



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

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**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**

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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, October 7, 2021  
9:30 a.m. – 11:30 a.m.**

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

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

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

### **PUBLIC ADVISORY**

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

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at [aguilarm@scag.ca.gov](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. **In Writing:** Submit written comments via email to: [TCPublicComment@scag.ca.gov](mailto:TCPublicComment@scag.ca.gov) by 5pm on Wednesday, October 6, 2021. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

All written comments received after 5pm on Wednesday, October 6, 2021 will be announced and included as part of the official record of the meeting.

2. **In Real Time:** If participating in real time via Zoom or phone, during the Public Comment Period, 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.***

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#### OUR MISSION

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

#### OUR VISION

Southern California’s Catalyst for a Brighter Future

#### OUR CORE VALUES

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



## Instructions for Participating in the Meeting

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

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

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

### To Listen and Provide Verbal Comments by Phone

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

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### TC - Transportation Committee *Members – October 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

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## TRANSPORTATION COMMITTEE AGENDA

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- 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

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## TRANSPORTATION COMMITTEE AGENDA

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

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## TRANSPORTATION COMMITTEE AGENDA

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- 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

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**64. Mr. Paul Marquez**

Caltrans, District 7, Ex-Officio Non-Voting Member

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## TRANSPORTATION COMMITTEE AGENDA

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Southern California Association of Governments  
Remote Participation Only  
**Thursday, October 7, 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, but not required, to submit written comments by sending an email to: [TCPublicComment@scag.ca.gov](mailto:TCPublicComment@scag.ca.gov) by 5pm on Wednesday, October 6, 2021. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Transportation Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov). Written comments received after 5pm on Wednesday, October 6, 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 in real time during the meeting 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 equally reduce the time limit of all speakers based upon the number of comments received. The total time period for all public comments related to items on the agenda and any other matter within the agency's subject matter jurisdiction is ten (10) minutes. The presiding officer retains discretion to extend the 10-minute general comment period so that all members of the public desiring to speak may do so.

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

### **CONSENT CALENDAR**

#### Approval Items

1. Minutes of the Meeting - September 2, 2021

#### Receive and File

2. Resolution No. 21-636-1 Regarding Acceptance of Office of Traffic Safety Grant Funds to Support the Active Transportation Safety and Encouragement Campaign



## TRANSPORTATION COMMITTEE AGENDA

3. Connect SoCal CEQA Addendum No. 2 to Programmatic Environmental Impact Report (State Clearinghouse No. 2019011061)
4. Transportation Conformity Determination of Proposed Final Connect SoCal Amendment #1 and 2021 FTIP Consistency Amendment #21-05
5. Environmental Justice/Communities of Concern Update
6. Californians for Community Planning Voter Initiative

### **ACTION ITEM**

7. Adoption of Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 10 Mins.  
*(Nancy Lo, Associate Regional Planner)*

### **RECOMMENDED ACTION:**

Recommend that the Regional Council (RC) approve the Proposed Final Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05.

### **INFORMATION ITEMS**

8. Metro Dedicated Transit Lanes Pilots 20 Mins.  
*(Stephen Tu, Service Planning Director, LA Metro)*
9. Update on Caltrans District Active Transportation Plan 15 Mins.  
*(Cuong Trinh, Senior Transportation Planner, Caltrans District 7 - Division of Sustainability and Innovation)*
10. Pedestrian Safety Month: Highlighting Go Human's 2021 Outcomes 15 Mins.  
*(Andrés Carrasquillo, Community Engagement Specialist)*
11. Regional Early Action Program (REAP) 2021 Program Development Framework 15 Mins.  
*(Annie Nam, Deputy Director of Transportation Planning & Programming)*
12. Southern California Goods Movement Communities Freight Impact Assessment 15 Mins.  
*(Alison Linder, Senior Regional Planner)*
13. Federal Infrastructure Legislative Update 10 Mins.  
*(Estee Sepulveda, Legislative Analyst)*



## TRANSPORTATION COMMITTEE AGENDA

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### **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 ITEM/S**

### **ANNOUNCEMENT/S**

### **ADJOURNMENT**



Southern California Association of Governments  
Remote Participation Only  
October 7, 2021

**MINUTES OF THE REGULAR MEETING  
TRANSPORTATION COMMITTEE (TC)  
THURSDAY, September 2, 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.igm2.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-08-21. 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. Jason Gibbs, Santa Clarita	NCTC
Hon. Curt Hagman	San Bernardino County
Hon. Ray Hamada, Bellflower	District 24
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Laura Hernandez, Port Hueneme	District 45
Hon. Christian Horvath	Pres. Apt.
Hon. Mike T. Judge, Simi Valley	VCTC
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Linda Krupa, Hemet	WRCOG
Hon. Richard Loa, Palmdale	NCTC



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Hon. Clint Lorimore, Eastvale	District 4
Hon. Steven Ly, Rosemead	District 32
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. Tim Sandoval, Pomona	District 38
Hon. Rey Santos, Beaumont	District 3
Hon. Zak Schwank, Temecula	District 5
Hon. Tim Shaw	OCTA
Hon. Marty Simonoff, Brea	District 22
Hon. Jeremy Smith	Canyon Lake
Hon. Ward Smith, Placentia	OCCOG
Hon. Karen Spiegel	Riverside County
Hon. Jess Talamantes, Burbank	Pres. Appt.
Hon. Michael Vargas	Riverside County
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Don Wagner	Orange County
Hon. Colleen Wallace, Banning	Pres. Appt.
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
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. Andrew Do	Orange County
Hon. Lindsey Horvath	WSCCOG
Hon. Paul Krekorian	District 49
Hon. Steve Manos, Lake Elsinore	District 63
Hon. Jon Primuth, S. Pasadena	AVCJPA
Hon. Ed Reece	SGVCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG

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Hon. Ali Saleh, Bell	District 27
Hon. Jose Luis Solache, Lynwood	District 26
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Steve Tye	District 37
Hon. Scott Voigts, Lake Forest	OCCOG
Hon. Alicia Weintraub, Calabasas	LVMCOG

### **CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Hon. Sean Ashton, Downey, District 25, called the meeting to order at 9:30 a.m. Hon. Russell Betts, Desert Hot Springs, CVAG, led the Pledge of Allegiance. A quorum was present.

### **PUBLIC COMMENT**

David Salgado, 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, July 1, 2021

#### Receive and File

2. Proposed 2023 Federal Transportation Improvement Program Guidelines
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

A MOTION was made (Navarro) to approve Consent Calendar Items 1 through 4. The motion was SECONDED (Marquez) and passed by the following votes.

AYES: ASHTON, BACERRA, BARGER, BECERRA, BENOIT, BETTS, BROWN A., CHUN, DORRIS, DUTREY, GAZELEY, HAGMAN, HAMADA, HORVATH C., KELLEY, KRUPA, LOA, LORIMORE, LY, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, MOORE, NAJARIAN, NAVA-FROELICH, NAVARRO, PACHECO, SANDOVAL, SANTOS, SCHWANK, SHAW, SIMONOFF, SMITH J., SMITH W., SPIEGEL, TALAMANTES, VIEGAS-WALKER, WAGNER, WALLACE, WAPNER (42)

NOES: None (0)

ABSTAIN: None (0)

ABSTAIN ON ITEM 1: GIBBS, VARGAS (2)

## **INFORMATION ITEMS**

### 5. Coachella Valley-San Gorgonio Pass Rail Corridor Service Update

Sheldon Peterson, Rail Manager, Riverside County Transportation Commission reported on the proposed Coachella Valley-San Gorgonio Pass Rail Corridor which would provide service between Los Angeles Union Station and the Coachella Valley via Fullerton and Riverside. He noted currently there is no regular service to the Coachella Valley and reviewed the planned rail route, stations, and anticipated ridership. Mr. Peterson stated the project is in the environmental planning and funding building stage and he reviewed anticipated ridership and geographical challenges for the different line segments along the 145-mile rail line.

### 6. Status Update on SCAG's Broadband Program

Roland Ok, SCAG staff, provided an update on SCAG's Broadband Program. He noted the Regional Council in February 2021 adopted Resolution No. 21-629-2 directing staff to develop a program to advance broadband development regionally. He noted surveys are underway to understand barriers in broadband development including available resources and differing permitting practices. Mr. Ok reviewed early findings noting 15% of the population does not have access to adequate internet speeds or a computer and 16% are below the federal threshold (25/3). Broadband penetration and infrastructure for the region was reviewed demonstrating a varying regional pattern among urban and rural areas. He noted an investment of approximately \$8 billion would be needed to achieve broadband development goals.

### 7. Transportation Demand Management (TDM) Strategic Plan Implementation Status Update

Thomas Bellino, SCAG staff, provided an update on the TDM Strategic Plan. He noted the plan was completed in 2019 and was integrated into Connect SoCal. Mr. Bellino explained that TDM strategies are those that are alternatives to single occupant vehicle trips such as public transit, carsharing, rideshare, biking, walking and telecommuting. Upcoming trainings were reviewed as well as efforts to encourage greater awareness and utilization of TDM options. Further, it was noted data standards are important to developing effective TDM activities at the local level.

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

Priscilla Freduah-Agyemang, SCAG staff, reported that transit expansion is a core vision of Connect SoCal to advance mobility, sustainability and air quality goals. To promote transit recovery, two planning studies have been put forth: the Regional Dedicated Transit Lanes Study and the Mobility as a Service (MaaS) Feasibility White Paper. She noted transit lanes have been successful where used and the goal of the study is to identify best practices, key benefits and primary factors for successful implementation. She reviewed current dedicated transit lanes and noted the improved system performance they provided. Ms. Freduah-Agyemang stated MaaS is the growing use of a single platform such as a cell phone to access a variety of transportation options such as carshare, rideshare, e-scooters, transit and other application-based options. The white paper will assess the feasibility of implementing MaaS including identifying challenges and opportunities.

**CHAIR'S REPORT**

Hon. Sean Ashton, Downey, District 25, announced new committee members Hon. Jason Gibbs, Santa Clarita, NCTC and Hon. Michael Vargas, Riverside County. Hon. Sean Ashton, Downey, District 25, asked for a presentation on recent federal infrastructure investments.

**METROLINK REPORT**

Hon. Art Brown, Buena Park, District 21, reported the Metrolink Board has named Darren Kettle as the new chief executive officer (CEO). Mr. Kettle is currently the executive director of the Ventura County Transportation Commission (VCTC) and his Metrolink service begins Tuesday, September 7th. Metrolink is expanding the new Ventura County Line Saturday service by adding connections to and from three additional stations - Camarillo, Oxnard, and Ventura-East - to the existing service between Moorpark and Los Angeles. The new service began August 14th. In July, Metro released the Draft Environmental Impact Report (DEIR) for the Antelope Valley Line Capacity and Service Improvements Program to evaluate potential benefits and impacts of building infrastructure to support increased rail service between Los Angeles and the Antelope Valley.

**STAFF REPORT**

David Salgado, SCAG staff, reported that Cal State Long Beach is conducting a study on smart cities and SCAG will be sending a short survey to elected officials to gather information.



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Hon. Richard Loa, Palmdale, NCTC, noted he was not present at the vote but wished to enter a yes vote on item 2 of the Consent Calendar.

**ADJOURNMENT**

Hon. Sean Ashton, Downey, District 25, adjourned the meeting at 11:16 a.m.

**[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]**

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

Attachment: TC Attendance Sheet Sept 2, 2021 (Minutes of TC Meeting, September 2, 2021)





AGENDA ITEM 2  
REPORT

Southern California Association of Governments  
Remote Participation Only  
October 7, 2021

**To:** Executive/Administration Committee (EAC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Julia Lippe-Klein, Program Manager I  
(213) 236-1856, Lippe-Klein@scag.ca.gov  
**Subject:** Resolution No. 21-636-1 Regarding Acceptance of Office of Traffic Safety  
Grant Funds to Support the Active Transportation Safety and  
Encouragement Campaign

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EAC:**

That the Regional Council approve Resolution No. 21-636-1 authorizing SCAG to accept, if awarded, Office of Traffic Safety grant funds in the amount of \$1,250,000 to support the Southern California *Go Human* Campaign.

**RECOMMENDED ACTION FOR TC:**

Receive and file.

**RECOMMENDED ACTION FOR RC:**

Approve Resolution No. 21-636-1 authorizing SCAG to accept, if awarded, Office of Traffic Safety grant funds in the amount of \$1,250,000 to support the *Go Human* Campaign.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

**EXECUTIVE SUMMARY:**

*On May 1, 2014, the General Assembly adopted the Resolution No. GA 2014-2 titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative." To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program. To extend campaign efforts, SCAG applied for Pedestrian/Bicycle Safety funds from the Office of Traffic Safety in the amount of \$1,250,000 to conduct a sixth round of Go Human safety programming and engagement across the region. On July 16<sup>th</sup> SCAG was informed that the grant award was being tentatively offered. SCAG is seeking Regional Council (RC) approval to receive the funds.*

**BACKGROUND:**

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

Using these grant resources, SCAG successfully initiated the *Go Human* Campaign with the launch of a first round of advertising and outreach in September of 2015 as well as four additional grant opportunities through the Office of Traffic Safety to implement safety activities. The advertising campaign has secured more than one billion impressions to date (each time an ad is seen) region-wide through a combination of SCAG's initial investment, as well as leveraged and donated media from local and county partners. SCAG has also completed and extended other components of the initial grant scope of work which include implementing a series of *Go Human* events in partnership with local cities and developing toolkits aimed at creating active transportation champions.

To continue the *Go Human* Campaign's momentum, SCAG applied for additional funding in January 2021 in the amount of \$1,438,497.89 from the Office of Traffic Safety to extend the campaign into 2021 and 2022. On, July 16, 2021, SCAG received notice that a lower award in the amount of \$1,250,000 was being tentatively offered, given final approval from National Highway Traffic Safety Administration in October 2021. If awarded, this funding will be used to conduct a sixth round of safety engagement and programming. Funds will be used to support localized safety outreach for drivers, pedestrians, and bicyclists across the region, through the Safe & Resilient Streets Technical Assistance demonstration projects, Community Streets Mini-Grant & Micro-Grants Program, and local and regional co-branding, advertising and storytelling strategies. SCAG is seeking RC approval to receive the funds.

**FISCAL IMPACT:** If awarded, SCAG will receive \$1,250,000 in grant funds from the Office of Traffic Safety that will be utilized for the Southern California Active Transportation Safety and Encouragement Campaign.

**ATTACHMENT(S):**

1. Resolution No. 21-636-1 Regarding Acceptance of Office of Traffic Safety Grant Funds



RESOLUTION NO. 21-636-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) AUTHORIZING SCAG TO ACCEPT, IF AWARDED, OFFICE OF TRAFFIC SAFETY GRANT FUNDS IN THE AMOUNT OF \$1,250,000 TO SUPPORT THE SOUTHERN CALIFORNIA GO HUMAN CAMPAIGN

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

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six-county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties;

WHEREAS, on average, 1,500 people are killed and 136,000 are injured in traffic collisions throughout the SCAG region every year

WHEREAS, SCAG has applied for an award of \$1,250,000 in Office of Traffic Safety, Pedestrian /Bicycle Safety Funds ("Grant Funds"), to support the Active Transportation Safety and Encouragement Campaign;

WHEREAS, the primary goal of the Office of Traffic Safety is to "effectively and efficiently administer traffic safety grant funds to reduce traffic deaths, injuries, and economic losses"; and

WHEREAS, the Grant Funds will be used for the Southern California Active Transportation Safety and Encouragement Campaign, which will involve consulting services to extend the Go Human Advertising Campaign and support Community Outreach and Engagement strategies focused on safety and resiliency.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council that SCAG is authorized to accept and administer the Grant Funds to support the Southern California Active Transportation Safety and Encouragement Campaign.

BE IT FURTHER RESOLVED THAT:

- 1. That the Regional Council hereby authorizes SCAG to accept the tentative Grant Funds in the amount of \$1,250,000 Office of Traffic Safety to support the Southern California Active Transportation Safety and Encouragement Campaign.
2. That SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

Attachment: Resolution No. 21-636-1 Regarding Acceptance of Office of Traffic Safety Grant Funds (Resolution No. 21-636-1 Regarding

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 7th day of October 2021.

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Clint Lorimore  
President, SCAG  
Mayor Pro Tem, Eastvale

Attested by:

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Kome Ajise  
Executive Director

Approved as to Form:

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Michael R.W. Houston  
Chief Counsel



AGENDA ITEM 3  
REPORT

Southern California Association of Governments  
Remote Participation Only  
October 7, 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:** Connect SoCal CEQA Addendum No. 2 to Programmatic Environmental  
Impact Report (State Clearinghouse No. 2019011061)

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Receive and File

**RECOMMENDED ACTION FOR EEC:**

Recommend that the Regional Council (RC) adopt a Resolution to approve Addendum No. 2 to the Connect SoCal Program Environmental Impact Report (PEIR, SCH No. 2019011061)

**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 No. 2019011061) (PEIR) by the SCAG Regional Council (RC), SCAG has received requests from several county transportation commissions to amend Connect SoCal to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new projects. Pursuant to the California Environmental Quality Act (CEQA), SCAG staff has prepared Addendum No. 2 to the PEIR, which analyzes the changes documented in the Connect SoCal Amendment No. 1 to the 2020 RTP/SCS (Connect SoCal Amendment No. 1 or Amendment No. 1). SCAG staff has determined that the proposed changes resulting from Amendment No. 1 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 has determined 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 and Addendum No. 1.***

***An informational copy of draft Addendum No. 2 to the PEIR was provided to EEC for review on September 2, 2021. No comments were received. Only one revision was made between the draft version, provided to EEC, and the proposed final version. The edit was the addition of a footnote to page 4 of the proposed final Addendum No. 2 to the PEIR to clarify how project modifications are defined in the Project Description. No other changes to the text, tables, or conclusions were made. The proposed final Addendum No. 2 to the PEIR and draft resolution are attached to this staff report. SCAG staff recommends that the EEC recommend that the Regional Council adopt a Resolution to approve Addendum No. 2 to the Connect SoCal Program Environmental Impact Report (PEIR). Following EEC's recommendation, staff will take the proposed final Addendum No. 2 to the PEIR and Resolution to SCAG's Regional Council for approval on November 4, 2021.***

#### **BACKGROUND:**

At its May 7, 2020, meeting, the RC adopted Connect SoCal for purposes of federal transportation conformity only and certified the associated PEIR. At its September 3, 2020, meeting, the RC adopted Connect SoCal in its entirety and certified the associated PEIR Addendum No. 1. On October 30, 2020, Connect SoCal was certified by the California Air Resources Board (CARB) for compliance with Senate Bill 375, and on June 5, 2020, by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for compliance with the Federal Clean Air Act (transportation conformity). 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.<sup>1</sup> 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.

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<sup>1</sup> The number of project modifications is greater than the total number of projects because a project may have had multiple modifications (e.g., a schedule change and cost revision).

**BASIS FOR A PEIR ADDENDUM:**

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

**PRELIMINARY PROGRAMMATIC ENVIRONMENTAL ASSESSMENT:**

SCAG staff has conducted a programmatic environmental assessment of the changes to the Connect SoCal Project List documented in Amendment No. 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 staff 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, as reflected in Addendum No. 2 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. The proposed final Addendum No. 2 to the PEIR is attached to this staff report.

#### **CONCLUSION:**

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 and Addendum No. 1. Therefore, it is determined that a subsequent or supplemental EIR is not required and that Addendum No. 2 to the PEIR fulfills the CEQA requirements for Connect SoCal Amendment No. 1.

An informational copy of draft Addendum No. 2 to the PEIR was provided to EEC for review on September 2, 2021. No comments were received. Only one revision was made between the draft version, provided to EEC for review, and the proposed final version (attached to this staff report). The edit was the addition of a footnote to page 4 of the proposed final Addendum No. 2 to the PEIR to clarify how project modifications are defined in the Project Description. No other changes to the text, tables, or conclusions were made.

