



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

REGIONAL COUNCIL OFFICERS

President
Jan C. Harnik, Riverside County
Transportation Commission

First Vice President
Carmen Ramirez, County of Ventura

Second Vice President
Art Brown, Buena Park

Immediate Past President
Clint Lorimore, Eastvale

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Jan C. Harnik, Riverside County
Transportation Commission

Community, Economic &
Human Development
Frank Yokoyama, Cerritos

Energy & Environment
Deborah Robertson, Rialto

Transportation
Ray Marquez, Chino Hills

MEETING NO. 647

HYBRID (IN-PERSON & REMOTE PARTICIPATION) *

REGIONAL COUNCIL

In-Person & Remote Participation*

Thursday, October 6, 2022

12:30 p.m. – 2:00 p.m.

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

To Watch or View Only:

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To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/249187052>

To Attend and Participate by Phone:

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

Meeting ID: 249 187 052

PUBLIC ADVISORY

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

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

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



Instructions for Public Comments

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

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

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

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

If unable to connect by Zoom or phone and you wish to make a comment, you may submit written comments via email to: ePublicComment@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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Instructions for Participating in the Meeting

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

To Watch a “View-Only” Live Stream (for those who do not desire to offer public comments): Click the following link: <http://scag.ca.gov/RCLiveStream>

To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/249187052>
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: 249 187 052**, 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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RC - Regional Council *Members – October 2022*

1. **Hon. Jan C. Harnik**
President, RCTC Representative
2. **Hon. Art Brown**
1st Vice President, Buena Park, RC District 21
3. **Hon. Clint Lorimore**
Imm. Past President, Eastvale, RC District 4
4. **Hon. Cindy Allen**
Long Beach, RC District 30
5. **Hon. Adele Andrade-Stadler**
Alhambra, RC District 34
6. **Hon. Phil Bacerra**
Santa Ana, RC District 16
7. **Hon. Kathryn Barger**
Los Angeles County
8. **Hon. Megan Beaman-Jacinto**
Coachella, RC District 66
9. **Hon. Ben Benoit**
Air District Representative
10. **Hon. Elizabeth Becerra**
Victorville, RC District 65
11. **Hon. Claudia Bill-de la Peña**
Thousand Oaks, RC District 46
12. **Hon. Bob Blumenfield**
Los Angeles, RC District 50
13. **Hon. Mike Bonin**
Los Angeles, RC District 58
14. **Hon. Gary Boyer**
Glendora, RC District 33
15. **Hon. Drew Boyles**
El Segundo, RC District 40

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- 16. Hon. Lorrie Brown**
Ventura, RC District 47
- 17. Hon. Wendy Bucknum**
Mission Viejo, RC District 13
- 18. Hon. Joe Buscaino**
Los Angeles, RC District 62
- 19. Hon. Juan Carrillo**
Palmdale, RC District 43
- 20. Hon. Gilbert Cedillo**
Los Angeles, RC District 48
- 21. Hon. Letitia Clark**
Tustin, RC District 17
- 22. Hon. Margaret Clark**
Rosemead, RC District 32
- 23. Hon. Kevin de León**
Los Angeles, District 61
- 24. Hon. Steve DeRuse**
La Mirada, RC District 31
- 25. Hon. Denise Diaz**
South Gate, RC District 25
- 26. Hon. Diane Dixon**
Newport Beach, RC District 15
- 27. Ms. Lucy Dunn**
Business Representative, Non-Voting Member
- 28. Hon. Keith Eich**
La Cañada Flintridge, RC District 36
- 29. Hon. Margaret Finlay**
Duarte, RC District 35
- 30. Hon. Alex Fisch**
Culver City, RC District 41
- 31. Hon. Eric Garcetti**
Member-at-Large

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- 32. Hon. James Gazeley**
Lomita, RC District 39
- 33. Hon. Brian Goodell**
OCTA Representative
- 34. Sup. Curt Hagman**
San Bernardino County
- 35. Hon. Ray Hamada**
Bellflower, RC District 24
- 36. Hon. Marqueece Harris-Dawson**
Los Angeles, RC District 55
- 37. Hon. Mark Henderson**
Gardena, RC District 28
- 38. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 39. Hon. Peggy Huang**
TCA Representative
- 40. Hon. Heather Hutt**
Los Angeles, RC District 57
- 41. Hon. Mike Judge**
VCTC Representative
- 42. Hon. Joe Kalmick**
Seal Beach, RC District 20
- 43. Hon. Kathleen Kelly**
Palm Desert, RC District 2
- 44. Hon. Tammy Kim**
Irvine, RC District 14
- 45. Hon. Paul Koretz**
Los Angeles, RC District 52
- 46. Hon. Paul Krekorian**
Los Angeles, RC District 49
- 47. Hon. John Lee**
Los Angeles, RC District 59

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- 48. Hon. Patricia Lock Dawson**
Riverside, RC District 68
- 49. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 50. Hon. Ray Marquez**
Chino Hills, RC District 10
- 51. Hon. Nury Martinez**
Los Angeles, RC District 53
- 52. Hon. Andrew Masiel**
Tribal Govt Regl Planning Board Representative
- 53. Hon. Larry McCallon**
Highland, RC District 7
- 54. Hon. Marsha McLean**
Santa Clarita, RC District 67
- 55. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 56. Hon. Fred Minagar**
Laguna Niguel, RC District 12
- 57. Hon. Marisela Nava**
Perris, RC District 69
- 58. Hon. Maria Nava-Froelich**
ICTC Representative
- 59. Hon. Frank Navarro**
Colton, RC District 6
- 60. Hon. Kim Nguyen**
Garden Grove, RC District 18
- 61. Hon. Mitch OFarrell**
Los Angeles, RC District 60
- 62. Hon. Trevor O'Neil**
Anaheim, RC District 19
- 63. Sup. Luis Plancarte**
Imperial County

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- 64. Hon. Michael Posey**
Huntington Beach, RC District 64

- 65. Hon. Curren Price**
Los Angeles, RC District 56

- 66. Hon. Randall Putz**
Big Bear Lake, RC District 11

- 67. Hon. Nithya Raman**
Los Angeles, RC District 51

- 68. Hon. Rex Richardson**
Long Beach, RC District 29

- 69. Hon. Deborah Robertson**
Rialto, RC District 8

- 70. Hon. Monica Rodriguez**
Los Angeles, RC District 54

- 71. Hon. Ali Saleh**
Bell, RC District 27

- 72. Hon. Tim Sandoval**
Pomona, RC District 38

- 73. Hon. Rey Santos**
Beaumont, RC District 3

- 74. Hon. Zak Schwank**
Temecula, RC District 5

- 75. Hon. David J. Shapiro**
Calabasas, RC District 44

- 76. Hon. Marty Simonoff**
Brea, RC District 22

- 77. Hon. Jose Luis Solache**
Lynwood, RC District 26

- 78. Sup. Hilda Solis**
Los Angeles County

- 79. Sup. Karen Spiegel**
Riverside County

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80. Hon. Jess Talamantes
Burbank, RC District 42

81. Hon. Steve Tye
Diamond Bar, RC District 37

82. Hon. Cheryl Viegas-Walker
El Centro, RC District 1

83. Sup. Donald Wagner
Orange County

84. Hon. Alan Wapner
SBCTA Representative

85. Hon. Frank A. Yokoyama
Cerritos, RC District 23

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REGIONAL COUNCIL AGENDA

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, October 6, 2022
12:30 PM

The Regional Council 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 Jan Harnik, President)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

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



REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEM

1. Findings to Continue Holding Virtual Regional Council and Committee Meetings Under AB 361 PPG.12
(Ruben, Duran, BB&K Board Counsel)

RECOMMENDED ACTION:

That the Regional Council (RC): (1) ratify the prior actions of the Executive/Administration Committee taken at its October 6, 2022 meeting relating to findings made pursuant to Government Code Section 54953(e)(3); (2) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the RC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (3) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the RC, EAC and all committees, subcommittees and task forces established by the RC or SCAG's Bylaws, to utilize remote teleconference meetings pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e).

2. Special Election of SCAG 2022-2023 Second Vice President Resulting from Officer Vacancy PPG.18
(Ruben, Duran, BB&K Board Counsel)

RECOMMENDED ACTION:

As recommended by the Nominating Committee, elect Supervisor Curt Hagman, San Bernardino County, for the SCAG 2022-23 Officer position of Second Vice President for the balance of the 2022-2023 term.

3. Approval of Amendment No. 1 to Executive Director's Employment Agreement PPG.21
(Ruben Duran, BB&K Board Counsel)

RECOMMENDED ACTION:

Approve the attached Amendment No. 1 to the Employment Agreement between SCAG and Kome Ajise.

4. SCAG Water Action Resolution PPG.33
- Water Panel Presentation/Discussion
(Ellen Hanak, Vice President and Director of the PPIC Water Policy Center and Senior Fellow at the Public Policy Institute of California; Charles Wilson, Executive Director and CEO of the Southern California Water Coalition (SCWC))

 - Water Action Resolution - Presentation by SCAG staff
(Kimberly Clark, Program Manager II)



RECOMMENDED ACTION:

That the Regional Council (RC) adopt a Water Action Resolution of the Southern California Association of Governments (No. 22-647-3), which the resolution affirms a drought and water shortage emergency in the SCAG Region and calls on local and regional partners to join together to reduce water use; improve water conservation, reuse, and efficiency; and enhance water systems health and resilience.

CONSENT CALENDAR

Approval Items

- 5. Minutes of the Meeting – September 1, 2022 PPG.52
- 6. Approval of 2023 Federal Transportation Improvement Program (FTIP) and Connect SoCal Amendment 2 PPG. 63
- 7. Resolution No. 22-647-4 Approving Connect SoCal CEQA Addendum No. 3 to PEIR (SCH No. 2019011061) PPG. 78
- 8. Resolution No. 22-647-5 Amending the 2021 and 2023 Active Transportation Program PPG. 113
- 9. Resolution No. 22-647-6 Acceptance of Office of Traffic Safety Grant Funds to Support the Active Transportation Safety and Encouragement Campaign PPG. 140
- 10. Contract Amendment Greater Than 30% of the Contract’s Original Value and \$75,000 or Greater: Contract No. 18-046-C01, Project Portfolio Management – Implementation PPG. 144
- 11. Contracts \$200,000 or Greater: Contract No. 22-054-C01, City of Buena Park Comprehensive Active Transportation Program PPG. 152
- 12. Contracts \$200,000 or Greater: Contract No. 23-007-C01, ESRI Enterprise Agreement Software PPG. 167
- 13. 2022-2023 Executive Administration Committee Strategic Work Plan PPG. 175
- 14. SCAG Memberships and Sponsorships PPG. 188

Receive and File

- 15. October 2022 State and Federal Legislative Update PPG. 191
- 16. Request to Release Connect SoCal 2024 PEIR Notice of Preparation PPG. 195



17. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 - \$74,999 PPG. 209

18. CFO Monthly Report PPG. 223

BUSINESS REPORT

(Lucy Dunn, Ex-Officio Member; Business Representative)

PRESIDENT'S REPORT

(The Honorable Jan Harnik, President)

EXECUTIVE DIRECTOR'S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

To: Executive/Administration Committee (EAC)
Regional Council (RC)

From: Michael Houston, Director of Legal Services/Chief Counsel
(213) 630-1467, houston@scag.ca.gov

Subject: Findings to Continue Holding Virtual Regional Council and Committee Meetings Under AB 361

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee (EAC): (1) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the EAC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (2) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the EAC, RC and all committees, subcommittees and task forces established by the RC or SCAG's Bylaws, to utilize remote teleconference meetings pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e).

RECOMMENDED ACTION FOR RC:

That the Regional Council (RC): (1) ratify the prior actions of the Executive/Administration Committee taken at its October 6, 2022 meeting relating to findings made pursuant to Government Code Section 54953(e)(3); (2) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the RC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (3) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the RC, EAC and all committees, subcommittees and task forces established by the RC or SCAG's Bylaws, to utilize remote teleconference meetings pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On March 4, 2020, Governor Newsom issued a Proclamation of State of Emergency pursuant to Government Code Section 8625 in relation to the COVID-19 public health crisis. Notwithstanding declines in COVID-19-related cases and hospitalizations, and the relaxing of COVID-19-related requirements, this State of Emergency is still in force. Additionally, variants such as variant b.a.5 have shown continued prevalence in test results in the region. To continue assisting in managing this ongoing public health situation, local public health officials still recommend social distancing and other measures, as further discussed below, as a means to control and prevent the spread of COVID-19. Amendments to the Brown Act in Government Code section 54953(e) (hereafter, "Section 54953(e)") allow legislative bodies to conduct remote/teleconferenced meetings without posting the location of teleconferenced meeting sites or making such sites available to the public (as is required by Section 54953(b)(3)), provided that certain conditions facilitating "real time" public participation and other requirements are satisfied. SCAG's Regional Council Policy Manual permits the holding of remote and teleconferenced meetings in the manner permitted by Section 54953(e). Teleconference meetings include meetings that are held in a "hybrid" manner (that is, with both remote and "in-person" participation, and where the public is not permitted to attend in-person).

Since the enactment of Section 54953(e), the EAC, SCAG's Policy Committees, its other committees and the RC have met pursuant to Section 54953(e), subdivision (1)(A). SCAG's legislative bodies may continue meeting pursuant to Section 54953(e) provided that certain findings are made to continue doing so. Further, to continue meeting in such manner, the meetings must be held pursuant to the requirements of subdivision (e) of Section 54953.

This staff report includes findings that the EAC and RC can make to continue meeting remotely. Action by the EAC and RC will facilitate and authorize all of SCAG's legislative bodies (the RC, EAC, Policy Committees, other committees, subcommittees and task forces) to continue utilizing teleconference/videoconference meetings for a thirty-day period. Further continuation of this practice would require the EAC and/or RC to reconsider the then-current circumstances and make findings accordingly.

BACKGROUND:

The United States Secretary of Health and Human Services declared a public health emergency based on the threat cause by COVID-19 on January 31, 2020. The President of the United States issued a Proclamation Declaring a National State of Emergency Concerning COVID-19 beginning March 1, 2020. Thereafter, the Governor of California issued a Proclamation of State of Emergency pursuant to Government Code Section 8625 in relation to the COVID-19 public health crisis on

March 4, 2020. This proclamation has not yet been repealed or rescinded and is currently in force, notwithstanding declines in in COVID-19-related cases and hospitalizations from rates in the 2021-22 wintertime and the general relaxing or retiring of COVID-19-related requirements. As a result, a state of emergency continues to be declared in California with respect to COVID-19. Additionally, COVID-19 variants, including the b.a.5 variant, demonstrate that the virus continues to transmit in public places, as evidenced by test results. Early summertime increases in positive COVID-19 test results and hospitalization lead to the potential that a public health order mandating masks would be issued. While no mandatory masking policy was ordered by the Los Angeles Public Health Officer in July, and the health officer recently relaxed further certain mandatory masking requirements, the health officer has made it clear that Los Angeles County continues to monitor case numbers and the Public Health Officer has not ruled out mandatory masking or other prophylactic measures in the future, should circumstances warrant.¹ The public health officer also continues to advocate for social distancing as a prudent and reasonable means to assist in controlling COVID-19.²

Pursuant to Assembly Bill (AB) 361, which amended the Brown Act's teleconferencing provisions, Section 54953(e) allows legislative bodies to meet virtually without posting the remote meeting locations and without providing public access at such locations (as is generally required by section 54953(b)(3)), provided there is a state of emergency, and either (1) state or local officials have imposed or recommended measures to promote social distancing or (2) the legislative body determines by majority vote that meeting in person would present imminent risks to the health and safety of attendees. Additionally, Section 54953(e) imposes transparency requirements to the management of remote and teleconference public meetings held under this section. Specifically, Section 54953(e) imposes two requirements for remote public meetings:

1. Public agencies hosting teleconference meetings pursuant to Section 54953(e) in lieu of traditional in-person or teleconferenced meetings must permit direct "real time" public comment during the teleconference and must leave open the opportunity for public comment until the comment period is closed during the ordinary course of the meeting. The opportunity to make public comment must be of a sufficient duration to allow actual public participation.
2. Any action by the governing body during a public teleconference meeting held under Section 54953(e) must occur while the agency is actively and successfully broadcasting to

¹ http://publichealth.lacounty.gov/media/coronavirus/docs/HOO/HOO_SaferReturnWorkCommunity.pdf (visited September 26, 2022) (noting "Public Health will continue following the County's COVID-19 Response Plan to recommend or require future mitigation measures should the County's designation on the CDC's Community Level framework increase to Medium or High and the County's COVID-19 transmission level substantially increases in the future.")

