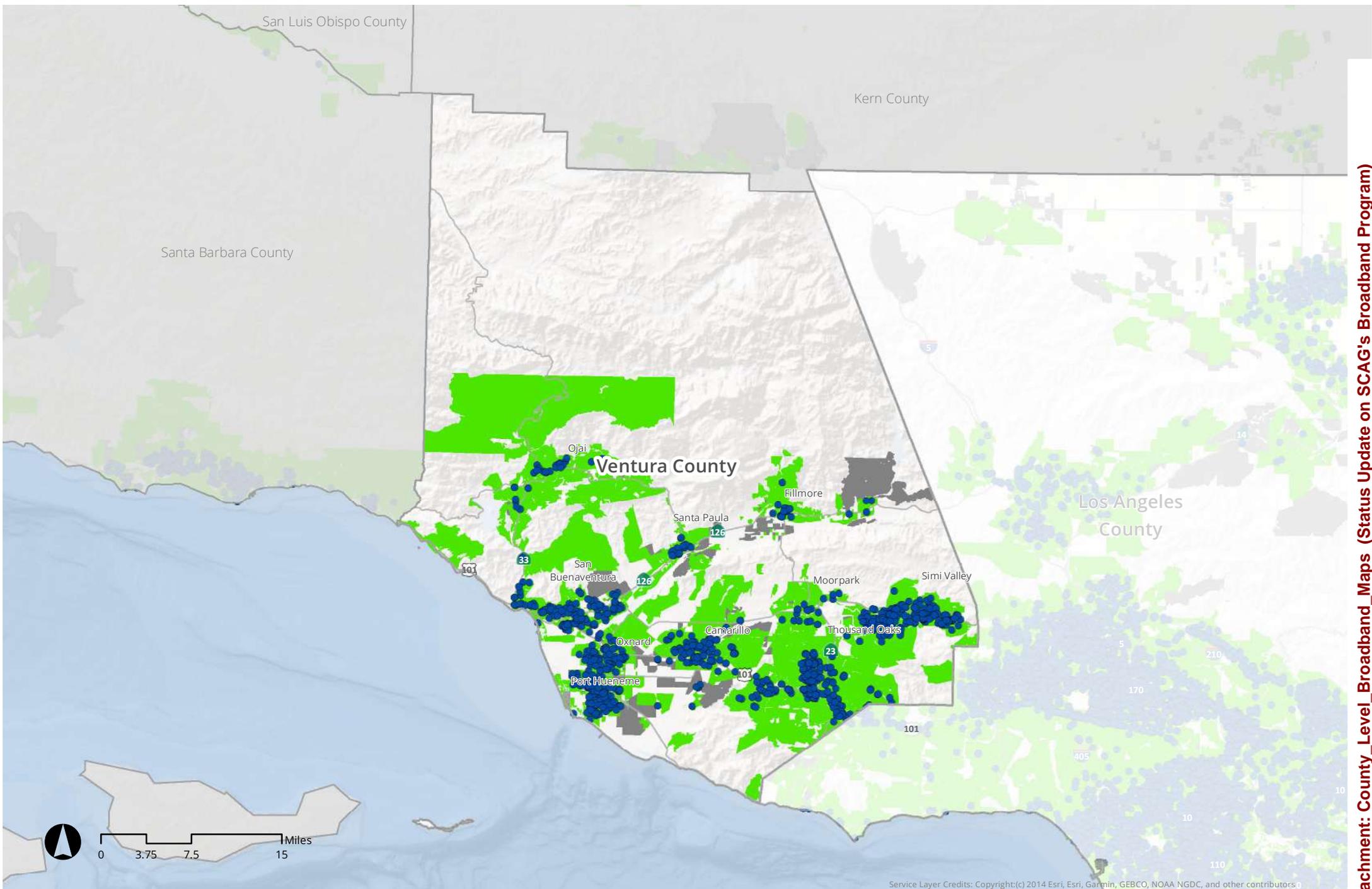


## Community Anchor Institution - Healthcare/Social Services for San Bernardino County

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



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



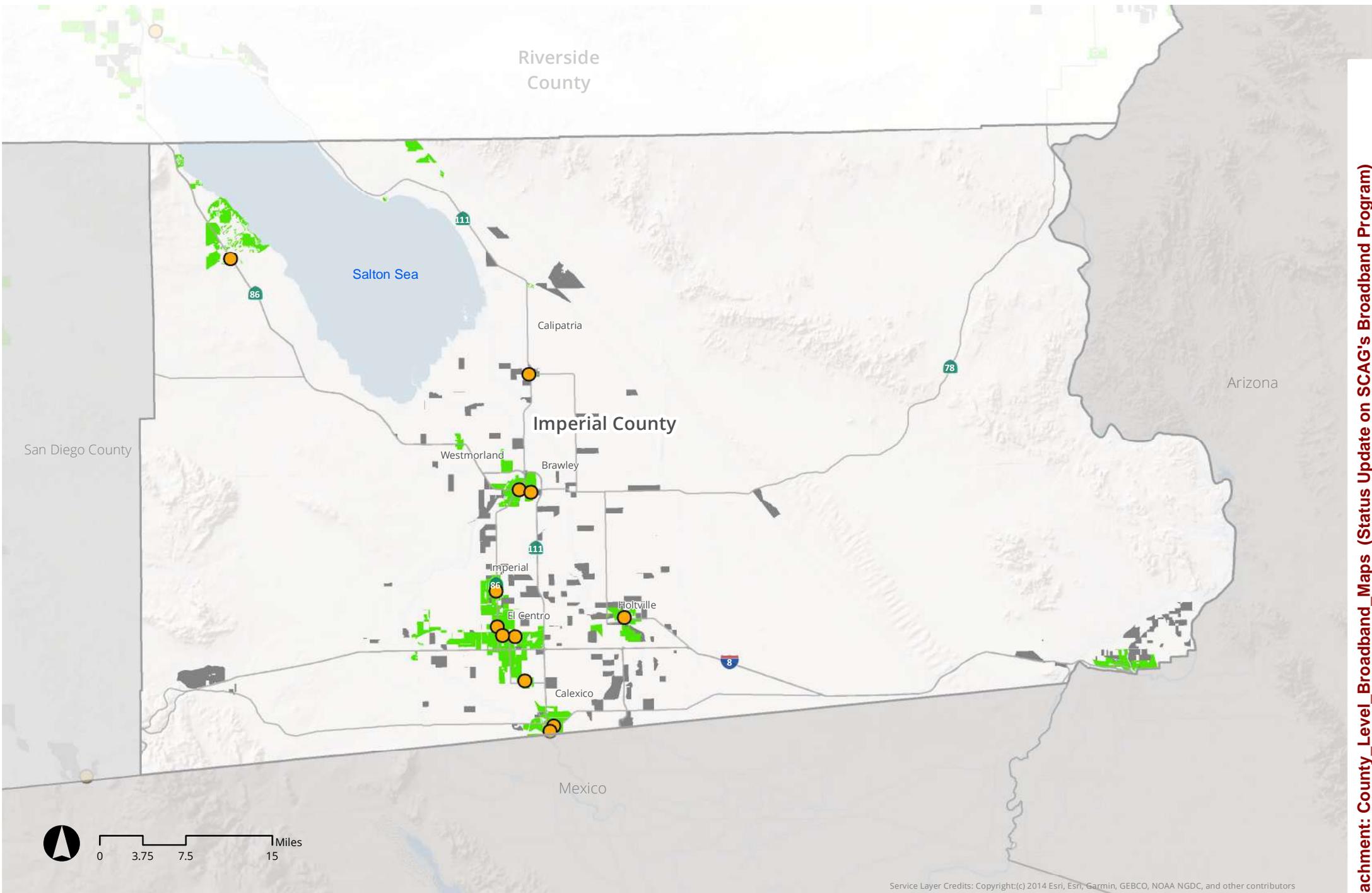
Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

## Community Anchor Institution - Healthcare/Social Services for Ventura County

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



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



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

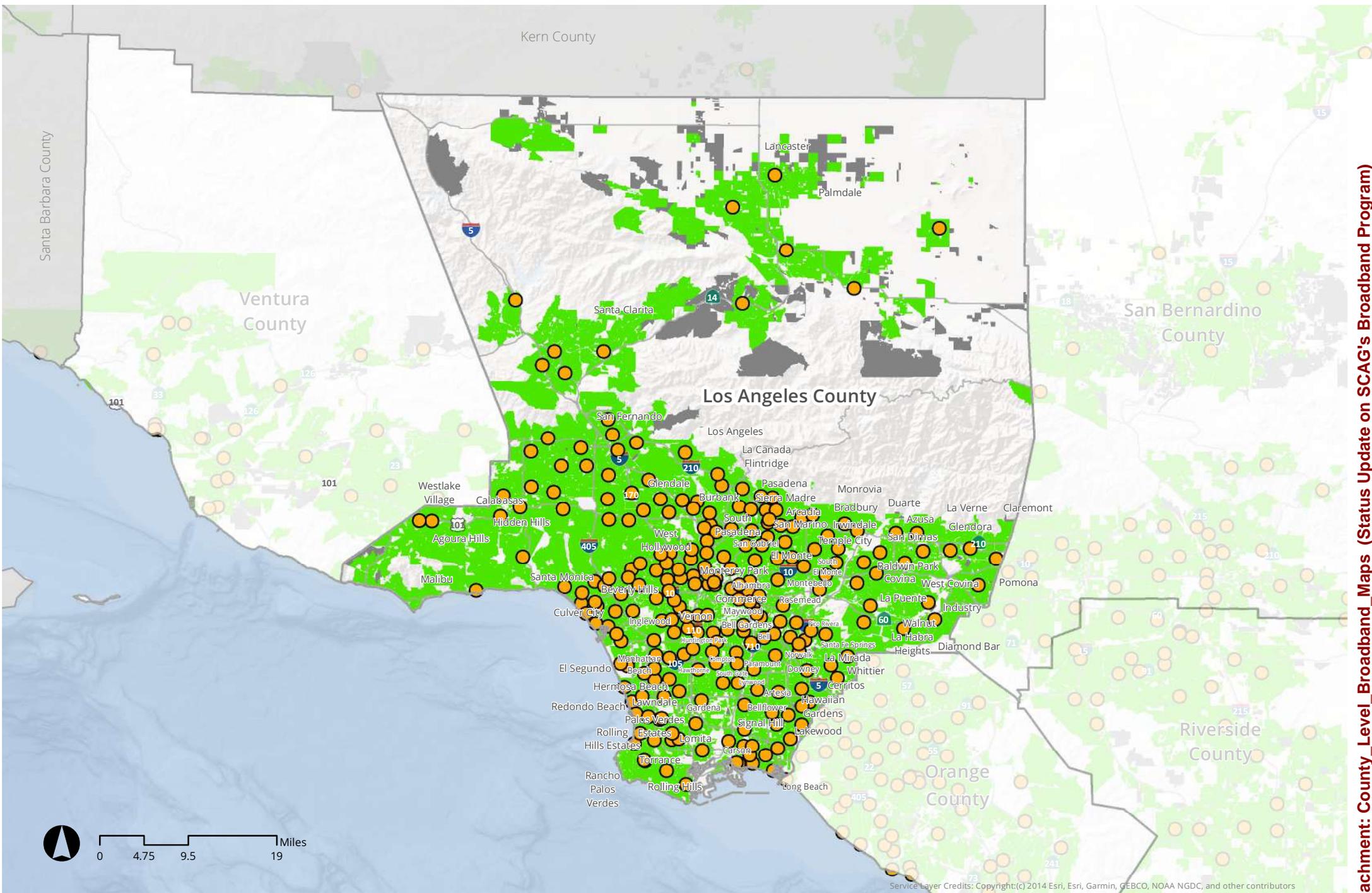
Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

# Community Anchor Institution - Libraries for Imperial County

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



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



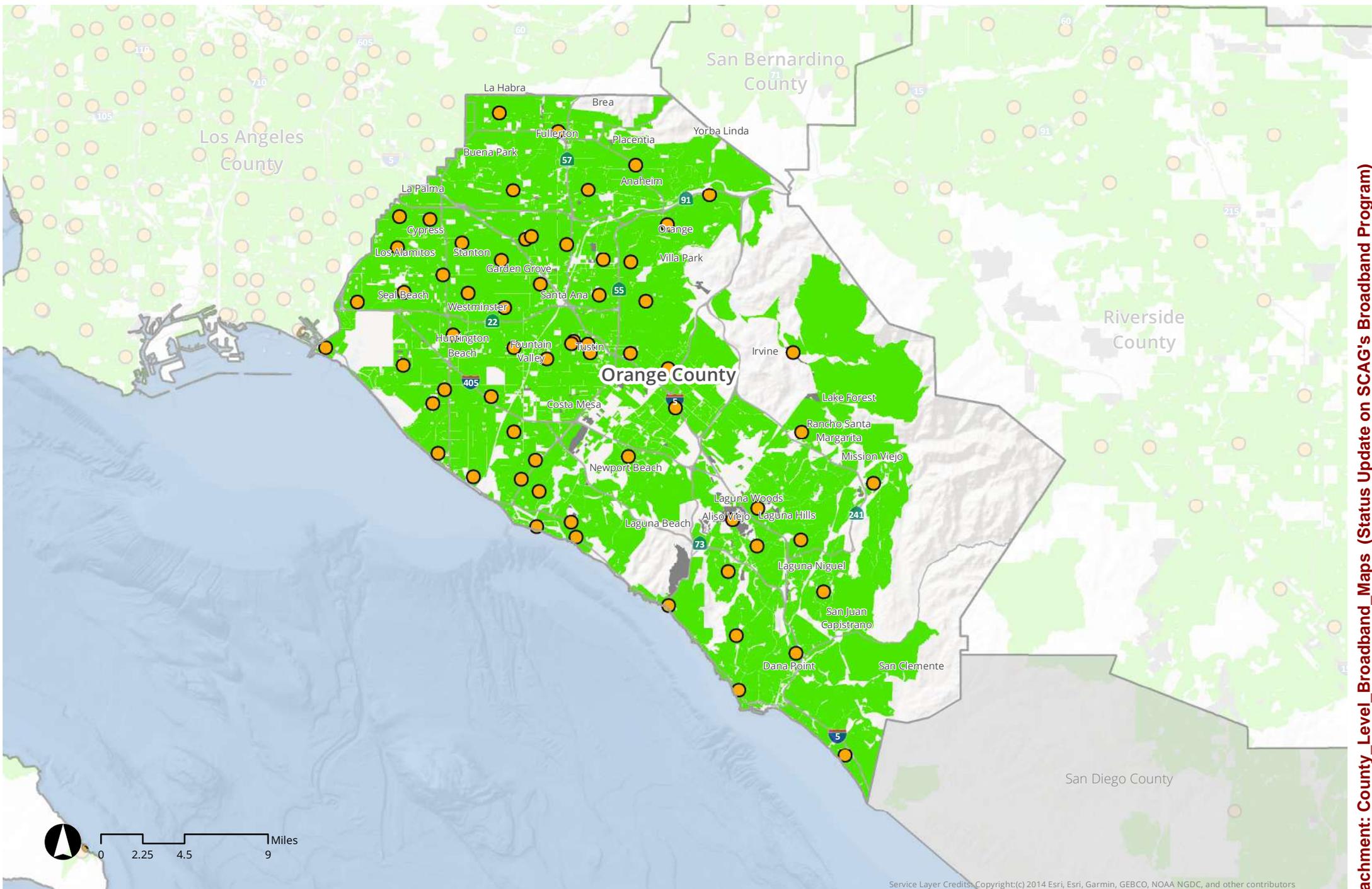
Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

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

## Community Anchor Institution - Libraries for Los Angeles County



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



Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

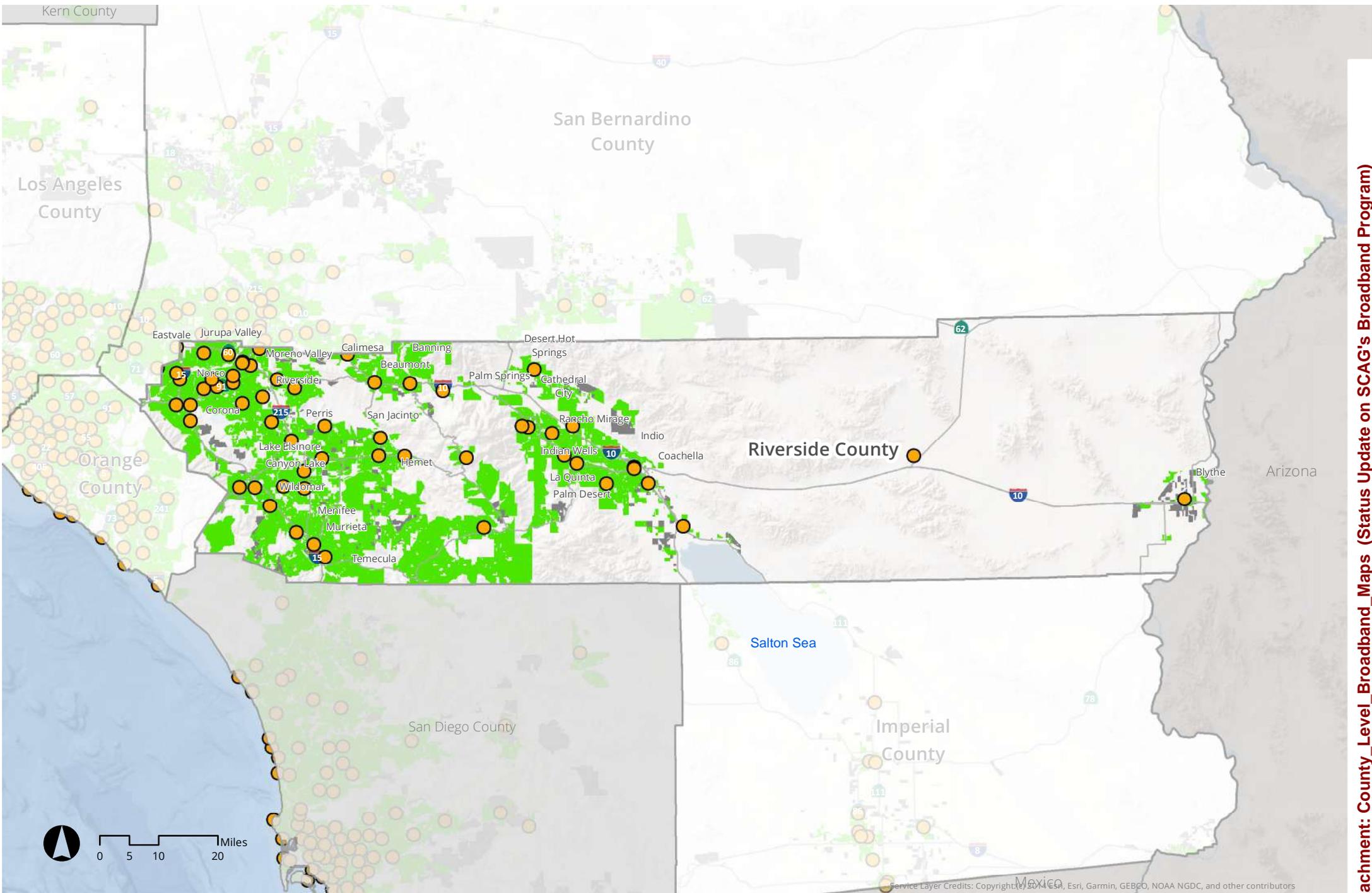
Service Layer Credits: Copyright:(c) 2014 Esri, Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

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

## Community Anchor Institution - Libraries for Orange County



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



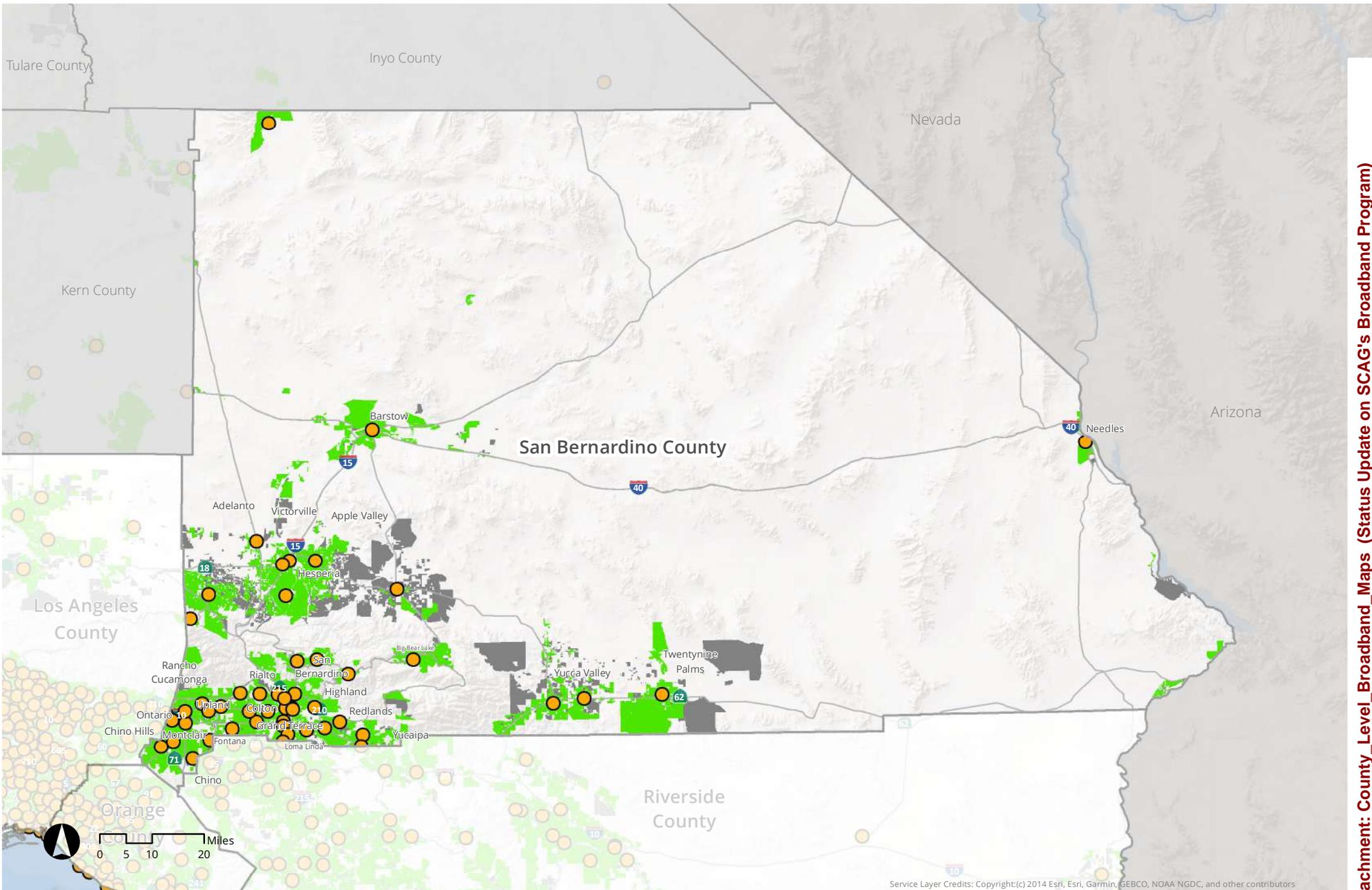
Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

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

## Community Anchor Institution - Libraries for Riverside County



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



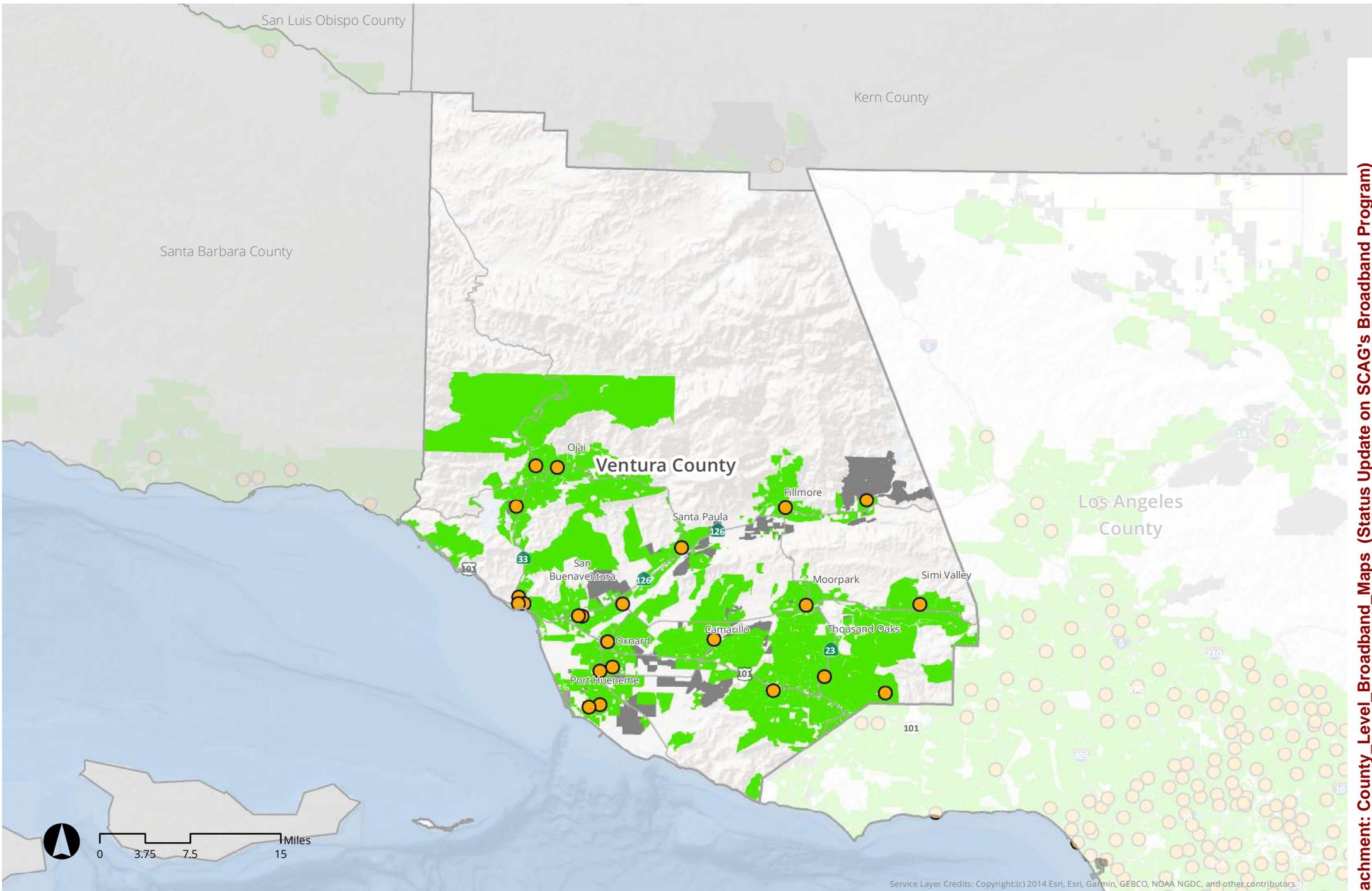
Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