#### **NEXT STEPS:**

SCAG staff recommends that the EEC recommend that the RC adopt a Resolution to approve Addendum No. 2 to the Connect SoCal Program Environmental Impact Report (PEIR). Following EEC's recommendation, staff will take the proposed final Addendum No. 2 to the PEIR and Resolution to SCAG's RC for certification on November 4, 2021. **The proposed final Addendum No. 2 to the PEIR and draft resolution that is proposed for recommendation to the RC are attached to this staff report.**

#### **FISCAL IMPACT:**

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



**ATTACHMENT(S):**

1. Draft\_Reso\_PEIR\_Addendum 2
2. Proposed-Final-Addendum-02-PEIR



RESOLUTION NO. 20-XXX-X

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING ADDENDUM #2 TO THE PREVIOUSLY CERTIFIED 2020-2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2020 RTP/SCS OR CONNECT SOCIAL) PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

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

REGIONAL COUNCIL OFFICERS

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

COMMITTEE CHAIRS

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

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

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

WHEREAS, on September 2, 2020, SCAG approved Addendum #1 to the 2020-2045 RTP/SCS PEIR in accordance with Cal. Pub. Res. Code Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164;

WHEREAS, when approving Addendum #1 to the 2020 RTP/SCS PEIR, the SCAG Regional Council approved Resolution 20-624-1;

WHEREAS, since the approval of the Final PEIR and Addendum #1 to the 2020 RTP/SCS PEIR, staff has received requests from all six county transportation commissions in the SCAG region to amend the 2020 RTP/SCS to reflect addition of projects or modifications to project scopes, costs, and/or schedules for critical transportation projects, as well as the addition of some new projects as specified in the proposed Amendment #1 to the 2020 RTP/SCS ("Amendment #1"), in order to allow such projects to move forward toward the implementation phase;

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

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

Attachment: Draft\_Reso\_PEIR\_Addendum 2 (Connect SoCal CEQA Addendum No. 2 to Programmatic Environmental Impact Report )

**WHEREAS**, SCAG staff determined and for the reasons set forth in Addendum #1 to the 2020 RTP/SCS PEIR, an addendum is the appropriate CEQA document for Amendment #1 because the proposed project revisions set forth in Amendment #1 to the 2020 RTP/SCS do not meet the conditions of CEQA Guidelines Section 15162 and 15163, for the preparation of a subsequent or supplemental EIR;

**WHEREAS**, on September 2, 2021, SCAG staff reported to the Energy and Environment Committee (EEC) that a draft of Addendum #2 to the 2020 RTP/SCS PEIR was prepared and completed and an informational copy of the draft of Addendum #2 was presented to the EEC for review;

**WHEREAS**, SCAG has finalized Addendum #2 to the 2020-2045 RTP/SCS PEIR, attached hereto and incorporated herein by this reference, in order to address the proposed changes to the 2020-2045 RTP/SCS as described in Amendment # 1;

**WHEREAS**, on October 7, 2021, SCAG recommended to the EEC that Addendum #2 to the 2020-2045 RTP/SCS PEIR be considered for Regional Council approval; and

**WHEREAS**, pursuant to CEQA Guidelines Section 15164(d), the Regional Council has considered Addendum #2 to the 2020 RTP/SCS PEIR prior to making a decision on Amendment #1.

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

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

1. Addendum #2 to the 2020 RTP/SCS PEIR has been completed in compliance with CEQA.
2. The adoption of the proposed revisions set forth in Amendment #1 would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects for the reasons described in Addendum #2; such proposed changes in Amendment #1 are consistent with the analysis, mitigation measures, and Finding of Facts contained in the certified 2020 RTP/SCS PEIR; and thus, a subsequent or supplemental EIR is not required and Addendum #2 to the 2020 RTP/SCS PEIR fulfills the requirements of CEQA.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 4th day of November, 2021.

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Clint Lorimore  
President, SCAG  
Mayor Pro Tem, Eastvale

Attested by:

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Kome Ajjise  
Executive Director

Approved as to Form:

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Michael R.W. Houston  
Chief Counsel

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



**PROPOSED FINAL ADDENDUM #2**  
TO THE  
PROGRAM ENVIRONMENTAL IMPACT REPORT  
STATE CLEARINGHOUSE #2019011061  
PROPOSED FINAL | OCTOBER 7, 2021

Attachment: Proposed-Final-Addendum-02-PEIR (Connect SoCal CEQA Addendum No. 2 to

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## PROPOSED FINAL ADDENDUM #2

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TO THE  
PROGRAM ENVIRONMENTAL IMPACT REPORT  
STATE CLEARINGHOUSE #2019011061

PROPOSED FINAL | OCTOBER 7, 2021

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

# CONNECT SOCAL Proposed Final 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;

Connect SoCal Amendment #1 consists of 296 project modifications.<sup>2</sup> 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

<sup>2</sup> The number of project modifications is greater than the total number of projects because a project may have had multiple modifications (e.g., a schedule change and cost revision).

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.

**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

Attachment: Proposed-Final-Addendum-02-PEIR (Connect SoCal CEQA Addendum No. 2 to

### 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 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

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

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

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

Attachment: Proposed-Final-Addendum-02-PEIR (Connect SoCal CEQA Addendum No. 2 to

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 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

**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

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.

### 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

**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

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.

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

**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

as the original Plan and would not conflict with the State’s long term GHG emission reduction goals.

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

The analysis in the certified Connect SoCal PEIR Greenhouse Gas Emissions Section and previous 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.

**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

### 3.9 HAZARDS AND HAZARDOUS MATERIALS

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

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

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

### 3.10 HYDROLOGY AND WATER QUALITY

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

**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: Proposed-Final-Addendum-02-PEIR (Connect SoCal CEQA Addendum No. 2 to

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.

### 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

**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

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 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

**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

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.

### 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.



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**PROPOSED FINAL ADDENDUM #2**

TO THE  
PROGRAM ENVIRONMENTAL IMPACT REPORT  
STATE CLEARINGHOUSE #2019011061

PROPOSED FINAL | OCTOBER 7, 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  
October 7, 2021

To: Energy & Environment Committee (EEC)  
Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Rongsheng Luo, Acting Manager of Compliance and Performance Monitoring  
(213) 236-1994, luo@scag.ca.gov

Subject: Transportation Conformity Determination of Proposed Final Connect  
SoCal Amendment #1 and 2021 FTIP Consistency Amendment #21-05

**RECOMMENDED ACTION FOR TC AND RC:**

Receive and File

**RECOMMENDED ACTION FOR EEC:**

Recommend that the Regional Council adopt the transportation conformity determination of the Connect SoCal Amendment #1 and the 2021 Federal Transportation Improvement Program Consistency Amendment #21-05 at its November 4, 2021, meeting; and thereafter direct staff to submit it to the Federal Highway Administration and Federal Transit Administration for approval.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*In response to requests from county transportation commissions (CTCs), SCAG has developed the Connect SoCal Amendment #1 and the 2021 FTIP Consistency Amendment #21-05 (collectively referred to herein as the "Amendments"). SCAG also has prepared the required transportation conformity analysis demonstrating that the Amendments meet all federal transportation conformity requirements. As recommended by the Energy and Environment Committee (EEC) and authorized by the Regional Council (RC), the Draft Transportation Conformity Analysis was released on July 1, 2021, for a 30-day public comment and review period as part of the Draft Amendments. Three comments were received and have been addressed as appropriate in the Proposed Final Amendments document. The Proposed Final Amendments continue to demonstrate positive transportation conformity. Staff is seeking recommendation from the EEC that the RC adopt the transportation conformity determination of the Proposed Final Amendments at its meeting on November 4, 2021. Following adoption by the RC, the*

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*transportation conformity determination will be submitted to the Federal Highway Administration and the Federal Transit Administration (FHWA/FTA) for their final approval.*

**BACKGROUND:**

The Connect SoCal (2020 RTP/SCS) was adopted by the RC on May 7, 2020, for federal transportation conformity purposes only. On June 5, 2020, the FHWA/FTA approved the final transportation conformity determination for the Connect SoCal.

On March 4, 2021, the RC adopted the 2021 FTIP including the associated transportation conformity analysis. On April 16, 2021, the FHWA/FTA approved the final transportation conformity determination of the 2021 FTIP.

Subsequently, as requested by CTCs, staff developed the Connect SoCal Amendment #1 and the 2021 FTIP Consistency Amendment #21-05. Specific changes include 296 project modifications and 60 new projects.

Under the U.S. Department of Transportation's metropolitan planning regulations and the U.S. Environmental Protection Agency's transportation conformity regulations, the Connect SoCal and 2021 FTIP Amendments need to pass four transportation conformity tests: regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement.

Staff has performed the required transportation conformity analysis, and the analysis demonstrates conformity. As recommended by the EEC and authorized by the RC, the transportation conformity analysis was released for a 30-day public review and comment period on July 1, 2021, as part of the Draft Amendments document. One virtual public hearing was held on July 15, 2021. The Draft Amendments document including the associated conformity analysis was posted on SCAG's website. Notice of availability was posted in major county newspapers and libraries.

SCAG received a total of three separate communications containing three comments, none conformity-specific, on the amendments. All comments have been documented, responded to, and addressed as appropriate in the Proposed Final Connect SoCal and 2021 FTIP Amendments document.

The conformity analysis, details of the transportation programs and projects, and responses to comments are contained in the attached Proposed Final Amendments document.

The Transportation Committee is considering at its meeting today whether to recommend that the Regional Council adopt resolutions to approve the Connect SoCal Amendment #1 and the 2021 FTIP Consistency Amendment #21-05 in November.

Upon adoption by the Regional Council, the transportation conformity determination for the Final Connect SoCal and 2021 FTIP Amendments will be submitted to the FHWA/FTA for approval. Once approved by the federal agencies, the Connect SoCal and 2021 FTIP Amendments would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation.

The Proposed Final Connect SoCal Amendment #1 and the 2021 FTIP Consistency Amendment including the associated transportation conformity analysis is accessible at:

<https://scag.ca.gov/post/proposed-final-amendment-1>

**FISCAL IMPACT:**

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



AGENDA ITEM 5  
REPORT

Southern California Association of Governments  
Remote Participation Only  
October 7, 2021

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Anita Au, Senior Regional Planner  
(213) 236-1874, au@scag.ca.gov  
**Subject:** Environmental Justice/Communities of Concern Update

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:**

*In July 2020 SCAG’s Regional Council adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. The Regional Council subsequently adopted the Racial Equity Early Action Plan (EAP) in May 2021 outlining goals, strategies, and actions to advance its commitments. SCAG’s Environmental Justice (EJ) Program, which is guided by the policy direction of the Energy & Environment Committee, plays a central role in advancing two of the primary goals of the EAP which are to: 1) center racial equity in regional policy and planning and bring equity into SCAG’s regional planning functions, and 2) encourage racial equity in local planning practices by promoting racial equity in efforts involving local elected officials and planning professionals.*

*This staff report and presentation are intended to lay the foundation for future policy discussions on advancing the EAP goals through enhancement of SCAG’s EJ policies, analysis and programs as part of the development of the 2024 Connect SoCal—SCAG’s Regional Transportation Plan and Sustainable Communities Strategy, its Environmental Justice Technical Report, and other related efforts.*

**BACKGROUND:**

The concept of environmental justice (EJ) is about public outreach, engagement, early and meaningful participation of EJ communities in decision making process, and equal and fair access to a healthy environment with the goal of protecting minority and low-income communities from incurring disproportionately adverse environmental impacts. The consideration of EJ in the transportation process stems from Title VI of the Civil Rights Act of 1964,<sup>1</sup> and further enhanced by Executive Order 12898<sup>2</sup> which establishes the need for transportation agencies to disclose to the general public the benefits and burdens of proposed projects on minority and low-income populations. Executive Order 12898 (1994) amplified Title VI by providing protections based on income in addition to race and ordered all federal agencies to consider environmental justice during the planning and decision-making process for all federally funded projects. Minority and low-income populations have historically and continue to face disadvantage and underinvestment due to their background and socioeconomic status. According to SCAG's *Racial Equity: Baseline Conditions Report*, published in March 2021, people of color currently comprise about 70 percent of the region's population and are expected to make up an even larger share by 2045, when people of color will comprise nearly 80 percent of the population. However, the highest rates of poverty are experienced by Black (22 percent), Native American (19 percent) and Hispanic (Latino) (19 percent) communities. In addition, there is a disproportionate burden of poverty on people of color relative to their white counterparts with 41 percent of people of color living in poverty across the region and the percentage of residents that fall under the two hundred percent (200%) federal poverty level<sup>3</sup> is significantly higher in every county for people of color than for white populations.

As a MPO that receives federal funding, SCAG is required to conduct early and meaningful outreach with EJ communities and an EJ analysis for its regional transportation plans. In addition to federal requirements, SCAG must also comply with California Government Code Section 11135<sup>4</sup> which

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

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

<sup>3</sup> The Federal Poverty Level (FPL) is a measurement of the minimum amount of annual income that is needed for individuals and families to pay for essentials, such as room and board, clothes, and transportation. The FPL takes into account the number of people in a household, their income, and the state in which they live. The percentage of the population living below the indicated federal poverty threshold based on their family income, size, and composition. The federal poverty threshold in 2017 for a family of four with two children was about \$25,000 per year (thus, 200% of the federal poverty threshold was about \$50,000). In California, 200% of the federal poverty line was \$52,400 for a family of four. (PolicyLink, USC Equity Research Institute n.d.) (Covered California, Medi-Cal 2021)

<sup>4</sup> California Government Code Section 11135 states "no person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or

mandates fair treatment of all individuals for all state-funded programs and activities. To comply with the federal and state regulations, SCAG has conducted extensive outreach and robust EJ analyses on various populations using a plethora of performance indicators to ensure that if disproportionately adverse environmental impacts on vulnerable, or EJ populations are identified, SCAG proposes mitigation measures or considers alternative approaches.

#### *Defining Vulnerable, or EJ Populations*

The most recently adopted regional transportation plan's (2020 Connect SoCal or the Plan) Environmental Justice Technical Report analyzed potential impacts of the Plan on vulnerable populations and examined historical trends related to EJ throughout the region. Per federal and state requirements, the technical analysis focused on minority populations and low-income households. Executive Order 12898, U.S. Department of Transportation, and Federal Highway Administration Orders on EJ define "minority" as persons belonging to any of the following groups, as well as "other" categories that are based on the self-identification of individuals in the Census: African American, Hispanic, Asian/Pacific Islander, and Native American and Alaskan Native.

The poverty classification is a federally established income guideline used to define persons who are economically disadvantaged as outlined by the U.S. Department of Health & Human Services guidelines. The poverty level applicable to the SCAG region is chosen based on regional average household size for a given census year. In 2016, a family of three earning less than \$19,105 was classified as living in poverty (U.S. Census Bureau; Historical Poverty Thresholds; Retrieved from U.S. Census Bureau website). In addition to minority and low-income populations, SCAG also included some analysis on other vulnerable populations like young children (ages 4 and under), seniors (ages 65 and above), disabled/mobility limited individuals, non-English speakers, individuals without a high school diploma, foreign born population and households without a vehicle.

#### *Defining Vulnerable, or EJ Communities*

To determine if there are disproportionate high and adverse impacts on vulnerable, or EJ communities, SCAG focused on three specific areas:

- (1) Environmental Justice Areas (EJAs) which are Transportation Analysis Zones (TAZs) (similar to census tract block groups) that have a higher concentration of minority population or low-income households than is seen in the region as a whole (the inclusion of this geography fulfills SCAG's Title VI requirements and other state and federal EJ guidelines; map provided in Attachment 1);
- (2) Senate Bill 535 Disadvantaged Communities (DACs) which are Census tracts that have been identified by the California Environmental Protection Agency (Cal/EPA) as DACs based on the requirements set forth in SB 535, which seek to identify areas disproportionately

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activity that is conducted, operated, or administered by the state or by any state agency that is funded directly by the state, or receives any financial assistance from the state."

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burdened by and vulnerable to multiple sources of pollution (map provided in Attachment 2); and

- (3) Communities of Concern (COC) which are Census Designated Places (CDP) and the City of Los Angeles Community Planning Areas (CPA) that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of minority population and low-income households (map provided in Attachment 3).

It is worth noting that while across the SCAG region as a whole, approximately 15% of households report incomes below the poverty rate, in Communities of Concern more than 24% of households live in poverty. People of color are far more likely to live in Communities of Concern, where on average 92% of the population are minorities. Additionally, these communities experience higher rates of exposure to a wide range of environmental hazards than the region as a whole, including PM 2.5 concentrations in air, elevated levels of drinking water contaminants, higher traffic density, elevated diesel particulate matter emissions, increase groundwater threats, prevalence of toxic cleanup sites, impaired water bodies, locations of hazardous waste facilities and generators, and ozone concentrations.

*Evaluating Connect SoCal Impacts*

Building on the success of previous Plan EJ analyses, SCAG identified 18 performance indicators in the 2020 Connect SoCal to conduct analyses of existing and future social and environmental equity in the region. These 18 performance indicators have evolved and been refined over the past few Plan cycles based on input received during extensive public and stakeholder outreach. The 18 performance indicators are also further categorized into four EJ-focused questions to make the indicators more relatable. The table below provides summaries of each performance indicator in its applicable EJ-focused question.

<b>Connect SoCal Environmental Justice Performance Indicators</b>	
<i>How will this impact quality of life?</i>	
Jobs-Housing Imbalance	Comparison of median earnings for intra-county and intercounty commuters for each county; analysis of relative housing affordability and jobs throughout the region
Neighborhood Change and Displacement	Examination of historical and projected demographic and housing trends for areas surrounding rail transit stations
Accessibility to Employment and Services	Share of employment and shopping destinations reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period
Accessibility to Parks and Educational Facilities	Share of park acreage reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period

<i>How will this impact health and safety?</i>	
Active Transportation Hazards	Analysis of population by demographic group for areas that experience highest rates of bicycle and pedestrian collisions
Climate Vulnerability	Population analysis by demographic group for areas potentially impacted by substandard housing, sea level rise, wildfire risk, or extreme heat effects related to climate change
Public Health Analysis	Summary of historical emissions and health data for areas with high concentrations of minority and low-income population
Aviation Noise Impacts	Descriptive analysis of aviation noise in terms of trends in passenger demand and aircraft operations
Roadway Noise Impacts	Comparison of Plan and Baseline scenarios, identification of areas that are low performing due to Connect SoCal investments; breakdown of population for impacted areas by ethnicity and income
Emissions Impacts Analysis (PM <sub>2.5</sub> and CO)	Comparison of Plan and Baseline scenarios; identification of areas that are lower performing as a result of the Plan, including a breakdown of demographics for those areas
Emissions Impacts Along Freeways	Comparison of Plan and Baseline scenarios and demographic analysis of communities in close proximity to freeways and highly traveled corridors
<i>How will this impact the commute?</i>	
Travel Time & Travel Distance Savings	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel time and travel distance savings
Rail-Related Impacts	Breakdown of population by demographic group for areas in close proximity to rail corridors and planned grade separations
<i>How will this impact transportation costs?</i>	
Share of Transportation System Usage	Comparison of transportation system usage by mode for low income and minority households relative to each group's regional population share
Connect SoCal Revenue Sources in Terms of Tax Burdens	Proportion of Connect SoCal revenue sources (taxable sales, income, and gasoline taxes) generated from low income and minority populations
Connect SoCal Investments vs.	Analysis of Connect SoCal investments by mode (bus, HOV



Benefits	lanes, commuter/high speed rail, highways/arterials, and light/heavy rail transit)
Geographic Distribution of Transportation Investments	Evaluation of Connect SoCal transit, roadway, and active transportation infrastructure investments in various communities throughout the region
Impacts from Funding Through Mileage-Based User Fees	Examination of potential impacts from implementation of a mileage-based user fee on low-income households in the region

*Moving Forward*

In light of recent Regional Council commitments, specifically, Resolution 21-628-1 affirming the climate change crisis, and the adoption of the Racial Equity Early Action Plan, staff are evaluating ways to strengthen future EJ outreach and analysis to advance the EAP’s goals to: 1) center racial equity in regional policy and planning and bring equity into SCAG’s regional planning functions, and 2) encourage racial equity in local planning practices by promoting racial equity in efforts involving local elected officials and planning professionals. Several of the “early actions” identified in the EAP rely heavily on SCAG’s EJ analysis and programs, including an amendment made to SCAG’s Bylaws in May 2021 to expand Policy Committee membership to include additional representatives from EJ defined Communities of Concern to create a more inclusive governance structure. In addition, the EAP called for creating an Equity Working Group, which staff initiated in June expanding upon SCAG’s EJ Working Group to function as a resource for SCAG stakeholders as they work to center racial equity in policy and planning as well as provide feedback on regional analysis and policies. Also, per direction in the EAP, SCAG is working to provide resources to local jurisdictions and community groups through the Sustainable Communities Program to promote civic engagement, equity and environmental justice so that funded projects and programs will benefit vulnerable communities.

SCAG’s Environmental Justice (EJ) Program, including expanded efforts to address EAP goals, will continue to be guided by the policy direction of the Energy & Environment Committee. Working with the Chair and Co-Chair, SCAG staff anticipates organizing presentations from outside experts and practitioners over the next several meetings to more deeply explore disproportionate adverse environmental impacts on vulnerable, or EJ populations, and discuss policy solutions that advance equity and environmental justice. Staff will also continue to provide periodical updates on the development of EJ and equity efforts and seek direction on funding guidelines and strengthened approaches for analyzing and addressing inequities across populations and places in the region through development of the principles and policies guiding the development of 2024 Connect SoCal, its Environmental Justice Technical Report, and other related efforts.