² <http://publichealth.lacounty.gov/acd/ncorona2019/BestPractices/> (visited September 26, 2022) (noting that in business locations it is recommended to "Limit indoor occupancy to increase the physical space between employees at the worksite, between employees and customers, and between customers.")

members of the public through a call-in option or an internet-based service option. If a technical disruption within the agency's control prevents members of the public from either viewing the meeting of the public agency or prevents members of the public from offering public comment, the agency must cease all action on the meeting agenda until the disruption ends and the broadcast is restored.

SCAG has implemented the requirements for conducting public meetings in compliance with the prior executive orders and Section 54953(e). Teleconference accessibility via call-in option or an internet-based service option (via the Zoom Webinars platform) is listed on the published agenda for each meeting of SCAG legislative bodies, and on SCAG's website. Further, SCAG provides access for public comment opportunities in real time at the time noted on the agenda. The holding of remote meetings in compliance with Section 54953(e) promotes the public interests of facilitating robust public participation on a remote platform and, further, protecting the public, SCAG's members and its employees when congregating indoors and against recent variants (including variants b.a.5) that pose health risks. Providing remote meetings also allows for the fully participation of SCAG's governing board members and staff who otherwise have tested positive, are mildly ill, and would be unable to personally attend meetings at SCAG's offices but for the accommodations in Section 54953(e). Recent SCAG meetings have included remote participation of either staff or committee members who have been ill with COVID-19 and, but for remote participation, would not have attended in person due to communicable illness.

Since the enactment of Section 54953(e), the EAC, SCAG's Policy Committees, its other committees and the RC have met pursuant to provisions in Government Code section 54953(e)(1)(A) because a declared state of emergency exists and County of Los Angeles Public Health Department and the City of Los Angeles currently recommends a variety of social distancing measures (including recommended, but not presently required, masking, recommending avoidance of crowded indoor spaces and social distancing, especially in cases where, as is the case here, the vaccination status of persons outside your household is unknown).³ The continued importance of social distancing measures is exemplified by current local health order recommendations to continue adhering to public health measures and recognition that local agencies and businesses may desire to adhere to more stringent health protocols than formally mandated.⁴

³ See <https://coronavirus.lacity.org/> (visited September 26, 2022) Los Angeles County Public Health Department notation that social distancing is still a recommended practice.

⁴ See <https://www.lamayor.org/sites/g/files/wph1781/files/page/file/20220304%20SAFER%20LA%20ORDER%202020.03.19%20%28REV%202022.03.04%29.pdf> (City of Los Angeles Mayoral Order), noting "All persons living and working within the City of Los Angeles should continue to always practice required and recommended COVID-19 infection control measures at all times and when among other persons when in community, work, social, or school settings, especially when multiple unvaccinated persons from different households may be present and in close contact with each other, especially when in indoor or crowded outdoor settings." Also, noting "Consistent and

SCAG's legislative bodies may continue meeting pursuant to Section 54953(e) if certain findings are periodically made and provided, further, that such meetings continue to be held pursuant to the requirements of subdivision (e) of Section 54953. The required findings include: (1) the legislative body has reconsidered the circumstances of the state of emergency and (2) that either (i) state or local officials continue to recommend measures to promote social distancing or (ii) an in-person meeting would constitute an imminent risk to the safety of attendees.

SCAG's Regional Policy Manual permits holding teleconference/videoconference meetings and permits the President to waive certain requirements in the Policy Manual where state law permits such waiver. Likewise, SCAG's Bylaws authorize the EAC to make decisions and take actions binding on SCAG if such decisions or actions are necessary prior to the next regular meeting of the Regional Council. (Art. V.C(3)(a).) Given the RC's regular meeting on October 6th will occur following the earlier meetings that day of the EAC and Policy Committees, SCAG's Bylaws authorize the EAC to make the findings contained in this staff report.

If the findings below are made, all SCAG legislative bodies (i.e., the RC, EAC, Policy Committees and other SCAG committees, subcommittees and task forces) are authorized to meet pursuant to Section 54953(e) for thirty days. Further continuation beyond this period would require the EAC and/or RC to reconsider the then-current circumstances.

FINDINGS:

The recommendations in this staff report are based on the following facts and findings, made pursuant to Government Code Section 54953(e)(3), which are incorporated into the recommended action taken by the EAC and RC, as noted above:

1. The EAC and RC have reconsidered the circumstances of the state of emergency initially declared by the Governor on March 4, 2020, pursuant to section 8625 of the California Emergency Services Act, relating to the COVID-19 public health crisis and find that the declaration remains in effect. The continuation of virtual meetings will allow for full participation by members of the public, consistent with continued social distancing recommendations, and will facilitate the purposes of such social distancing recommendations by preventing large crowds from congregating at in indoor facilities for extended periods of time. Given that the vaccination status of meeting participants (including members of the public) is not known, it is prudent to use caution in protecting the health of the public, SCAG's employees and its membership where, as here, adequate virtual means exist to permit the meeting to occur by teleconference/videoconference with

correct mask use (covering nose and mouth) is especially important indoors when in close contact with others (less than six feet from) who are not fully vaccinated against COVID-19 or whose vaccination status is unknown."

the public being afforded the ability to comment in real time.⁵ Additionally, continuing virtual meetings allows for the fully participation of SCAG's governing board members and staff who otherwise have tested positive, are mildly ill, and would be unable to personally attend meetings at SCAG's offices but for the accommodations in Section 54953(e). Allowing the continued participation of mildly ill persons by remote means while they isolate promotes the public interest and, in fact, has permitted staff and governing board members to fully participate in prior meetings.

2. The EAC and RC find that state and local officials continue to recommend measures to promote social distancing as exemplified by the discussion and footnoted provisions above. Further the Los Angeles County Department of Public Health and City of Los Angeles continue to recommend measures to promote social distancing, including recommendations to avoid crowded indoor spaces and to maintain social distancing, especially in cases where the vaccination status of persons outside a person's household is unknown. The continued importance of social distancing measures is exemplified by recent health order recommending the need to continued adherence to public health measures and recognition that local agencies and businesses may desire to adhere to more stringent health protocols than formally mandated. Finally, SCAG's primary offices and its regional offices remain closed to the public in relation to the COVID-19 emergency declaration.

CONCLUSION:

Staff recommends the actions described above be taken based on the findings contained in this staff report. Should further remote meetings pursuant to Section 54953(e) be warranted, the EAC and/or RC are required to reconsider the circumstances and make findings to continue holding meetings in this manner.

FISCAL IMPACT:

None.

⁵ See

<https://www.lamayor.org/sites/g/files/wph1781/files/page/file/20220304%20SAFER%20LA%20ORDER%202020.03.19%20%28REV%202022.03.04%29.pdf>, noting "People at risk for severe illness or death from COVID-19—such as unvaccinated older adults and unvaccinated individuals with underlying medical conditions associated with higher risk for severe COVID-19—and members of their household, should defer participating in activities with other people outside their household where taking protective measures, including wearing face masks and social distancing, may not occur or will be difficult, especially indoors or in crowded spaces. For those who are not yet fully vaccinated, staying home or choosing outdoor activities as much as possible with physical distancing from other households whose vaccination status is unknown is the best way to prevent the risk of COVID-19 transmission."



AGENDA ITEM 2
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Michael Houston, Director of Legal Services/Chief Counsel
(213) 630-1467, houston@scag.ca.gov

Subject: Special Election of SCAG 2022-2023 Second Vice President Resulting from
Officer Vacancy

RECOMMENDED ACTION:

As recommended by the Nominating Committee, elect Supervisor Curt Hagman, San Bernardino County, for the SCAG 2022-23 Officer position of Second Vice President for the balance of the 2022-2023 term.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On September 27, 2022, the Nominating Committee was called to meet by President Harnik due to a vacancy in the office of Second Vice President, which resulted from the automatic ascension of Art Brown to the office of First Vice President because of the untimely and tragic passing of First Vice President Carmen Ramirez. There were two (2) eligible applicants who applied to serve the remainder of the unexpired term in the office of Second Vice President. Following presentation and discussion, the Nominating Committee unanimously nominated and recommended that the Regional Council elect Supervisor Curt Hagman to serve the remainder of the unexpired term of Second Vice President.

The nominated candidate meets the minimum eligibility requirements in SCAG's Bylaws. If elected by the Regional Council, Supervisor Hagman will serve the remainder of the term of Second Vice President, commencing on adjournment of today's meeting and expiring at the adjournment of the 2023 General Assembly meeting.

BACKGROUND:

Due to a vacancy resulting from the untimely and tragic passing of First Vice President Carmen Ramirez, Second Vice President Art Brown succeeded to the position of SCAG's First Vice President in accordance with the SCAG Bylaws. As a result, a vacancy in the office of Second Vice President

was created. President Harnik appointed the Nominating Committee to review candidates for the vacant Second Vice President position and this committee met on September 27, 2022 to review applications.

According to the SCAG Bylaws Article VI, Section E, “upon the occurrence of a vacancy in the office of President, First Vice-President, or Second Vice-President, the vacancy shall be filled for the balance of an unexpired term in order of succession by elevating the next remaining Officer to such position, and the President may call for a Special Election to fill the unexpired term of the office of Second Vice-President. Such second Vice-President shall be selected from a list of candidates which shall be prepared by a Nominating Committee structured in accordance with the provisions of Article VI, Section B. In the event of such a Special Election the name of a nominee shall be submitted by the Nominating Committee to the Regional Council for action. If elected, the new Second Vice-President shall take office upon adjournment of that meeting of the Regional Council that included the Special Election.”

Two (2) members of the Regional Council timely submitted applications for the Second Vice President position by the deadline of September 16, 2022 as follows:

1. Supervisor Curt Hagman, San Bernardino County
2. Mayor Deborah Robertson, Rialto, RC District 8

Applicants were notified of the committee meeting and provided the opportunity to address the committee. Councilmember Robertson notified the committee that, due to a conflicting closed session city council meeting, she would be unable to attend. Supervisor Hagman, who was in attendance, addressed the committee. Thereafter, the committee discussed the respective qualifications of the two candidates. Following discussion, the Nominating Committee unanimously nominated and recommended that the Regional Council elect Supervisor Curt Hagman, San Bernardino County, to serve the remainder of the unexpired 2022-2023 term of the Second Vice President.

Attached to this report is the application of the nominated candidate. Based upon the review of the Nominating Committee and confirmation by staff, the nominated candidate meets the minimum eligibility requirements set forth under Article VI, Section C of SCAG’s Bylaws.

Under SCAG’s Bylaws, if elected, Supervisor Hagman will serve the remainder of the Second Vice President’s term office commencing at the adjournment of today’s meeting and expiring on the adjournment of the 2023 General Assembly.

FISCAL IMPACT:



Work related to the process is covered by SCAG's Indirect Cost Budget, including WBS No. 810.SCG0120.09.



AGENDA ITEM 3
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Ruben Duran, Board Counsel

Subject: Approval of Amendment No. 1 to Executive Director's Employment Agreement

RECOMMENDED ACTION:

Approve the attached Amendment No. 1 to the Employment Agreement between SCAG and Kome Ajise.

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. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

In accordance with SCAG's Bylaws and the Executive Director's Employment Agreement, the Executive/Administration Committee (EAC) conducted an annual performance evaluation of the Executive Director earlier this year. At its regular meeting on August 31, 2022, the EAC recommended that the RC approve an amendment to the agreement to (1) adjust the annual salary; (2) delete provisions related to an automatic cost-of-living adjustment; and (3) amend language related to the timing of the annual evaluation to make the agreement consistent with SCAG's Bylaws. The attached amendment makes only those changes; the remaining terms of the agreements remain in full force and effect.

BACKGROUND:

SCAG's Executive Director, Kome Ajise, was hired on April 5, 2019. His employment agreement, attached hereto, sets forth the terms of employment, including an initial five-year term, an annual salary of \$335,000, customary employee benefits such as health and life insurance, and various other terms.

Section 2.03 of the agreement provides for an annual performance evaluation of the executive director by SCAG's Executive/Administrative Committee; that process was recently completed. As

authorized by section 3.04 of the agreement (related to Discretionary Merit Increase), the EAC recommended at its August 31, 2022 meeting that the RC approve an increase in the executive director's annual salary to \$382,000. The annual salary has not been adjusted since Mr. Ajise commenced his tenure.

The RC approved that recommendation at its September 1, 2022, along with minor changes to the employment agreement to delete reference to an annual cost-of-living adjustment (which had likewise not been made) and to require that the timing of the annual performance evaluation comply with SCAG's Bylaws (the original agreement contained language on timing that was inconsistent with the Bylaws).

Accordingly, Board Counsel has prepared the attached Amendment No. 1 to the employment agreement for the RC's consideration.

FISCAL IMPACT:

The fiscal impact of this change to salaries and fringe benefits in the Indirect Cost budget is \$68,735.

ATTACHMENT(S):

1. SCAG_ Draft Amendment 1 to K. Ajise Employment Agreement-c1
2. Ajise Employment Agreement 2019-c1

AMENDMENT NO. 1

EMPLOYMENT AGREEMENT BETWEEN
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
AND KOME AJISE

The EMPLOYMENT AGREEMENT BETWEEN SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AND KOME AJISE, dated May 2, 2019, is hereby amended as follows:

1. **Section 2.03. (Performance Evaluation):** This section shall be revised, as follows:

Employee’s performance will be evaluated in accordance with Article V, section C(3)(b) of SCAG’s Bylaws.
2. **Section 3.02. (Employee Base Salary):** The base salary shall be increased to Three Hundred and Eighty-Two Thousand Dollars (\$382,000) per year.
3. **Section 3.03. (Cost of Living Adjustment):** This section shall be removed in its entirety.
4. Except as expressly amended herein, all other terms and conditions of the Agreement shall remain in full force and effect.

These amendments have been mutually agreed upon and shall become effective upon approval of this Amendment by the Regional Council.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

By: _____
Jan C. Harnik, President

By: _____
Kome Ajise, Executive Director

DATE: _____

APPROVED AS TO FORM

Ruben Duran, Board Counsel

EMPLOYMENT AGREEMENT

FOR

KOME AJISE

This Employment Agreement (hereinafter referred to as "Agreement") is entered into by and between the Southern California Association of Governments, a California Joint Powers Agency (hereinafter referred to as the "Employer" or "SCAG") and Kome Ajise (hereinafter referred to as the "Employee"), each individually referred to as "Party" and collectively referred to as the "Parties," in consideration of the mutual promises as set forth herein.

RECITALS

WHEREAS, the position of Executive Director is a "Director" level and "at-will" position;

WHEREAS, it has been determined that it is in the best interest of SCAG that all "Director" level positions and their terms of employment be set forth in an employment contract between SCAG and the Executive Director;

WHEREAS, the Regional Council has given authority to the SCAG President to enter into this Agreement on behalf of Employer; and

WHEREAS, SCAG intends that this Agreement set forth all obligations, rights and privileges it may owe to Employee and which Employee may owe to SCAG as a result of the employment relationship.

NOW THEREFORE, the Parties agree to enter into this Agreement under the terms and the conditions set forth below.

ARTICLE 1. TERM OF EMPLOYMENT

Section 1.01 -- Specified Term

The Employer hereby employs Employee and Employee hereby accepts employment with Employer for the period from April 5, 2019 to April 4, 2024, hereinafter referred to as the "Term" of the Agreement.

Section 1.02 -- Earlier Termination

This Agreement may be terminated earlier as hereinafter provided under Article 4.

ARTICLE 2. DUTIES AND OBLIGATIONS OF EMPLOYEE

Section 2.01 -- Title and Description of Performance Goals

Employee shall serve as the Executive Director of SCAG. In that capacity, Employee shall do and perform all services, acts, or things necessary or advisable to fulfill the duties of an Executive Director pursuant to the provisions of Article VII of SCAG's Bylaws. However, Employee shall at all times be subject to the direction of the Regional Council and the policies of the Regional Council.