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

## Community Anchor Institution - Libraries for San Bernardino County



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



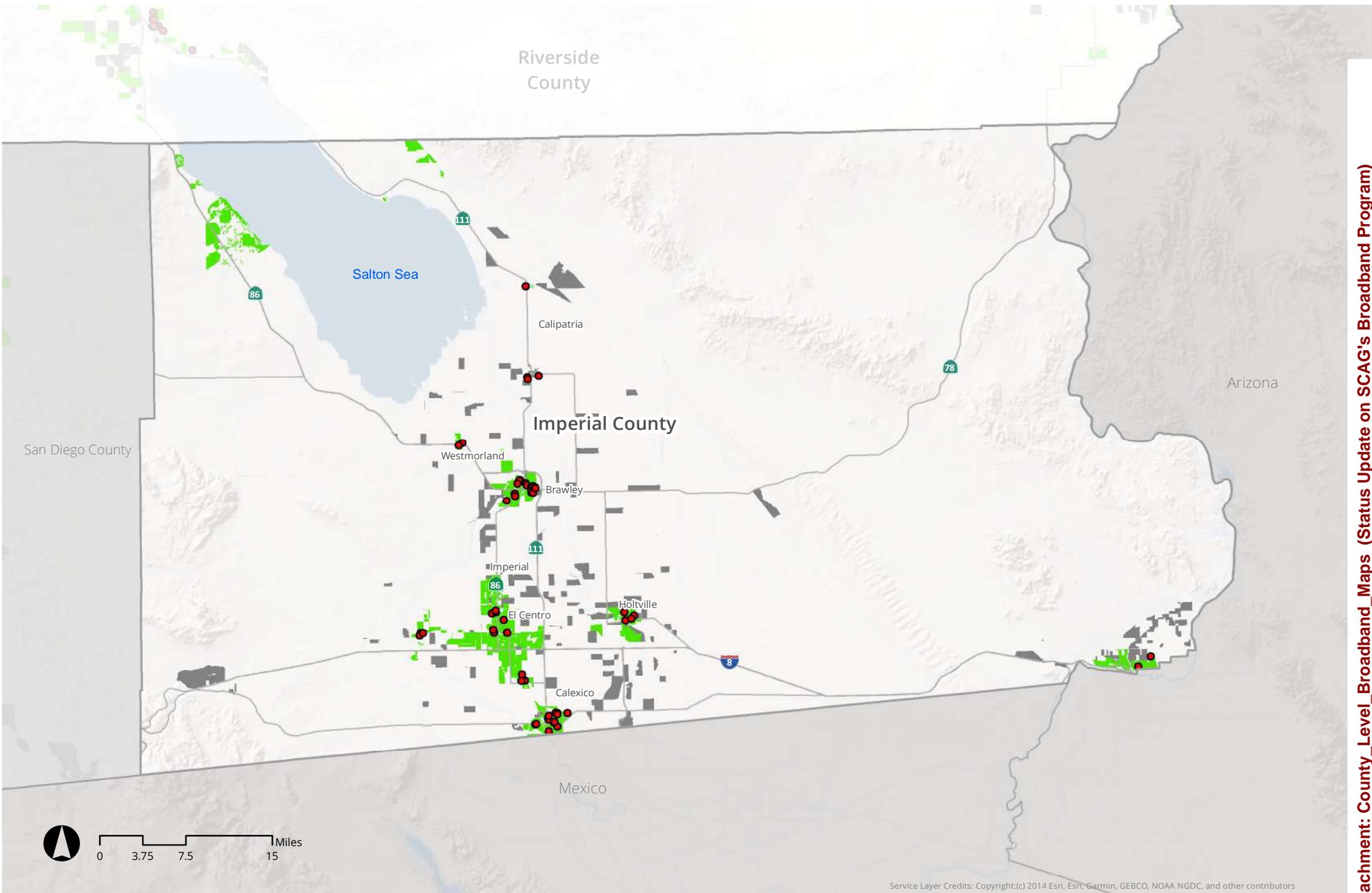
Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

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

## Community Anchor Institution - Libraries for Ventura County



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



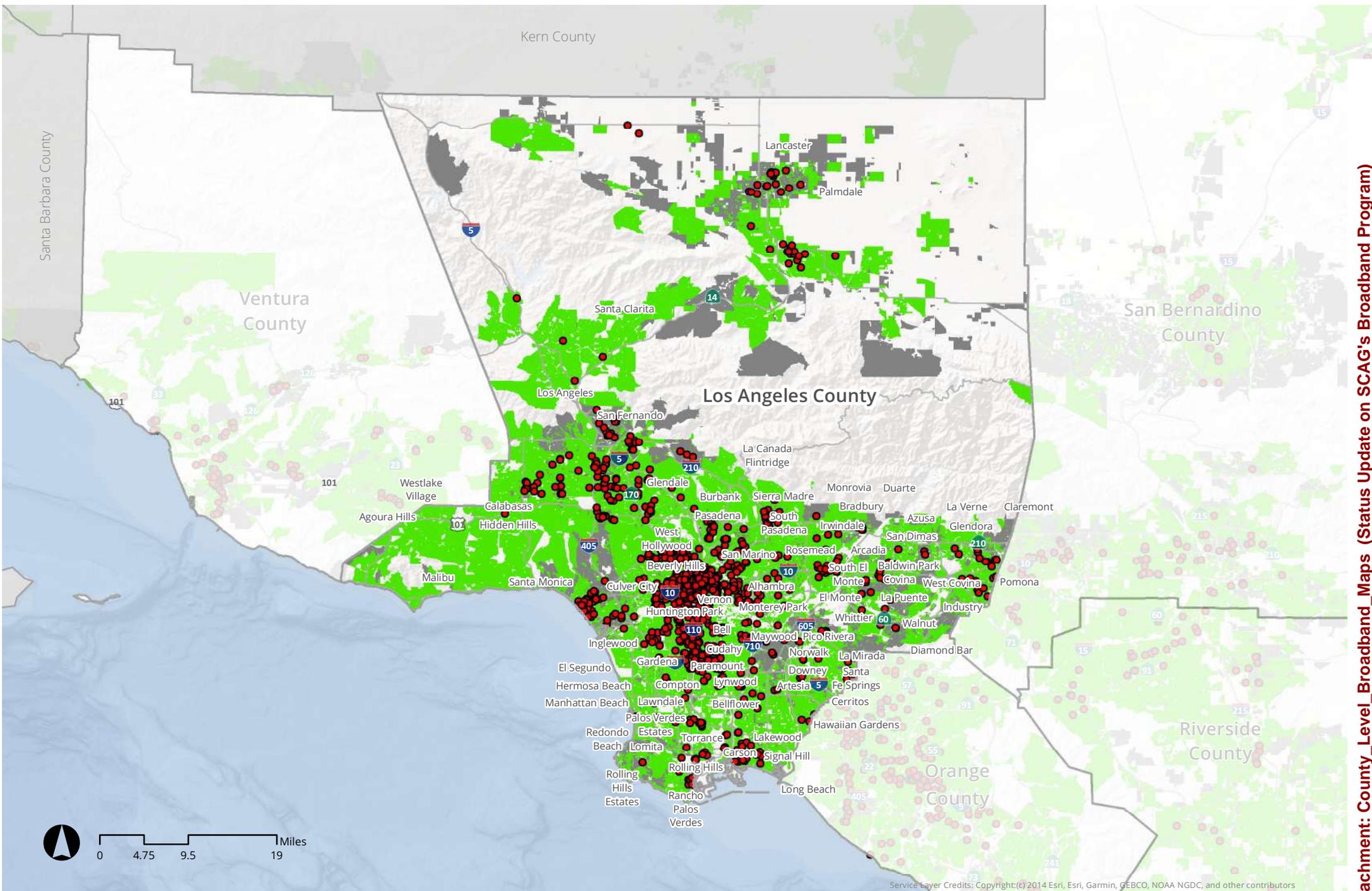
Service Layer Credits: Copyright(c) 2014 Esri, Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

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

## Public-Subsidized Housings for Imperial County



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



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

Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

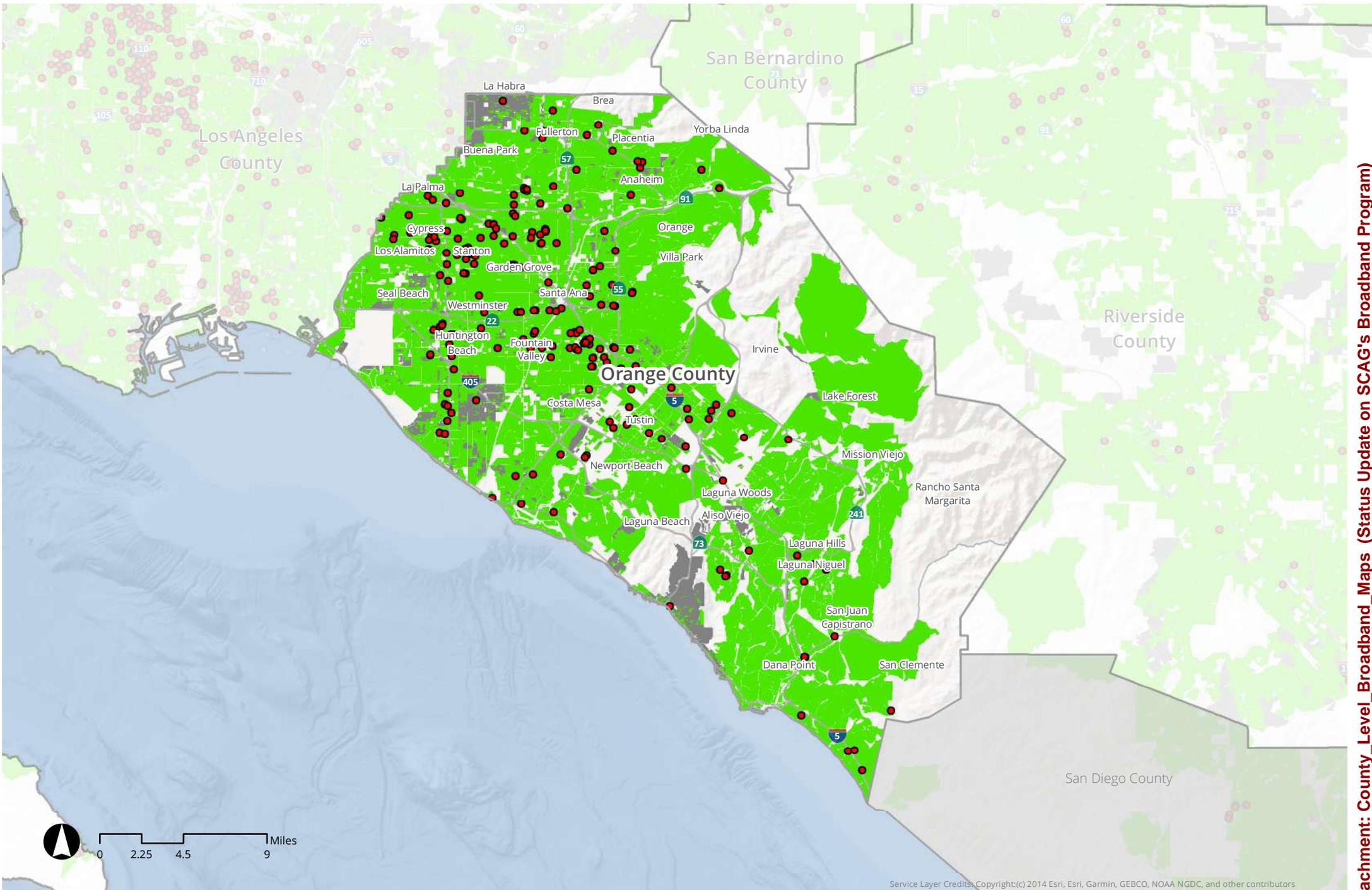
- Public-Subsidized Housings
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

## Public-Subsidized Housings for Los Angeles County



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

**Packet Pg. 130**



Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

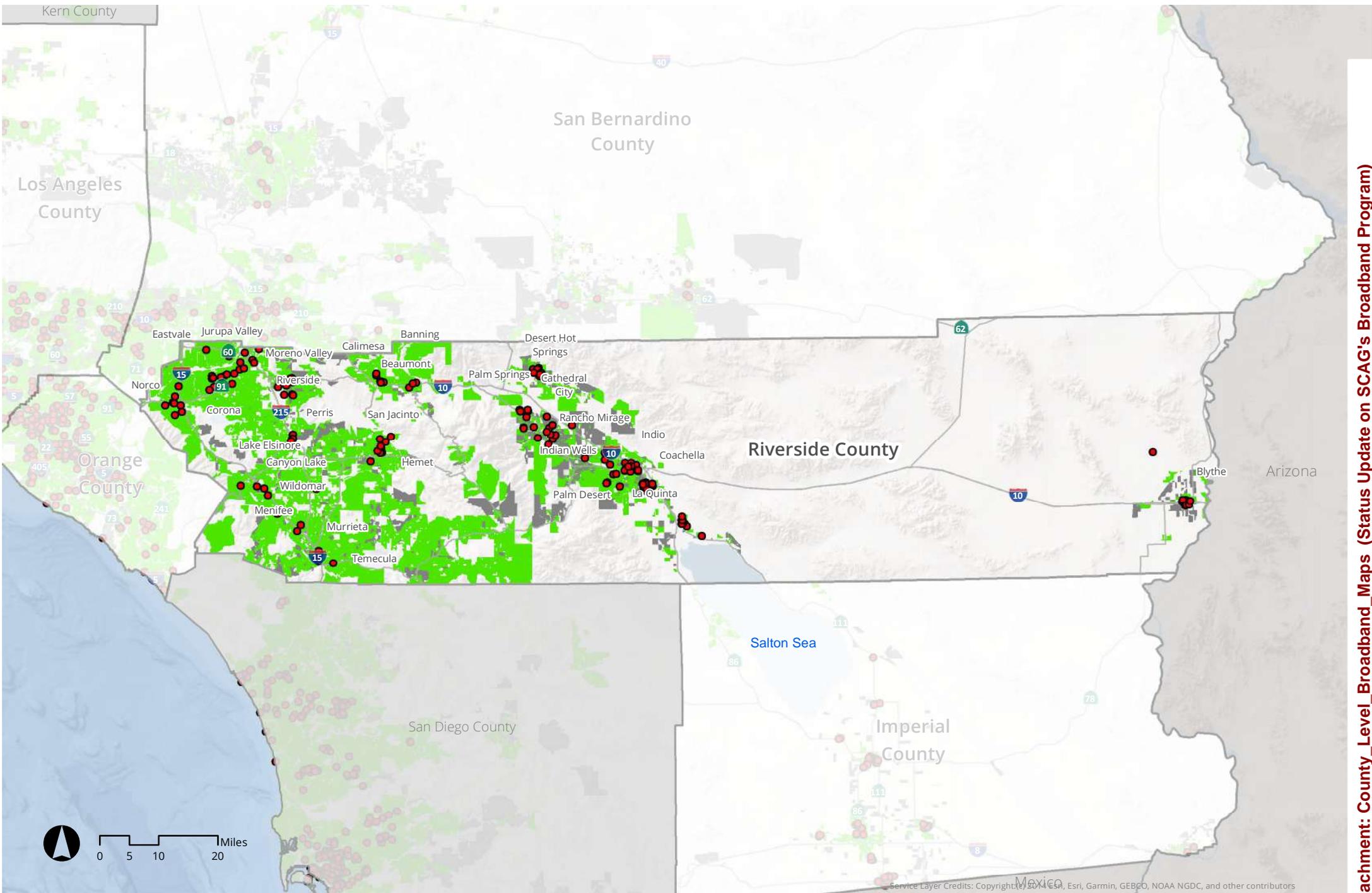
- Public-Subsidized Housings
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

## Public-Subsidized Housings for Orange County



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

**Packet Pg. 131**



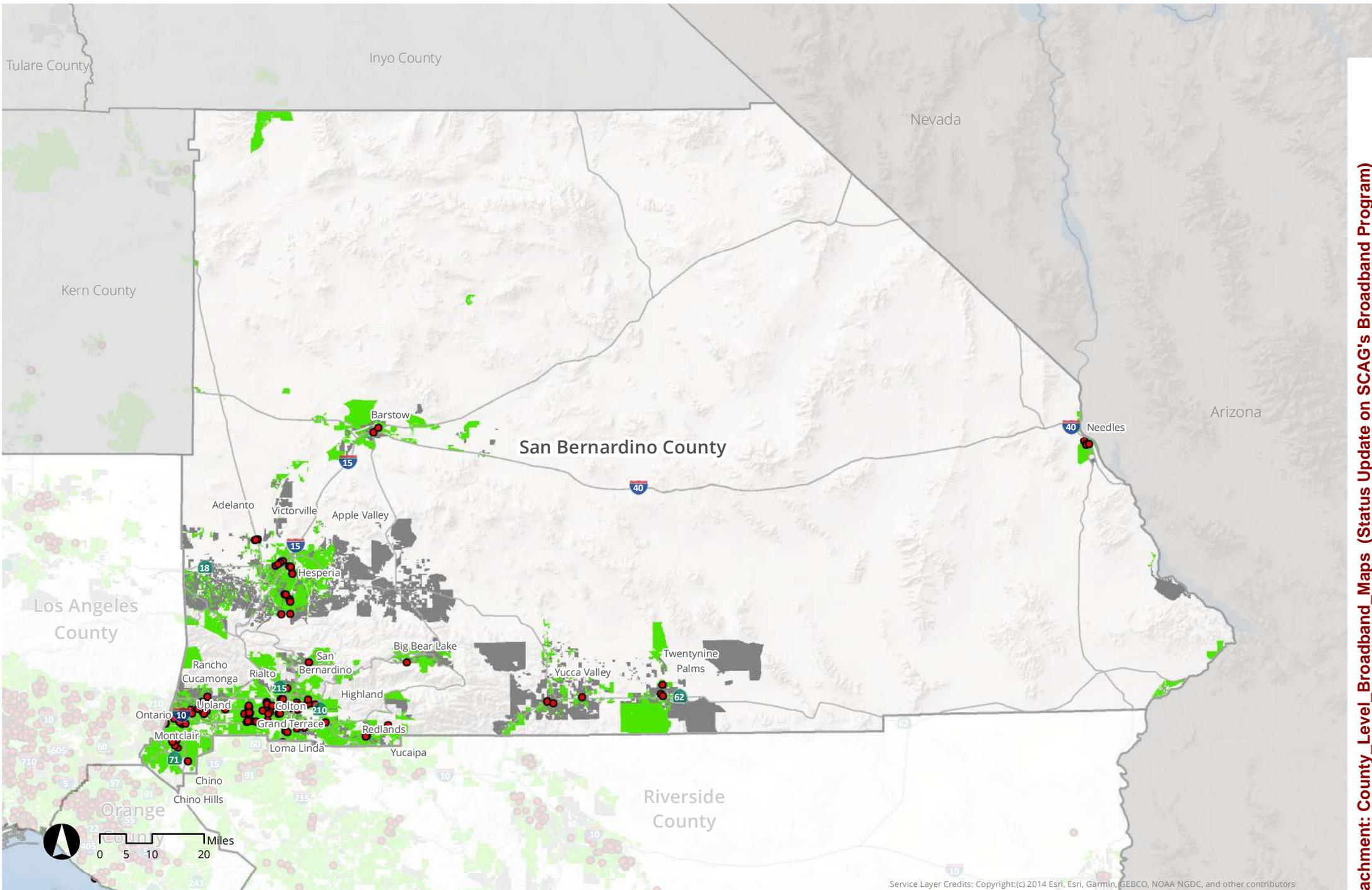
Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

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

## Public-Subsidized Housings for Riverside County



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



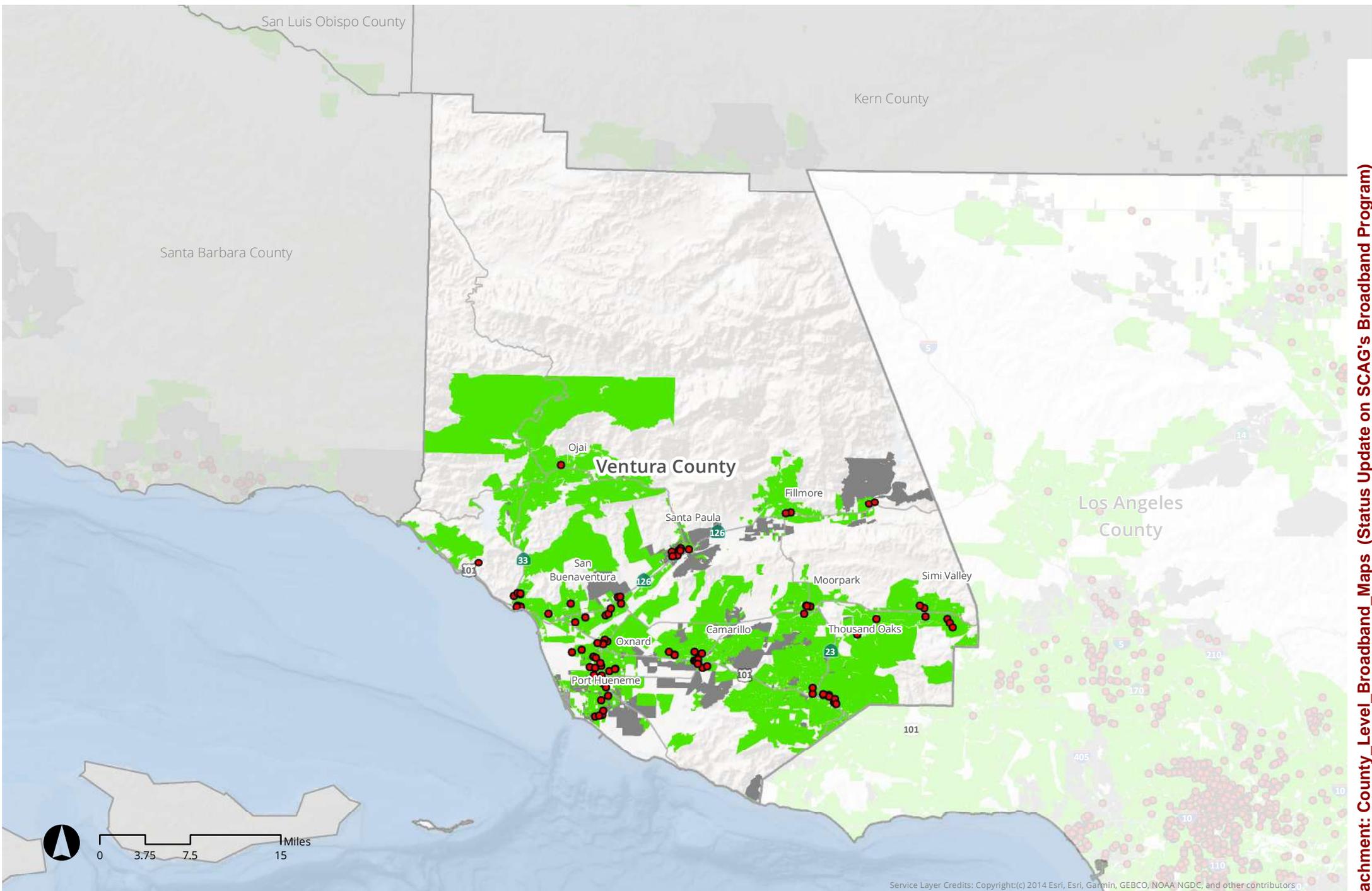
Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

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

## Public-Subsidized Housings for San Bernardino County



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



Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

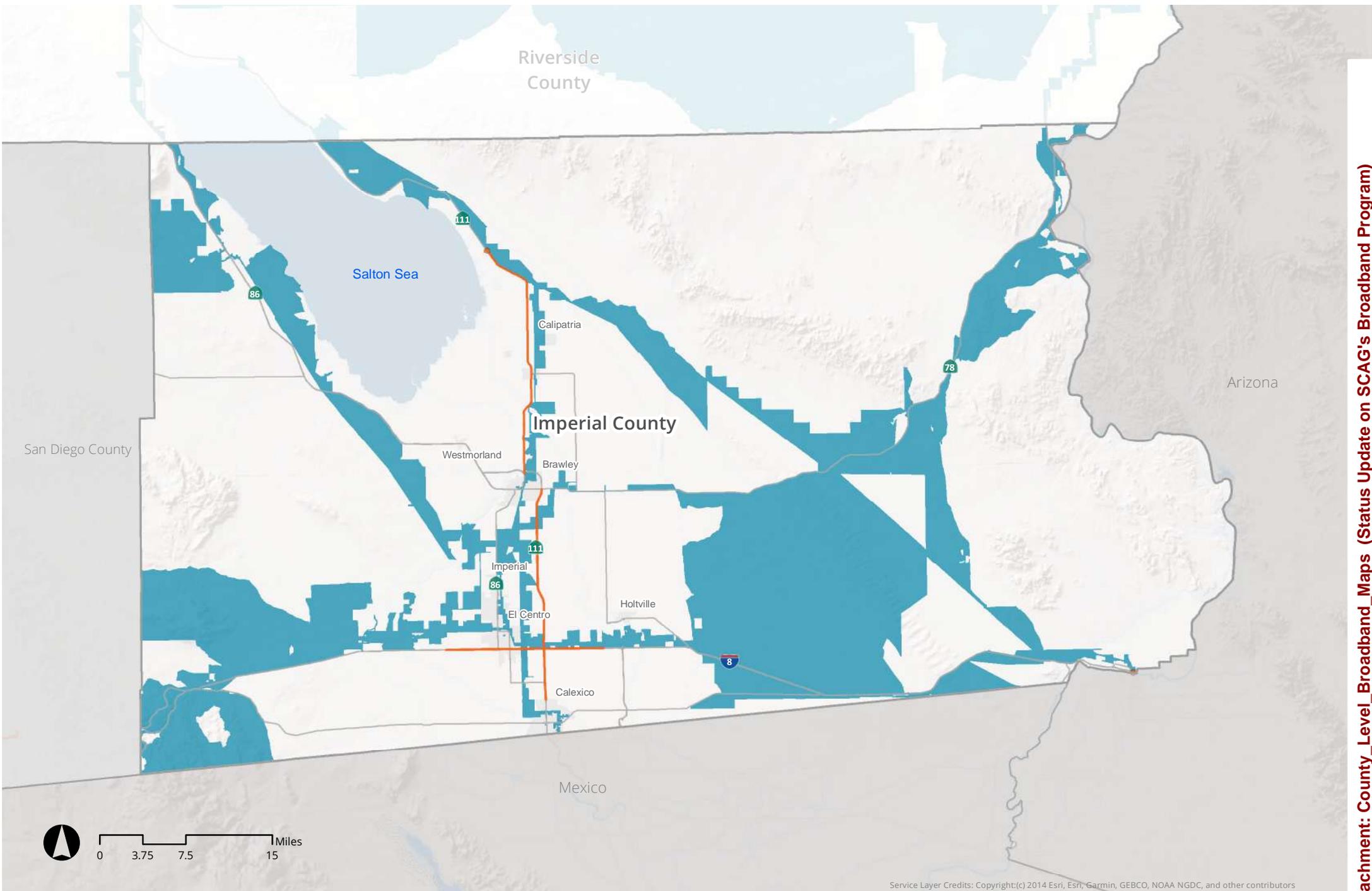
- Public-Subsidized Housings
- Fixed Broadband That Meets Federal Threshold
- Fixed Broadband Below Federal Threshold