**FISCAL IMPACT:**

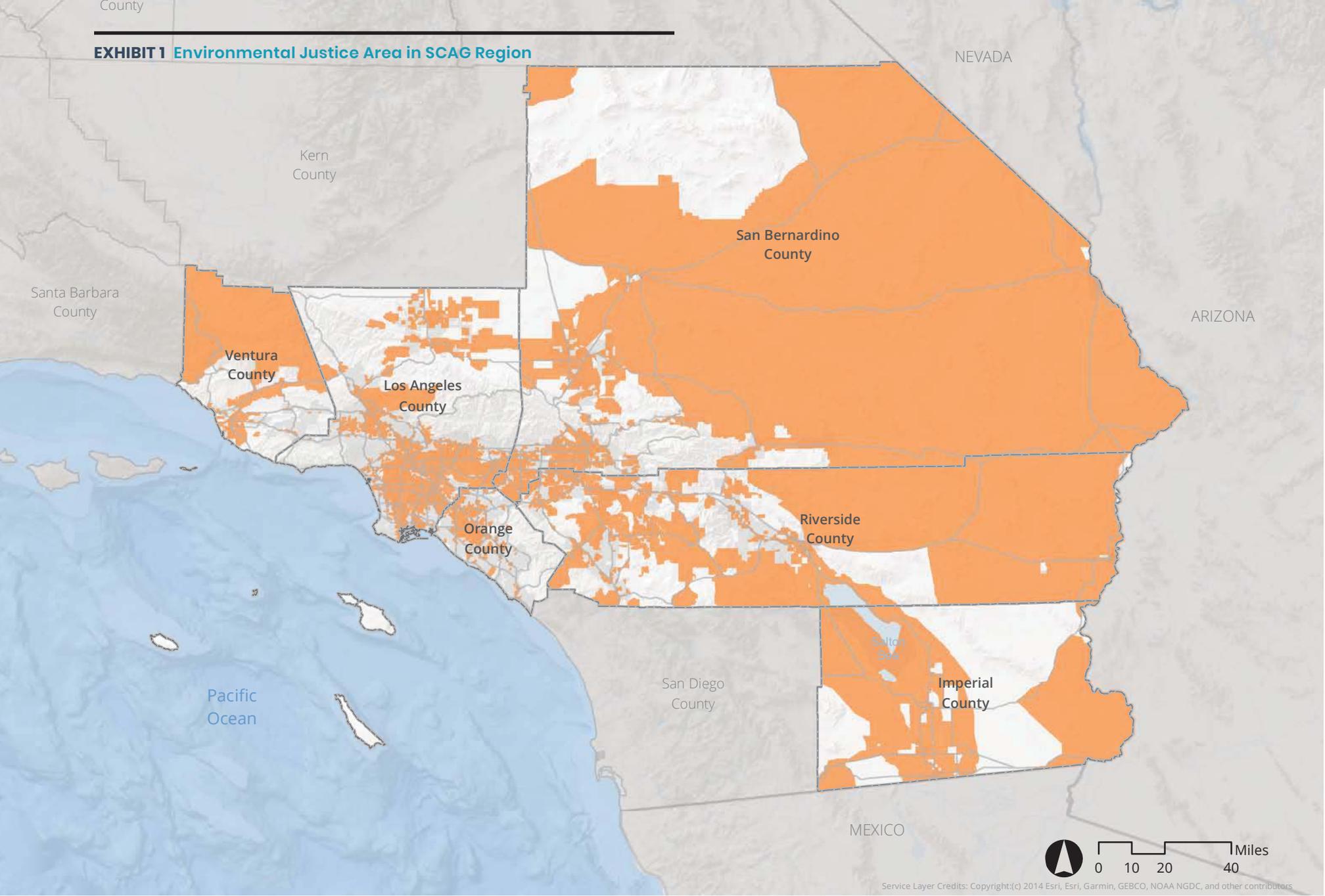
Work associated with this item is included in the current Fiscal Year 2021/22 Overall Work Program (22-020.0161.06: Environmental Justice Outreach and Policy Coordination).



**ATTACHMENT(S):**

1. Environmental Justice Areas Map from CSC EJ Tech Report
2. SB535 DACs Map from CSC EJ Tech Report
3. Communities of Concern Map from CSC EJ Tech Report
4. PowerPoint Presentation - EJCOC Update

**EXHIBIT 1 Environmental Justice Area in SCAG Region**

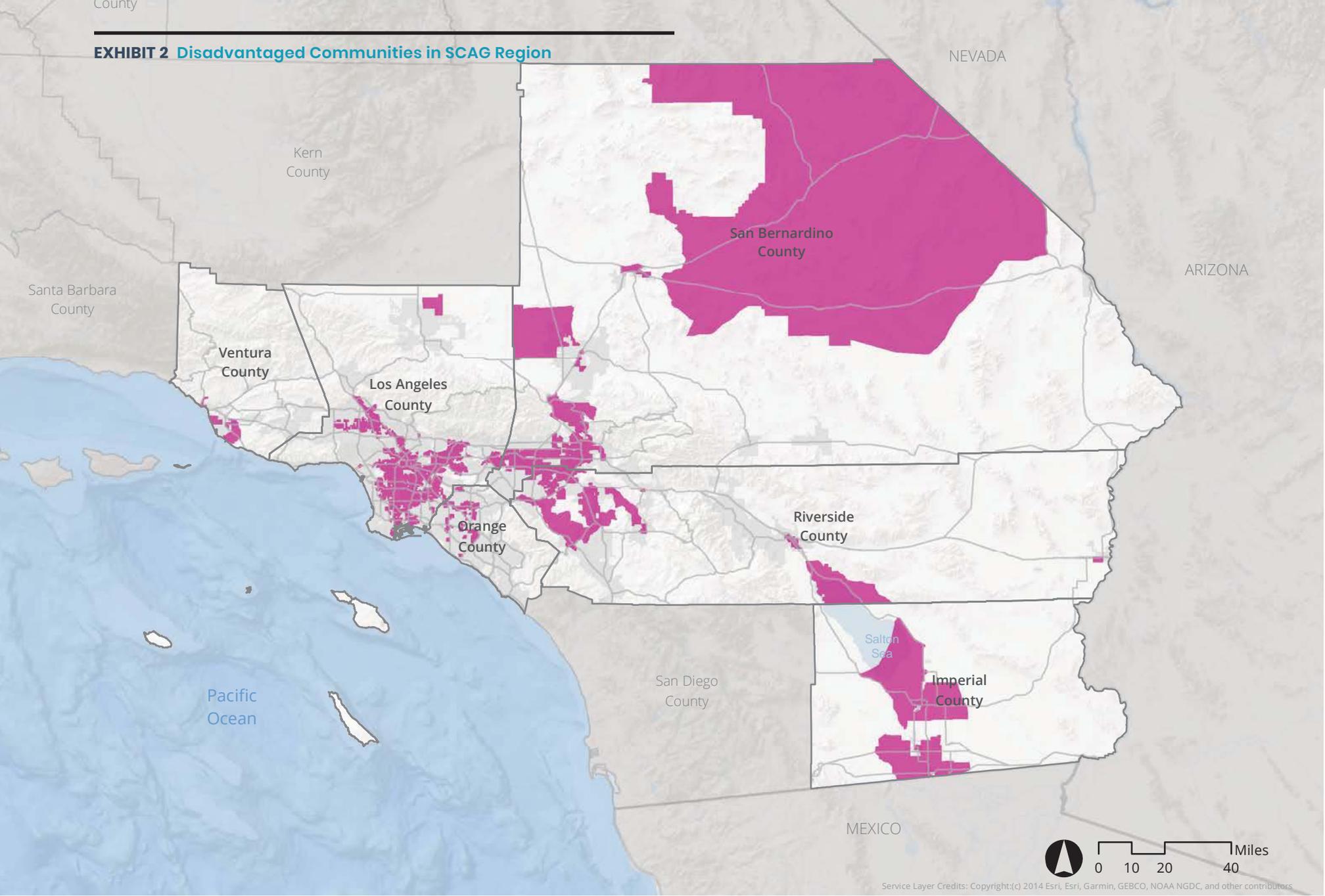


Environmental Justice Areas    County Boundaries    City Boundaries    Freeway

Source: Census PUMS, SCAG, 2019

Attachment: Environmental Justice Areas Map from CSC EJ Tech Report (Environmental

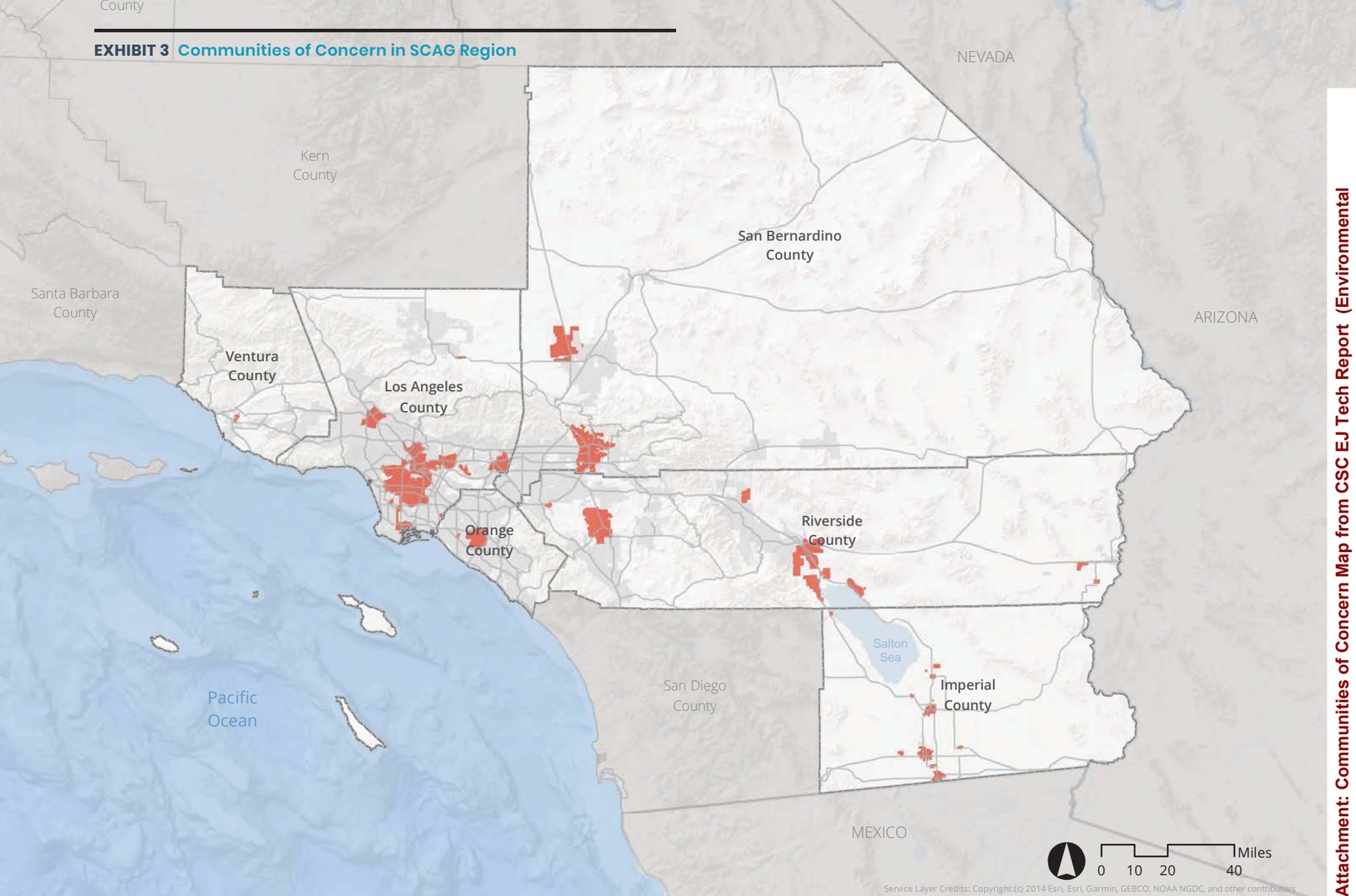
EXHIBIT 2 Disadvantaged Communities in SCAG Region



SB535 Disadvantaged Communities    County Boundaries    City Boundaries    Freeway

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

EXHIBIT 3 Communities of Concern in SCAG Region



Communities of Concern County Boundaries City Boundaries Freeway

Source: 2013-2017 ACS 5 Year Estimates, City of Los Angeles Community Planning Area, SCAG, 2019

Attachment: Communities of Concern Map from CSC EJ Tech Report (Environmental

# Environmental Justice/Communities of Concern Update

Anita Au, Senior Regional Planner  
Energy and Environment Committee  
October 7, 2021

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



## Environmental Justice

*Environmental justice is about public outreach, engagement, early and meaningful participation of EJ communities in the decision-making process, and equal and fair access to a healthy environment with the goal of protecting minority and low-income communities from incurring disproportionately adverse environmental impacts.*

## Federal Requirements

### Title VI of the Civil Rights Act of 1964

- “No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

### Executive Order 12898 (1994)

- Amplifies Title VI by providing protections based on income in addition to race and orders all federal agencies to consider environmental justice during the planning and decision-making process for all federally funded projects

## State Requirements

### California Government Code Section 11135

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

## Defining Vulnerable/EJ Populations

### Minority Populations

- African American
- Hispanic
- Asian/Pacific Islander
- Native American and Alaskan Native
- Other

### Low-Income Households

- Poverty level based on regional average size for a given census year
- Family of three earning less than \$19,105 in 2016

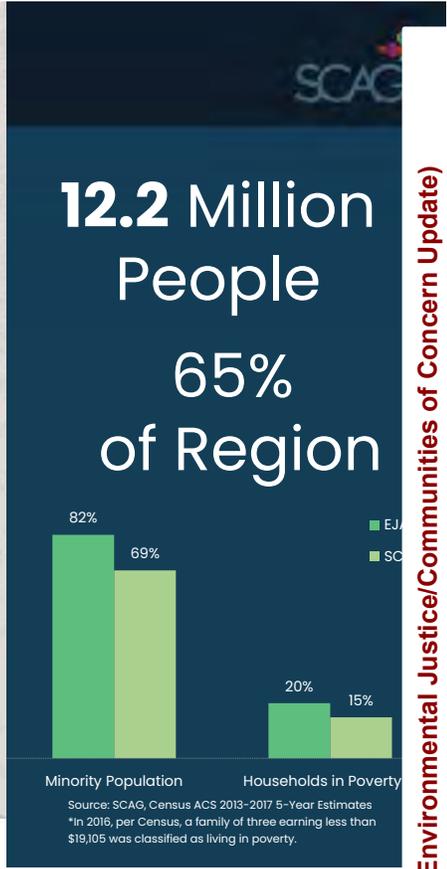
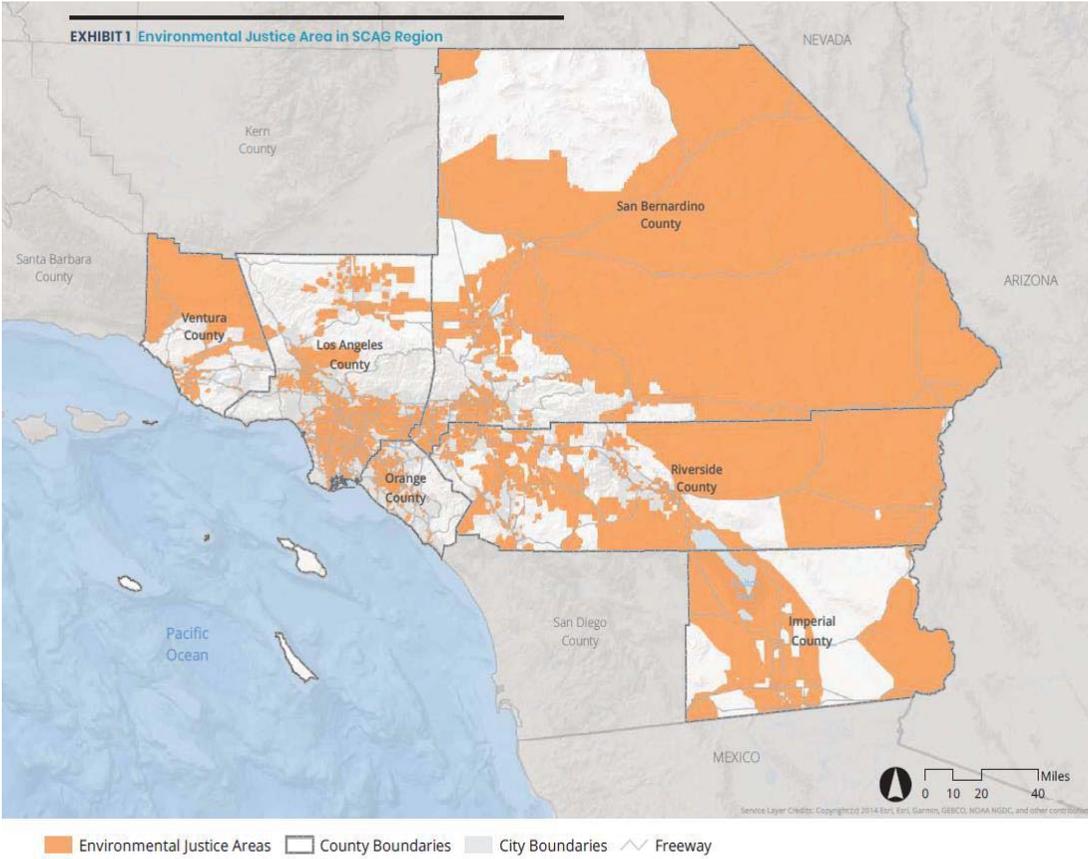
### Other Populations

- Young Children (ages 4 and under)
- Seniors (ages 65+)
- Disabled/Mobility Limited
- Non-English Speakers
- w/o High School Diploma
- Foreign Born
- Households w/o a Vehicle

## Defining Vulnerable/EJ Communities

### Environmental Justice Areas

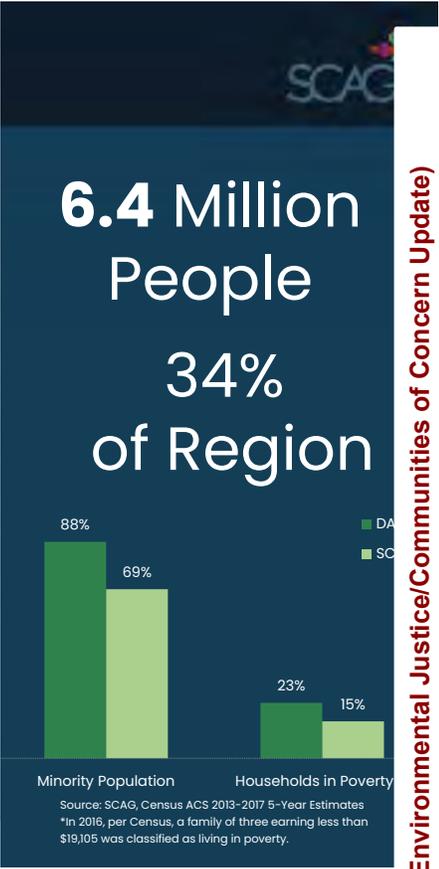
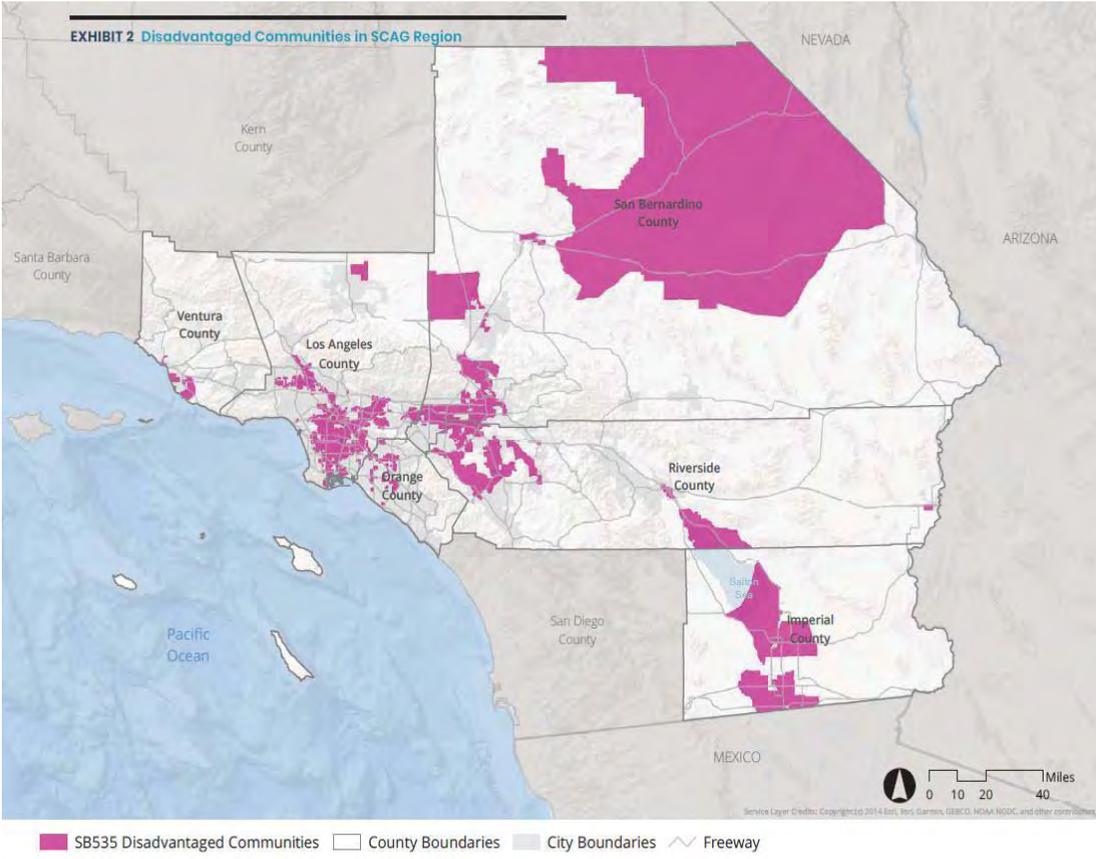
Transportation Analysis Zones (TAZs) (similar to census tract block groups) that have a higher concentration of minority population or low-income households than is seen in the region as a whole