Section 2.02 -- Loyal and Conscientious Performance of Duties

Employee agrees that to the best of his ability and experience, he will at all times loyally and conscientiously perform all of the duties and obligations required of him either expressly or implicitly by the terms of this Agreement. Said required duties and obligations are set forth in Article VII of SCAG's Bylaws.

Section 2.03 -- Performance Evaluation

Employee's performance will be evaluated annually by SCAG's Executive / Administration Committee (EAC) and ratified by SCAG's Regional Council in accordance with the Bylaws of SCAG. This annual performance evaluation shall occur on or before April 30th of each year during the Term of this Agreement. Informal performance evaluations by the EAC may be undertaken as determined by the EAC. Each annual performance evaluation shall be based on Employee's performance as measured against both the required duties and obligations of the Executive Director and an annual Work Plan developed by Employee and the EAC and agreed to by the Regional Council. The EAC shall also have the authority to seek input from SCAG's Executive Management staff in assessing Employee's performance.

Section 2.04 -- Employer's Personnel Rules

Employee agrees to comply with all of the provisions set forth within the Personnel Rules of SCAG that are applicable to this Agreement, as they are adopted and periodically amended.

ARTICLE 3. OBLIGATIONS OF EMPLOYER

Section 3.01 -- General Description

Employer shall provide Employee with the compensation, incentives, and benefits as set forth below, and reasonable business expense reimbursement in accordance with SCAG's policies.

Section 3.02 -- Employee Base Salary

Commencing the starting date (Term) of this Agreement (April 5, 2019) and as compensation for the services to be rendered by Employee under this Agreement, Employer shall pay Employee a base salary of Three Hundred and Thirty Five Thousand Dollars (\$335,000.00) per year paid in equal biweekly amounts during the period of his employment and prorated for any partial employment period. During the Term of this Agreement and subject to the terms of this Article 3, the EAC shall have the authority to recommend the adjustment and increase of the base salary of Employee, with any such base salary adjustment and increase subject to the ratification of the Regional Council.

Section 3.03 -- Annual Cost of Living Increases

At the sole discretion of SCAG, and commencing on April 5, 2019 and continuing each year thereafter, provided that the Regional Council and General Assembly approve salary adjustments for SCAG employees through the annual budget approval process, Employee shall receive a cost of living increase paid consistent with any cost of living increase made available to SCAG staff and only if a cost of living increase is made available to SCAG staff. The amount of any such cost of living increase for Employee must be determined using a process that is consistent with that used for SCAG staff. Any such cost of living increase must be authorized by the SCAG President before it takes effect, and will be effective on the same date as it is effective for SCAG staff.

Section 3.04 -- Discretionary Merit Increase

At the sole discretion of SCAG and commencing on April 5, 2019 and continuing each year thereafter, provided that the Regional Council and General Assembly approve salary adjustment for SCAG employees through the annual budget approval process, Employee shall receive a merit salary adjustment based on the EAC's review of Employee's performance of duties and obligations and achievement, as well as the achievement of performance objectives/desired outcomes as provided in a Work Plan to be subsequently approved and agreed upon between Employee and the EAC. Any merit salary increase, if any, must be consistent with any merit salary increase available to

SCAG staff and, after authorization by the SCAG President, will be effective on the same date as it is effective for SCAG staff.

Section 3.05 -- Limitation on Increases

Notwithstanding Sections 3.03 and 3.04 above, in years when there is no cost of living increase, merit salary adjustment or other form of compensation adjustment provided to SCAG staff, Employee will not receive any such increases, payments or adjustments. .

Section 3.06 -- Employee Benefits

(a) Employee is entitled to sick leave, all retirement, health, vision and dental insurance, life insurance, deferred compensation, and disability benefits and other work related programs offered to all non-exempt SCAG employees. In addition, life insurance with an increased coverage level of \$150,000.00 is provided. The Employer shall pay the full premium of this coverage; but the Employee shall be responsible for the taxable value of this benefit. Also, the Employer agrees to match Employee's annual contribution to SCAG's 457 deferred compensation retirement plan(s) provider, except that matching amount from Employer, not to exceed IRS limits in any given year.

(b) Employee will be entitled to accumulate annual vacation leave at the rate of 160 hours or at such accumulation rate as provided in the Personnel Rules as they are adopted and periodically amended, whichever is greater. Utilization of such leave and restrictions on the accumulation of such leave shall be governed by the provisions of the Personnel Rules.

(c) Employee will be entitled to receive ~~\$10,500 annually~~ ^{KA} ~~or~~ ^{AW} \$750 monthly for an auto allowance. This supplemental allowance will be paid as part of a non-accountable plan in accordance with applicable regulations of the United States Treasury Department, Internal Revenue Service, and all such payments will be reported as income.

(d) Employee shall receive a monthly allowance equal to cost of monthly parking in SCAG's Downtown Los Angeles headquarters.

(e) Employee shall receive \$250 monthly as reimbursement for the acquisition and use of a Cellular Telephone and for unrestricted Internet home use; and any hardware accessories.

(f) Employee shall also be entitled to receive, each year, Personal Floating Holidays to be used in accordance with the provisions set forth in the Personnel Rules of SCAG, as they are adopted and periodically revised.

(g) In addition to the vacation leave described in Section 3.06(b) above, Employee shall also be entitled to receive each year 80 hours of executive leave accrued annually on a calendar year basis, and whatever portion is unused as of December 31st of the calendar year, shall be paid out in cash upon Employee's request in the following calendar year.

(h) All sick leave, vacation, retirement and other benefits accrued by Employee as of the Effective Date of this Agreement shall be carried forward under this Agreement.

ARTICLE 4. TERMINATION OF EMPLOYMENT

Section 4.01 -- Automatic Termination

This Agreement shall automatically terminate, with or without notice, and without the severance payment set forth in Article 4.03(a) (2), upon the occurrence of the following events:

- (a) the death of the Employee;
- (b) the inability of the Employee to perform the essential functions of his employment;
- (c) the voluntary or involuntary dissolution of Employer; or
- (d) the expiration of the Term of this Agreement.

This Agreement will also automatically terminate, after sixty (60) days written notice, in the event that Employee's position is eliminated due to work reduction caused by budgetary constraints or for any other reason; provided, however, that in this situation, severance payment may be paid to Employee in accordance with Article 4.03(a) (2) of this Agreement at the sole discretion of the Employer.

Section 4.02 -- Termination by Employee

The Employee may terminate this Agreement by providing the Employer with sixty (60) days written notice of his resignation of employment. Upon his resignation, Employee shall be entitled only to the compensation set forth in Section 4.04 and shall not be entitled to any severance payment.

Section 4.03 -- Termination by Employer

(a) **Without Cause:** The Employer may, at its sole discretion, terminate this Agreement without cause provided that Employer gives Employee at least sixty (60) days written notice of such termination without cause. Being at-will, Employee acknowledges that he has no right to the grievance procedures established by Employer.

- (1) Should Employer elect to terminate this Agreement without cause, Employer agrees to provide Employee with a severance payment as set forth in Section 4.03(a) (2) below from the date of termination.
- (2) Employee shall receive an amount equal to Employee's annual base salary as defined in Section 3.02 at the time of termination as a severance payment; except, that, in accordance with Government Code Section 53260, the maximum severance payment made to Employee cannot be more than Employee's annual base salary divided by twelve and multiplied by the number of months remaining in the Term of this Agreement (up to a maximum of twelve (12) months). In addition, Employer shall pay the life, vision, medical and dental premiums of Employee at the then current participation rate at the time of termination for the number of months remaining in the Term of this Agreement (up to a maximum of twelve (12) months).

(b) **For Cause:** The Employer shall have the right to immediately terminate Employee for cause if the Employee does any of the following:

- (1) willfully breaches or habitually neglects the duties which he is required to perform under terms of this Agreement;
- (2) commits acts of dishonesty, fraud, misrepresentation, or other acts of moral turpitude, that would prevent the effective performance of his duties or that places SCAG in an unfavorable light;
- (3) substantially fails to perform his duties or fails to meet his performance objectives based upon the annual review by the EAC;
- (4) engages in any actions that is disruptive to the workplace;
- (5) commits significant acts of insubordination to the Regional Council; or
- (6) violates any of the policies set forth in the Personnel Rules of SCAG, as adopted and periodically amended.

If the Employee is terminated by Employer for cause, Employee shall not be entitled to any severance payment from Employer, unless the EAC in its sole discretion authorizes severance payment and the decision by the EAC is ratified by a majority vote of the Regional Council.

(c) Notice of For Cause Termination: Should the Employer terminate Employee pursuant to Section 4.03(b), Employer agrees to provide Employee with written notice detailing the specific grounds leading to his for cause termination, provided that such written notice of termination for cause may be effective immediately.

Section 4.04 -- Effect on Compensation

In the event that this Agreement is terminated, for any of the reasons set forth in this Article, Employee shall be entitled to his base salary owed and benefits earned by and vested in Employee prior to the date of his termination, computed pro rata up to and including that date. Except for the provisions in this Agreement allowing for severance payment, and except for the payment of life, vision, medical and dental premiums as discussed in Section 4.03(a) (2), Employee shall be entitled to no further compensation as of the date of termination.

ARTICLE 5: GENERAL PROVISIONS

Section 5.01 -- Notices

Any notices to be given by either Party to the other shall be in writing and maybe transmitted either by personal delivery or by mail, registered or certified, postage prepaid with return receipt requested. Mailed notices shall be addressed to the Parties at the addresses appearing below. Each Party may change that address by written notice in accordance with this section. Notices delivered personally shall be deemed communicated as of the date of actual receipt; mailed notices shall be deemed communicated as of the date of mailing.

Notice to Employer

Human Resources Department
SCAG
900 Wilshire Boulevard
Suite 1700
Los Angeles, California 90017

Notice to Employee

Kome Ajise
900 W. Temple Street #407
Los Angeles, CA 90012

Section 5.02 -- Attorney's Fees and Costs

If any action is necessary to enforce or interpret the terms of this Agreement, the prevailing Party shall be entitled to reasonable attorney's fees, costs, and necessary disbursements in addition to any other relief to which that Party may be entitled. This provision shall be construed as applicable to the entire contract.

Section 5.03 -- Entire Agreement

This Agreement supersedes any and all other agreements, either oral or in writing, between the Parties with respect to the employment of Employee by Employer, and contains all of the covenants and agreements between the Parties with respect to that employment in any manner whatsoever. Each Party to this Agreement acknowledges that no representations, inducements, promises, or agreements, orally or otherwise, have been made by any Party, or anyone acting on behalf of any Party, which are not embodied herein, and that no other agreement, statement; or promise not contained in this Agreement shall be valid or binding.

Section 5.04 -- Modification

Any modification or amendment of this Agreement will be effective only if it is in writing signed by both the President of SCAG acting on behalf of SCAG's Regional Council and the Employee. However, changes to the Personnel Rules of SCAG, except for those addressing compensation or benefits, are applicable to this Agreement.

Section 5.05 -- Partial Invalidity

If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions shall nevertheless continue in full force without being impaired or invalidated in any way.

Section 5.06 -- Governing Law

This Agreement shall be governed by and construed in accordance with the laws of the State of California.

Executed on May 2nd, 2019 at Los Angeles, California.

EMPLOYER

Southern California Association of Governments


By  _____
Alan Wapner, SCAG President

EMPLOYEE

Kome Ajise

By  _____
Executive Director

Approved as to Form:

 _____
Legal Counsel



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Emily Rotman, Junior Planner
(213) 630-1440, rotman@scag.ca.gov
Subject: SCAG Water Action Resolution

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

That the Energy and Environment Committee (EEC) recommend the Regional Council (RC) adopt a Water Action Resolution of the Southern California Association of Governments (No. 22-647-3), which the resolution affirms a drought and water shortage emergency in the SCAG Region and calls on local and regional partners to join together to reduce water use; improve water conservation, reuse, and efficiency; and enhance water systems health and resilience.

RECOMMENDED ACTION FOR RC:

That the Regional Council (RC) adopt a Water Action Resolution of the Southern California Association of Governments (No. 22-647-3), which the resolution affirms a drought and water shortage emergency in the SCAG Region and calls on local and regional partners to join together to reduce water use; improve water conservation, reuse, and efficiency; and enhance water systems health and resilience.

RECOMMENDED ACTION FOR CEHD AND TC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

As part of the 2022-2023 Executive Administration Committee (EAC) Strategic Plan, the EAC identified water resilience as a core policy area for regional leadership. The Energy and Environment Committee (EEC) has received numerous presentations on the drought; recognizing the urgency of addressing local challenges related to water supply and infrastructure needs, the EEC recommended that SCAG take formal action. The proposed Water Action Resolution of the

Southern California Association of Governments affirms a drought and water shortage emergency in the SCAG Region and calls on local and regional partners to join together to reduce water use; improve water conservation, reuse, and efficiency; enhance water systems' health and resilience; and support investments in water infrastructure and conservation practices that support the region's economic and population growth and fosters planning for the Region's Housing Needs identified in Connect SoCal. In September 2022, staff sought feedback on the draft Resolution from the EEC. Feedback from EEC members and stakeholders has been incorporated into the proposed Resolution. Experts on water issues in the region will speak at Regional Council to help inform discussion on the proposed Resolution.

BACKGROUND:

The SCAG region is expected to grow by 1.7 million residents between years 2019 and 2050 and jurisdictions must plan for a regional housing need of 1.3 million new housing units by 2029. Climate change continues to impact the SCAG region's health, safety and economic welfare as extended dry heat days and persistent aridity worsen severe drought in California, and these in turn the ability to manage and support healthy growth.

Although many Southern Californians and water suppliers have made progress in reducing water use and improving efficiency, water use is outpacing water replenishment and reducing water supply at unsustainable rates. Clean, safe, and reliable water supply is central to Southern California's people, economy, and natural systems, and additional conservation actions as well as new infrastructure investments are needed to address the region's water challenges. With the past 22 years having been the driest period in the southwestern United States within 1200 years, planning for water resilience at regional and local scales has become increasingly important¹. Although Southern California water systems and planning do not yet account for persistent aridity, a shift towards greater local water reliance and efficiency can help mitigate and adapt to changing water supply and climate. Local water solutions include building upon underutilized resources, such as rainwater, grey water, stormwater, and water reuse and efficiency, as well as supporting the conservation and replenishment of water supplies, mitigating future water supply shortages, and investing in sustainable water infrastructure to ensure the health, safety, and welfare of communities, agriculture, and the environment can be sustained to support the projected economic and population growth of the region.

Additionally, extreme heat and ensuing periods of drought exacerbate challenges for both energy and water management and is a growing threat to lives and livelihoods across the state - especially for disadvantaged communities. The water-energy nexus was first recognized by the California Energy Commission in the 2005 Integrated Energy Policy Report in which it was found that 19 percent of California's total statewide electricity use – a third of non-power plant natural gas

¹ Williams, A.P., Cook, B.I. & Smerdon, J.E. Rapid intensification of the emerging southwestern North American megadrought in 2020–2021. *Nat. Clim. Chang.* 12, 232–234 (2022). <https://doi.org/10.1038/s41558-022-01290-z>

consumption and 88 billion gallons of diesel consumption -- are related to water. Water management and regional collaboration can play a prominent role in reducing energy demand and is a key part of the suite of solutions needed to help drive the clean energy transition forward.

In September 2022, staff sought feedback on the draft Resolution from the EEC and heard six verbal public comments. Staff have also been engaging with water agencies, community and non-profit organizations, members of the building and business communities, and experts in Southern California to ensure that the resolution addresses the region's water challenges and opportunities. Feedback from EEC members and stakeholders has been incorporated into the proposed Resolution, and those updates are summarized below:

- *References to the connection between water and supporting the region's housing needs and growth;*
- *Additional information on the economic impacts of drought in California, costs and affordability specific to California, and impacts of the water shortage in the Imperial Valley;*
- *Coordination with other stakeholders, including social and environmental justice organizations, housing groups, and public health organizations;*
- *Address the cost-effectiveness and feasibility for a wide range of strategies and solutions; and*
- *Inclusion of additional strategies and opportunities for water acquisition and storage, training and education, state legislation and programs, and alternative and innovative technologies.*

In SCAG's role to bring Southern California's diverse residents and local partners together with unifying regional plans, policies, and programs that result in healthy, livable, sustainable, and economically resilient communities, the following actions, with proposed additions underlined below, are proposed for inclusion in the Resolution to reduce water use; improve water conservation, reuse, and efficiency; enhance water systems' health and resilience; and support investments in water infrastructure and conservation practices that support the region's economic and population growth and fosters planning for the Region's Housing Needs identified in Connect SoCal:

1. SCAG shall support best practices in resource conservation as well as an integrated planning approaches to help local jurisdictions meet housing production needs in a drier environment.
2. SCAG shall continue to work with local jurisdictions to encourage planning for context sensitive infill and multifamily housing development, which shows lower per capita water consumption rates than alternative housing types².