## Public-Subsidized Housings for Ventura County



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

**Packet Pg. 134**



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

Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

- Fiber Presence
- SHOPP Projects (Points)
- SHOPP Projects (Lines)

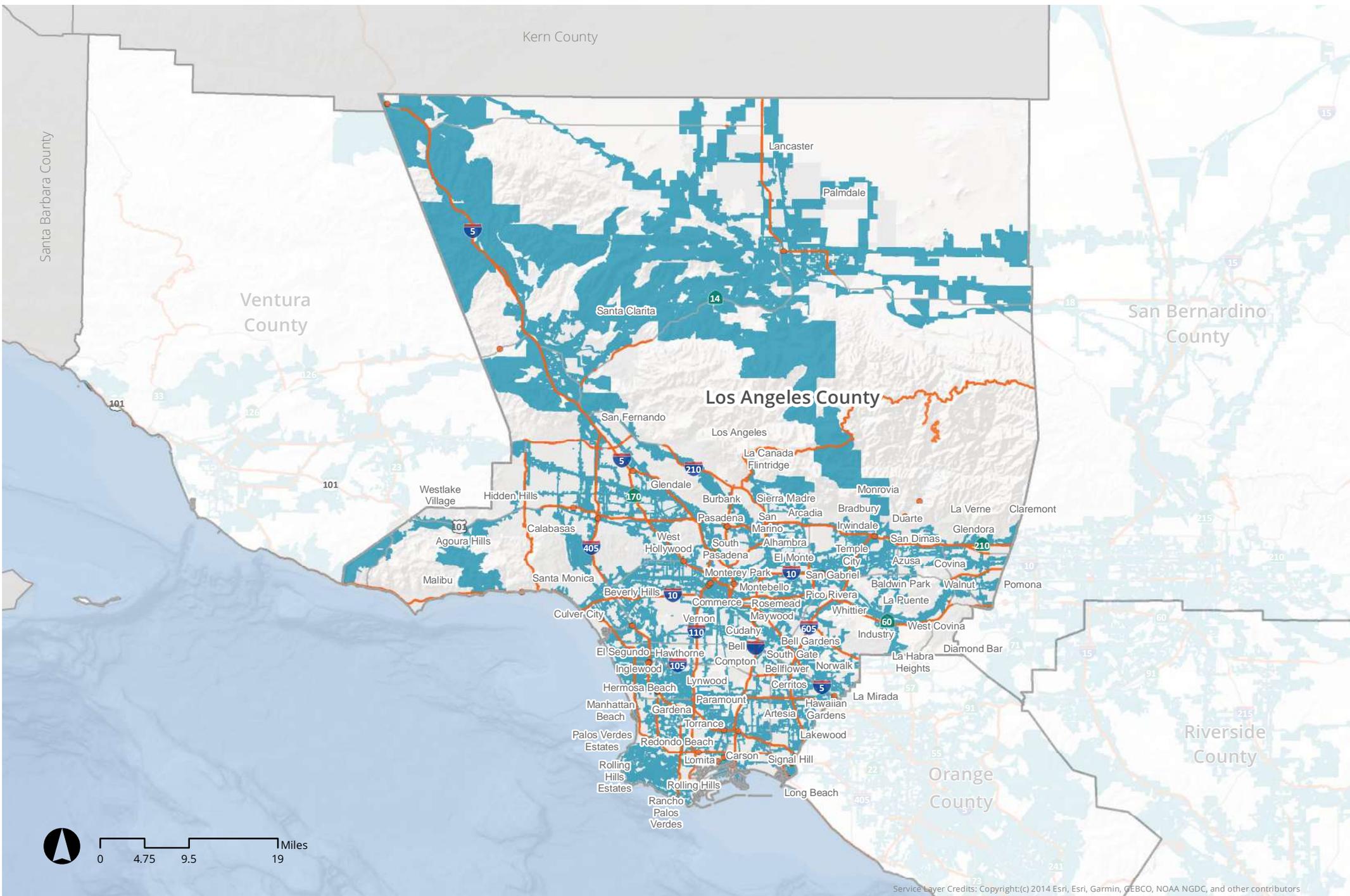
## Fiber Presence by Census Block for Imperial County



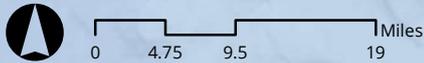
Source: California Public Utilities Commission (CPUC),

**Packet Pg. 135**

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



Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)



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

- Fiber Presence
- SHOPP Projects (Points)
- SHOPP Projects (Lines)

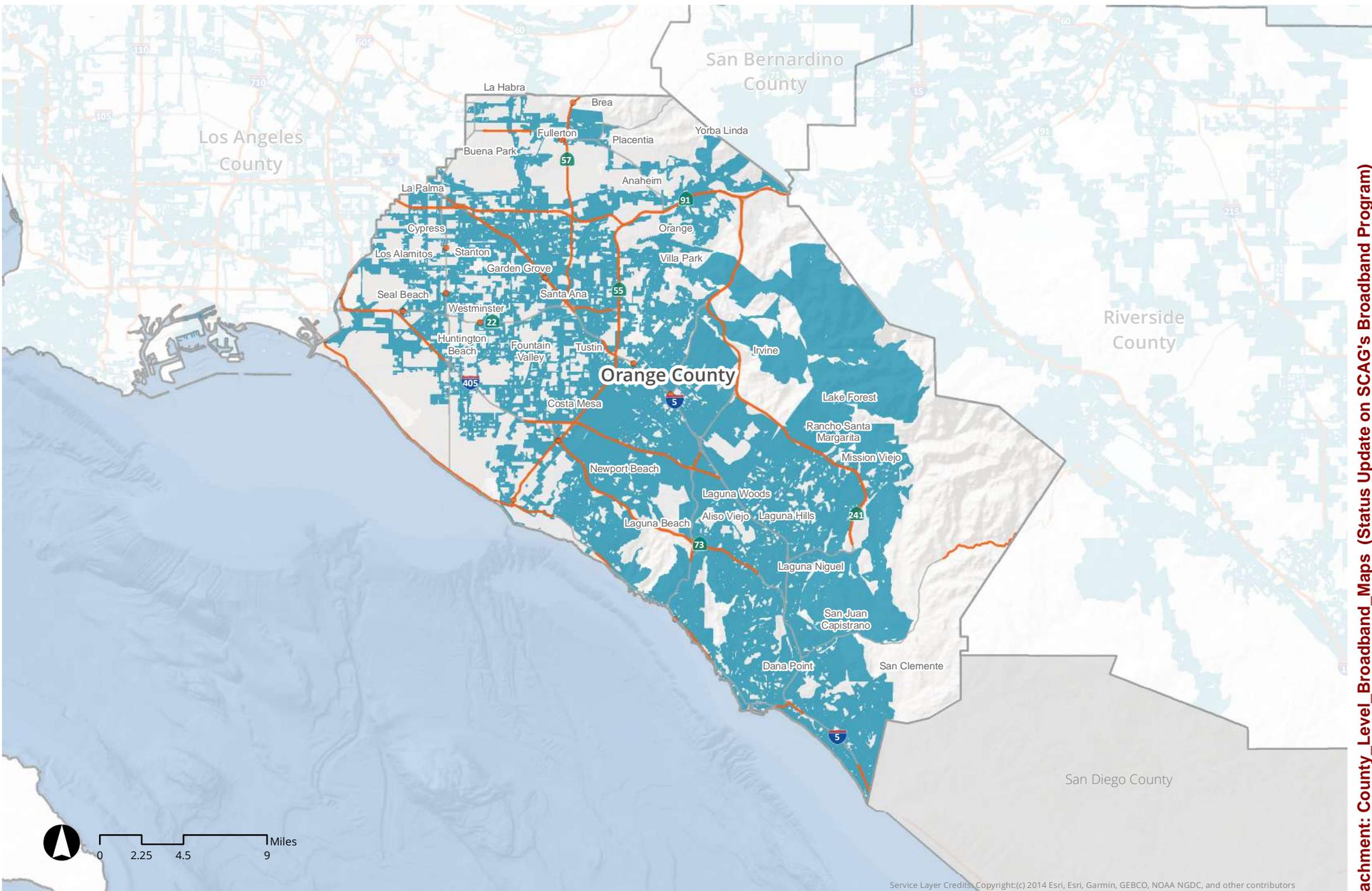
## Fiber Presence by Census Block for Los Angeles County



Source: California Public Utilities Commission (CPUC),

Packet Pg. 136

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



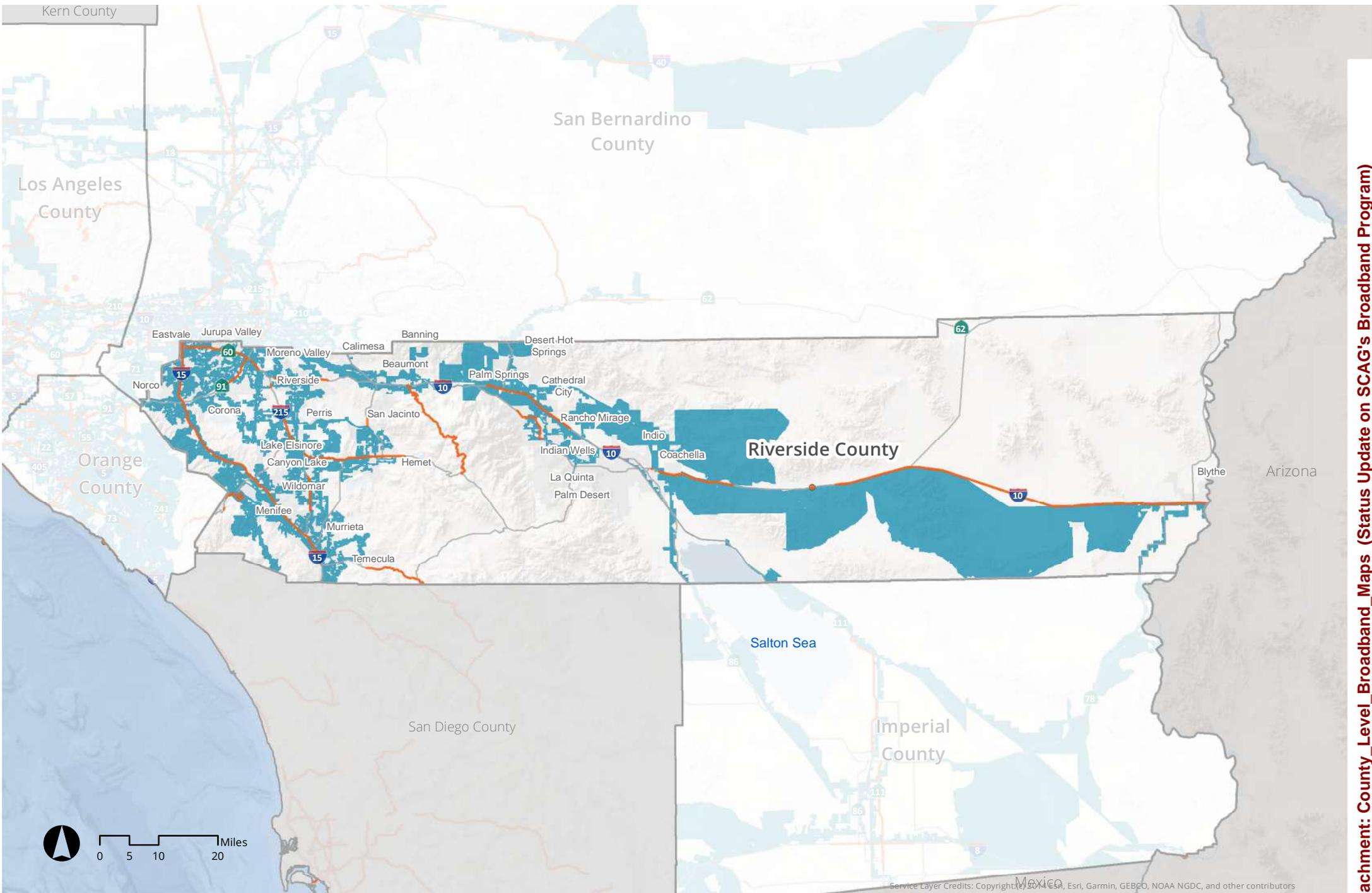
- Fiber Presence
- SHOPP Projects (Points)
- SHOPP Projects (Lines)

## Fiber Presence by Census Block for Orange County



Source: California Public Utilities Commission (CPUC),

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



Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

- Fiber Presence
- SHOPP Projects (Points)
- SHOPP Projects (Lines)

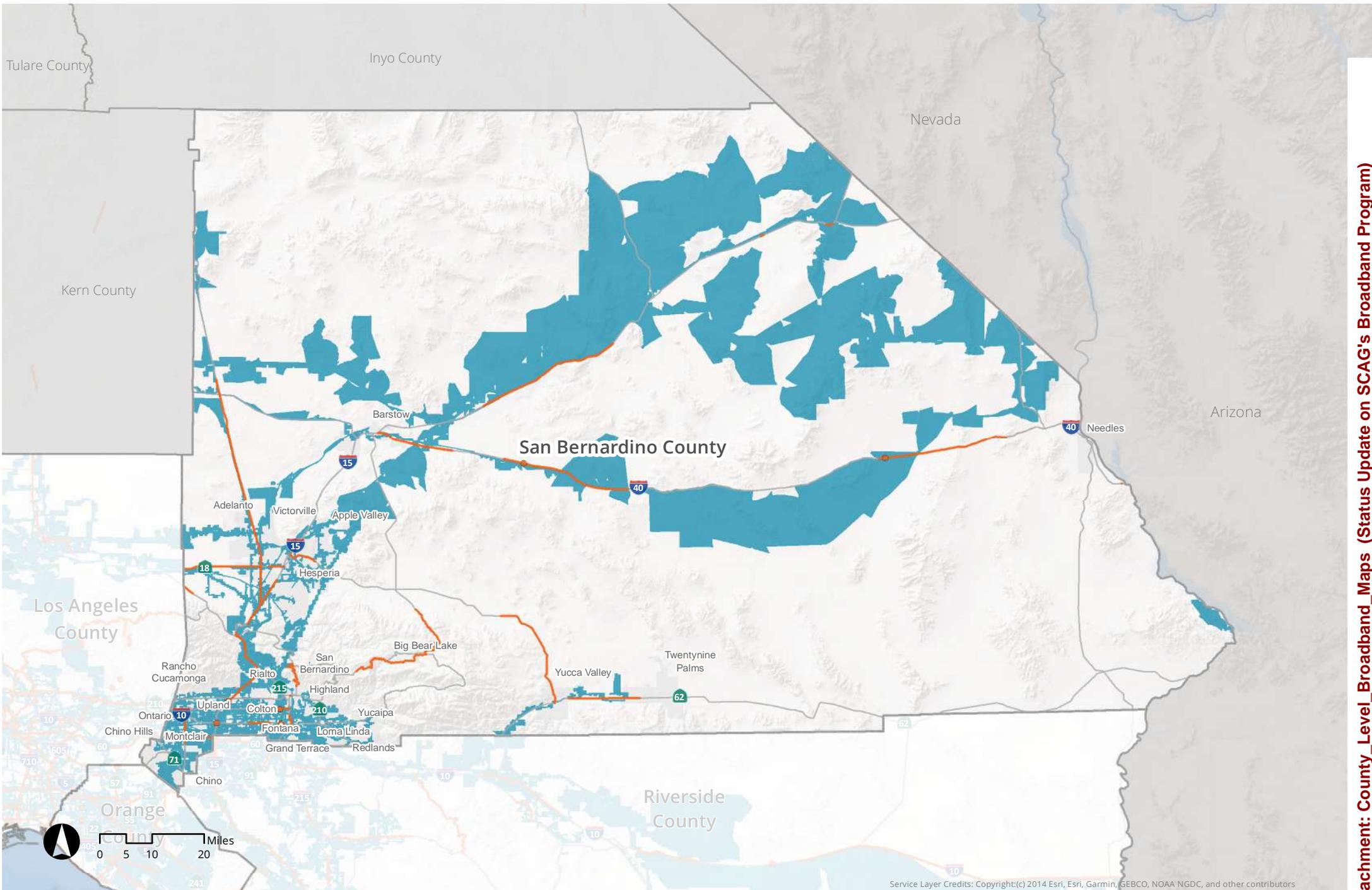
## Fiber Presence by Census Block for Riverside County



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

Source: California Public Utilities Commission (CPUC),

**Packet Pg. 138**



Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

- Fiber Presence
- SHOPP Projects (Points)
- SHOPP Projects (Lines)

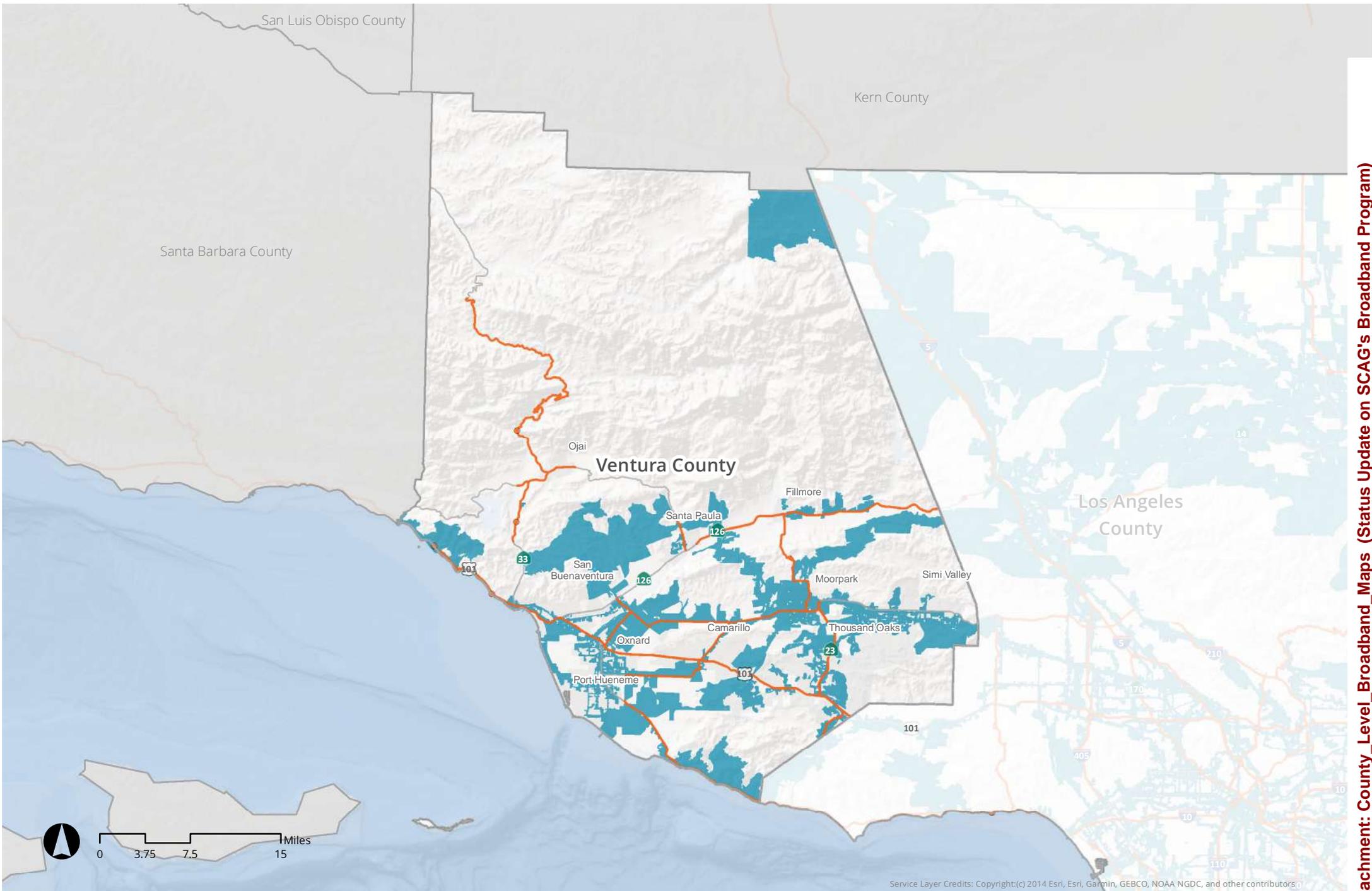
## Fiber Presence by Census Block for San Bernardino County



Source: California Public Utilities Commission (CPUC),

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

**Packet Pg. 139**



Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

- Fiber Presence
- SHOPP Projects (Points)
- SHOPP Projects (Lines)

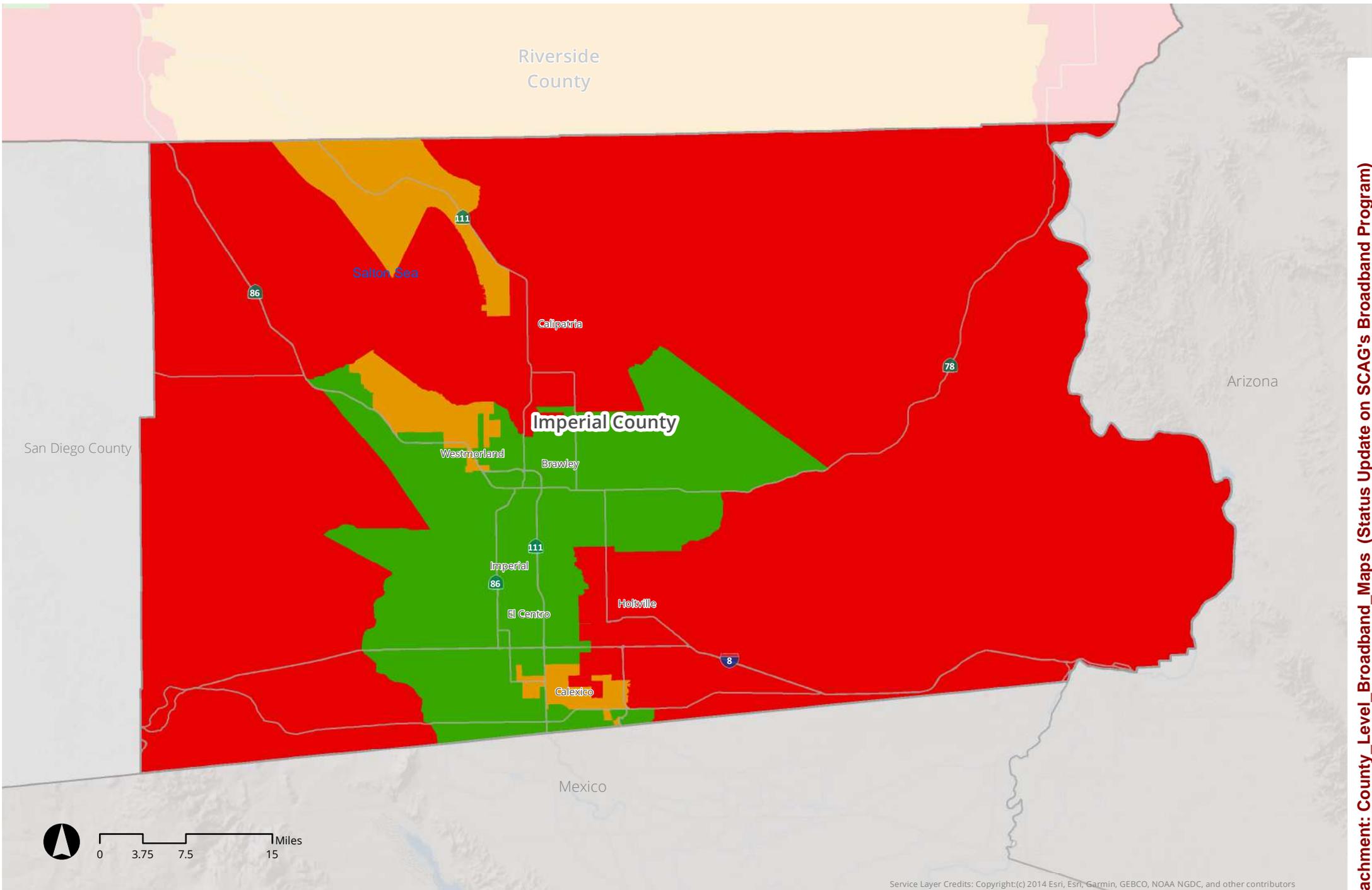
## Fiber Presence by Census Block for Ventura County