## Defining Vulnerable/EJ Communities

### SB 535 Disadvantaged Communities

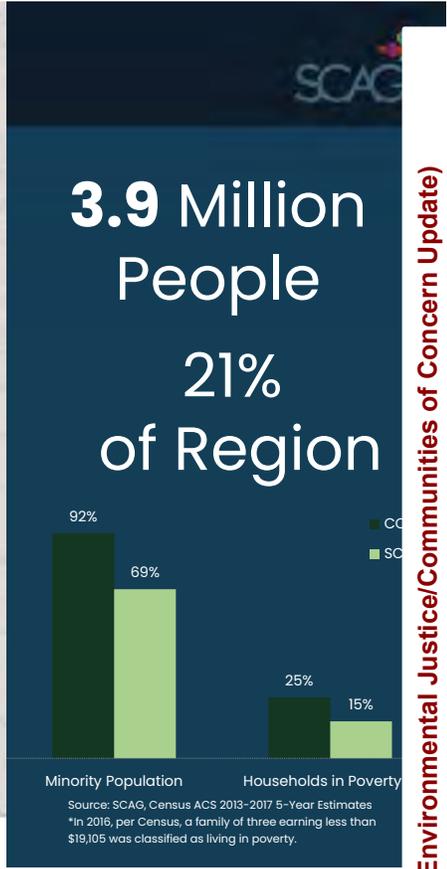
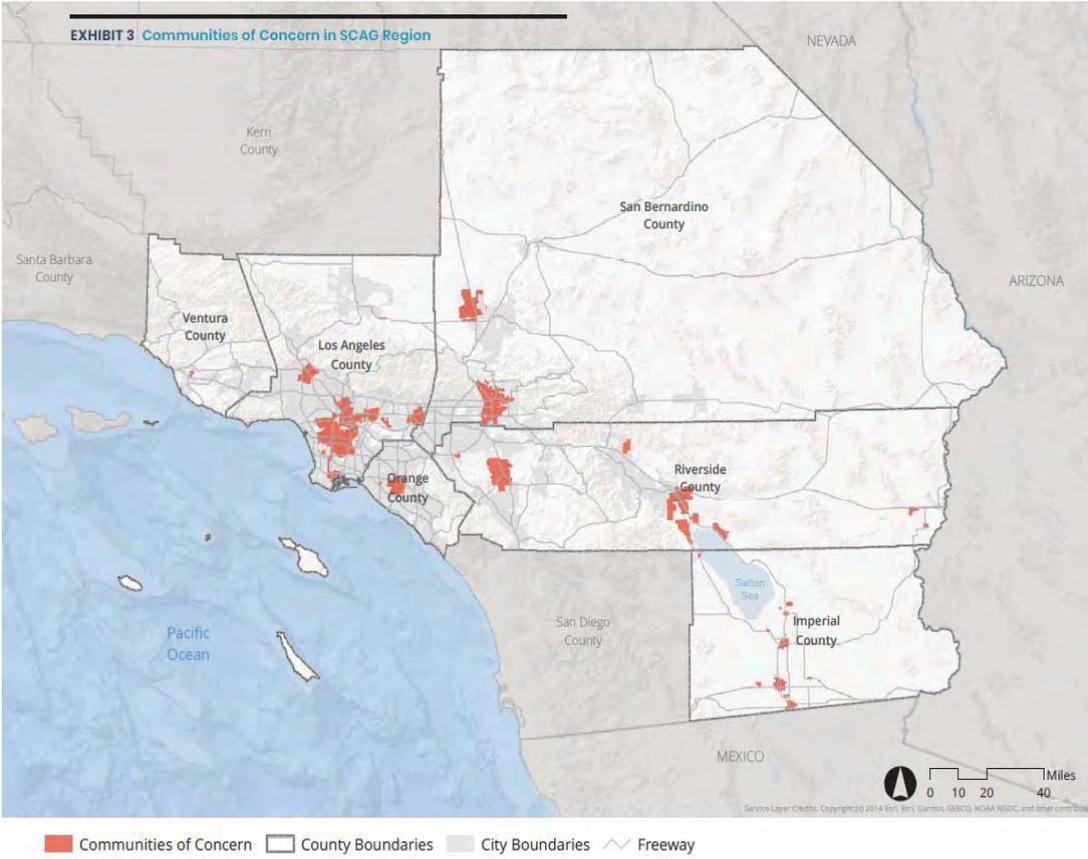
Census tracts that have been identified by the California Environmental Protection Agency (Cal/EPA) as DAC based on the requirements set forth in SB 535, which seek to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution



## Defining Vulnerable/EJ Communities

### Communities of Concern

Census Designated Places (CDP) and the City of Los Angeles Community Planning Areas (CPA) that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of minority population and low-income households



## Evaluating Impacts

Connect SoCal Environmental Justice Performance Indicators

How will this impact quality of life?



Jobs-Housing Imbalance



Neighborhood Change & Displacement



Accessibility to Employment & Services



Accessibility to Parks and Educational Facilities

## Evaluating Impacts

Connect SoCal Environmental Justice Performance Indicators

How will this impact health and safety?



Active Transportation Hazards



Climate Vulnerability



Public Health Analysis



Aviation Noise Impacts



Roadway Noise Impacts



Emissions Impacts Analysis



Emissions Impacts Along Freeways

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## Evaluating Impacts

Connect SoCal Environmental Justice Performance Indicators

How will this impact the commute?



Travel Time & Travel Distance Savings



Rail-Related Impacts

14

## Evaluating Impacts

Connect SoCal Environmental Justice Performance Indicators

How will this impact transportation costs?



Share of  
Transportation  
System Usage



Revenue Sources  
in Tax Burden



Investments vs.  
Benefits



Geographic  
Distribution of Trans.  
Investments



Impacts from Funding  
Through Mileage-Based  
User Fees

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## Advancing Equity at SCAG

SCAG's commitment to advancing equity

- Adopting Resolution 21-628-1 affirming the climate change crisis
- Adopting the Racial Equity Early Action Plan

Resulting in:

- Expanding Policy Committee membership to include Communities of Concern Representatives
- Convening an Equity Working Group
- Centering civic engagement, equity and environmental justice in Sustainable Communities Program Call 4

16

## Moving Forward



*Staff is committed to enhancing SCAG's EJ and equity efforts*

Lay a  
foundation  
for future  
discussions

Strengthen  
approach for  
analyzing  
inequities

Showcase  
"Equity-in-  
Action"  
within the  
region

Engage EEC in  
policy  
development  
of 2024  
Connect  
SoCal

Thank you!

Anita Au, Senior Regional Planner

[au@scag.ca.gov](mailto:au@scag.ca.gov)

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AGENDA ITEM 6  
REPORT

Southern California Association of Governments  
Remote Participation Only  
October 7, 2021

**To:** Executive/Administration Committee (EAC)  
Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Javiera Cartagena, Acting Director of Policy and Public Affairs  
(213) 236-1980, cartagena@scag.ca.gov  
**Subject:** Californians for Community Planning Voter Initiative

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*This report includes a summary of the proposed Community Choice Initiative that may appear on the November 8, 2022, General Election ballot. At its September 21, 2021, meeting, Members of the Legislative/Communications and Membership Committee (LCMC) received an informational update on the Community Choice Initiative. The committee unanimously voted to forward the report to share information about the proposed initiative with the Regional Council, Executive Administration Committee, and other policy committees.*

**BACKGROUND:**

The Community Choice Initiative would amend California’s Constitution in a manner that makes a local jurisdiction’s general plan, specific plan, ordinance, or regulation of zoning, development, or land-use within its boundaries supersede conflicting state laws. It does provide for exceptions in the cases of coastal land-use regulations, power generating facilities of a certain capacity, and development of water, communication, or transportation infrastructure projects, excluding transit-oriented developments (TODs).

On August 25, 2021, proponents of the Community Choice Initiative submitted the draft text for the proposed measure and the filing fee to the State Attorney General for preparation of an official title

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and summary. The initiative was then posted for 30 days to allow for public comment. That period concluded on September 27, 2021. The Attorney General now has approximately six weeks to issue an official title and summary. By law, the Attorney General's title and summary may not exceed 100 words.

Upon receiving a title and summary, proponents will have 180 days to gather enough signatures to qualify the initiative. For measures proposing a constitutional amendment, like the Community Choice Initiative, the number of signatures must be equal to at least eight percent of the total votes cast for the office of Governor at the last gubernatorial election. In this case, proponents will need to collect 997,139 signatures. Signatures are then verified, and the initiative will either qualify or be failed by the Secretary of State. If the proponents collect the requisite number of valid signatures, California voters will then vote on the ballot initiative at the November 8, 2022, General Election.

**Prior Committee Action**

At its September 21, 2021, meeting, Members of the LCMC received an informational update on the Community Choice Initiative. After some discussion, the committee unanimously voted to forward the report to share information about the Community Choice Initiative with the Regional Council, Executive Administration Committee, and other policy committees.

**FISCAL IMPACT:**

Work associated with the staff report on the Californians for Community Planning Voter Initiative is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 7  
REPORT

Southern California Association of Governments  
Remote Participation Only  
October 7, 2021

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Subject: Adoption of Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021  
FTIP Consistency Amendment No. 21-05

**RECOMMENDED ACTION:**

Recommend that the Regional Council (RC) approve the Proposed Final Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for developing and maintaining the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Federal Transportation Improvement Program (FTIP) in cooperation with the State (Caltrans), the county transportation commissions (CTCs), and public transit operators. SCAG, working in cooperation with its stakeholders, developed the Connect SoCal (2020 RTP/SCS) and Amendment No. 1. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.*

*In early 2021, SCAG began the process for Connect SoCal Amendment No. 1 in response to project changes prompted by CTCs. Over the past several months, staff has worked in consultation and continuous communication with CTCs throughout the region to develop the Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05. Modifications received from the CTCs are broadly categorized as new projects, existing projects that either have a revised description, revised schedule, and/or change in total cost, or project is removed from the Connect SoCal. Informed by these changes, staff drafted content and assessed that these project modifications will not impact Connect SoCal's ability to meet state and federal requirements.*

***On July 1, 2021, the Regional Council released the Draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for a 30-day public review and comment period, from July 1, 2021, through July 31, 2021. In addition, a public hearing was held on July 15, 2021. SCAG received 3 comments; 1 general and 2 project specific. The comments were for the most part technical in nature and do not raise issues that affect conformity. SCAG staff worked closely with the CTCs and SCAG legal staff to address the comments. All minor and technical changes to projects have been addressed in the Proposed Final Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05.***

**BACKGROUND:**

As requested by CTCs in early 2021, SCAG began the process for the Connect SoCal Amendment No. 1. Over the past several months, staff has worked in consultation and continuous communication with CTCs throughout the region to develop the Draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05.

Specific changes include project modifications amounting to a total 296 project modifications. Of the 296 project modifications, 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 projects are within Ventura County, and 2 projects are regional. Of the 60 new projects, 51 of the projects are within Los Angeles County, 4 of the projects are within Riverside County, 3 of the projects are within San Bernardino County, and 2 of the projects are within Ventura County.

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

1. Amendment No. 1 does not adversely impact the financial constraint of the Connect SoCal. The Connect SoCal remains financially constrained.
2. Amendment No. 1 passes all tests of transportation conformity.
3. With Amendment No. 1, Connect SoCal remains in compliance with SB 375 and continues to meet and/or exceed the greenhouse gas emission reduction targets.

On July 1, 2021, the Regional Council released the Draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for a 30-day public review and comment period, from July 1, 2021, through July 31, 2021. In addition, a public hearing was held on July 15, 2021. SCAG received 3 comments; 1 general and 2 project specific. The comments were for the most part technical in nature and do not raise issues that affect conformity. SCAG staff worked closely with the CTCs and SCAG legal staff to address the comments. All minor and technical changes to projects have been addressed in the Proposed Final Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05.

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Once the Regional Council approves the Proposed Final Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 it will thereafter be forwarded to the appropriate federal and state reviewing agencies for final approval. Once approved by the agencies, the Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 will allow the projects to receive the necessary approvals and move forward towards implementation in a timely manner.

The Proposed Final Connect SoCal Amendment No. 1 is accessible at:  
<https://scag.ca.gov/post/proposed-final-amendment-1>

The 2021 FTIP Consistency Amendment No. 21-05 is accessible at:  
<https://scag.ca.gov/2021-proposed-amendments>

**Next Steps:**

- November 2021 - Staff seeks approval of proposed final from Regional Council
- December 2021/January 2022 - Federal approval of the final transportation conformity determination for the amendment

**FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 2021-2022 Overall Work Program (WBS No. 21-010.0170.01: RTP Amendments, Management, and Coordination and WBS No. 21-030.0146.02: Federal Transportation Improvement Program).

**ATTACHMENT(S):**

1. Draft Resolution
2. PowerPoint Presentation - Proposed Final 2020 Connect SoCal Amendment No. 1 PPT

## ATTACHMENT: DRAFT RESOLUTION

### **A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) ADOPTING AMENDMENT #1 TO THE 2020-2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2020 RTP/SCS OR CONNECT SOCAL), CONSISTENCY AMENDMENT #21-05 TO THE 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (2021 FTIP) (ALSO HEREIN REFERRED TO AS “AMENDMENTS”); AND CORRESPONDING CONFORMITY DETERMINATION**

**WHEREAS**, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to California Government Code section 6500 *et seq.*;

**WHEREAS**, SCAG is the designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. section 134(d) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and as such, is responsible for preparing and updating the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP) pursuant to 23 U.S.C. section 134 *et seq.*, 49 U.S.C. section 5303 *et seq.*, and 23 C.F.R. section 450.312;

**WHEREAS**, SCAG is the multi-county designated transportation planning agency under state law, and as such, is responsible for preparing, adopting and updating the RTP and SCS every four years pursuant to Government Code 65080 *et seq.*, and for preparing and adopting the FTIP (regional transportation improvement program, under state law) every two years pursuant to Government Code sections 14527 and 65082, and Public Utilities Code section 130301 *et seq.*;

**WHEREAS**, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code section 65080(b) *et seq.*, SCAG must prepare a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as determined by the California Air Resources Board (ARB);

**WHEREAS**, the 2020 RTP/SCS must be consistent with all other applicable provisions of federal and state law including: (1) The Fixing America’s Surface Transportation Act (FAST Act) (P.L. 114-94, December 4, 2015) and the Moving Ahead for Progress in the 21st Century (MAP-21) (P.L. 112-141); (2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C; (3) California Government Code section 65080 *et seq.*; Public Utilities Code sections 130058 and 130059; and Public Utilities Code section 44243.5; (4) 174 and 176(c) and (d) of the federal Clean Air Act [(42 U.S.C. §§ 7504 and 7506(c) and (d))] and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93; (5) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to 23 U.S.C. section 324; (6) The Department of Transportation’s Final Environmental Justice Strategy (60 Fed. Reg. 33896; June 29, 1995) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment; (7) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. § 12101 *et seq.*) and accompanying regulations at 49 C.F.R. sections 27, 37, and 38; (8) Senate Bill 375 (Steinberg, 2008) as codified in California Government Code section 65080(b) *et seq.*;

**WHEREAS**, in nonattainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP in accordance with the federal

Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the applicable State Implementation Plan (SIP);

**WHEREAS**, transportation conformity is based upon a positive conformity finding with respect to the following tests: (1) regional emissions analysis, (2) timely implementation of Transportation Control Measures, (3) financial constraint, and (4) interagency consultation and public involvement. In addition, pursuant to 23 C.F.R. section 450.324(c), an RTP amendment is also required to be consistent with the adopted RTP;

**WHEREAS**, on September 3, 2020, the SCAG Regional Council approved and adopted the 2020 RTP/SCS, and on June 5, 2020, FHWA and FTA found that the 2020 RTP/SCS conforms to the applicable SIP;

**WHEREAS**, on March 4, 2021 the SCAG Regional Council approved the 2021 FTIP, and on April 16, 2021 FHWA and FTA found that the 2021 FTIP conforms to the applicable SIP;

**WHEREAS**, SCAG has received requests from the local county transportation commissions (CTCs) for additional project additions or modifications to the 2020 RTP/SCS and 2021 FTIP;

**WHEREAS**, 23 U.S.C. section 134(j)(3)(C) requires projects in the 2021 FTIP to be consistent with the 2020 RTP/SCS;

**WHEREAS**, on July 1, 2021, SCAG's Regional Council released the Draft Amendment #1 to the 2020 RTP/SCS and the associated Consistency Amendment #21-05 to the 2021 FTIP (also herein referred to as "Amendments") for a 30-day public review and comment period;

**WHEREAS**, a Notice of Availability for a 30-day public review and comment period was posted on SCAG's website on July 1, 2021; public notices were emailed to regional stakeholders; the Draft Amendments were made available on SCAG's website; and copies were provided for review throughout the region by special request;

**WHEREAS**, 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 N29-20, the virtual public hearing for the Draft Amendments was held telephonically and electronically on July 15, 2021.

**WHEREAS**, to the extent that SCAG has received any written comments on the Draft Amendments, those comments have been responded to, and those comments along with responses are summarized in the final versions of the Amendments;

**WHEREAS**, SCAG has engaged in the continuing, cooperative, and comprehensive transportation planning process mandated by 23 U.S.C. section 134(c) (3) and 23 C.F.R. section 450.312;

**WHEREAS**, in accordance with the interagency consultation requirements, 40 C.F.R. section 93.105, SCAG consulted with the respective transportation and air quality planning agencies, including but not limited to, discussion of the draft conformity finding before the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) throughout the Amendments development process;

**WHEREAS**, the Amendments include a financial plan identifying the financial impact of the changes contained in the Amendments;

**WHEREAS**, the Amendments contain a positive transportation conformity determination. Using the final motor vehicle emission budgets submitted by ARB and found to be adequate or approved by the U.S. Environmental Protection Agency (EPA), this conformity determination is based upon staff’s analysis of the applicable transportation conformity tests; and

**WHEREAS**, conformity of Consistency Amendment # 21-05 to the 2021 FTIP has been determined simultaneously with Amendment #1 to the 2020 RTP/SCS in order to address the consistency requirement of federal law;

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

1. The Regional Council approves Amendment #1 to the 2020 RTP/SCS and Consistency Amendment #21-05 to the 2021 FTIP for the purpose of complying with the requirements of the FAST Act, MAP-21, and all other applicable laws and regulations as referenced in the above recitals. In adopting these Amendments, the Regional Council finds as follows:
  - a. Amendment #1 to the 2020 RTP/SCS and Consistency Amendment #21-05 to the 2021 FTIP comply with all applicable federal and state requirements, including the FAST Act and MAP-21 planning provisions; and
  - b. Amendment #1 to the 2020 RTP/SCS and Consistency Amendment #21-05 to the 2021 FTIP comply with the greenhouse gas emission reduction targets established by the California Air Resources Board and meets the requirements of Senate Bill 375 (Steinberg, 2008) as codified in Government Code 65080(b) et seq. by achieving per capita GHG emission reductions at 8% below 2005 per capita emissions levels by 2020 and 19% below 2005 per capita emissions levels by 2035; and
  - c. Amendment #1 to the 2020 RTP/SCS and 2021 FTIP Consistency Amendment #21-05 are consistent with the policies, programs, and projects in the federally approved 2020 RTP/SCS and meet all federal and state requirements and regulations.
2. The Regional Council hereby makes a positive transportation conformity determination of Amendment #1 to the 2020 RTP/SCS and Consistency Amendment #21-05 to the 2021 FTIP. In making this determination, the Regional Council finds as follows:
  - a. Amendment #1 to the 2020 RTP/SCS and Consistency Amendment #21-05 to the 2021 FTIP pass the four tests and analyses required for conformity, namely: regional emissions analysis, timely implementation of Transportation Control Measures, financial constraint analysis, and interagency consultation and public involvement;
3. SCAG’s Executive Director or his designee is authorized to transmit Amendment #1 to the 2020 RTP/SCS and Consistency Amendment #21-05 to the 2021 FTIP and associated conformity findings to the FHWA and the FTA to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93.