² Keifer, J. and Krentz, L.(2018). *Water Use in the Multi-Family Housing Sector*.

3. SCAG shall, through the Resilience and Resource Conservation Subcommittee, further explore regional water challenges and solutions and report findings for consideration by SCAG's Energy and Environment Committee.
4. SCAG's Energy and Environment Committee shall make recommendations to SCAG's Legislative/Communications and Membership Committee to support legislative advocacy for increased resources for water infrastructure, including investments in repairs, modernization, and enhancements of the region's aging infrastructure, that can serve the community and regional needs of Southern California and ensure effectiveness, efficiency, and resiliency of the region's water systems.
5. SCAG shall coordinate with local jurisdictions, water agencies, the State, and other stakeholders, including social and environmental justice organizations, housing groups, and public health organizations, to foster adoption of alternative groundwater recharge technologies, such as permeable pavements, surface infiltration, and well injection systems, and best practices to increase and maintain a sustainable water supply for the region.
6. SCAG will explore opportunities to support implementation of green infrastructure, greywater usage systems and policy, including the development of model ordinances and training and education programs, as well as urban cooling infrastructure with a focus on improving groundwater recharge and reducing water usage in urban areas.
7. SCAG shall hold an Industry Forum and seek national expertise on investments in sustainable water infrastructure (and other horizontal utilities) that support housing production goals identified in the region's 6th Cycle Housing Elements.
8. SCAG shall identify, recommend and integrate into Connect SoCal 2024 policies and strategies to align investments in water infrastructure with housing needs and the adopted growth forecast and development pattern.
9. SCAG shall advocate with partners such as the United States Conference of Mayors, the National Association of Regional Councils, and other stakeholders for additional flexibility in the use of state and federal resources to support integrated planning and technical assistance for groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater and air quality, as well as advocate for projects that expand water resources and infrastructure.
10. SCAG staff shall prepare a white paper on the state of water in the region that addresses multiple sectors; addresses issues related to water acquisition, storage, supply, demand and quality; identifies challenges and opportunities to support sustainable and resilient regional development as well as local jurisdictions in developing and implementing water planning efforts in an increasingly arid environment; explores the feasibility and cost-effectiveness of a wide range of strategies under an all-of-the-above approach to addressing the region's water challenges; and includes recommendations for practical ways to support implementing agencies.

11. SCAG staff shall periodically update the Energy and Environment Committee and seek guidance on the implementation of these aforementioned actions.

The proposed Water Action Resolution is included as **Attachment 1**.

Along with discussion of the proposed Resolution, at the Regional Council meeting two experts on water issues in the region will speak:

1. **Ellen Hanak** is Vice President and Director of the PPIC Water Policy Center and a senior fellow at the Public Policy Institute of California, where she holds the Ellen Hanak Chair in Water Policy. Under her leadership, the center has become a critical source of information and guidance for natural resource management in California. She has authored dozens of reports, articles, and books on water policy, including Managing California's Water. Her research is frequently profiled in the national media, and she participates in briefings, conferences, and interviews throughout the nation and around the world. Her other areas of expertise include climate change and infrastructure finance. Previously, she served as research director at PPIC. Before joining PPIC, she held positions with the French agricultural research system, the President's Council of Economic Advisers, and the World Bank. She holds a PhD in economics from the University of Maryland.

1. **Charles Wilson** serves as Executive Director and CEO of the Southern California Water Coalition (SCWC), a nonprofit, nonpartisan, public education partnership between cities, counties, business, industry, agriculture, and water agencies dedicated to securing reliable, affordable, quality water for Southern California. The SCWC was - established in 1984 - is a nonprofit, nonpartisan public education partnership dedicated to informing Southern Californians about water needs and the state's water resources. Through measured advocacy, SCWC works to ensure the health and reliability of Southern California's water supply. Spanning Los Angeles, Orange, San Diego, San Bernardino, Riverside, Ventura, Kern and Imperial counties, SCWC's approximately 200 member organizations include leaders from business, regional and local government, agricultural groups, labor unions, environmental organizations, water agencies, as well as the general public.

Wilson has been a leading public affairs professional in Southern California for more than 30 years and is a recognized leader in the industry. Wilson has spent the past 25 years in the electric utility industry with Southern California Edison where he led the development and implementation of third-party strategic planning and communication efforts and aligned company interests with local, state, and federal government officials and agencies.

Wilson also serves as principal owner of PC Consulting Services Inc, a consulting firm dedicated to providing strategic counsel, public affairs, government relations and communications to public agencies, private sector business clients and non-profits.

A graduate of UCLA, Charles earned his BA degree in political science with an emphasis in international relations and public administration. Wilson also earned his MA in Organizational Leadership from Azusa Pacific University.

FISCAL IMPACT:

Work for this item is covered under OWP item 065.4858.01, Regional Resiliency Analysis.

ATTACHMENT(S):

1. Resolution No. 22-647-3 - Water Resolution_Final
2. PowerPoint Presentation - Water Resolution ECC_Oct22_Final



RESOLUTION NO. 22-647-3

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AFFIRMING A DROUGHT AND WATER SHORTAGE EMERGENCY IN THE SCAG REGION AND CALLING ON LOCAL AND REGIONAL PARTNERS TO JOIN TOGETHER TO REDUCE WATER USE; IMPROVE WATER CONSERVATION, REUSE, AND EFFICIENCY; ENHANCE WATER SYSTEMS' HEALTH AND RESILIENCE; AND SUPPORT INVESTMENTS IN WATER INFRASTRUCTURE AND CONSERVATION PRACTICES THAT SUPPORT THE REGION'S ECONOMIC AND POPULATION GROWTH AND FOSTERS PLANNING FOR THE REGION'S HOUSING NEEDS IDENTIFIED IN CONNECT SOCIAL

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

REGIONAL COUNCIL OFFICERS

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

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

WHEREAS, the Southern California Association of Governments (SCAG) is the largest metropolitan planning organization (MPO) in the United States covering six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura), and serving approximately 19 million people within 197 jurisdictions pursuant to 23 USC § 134 et seq. and 49 USC § 5303 et seq.; and

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

WHEREAS, clean, safe, and reliable water supply is central to Southern California's people, economy, and natural systems; and

WHEREAS, the conservation and replenishment of water supplies, mitigation of future water supply shortages, and investment in sustainable water infrastructure are essential to ensuring the health, safety, and welfare of communities, agriculture, and the environment, and to supporting the projected economic and population growth of the region; and

WHEREAS, investments in sustainable water infrastructure are required to support the 1.3 million units of housing required in the 6th cycle Regional Housing Needs Allocation (RHNA) including recycled water systems; greywater capture and reuse; groundwater recharge; and urban runoff capture; and

WHEREAS, climate change will continue to threaten California's water supply and water quality resulting from a combination of persistent and extreme drought conditions, increased volatility in precipitation, continued reductions in snowpack, unsustainable use of groundwater, decreased soil moisture, and higher overall in-stream temperatures1; and

1 Governor's Office of Planning and Research, California Energy Commission, and California Natural Resources Agency (2019). California's Fourth Climate Change Assessment Statewide Summary Report.

Attachment: Resolution No. 22-647-3 - Water Resolution_Final (SCAG Water Action Resolution)

WHEREAS, higher temperatures associated with climate-related extreme heat conditions will continue to increase demand for water use, reduce available water supply and groundwater replenishment rates due to environmental factors²; and

WHEREAS, infill and multifamily development generally require less water than expansive regional development patterns, and the type of new development has a significant bearing on more water use to maintain lawns and other landscaping³; and

WHEREAS, in July 2020 the State released a Water Resilience Portfolio that includes a set of actions to meet California’s water needs through the 21st century, with principles that include prioritizing multi-benefit approaches that meet several needs at once; utilizing natural infrastructure such as forests and floodplains; embracing innovation and new technologies; encouraging regional approaches among water users sharing watersheds; and incorporating successful approaches from other parts of the world; and

WHEREAS, in August 2022 the State released a Water Supply Strategy that lays out a series of actions aimed at preparing for an estimated 10% decrease in California’s water supply by 2040 due to higher temperatures and decreased runoff by developing new water through recycling and desalination; capturing and saving more stormwater, above ground and below ground; reducing use of water in cities and on farms; and improving all water management actions with better data, forecasting, conveyance, and administration of water rights; and

SUPPLY THREATS

WHEREAS, on April 21, May 10, July 8, and October 19, 2021, Governor Newsom issued proclamations that a state of emergency exists statewide due to severe drought conditions and directed state agencies to take immediate action to preserve critical water supplies and mitigate the effects of drought⁴; and

WHEREAS, on January 18, 2022 and June 10, 2022, the State Water Resources Control Board adopted two emergency regulations to help conserve water as climate change continues to disrupt California’s water system⁵; and

WHEREAS, the Colorado River Basin supplies approximately 55 percent of Southern California’s water⁶, and, on August 16, 2021, the US Department of the Interior declared the first-ever water shortage declaration in history for the Colorado River Basin as water flows and reservoir levels have dramatically declined due to climate change; and

² Ibid.

³ SCAG (2020). *Connect SoCal, Sustainable Communities Strategy Technical Report*,

⁴ State Water Resources Control Board (May 24, 2022). *Resolution 2022-0018 TO ADOPT AN EMERGENCY REGULATION TO REDUCE WATER DEMAND AND IMPROVE WATER CONSERVATION* State Water Resources Control

⁵ State Water Resources Control Board (2022). *Water Conservation Portal, Water Conservation Emergency Regulations*.

WHEREAS, groundwater is a critical resource that accounts for 40 percent of California’s total annual water supply in normal years and almost 60 percent in drought years when surface water is less available, but California’s current groundwater levels are strained with approximately 63 percent of monitoring wells at historic lows⁷ and groundwater overdraft has led to land subsidence and damage to infrastructure, drying up of local wells, depletion of streamflows, and decreased water quality⁸; and

ECONOMIC THREATS

WHEREAS, recent analysis from University of California, Davis estimates that the 2016 drought in California resulted in over \$600 million in direct economic damages (annual losses) and resulted in the loss of 4,700 jobs⁹; and

WHEREAS, pressures from climate change, sanitation and water quality needs, and necessary infrastructure upgrades are placing increasing strain on water prices. Estimates of the cost to replace aging infrastructure in the United States are projected to be over \$1 trillion dollars in the next 20 years to replace outdated systems and could triple the cost of household water bills¹⁰; and

WHEREAS, California spends about \$37 billion annually on its water system, with 84 percent of funding coming from local water bills and taxes, and urban utilities must raise funds to replace aging infrastructure, comply with requirements, and update infrastructure to adapt to climate change¹¹; and

WHEREAS, projected increases in water rates over the next five years estimate that the percentage of U.S. households who will find water bills unaffordable could triple from roughly 12 percent to over 35 percent¹²; and

WHEREAS, monthly water bills have been growing two to three times faster than inflation in California’s urban areas and lower-income households across California face growing affordability challenges as water bills increase, with nearly 13 percent statewide of single-family households with water bills that exceed 2 percent of their annual incomes¹³; and

WHEREAS, water bills have been rising faster than inflation in many parts of California to cover rising costs and State Water Board estimates that 21 percent of California’s water systems have water rates that are unaffordable (i.e., cost 1.5 percent or more of median household income) for basic needs¹⁴; and

⁷ State of California Department of Water Resources. *California’s Groundwater Live Current Groundwater Conditions*.

⁸ Cooley, H. et al.(Apr. 2022). *The Untapped Potential of California’s Urban Water Supply: Water Efficiency, Water Reuse, and Stormwater Capture*.

⁹ Medellín-Azuara, J. et al. (2016). *Economic Analysis of the 2016 California Drought on Agriculture*.20.

¹⁰ Mack, E, and Wrase, S (2017). *A Burgeoning Crisis? A Nationwide Assessment of the Geography of Water Affordability in the United States*.

¹¹ Chappelle, C. et al. (May 2021). Public Policy Institute of California. *Paying for California’s Water System*.

¹² Ibid.

¹³ Hanak, E. et al. (Mar. 2014). Public Policy Institute of California. *Paying For Water in California*.

¹⁴ Chappelle, C. and Hanak, E. (May 2021). Public Policy Institute of California. *Water Affordability in California Fact Sheet*.

WHEREAS, renters and low-income households are less likely to participate in water conservation and efficiency programs¹⁵; and

AGRICULTURE/NATURAL LAND/HEAT THREATS

WHEREAS, agriculture is an invaluable asset to the SCAG region but agricultural production is increasingly vulnerable to drought impacts, water shortages, and over-reliance on groundwater to withstand droughts¹⁶; and

WHEREAS, the direct economic impacts of prolonged drought on water quality and agriculture at national level are estimated to be greater than \$3 billion annually¹⁷; and

WHEREAS, the 2021 drought directly cost the California agricultural sector \$1.2 billion and approximately 8,745 jobs¹⁸ and the total impacts including other economic sectors are estimated at \$1.7 billion and 14,634 jobs; and

WHEREAS, climate change related increases in extreme heat days reduce available water supply through evapotranspiration, and can lead to deadly pathogens in freshwater sources¹⁹; and

WHEREAS, low water storage levels and water right curtailments as a result of drought reduced surface water deliveries to farms in 2021 and water shortages led to an additional estimated 395,000 acres of idled land and an estimated \$1.1 billion in crop revenue losses and increased pumping costs due to deficit irrigation²⁰; and

WHEREAS, the Colorado River is the Imperial Valley's only source of water and the Imperial Valley has been using less water, conserving over 7 million acre-feet of the Colorado River and California's water supplies²¹; and

WHEREAS, in June 2022, the Federal Bureau of Reclamation requested that states and Tribes in the Colorado River Basin, including California and the Imperial Valley that depends on water from the Colorado River, will need to collectively conserve between 2 to 4 million-acre feet in 2023²²;

¹⁵ Pierce, G. et al. (Mar. 25, 2021). *Solutions to the problem of drinking water service affordability: A review of the evidence*.

¹⁶ Governor's Office of Planning and Research, California Energy Commission, and California Natural Resources Agency (2019). *California's Fourth Climate Change Assessment Statewide Summary Report*.

¹⁷ Governor's Office of Planning and Research, California Energy Commission, and California Natural Resources Agency (2019). *California's Fourth Climate Change Assessment Statewide Summary Report*.

¹⁸ Medellín-Azuara, J. et al. (2022). *Economic Impacts of the 2021 Drought on California Agriculture. Preliminary Report*.

¹⁹ UNICEF (Mar. 18, 2022). *Water and the global climate crisis: 10 things you should know*. W

²⁰ Escriva-Bou, A. et al. (Apr. 2022). Public Policy Institute of California. *Policy Brief: Drought and California's Agriculture*.

²¹ Hanks, J. (Jun. 16, 2022). *IID Board President Issues Statement on Federal Hearing Examining Solutions to Extreme Drought in Western U.S.*

²² United States Bureau of Reclamation (June 14, 2022). Colorado River Basin. *Commissioner Touton asks Basin States and Tribes to conserve an additional 2-4 million acre-feet of water in 2023*.