Source: California Public Utilities Commission (CPUC),

Packet Pg. 140

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



Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

Download/Upload Speeds in Mbps

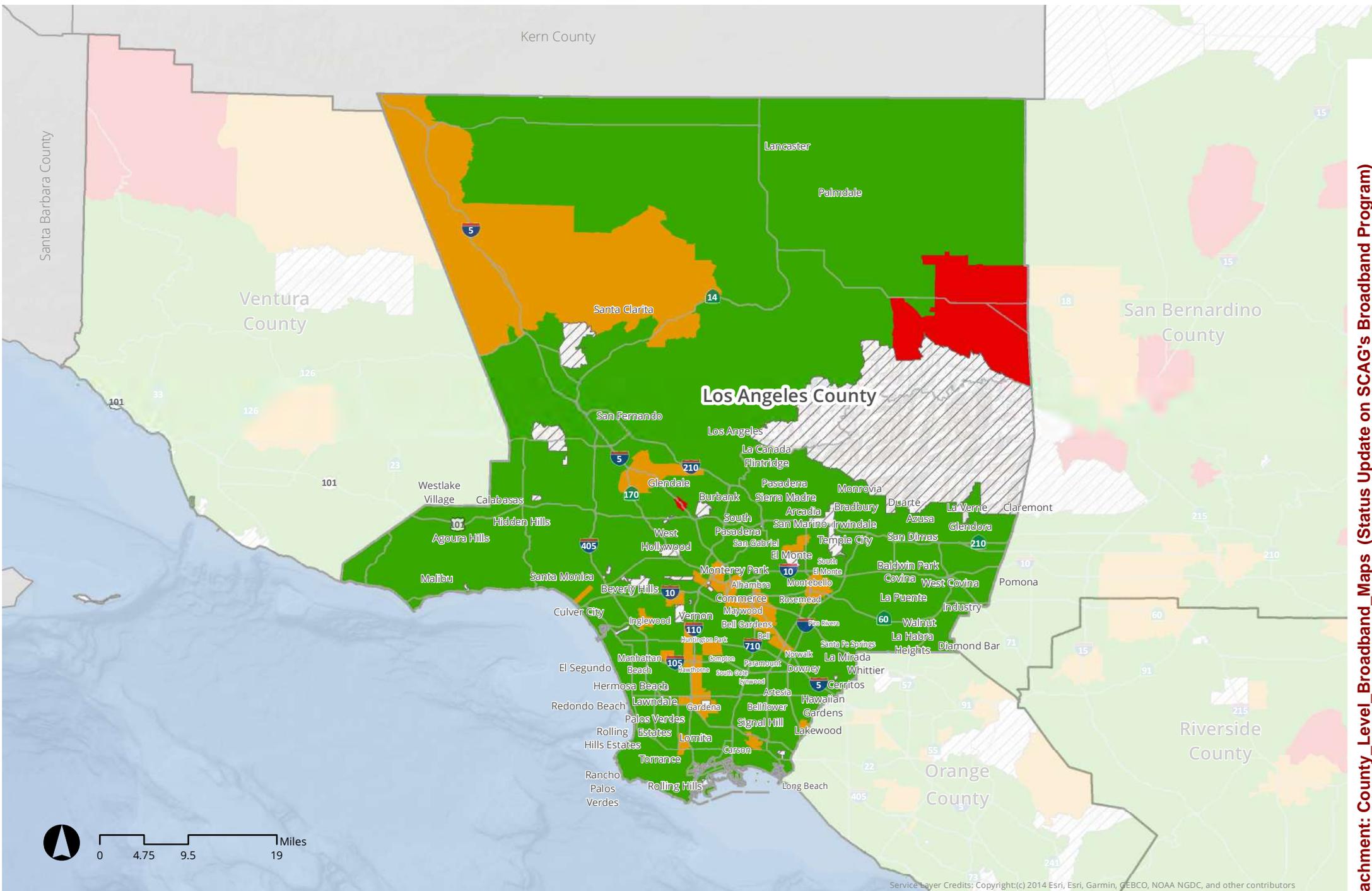
- Down 25+ / Up 3+
- Down 1-25 / Up 3+
- Down 1-25 / Up 0-3
- No Data

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

## Broadband Speed Test Map by Zip Code for Imperial County



Source: M-Lab speed



Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

Download/Upload Speeds in Mbps

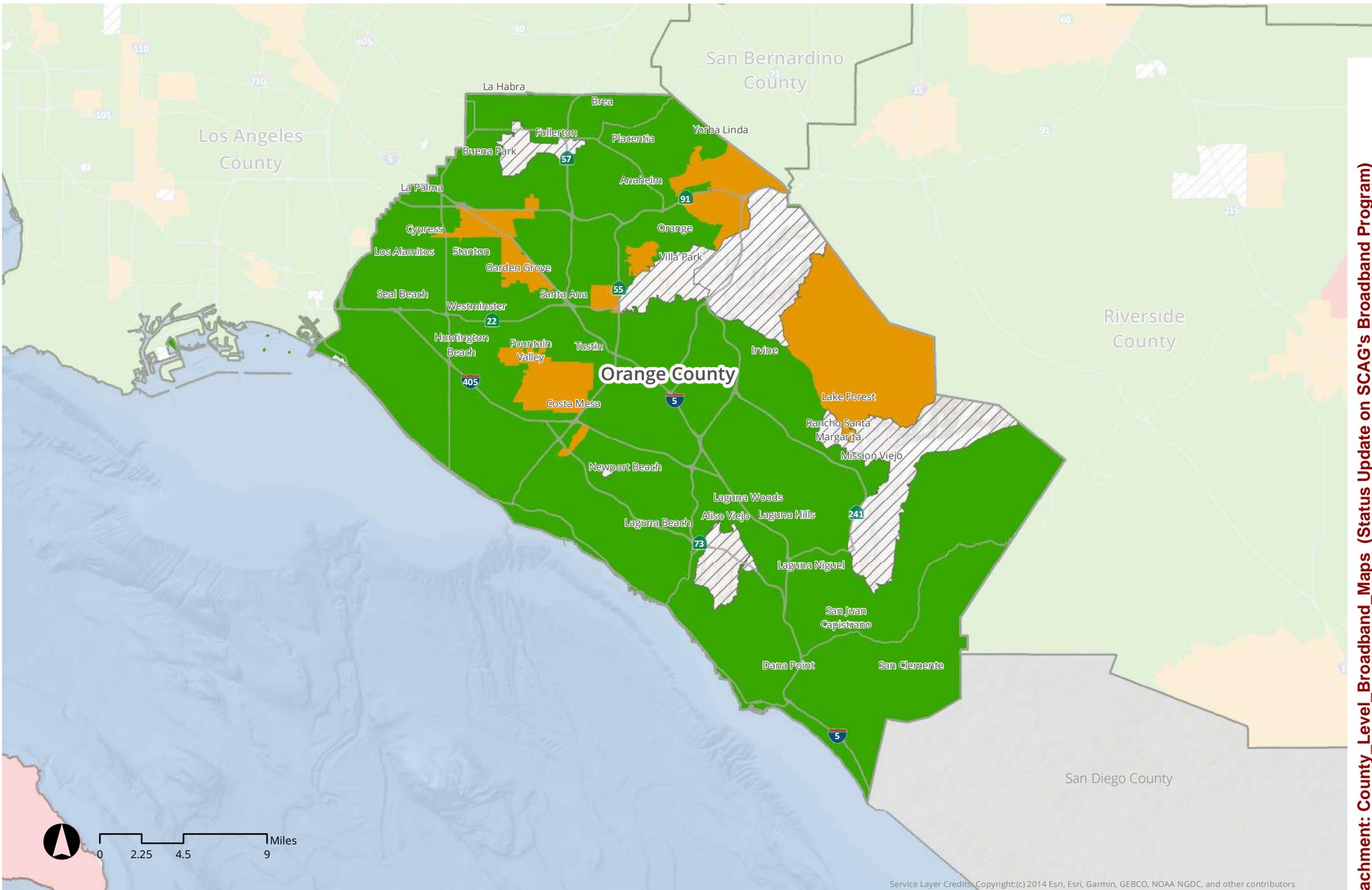
- Down 25+ / Up 3+
- Down 1-25 / Up 3+
- Down 1-25 / Up 0-3
- No Data

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

## Broadband Speed Test Map by Zip Code for Los Angeles County



Source: M-Lab speed



Download/Upload Speeds in Mbps

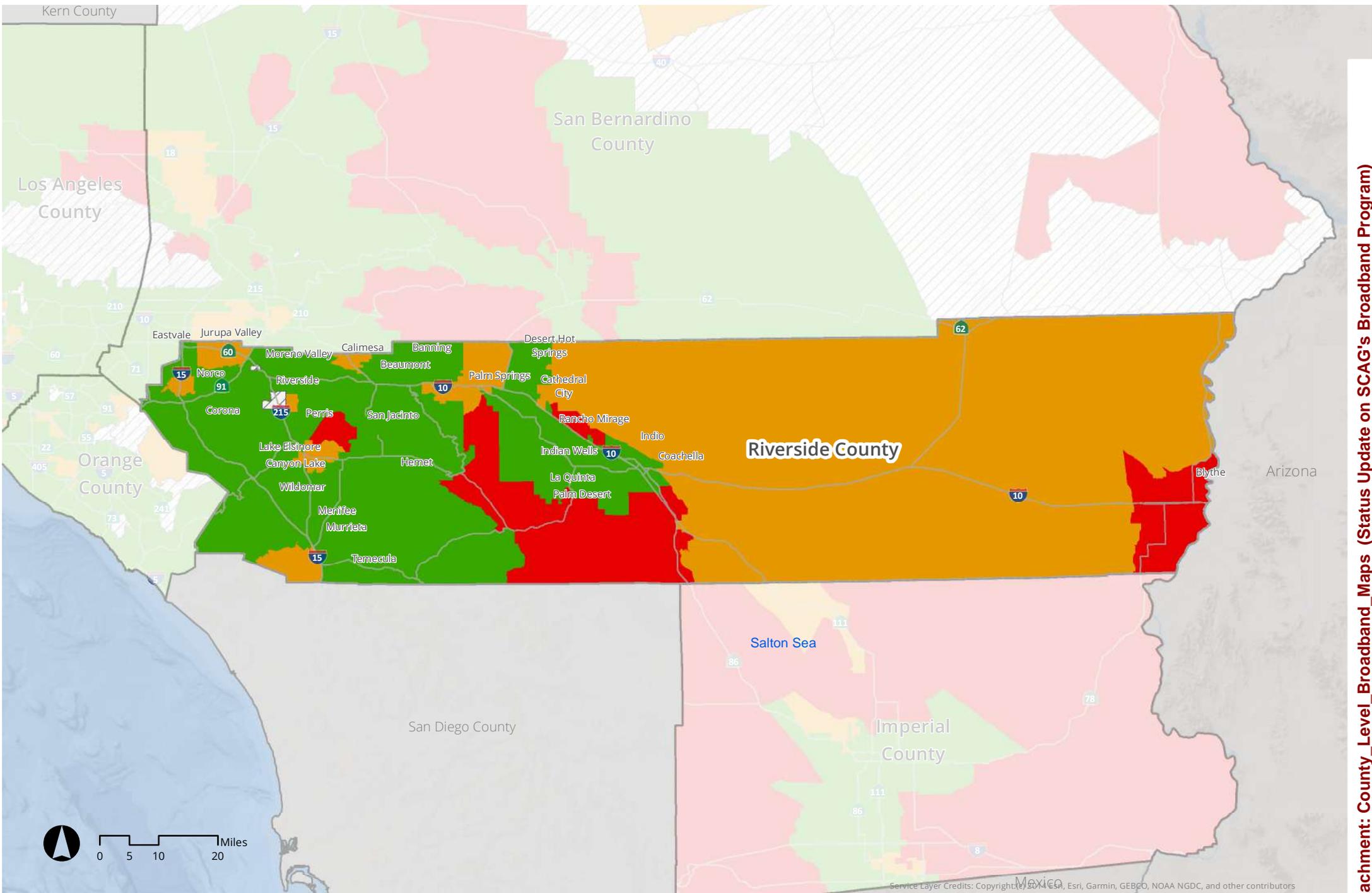
- Down 25+ / Up 3+
- Down 1-25 / Up 3+
- Down 1-25 / Up 0-3
- No Data

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

## Broadband Speed Test Map by Zip Code for Orange County



Source: M-Lab speed



Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

Download/Upload Speeds in Mbps

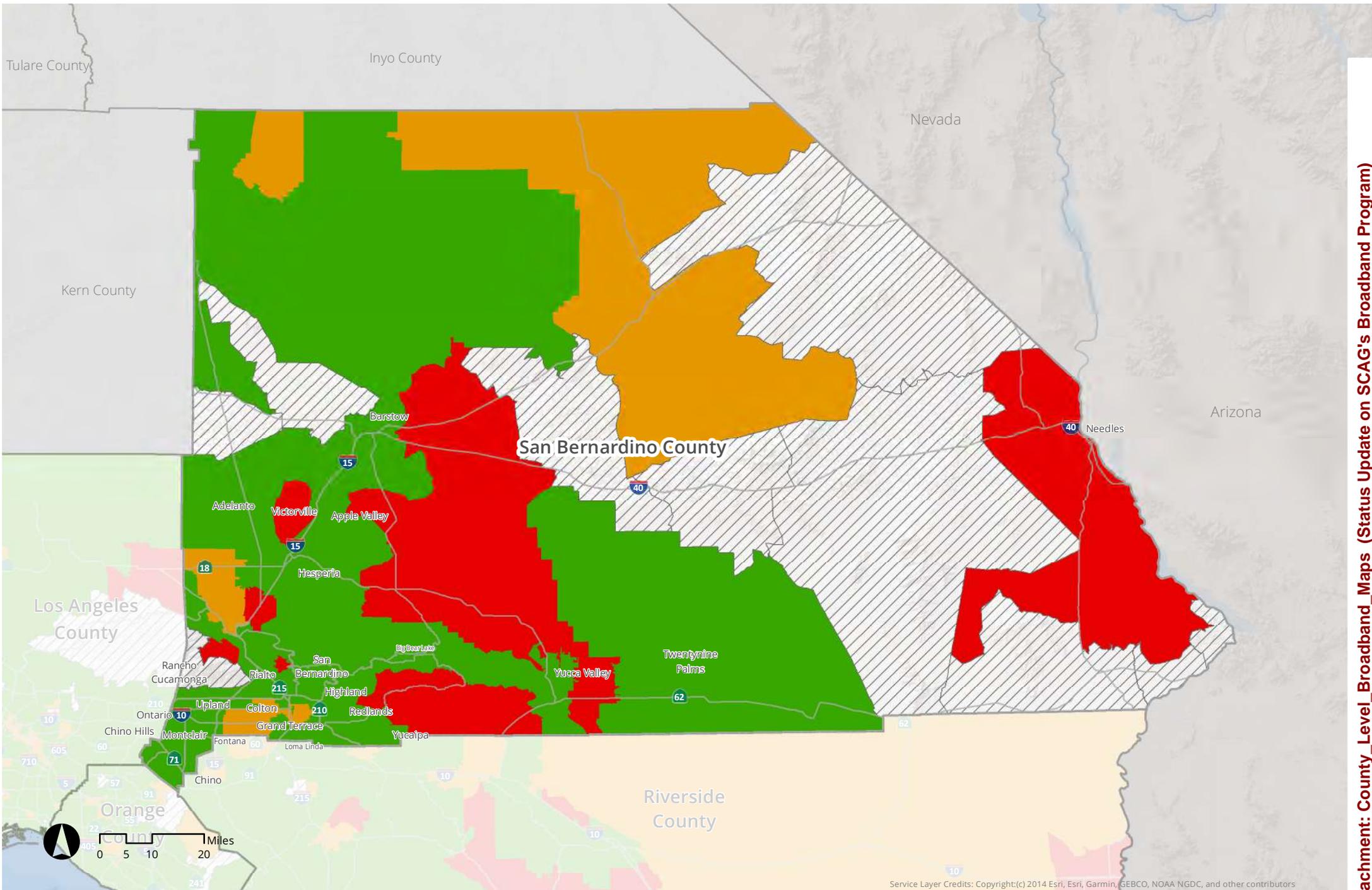
- Down 25+ / Up 3+
- Down 1-25 / Up 3+
- Down 1-25 / Up 0-3
- No Data

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

## Broadband Speed Test Map by Zip Code for Riverside County



Source: M-Lab speed



Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

**Download/Upload Speeds in Mbps**

- Down 25+ / Up 3+
- Down 1-25 / Up 3+
- Down 1-25 / Up 0-3
- No Data

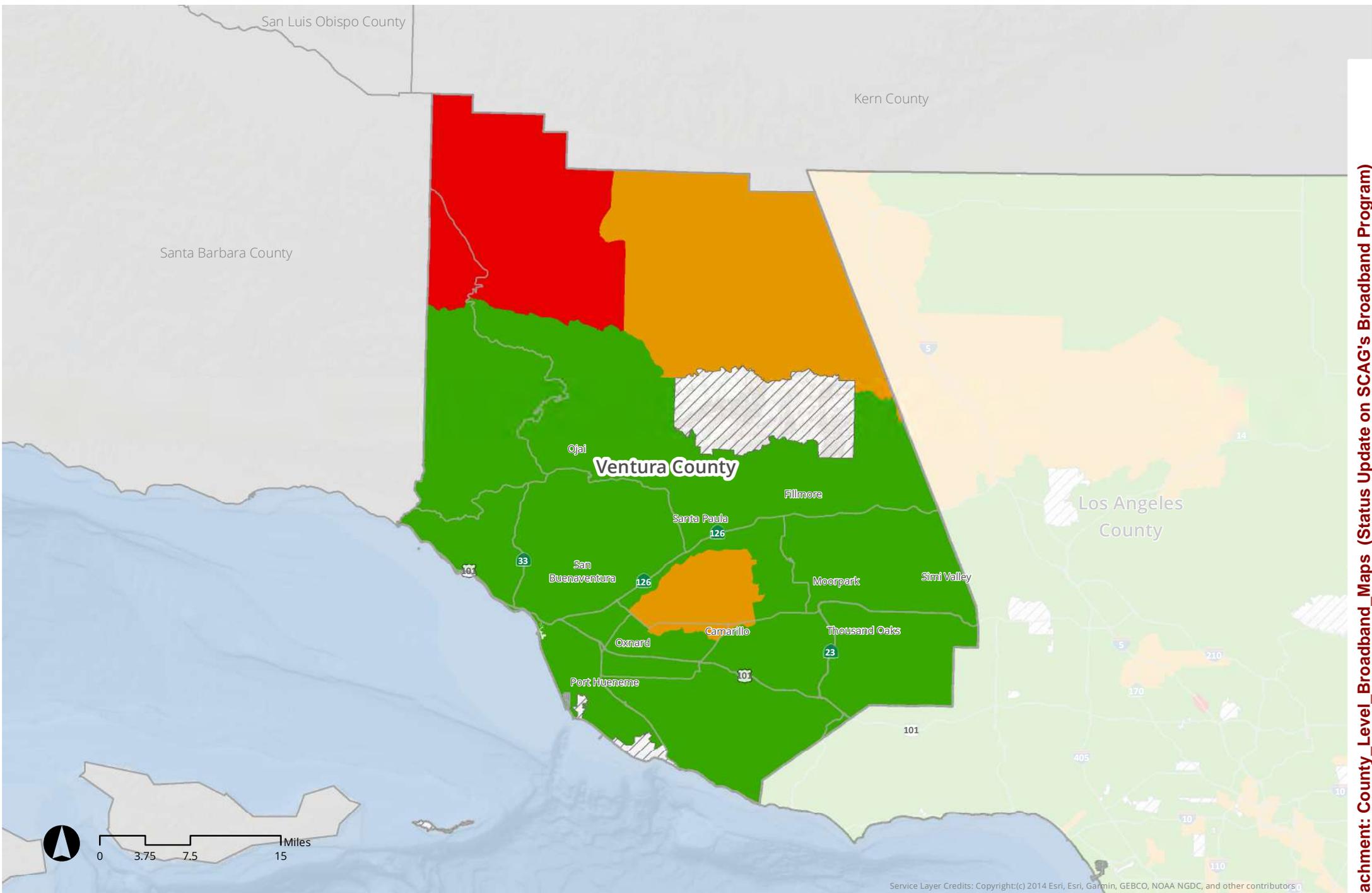
Note: Federal threshold is 25 Mbps download and 3 Mbps upload speeds.

## Broadband Speed Test Map by Zip Code for San Bernardino County



Source: M-Lab speed

**Packet Pg. 145**



Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

Download/Upload Speeds in Mbps

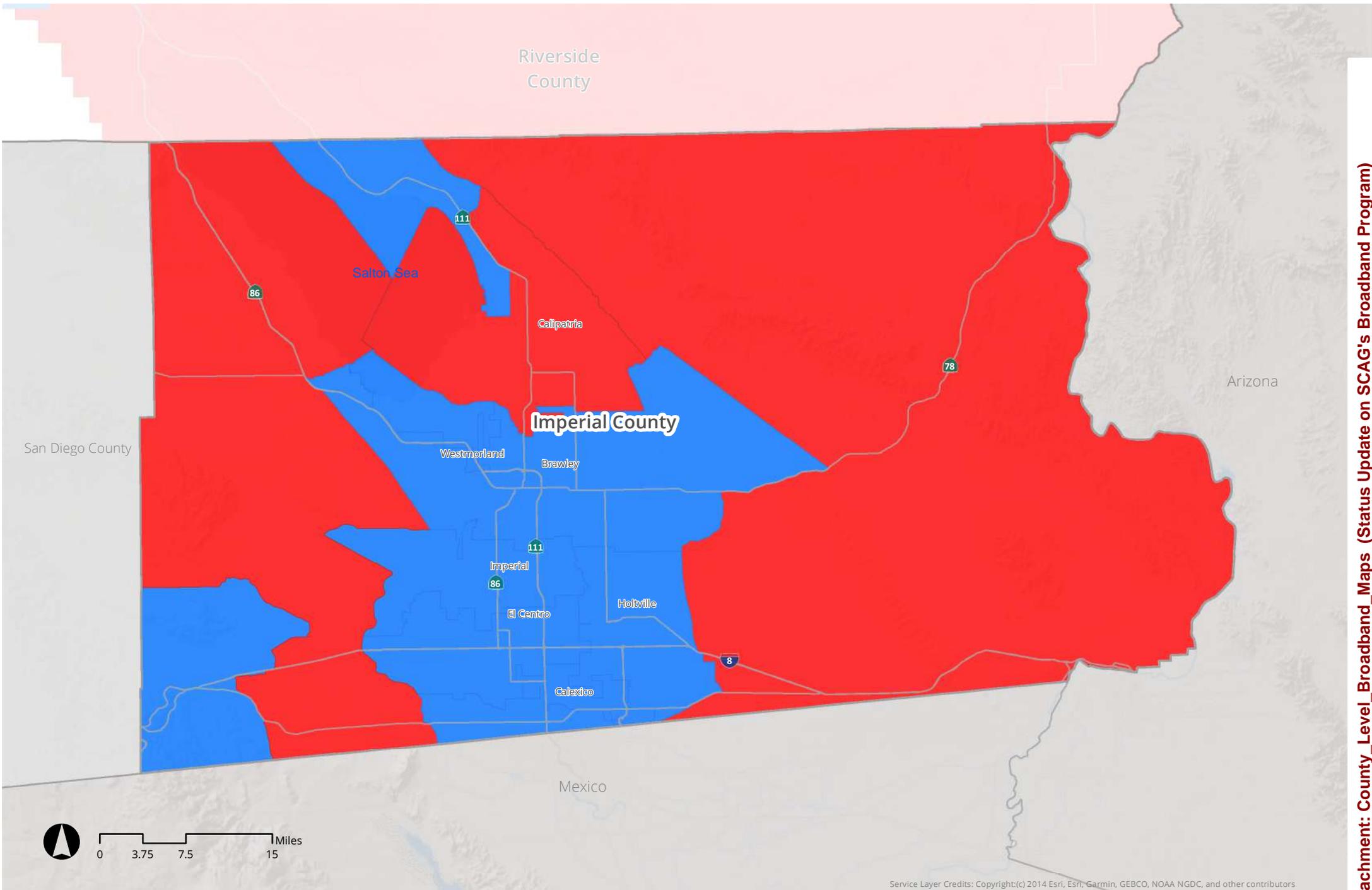
- Down 25+ / Up 3+
- Down 1-25 / Up 3+
- Down 1-25 / Up 0-3
- No Data

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

## Broadband Speed Test Map by Zip Code for Ventura County



Source: M-Lab speed



Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

Broadband Low Cost Plans Available by zipcode

- Available
- Not Available
- No Data

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

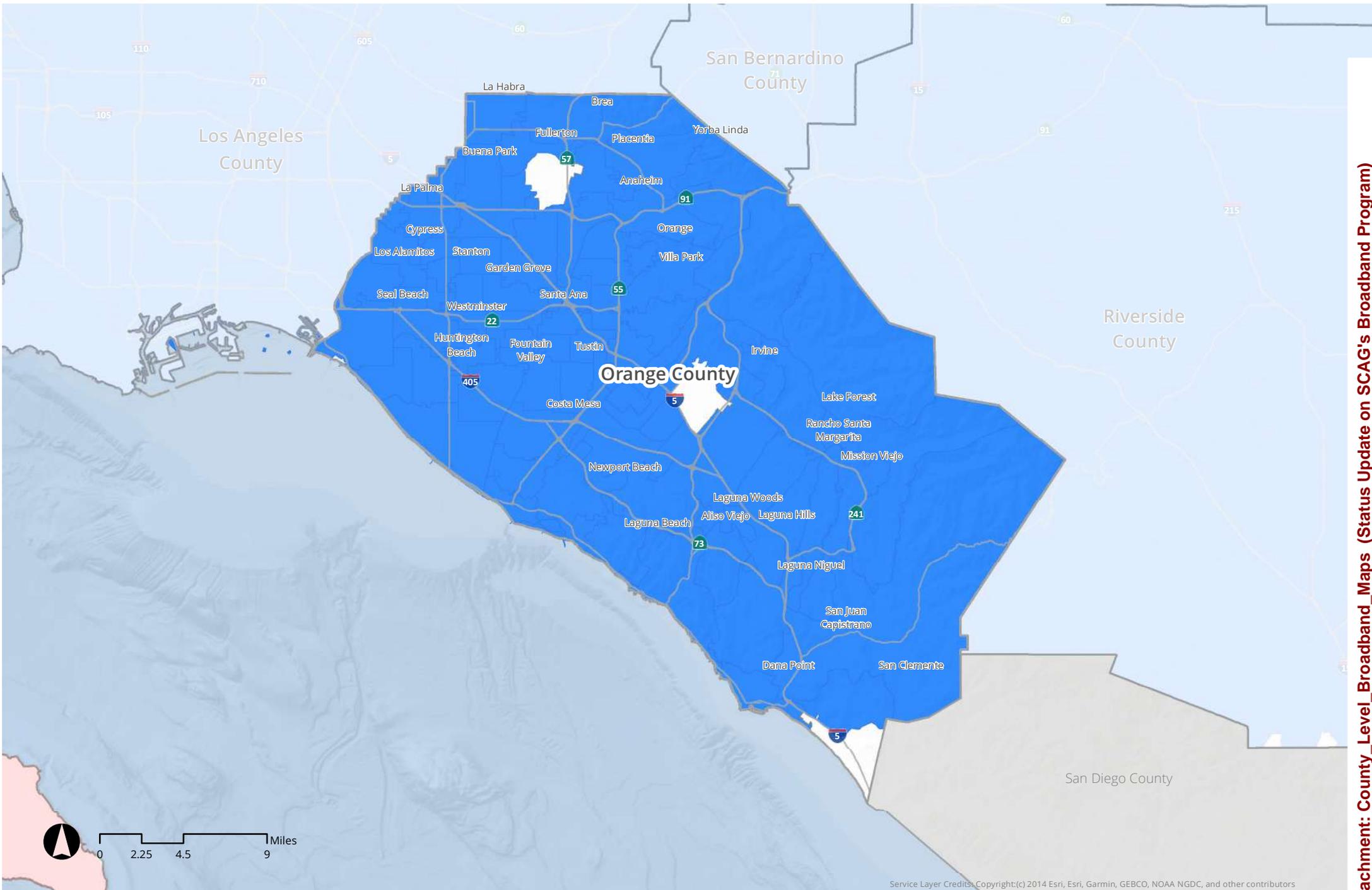
## Availability of Low Cost Plans for Qualifying Households in Imperial County