**PASSED, APPROVED, AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting on the 4<sup>th</sup> day of November, 2021.

Clint Lorimore

President, SCAG

Attested by:

Kome Ajise

Executive Director

Approved as to Form:

Michael Houston

Chief Counsel



# Proposed Final 2020 Connect SoCal Amendment No. 1

Nancy Lo  
Associate Regional Planner  
October 7, 2021

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



## Purpose and Agenda Overview

### Purpose

Seek your approval to recommend to the Regional Council to approve the Proposed Final Connect SoCal (2020 RTP/SCS) Amendment 1 and 2021 FTIP Consistency Amendment #21-05.

### Agenda Overview

- Overview of the 2020 RTP/SCS or Connect SoCal
- Summary of Comments and Revision Approach
- Next Steps

## Connect SoCal – Adopted September 3, 2020



The plan...

- Is our vision for **investing in our transportation infrastructure** over the next 20 plus years.
- Invests over **\$638 billion on transportation improvement projects**.
- Encourages locating housing, jobs, and transit closer together in **priority growth areas** while preserving natural lands and open spaces.
- **Links the built environment and transportation system** with policies, projects, and programs that strengthen and enhance each other beyond what each would accomplish in isolation.
- **Delivers significant benefits to the region** with respect to mobility, safety, health outcomes, travel time reliability, air quality, economic productivity, environmental justice, and transportation assets.
- **Generates approximately 432,900 jobs annually**.

## Why Amend the RTP/SCS?



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

## Analysis and Conclusion

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

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

## Summary of Comments



## Proposed Final Connect SoCal Amendment #1

Proposed Final 2020 Connect SoCal Amendment #1 can be viewed at <https://scag.ca.gov/post/proposed-final-amendment-1>

2021 FTIP Consistency Amendment #21-05 can be viewed at: <https://scag.ca.gov/2021-proposed-amendments>

## Next Steps

Nov 4, 2021	Staff seeks approval of proposed final from Regional Council
Dec 2021/ Jan 2022	Federal approval of the final transportation conformity determination for the amendment



Thank you!

Nancy Lo  
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Southern California Association of Governments  
Remote Participation Only  
October 7, 2021

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

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**  
Information Only – No Action Required.

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

**EXECUTIVE SUMMARY:**  
*Last month, staff provided a status update on SCAG’s Regional Dedicated Transit Lanes Study, which seeks to advance implementation of Connect SoCal and support the recovery of transit as the region continues to confront the COVID pandemic. The goals of the study include identifying best practices and key benefits of dedicated transit lanes and other transit priority treatments and providing guidance to local agencies interested in piloting dedicated transit lanes. The study will consider several dedicated lanes implemented by the Los Angeles County Metropolitan Transportation Authority (Metro).*

*Metro has been coordinating with the City of Los Angeles Department of Transportation (LADOT) to develop a work program to improve bus priority and assess the need to coordinate with other jurisdictions and municipal operators as part of its NextGen Bus Study. Bus priority lanes have been fully implemented (permanent) or on a pilot basis in Los Angeles, with recent examples including Flower, 5<sup>th</sup>/6<sup>th</sup> and Alvarado Streets. Mr. Stephen Tu, Metro Service Planning Director, will provide an overview of Metro’s efforts.*

**BACKGROUND:**  
Transit agencies in the SCAG region were facing ridership decline even before the COVID-19 pandemic. A SCAG-funded study with the UCLA Institute of Transportation Studies published in 2018, titled, *Falling Transit Ridership*, explained the reasons for the declining ridership and proposed recommendations for transit agencies, including measures to make transit service attractive to all riders. With ridership declines further worsened by the pandemic, transit agencies

have begun to rethink the way service can be improved. One of these initiatives is Metro's NextGen Plan to redesign its bus network to better meet the needs of current and future riders. In January 2020, the Metro Board approved of \$1 billion in transit-supportive capital infrastructure to improve speed and reliability, including dedicated bus lanes.

The NextGen Bus Study includes development of a list of priority bus supportive infrastructure projects with an emphasis on near-term improvements that can be implemented concurrently with each phase of NextGen. Metro has been working closely with the LADOT through the NextGen Bus Speed Engineering Working Group to implement such initiatives including dedicated lanes.

For example, in June 2019, Metro and LADOT implemented a peak-hour bus lane on Flower Street in Downtown Los Angeles during the Metro Blue Line closure. According to a report published in May 2021 by the Eno Center for Transportation titled, "A Budding Model: Los Angeles's Flower Street Bus Lane," the bus lane carried over 80 percent of the people traveling in the corridor, representing about 10,000 bus riders a day during the peak, or a 37 percent increase. Travel time improved up to 30 percent. The Flower Street pilot demonstrates the potential benefits of the strategy and can inform the development of other priority bus improvements in the region.

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. PowerPoint Presentation - Metro Dedicated Lanes Pilots

# NEXTGEN Bus Plan

## Bus Priority Lanes Update

OCTOBER 2021

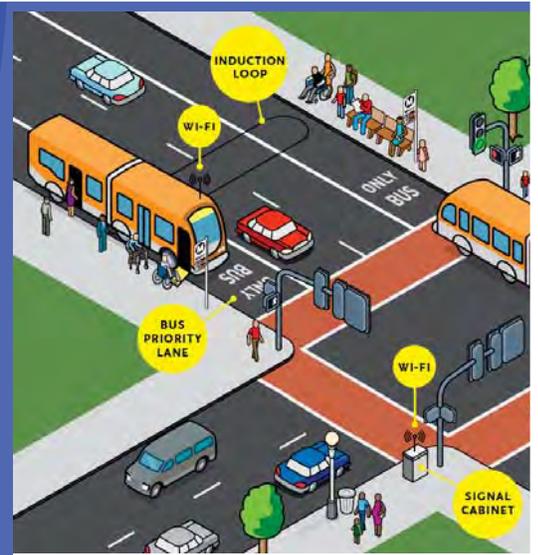


## Background

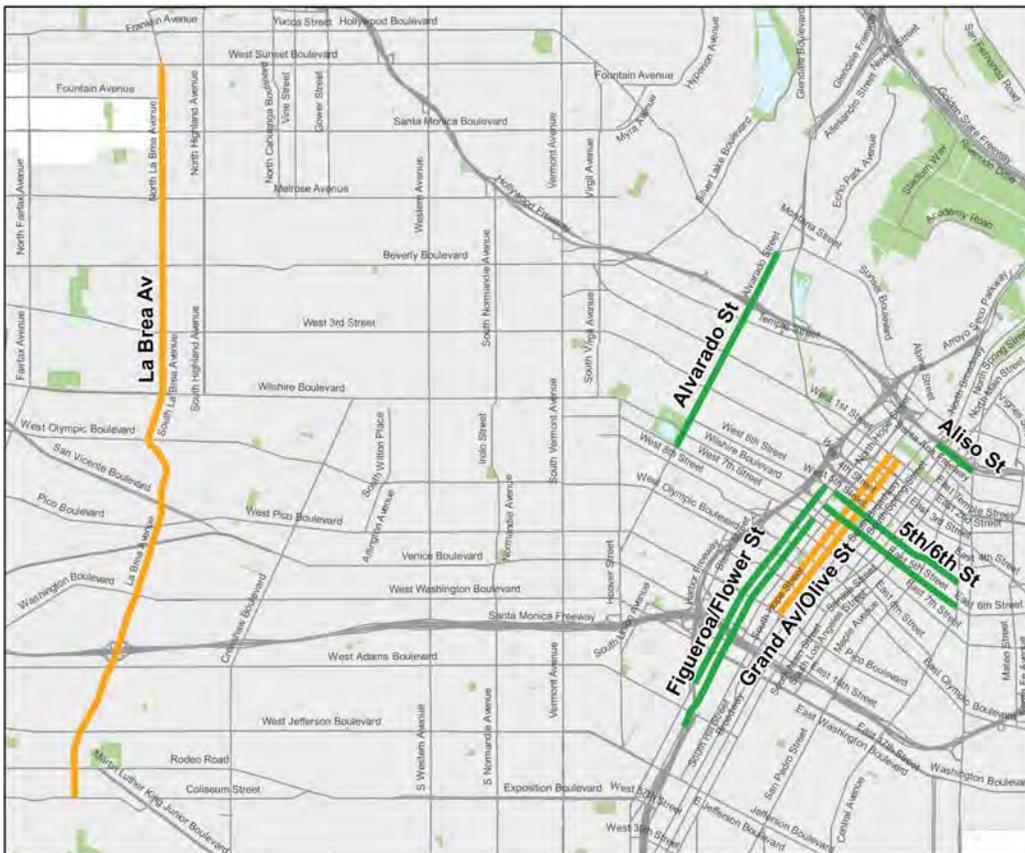
Pursuant to Metro Board Motion 22.1 and City of Los Angeles Transportation Committee (July 2019)

- Develop a list of priority bus supportive infrastructure projects to support NextGen Bus Plan
- Working group with Metro and LADOT
- Opportunities for regional coordination where bus delay hotspots exist
- Quarterly updates to Operations, Safety and Customer Experience Committee

Data Courtesy of NACTO Transit Center

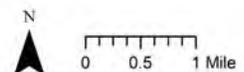


# Bus Priority Lanes Move More People in the Same Amount of Space



**Bus Lane Projects**  
 DRAFT, 8/23/2021

**Bus Lanes**  
 — Completed Corridors  
 — In-Progress Corridors



# Flower Street PM Peak Bus Priority Lane (DTLA)

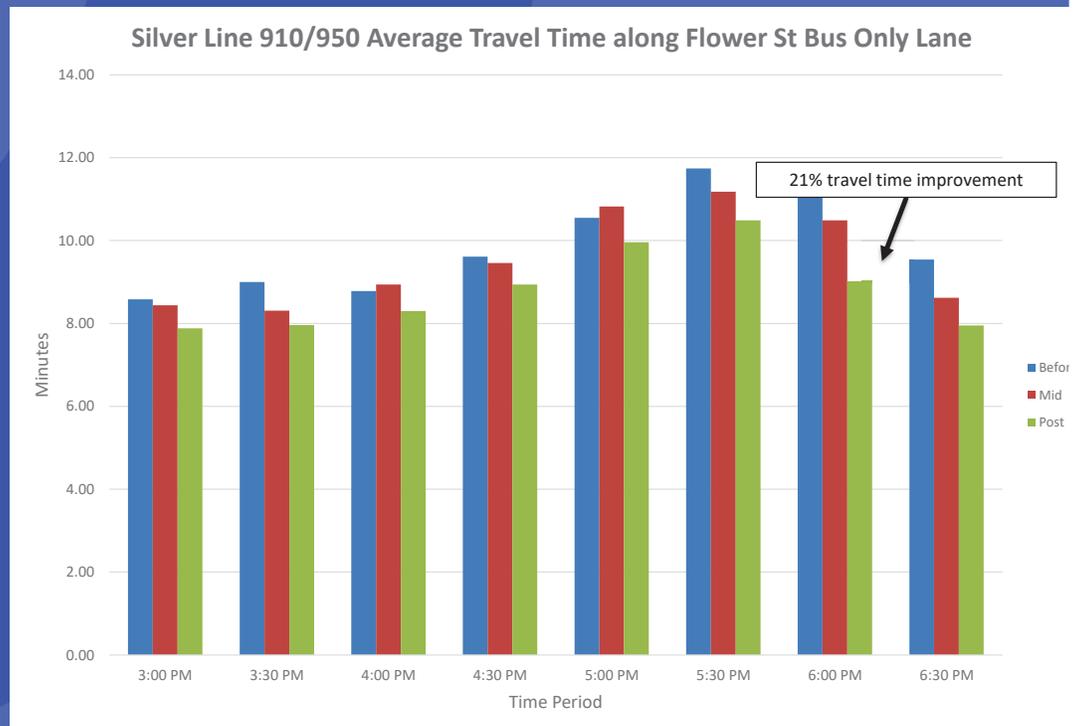
Opened in June 2019 during the New Blue Improvements Project and had been a resounding success *even after* trains resumed normal service.

- Single bus only lane served 86% of total people on Flower Street, compared with only 14% in private vehicles in the two other general lanes
- Bus travel speeds improved up to 30%
- 85% of survey respondents agreed mobility was improved
- Ridership increased 32% during bus lane hours, even with trains resuming normal service
- Bus riders collectively save over 340 hours each day
- General traffic impacts relatively minor, slowing by 2 MPH on a 35 MPH corridor



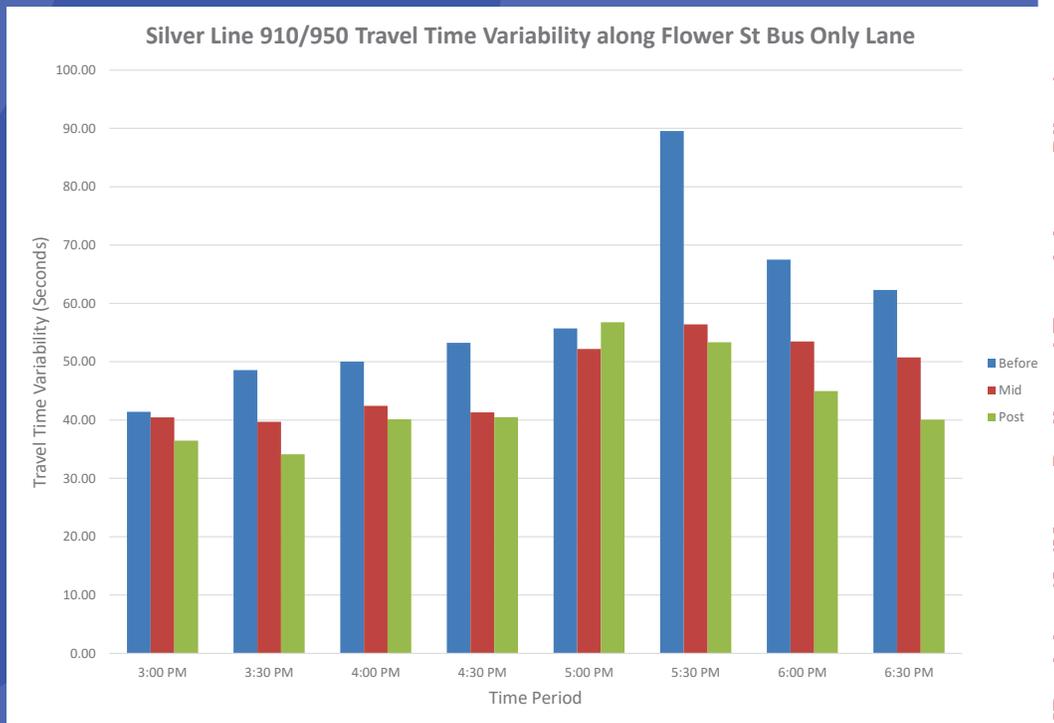
## Improvements to Bus Speed...

- Every time period saw an improvement with introduction of bus only lane



# ...and Improvements to Bus Reliability

- Consistency of travel time greatly improved with bus only lane



## 5<sup>th</sup> & 6<sup>th</sup> Street Bus Priority Lanes (DTLA)

Multi-agency partnership with Metro, LADOT and StreetsLA to reduce congestion, improve mobility and increase safety

- Newly, repaved streets for buses, bicyclists and motorists from Flower St to Central Av
- Protected bike lanes connecting to Spring & Main Forward bike network
- Bus priority lanes weekdays 7am to 7pm
- Up to 80 buses/hour funnel through 5<sup>th</sup> & 6<sup>th</sup> Streets



# Aliso Street Bus Only Lane (DTLA)

Critical segment which links today's Spring St Bus Only Lane with I-10 ExpressLanes/Busway entrance for over 12 miles of continuous bus lane priority

- Same 24/7 hours of operation as Spring St and I-10 ExpressLanes/Busway
- Up to 60 buses/hour which equates to one bus every minute
- Substantial benefits to San Gabriel Valley commuters and students who ride Metro J Line (Silver), 487, 489 and Foothill Transit commuter buses towards Cal State LA, El Monte and beyond
- Piloting a rubberized, raised curb to evaluate for improved compliance



LADOT @LADOTofficial  
A new bus-only lane is making its debut in #DowntownLA! Over the weekend, our crew was installing a dedicated bus line at Alison St, to enhance mobility for the thousands of people who ride transit in the area. @metrolosangeles #LADOT #MovingLAForward



9:02 AM · Sep 30, 2020 · Hootsuite Inc.  
25 Retweets 8 Quote Tweets 111 Likes

# Alvarado St Peak Bus Priority Lanes

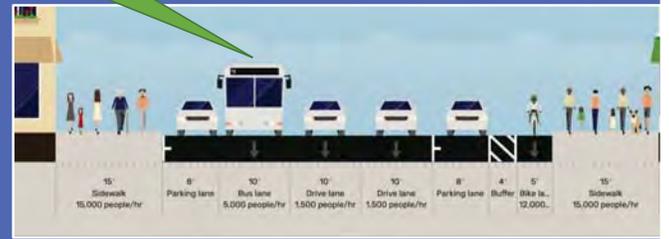
- 1.7 miles from Westlake/MacArthur Park to Sunset Blvd
- Weekdays southbound 7-10am and northbound 3-7pm
- Over 12,000 pre-COVID boardings per day
- Southern segment (LADOT) implemented June 2021
- Northern segment (Caltrans) anticipated October 2021, pending Caltrans approval
- Significant equity benefits
  - 94% of riders do NOT own or have access to a car
  - 2 out of 3 riders do NOT transfer from another line, indicating they live and/or work in the immediate area
  - Nearly 9 in 10 Alvarado bus riders are people of color (POC)
- Post-implementation customer surveys to be conducted Fall 2021



# Grand Av-Olive St Bus Priority Lanes

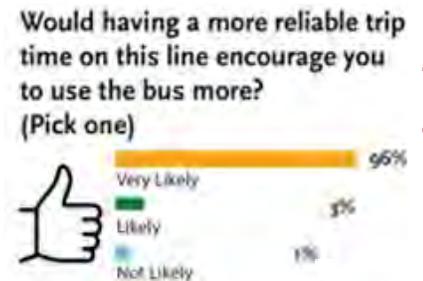
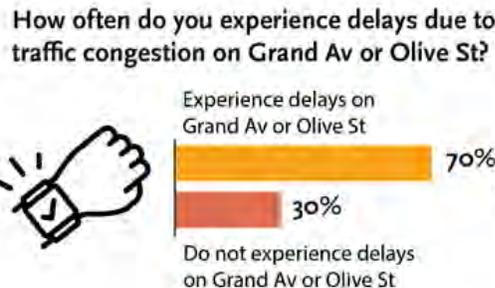
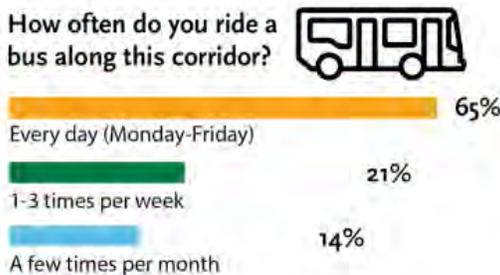
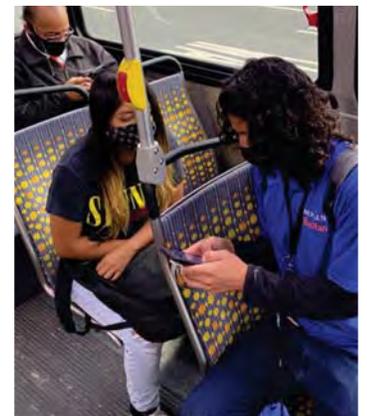
- 1.5 miles per direction from 1<sup>st</sup> St (Civic Center) to Pico Blvd (South Park)
- Proposed hours are weekdays 7am-7pm
- Over 120,000 pre-COVID boardings per weekday on Metro bus lines that serve this proposed corridor
- Up to 60 buses per hour (1 bus per minute)
- Significant equity benefits
  - 1 in 2 riders are below the poverty line
  - 8 out of 10 riders are people of color (POC)
- Maintains virtually all curbside parking
- Community outreach began in May 2021, including both in-person rider surveys and a virtual community meeting in August 2021 and plan to incorporate input to open by December 2021
- Benefits to municipal transit operators including LADOT DASH, Commuter Express, Foothill Transit