WHEREAS, extreme heat increases demand for potable drinking water to offset certain heat-related health impacts²³; and

OPPORTUNITIES

WHEREAS, conserving water and local water supplies can support climate change mitigation and adaptation, as saving water and replacing imported water with water reuse and stormwater capture requires less energy and reduces greenhouse gas emissions²⁴; and

WHEREAS, water systems that rely on groundwater tend to have lower rates, as treatment and delivery costs are relatively low²⁵; and

WHEREAS, natural areas play an important role in groundwater recharge, protecting watershed and riparian areas, and ensuring clean drinking water for the region, and on October 7, 2020, Governor Newsom issued the Nature-Based Solutions Executive Order N-82- 20, that committed California to the goal of conserving 30 percent of our lands and coastal waters by 2030²⁶; and

WHEREAS, water conservation is the easiest, most efficient, and most cost-effective way to quickly reduce water demand and extend limited water supplies²⁷; and

WHEREAS, within Metropolitan Water District of Southern California’s service area, the percentage of local water supplies has increased, providing over 50 percent of the water used in 2020 through use of groundwater, local surface water, recycled water, and recovered groundwater²⁸; and

WHEREAS, many Southern Californians and water suppliers have made progress in reducing water use and improving efficiency; however, water use is outpacing water replenishment and reducing water supply at unsustainable rates, and additional conservation actions are needed to address the region’s water challenges²⁹; and

WHEREAS, California could further reduce water use by more than 30 percent in cities and suburbs by investing in measures to use water more efficiently³⁰; and

²³ Gisolfi, C. (1993). *Water Requirements During Exercise in the Heat.*

²⁴ Davis, M. (Jun. 2, 2022). *SCAG Energy and Environment Committee, The Evolving Role of Water in Regional Resilience Planning.* 96.

²⁵ Chappelle, C. and Hanak, E. (May 2021). Public Policy Institute of California. *Water Affordability in California Fact Sheet.*

²⁶ Executive Department State of California (Oct. 7, 2020). *Executive Order N-82-20.*

²⁷ State Water Resources Control Board (May 24, 2022). *Resolution 2022-0018 TO ADOPT AN EMERGENCY REGULATION TO REDUCE WATER DEMAND AND IMPROVE WATER CONSERVATION.*

²⁸ Davis, M. (Jun. 2, 2022). *SCAG Energy and Environment Committee, The Evolving Role of Water in Regional Resilience Planning.* 92.; Cooley, H. et al. (Apr. 2022). *The Untapped Potential of California’s Urban Water Supply: Water Efficiency, Water Reuse, and Stormwater Capture.*

²⁹ Mount, J., Ellen Hanak, et. al. (May, 2019). *Water Use in California.* Public Policy Institute of California.

³⁰ Cooley, H. et al. (Apr. 2022). *The Untapped Potential of California’s Urban Water Supply: Water Efficiency, Water Reuse, and Stormwater Capture.* The Pacific Institute.

WHEREAS, water is necessary to support growth in Southern California and build much-needed housing for the region, and a compact development pattern and the building of infill housing allows for less water consumption, greater water-efficiency, and lower infrastructure costs³¹; and

WHEREAS, Senate Bill 222 establishes the Water Rate Assistance Fund in the State Treasury to help provide water affordability assistance, for both drinking water and wastewater services, to low-income residential ratepayers³²; and

WHEREAS, the United States Conference of Mayors adopted a resolution in June 2022 clarifying that current state and federal funding of Metropolitan Planning Organizations (MPO) primarily supports transportation planning and related land use, stormwater and air quality considerations, and restricts use of funds for planning and technical assistance on many water related issues, which inhibits MPOs from holistically planning for water systems, including groundwater resources and associated infrastructure, resulting in a missed opportunity to integrate the program funding more effectively³³; and

WHEREAS, SCAG has adopted mitigation measures for its most recent long-range plan, Connect SoCal 2020, related to coordinating and working with local jurisdictions and water agencies; encouraging regional-scale planning for improved stormwater management, groundwater recharge, wastewater and stormwater management, water quality management, pollution prevention, and drainage patterns; and fostering the implementation of urban greening, greenbelts, and community separator land use strategies that promote improved water quality, groundwater recharge, watershed health, reduced urban runoff, stormwater and rainwater collection³⁴; and

WHEREAS, SCAG is developing a Regional Resilience Framework to help local agencies adapt to persistently arid and drought conditions in the region, with guidance and policy direction from the Resilience & Conservation Subcommittee and Energy & Environment Policy Committee;

NOW, THEREFORE, BE IT RESOLVED that the Regional Council of SCAG affirms a commitment to support implementing agencies plan for reduced water use; improved water conservation, reuse, and efficiency; enhanced water systems' health and resilience; and investments in sustainable water infrastructure and conservation practices that support the region's economic and population growth and fosters planning for the region's housing needs identified in Connect SoCal.

BE IT FURTHER RESOLVED:

1. SCAG shall support best practices in resource conservation as well as an integrated planning approaches to help local jurisdictions meet housing production needs in a drier environment.

³¹ Decker, N. et al. (2020). *Right Type Right Place, Assessing the Environmental and Economic Impacts of Infill Residential Development through 2030*. Terner Center for Housing Innovation.

³² California Legislative Information (September 1, 2022). *SB-222 Water Rate Assistance Program*.

³³ United States Conference of Mayors (June 2022). *Breaking Silos to Use the BIL Funding for Transportation, Land Use, and Water Planning*.

³⁴ SCAG (May 2020). *Connect SoCal Certified Final Program Environmental Impact Report*.

2. SCAG shall continue to work with local jurisdictions to encourage planning for context sensitive infill and multifamily housing development, which shows lower per capita water consumption rates than alternative housing types³⁵.
3. SCAG shall, through the Resilience & Resource Conservation Subcommittee, further explore regional water challenges and solutions and report findings for consideration by SCAG's Energy & Environment Committee.
4. SCAG's Energy & Environment Committee shall make recommendations to SCAG's Legislative Communications & Membership Committee to support legislative advocacy for increased resources for water infrastructure, including investments in repairs, modernization, and enhancements of the region's aging infrastructure, that can serve the community and regional needs of Southern California and ensure effectiveness, efficiency, and resiliency of the region's water systems
5. SCAG shall coordinate with local jurisdictions, water agencies, the State, and other stakeholders, including social and environmental justice organizations, housing groups, and public health organizations, to foster adoption of alternative groundwater recharge technologies, such as permeable pavements, surface infiltration, and well injection systems, and best practices to increase and maintain a sustainable water supply for the region.
6. SCAG will explore opportunities to support implementation of green infrastructure, greywater usage systems and policy, including the development of model ordinances and training and education programs, as well as urban cooling infrastructure with a focus on improving groundwater recharge and reducing water usage in urban areas.
7. SCAG shall hold an Industry Forum and seek national expertise on investments in sustainable water infrastructure that support housing production goals identified in the region's 6th Cycle Housing Elements.
8. SCAG shall identify, recommend and integrate into Connect SoCal 2024 policies and strategies to align investments in water infrastructure with housing needs and the adopted growth forecast and development pattern.
9. SCAG shall advocate with partners such as the United States Conference of Mayors, the National Association of Regional Councils, and other stakeholders for additional flexibility in the use of state and federal resources to support integrated planning and technical assistance for groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater and air quality, as well as advocate for projects that expand water resources and infrastructure.
10. SCAG staff shall prepare a white paper on the state of water in the region that addresses multiple sectors; addresses issues related to water acquisition, storage, supply, demand and quality; identifies challenges and opportunities to support sustainable and resilient regional

³⁵ Keifer, J. and Krentz, L.(2018). *Water Use in the Multi-Family Housing Sector*.

development as well as local jurisdictions in developing and implementing water planning efforts in an increasingly arid environment; explores the feasibility and cost-effectiveness of a wide range of strategies under an all-of-the-above approach to addressing the region's water challenges; and includes recommendations for practical ways to support implementing agencies.

11. SCAG staff shall periodically update the Energy & Environment Policy Committee and seek guidance on the implementation of these aforementioned actions.

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

Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel

SCAG Proposed Water Action Resolution

October 2022

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Background On Drought Conditions in California

- Second driest two-year period since 1895
- **100%** of California is "abnormally dry"
- **94.1%** of California is in "extreme drought"
- **16.6%** of California is in "exceptional drought" (the most severe condition)
- First-ever water shortage declared for the Colorado River Basin in 2022
- 60% of the state's water needs are met by groundwater, up from 40% in normal conditions



Economic Impacts of Drought in California

- \$1.7 billion and 14,634 lost jobs
- Including losses of \$1.2 billion and 8,745 jobs for the agricultural sector
- Significant impacts to agricultural sector as drought constrains water supply and increases water demands & raises costs and reduces revenue



3








Impacts to Local Agencies

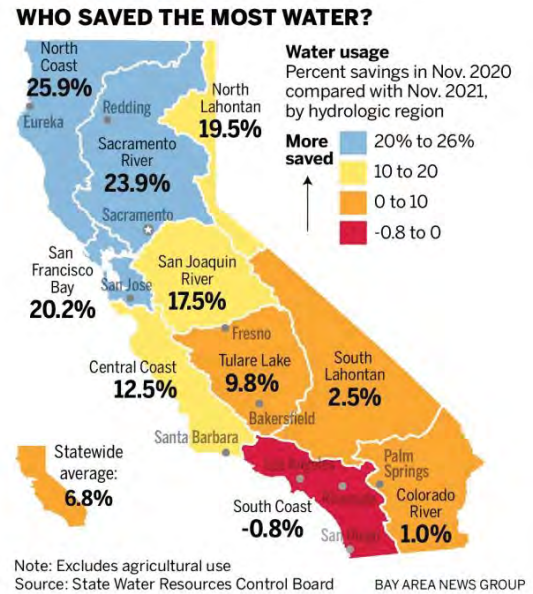
- Recent Executive Orders estimate a 20-30% reduction in water demand
- Water shortage emergency declared by many water districts, including the Metropolitan Water District (MWD)
- Current local water infrastructure may fall short of meeting needs for growth in many localities
- Local water agencies must submit Drought Response Plans



4

Potential Local Actions to Reduce Water Demand

-  Water conservation
-  Increasing water supply and storage infrastructure
-  Increasing groundwater and urban water runoff capture
-  Adoption of new technology and approaches
-  Water infrastructure resource support needed for local action
-  Sustainable land use patterns
-  Collaboration to tackle issues for regional solutions and advocacy



SCAG Water Action Resolution Proposed Direction (#1-3)

1. SCAG shall support best practices in resource conservation as well as an integrated planning approaches to help local jurisdictions meet housing production needs in a drier environment.
2. SCAG shall continue to work with local jurisdictions to encourage planning for context sensitive infill and multifamily housing development, which shows lower per capita water consumption rates than alternative housing types.
3. SCAG shall, through the Resilience & Resource Conservation Subcommittee, further explore regional water challenges and solutions and report findings for consideration by SCAG’s Energy & Environment Committee.

SCAG Water Action Resolution Proposed Direction (#4-5)

4. SCAG's Energy & Environment Committee shall make recommendations to SCAG's Legislative Communications & Membership Committee to support legislative advocacy for increased resources for water infrastructure, including investments in repairs, modernizations, and enhancements of the region's aging infrastructure, that can serve the community and regional needs of Southern California and ensure effectiveness, efficiency, and resiliency of the region's water systems.
5. SCAG shall coordinate with local jurisdictions, water agencies, the State, and other stakeholders, including social and environmental justice organizations, housing groups, and public health organizations, to foster adoption of alternative groundwater recharge technologies, such as permeable pavements, surface infiltration, and well injection systems, and best practices to increase and maintain a sustainable water supply for the region.

7

SCAG Water Action Resolution Proposed Direction (#6-7)

6. SCAG will explore opportunities to support implementation of green infrastructure, greywater usage systems and policy, including the development of model ordinances and training and education programs, as well as urban cooling infrastructure with a focus on improving groundwater recharge and reducing water usage in urban areas.
7. SCAG shall hold an Industry Forum and seek national expertise on investments in sustainable water infrastructure that support housing production goals identified in the region's 6th Cycle Housing Elements.
8. SCAG shall identify, recommend and integrate into Connect SoCal 2024 policies and strategies to align investments in water infrastructure with housing needs and the adopted growth forecast and development pattern.

8

SCAG Water Action Resolution Proposed Direction (#9-11)

9. SCAG shall advocate with partners such as the United States Conference of Mayors and other stakeholders for additional flexibility in the use of state and federal resources to support integrated planning and technical assistance for groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater and air quality, as well as advocate for projects that expand water resources and infrastructure.
10. SCAG staff shall prepare a white paper on the state of water in the region that addresses multiple sectors; addresses issues related to water acquisition, storage, supply, demand and quality; identifies challenges and opportunities to support sustainable and resilient regional development and local jurisdictions in developing and implementing water planning efforts in an increasingly arid environment; explores the feasibility and cost-effectiveness of a wide range of strategies under an all-of-the-above approach to addressing the region's water challenges; and includes recommendations for practical ways to support implementing agencies.
11. SCAG staff shall periodically update the Energy & Environment Policy Committee and seek guidance on the implementation of these aforementioned actions.

9



THANK YOU!

For more information, please visit:

www.scag.ca.gov



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

NO. 646
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, SEPTEMBER 1, 2022

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE AT: <http://scag.iqm2.com/Citizens/>

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

Members Present

Hon. Jan Harnik, President

Hon. Art Brown, 1st Vice President

Hon. Clint Lorimore, Imm. Past President

Supervisor Luis Plancarte

Supervisor Kathryn Barger

Supervisor Karen Spiegel

Supervisor Curt Hagman

Hon. Maria Nava-Froelich

Hon. Brian Goodell

Hon. Alan Wapner

Hon. Peggy Huang

Hon. Mike T. Judge

Hon. Ben Benoit

Hon. Cheryl Viegas-Walker

Hon. Kathleen Kelly

Hon. Rey Santos

Hon. Frank Navarro

Hon. Larry McCallon

Hon. Deborah Robertson

Buena Park

Eastvale

El Centro

Palm Desert

Beaumont

Colton

Highland

Rialto

RCTC

District 21

District 4

Imperial County

Los Angeles County

Riverside County

San Bernardino County

ICTC

OCTA

SBCTA

TCA

VCTC

Air District Representative

District 1

District 2

District 3

District 6

District 7

District 8



Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Randall Putz	<i>Big Bear Lake</i>	District 11
Hon. Fred Minagar	<i>Laguna Niguel</i>	District 12
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Tammy Kim	<i>Irvine</i>	District 14
Hon. Diane Dixon	<i>Newport Beach</i>	District 15
Hon. Phil Bacerra	<i>Santa Ana</i>	District 16
Hon. Leticia Clark	<i>Tustin</i>	District 17
Hon. Kim Nguyen	<i>Garden Grove</i>	District 18
Hon. Trevor O'Neil	<i>Anaheim</i>	District 19
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. Ray Hamada	<i>Bellflower</i>	District 24
Hon. Denise Diaz	<i>South Gate</i>	District 25
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Cindy Allen	<i>Long Beach</i>	District 30
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Gary Boyer	<i>Glendora</i>	District 33
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Alex Fisch	<i>Culver City</i>	District 41
Hon. Juan Carrillo	<i>Palmdale</i>	District 43
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Claudia Bill-de la Peña	<i>Thousand Oaks</i>	District 46
Hon. Lorrie Brown	<i>Ventura</i>	District 47
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Michael Posey	<i>Huntington Beach</i>	District 64
Hon. Elizabeth Becerra	<i>Victorville</i>	District 65
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Marisela Nava	<i>Perris</i>	District 69



Ms. Lucy Dunn
Hon. Andrew Masiel, Sr.

Pechanga Dev. Corp.

Business Representative
Tribal Gov't Reg'l Planning Brd.

Members Not Present

Supervisor Hilda Solis
Supervisor Don Wagner
Hon. Zak Schwank
Hon. Rex Richardson
Hon. Steve De Ruse
Hon. Steve Tye
Hon. Tim Sandoval
Hon. Jess Talamantes
Hon. Gilbert Cedillo
Hon. Paul Krekorian
Hon. Bob Blumenfield
Hon. Paul Koretz
Hon. Nury Martinez
Hon. Monica Rodriguez
Hon. Marqueece Harris-Dawson
Hon. Curren D. Price, Jr.
Hon. Mike Bonin
Hon. John Lee
Hon. Mitch O'Farrell
Hon. Kevin de León
Hon. Joe Buscaino
Hon. Steve Manos
Hon. Megan Beaman Jacinto
Hon. Eric Garcetti

Members Not Present

Temecula
Long Beach
La Mirada
Diamond Bar
Pomona
Burbank
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Los Angeles
Lake Elsinore
Coachella
Los Angeles

Members Not Present

Los Angeles County
Orange County
District 5
District 29
District 31
District 37
District 38
District 42
District 48
District 49/Public Transit Rep.
District 50
District 52
District 53
District 54
District 55
District 56
District 58
District 59
District 60
District 61
District 62
District 63
District 66
Member-at-Large

Staff Present

Kome Ajise, Executive Director
Darin Chidsey, Chief Operating Officer
Debbie Dillon, Chief Strategy Officer
Cindy Giraldo, Chief Financial Officer
Sarah Jepson, Director of Planning
Javiera Cartagena, Director of Government and Public Affairs
James Ramirez, Director of Human Resources (Acting)/Risk Management and Safety Officer
Julie Shroyer, Chief Information Officer
Michael Houston, Chief Counsel, Director of Legal Services

Jeffery Elder, Deputy Legal Counsel
Ruben Duran, Board Counsel
Maggie Aguilar, Clerk of the Board
Cecilia Pulido, Deputy Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Harnik called the meeting to order at 12:35 p.m. and asked Regional Councilmember Cheryl Viegas-Walker, El Centro, District 1, to lead the Pledge of Allegiance.