Source: Broadband

**Packet Pg. 147**





Broadband Low Cost Plans Available by zipcode

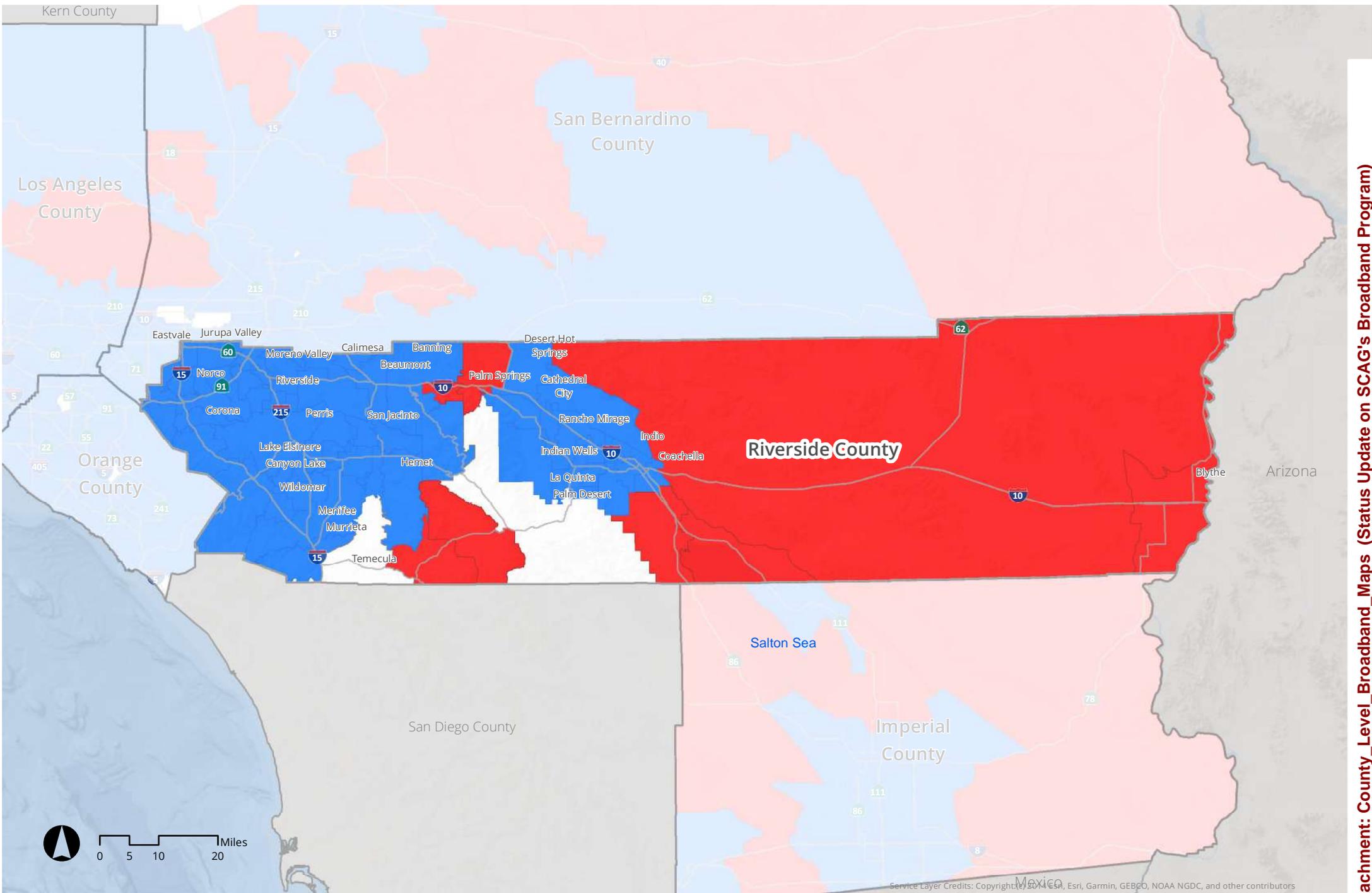
- Available
- Not Available
- No Data

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

## Availability of Low Cost Plans for Qualifying Households in Orange County



Source: Broadband



Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

Broadband Low Cost Plans Available by zipcode

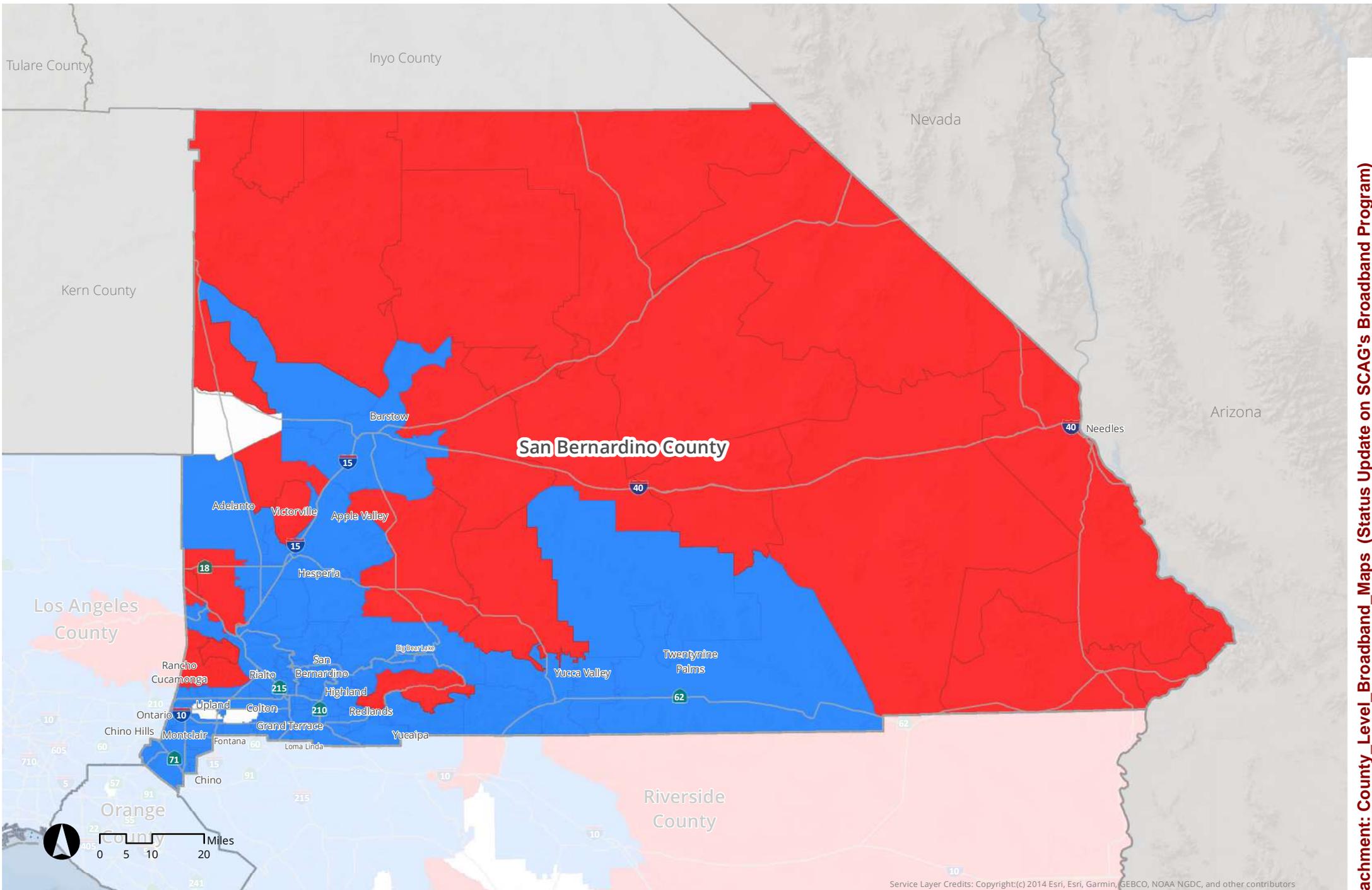
- Available
- Not Available
- No Data

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

## Availability of Low Cost Plans for Qualifying Households in Riverside County



Source: Broadband



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

Broadband Low Cost Plans Available by zipcode

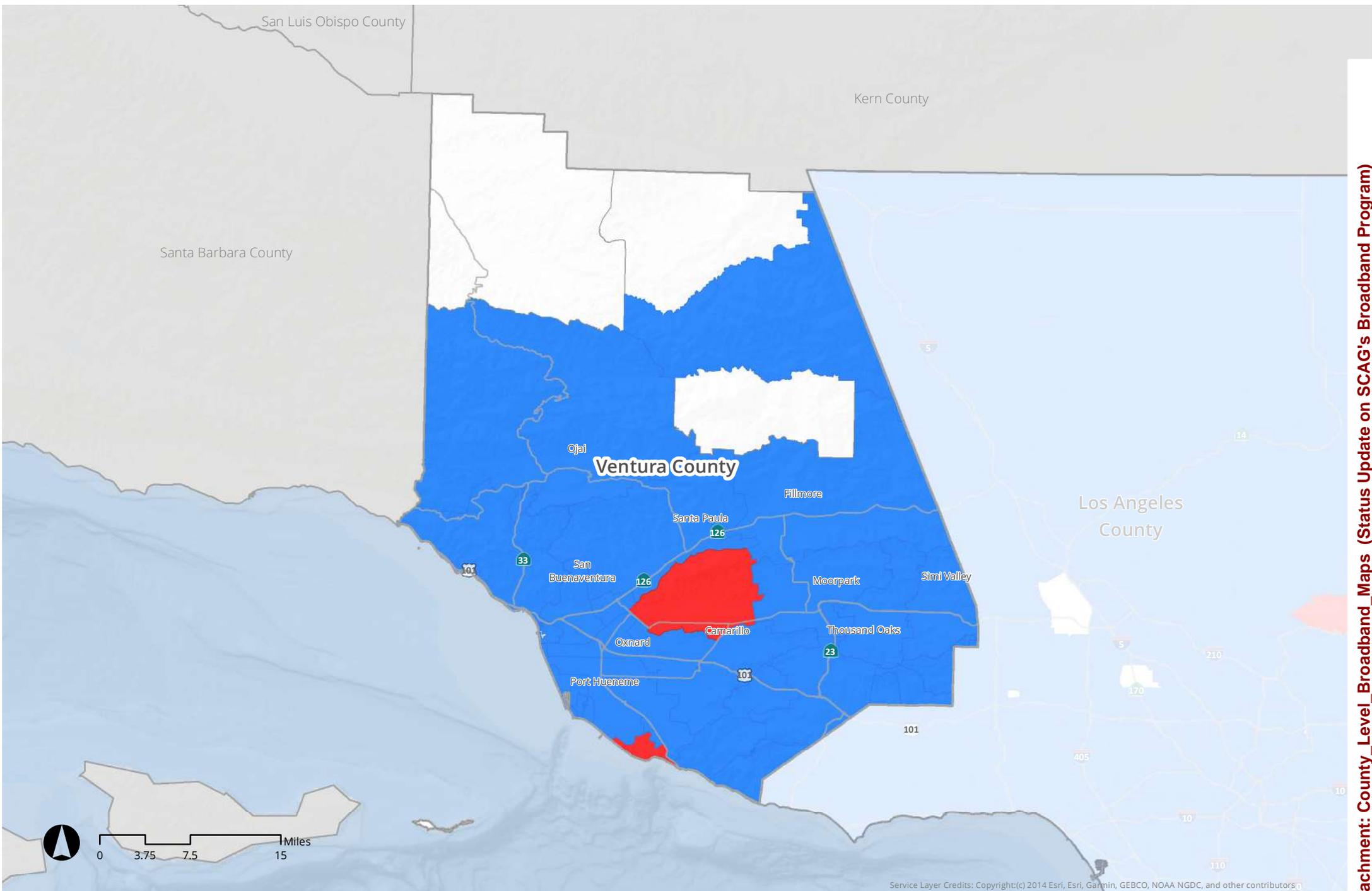
- Available
- Not Available
- No Data

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

## Availability of Low Cost Plans for Qualifying Households in San Bernardino County



Source: Broadband



Broadband Low Cost Plans Available by zipcode

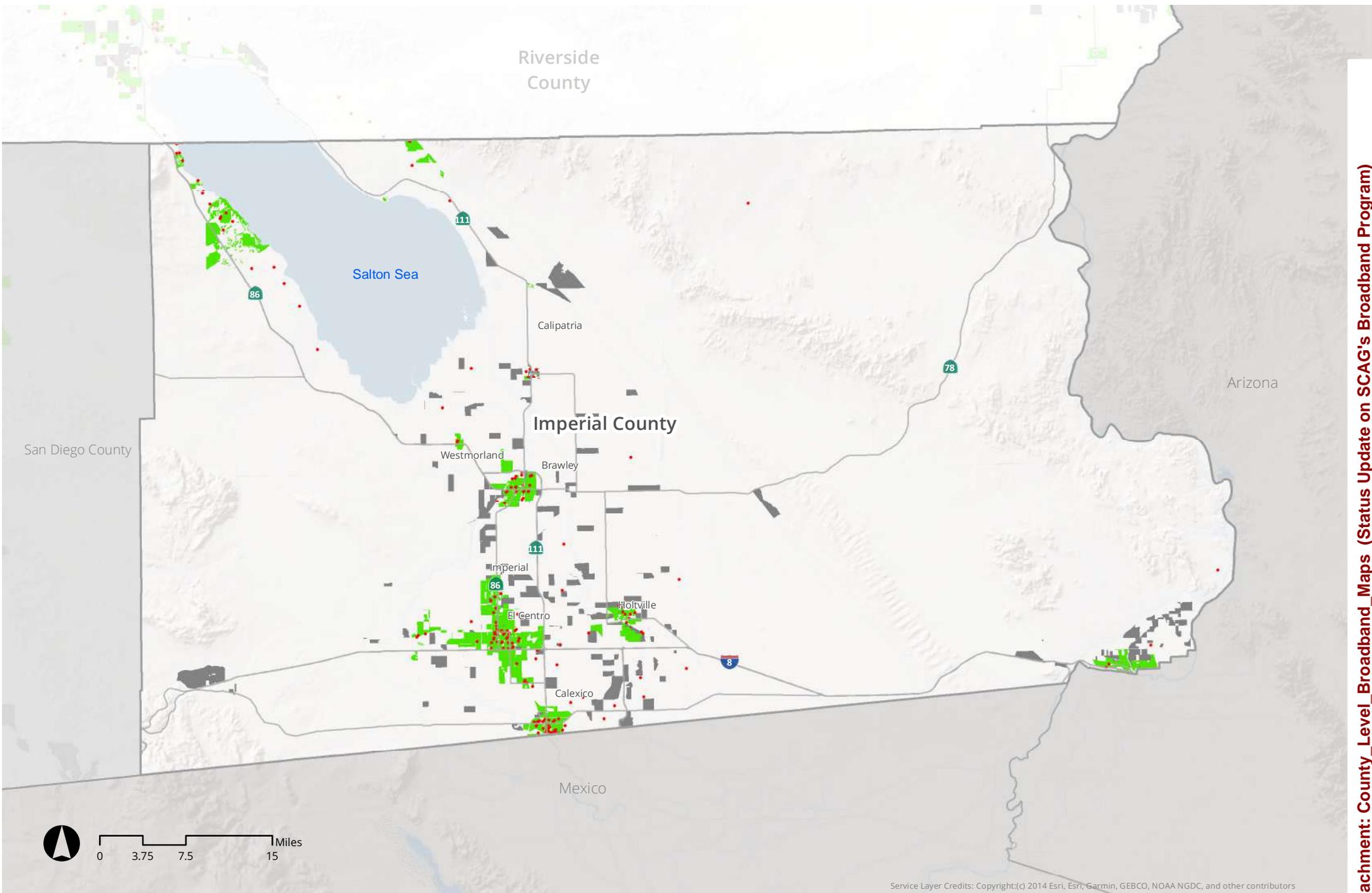
- Available
- Not Available
- No Data

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

## Availability of Low Cost Plans for Qualifying Households in Ventura County



Source: Broadband



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

Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

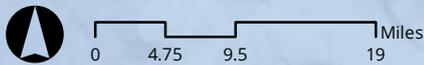
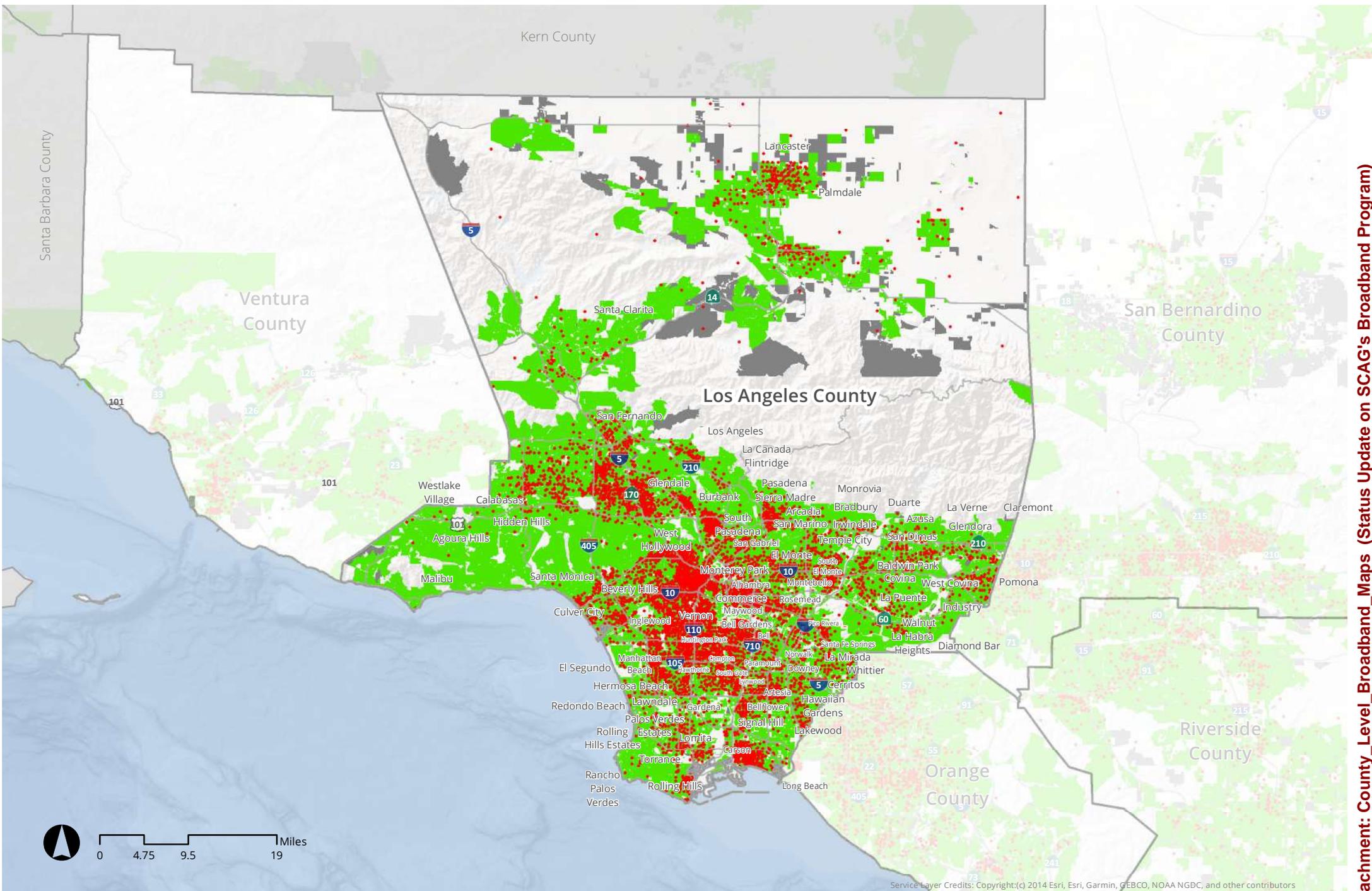
- Low Income Households  
without Broadband by Blockgroup
- 1 Dot = 50
  - Fixed Broadband That Meets Federal Threshold
  - Fixed Broadband Below Federal Threshold

## Lower Income Households without Broadband for Imperial County



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

Source: ACS 2015-2017 **Packet Pg. 153**



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

Low Income Households without Broadband by Blockgroup

1 Dot = 50

Fixed Broadband That Meets Federal Threshold

Fixed Broadband Below Federal Threshold

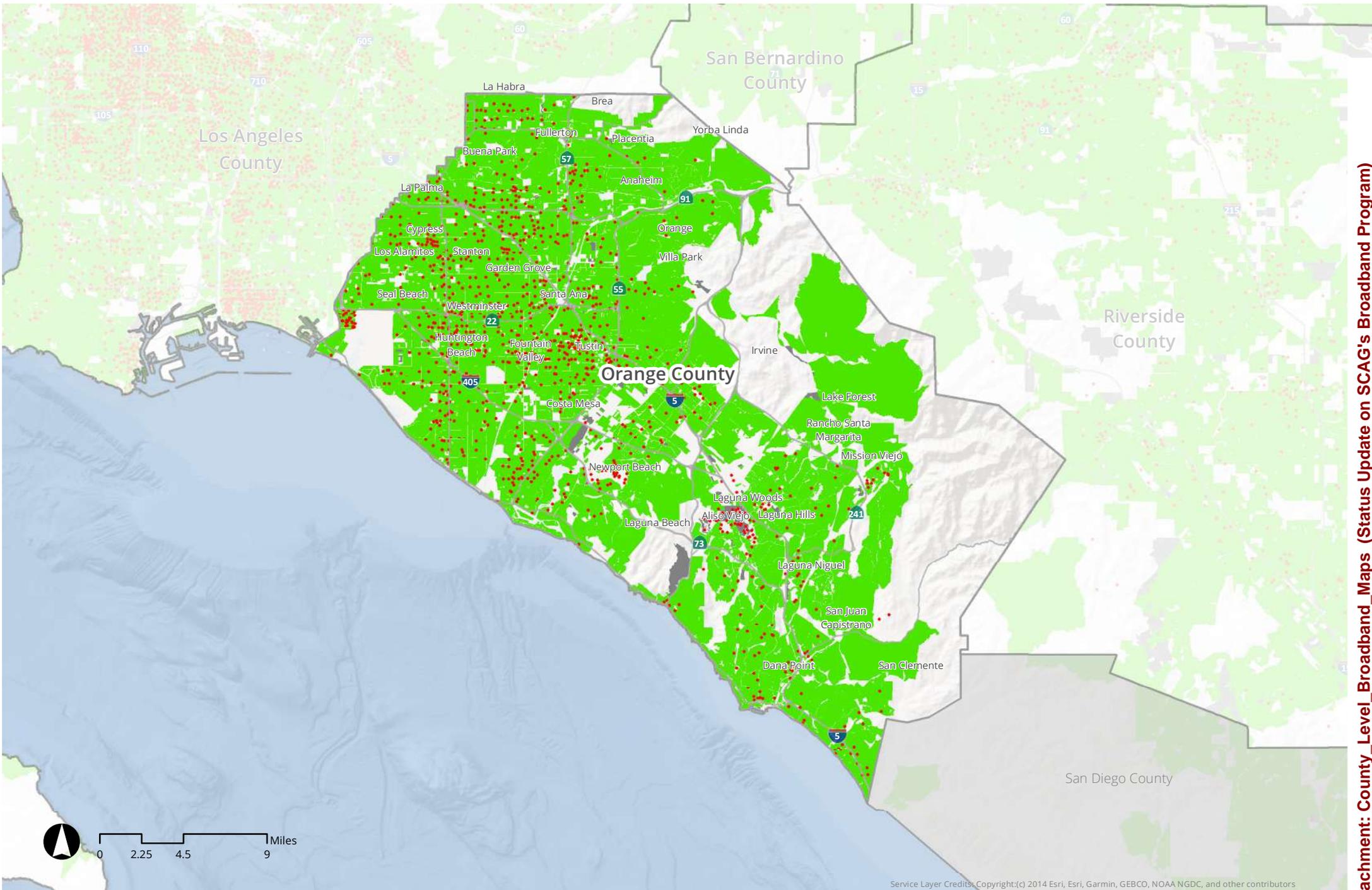
## Lower Income Households without Broadband for Los Angeles County