**Proposed Right Lane:**  
Buses & Right Turns Only during daytime period  
Curbside parking available



# Grand Av-Olive St Bus Priority Lanes

Outreach staff surveyed bus riders along this corridor between August 23-27



# La Brea Av Peak Bus Priority Lanes

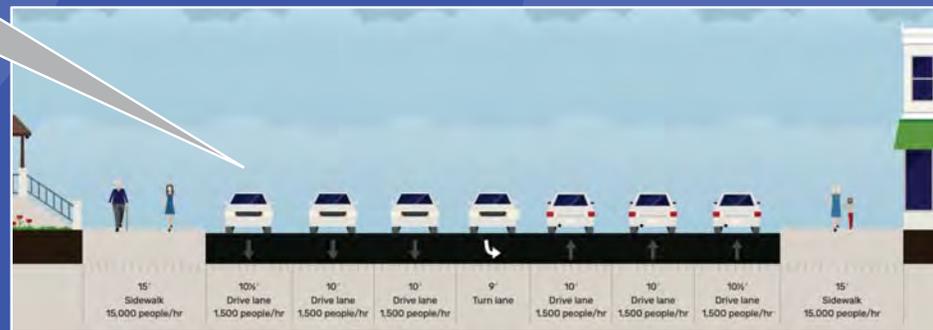
- 5.9 miles along La Brea Av between Sunset Bl and Coliseum St
- Proposed hours on weekdays only between 7-10am and 3-7pm
- Over 12,500 pre-COVID boardings per day on La Brea Line 212
- Significant equity benefits
  - 3 out of 4 La Brea riders do NOT own or have access to a car
  - 9 out of 10 La Brea riders are people of color (POC)
  - 3 out of 4 La Brea riders use Metro at least five times per week, indicating they rely on everyday transit service along this corridor
- Improves overall safety and aligned with Vision Zero program
- Maintains street parking on weeknights, weekends and most of midday
- Launching stakeholder outreach this Fall, with plans to incorporate input to open in Winter/Spring 2022



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# La Brea Av Peak Bus Priority Lanes

Today's Curbside Lane:  
Mixed flow traffic  
during peak period



Proposed Curbside Lane:  
Buses & Right Turns Only  
during peak period



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# Looking Ahead

- Working Group continues to discuss and analyze future corridors for equitable opportunities with ongoing collaboration with partner agencies and stakeholders
- Metro working with LADOT and others to expand “Transit Priority Signaling” (TPS)
- Previously, only Metro Rapid (Red) buses received priority
- Expanding All Door Boarding to future lines to reduce delays at bus stops and improve customer experience



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# Thank You

Stephen Tu, LA Metro  
Director, Service Planning  
tus@metro.net

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AGENDA ITEM 9  
REPORT

Southern California Association of Governments  
Remote Participation Only  
October 7, 2021

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Hannah Keyes, Senior Regional Planner  
(213) 236-1887, keyes@scag.ca.gov

Subject: Update on Caltrans District Active Transportation Plan

**RECOMMENDED ACTION:**

Information Only – No Action Required.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*As directed by the 2017 state bicycle and pedestrian plan, Toward an Active California, production is underway on the District-Level Active Transportation Plans across the state. The Plans for the four districts in the SCAG region, California Department of Transportation (Caltrans) Districts 7, 8, 11, and 12, are currently underway. The project lead for the District 7 Plan will share about the overall framework and goals as they relate specifically to District 7 as well as to the region as a whole. The identification of projects in the SCAG region through these District Plans has the potential to increase grant application competitiveness, bringing additional funding to the region and supporting implementation of local plans and Connect SoCal.*

**BACKGROUND:**

Development is currently underway for District-Level Active Transportation Plans in the four Caltrans districts in the SCAG region, Districts 7, 8, 11, and 12. The state bicycle and pedestrian plan, Toward an Active California (2017), calls for the development of District-Level Active Transportation Plans to identify bicycle and pedestrian asset needs on, across, or parallel to the State Highway System (SHS), with a focus on “closing gaps and building complete, comfortable networks that consider the context” (Chapter 5, M1.1). In almost all cases, the multimodal networks will link SHS segments with segments of the local street system. The district plans will also have a focus on social equity reflected through engagement with underserved and disadvantaged communities.

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The District-Level Active Transportation Plans are expected to ultimately lead to an increase in active transportation projects to support a shift in mode-share to active transportation trips. They are also intended to identify opportunities to re-connect communities where transportation facilities have historically created community barriers (Toward an Active California, Chapter 5, E2.1 and S1.1). The District-Level Active Transportation Plans will be data-driven, action-oriented, and project delivery-oriented. The identified bicycle and pedestrian needed improvements – “location-based needs” – will be documented so that they can be incorporated into system and corridor planning, project initiation documents, asset management, and project delivery.

**FISCAL IMPACT:**

None.



Southern California Association of Governments  
Remote Participation Only  
October 7, 2021

**To:** Transportation Committee (TC)  
Regional Council (RC)  
**From:** Andres Carrasquillo, Community Engagement Specialist  
(213) 630-1401, carrasquillo@scag.ca.gov  
**Subject:** Pedestrian Safety Month: Highlighting Go Human's 2021 Outcomes

EXECUTIVE DIRECTOR'S  
APPROVAL

**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. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration. 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

**EXECUTIVE SUMMARY:**

*The California Office of Traffic Safety has designated September as Pedestrian Safety Month to raise awareness and promote activities to improve pedestrian safety and help reduce crashes and injuries. SCAG has been a leader in promoting safe walking and biking throughout Southern California through its regional policies, funding programs and its nationally recognized Go Human Campaign. Staff will provide a report on accomplishments of the Go Human Campaign over the course of the last year, focusing on outcomes from a \$1,250,000 grant received from the California Office of Traffic Safety that culminated in a series of community engagement events. These active transportation safety campaign activities and outcomes also lead the region for a robust engagement of the National Pedestrian Safety Month in October. Local jurisdictions are encouraged to participate in the campaign and sign the revamped Go Human Safety Pledge, available at GoHumanSoCal.org.*

**BACKGROUND:**

Introduction

The SCAG region, like California and the nation, experienced a period of annual declines in traffic-related fatalities and serious injuries until 2012 when they began to steadily rise. Each year in

Southern California, an average of 1,450 people are killed, 5,500 are seriously injured, and 124,000 are injured in traffic collisions. In the past decade, pedestrians and bicyclists constituted approximately 32 percent of all fatal victims, disproportionate to their mode share of just under 3 percent of the daily trips.

While people have traveled less during the COVID-19 pandemic, collisions have still occurred, particularly with reduced congestion and the opportunity to travel at higher speeds. The National Highway Transportation Safety Administration (NHTSA) found that traffic fatalities have increased by 18 percent while traffic volumes decreased by nearly 17 percent. The University of California Berkeley's SafeTREC identified similar circumstances in California, with rates of fatal and serious injury collisions increasing by nearly 15 percent.

On May 1, 2014, the General Assembly adopted a resolution in support of endorsing a regional effort to promote a pedestrian and bicycle safety initiative. To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program. *Go Human* is an award-winning community engagement program with the goals of reducing traffic collisions and encouraging people to walk and bike more in the SCAG region. *Go Human* is a collaboration between SCAG and the County Transportation Commissions and Public Health Departments in the region. The program provides mini-grants for community-driven safety projects, distributes advertising and educational resources to partners, implements temporary safety demonstration projects to showcase innovative transportation designs and helps cities re-envision their streets as safer, more accessible places for walking and biking.

The *Go Human* program has been funded annually through the California Office of Traffic Safety for the past four years. During the most recent grant period, ending September 30, 2021, with \$1,250,000 in funding, *Go Human* implemented a variety of strategies to improve the safety of residents walking and biking across the region.

This item is being presented to inform SCAG Policy Members of the highlights and outcomes of *Go Human's* recent grant activities, which culminated during California Pedestrian Safety Month, including the relaunched *Go Human* Safety Pledge, Community Streets Mini-Grant Program, co-branding and advertising strategies, temporary safety demonstrations with the Kit of Parts lending library, Traffic Safety Peer Exchanges, and the Community Safety Ambassadors program and safety projects.

#### 1) *Go Human* Safety Pledge

SCAG revamped and relaunched the *Go Human* Safety Pledge to extend its reach and encourage signatories to take meaningful action in their communities. Signatories join a large cohort of safety

champions and practitioners and have access to a robust toolbox of resources to support safety strategy implementation.

#### 2) *Community Streets Mini-Grant Program*

*Go Human* launched the Community Streets Mini-Grant Program in April, the third round of this community grant program. This program aimed to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including without limitation Black, Indigenous and People of Color; people with disabilities; and frontline workers, particularly those walking and biking. *Go Human* awarded more than \$275,000 in funding to 31 projects across the region. Awarded projects spanned a range of creative engagement activities, including pedestrian safety campaigns, storytelling video projects, and community workshops. Additionally, seven (7) projects incorporated temporary traffic safety demonstrations utilizing the *Go Human* Kit of Parts. *Go Human* provided “wraparound support” to all awardees by establishing key checkpoints during the project implementation period, amplifying promotional efforts with *Go Human* communication channels, and connecting Awardees to other *Go Human* resources, such as co-branded safety messaging materials.

#### 3) *Co-Branding & Advertising Strategies*

*Go Human* continued its successful Co-Branded Advertisement distribution program, developing 23 partnerships and distributing over 3,100 material items. Items include lawn signs, banners, and digital advertisements that were utilized in local safety campaigns. Other strategies leveraged the advertisement campaign to expand safety messaging. *Go Human* leveraged over \$100,000 of funding from the Affordable Housing Sustainable Communities (AHSC) program, supporting AHSC Awardees in the counties of Los Angeles, Orange, and Riverside to implement *Go Human* campaigns around new affordable housing developments. *Go Human* additionally leveraged over \$96,000 of Sustainable Communities Program (SCP) funding to support local traffic safety campaigns in Azusa, El Monte, Imperial County, and Pasadena.

#### 4) *Temporary Safety Demonstrations with the Kit of Parts*

During the past grant period, SCAG deployed its Kit of Parts twelve (12) times to partners across the region. The Kit supported demonstrations in Wildomar, Avalon, Moorpark, Pomona, El Monte, Long Beach, and Pasadena. Also, five (5) Mini-Grant awardees incorporated the Kit into their projects. *Go Human*'s Kit of Parts is an engagement tool for jurisdictions to temporarily demonstrate safety infrastructure. Designed with modular elements, the Kit, through a no-cost loaner program, supports planning efforts by showcasing potential and planned street design treatments that support public space, improve equity, and enhance community resiliency.

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### 5) *Traffic Safety Peer Exchanges*

Between June and August, the Traffic Safety Peer Exchanges, a 12-part virtual workshop series, convened practitioners from jurisdictions and community-based organizations throughout the region to discuss strategic traffic safety topics, including the High Injury Network, funding strategies, community engagement practices, and public health. This series included 40 speakers and reached 290 attendees. A portion of the events focused on traffic issues by geography, including rural, suburban, and urban environments. The session topics were informed by a listening session led by SCAG and survey sent to practitioners.

### 6) *Community Safety Ambassador Program and Safety Projects*

In September the Community Safety Ambassador program completed its pilot in the counties of Imperial, San Bernardino, and Ventura. In partnership with California Walks, SCAG hosted 30 hours of workshops and trainings for a cohort of 49 community leaders to build local capacity and improve safety. This capacity building and strengthening program addressed active transportation infrastructure, using data to craft compelling narratives for advocacy work, finding funding sources for projects and much more. Ambassadors carried out 40 safety projects which included bike rodeos, walking and biking assessments, social media PSAs, and Kit of Parts demonstrations, among others. Ambassadors were compensated \$1,000 for participation in trainings and conducting projects.

#### **FISCAL IMPACT:**

All costs associated with this item are included in the FY 2021-22 Overall Work Program (OWP) under project number 225.3564.15 and funded by a Pedestrian and Bicycle Safety Program Grant from the California Office of Traffic Safety.

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

1. 2021 Go Human Outcomes Presentation

# Pedestrian Safety Month

Showcasing *Go Human's* 2021 Safety Strategies & Outcomes

Andrés Carrasquillo, Community Engagement Specialist

Planning Strategy

October 7, 2021

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



## Background: Pedestrian Safety Month & Go Human

- SCAG launched its community engagement and traffic safety program, *Go Human*, in 2015 to reduce traffic collisions and encourage people to walk and bike more.
- During the COVID-19 pandemic, traffic volumes decreased while traffic fatalities increased.
- Pedestrian Safety Month reminds us to center the safety of people walking and recommit to safety strategies to create safer streets for everyone.

### Regional Traffic Safety Data Snapshot

On average, every year

124,000

Injuries

{339/day}

5,500

Serious Injuries

{15/day}

1,450

Fatalities

{4/day}

People who walk and bike

3%

Daily trips

32%

Fatalities

Source: 2021 Transportation Safety Regional Existing Conditions Report

## Go Human's Safety Pledge: An Invitation to Join Us

- SCAG relaunched the *Go Human* Safety Pledge to extend its reach and direct signatories towards action.
- Sign on behalf of an organization, agency, or yourself.
- Pledge invites signatories to commit to an action, activity, and/or planning effort to improve safety.

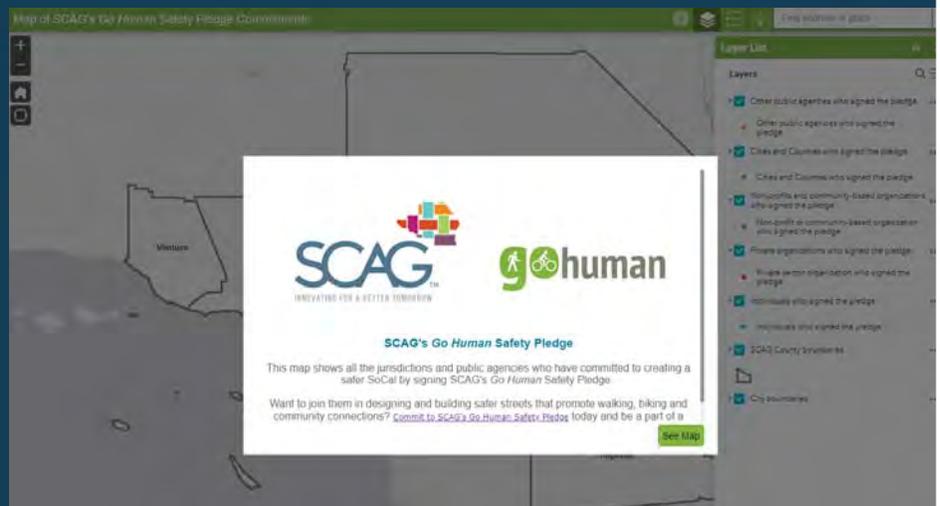
Connect to SCAG *Go Human* Resources

Get Recognition for being a Safety Champion

Join the Growing Safety Pledge Cohort

## Sign the updated pledge today!

- Get ideas on how to champion traffic safety in your community with additional potential pledge commitments.
- Add your jurisdiction or agency to the new *Go Human* Safety Pledge map.
- Sign the pledge at [GoHumanSoCal.org](http://GoHumanSoCal.org)!





## Thank you, Safety Pledge signatories!

- |                        |                              |  |  |
|------------------------|------------------------------|--|--|
| City of Banning        | City of Hemet                | City of Placentia                              | Los Angeles County Public Works                |
| City of Beaumont       | City of La Canada Flintridge | City of Riverside                              | Metrolink                                      |
| City of Bellflower     | City of Lake Elsinore        | City of Rolling Hills Estates                  | Imperial County Public Health                  |
| City of Buena Park     | City of Long Beach           | City of Rosemead                               | Imperial County Transportation Commission      |
| City of Calimesa       | City of Los Angeles          | City of San Jacinto                            | Orange County Transportation Authority         |
| City of Calipatria     | City of Lynwood              | City of Temecula                               | San Bernardino County Transportation Authority |
| City of Cathedral City | City of Maywood              | City of Thousand Oaks                          |  |
| City of Chino Hills    | City of Mission Viejo        | City of West Hollywood                         |  |
| City of Claremont      | City of Moreno Valley        | City of Wildomar                               |  |
| City of Costa Mesa     | City of Norwalk              | Town of Altadena                               |  |
| City of Culver City    | City of Ojai                 | Caltrans                                       |  |
| City of Downey         | City of Ontario              | LADOT  |  |
| City of Duarte         | City of Palm Desert          | Los Angeles County Department of Public Health |  |
| City of El Centro      | City of Palmdale             |  |  |
| City of Glendora       | City of Pasadena             |  |  |



## Pedestrian Safety Month: Go Human 2021

1

### Community Streets Mini-Grants Program

*Small grants for community-driven safety projects.*

2

### Co-Branding & Leveraging Strategies

*Extending the reach of the Go Human safety campaign with partner agencies.*

3

### Kit of Parts

*Temporary demonstrations of safety infrastructure to support community engagement.*

4

### Traffic Safety Peer Exchanges

*12-session virtual convenings on topics of traffic safety*

5

### Community Safety Ambassadors

*Build capacity and improve walking and biking safety in three pilot counties (Imperial, San Bernardino, Ventura)*

Attachment: PowerPoint Presentation - 2021 Go Human Outcomes (Pedestrian Safety Month: Highlighting Go Human's 2021 Outcomes)

# 1 Community Streets Mini-Grants Program

**About** Competitive community grant program with a 10-week implementation period for traffic safety projects. Awards made up to \$10,000.

**Program Goal** Build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including without limitation Black, Indigenous and People of Color; people with disabilities; and frontline workers, particularly those walking and biking.

- Outcomes**
- Awarded **\$276,990** to **31** projects.
  - **7** projects used the *Go Human Kit of Parts*.

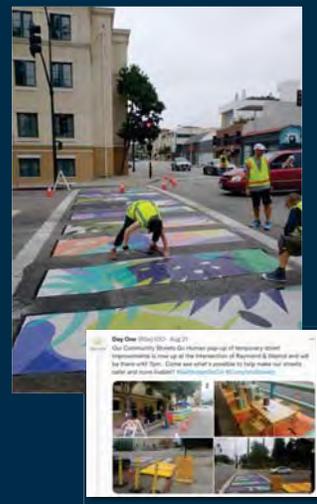


# 1 Awardee Highlights: Creative Call-to-Action

Los Angeles  
Public Matters  
"University Park Slow Jams"



Pasadena  
Day One  
"Vamos Pasadena"



Long Beach  
Habitat for Humanity of  
Greater LA  
"New Visions for a Safer  
Washington Neighborhood"



Rancho Cucamonga  
Music Changing Lives  
"Los Amigos Community  
Streets"



## 2 Co-Branding & Leveraging Strategies

<p>About</p>	<p>SCAG designs, co-brands, prints, and ships safety advertisements at no cost to partner agencies and CBOs. Ads include:</p> <ul style="list-style-type: none"> <li>• Lawn Signs</li> <li>• Banners</li> <li>• Postcards</li> <li>• Digital Media</li> <li>• Custom Requests</li> </ul>
<p>Outcomes</p>	<ul style="list-style-type: none"> <li>• Distributed <b>3,100+</b> ads to partners.</li> <li>• Leveraged <b>\$100,500</b> in AHSC funding for media buys in Los Angeles, Orange, and Riverside.</li> <li>• Leveraged <b>\$96,800</b> in SCP funding for media buys in Azusa, El Monte, Imperial County, and Pasadena.</li> </ul>



## 3 Kit of Parts

<p>About</p>	<p>No-cost engagement tool for jurisdictions to temporarily demonstrate safety infrastructure.</p>
<p>Outcomes</p>	<ul style="list-style-type: none"> <li>• Supported demonstrations in:             <ul style="list-style-type: none"> <li>• Wildomar</li> <li>• Avalon</li> <li>• Moorpark</li> <li>• Pomona</li> <li>• El Monte</li> <li>• Long Beach</li> <li>• Pasadena</li> </ul> </li> </ul>



## 4 Traffic Safety Peer Exchanges

**About** 12-part virtual event that convened practitioners from jurisdictions and non-governmental organizations throughout the region to discuss various topics in traffic safety:

- High Injury Network
- Funding Strategies
- Community Engagement Practices
- Safety and Public Health
- Traffic issues in rural, suburban, and urban environments



**Outcomes**

- Engaged **40** speakers.
- Reached **290** participants.

## 5 Community Safety Ambassadors

**About** A cohort of local leaders from the counties of Imperial, San Bernardino, and Ventura completed 30 hours of workshops and trainings, using their knowledge and networks to carry out safety projects.

**Outcomes**

- Engaged **49** ambassadors that led **40** projects, including:
  - Bike rodeos
  - Mindfulness walks
  - Walking and biking assessments
  - Social Media PSAs
  - Kit of Parts demonstrations
- All ambassadors were compensated for their work.

Thank you!