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), President Harnik announced the meeting was being held both in person and virtually (telephonically and electronically).

PUBLIC COMMENT PERIOD

President Harnik opened the Public Comment Period and outlined instructions for public comments. She noted this was the time for persons to comment on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda. She reminded the public to submit comments via email to ePublicComment@scag.ca.gov.

Ruben Duran, Board Counsel, acknowledged there were no written public comments received by email before or after the deadline for items not listed on the agenda.

Seeing no public comment speakers, President Harnik closed the Public Comment Period.

PRESENTATION

Recognition of First Vice President Carmen Ramirez, Ventura

The following members of the public provided comment and paid tribute to the late First Vice President Carmen Ramirez: Supervisor Linda Parks, Michele Martinez, Steve Nash, David Pollock, Jorge Alvarado, Janna Minsk, Pam O'Connor, and Maria Elena Ramirez.

The following Regional Council members provided comment and paid tribute to First Vice President Ramirez: Peggy Huang, Deborah Robertson, Claudia Bill-de la Peña, Art Brown, Karen Spiegel, Lorrie Brown, Laura Hernandez, Joe Kalmick, and Margaret Finlay.

President Harnik recognized First Vice President Ramirez’s family and dedicated staff from the Ventura County Board of Supervisors District 5 who were present and announced them as follows:

- Maria Ramirez, sister of Carmen Ramirez
- Roni Miranda, Ventura County Community Leader & Friend of Carmen
- Robert O’Riley, Chief of Staff
- Angel Garcia, Executive Aide
- Steven Auclair, Equity & Inclusion Coordinator
- Dr. Sevet Johnson, Ventura County CEO

First Vice President Ramirez’s family and the Ventura County Board of Supervisors District 5 staff were presented with a proclamation honoring Carmen Ramirez.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

ACTION ITEM

1. Findings to Continue Holding Virtual Regional Council and Committee Meetings Under AB 361

President Harnik opened the Public Comment Period.

Seeing no public comment speakers, President Harnik closed the Public Comment Period.

A MOTION was made (Marquez) that the Regional Council (RC): (1) ratify the prior actions of the Executive/Administration Committee taken at its August 3, 2022 and August 31, 2022 meetings relating to findings made pursuant to Government Code Section 54953(e)(3); (2) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the RC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (3) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the RC, EAC and all committees and task forces established by the RC or SCAG’s Bylaws, to utilize remote teleconference meetings pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e). Motion was SECONDED (Finlay). The motion passed by the following roll call votes:

AYES: Allen, Bacerra, Barger, Becerra, Benoit, Boyer, Boyles, A. Brown, L. Brown, Carrillo, L. Clark, M. Clark, Diaz, Dixon, Eich, Finlay, Fisch, Gazeley, Goodell, Hagman, Hamada, Harnik, Henderson, Huang, Judge, J. Kalmick, Kelly, Kim, Lock Dawson, Lorimore, Marquez, McCallon, McLean, Michael, Minagar, Nava, Nava-Froelich, Navarro, Plancarte, Posey, Putz, Raman, Robertson, Saleh, Santos, Solache, Spiegel, Viegas-Walker, Wapner and Yokoyama (50)

NOES: NONE (0)

ABSTAIN: NONE (0)

In the interest of time, action on Items 2, 3 and the Consent calendar were acted upon together. The roll call vote is reflected below.

2. Digital Equity Call to Action to Increase Access to Affordable Broadband

President Harnik opened the Public Comment Period.

Seeing no public comment speakers, President Harnik closed the Public Comment Period.

Kome Ajise, Executive Director, called on Sunne McPeak, CEO and President, California Emerging Technology Fund, to provide the presentation.

Ms. McPeak expressed that she was very impressed with how the SCAG team had come together around getting everyone online and particularly focusing on the Affordable Connectivity Program (ACP). She commended SCAG for the request for qualifications for prospective partnership proposal process that they were in. She stated that now that SCAG had the results, they could move on to working in partnership with public and private entities to actually put together project applications to reach the hardest to reach rural, remote, high urban, high poverty or urban areas. She reported that they had over six million households in the six counties and out of those six million, 48% qualified for the ACP. She stated they had about 30% of eligible households online and noted that the SCAG region makes up about 48% of all eligible households statewide. She reported that the California Emerging Technology Fund has had the opportunity to work with many of SCAG's cities and counties. She stated that in partnership they had developed the tools with SCAG that are going to be available to all local jurisdictions to use collateral in terms of information about the ACP, which provides a \$30 a month subsidy for qualifying households. She clarified that it was actually \$75 if they reside on a tribal land and that there was also \$100 credit available for a computing device if the internet service provider offers it. She explained that building on the SCAG Go Human campaign they were working on getting everyone enrolled in the SCAG territory in the ACP and had a whole series of outreach efforts and collaterals already developed. She stated they had just

finished doing in person enrollment throughout 25 locations in California. She explained that the California Broadband Council had established a goal of getting 90% of all eligible households online by 2024 and had decided to use the slogan Get Connected California. She noted that there will be another mobilization throughout the month and that October 8 was the next time they would be doing in person enrollments.

Hannah Brunelle, Senior Planner, introduced the resolution before them in support of a digital equity call for action. She noted that SCAG was pleased to announce their partnership with the California Emerging Technology Fund. Ms. Brunelle explained that this resolution commits SCAG to supporting and playing a strong leadership role in fostering collaboration with our local jurisdictions across the region with broadband providers and with other organizations to expand support for the ACP, invites SCAG cities and counties within the region to partner with SCAG and support outreach, calls on internet service providers to contribute to the campaign and assist with these important efforts, and directs staff to pilot engagement efforts modeled after the successful Go Human Program and engagement models to expand support for the ACP in issuing the digital equity call for action to local agencies and partners across the region.

3. REAP 2021 Subregional Partnership 2.0 Program Guidelines

Sarah Jepson, Director of Planning, provided a brief update on the REAP 2021 Subregional Partnership 2.0 Program Guidelines and noted that they were asking for consideration and approval from the Regional Council. She reported that the guidelines were developed with the input of their subregional council of government partners and recommended for Regional Council approval by the Community, Economic and Housing Development Committee in July. She noted that this was the first set of guidelines they were asking the Regional Council to approve for the REAP 2.0 program and that there was an additional set of guidelines that would be brought forward based off their direction in the program development framework in July that would help lay out how they are looking to develop the funding proposal for their full allocation of funding.

President Harnik opened the Public Comment Period.

Seeing no public comment speakers, President Harnik closed the Public Comment Period.

CONSENT CALENDAR

Approval Items

4. Minutes of the Meeting – July 7, 2022

-
5. Amend Previous Approval of Participation in the Vienna Social Housing Field Study, Occurring Sept 11-17, 2022 to Confirm and Identify SCAG Delegates for Attendance
 6. SCAG Staff Participation in the 69th Annual North American Regional Science Conference
 7. Resolution No. 22-646-1 Approving Amendment 1 to the FY 2022-23 Overall Work Program (OWP)
 8. Contracts \$200,000 or Greater: Contract No. 22-57-C01, Regional Data Platform Phase 2
 9. Contracts \$200,000 or Greater: Contract No. 22-052-C01, Connect SoCal 2024 Public and Stakeholder Engagement
 10. Contracts \$200,000 or Greater: Contract No. 22-055-C01 through 22-055-C09, Economic Advisory and Analysis Services Supporting Annual Economic Summit and SCAG Quarterly Indicators Dashboard (SQID)
 11. Contracts \$200,000 or Greater: Contract No. 22-061-C01, Streamlining Services for SCAG's Broadband Program
 12. Contracts \$200,000 or Greater: Contract No. 22-062-C01, Strategic Services for SCAG's Broadband Program
 13. Contract Amendment Greater than \$75,000 and 30% of the Contract's Original Value: Contract No. 22-064-C01, Amendment No. 1, Computing and Storage Services (On-Demand Availability of Scalable Computing Resources and Storage Over the Internet) Provided by Amazon Web Services (AWS)
 14. Contracts \$200,000 or Greater: Contract No. 22-066-C01, Industry Forum: Tribal Engagement and General Outreach
 15. SCAG Memberships and Sponsorships

Receive and File

16. September 2022 State and Federal Legislative Update
 17. 2022 Federal Certification Review
 18. CEQA Initiation for the Connect SoCal 2024 Program Environmental Impact Report
-

19. Connect SoCal CEQA Addendum No. 3 to Programmatic Environmental Impact Report (State Clearinghouse No. 2019011061)
20. Equity Analysis Update (formerly Environmental Justice Analysis) - Performance Measures
21. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 - \$74,999
22. CFO Monthly Report

President Harnik asked if there was any Public Comment on the Consent Calendar.

Seeing no public comment speakers, President Harnik closed the Public Comment Period.

A MOTION was made (Finlay) to approve: Item 2: Resolution No. 22-646-2 to set forth a digital equity Call for Action to increase access to affordable broadband throughout Southern California and invite cities and counties within the SCAG region to partner with SCAG to support regional engagement; Item 3: Adopt the REAP 2021 Subregional Partnership 2.0 Program Guidelines and authorize the SCAG Executive Director or his designee to revise the Guidelines as needed for compliance with the state REAP 2.0 program and/or feedback from the State's REAP 2.0 program team, and to enter into agreements with the designated subregional partners under this program and execute all documents incident to the agreements, including issuance of conditional award letters; and Consent Calendar Items 4 through 15 and Receive and File Items 16 through 22. Motion was SECONDED (Plancarte). The motion passed by the following roll call votes:

AYES: Allen, Barger, Becerra, Benoit, Boyer, A. Brown, L. Brown, Carrillo, L. Clark, M. Clark, Diaz, Dixon, Eich, Finlay, Fisch, Gazeley, Goodell, Hagman, Hamada, Harnik, Henderson, Huang, Judge, J. Kalmick, Kelly, Lock Dawson, Lorimore, Marquez, McCallon, McLean, Michael, Minagar, Nava, Nava-Froelich, Navarro, Plancarte, Posey, Putz, Raman, Robertson, Saleh, Santos, Shapiro, Solache, Spiegel, Viegas-Walker, Wapner and Yokoyama (48)

NOES: NONE (0)

ABSTAIN: NONE (0)

President Harnik asked if there was any Public Comment on the remaining administrative items.

Seeing no public comment speakers, President Harnik closed the Public Comment Period.

BUSINESS REPORT

Ms. Lucy Dunn, Business Representative, reported that their last GLUE Council meeting on August 8th was robust and successful. She offered condolences on behalf of the GLUE Council for the late Carmen Ramirez. She reported that the California Business Roundtable had released a report on CEQA analysis that found that almost 50,000 housing units in 2020 were targets of CEQA lawsuits and thousands more were litigated based upon cities trying to up zone and comply with housing elements. She noted there was housing legislation coming out of Sacramento and that there still had to be work on CEQA or they would be struggling with it. She also reported that the next meeting [of the GLUE Council] was scheduled for October 10 and they would have presenters on energy to prepare for Connect SoCal.

PRESIDENT'S REPORT

President Harnik announced next steps to fill the 2nd Vice President vacancy and noted that effective immediately, 2nd Vice President, Art Brown, would assume the role of First Vice President. She welcomed new Regional Council Member Gary Boyer from Glendora, District 33. She thanked all the members that expressed interest in serving on Connect SoCal Subcommittees. She asked members to check their email for the assignments to the subcommittees. President Harnik also announced the launch "Money Monday", a resource that highlights grant opportunities available to agencies in the SCAG region. She also reminded the members about the survey on the Regional Council and Policy Committee meeting schedule. Lastly, she announced that the next Regional Council meeting was scheduled for October 6, 2022 at 12:30 p.m.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Kome Ajise noted that in the interest of time he would email his report.

FUTURE AGENDA ITEM/S

There were no future agenda items.

ANNOUNCEMENT/S

There were no announcements.

CLOSED SESSION

President Harnik opened the Public Comment Period.

Seeing no public comment speakers, President Harnik closed the Public Comment Period.

Ruben Duran, Board Counsel, announced two Closed Session discussion items on:

- Public Employment: Pursuant to California Government Code Section 54957(b)(1), Public Employee Performance Evaluation - Title: Executive Director; and
- Public Employment: Pursuant to California Government Code Section 54957.6, Conference with Labor Negotiators, Agency designated representatives: Ruben Duran, Board Counsel - Unrepresented employee: Executive Director.

President Harnik recessed the Regional Council into Closed Session.

REPORT OF CLOSED SESSION ACTIONS

President Harnik reconvened the meeting of the Regional Council.

Board Counsel Duran reported that on the next regular open session agenda there would be a request for amendments to the Executive Director's contract in conformance with direction in closed session. He noted these items would be available for public inspection and public comment at that time.

ADJOURNMENT

There being no further business, President Harnik adjourned the Regional Council meeting at 3:14 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: John Asuncion, Senior Planner
(213) 236-1936, asuncion@scag.ca.gov

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

RECOMMENDED ACTION:

Approve the 2023 Federal Transportation Improvement Program (FTIP) and Connect SoCal (2020 RTP/SCS) Amendment 2, including the associated transportation conformity determinations.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

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

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

On September 1, 2022, the Transportation Committee (TC) recommended Regional Council approval of the 2023 FTIP and Connect SoCal 2020 Amendment 2 at the October 6 Regional Council meeting. That same day the Energy and Environment Committee (EEC) recommended approval of the associated transportation conformity determinations portion of the 2023 FTIP and the Connect SoCal 2020 RTP/SCS Amendment 2 at the October 6 Regional Council meeting.

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

BACKGROUND:

SCAG is the federally designated MPO for the six (6) counties region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the FTIP in cooperation with Caltrans, the CTCs in the SCAG region, and public transit operators. The FTIP is developed through a "bottom up" approach.

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

The 2012 federal transportation authorization legislation, "Moving Ahead for Progress in the 21st Century" (MAP-21) established new requirements for performance management and reporting to ensure the most efficient investment of federal transportation funds. The Fixing America's Surface Transportation (FAST) Act, and the most recent federal transportation legislative package, the Infrastructure Investment and Jobs Act of 2021 (IIJA), continue to carry forward these performance-based planning requirements. To provide a quantitative basis for evaluating progress toward achieving these seven (7) national goals, MAP-21 also required the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to develop a corresponding set of performance measures and performance targets. To incorporate the new federal performance requirements into the FTIP, SCAG is required to show (1) that the FTIP "makes progress towards achieving [the region's] performance targets" and (2) that the FTIP includes, "to the maximum

extent practicable, a description of the anticipated effect of the FTIP towards achieving the performance targets.”

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

Concurrent with the Draft 2023 FTIP, staff has also developed Amendment 2 to the Connect SoCal 2020 which serves as a concurrent amendment along with the 2023 FTIP, allowing for changes to long-range RTP/SCS projects in addition to changes to state and local highway, transit, and passenger rail projects currently in the 2021 FTIP that will be carried forward as part of the 2023 FTIP. In summary, Amendment 2 consists of 102 project modifications with 14 of those being new projects. Despite project modification and additions, the Amendment 2 remains financially constrained per federal fiscal constraint requirements (23 U.S.C. § 134(i)(2)(E)).

The projects contained within the 2023 FTIP have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support the achievement of performance measure targets. These targets will be achieved through the implementation of investment priorities through the programming of transportation projects in the 2023 FTIP, and subsequent FTIP Amendments and Administrative Modifications. Of the roughly 1,700 projects in the 2023 FTIP, 46 projects are new projects. The 2023 FTIP is financially constrained per federal fiscal constraint requirements (23 U.S.C. § 134(i)(2)(E)).