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

Source: ACS 2015-2

Packet Pg. 154





Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

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

Low Income Households  
without Broadband by Blockgroup

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

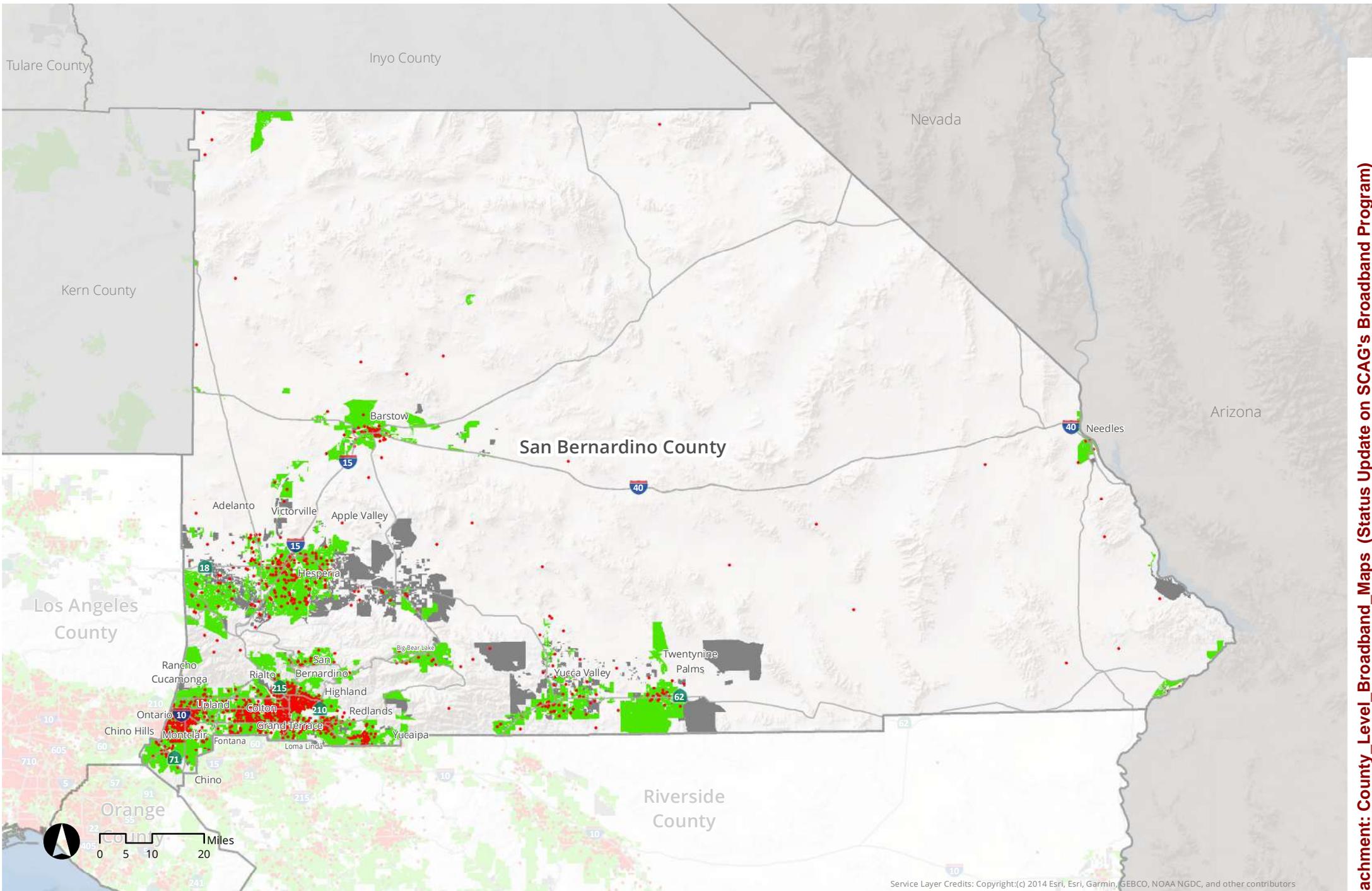
## Lower Income Households without Broadband for Orange County



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

Source: ACS 2015-2019 **Packet Pg. 155**





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

Low Income Households without Broadband by Blockgroup

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

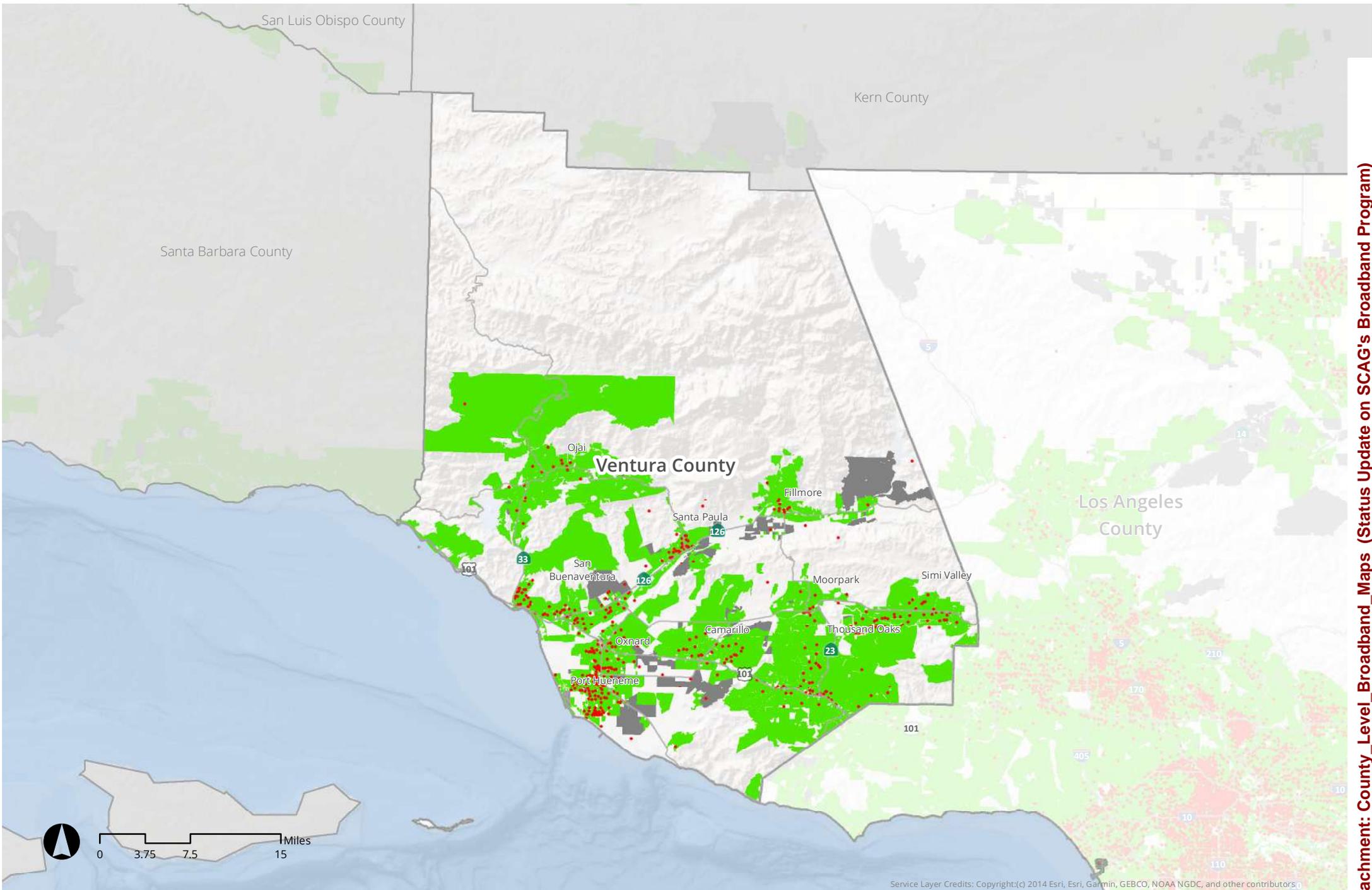
## Lower Income Households without Broadband for San Bernardino County

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

Source: ACS 2015-2

**Packet Pg. 157**





Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

Low Income Households  
without Broadband by Blockgroup

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

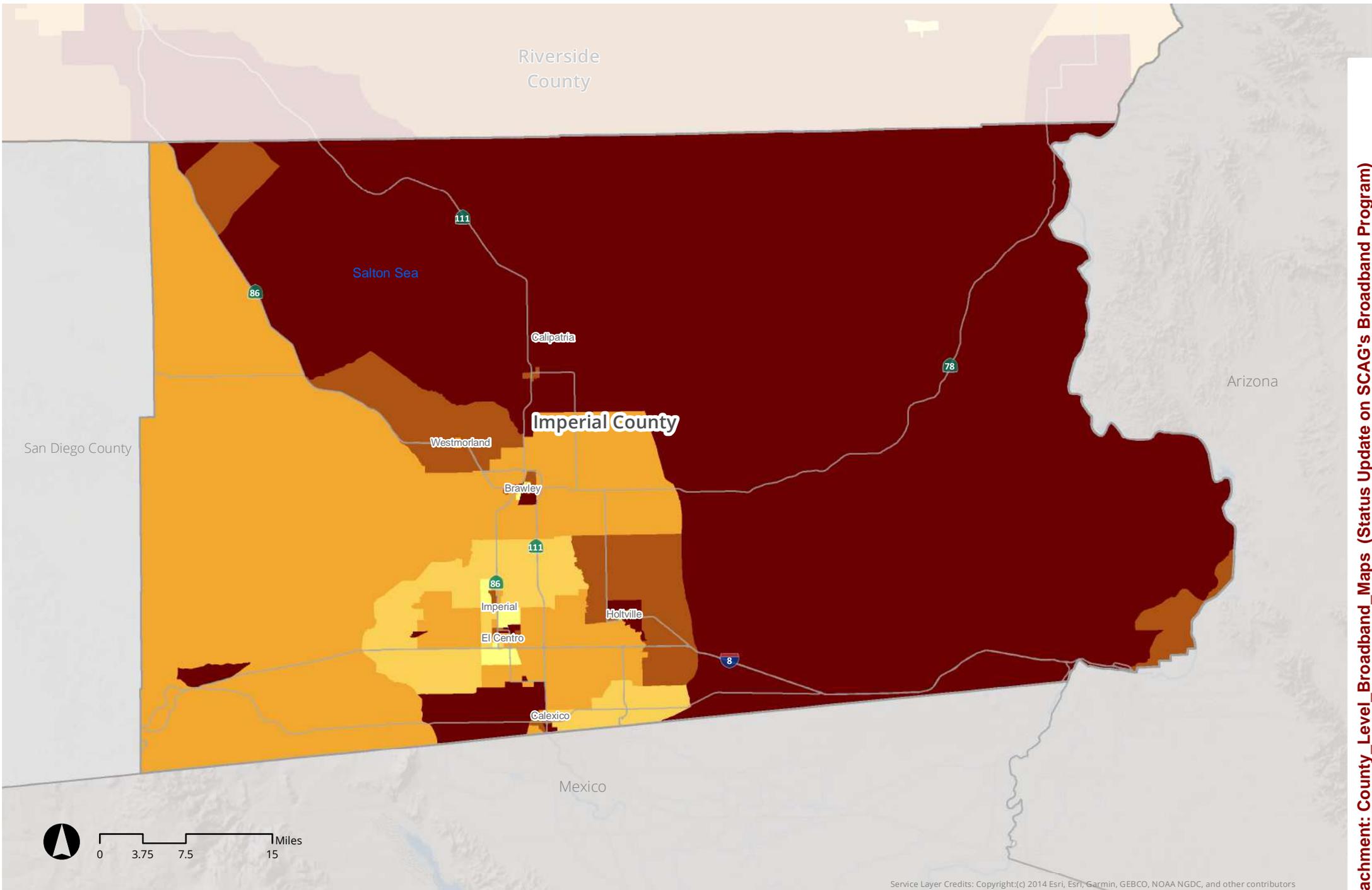
## Lower Income Households without Broadband for Ventura County

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

Source: ACS 2015-2019

**Packet Pg. 158**





% of Low Income Households without Broadband by Blockgroup\*

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

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

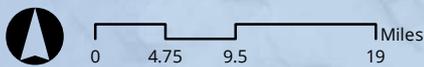
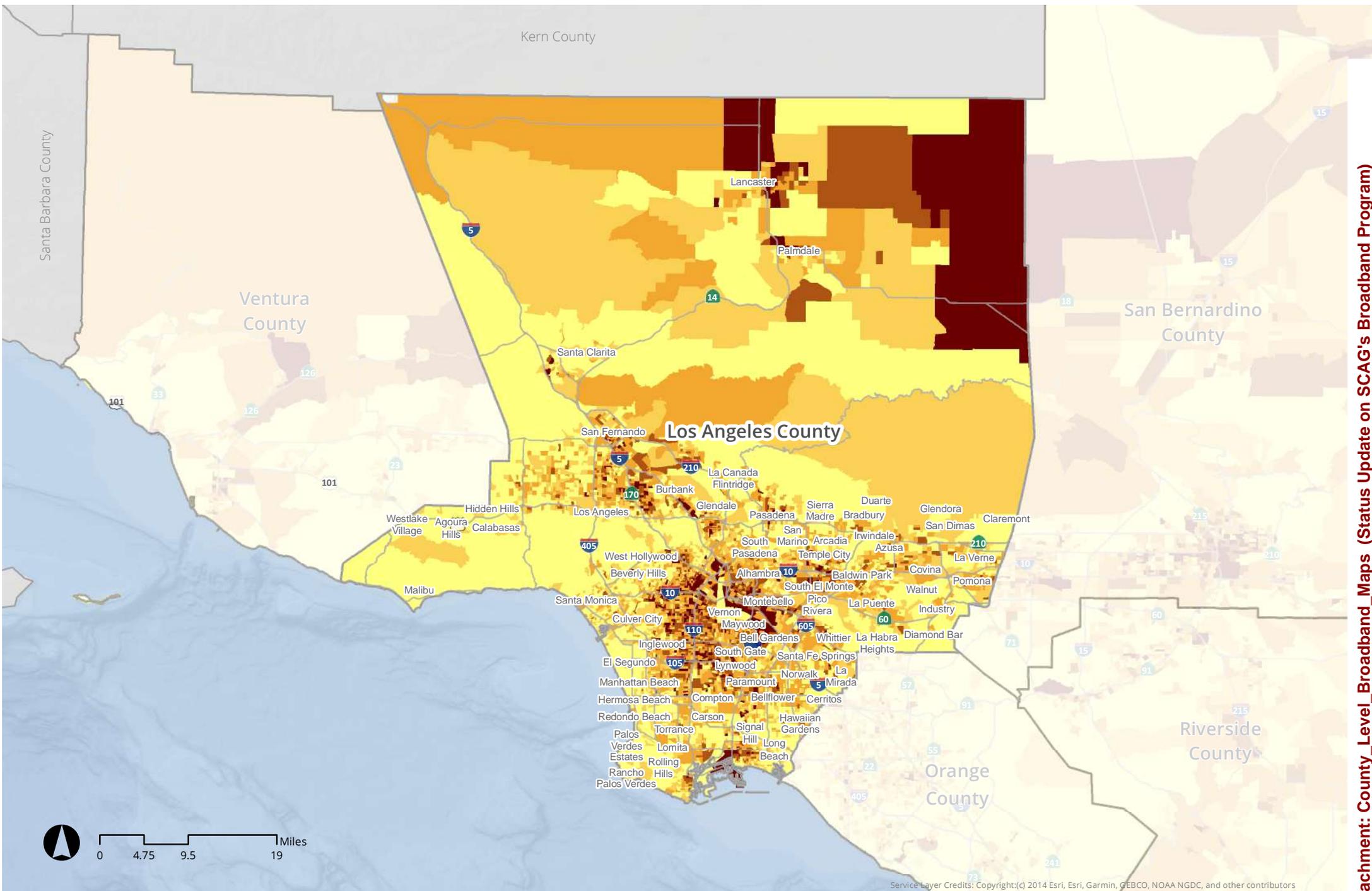
## Low Income Households without Broadband for Imperial County

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

Source: ACS 2015-2019

**Packet Pg. 159**





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

% of Low Income Households without Broadband by Blockgroup\*

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

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

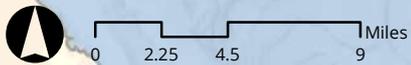
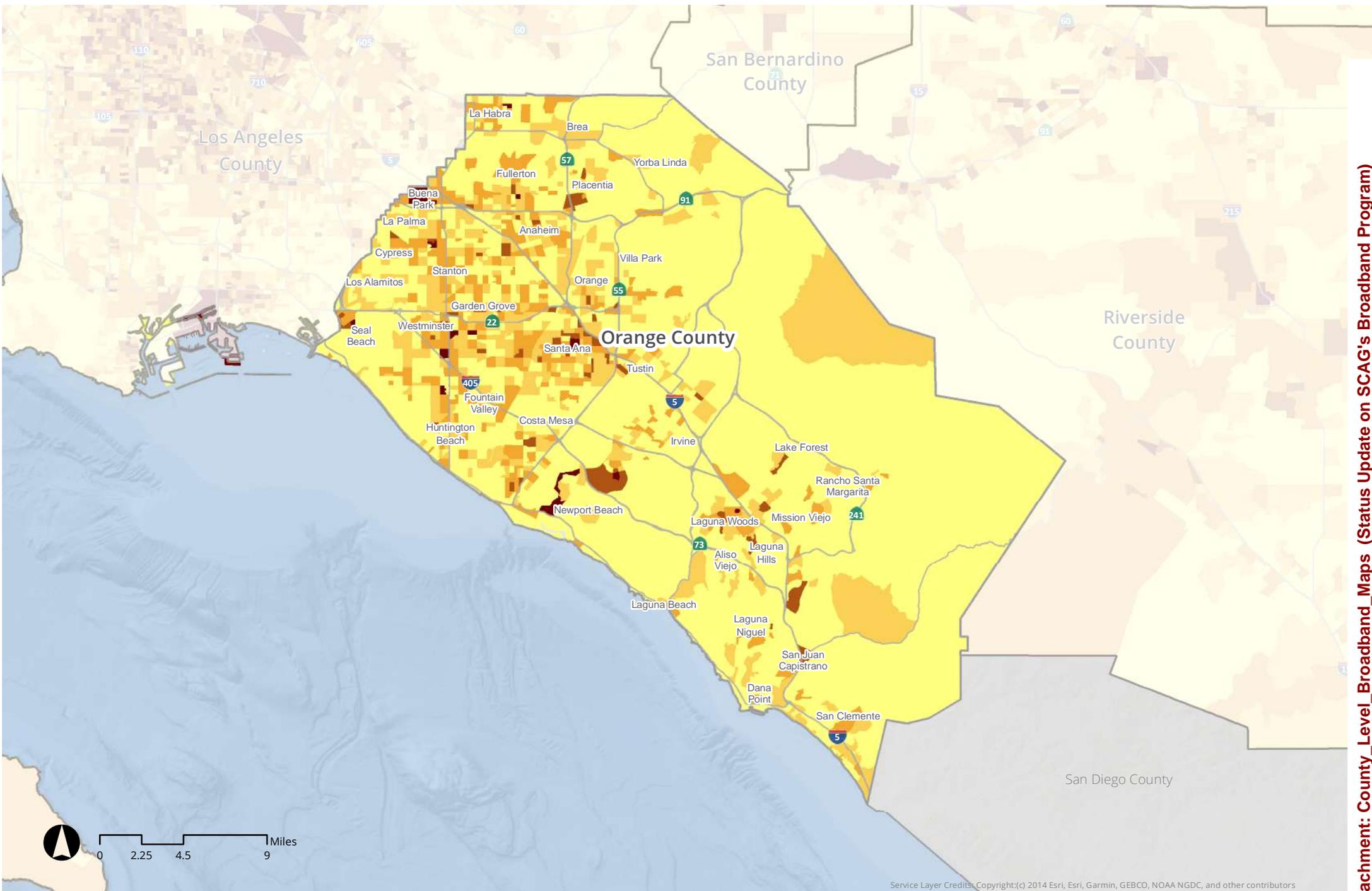
## Low Income Households without Broadband for Los Angeles County

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

Source: ACS 2015-2

**Packet Pg. 160**

Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)



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

% of Low Income Households without Broadband by Blockgroup\*

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

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

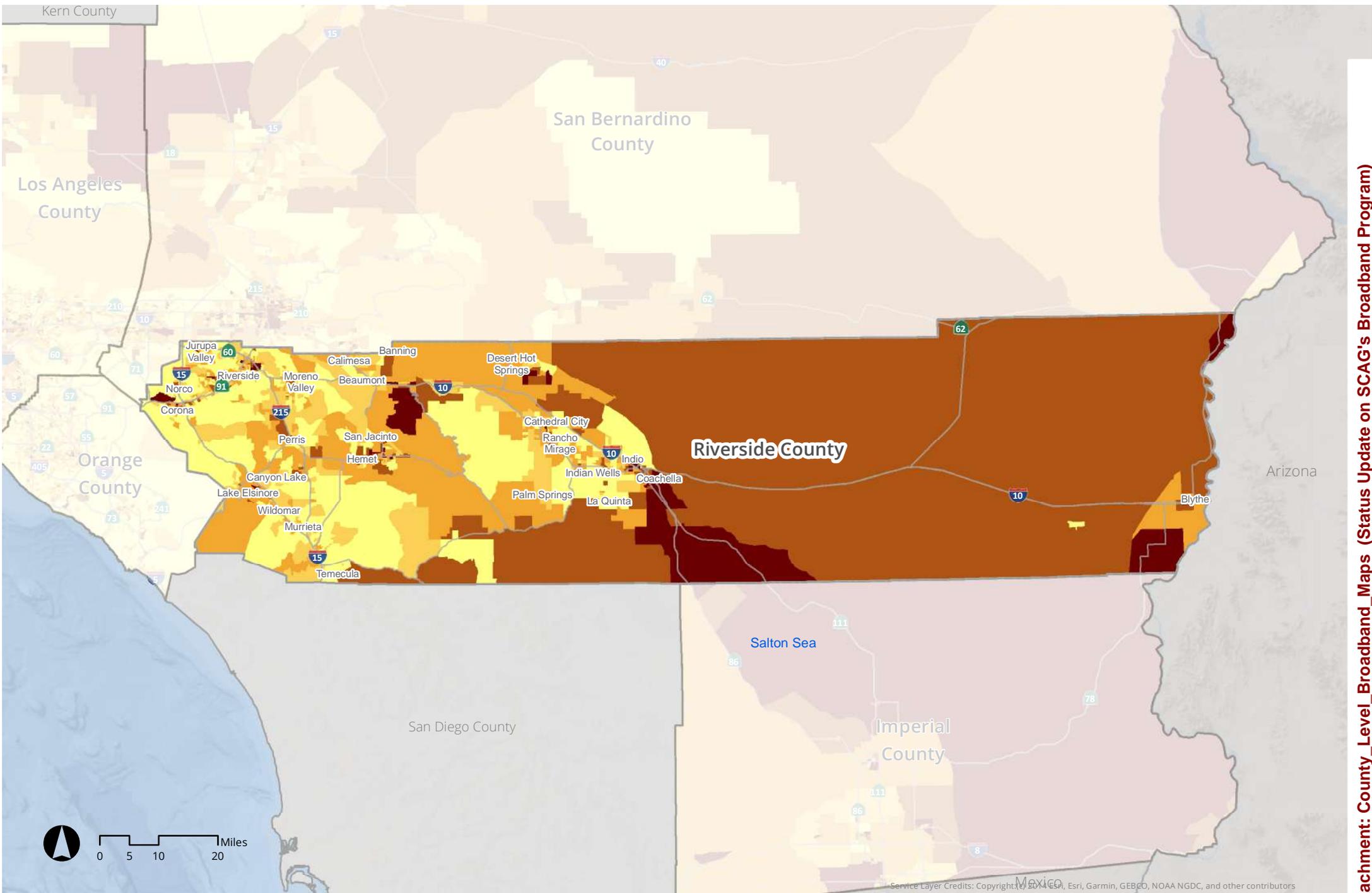
## Low Income Households without Broadband for Orange County

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

Source: ACS 2015-2019

**Packet Pg. 161**





Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

% of Low Income Households without Broadband by Blockgroup\*

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

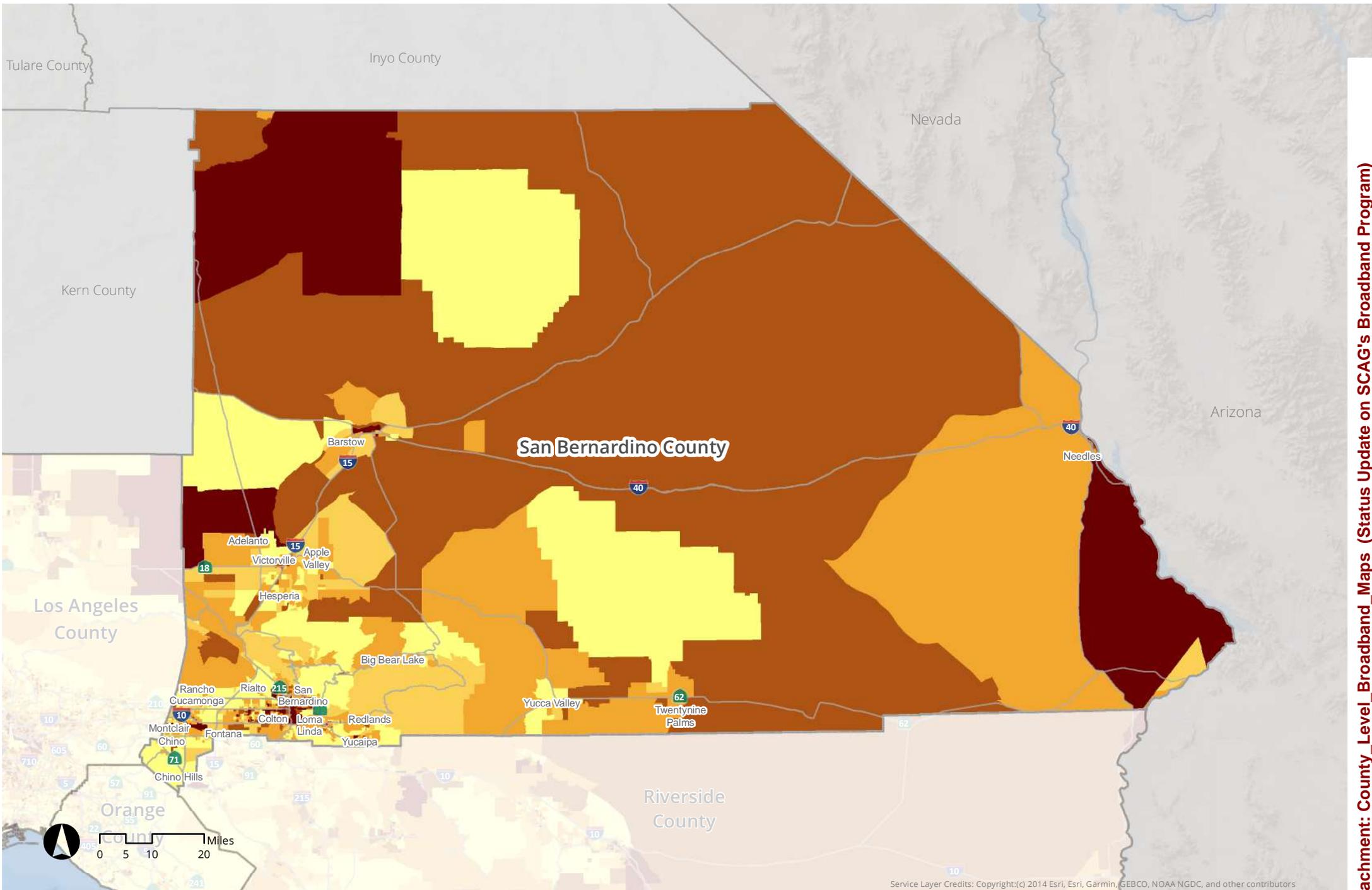
\* SCAG region low income households without broadband is 10%.