Andres Carrasquillo, Community Engagement Specialist  
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Southern California Association of Governments  
Remote Participation Only  
October 7, 2021

**To:** Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Community, Economic and Human Development Committee (CEHD)  
**From:** Sarah Jepson, Director of Planning  
213-236-1955, jepson@scag.ca.gov  
**Subject:** Regional Early Action Program (REAP) 2021 Draft Program Development  
Framework

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR CEHD, EEC and TC:**

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. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

**EXECUTIVE SUMMARY:**

*The Regional Early Action Planning Grant Program for 2021 (REAP 2021) was established as a part of AB 140 for the FY 21-22 budget to support transformative and innovative projects that implement a region’s sustainable communities strategy and help achieve goals of more housing and transportation options that reduce reliance on cars. REAP 2021 will provide grants to regional entities, primarily metropolitan planning organizations (MPOs), through a combination of formula and competitive-based programs. The SCAG region’s formula share is estimated to be \$246 million.*

*In preparation for the release of the Notice of Funding Availability in January 2022, SCAG staff has prepared a Draft REAP 2021 Program Development Framework to seek early feedback from the Policy Committees and stakeholders on funding priorities. The Draft Framework includes a set of core objectives that are aligned with the REAP 2021 priorities, the Connect SoCal Implementation Strategy and the EAC Strategic Work Plan. The framework outlines three (3) main programmatic areas to advance these core objectives. The REAP 2021 Program Framework, when finalized with*

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*clearer guidance from the State on program guidelines, will guide the funding application staff brings forward for Regional Council approval in early 2022.*

**BACKGROUND:**

REAP 2021 was established as a part of AB 140 for the FY 21-22 budget. Approximately \$600 million is available statewide to support transformative and innovative projects that implement a region's sustainable communities strategy and help achieve goals of more housing and transportation options that reduce reliance on cars. Approximately \$500 million of these funds are from Federal American Recovery PA funding and the balance is State General Funds. These new funds will be provided as grants to regional entities, primarily metropolitan planning organizations (MPOs) such as SCAG. The SCAG region's formula share is estimated to be \$246 million, of which an initial allocation of 10 percent of funds are available starting January 1, 2022. All funds are to be obligated by June of 2024 and expended by June 2026. The final closeout report is due June 2026.

The California Housing and Community Development Department (HCD) is the lead for the program and will work collaboratively with the Strategic Growth Council (SGC), Governor's Office of Planning and Research (OPR), and State Air Resources Board (CARB), to develop detailed guidelines for implementation. Per the most recent guidance from HCD, current understanding is that a limited set of guidelines and related application will be released in mid to late December 2021. SCAG will be able to apply for 10% of its allocated funding, primarily to fund staffing and early efforts to develop the full program. The full program guidelines are anticipated later in January 2022, and SCAG will develop a comprehensive application in 2022. It is not yet clear how much time SCAG will have to develop the complete application.

**Program Development Framework**

Given the intent of REAP 2021 to support transformative and innovative projects that implement a region's sustainable communities strategy, staff proposes to use the Connect SoCal Implementation Strategy as the framework and starting point for developing REAP 2021 funding programs for the SCAG region. The Implementation Strategy was developed in response to the supplemental engagement process for Connect SoCal conducted last summer and was adopted by the Regional Council as a companion piece to Connect SoCal. The Implementation Strategy outlines a series of activities for SCAG to pursue in partnership with others to implement Connect SoCal while also advancing pandemic recovery priorities.

In addition to aligning with the Connect SoCal Implementation Strategy, program development will be aligned with the goals established by the Executive Administration Committee's Strategic Work Plan to guide SCAG's *Leadership in Resource Deployment*, including to be the leader in resource deployment and convenor of biggest challenges and best practices, to lead and accelerate housing

production across Southern California, to be leaders in the roll out of technologies to communities and to be good innovators in our region.

Application of the aforementioned goals to REAP 2021 have been further articulated in a set of core objectives and Draft Proposed Program Areas as follows:

*Core Objectives*

- o Support transformative planning and implementation activities that realize Connect SoCal objectives
- o Leverage and augment the Connect SoCal Implementation Strategy to support activities that can be implemented quickly and in line with community-driven, pandemic recovery priorities
- o Build regional capacity to deliver housing that realizes 6<sup>th</sup> cycle RHNA goals
- o Represent best practices in vehicle miles traveled reduction
- o Establish that projects are shovel ready and shovel worthy
- o Demonstrate consistency with Equity Early Action Plan
- o Promote infill development in Connect SoCal identified Priority Growth Areas

**DRAFT Proposed Program Areas**

To meet these core objectives, staff is preliminarily considering three (3) main programmatic areas that we would bring to our stakeholders for discussion once we have clearer guidance from the State on program guidelines (anticipated in January 2022):

1. **Early Action Initiatives:** Staff will look to expand some existing programs in the Connect SoCal Implementation Strategy to support cities in implementing Connect SoCal, including the Sustainable Communities Program (SCP) Call for Projects, which funds GHG/VMT reducing planning activities and demonstration projects in local jurisdictions throughout the SCAG region.
2. **County Transportation Commission (CTC) Partnership Program:** Staff anticipates creating a new partnership program with the region's six County Transportation Commissions, to fund the development of plans, programs, pilot projects, and even some signature GHG/VMT reducing capital projects.
  - Guidelines will be developed in January of 2022 with the intent to align with Key Connection strategies included in Connect SoCal to advance new concepts for reducing VMT.
  - Key Connections focus on advancing expanded mobility ecosystems and management strategies using innovative policy and/or technology to realize regional planning goals, and account for 30% of the GHG reduction needed to meet SCAG's SB 375 requirements.

- Examples include mobility as a service/shared mobility, congestion pricing studies and pilots, transit recovery and integration pilot projects, dedicated lanes and other tactical transit solutions to improve transit travel time and reliability, micro-transit and other mobility-on-demand services providing first/last mile connections, Regional Advanced Mitigation Program (RAMP) or VMT Mitigation Bank.
  - Staff has initiated some early outreach with CTC staff to gauge opportunities for partnership and anticipate continued dialogue in developing the regional program.
- 3. Housing Supportive Infrastructure Program** - The primary priority of the this new program would be investments in the utilities (sewer, gas, electric, broadband) needed to environmentally clear, entitle and ultimately build the housing needed to meet the region's 6<sup>th</sup> cycle RHNA goals, and in the Priority Growth areas identified in Connect SoCal.
- This funding for infrastructure must be flexible to meet cities, counties, and utility providers where they are in the planning and delivery stage.
  - A secondary focus of this infrastructure funding could be on parking, in particular opportunities to develop shared parking and reduce the cost of parking delivery in Priority Growth Areas as well as other housing supportive infrastructure such as open space, community facilities, food markets and childcare facilities.
  - Other components of the housing program may include promoting wealth building through alternate homeownership models, supporting financing mechanisms to deliver housing and supporting housing development on publicly owned land.

The *Draft* REAP 2021 Program Development Framework is intended to serve as a tool to start conversations and gain early feedback from the Policy Committees and stakeholders on funding priorities and potential program areas. Further refinement and finalization of the Framework is dependent upon clearer guidance from the State on program guidelines, which will be forthcoming in January 2022.

#### **Next Steps**

Anticipated next steps include:

- Refining Draft REAP 2021 Program Development Framework based on feedback from SCAG's Policy Committees.
- Sharing the draft REAP 2021 Program Development Framework with CALCOG, HCD and its state agency partners as they work to develop the Notice of Funding Availability for the program.
- Continuing conversations with key regional partners including the County Transportation Commissions and the Subregional Councils of Governments to further refine the approach and program areas.

- Developing a methodology for allocating resources to each of the program areas based on NOFA requirements, potential impact/contribution to SCS implementation and project readiness/worthiness.
- Report back to the Policy Committees and seek approval from the EAC and Regional Council on a refined REAP 2021 Program Development Framework and initial funding application in early 2022.

**FISCAL IMPACT:**

None identified at this time.

**ATTACHMENT(S):**

1. PowerPoint Presentation - REAP 2021 Program Development Framework

# Regional Early Action Program REAP 2021 Draft Program Development Framework

Planning Division

October 7, 2021

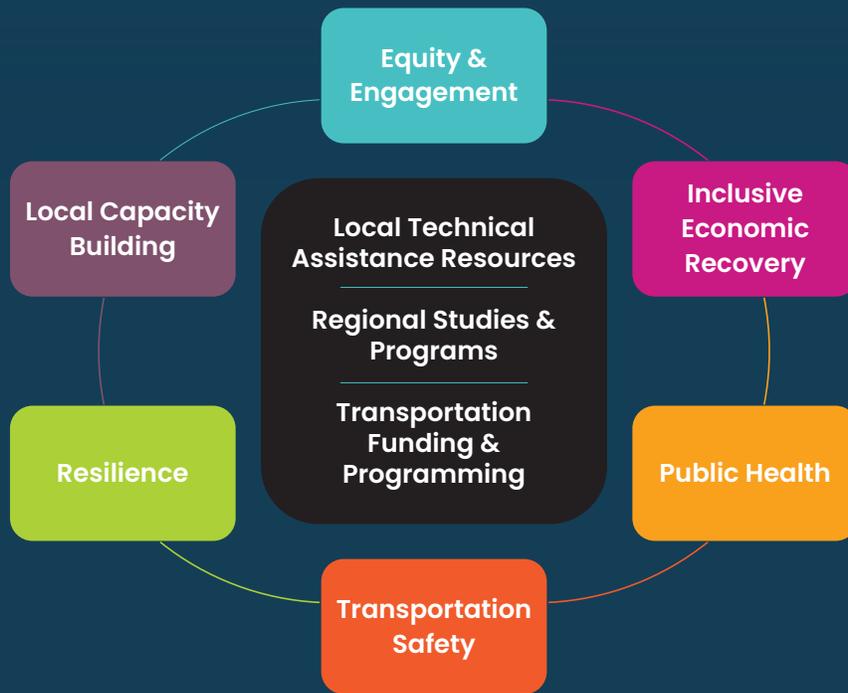
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## Regional Early Action Planning Grant 2021 (REAP 2021)

- AB140 – FY21–22 state budget
  - ~ **\$600 million** statewide
  - ~ **\$500 million** from Federal American Recovery
  - Implement regional **Sustainable Communities Strategy (SCS)**
  - More **housing and transportation** options / reduce reliance on cars
- SCAG Region
- ~ **\$246 million** SCAG region's formula share,
  - 10 percent of funds available January 1, 2022.
  - All funds obligated June of 2024 / **expended by June 2026**
  - Final closeout June 2026.

# Connect SoCal Implementation Strategy



# Connect SoCal Implementation Strategy Local Technical Assistance Resources



Sustainable Communities Program



REAP 1 Housing Program



Go Human

## Executive Administration Committee Strategic Work Plan

### *Leadership in Resource Deployment*

- To be the leader in **resource deployment** and convenor
- To lead and **accelerate housing** production across Southern California
- To be leaders in the roll out of **technologies to communities**
- To be **good innovators** in our region

## Draft Program Development Framework Core Objectives

### *Core Objectives*

- Support **transformative planning** that realize Connect SoCal
- Leverage and augment activities that can be **implemented quickly** and in line with community-driven, **pandemic recovery priorities**
- Build regional capacity to **deliver 6th cycle RHNA** goals
- Represent best practices in **VMT reduction**
- Establish that projects are **shovel ready & shovel worthy**
- Demonstrate consistency with **Equity Early Action Plan**
- Promote infill in **Connect SoCal Priority Growth Areas**

## Draft Program Development Framework

### Program Areas

- Early Action Initiatives—Connect SoCal Implementation Strategy
- County Transportation Commission Partnership Program (NEW)
- Housing Supportive Infrastructure Program (NEW)

## DRAFT Program Areas

1. Early Action Initiatives
  - Enhance and Expand on Connect SoCal Implementation Strategy
  - Ex: Sustainable Communities Program (SCP) Call for Projects
    - GHG/VMT reducing planning activities and demonstration projects
2. CTC Partnership Program
  - Guidelines will be developed in January of 2022
  - Align with Key Connections – expanded mobility ecosystems and management strategies using innovative policies and/or technologies
  - Ex: solutions to improve transit travel time and reliability, micro-transit and other mobility-on-demand services, VMT mitigation bank and exchange programs, etc.
  - Outreach with CTCs to gauge opportunities for partnership

## DRAFT Program Areas

### 3. Housing Supportive Infrastructure Program

- Primary focus – investments in underlying infrastructure
  - utilities (sewer, gas, electric, broadband)
- Flexibility to meet cities, counties and utility providers' capacity and augment existing plans and programs
- Incorporate sustainability and climate adaption strategies
- Secondary focus – parking and other supportive infrastructure such as open space
- Will require extensive outreach and listening sessions to develop the program

## Program Development Framework Next Steps

### Anticipated next steps include:

- Share REAP 2021 Program Development Framework with CALCOG, HCD and state agency partners as they develop Notice of Funding Availability (NOFA).
- Initiate conversations with key regional partners including the County Transportation Commissions and the Subregional Councils of Governments to further refine the approach.
- Report back on REAP 2021 Program Development to Policy Committees in January 2022

Thank You.

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AGENDA ITEM 12  
REPORT

Southern California Association of Governments  
Remote Participation Only  
October 7, 2021

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Subject: Southern California Goods Movement Communities Freight Impact  
Assessment

**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:**

*Staff will provide an overview of the Southern California Goods Movement Communities Freight Impact Assessment which is expected to start this month. Funded through a Caltrans Sustainable Transportation Planning Grant, this project will combine analysis and outreach to understand the positive and negative impacts of goods movement as well as the experience of these impacts on communities. This study will focus on public health, workforce development, and communications and outreach best practices. Key products include a toolkit for impacted communities with recommendations on goods movement impact mitigation and recommendations to connect communities to the economic opportunities of goods movement, as well as an updated innovative communications strategy that guides SCAG's goods movement related outreach.*

**BACKGROUND:**

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

The Southern California Goods Movement Communities Freight Impact Assessment aims to understand and address the positive and negative impacts of goods movement on communities as

well as to understand the experience of these impacts on the communities. Emissions from goods movement sources create public health impacts such as asthma and other respiratory ailments, increased stress, and increased cancer risk. In addition, noise, safety issues, aesthetic changes, vibrations, and natural resource depletion associated with goods movement impact quality of life and may also have health implications.

Goods movement impacts are particularly acute in communities near goods movement facilities and operations. Many of these communities are considered disadvantaged communities (DACs) using metrics established by various federal and state legislation and executive orders. Existing California and federal statutes mandate and encourage identification and execution of environmental justice (EJ) strategies to address the disproportionately high and adverse human health and environmental effects of transportation on minority and low-income populations and to achieve an equitable distribution of benefits and burdens.

While the benefits of goods movement are broadly dispersed in support of our consumption and economic activity, impacts are often concentrated, having disproportionate impacts on certain communities. It is therefore important to ensure that those most impacted are benefiting from the economic opportunities generated by the region's goods movement industry. This study aims to improve the ability of communities to capture the economic benefits of goods movement through a closer look at workforce development initiatives.

As part of SCAG's overarching goal to advance equity in the region, SCAG's Regional Council made a commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. SCAG recognizes that for the region to become healthy, livable, sustainable, and economically resilient, it needs to dramatically improve outcomes for low-income families and communities of color. This study will be consistent with the overall goal and objectives of SCAG's equity initiatives. The study will coordinate with ongoing equity efforts at SCAG and benefit from lessons learned from recently completed efforts including SCAG's Racial Equity Early Action Plan, Inclusive Economic Recovery Strategy, Connect SoCal EJ Technical Report, and the Public Participation Plan.

In this study, a screening will be done to identify 6-8 communities of interest that are quantifiably disproportionately affected by goods movement activities and/or facilities, satisfy generally accepted criteria for a disadvantaged community, and represent and reflect various geographic areas, causes, and intensities.

The study work plan will also include:

- Extensive community outreach using innovative methods including workshops, focus groups, surveys and video challenges.
- Involvement of SCAG Equity Working Group, a Community Advisory Committee (CAC), and Community Based Organizations (CBOs) for outreach, input, and engagement.

- 
- Development of an Environmental Justice and Workforce Development Toolkit for Disadvantaged Communities from a goods movement perspective. The tools and strategies shall be focused on communication and engagement best practices, health and air quality improvement, and workforce development and economic opportunities.
  - Updating an outreach strategy for SCAG to use in communications with goods movement impacted communities.

This study is expected to result in an improved understanding of the challenges faced by goods movement impacted communities and how they are perceived; locally generated solutions and best practices to address goods movement challenges; identification and evaluation of innovative outreach tools and an improved community vetted approach towards outreach with goods movement impacted communities. This study will provide tools to empower communities to address goods movement challenges and benefit from economic opportunities in their neighborhood.

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. PowerPoint Presentation - GM communities Freight Impact Assessment

# Southern California Goods Movement Communities Freight Impact Assessment

## Project Introduction

Alison Linder, PhD  
Senior Regional Planner  
10/7/2021

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



## Goals and Objectives

- Engage the populations of identified communities to understand their views related to goods movement challenges and opportunities.
  - Identify burdens related to air quality, traffic, and lack of employment
  - Identify economic opportunities and how to connect to them
- Prepare, execute, and evaluate an innovative communication approach
- Prepare a toolkit of strategies
- Build relationships with disadvantaged, freight impacted and frequently underrepresented communities.

## Challenges

- Air Quality
- Public Health
- Quality of Life
- Lack of Access to Economic Opportunities
- Disproportionate Impacts on disadvantaged communities
- Potential lack of representation in traditional outreach methods



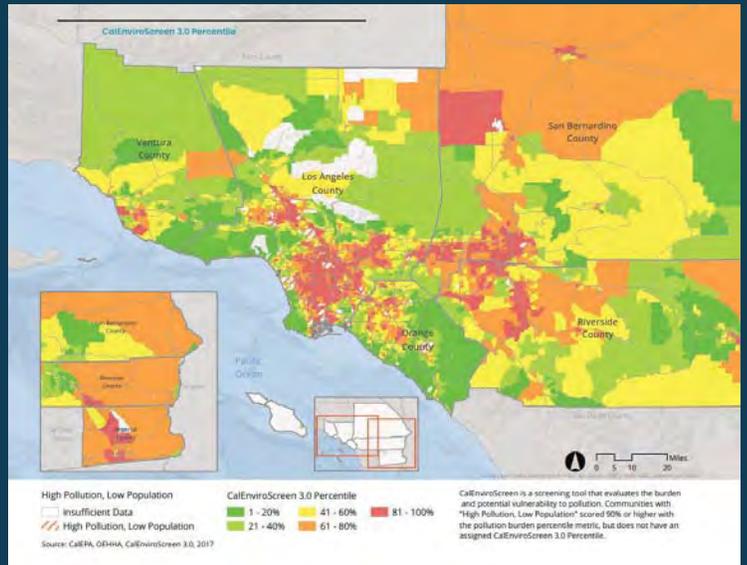
## Connection to SCAG work on Equity

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



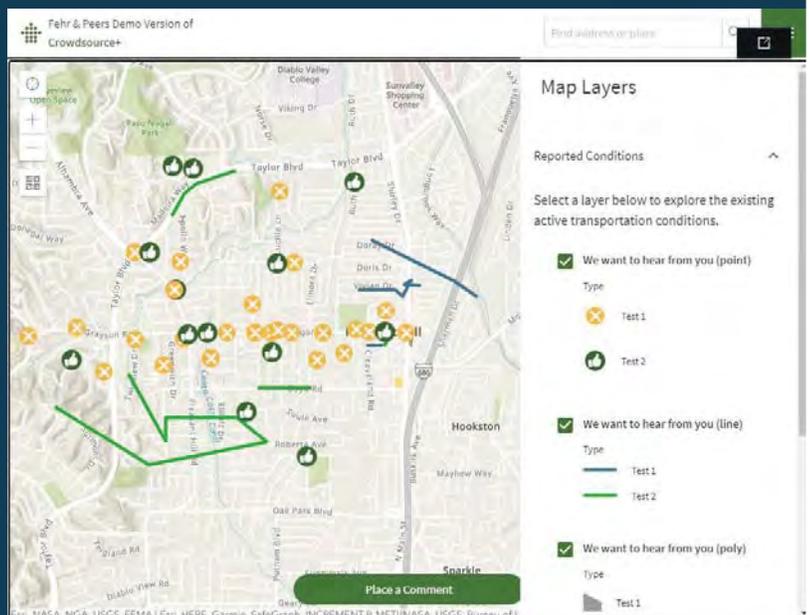
## Study Approach and Deliverables: Community Identification

- Identify 6–8 communities that:
  - Are quantifiably disproportionately affected by goods movement activities facilities and/or activities
  - Satisfy generally accepted criteria for a disadvantaged community
  - Represent and reflect various geographic areas, causes, and intensities
- Key Indicators include:
  - Economic Opportunities
  - Access to Transportation
  - Pending Developments
  - Zoning and Land use
  - Access to Education
  - Community Demographics
  - Public Health Indicators



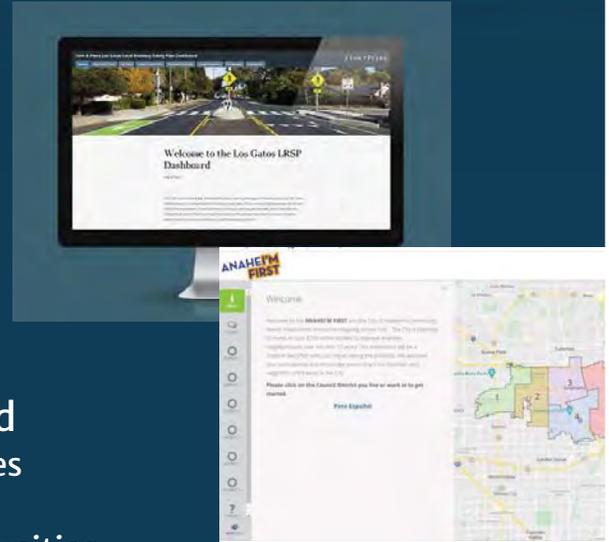
## Study Approach and Deliverables: Innovative Outreach

- Workshops
- Focus Groups
- Survey Using Fehr & Peers Crowdsource+ Tool
- Three 5 Minute Educational Videos
- TikTok Challenge
- Involvement of SCAG Equity Working Group
- Community Advisory Committee (CAC)
- CBO engagement



## Study Approach and Deliverables: Toolkit Development

- Tools used to create Toolkit
  - CrowdSource ++
  - ESRI Story Map
  - Report
- Toolkit targeted to 3 different audiences
  - Community specific
  - Regional wide
  - SCAG and other agencies
- Tools and strategies shall be focused around
  - communication and engagement best practices
  - health and air quality improvement
  - workforce development and economic opportunities
- Shared with identified communities and housed on SCAG website



## Expected Outcomes

- Improved approach to outreach with goods movement impacted communities
- Identification and evaluation of innovative outreach tools
- Improved understanding of challenges faced by goods movement impacted communities and how they are perceived
- Locally generated solutions and best practices to address goods movement challenges

*Ultimately, community empowerment to address goods movement challenges and benefit from economic opportunities*



## Next Steps

- Project expected to kick-off October 2021
- Project will be shared at December Equity Working Group Meeting
- We welcome your feedback as the project moves forward



*Everything you buy touches a truck at some point!*

## Questions?



AGENDA ITEM 13  
REPORT

Southern California Association of Governments  
Remote Participation Only  
October 7, 2021

**To:** Transportation Committee (TC)  
**From:** Estee Sepulveda, Legislative Analyst III,  
(213) 236-1864, sepulveda@scag.ca.gov  
**Subject:** Federal Infrastructure Legislative Update

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**  
Information Only – No Action Required.