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

1. Consistency with SCAG’s 2020 Connect SoCal (RTP/SCS) as amended (23 CFR Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
2. Regional Emissions Analysis (40 CFR Sections 93.109, 93.110, 93.118, and 93,119)

3. Timely Implementation of Transportation Control Measures (TCMs) Analysis
(40 CFR Section 93.113)
4. Financial Constraint Analysis
(40 CFR Section 93.108 and 23 CFR, Section 450.324)
5. Interagency Consultation and Public Involvement
(40 CFR Sections 93.105 and 93.112 and 23 CFR Section 450.324)

Pursuant to the EPA's Transportation Conformity Regulations, the modeling and transportation conformity analyses for the proposed Final 2023 FTIP and Connect SoCal Amendment 2 are based on the current EPA-approved emission budgets and EPA-approved emissions model.

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

As required by California State Statute Assembly Bill 1246 (AB 1246), a formal consultation hearing between SCAG, CTCs, and Caltrans was held on August 25, 2022 where the item was unanimously approved to move forward for adoption by the Regional Council.

The proposed Final 2023 FTIP and the proposed Final Connect SoCal Amendment 2 were presented to the TC at the September 1, 2022 meeting. The associated transportation conformity determinations were present to the EEC on the same day. Both the TC and EEC recommended approval of the proposed Final 2023 FTIP, the proposed Final Connect SoCal Amendment 2, and the accompanying transportation conformity determinations to the Regional Council. Once the Regional Council adopts the proposed Final 2023 FTIP, proposed Final Connect SoCal Amendment 2, and the accompanying transportation conformity determinations at its October 6, 2022 meeting, the items including the associated transportation conformity determinations will be

forwarded to the appropriate federal and state reviewing agencies for final approval. Federal approval of the 2023 FTIP and Connect SoCal 2020 RTP/SCS Amendment 2 is expected to occur in December 2022. Once approved by the agencies, the 2023 FTIP and Connect SoCal Amendment 2 will allow the projects to receive the necessary approvals and move forward towards implementation in a timely manner.

The Proposed Final 2023 FTIP is accessible at:

www.scag.ca.gov/2023-ftip

The Proposed Final Connect SoCal Amendment 2 is accessible at:

<https://scag.ca.gov/post/amendment-2-0>

Next Steps:

- October 2022 - Staff seeks approval of the 2023 FTIP, Connect SoCal 2020 RTP/SCS Amendment 2, and the transportation conformity determinations for both documents from the Regional Council
- December 2022 - Federal approval of the 2023 FTIP, Connect SoCal 2020 RTP/SCS Amendment 2, and the transportation conformity determinations for both documents

FISCAL IMPACT:

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

ATTACHMENT(S):

1. Resolution No. 22-647-1 2020 RTP SCS Amendment 2
2. Resolution No. 22-647-2 2023 FTIP



RESOLUTION NO. 22-647-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING AMENDMENT 2 TO THE 2020 - 2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (CONNECT SOCIAL 2020) AND ITS CORRESPONDING CONFORMITY DETERMINATION

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

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

REGIONAL COUNCIL OFFICERS

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

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) 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; and

COMMITTEE CHAIRS

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

WHEREAS, SCAG is 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.; and

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); and

WHEREAS, the 2020 RTP/SCS must be consistent with all other applicable provisions of federal and state law including but not limited to: (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 the United States Environmental Protection Agency (US 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.*; and

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 the 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); and

WHEREAS, transportation conformity of the RTP is based upon a positive conformity finding with respect to the following tests: (1) regional emissions analysis, (2) timely implementation of Transportation Control Measures (TCMs), (3) interagency consultation and public involvement, and (4) financial constraint; and

WHEREAS, on May 7, 2020, the SCAG Regional Council adopted the 2020 RTP/SCS for federal transportation conformity purposes only, and on June 5, 2020, FHWA and FTA, in coordination with US EPA Region 9, determined that the 2020 RTP/SCS conforms to the applicable SIPs; On September 3, 2020, the SCAG Regional Council approved and adopted the 2020 RTP/SCS for all purposes; and

WHEREAS, on November 4, 2021, the SCAG Regional Council approved Amendment 1 to the 2020 RTP/SCS and the 2021 FTIP Consistency Amendment 21-05 including the associated transportation conformity determination. On January 4, 2022, FHWA and FTA, in coordination with the US EPA Region 9, determined that Amendment 1 and 2021 FTIP Consistency Amendment 21-05 conform to the applicable SIPs; and

WHEREAS, SCAG has received requests from the local county transportation commissions (CTCs) for additional project additions or modifications to the 2020 RTP/SCS and 2023 FTIP; and

WHEREAS, 23 U.S.C. section 134(j)(3)(C) requires projects in the 2023 FTIP to be consistent with the 2020 RTP/SCS; and

WHEREAS, the regional emissions analyses for the Amendment 2 to the 2020 RTP/SCS are identical to the regional emissions analyses for the 2023 FTIP. The regional emissions analyses used the EMFAC2014 model developed by the California Air Resources Board (CARB) and approved by US EPA for conformity analysis that started before or on August 15, 2021. The regional emissions analyses for all applicable transportation-related criteria pollutants and precursors meet all applicable emission budget tests or interim emission tests (build/no-build test) for all milestone, attainment, and planning horizon years in all nonattainment and maintenance areas; and

WHEREAS, pursuant to 23 C.F.R. Section 450.330(e) and 40 C.F.R. Parts 51 and 93, the TCM project categories and strategies identified in the applicable SIPs in the SCAG region were given funding

priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome; and

WHEREAS, on July 7, 2022, SCAG's Regional Council authorized the release of the Draft Amendment 2 to the 2020 RTP/SCS (herein referred to as "Amendment 2" or "Amendment") for a 30-day public review and comment period; and

WHEREAS, a Notice of Availability for a 30-day public review and comment period was posted on SCAG's website on July 7, 2022; public notices were emailed to regional stakeholders; the Draft Amendment 2 was made available on SCAG's website; and copies were provided for review throughout the region by special request; and

WHEREAS, given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's Executive Orders, two public hearings for the Draft Amendment 2 were held telephonically and electronically on July 19, 2022, and July 28, 2022, respectively; and

WHEREAS, to the extent that SCAG has received any written comments on the Draft Amendment 2, those comments have been responded to, and those comments along with responses are summarized in the final versions of the Amendment; and

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; and

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 Amendment development process; and

WHEREAS, the Amendment 2 includes a financial plan identifying the financial impact of the changes contained in the Amendment 2; and

WHEREAS, the Amendment 2 contains 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, the conformity analysis of Amendment 2 has been conducted simultaneously with that for the 2023 FTIP in order to address the consistency requirement of federal law; and

WHEREAS, the transportation conformity analyses and determinations of the proposed final 2023 FTIP and the proposed final Amendment No. 2 to the 2020-2045 RTP/SCS were considered by SCAG's Energy and Environment Committee (EEC). At its September 1, 2022 meeting, SCAG's EEC approved staff's recommended action that the Regional Council approve the transportation

conformity determinations of the proposed final 2023 FTIP and the proposed final Amendment No. 2 to the 2020-2045 RTP/SCS and direct staff to submit to the FHWA and FTA for approvals at its October 6, 2022 meeting; and

WHEREAS, SCAG’s Regional Council has reviewed the Amendment 2 to the 2020 RTP/SCS and related staff reports and materials, which are incorporated herein by this reference; and

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

1. The Regional Council approves Amendment 2 to the 2020 RTP/SCS 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 this Amendment, the Regional Council finds as follows:
 - a. Amendment 2 to the 2020 RTP/SCS complies with all applicable federal and state requirements, including the FAST Act and MAP-21 planning provisions; and
 - b. Amendment 2 to the 2020 RTP/SCS complies 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 2 to the 2020 RTP/SCS is consistent with the policies, programs, and projects in the federally approved 2020 RTP/SCS as amended and meet all federal and state requirements and regulations.
2. The Regional Council hereby makes a positive transportation conformity determination of Amendment 2 to the 2020 RTP/SCS. In making this determination, the Regional Council finds as follows:
 - a. Amendment 2 to the 2020 RTP/SCS passes the four tests and analyses required for transportation conformity, namely: regional emissions analysis, timely implementation of Transportation Control Measures, interagency consultation and public involvement, and financial constraint analysis, and;
3. SCAG’s Executive Director or his designee is authorized to transmit Amendment 2 to the 2020 RTP/SCS 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 6th day of October 2022.

Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



RESOLUTION NO. 22-647-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING THE 2022/23 – 2027/28 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (2023 FTIP)

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

REGIONAL COUNCIL OFFICERS

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

COMMITTEE CHAIRS

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

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. § 134(d) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and the Federal Transportation Improvement Program (FTIP) pursuant to 23 U.S.C. § 134 et seq., 49 U.S.C. § 5303 et seq., and 23 C.F.R. § 450.312; and

WHEREAS, under state law, SCAG is the multicounty designated transportation planning agency and, as such, is responsible for preparation of the RTP/SCS under California Government Code § 65080 et seq., and the FTIP under California Government Code § 65082 and Public Utilities Code § 130301 et seq.; and

WHEREAS, under federal metropolitan transportation planning law, 23 U.S.C. § 134 et seq. and implementing regulations under 23 C.F.R Part 450, a MPO shall develop and update a FTIP for the metropolitan planning area covering a period of no less than four years. In addition, under state law, the FTIP must be updated every two years and submitted to the United States Secretary of Transportation (Secretary) so as to be consistent with the State Transportation Improvement Program (STIP). The SCAG Regional Council adopted and approved the FY 2020/21 – 2025/26 FTIP (2021 FTIP) in March 2021; and

WHEREAS, the 2023 FTIP is an update to the 2021 FTIP, and it is a staged, multi-year, intermodal program of transportation projects which covers six fiscal years, includes a priority list of projects to be carried out in the first four fiscal years (2022/23, 2023/24, 2024/25, and 2025/26) and a listing of obligated projects from prior years that may require state or federal action. Projects in the additional two years (2026/27 and 2027/28) are to be considered by the Federal Highway Administration (FHWA) and Federal Transportation Agency (FTA) as informational. The 2023 FTIP is composed of approximately 1,720 transportation projects with \$35.9 billion dollars programmed in fiscal years FY 2022/23 to FY 2027/28; and

WHEREAS, in a nonattainment or maintenance area designated by the U.S. Environmental Protection Agency (US EPA) for one or more

Attachment: Resolution No. 22-647-2 2023 FTIP (Approval of 2023 Federal Transportation Improvement Program (FTIP) and Connect SoCal

transportation-related criteria pollutants, the MPO, as well as the FHWA and FTA, must make a transportation conformity determination on the RTP and FTIP 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); and

WHEREAS, transportation conformity for the 2023 FTIP is based upon a positive conformity finding with respect to the following tests: (1) consistency with the adopted RTP/SCS as amended, (2) regional emissions analysis, (3) timely implementation of Transportation Control Measures (TCMs), (4) financial constraint, and (5) interagency consultation and public involvement; and

WHEREAS, the SCAG Regional Council adopted the 2020-2045 RTP/SCS in May 2020 for federal transportation conformity purposes only pursuant to 42 U.S.C. § 7506(c)(1) which requires the 2020-2045 RTP/SCS to conform with the applicable SIPs developed for the federal nonattainment and maintenance areas in the SCAG region. On June 5, 2020, FHWA/FTA, in coordination with US EPA Region 9, determined that the 2020-2045 RTP/SCS conforms to the applicable SIPs; and

WHEREAS, on September 3, 2020, the SCAG Regional Council approved and adopted the 2020-2045 RTP/SCS for all purposes; and

WHEREAS, on November 4, 2021, the SCAG Regional Council approved Amendment No. 1 to the 2020-2045 RTP/SCS and the 2021 FTIP Consistency Amendment No. 21-05 including the associated transportation conformity determination. On January 4, 2022, FHWA/FTA, in coordination with the US EPA Region 9, determined that Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 conform to the applicable SIPs; and

WHEREAS, 23 U.S.C. § 134(j)(3)(C) and 23 C.F.R. § 450.324(g) requires each project or project phase in the 2023 FTIP to be consistent with the 2020-2045 RTP/SCS; and

WHEREAS, 42 U.S.C. § 7506(c)(1) also requires the 2023 FTIP to conform with the applicable SIPs developed for the federal nonattainment and maintenance areas in the SCAG region; and

WHEREAS, SCAG staff has conducted an analysis of the 2023 FTIP and found that it complies with federal and state metropolitan planning requirements and is consistent with the 2020-2045 RTP/SCS as amended and its policies, programs, and projects; and

WHEREAS, the regional emissions analyses for the 2023 FTIP are identical to the regional emissions analyses for the 2020-2045 RTP/SC Amendment No 2. The regional emissions analyses used the EMFAC2014 model developed by the California Air Resources Board (CARB) and approved by US EPA for conformity analysis that started before or on August 15, 2021. Furthermore, the regional emissions analyses for all applicable transportation-related criteria pollutants and precursors meet all applicable emission budget tests or interim emission tests (build/no-build test) for all milestone, attainment, and planning horizon years in all nonattainment and maintenance areas; and

WHEREAS, pursuant to 23 C.F.R. § 450.330(e) and 40 C.F.R. Parts 51 and 93, the TCM project categories and strategies identified in the applicable SIPs in the SCAG region were given funding

priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome; and

WHEREAS, the 2023 FTIP includes a Financial Plan that indicates estimated available resources including resources from public and private sources are reasonably expected to be available to carry out the 2023 FTIP as required by 23 U.S.C. § 134(h)(2)(b) and 23 C.F.R. § 450.324(e); and

WHEREAS, SCAG has worked concurrently with local, state, and federal jurisdictions in a continuing, cooperative and comprehensive manner as required by federal and state metropolitan transportation planning provisions; and

WHEREAS, 23 C.F.R. § 450.330(a) requires each MPO to adopt a public participation program. The SCAG's Regional Council adopted an updated Public Participation Plan on April 7, 2022, to serve as a guide for SCAG's public involvement process and provide more explicit details as to SCAG's strategies, procedures and techniques for public participation on the RTP/SCS, FTIP and the Overall Work Program (OWP). Such strategies, procedures and techniques require SCAG to hold a public hearing regarding a draft FTIP; and

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. § 93.105 as well as the provisions of SCAG's Public Participation Plan, SCAG consulted with the respective transportation and air quality planning agencies throughout the 2023 FTIP development process, which involved discussion of a draft of the 2023 FTIP with the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements). In addition, the Executive Administration Committee acting on behalf of the SCAG Regional Council authorized the release of the Draft 2023 FTIP for a 30-day public review and comment period on July 7, 2022. The Draft 2023 FTIP was available for public review and comment from July 8 to August 8, 2022 during which time SCAG held two (2) public hearings regarding the Draft 2023 FTIP on July 19, 2022 and July 28, 2022 respectively; and

WHEREAS, comments received during the public review and comment period were considered by staff and appropriately addressed as part of the final version of the Draft 2023 FTIP; and

WHEREAS, projects in the 2023 FTIP satisfy the transportation conformity provisions of 40 C.F.R. § 93.122(g) and all applicable transportation planning requirements per 23 C.F.R. Part 450 including the establishment of performance management targets for safety performance measures for all public roads in the planning region; and

WHEREAS, SCAG encourages the CTCs to use multiple equity oriented criteria outlined in the adopted Racial Equity Early Action Plan (EAP) approved by SCAG's Regional Council in May 2021 or CTC Board approval, which should simultaneously consider benefits, burdens, and engagement for a holistic assessment of projects; in selecting and prioritizing projects for inclusion in the County TIPs; and

WHEREAS, the conformity analysis of the 2023 FTIP has been conducted simultaneously with that for the Amendment No. 2 to the 2020-2045 RTP/SCS in order to address the consistency requirement of federal law; and

WHEREAS, the transportation conformity analyses and determinations of the proposed final 2023 FTIP and the proposed final Amendment No. 2 to the 2020-2045 RTP/SCS were considered by SCAG’s Energy and Environment Committee (EEC). At its September 1, 2022 meeting, SCAG’s EEC approved staff’s recommended action that the Regional Council approve the transportation conformity determinations of the proposed final 2023 FTIP and the proposed final Amendment No. 2 to the 2020-2045 RTP/SCS and direct staff to submit to the FHWA and FTA for approvals at its October 6, 2022 meeting; and

WHEREAS, SCAG’s Regional Council has reviewed the final 2023 FTIP and related staff reports and materials, which are incorporated herein by this reference; and

WHEREAS, the Regional Council has and hereby grants authority to SCAG’s Executive Director to approve FTIP amendments and associated conformity determination and to transmit to the state and federal agencies amendments to the most currently approved FTIP; and

WHEREAS, the Regional Council has and hereby accepts delegation from Caltrans and delegates authority to SCAG’s Executive Director to approve FTIP Administrative Modifications for submittal into the FSTIP consistent with approved FSTIP/FTIP Administrative Modification and Amendment Procedures as may be amended and subject to approval by Caltrans.