## Low Income Households without Broadband for Riverside County



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

Source: ACS 2015-2017 **Packet Pg. 162**



% of Low Income Households without Broadband by Blockgroup\*

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

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

## Low Income Households without Broadband for San Bernardino County

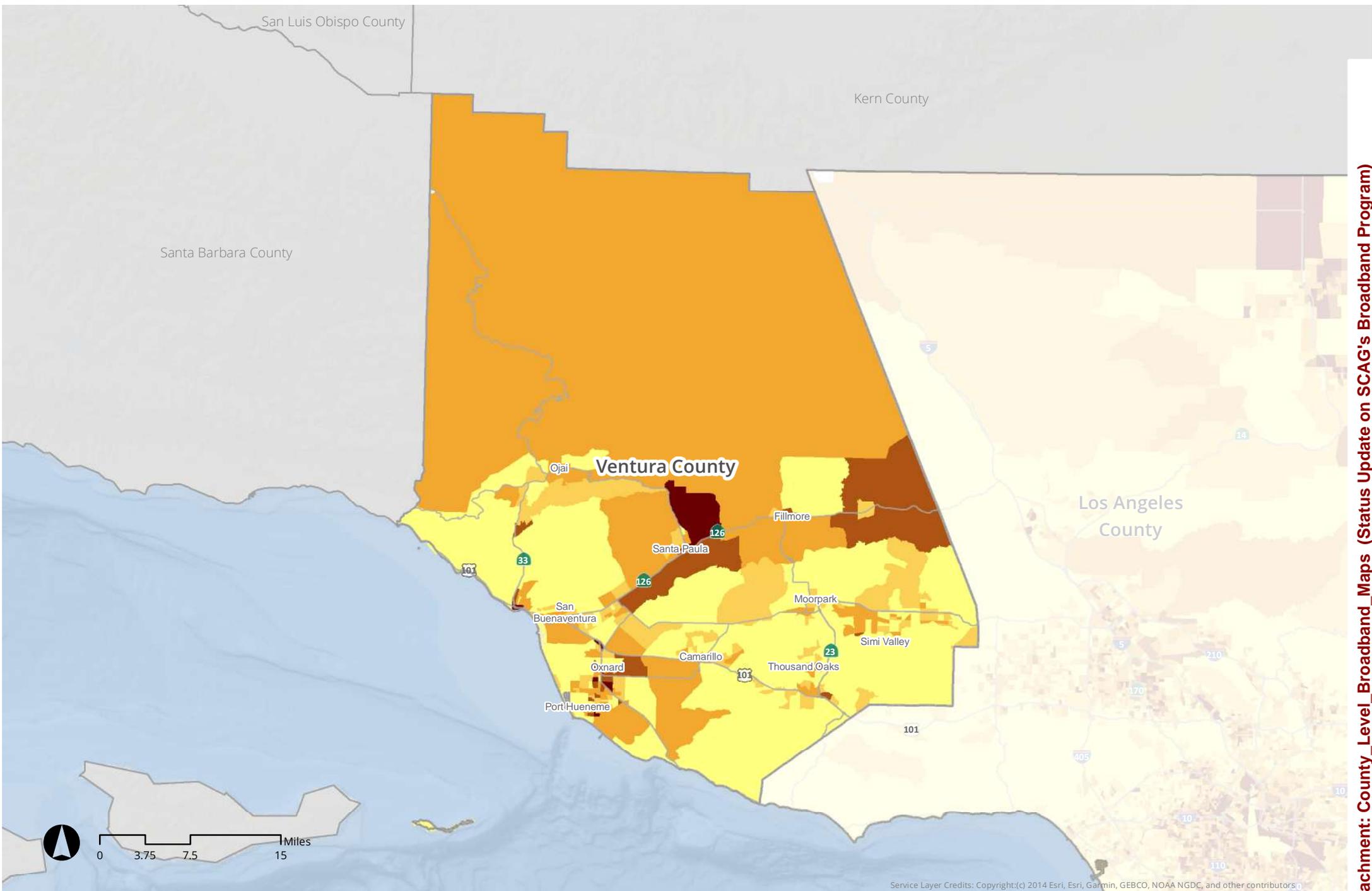
Note: Low Income households are defined by reported annual income (about \$50K) below 200% of federal poverty threshold.

Source: ACS 2015-2019

**Packet Pg. 163**



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



% of Low Income Households without Broadband by Blockgroup\*

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

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

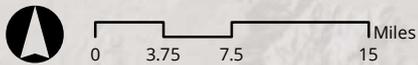
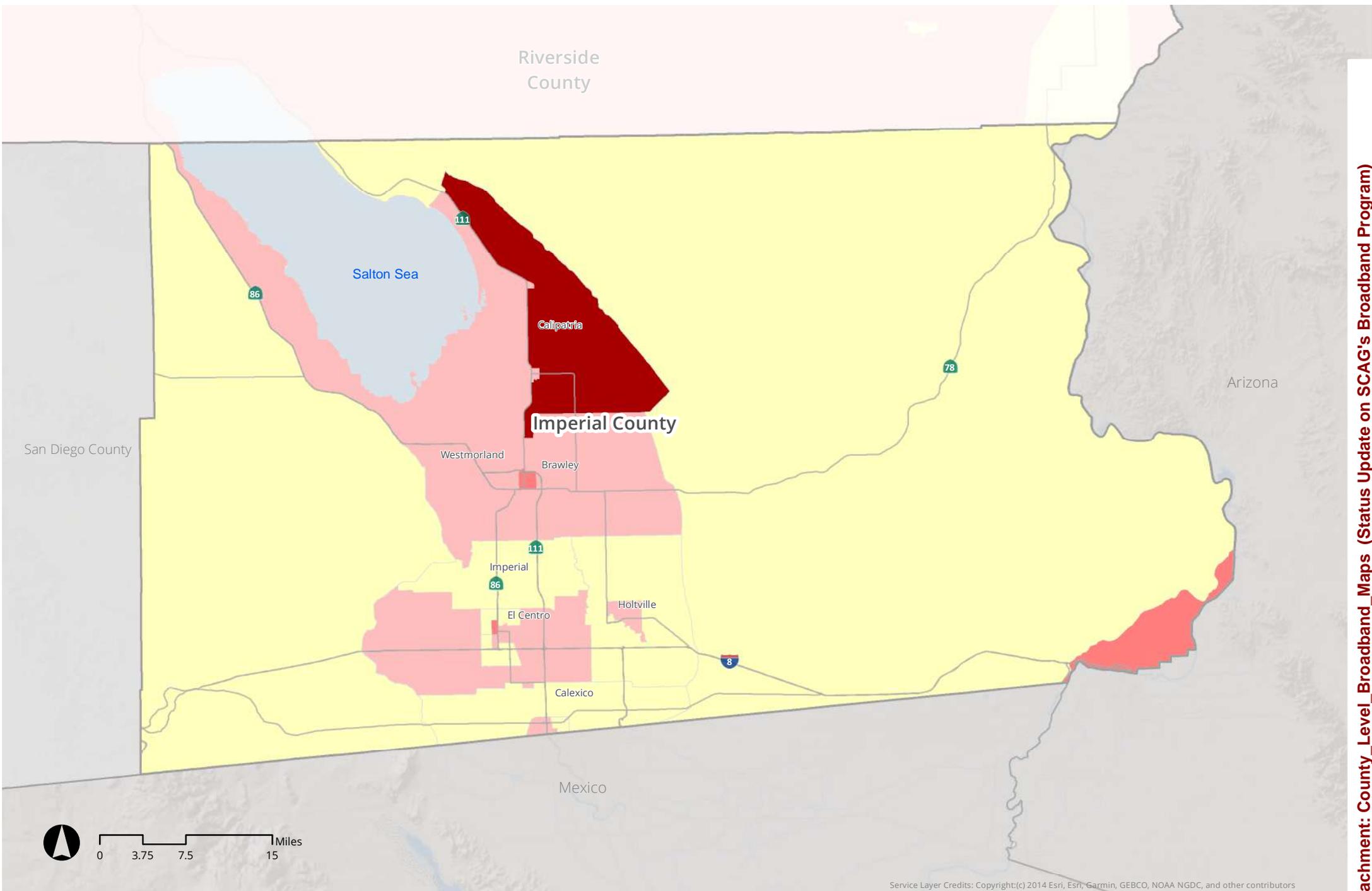
## Low Income Households without Broadband for Ventura County

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

Source: ACS 2015-2019

**Packet Pg. 164**





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

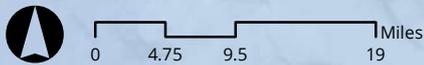
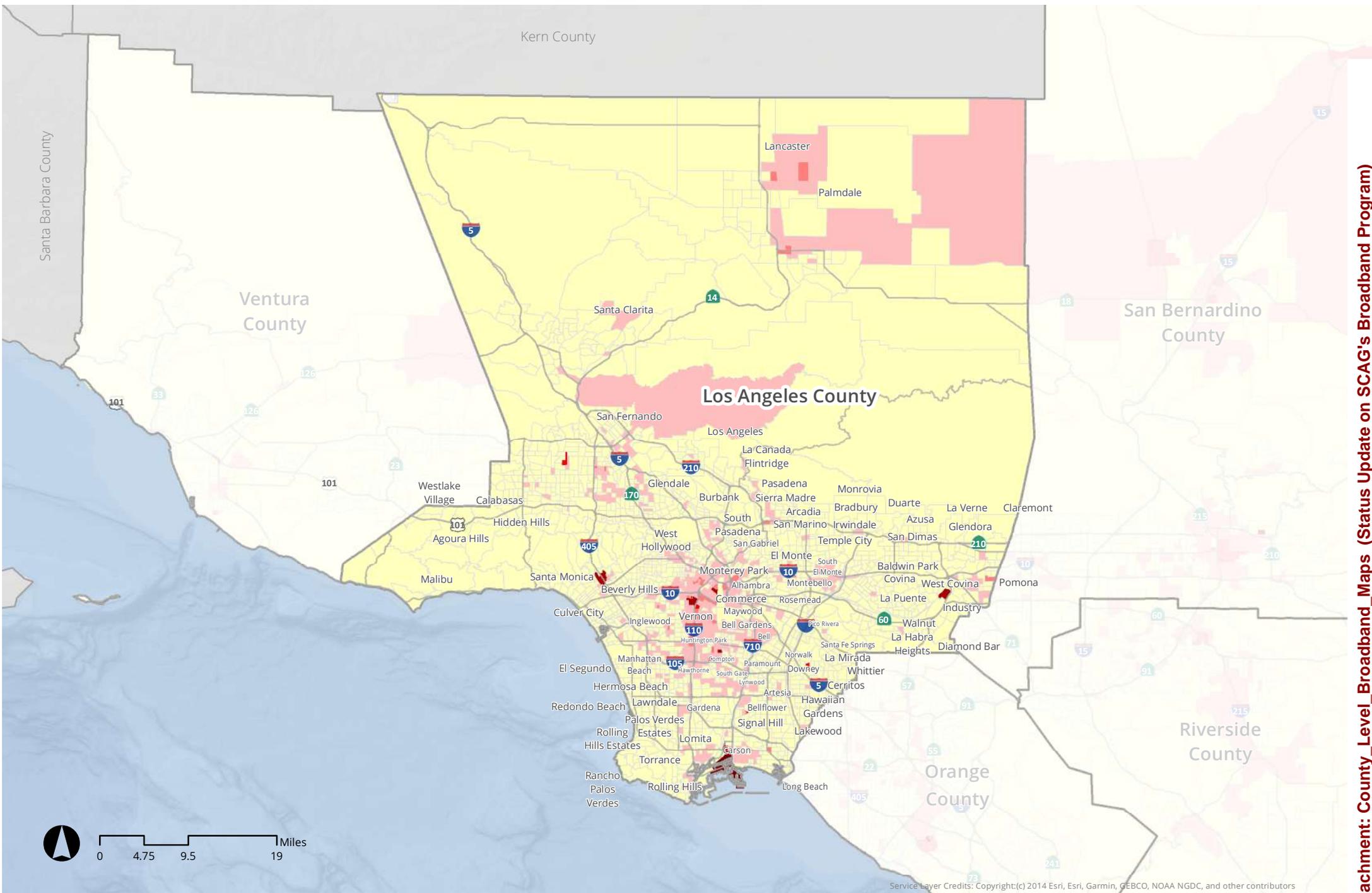
- 20% or less
- 21% - 40%
- 41% - 50%
- 51% - 60%
- 61% - 80%
- 81% or more

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



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

Source: 2015-2019 ACS 5-Year Summary File



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

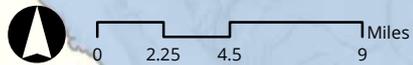
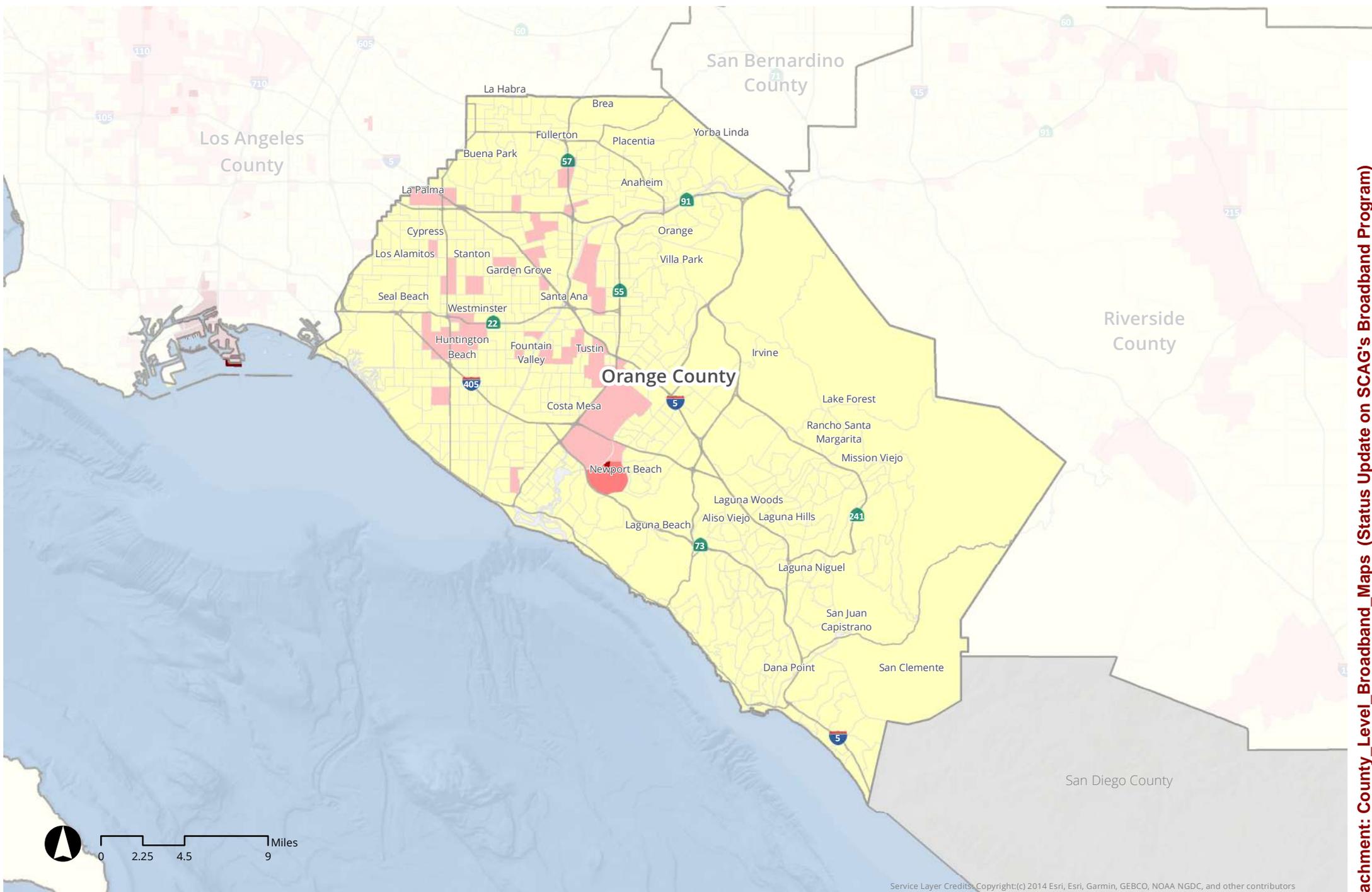
- 20% or less
- 21% - 40%
- 41% - 50%
- 51% - 60%
- 61% - 80%
- 81% or more

## Percentage of Population Whose Income is Below Federal Poverty Level by Tract in Los Angeles County



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

Source: 2015-2019 ACS



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

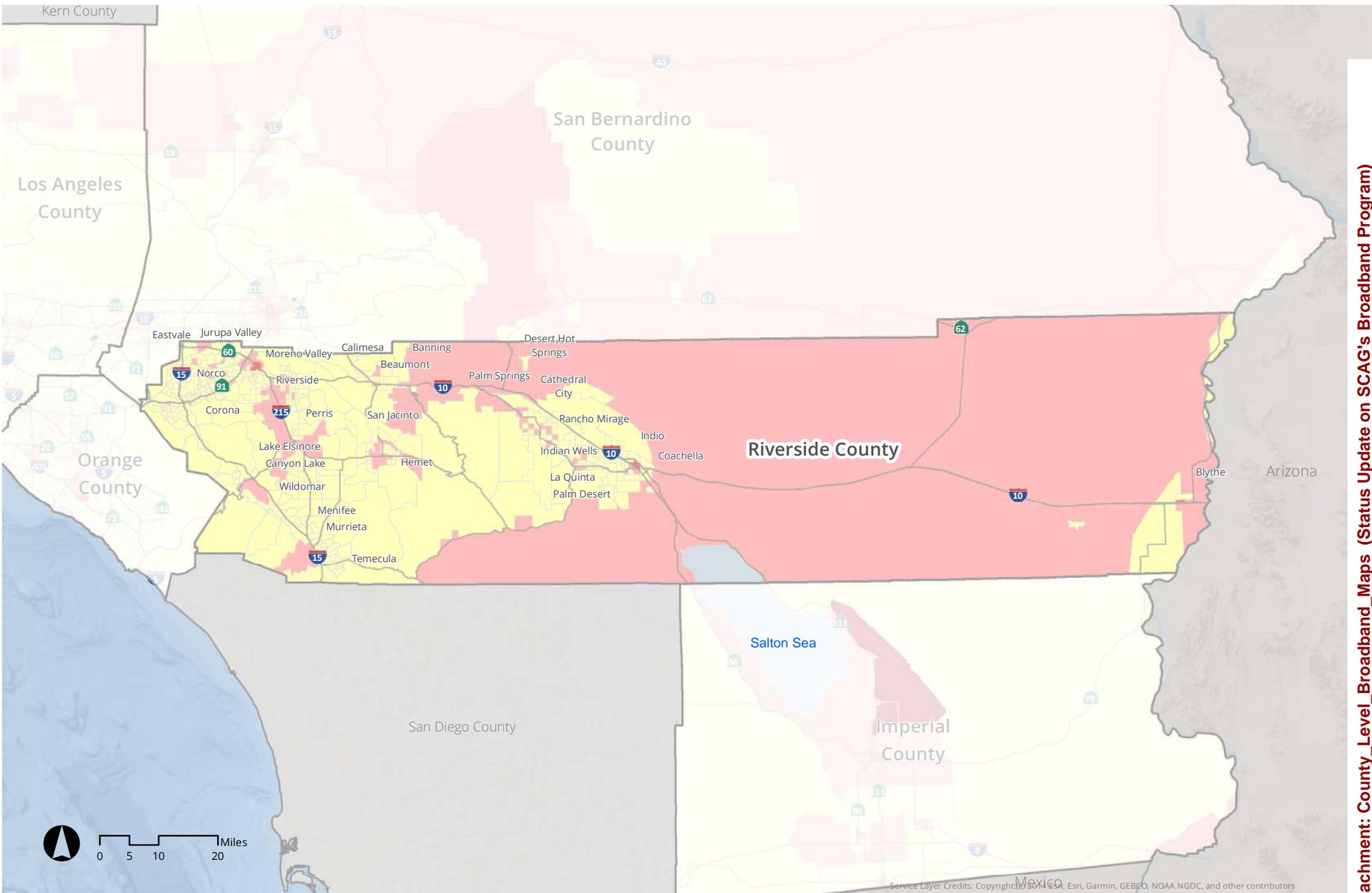
- 20% or less
- 21% - 40%
- 41% - 50%
- 51% - 60%
- 61% - 80%
- 81% or more

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

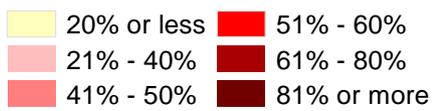


Note: Poverty status is based on income in past 12 months of ACS survey

Source: 2015-2019 ACS 5-Year Summary of Selected Demographic Characteristics



Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)

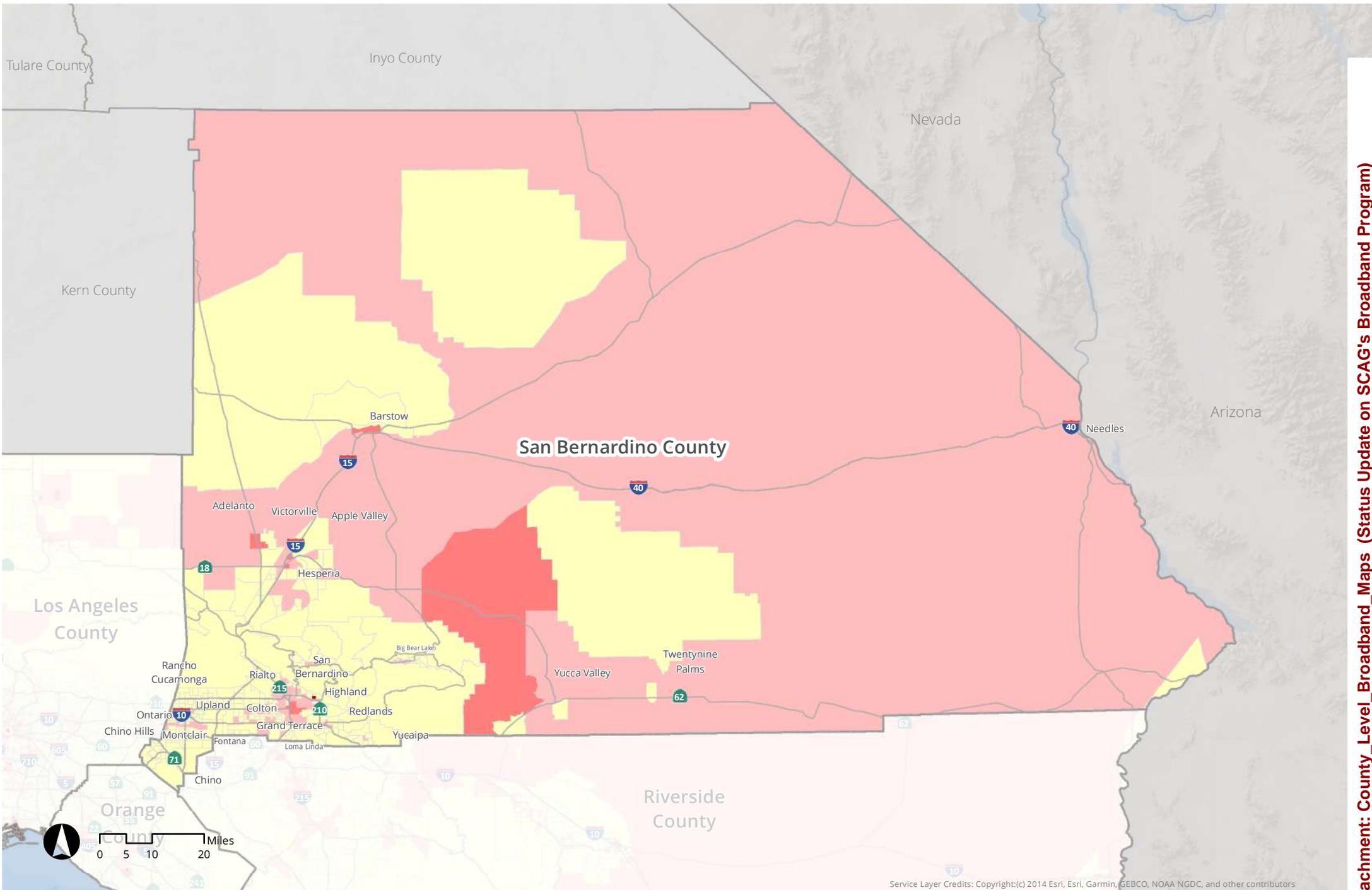


## Percentage of Population Whose Income is Below Federal Poverty Level by Tract in Riverside County



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

Source: 2015-2019 ACS 5-Year Summary File



## Percentage of Population Whose Income is Below Federal Poverty Level by Tract in San Bernardino County

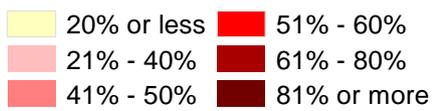


Note: Poverty status is based on income in past 12 months of ACS survey

Source: 2015-2019 ACS 5-Year Summary of Selected Demographic Characteristics



Attachment: County\_Level\_Broadband\_Maps (Status Update on SCAG's Broadband Program)



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



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

Source: 2015-2019 ACS 5-Year Summary of Selected Demographic Characteristics

# Status Update on SCAG's Broadband Program

Southern California Association of Governments

September 2, 2021



## Work efforts



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

## Broadband Survey and Interviews



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

## Data Sources available or needed



	Data Source	Geography	Year
Self Reported Data	FCC Form 477/CPUC	Census Blocks	2020
	American Community Survey	Census Block Groups, Zip Codes	2015-2019
Observed Data	Broadband Now	Zip Codes	2020
	M-Lab	Zip Codes	2020
Data needed	ISP Data	TBD	2021
	Local Jurisdiction Data	TBD	2021
	Ookla	TBD	2021
	ESRI	TBD	2021