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

**EXECUTIVE SUMMARY:**  
*This report provides a summary of federal infrastructure legislation moving through Congress, including the authorization of federal surface transportation programs and earmarks.*

**BACKGROUND:**  
Bipartisan Infrastructure Bill  
After several months of negotiations, on August 10, 2021, the Senate voted 69 to 30 to pass the Infrastructure Investment and Jobs Act (H.R. 3684). This bipartisan infrastructure bill (BIB) provides \$1 trillion over five years, including \$550 billion in new spending. It represents a significant infusion of federal funding for U.S. public works across various industries.

The BIB contains several authorizing bills for the nation’s surface transportation, drinking water and wastewater through the Surface Transportation Reauthorization Act (S. 1931), Surface Transportation Investment Act (S. 2016), Drinking Water and Wastewater Infrastructure Act (S. 914), and the Energy Infrastructure Act (S. 2377). As a reminder, Congress must periodically approve surface transportation acts to authorize spending on federal highway, mass transit, surface transportation safety and research, and some rail programs. The most recent is the FAST Act, which sunsets on September 30, 2021.

Under the BIB, the U.S. Department of Transportation (USDOT) will receive \$567.5 billion. Of that, \$293.4 billion is baseline funding, which is the level of spending from the current FAST Act reauthorization bill. In addition to the baseline funding, the bill also provides USDOT an additional \$274.1 billion in new spending authority. Overall, the BIB allocates \$351 billion in highway funding to the Federal Highway Administration (FHWA) over five years, representing a 49 percent increase relative to the FAST Act. The bill also allocates \$107 billion in mass transit funding to the Federal Transit Administration (FTA), which represents a 65 percent increase. It also provides \$66 billion in rail funding for the Federal Rail Administration (FRA), equivalent to the last 18 years of FRA appropriations combined. Lastly, the bill allocates \$25 billion in airport funding to the Federal Aviation Administration (FAA).

Highlights of new investments include:

- \$110 billion for Roads, Bridges, and Major Projects
- \$66 billion for Passenger and Freight Rail
- \$39 billion for Public Transit
- \$25 billion for Airports
- \$17 billion for Ports and Waterways
- \$11 billion for Highway and Pedestrian Safety Projects
- \$7.5 billion for Electric Vehicle Infrastructure
- \$7.5 billion for Electric Buses/Ferries
- \$1 billion for Highways to Boulevards/Reconnecting communities

Within the Surface Transportation Reauthorization Act that was rolled into the BIB, various changes were made to existing programs, and some new programs were created within the FHWA, including:

- **Bridge Grant Program - \$12.5 billion**
  - Establishes the Bridge competitive grant program to help local, state, and federal entities fund the rehabilitation or replacement of bridges and culverts.
- **Formula Carbon Reduction Program - \$6.42 billion**
  - Establishes the new Formula Carbon Reduction Program to reduce transportation emissions, where 65 percent of the funding would be sub-allocated by urbanized areas.
  - Eligible projects for this program include traffic monitoring, management, and control facility or program, public transportation, advanced transportation, and congestion management technologies, and more.

- **Congestion Relief Program - \$250 million**
  - Establishes the new congestion relief competitive grant program for states, local governments, and metropolitan planning organizations (MPO) for projects in urban areas with more than one million people to address congestion in the nation's most congested regions.
  - The minimum grant award is \$10 million with a maximum federal cost share of 80 percent, with projects in the nation's most consistently congested areas.
  
- **Reconnecting Communities Pilot Program - \$1 billion**
  - Establishes the new Reconnecting Communities pilot competitive grant program, which is investing \$1 billion to fund:
    - Studies to determine the feasibility and impacts of removing, retrofitting, or mitigating existing transportation facilities that create mobility, access, or economic development barriers.
    - Construction to carry out projects that remove, retrofit, or mitigate eligible facilities or replace the facilities.
  
- **Charging and Refueling Grant Program - \$2.5 billion**
  - Allocates funds to the new Alternative Fuel Corridors program to fund the strategic deployment of publicly accessible alternative fuel vehicle charging infrastructure along designated alternative fuel corridors.
  
- **Electric Vehicle (EV) Charging Formula Program - \$5 billion**
  - Allocates funds to the EV Charging Formula Program, which complements the Charging and Refueling Grant Program, to allow states to install EV charging infrastructure.
  
- **Clean School Bus Program - \$5 billion**
  - Allocates funds to create the Clean School Bus programs to assist states and local governments in replacing school bus fleets with electric buses to reduce greenhouse gas emissions and improve air quality.
  
- **Surface Transportation Block Grant (STBG) Program - \$72 billion**
  - Expand eligibility guidelines to include electric vehicle charging infrastructure and vehicle-to-grid infrastructure, installation and deployment of intelligent transportation technologies, and various others.
  
- **The Congestion Mitigation and Air Quality (CMAQ) Improvement Program - \$13.2 billion**
  - Expand eligibility to include shared micro-mobility, including bike share and shared scooter systems, as well as for the purchase of medium- or heavy-duty zero-emission vehicles.

- **National Highway Freight Program - \$7.15 billion**
  - Increases the maximum number of highway miles a state may designate as critical rural freight corridors from 150 to 300 miles and critical urban freight corridors from 75 to 150 miles.
- **Transportation Infrastructure Finance and Innovation Act of 1998 - \$1.25 billion**
  - Expands eligibility to include public infrastructure near transportation facilities to incentivize transit-oriented development (TOD) and airport projects.
- **Nationally Significant Freight and Highway Projects (INFRA) - \$11 billion**
  - Renames the Nationally Significant Freight and Highway Projects program, also known as the Infrastructure for Rebuilding America or INFRA grant program, to be the Nationally Significant Multimodal Freight and Highway Program.
  - Raises the cap on rail/port projects from 10 percent to 30 percent of the grant funding each year.
- **Highway Safety Improvement Program (HSIP) - \$15.575 billion**
  - Increases the flexibility of HSIP funds for non-infrastructure and behavioral safety projects and expands project eligibility to include grade separation projects, construction or installation of features that calm or slow traffic, construction or installation of active transportation traffic control devices, projects that provide separation between vehicles and active transportation lanes, and more.

Within the Surface Transportation Investment Act included in the BIB, various changes were made to existing programs, and some new programs were created relating to rail, freight, and safety programs, including:

- **National Infrastructure Project Assistance - \$15 billion**
  - Establishes the new National Infrastructure Project Assistance program for projects that improve national or regional economic mobility or safety.
  - Eligible projects include highways, bridges, freight rail, railway-highway grade separation, intercity passenger rail, and more.
- **Local and Regional Project Assistance - \$15 billion**
  - Authorizes and renames the RAISE/BUILD grant program and equally splits funding between rural and urban regions with a maximum grant award of \$25 million.
- **Rail Investments - \$28.65 billion**
  - Amtrak National Network - \$12.65 billion

- FRA Consolidated Rail Infrastructure and Safety Improvement (CRISI) - \$10 billion
- FRA Railroad Crossing Elimination Program - \$6 billion
- **Safe Streets and Roads for All Grant Program - \$6 billion**
  - Establishes a new grant program for MPOs, local governments, and tribal governments to develop and implement safety plans to improve pedestrian safety to work towards "Vision Zero."

The mass transit component within the BIB is substantially similar to the FAST Act. While there are not many changes for programs within the FTA relative to the previous reauthorization bill, some highlights of this section include:

- **Capital Investment Grants - \$23 billion**
  - Funds and makes various changes to the Capital Investment Grants program, such as increasing the threshold for capital costs from \$300 million to \$400 million, amending the Core Capacity eligibility to use a 10-year time frame rather than a 5-year timeframe, and creates a process to allow bundling of immediate and future projects to lower contracting costs.
- **Funding for Various Transit Grant Programs - \$67.64 billion**
  - State of Good Repair Formula Grants - \$23 billion
  - Bus Formula Grants - \$3.161 billion
  - Bus Competitive - \$2.34 billion
  - Low-No Buses - \$5.6 billion
  - Urbanized Area Formula Grants - \$33.54 billion

In addition to funding to surface transportation, the BIB also appropriates \$25 billion in supplemental appropriations over five years for airports, which includes:

- **Airport Infrastructure Grants - \$15 billion**
  - Allocates funding for Passenger Facility Charge projects, local match mirrors for the Airport Improvement Program, and other programs.
- **Airport Terminal Competitive Grant Program - \$5 billion**
  - Allocates 55 percent of grant funds to large hub airports, 20 percent to small hubs, 15 percent to medium hubs, and 10 percent to non-primary airports. These grants have an 80 percent federal share for medium and large hubs and a 95 percent federal share for small airports.
  - Eligible projects include terminal redevelopment, air traffic control (ATC) tower projects, and on-airport rail projects.

- **FAA Facilities and Equipment - \$5 billion**
  - Allocates funds for terminal and ATC facilities and other airport facility and equipment needs.

The BIB also contains \$65 billion for broadband and funds various programs to expand internet access and affordability, including:

- **Broadband Equity, Access and Deployment Program - \$42.45 billion**
  - Allocates funds through formula-based grants and competitive grants to improve speeds and unserved and underserved communities, connect anchor institutions, broadband planning and mapping, installing broadband infrastructure, and broadband adoption.
- **Enabling Middle Mile Broadband Infrastructure - \$1 billion**
  - Allocates funds for a competitive grant program to construct, improve, or acquire middle-mile infrastructure.
- **Digital Equity Act Competitive Grant Programs - \$2.75 billion**
  - Includes the Digital Equity Act (H.R. 1841 / S. 2018), which is sponsored by Representative Jerry McNerney (D-CA) and Senator Patty Murray (D-WA), to create two grant programs to promote digital equity, digital inclusion, and capacity building to broadband adoption.
- **Modifies Emergency Broadband Benefit and Makes It Permanent - \$14.2 billion**
  - Codifies the Emergency Broadband Benefit Program and renames it the Affordable Connectivity Program.
  - The program will provide a \$30 monthly voucher for low-income families to use toward any service plan of their choosing.

The BIB is now being considered in the House of Representatives where its fate coincides with that of a much larger budget reconciliation bill, a social sending plan that funds “human infrastructure” to supplement the physical infrastructure included in the BIB. Speaker Nancy Pelosi (D-CA) announced her commitment to a dual-track strategy where the budget reconciliation bill will be voted on alongside the BIB.

#### Human Infrastructure / Budget Reconciliation Bill

Shortly after approving the BIB, on August 11, 2021, the Senate approved S. Con. Res. 14, the Congressional budget resolution for Fiscal Year 2022, by a party-line vote of 50 to 49. This \$3.5 trillion social spending package represents the Biden Administration’s human infrastructure agenda addressing a wide range of social, environmental, and economic issues.

On August 24, 2021, the House of Representatives took a major step to advance the budget resolution by a party-line vote of 220 to 212. The budget resolution was originally held up by a band of moderate Democrats who wanted the House to consider the BIB first. They did not get that, but they wound up getting a statement included in the resolution that said that the House will vote to approve the BIB by September 27, 2021.

With the approval of the budget resolution from both chambers, the reconciliation process was initiated. The resulting budget reconciliation bill will only need a simple majority vote in the Senate. Therefore, no Republican votes are needed for it to be approved.

House committees met to complete the different pieces of the reconciliation bill by the non-binding deadline of September 15, 2021. The House Transportation and Infrastructure (T&I) Committee approved its \$57.3 billion spending plan on September 14, 2021. In crafting this proposal, T&I Committee Chair Peter DeFazio (D-OR) operated under some constraints. Chief among them was that President Biden promised Senate Republicans that the reconciliation bill would not “double dip” between priorities that were already addressed in the BIB. Therefore, Chair DeFazio could not directly allocate funding for mass transit since it received an allocation in the BIB. To work around it, Chair DeFazio appropriated \$10 billion to a newly created “Affordable Housing Access Program” to be administered by the FTA to support a variety of transit activities like the expansion of high-frequency bus service and rural transit service.

Highlights of T&I Committee’s spending plan include:

#### *Highways and Transit*

- **Affordable Housing Access Program - \$10 billion**
  - Funds will be administered through a competitive process jointly established by the Secretary of Housing and Urban Development and the FTA.
  - Funds provided under the program will support the establishment of new transit routes, the expansion of service areas, improved frequency on existing routes, the provision of fare-free and reduced-fare transit service, state of good repair for transit facilities, research and workforce activities, route planning, and projects to improve accessibility.
  
- **Community Climate Incentive Grants - \$4 billion**
  - Support the reduction of surface transportation-related greenhouse gas emissions.
  
- **Neighborhood Access and Equity Grants - \$4 billion**
  - Grants will be administered by FHWA to reconnect communities divided by existing infrastructure barriers, mitigate negative impacts of transportation facilities or

construction projects on disadvantaged or underserved communities, and support equitable transportation planning and community engagement activities.

- Of this amount, \$1.58 billion is set aside for projects in disadvantaged or underserved communities or in communities that have taken steps to ensure that projects do not lead to gentrification or displacement of existing residents.

- **Local Transportation Priorities - \$6 billion**

- Fulfill funding requests for member-designated projects or earmarks that were included in the House's version of the surface transportation authorization bill.

#### *Rail*

- **Passenger Rail Improvement, Modernization, and Emissions Reduction Grants - \$10 billion**

- Support the planning and development of public high-speed rail projects.

#### *Aviation*

- **Alternative Fuel and Low Emissions Aviation Technology Program - \$1 billion**

- Support investments for projects that develop, demonstrate, or apply low-emission aviation technologies or produce, transport, blend, or store sustainable aviation fuels.

#### *Federal Emergency Management*

- **Assistance to Update and Enforce Hazard Resistant Codes and Standards - \$300 million**

- Provides funding for grants to state, local, tribal, and territorial governments for implementation and enforcement activities of the latest published editions of relevant performance-based and consensus-based codes.

- **Federal Assistance for Emergency Managers - \$425 million**

- Grant funding for construction, retrofit, technological enhancement, and updated planning requirements of state, local, Indian tribal, and territorial emergency operations centers.

#### *Economic Development*

- **Economic Development Administration - \$5.5 billion**

- \$4 billion to invest in the creation of regional innovation hubs
- \$1 billion for Economic Development Administration's (EDA) Economic Adjustment Assistance program to fund predevelopment activities and aid energy and industrial transition communities.
- \$500 million for public works projects.

- **RECOMPETE Pilot Program - \$4 billion**

- Establish a formula-based grant pilot program to improve an eligible area's prime age employment rate by providing long-term assistance to persistently distressed communities.

#### *Coast Guard and Maritime Transportation*

- **Port Infrastructure and Supply Chain Resilience - \$2.5 billion**
  - Grants for projects to support supply chain resilience, reduction in port congestion, the development of offshore wind support infrastructure, environmental remediation, and projects to reduce the impact of ports on the environment.

#### *Water Resources*

- **Grants for Rural, Small, Tribal, and Economically Disadvantaged Municipality Technical Assistance and Circuit Rider Programs and Workforce Development - \$495 million**
  - Provides critical investments to support small, rural, and other economically challenged communities in meeting the technical and financial requirements of the Clean Water Act, as well as to invest in maintaining an adequate supply of trained personnel to operate and maintain existing and future sewage treatment plants.
- **Sewer Overflow and Stormwater Reuse Municipal Grants - \$2 billion**
  - Funding to invest in sewer overflow and stormwater reuse projects.
- **Individual Household Decentralized Wastewater Treatment System Grants - \$450 million**
  - Funding for the installation, repair, or replacement of domestic septic systems, including investment in connecting households with failing septic systems to public sewer systems.
- **Wastewater Infrastructure Assistance to Colonias - \$125 million**
  - Wastewater infrastructure investment in the colonias, the residential areas along the U.S.-Mexican border that often lack critical living necessities, including basic sewer systems.
- **Clean Water Needs Survey - \$5 million**
  - Funding for an assessment of wastewater system capital improvement needs of all treatment works in the United States that are eligible for assistance from state water pollution control revolving funds.

The T&I Committee's component was transmitted to the House Budget Committee, along with the submissions of the other 12 House committees that marked up sections of the budget reconciliation bill. The Budget Committee will package all the committee submissions together into one bill. House Democratic leaders will need to ensure that the budget reconciliation bill can garner a

minimum of 218 votes to pass. Once there are enough votes secured, the full House will consider the legislation. House Democratic leadership reaffirmed that the House would bring the BIB to the floor by the September 27, 2021 deadline or close to it. They also acknowledged that the budget reconciliation bill may not be ready at the same time.

Leaders in the House and Senate have narrow majorities and tricky paths to navigate between their moderate and progressive members. Moderate Democrats in both chambers have signaled they are not supportive of the large \$3.5 trillion price tag. In fact, to start the reconciliation process, Speaker Pelosi promised moderates that they would not be asked to vote for the bill until after it had been “pre-conferenced” with the Senate to ensure committed support. House moderates do not want to vote for a more liberal version of the reconciliation bill that would then be stripped down by Senators Joe Manchin (D-WV) and Kyrsten Sinema (D-AZ) into a much less expansive final version.

Over in the Senate, committees are still drafting legislative language. Similar to the House, the reconciliation bill faces unique complications. Aside from coordinating with Senators Manchin and Sinema over the size of the package, the chamber’s Byrd Rule, which restricts what can be included in a reconciliation bill, will also disrupt the contents of the package. Already, provisions of the reconciliation bill have been subjected to parliamentary challenges under the Byrd Rule. On September 19, 2021, the Senate Parliamentarian ruled against allowing Democrats to include a pathway to legal status for an estimated eight million undocumented immigrants in the reconciliation bill. It is unclear when the Senate will vote on the final reconciliation bill.

### Earmarks

In February 2021, Congress resuscitated “earmarks” for projects directed to specific locations by Members of Congress. Earmarks were originally banned by the House Republican Majority in 2011. After the announcement, SCAG immediately began to work with the region’s congressional delegation and submitted the following three initiatives: (1) Highways to Boulevards Regional Study, (2) Mobility Wallet Demonstration and Research Study, and (3) Tri-Connect SoCal Freight Initiative. All three proposals were sponsored by various Members of Congress, including Representatives Nanette Barragán, Karen Bass, Jimmy Gomez, Ted Lieu, Alan Lowenthal, and Grace Napolitano, and were rolled into the House surface transportation authorization bill. Senators Dianne Feinstein and Alex Padilla included SCAG’s Highways to Boulevards Regional Study and Tri-Connect SoCal Freight Initiative to the Senate’s appropriations earmarks process.

Earmarks for transportation projects that were part of the surface transportation authorization bill—including SCAG’s three proposals—were dropped during negotiations of the BIB. On September 10, 2021, T&I Committee Chair DeFazio announced that those earmarks would be included as part of the committee’s component to the budget reconciliation bill. Specifically, the “Local Transportation Priorities” section provides \$6 billion to fulfill funding requests for earmarks.



However, like the immigration provision that was ruled out of the reconciliation bill by the Senate Parliamentarian under the Byrd Rule, earmarks may have a tough time getting through the Senate's vetting process. It is unclear if the transportation earmarks may be inserted in another legislative vehicle, like the appropriations bills for the upcoming fiscal year, instead.

**FISCAL IMPACT:**

Work associated with the Federal Infrastructure Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.