## Data Limitations



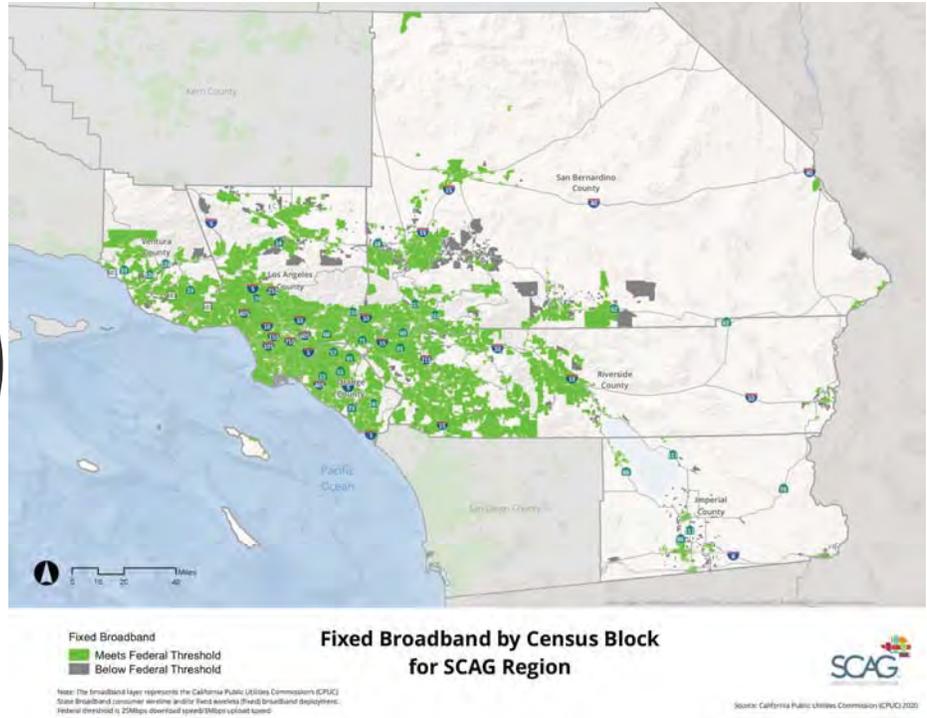
- Data sources at the federal and state level are too “high-level” and may be outdated
- Granular level data is proprietary
- Organizations (public and private sector) tackling the digital divide are in the same situation
- SCAG is coordinating with ISPs, ESRI, Local Jurisdictions and others to gather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

## Digital Divide in the SCAG Region

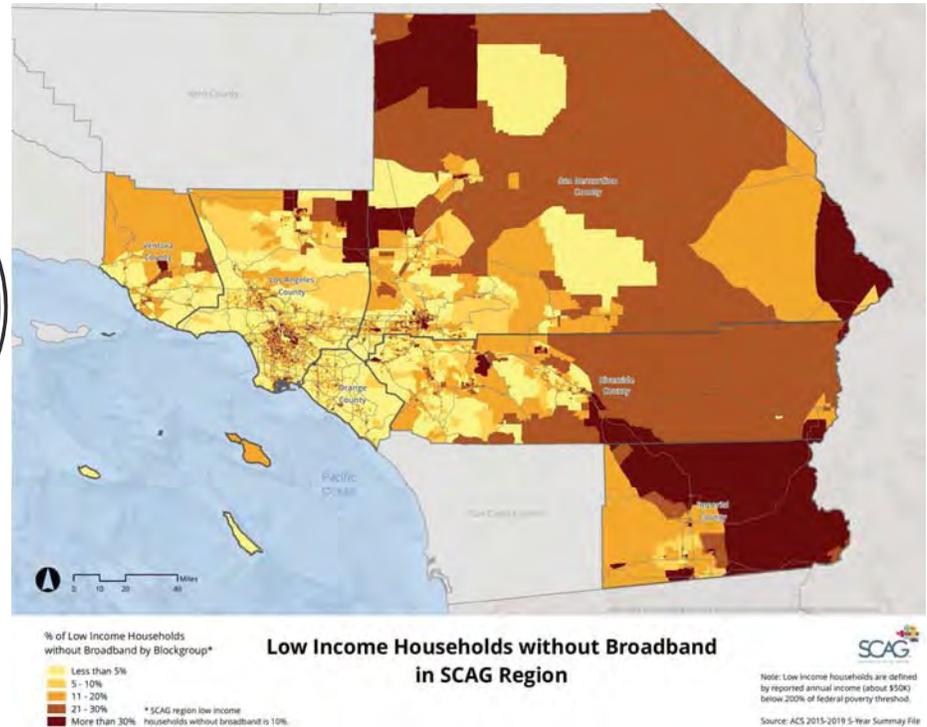


- 15% of the population households do not have access to adequate internet speeds or a computer
- 27% of households earning less than \$50,000/year do not have broadband subscriptions
- 22% of seniors age 65+ do not have a computer and/or broadband subscription
- 10% of students under age 18 do not have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

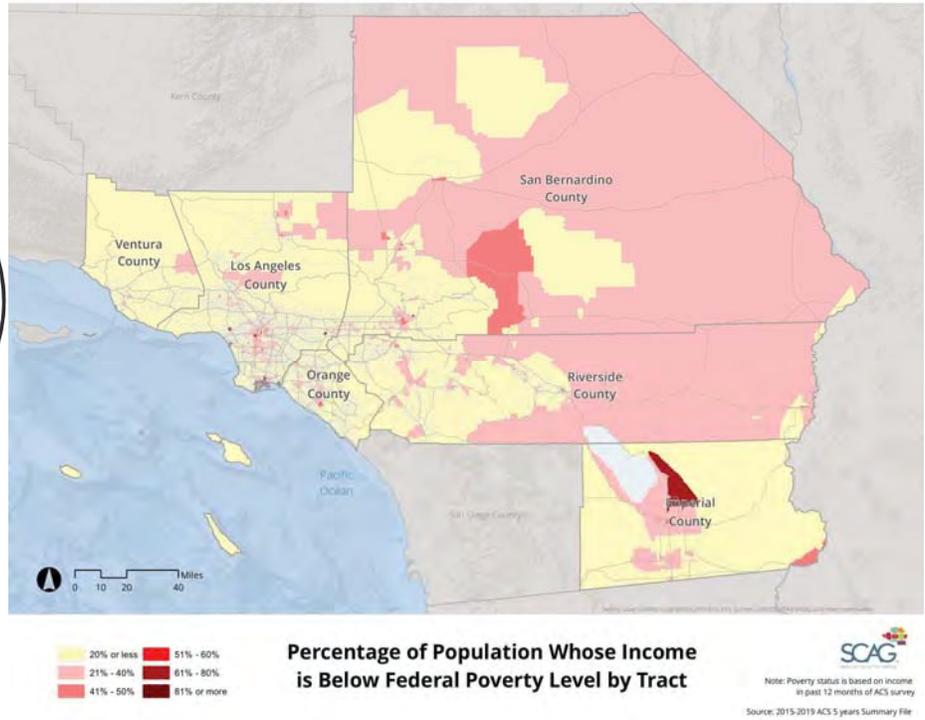
Fixed Broadband in the SCAG Region



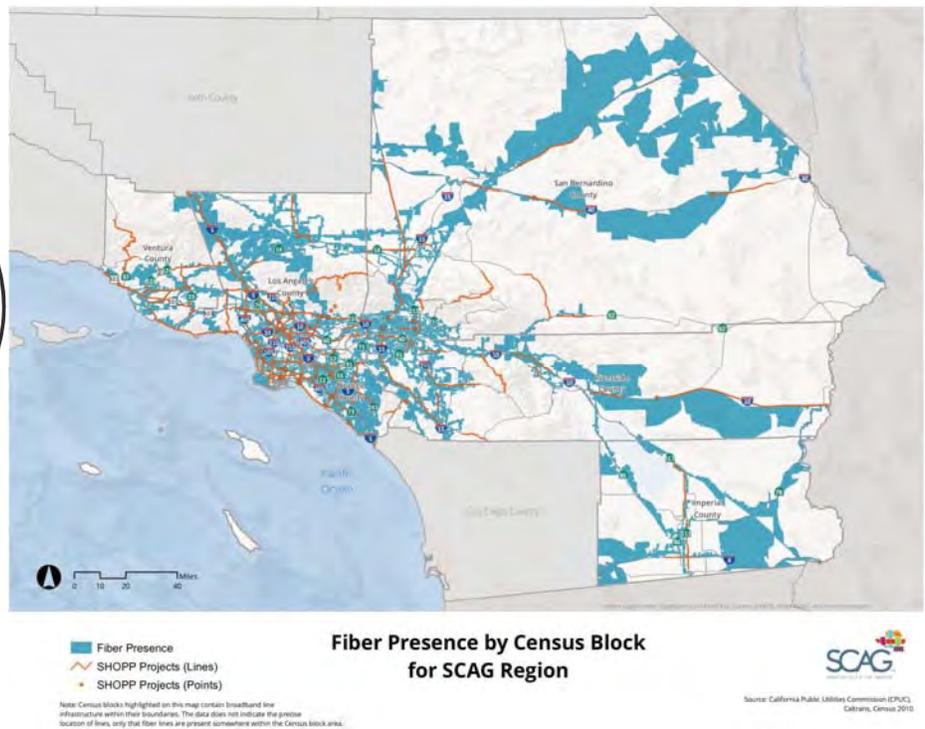
Low Income Households without Broadband



Population below Federal Poverty Level



Fiber Presence



## Broadband Funding



- Southern California (SCAG and SANDAG regions) needs approximately \$8 billion in broadband investments
- SCAG currently working with stakeholders requesting \$8 billion from the Federal and State government
- Primary sources – California Broadband Budget Bill and Federal Infrastructure Bill
- Other sources – Coronavirus State and Local Fiscal Recovery Funds and Connecting Minority Communities Pilot Program
- SANDAG and SCAG are proposing a joint “Request for Partnerships” and develop a “bench” to pursue funding

## Strategic and Technical Studies



- Strategic Studies
  - Advocate expansion of middle mile fiber
  - Develop regionally consistent broadband policies, permitting practices, advocate local broadband plans
  - Support policy and legislative initiatives that establish higher speed thresholds and affordability standards
- Technical Studies
  - Determining internet infrastructure within the SCAG region
  - VMT and GHG impacts of increased broadband adoption
  - Support Connect SoCal (2024 RTP/SCS)



Thank You

Please feel free to send additional questions to Roland Ok at:  
[Ok@scag.ca.gov](mailto:Ok@scag.ca.gov)



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

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

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

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

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

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

**BACKGROUND:**

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

In 2019, SCAG completed the TDM Strategic Plan, which outlined dozens of strategies to expand the effectiveness and use of TDM to achieve regional goals. To implement the plan, SCAG staff have

---

initiated two of the recommended strategies aimed at increasing TDM adoption and strengthening TDM programs.

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

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

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

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

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

---

stakeholders' needs in regard to the creation of the online data clearinghouse. A final report will be completed and made available in late winter of 2023.

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

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. PowerPoint Presentation - TDM Phase 2 Status

# TDM Strategic Plan Implementation

## Status Update

Tom Bellino, Senior Regional Planner

SCAG

9/2/21

[www.scag.ca.gov](http://www.scag.ca.gov)



## Background – The Plan

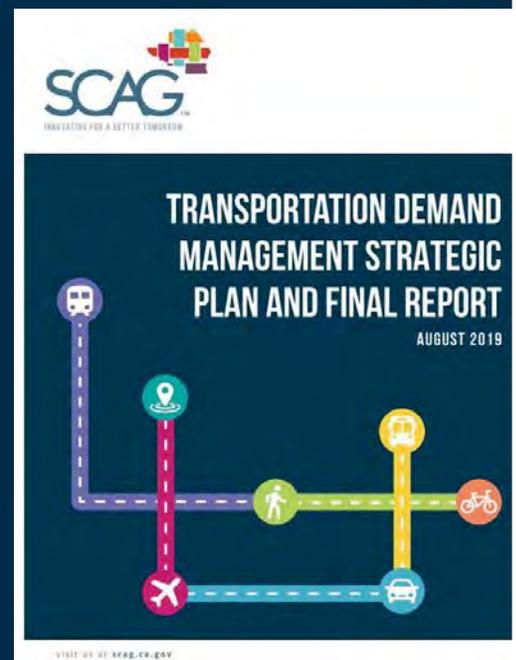
- Transportation Demand Management (TDM) Strategic Plan completed in 2019.
- Plan recommendations incorporated in Connect SoCal, the 2020 RTP/SCS.
- The plan identifies tools to shift trips from single occupancy vehicles (SOVs) to other modes of transportation
- SCAG is implementing two of the recommendations,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

regulation:

- A push for standardized data collection based on pre-existing programs.

**Develop Regional Clearing House for TDM Data**

As municipalities and counties begin to collect more data, SCAG should act as the region's clearing-house, collecting, compiling, and reporting on travel behavior data in the region. Through the forums recommended in the table above, they should have knowledge of who within the region is collecting travel data, and



## Background – TDM Trainings

- Many communities in the SCAG region maintain robust TDM programs
- Far more communities lack programs and resources
- SCAG is working with the consulting firm Steer to develop and conduct “TDM Trainings”
  - Will be held virtually beginning in October
  - Target audiences: Local jurisdictions, Transportation Management Organizations/Associations (TMOs/TMAs), large employers and institutions
- The trainings will fall into two general categories: “TDM 101” and “TDM Deep Dives”



Source: Mobility Lab.org

## Background – TDM Data Standards

- TDM programs provide a wealth of data that can help implementors and planners to make these programs more efficient and effective
- Standards would allow us to establish a consistent region-wide understanding of TDM effectiveness.
- A data clearinghouse would support our ability to:
  - Understand and highlight the impact of TDM programs
  - Select for the most promising and effective strategies
  - Demonstrate achievement of VMT/GHG emissions reductions targets
  - Position our region for more funding opportunities.



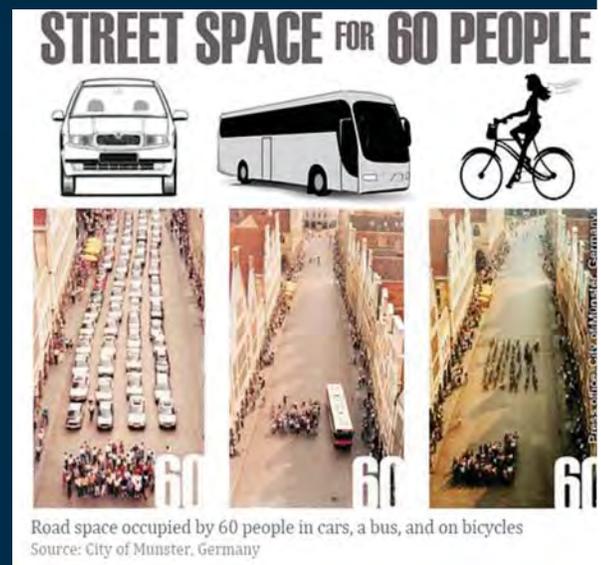
## Progress – TDM Trainings

- The TDM trainings project has produced
  - Outreach plan
  - Selected dates for the first set of “TDM 101” trainings,
  - Will launch a campaign for maximum attendance in September
- Timeline:
  - “TDM 101” trainings: October and November 2021
  - “TDM Deep Dives”: March and April 2022
  - Analysis and final report: October 2022

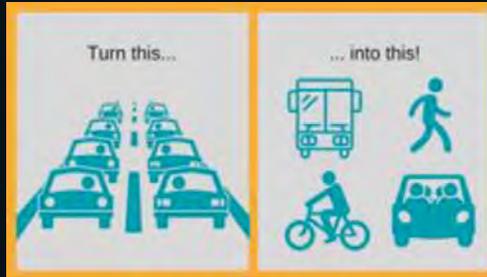
1	LA County Session 1	Tuesday October 5 <sup>th</sup>	4pm – 6pm
2	Imperial County	Friday October 8 <sup>th</sup>	10am – Noon
3	Orange County	Tuesday October 12 <sup>th</sup>	4pm – 6pm
4	Riverside County	Tuesday October 19 <sup>th</sup>	4pm – 6pm
5	LA County Session 2	Friday October 22 <sup>nd</sup>	10am – Noon
6	San Bernardino County	Tuesday October 26 <sup>th</sup>	4pm – 6pm
7	Ventura County	Tuesday November 2 <sup>nd</sup>	4pm – 6pm
8	LA County Session 3	Tuesday November 9 <sup>th</sup>	4pm – 6pm

## Progress – TDM Data Standards

- Conducted interviews with:
  - South Coast Air Quality Management District
  - Los Angeles Metro
  - the Cities of Glendale and Thousand Oaks
  - transportation agencies for
    - the Victor Valley
    - Ventura and Orange Counties
- Timeline:
  - Analysis and checklist: October 2021
  - Proposed Data Standards: April 2022
  - Memo outlining user needs and incentives: October 2022
  - Final report: June 2023



# Thank you! Questions?



Tom Bellino, Senior Regional Planner  
SCAG  
Bellino@scag.ca.gov  
[www.scag.ca.gov](http://www.scag.ca.gov)





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

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Priscilla Freduah-Agyemang, Senior Regional Planner  
(213) 236-1973, agyemang@scag.ca.gov

Subject: Regional Dedicated Transit Lanes Study and Mobility as a Service (MaaS)  
Feasibility White Paper Introduction

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

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

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

---

**BACKGROUND:**Regional Dedicated Transit Lanes Study

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

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

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

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

Study Summary and Schedule

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

**Table 1: Study Tasks and Key Deliverables**

Task	Key Deliverables	Expected Date (s)
Stakeholder Engagement	- Stakeholder Engagement Plan	Aug. 2021 – Sept. 2021
Best Practices & Existing Conditions Report	- Best practices - Review of existing conditions	Aug. 2021 – Oct. 2021 Oct. 2021 – Jan. 2021
Corridor Identification	- Corridor Identification - Corridor Evaluation	Nov. 2021 – Jan. 2022 Jan. 2022 – Mar. 2022
Final Report		June 2022

Study Update – Stakeholder Engagement

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

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

Mobility as a Service (MaaS) Feasibility White Paper

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

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

At the core of Maas is the ability to equitably offer customized mobility options for all persons – if effectively implemented, MaaS can help to address some of the equity challenges related to mobility, access to opportunities, trip payment and trip planning for low-income residents. The MaaS Feasibility White paper will assess the feasibility of implementing MaaS within the SCAG region, by identifying challenges and opportunities and key policy issues and potential solutions, leading to the development of an implementation guide.

Study Summary and Schedule

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

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

Task	Key Deliverables	Expected Date (s)
Project Initiation & Management	- Advisory Group/Roundtable	Aug. 2021 – Feb. 2021
Study Research	- Literature review & case studies - Existing Conditions - Feasibility, Challenges & Opportunities	Aug. 2021 – Sept. 2021 Aug. 2021 – Sept. 2021 Sept. 2021 – Oct. 2021
Implementation Guide	- Goals & Objectives Setting - Identification of key strategies - Implementation Guide	Sept. 2021 – Oct. 2021 Oct. 2021 – Nov. 2021 Nov. 2021 – Dec. 2021
Final Report		Dec. 2021 – Feb. 2021

Study Update – MaaS Advisory Group

SCAG staff and consultants will convene an advisory group to advise the project team on goals, objectives, current challenges and opportunities in the SCAG region to facilitate MaaS implementation. The membership includes thought leaders, decision-makers, and potential MaaS champions. Staff and consultants are conducting one-on-one interviews with the advisory group members to solicit input to guide the research and analysis, followed by an advisory group kickoff meeting scheduled for August 26, 2021.

**NEXT STEPS**

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

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. PowerPoint Presentation - Dedicated Lanes Study & MaaS Feasibility White Paper Introduction

# Regional Dedicated Transit Lanes Study & Mobility As A Service (MaaS) Feasibility White Paper

Transportation Committee

Priscilla Freduah-Agyemang, Senior Regional Planner

Mobility Planning & Management

Thursday, September 2, 2021

[www.scag.ca.gov](http://www.scag.ca.gov)



## Study Background – Connect SoCal



# 1. Regional Dedicated Transit Lanes Study - Background

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



5<sup>th</sup> & 6<sup>th</sup> bus only lanes



Red striped bus lane on Figueroa street

## Regional Dedicated Transit Lanes Study - Background

### Transit lanes work



#### City of Toronto, RapidTO first priority bus lane (Implemented Nov. 2020)

- Decreased travel time up to 6 minutes (AM peak) and up to 5 minutes (PM peak)
- Reported improved reliability on all 4 routes (12% - 19%)



#### SFMTA – Geary Transit lanes

- Overall: 50 – 75% travel time savings
- Travel times - 4% quicker than fall 2020, up to 13% compared with pre-COVID level
- Minimal traffic impacts

# Regional Dedicated Transit Lanes Study

## Objective

- To support the development of a regional network of dedicated bus lanes to enable enhanced transit services, improve mobility, accessibility and sustainability, and advance implementation of Connect SoCal.
  - Identify **key benefits** of dedicated bus lanes
  - Identify the **primary factors** for successful implementation
  - Provide a **preliminary assessment** of possible dedicated bus lanes in the SCAG region, and
  - Provide **recommendations and guidance** for local jurisdictions

# Regional Dedicated Transit Lanes Study – Summary

Task	Key Deliverables	Expected Date
Stakeholder Engagement	- Stakeholder Engagement Plan	Aug. 2021 – Sept. 2021
Best Practices & Existing Conditions Report	- Best practices	Aug. 2021 – Oct. 2021
	- Review of existing conditions	Oct. 2021 – Jan. 2021
Corridor Identification	- Corridor Identification	Nov. 2021 – Jan. 2022
	- Corridor Evaluation	Jan. 2022 – Mar. 2022
Final Report		June 2022

# Regional Dedicated Transit Lanes Study



Timeline

June 2021

June 2022

Consultants



# Regional Dedicated Transit Lanes Study - Update



## Stakeholder Engagement

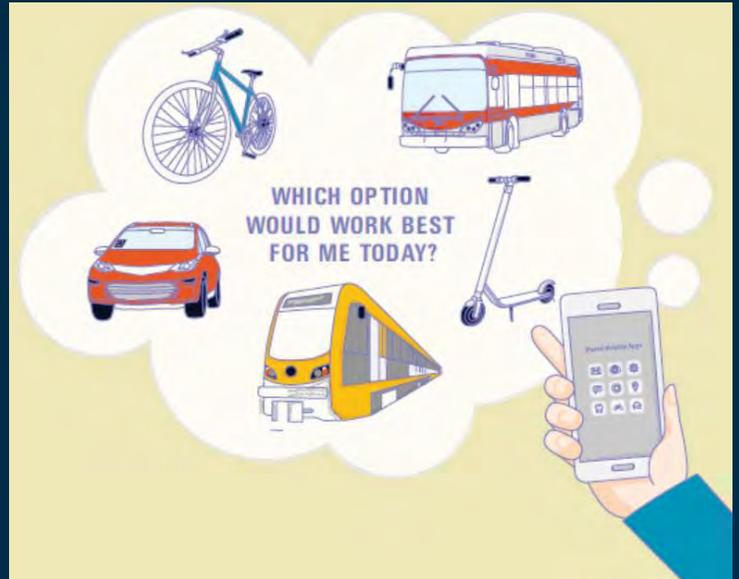
- Project Team will engage with:
  - Councils of Governments (COGs) and/or County Transportation Commissions (CTCs) Public Works or similar standing committees
  - Other Committees (e.g. active transportation)
  - Community-based organizations agencies
  - SCAG Regional Transit Technical Advisory Committee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



## 2. Mobility as a Service (MaaS) Feasibility White Paper

### Background

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



Shared Mobility & Mobility as a Service (MaaS)

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

### • MaaS is not just an app

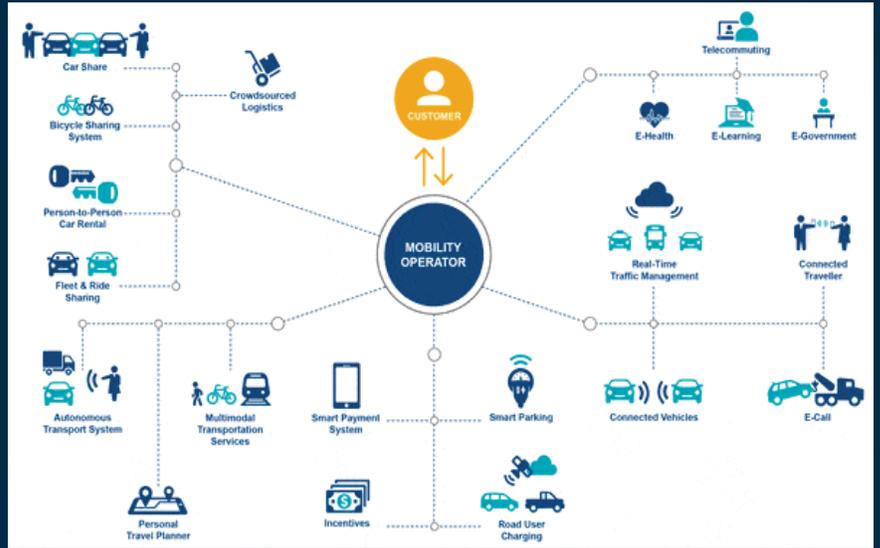
- Trip planning app
- Payment app



# MaaS Feasibility White Paper : Defining MaaS

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

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



# MaaS Feasibility White Paper

## Objective

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



# MaaS Feasibility White Paper – Summary

Task	Key Deliverables	Expected Date
Project Initiation & Management	- Advisory Group/Roundtable	Aug. 2021 – Feb. 2021
Study Research	- Literature review & case studies	Aug. 2021 – Sept. 2021
	- Existing Conditions	Aug. 2021 – Sept. 2021
	- Feasibility, Challenges & Opportunities	Sept. 2021 – Oct. 2021
Implementation Guide	- Goals & Objectives Setting	Sept. 2021 – Oct. 2021
	- Identification of key strategies	Oct. 2021 – Nov. 2021
	- Implementation Guide	Nov. 2021 – Dec. 2021
Final Report		Dec. 2021 – Feb. 2021

1

Attachment: PowerPoint Presentation - Dedicated Lanes Study & MaaS Feasibility White Paper Introduction (Regional Dedicated Transit Lanes)

# MaaS Feasibility White Paper

## Timeline



## Consultants



1

## Next Steps

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

Thank you!

Questions & Comments?

Contact Info:

Priscilla Freduah-Agyemang

Senior Regional Planner, Mobility Planning & Management

[agyemang@scag.ca.gov](mailto:agyemang@scag.ca.gov)/213-236-1973