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

1. The Regional Council approves and adopts the 2023 FTIP for all six (6) counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) in the SCAG region for the purpose of complying with federal and state metropolitan transportation planning requirements. In adopting the 2023 FTIP, the Regional Council finds as follows:
 - a. The 2023 FTIP complies with all applicable federal and state requirements and regulations; and
 - b. The 2023 FTIP implements and is consistent with SCAG’s 2020-2045 RTP/SCS as amended; and
 - c. The 2023 FTIP passes all required transportation conformity tests and demonstrates positive transportation conformity.
2. In approving the 2023 FTIP, the Regional Council, approves the staff findings and incorporates all of the foregoing recitals in this Resolution.
3. SCAG’s Executive Director or his designee shall transmit the 2023 FTIP and associated conformity determination to the Federal Transit Administration and the Federal Highway

Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 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 this 6th day of October 2022.

Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Resolution No. 22-647-4 Approving Connect SoCal CEQA Addendum No. 3
to PEIR (SCH No. 2019011061)

RECOMMENDED ACTION FOR RC:

That the Regional Council adopt Resolution No. 22-647-4 to approve Addendum No. 3 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) Amendment No. 1 and certification of the Program Environmental Impact Report (State Clearinghouse No. 2019011061) (PEIR) and Addendums No. 1 and No. 2 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. 3 to the PEIR, which analyzes the changes documented in the Connect SoCal Amendment No. 2 to the 2020 RTP/SCS (Connect SoCal Amendment No. 2 or Amendment No. 2). SCAG staff finds that the proposed changes resulting from Amendment No. 2 would not result in a substantial change to the region-wide impacts when compared to the certified PEIR with Addendum No. 1 and Addendum No. 2. SCAG staff also finds that the projects identified in Connect SoCal Amendment No. 2 are programmatically consistent with the analysis, mitigation measures, alternatives, Findings of Fact, and Statement of Overriding Considerations contained in the previously certified PEIR and Addendum No. 1 and Addendum No. 2.

An informational copy of draft Addendum No. 3 to the PEIR was provided to EEC for review on July 7, 2022. No comments were received. No revisions were made between the draft version,

provided to the EEC, and the proposed final version. On September 1, 2022, EEC moved to recommend that the RC adopt a resolution to approve Addendum No. 3 to the Connect SoCal PEIR. SCAG staff recommends that the RC adopt Resolution No. 22-647-4 to approve Addendum No. 3 to the Connect SoCal PEIR. The proposed final Addendum No. 3 to the PEIR and the proposed resolution are attached to this staff report. The approved final Addendum No. 3 to the PEIR will be published on SCAG's website at: <https://scaq.ca.gov/certified-2020-peir-0>.

BACKGROUND:

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

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

CEQA BASIS FOR A PEIR ADDENDUM:

When an Environmental Impact Report (EIR) has been certified and the project is modified or otherwise changed after certification, additional review may be necessary pursuant to the CEQA.

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

PROGRAMMATIC ENVIRONMENTAL ASSESSMENT:

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

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

SUMMARY OF CEQA FINDINGS:

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

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

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

SCAG staff has determined that the changes and additions identified above with respect to Amendment No. 2 would result in impacts that would fall within the range of impacts already

identified and addressed in the previously certified Connect SoCal PEIR, PEIR Addendum No. 1 and PEIR Addendum No. 2. Therefore, as reflected in Addendum No. 3, no substantial physical impacts to the environment beyond those already anticipated and disclosed in the Connect SoCal PEIR are anticipated to result from the changes and additions identified in the Connect SoCal Amendment No. 2. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, National Environmental Policy Act (NEPA), and all applicable regulations. No changes to the mitigation measures or alternatives contained in the Connect SoCal PEIR are necessary or proposed. ***The proposed final Addendum No. 3 to the PEIR is attached to this staff report and the approved final version will be published on SCAG's website at: <https://scag.ca.gov/certified-2020-peir-0>.***

CONCLUSION:

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

An informational copy of draft Addendum No. 3 to the PEIR was provided to EEC for review on July 7, 2022. No comments were received. No revisions were made between the draft version, provided to the EEC, and the proposed final version. On September 1, 2022, EEC moved to recommend that the Regional Council Adopt a Resolution to approve Addendum No. 3 to the Connect SoCal PEIR. The proposed final Addendum No. 3 to the PEIR and the proposed resolution are attached to this staff report.

NEXT STEPS:

SCAG staff recommends that the Regional Council adopt Resolution No. 22-647-4 to approve Addendum No. 3 to the Connect SoCal PEIR. **The proposed final Addendum No. 3 to the PEIR and resolution are attached to this staff report. The approved final Addendum No. 3 to the PEIR will be published on SCAG's website at: <https://scag.ca.gov/certified-2020-peir-0>.**

FISCAL IMPACT:

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

ATTACHMENT(S):



-
1. Resolution No. 22-647-4 - Approving Addendum No. 3 to the PEIR
 2. Proposed Final Addendum No 3 to the PEIR



RESOLUTION NO. 22-647-4

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

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

REGIONAL COUNCIL OFFICERS

President Jan C. Harnik, Riverside County Transportation Commission

First Vice President Carmen Ramirez, County of Ventura

Second Vice President Art Brown, Buena Park

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COMMITTEE CHAIRS

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

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Ray Marquez, Chino Hills

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

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

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

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

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

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

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

Attachment: Resolution No. 22-647-4 - Approving Addendum No. 3 to the PEIR (Resolution No. 22-647-4 Approving Connect SoCal CEQA)

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

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

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

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

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

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

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

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

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

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

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

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

Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel

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



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

SEPTEMBER 1, 2022

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PROPOSED FINAL ADDENDUM #3

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

SEPTEMBER 1, 2022

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

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

1.0 INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.1 BASIS FOR THE ADDENDUM

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

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

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

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

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

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

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

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

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

1.2 PURPOSE AND SCOPE OF THE ADDENDUM TO THE PEIR

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

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

2.0 PROJECT DESCRIPTION

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

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

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

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

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

3.0 ENVIRONMENTAL ANALYSIS

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

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

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

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

TABLE 3-1 Summary of Impacts from Amendment #2

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

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

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

3.1 AESTHETICS

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

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

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

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

3.2 AGRICULTURE AND FORESTRY RESOURCES

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

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

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

3.3 AIR QUALITY

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

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

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

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

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

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

3.4 BIOLOGICAL RESOURCES

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

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

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

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

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

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

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

3.5 CULTURAL RESOURCES

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

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

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

3.6 ENERGY

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

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

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

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

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

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

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

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

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

3.7 GEOLOGY AND SOILS

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

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

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

3.8 GREENHOUSE GAS EMISSIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.9 HAZARDS AND HAZARDOUS MATERIALS

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

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

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

TABLE 3-7 SB 375 Analysis – Amendment #2

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

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

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

3.10 HYDROLOGY AND WATER QUALITY

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

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

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

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

3.11 LAND USE AND PLANNING

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

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

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

3.12 MINERAL RESOURCES

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

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

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

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

3.13 NOISE

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

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

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

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

3.14 POPULATION, HOUSING AND EMPLOYMENT

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

Connect SoCal PEIR and addendums.

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

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

3.15 PUBLIC SERVICES

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

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

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

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

3.16 RECREATION

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

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

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

3.17 TRANSPORTATION, TRAFFIC, AND SAFETY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Attachment: Proposed Final Addendum No 3 to the PEIR (Resolution No. 22-647-4 Approving Connect

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

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

3.18 TRIBAL CULTURAL RESOURCES

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

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

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

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

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

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

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

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

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

3.19 UTILITIES AND SERVICE SYSTEMS

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

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

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

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

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

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

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

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

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

3.20 WILDFIRE

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

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

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

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

3.21 CUMULATIVE IMPACTS

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

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

4.0 COMPARISON OF ALTERNATIVES

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

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

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

5.0 OTHER CEQA CONSIDERATIONS

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

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

6.0 FINDINGS

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

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



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PROPOSED FINAL ADDENDUM #3

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

SEPTEMBER 1, 2022

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

Attachment: Proposed Final Addendum No 3 to the PEIR (Resolution No. 22-647-4 Approving Connect





Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Resolution No. 22-647-5 Amending the 2021 and 2023 Active
Transportation Program

RECOMMENDED ACTION:

Adopt Resolution No. 22-647-5 amending the 2023 Cycle 6 Active Transportation Program (ATP) Regional Guidelines as well as the 2021 Cycle 5 ATP Regional Program Contingency List.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The Transportation Committee, having acted at their September 1, 2022 meeting, recommends that the Regional Council adopt amended Cycle 6 Active Transportation Program (ATP) Regional Guidelines and an amended Cycle 5 ATP Regional Program Contingency List. The corresponding adopting resolution, Resolution No. 22-647-5, affirms these recommended updates.

The Regional Council previously adopted Resolution No. 22-642-2 approving the 2023 Cycle 6 ATP Regional Guidelines on April 7, 2022. Since that action, the State of California approved \$1.049 billion in ATP augmentation funding, which increases SCAG's share of the funds from approximately \$138 million to \$361 million. The amended Cycle 6 Regional Guidelines include this revised fund estimate and will result in many more projects being funded across the region. Separately, the amended Cycle 5 ATP Regional Program Contingency List allows funding from a withdrawn project to be reprogrammed to a comparably sized project within the same county. SCAG staff have worked with Los Angeles County Metropolitan Transportation Authority (LA Metro) staff to identify a comparable project that can be implemented on-time. The Regional Council last reviewed and adopted the contingency list on May 6, 2021.

BACKGROUND:

The ATP was created in 2013 by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), to encourage increased use of active modes of transportation, such as

biking and walking, as well as to ensure compliance with the federal transportation authorization Moving Ahead for Progress in the 21st Century (MAP-21). On March 16, 2022, the California Transportation Commission (CTC) adopted the 2023 Cycle 6 ATP Statewide Guidelines and announced the 2023 Cycle 6 ATP call for projects. Project applications were due on June 15, 2022, and are currently being evaluated. CTC project recommendations are anticipated in late-October 2022.

Cycle 6 ATP Augmentation

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

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

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

Implementation Projects Category: Funding Targets

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

Planning & Capacity Building Projects Category: Funding Targets

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

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

Cycle 5 Contingency List

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

Class II and Class III bicycle facilities and pedestrian crossing improvements. The amended contingency list is included as Attachment 3.

RECOMMENDATION

SCAG staff is recommending that the Regional Council adopt amended Cycle 6 ATP guidelines and an amended Cycle 5 ATP Regional Program Contingency List. On September 1, 2022, the Transportation Committee approved this recommendation. The corresponding adopting resolution, Resolution No. 22-647-5, affirms these recommended updates.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. \$1.5 billion for ATP
2. Amended 2023 ATP Regional Guidelines
3. Amended 2021 ATP Regional Program Contingency List
4. Resolution 22-647-5 - Amending 2021 and 2023 ATP

California Legislature

May 25, 2022

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

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

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

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

RE: \$1.5 billion for Active Transportation Program

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

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

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

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

California Legislature

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

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

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

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

Sincerely,



Laura Friedman
Assemblymember, 43rd District

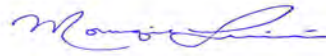


Ben Hueso
State Senator, 40th District

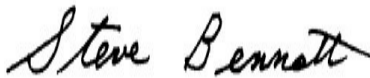
California Legislature



Evan Low
Assemblymember, 28th District



Monique Limón
State Senator, 19th District



Steve Bennett
Assemblymember, 37th District



Henry Stern
State Senator, 27th District



Eduardo Garcia
Assemblymember, 56th District



Josh Newman
State Senator, 29th District



Eloise Gómez Reyes
Assembly Majority Leader, 47th District



Miguel Santiago
Assemblymember, 53rd District



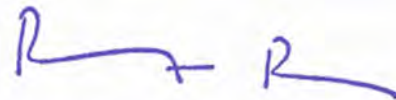
Phillip Chen
Assemblymember, 55th District



Freddie Rodriguez
Assemblymember, 52nd District



Kevin Mullin
Assembly Speaker pro Tempore, 22nd District



Robert Rivas, 30th District
Assemblymember, 30th District

2023 Active Transportation Program Regional Guidelines

FINAL - AMENDED

October 2022

Southern California Association of Governments

Imperial County Transportation Commission

Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
2023 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES

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Introduction

Purpose

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

Background

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

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

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

Fund Estimates for 2023 Regional ATP

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

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

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

Eligibility

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

Regional Disadvantaged Communities Definitions

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

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

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

Project Selection Process

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

Implementation Projects Category

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

Implementation Projects Category: Funding Targets

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

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

Planning & Capacity Building Projects Category

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

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

Planning and Capacity Building Projects Category: Funding Targets

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

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

Regional Program Selection Process

The selection process shall occur as follows:

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

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

Recommended Regional Program

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

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

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

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

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

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

Programming

Fund Assignments

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

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

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

Partial Awards

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

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

Fund Balance & Contingency List

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

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

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

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

Program Amendments

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

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

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

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

FTIP Amendments

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

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

Allocation

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

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

Project Delivery

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

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

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

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

Project Scope Change

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

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

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

Project Reporting

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

Schedule

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

Metropolitan Planning Organization Component
(\$ in thousands)

Attachment 3 - Amended 2021 ATP Regional Program Contingency List

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

Attachment: Amended 2021 ATP Regional Program Contingency List (Resolution No. 22-647-5 Amending

Metropolitan Planning Organization Component
(\$ in thousands)

Attachment 3 - Amended 2021 ATP Regional Program Contingency List

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	21-22 Funds	22-23 Funds	23-24 Funds	24-25 Funds	PA&ED	PS&E	ROW	CON	CON NI	Fund totals
35										State (SHA & RMRA) funds				\$ 16,903		\$ 16,903
36										Federal (FTF) funds						\$
37																
38	SCAG	Desert Hot Springs, City of-2	RIV	Palm Drive Improvements - I-10 to Camino Aventura	\$ 6,995	\$ 6,154		\$ 6,154								
39										State (SHA & RMRA) funds				\$ 6,154		\$ 6,154
40										Federal (FTF) funds						\$
41																
42	SCAG	Wildomar-2	RIV	Mission Trail Active Transportation Corridor	\$ 6,548	\$ 3,638	\$ 451	\$ 3,110	\$ 77							
43										State (SHA & RMRA) funds	\$ 168	\$ 168	\$ 115	\$ 3,110	\$ 77	\$ 3,638
44										Federal (FTF) funds						\$
45																
46	SCAG	Riverside County -2	RIV	Hemet Area SRTS Sidewalk Project	\$ 1,946	\$ 1,946	\$ 25	\$ 565		\$ 1,356						
47										State (SHA & RMRA) funds	\$ 25	\$ 225	\$ 340	\$ 1,181	\$ 175	\$ 1,946
48										Federal (FTF) funds						\$
49																
50	SCAG	Riverside-2	RIV	Five Points Neighborhood Pedestrian Safety Improvements	\$ 6,953	\$ 6,113			\$ 1,070	\$ 5,043						
51										State (SHA & RMRA) funds			\$ 1,070	\$ 5,043		\$ 6,113
52										Federal (FTF) funds						\$
53																
54	SCAG	Temecula-1	RIV	Temecula Creek Southside Trail Project	\$ 3,637	\$ 3,218	\$ 58	\$ 3,160								
55										State (SHA & RMRA) funds				\$ 3,160	\$ 58	\$ 3,218
56										Federal (FTF) funds						\$
57																
58	SCAG	8-Ontario, City of-3		Euclid West Pedestrian Improvements	\$ 1,996	\$ 1,996	\$ 5	\$ 245	\$ 1,746							
59										State (SHA & RMRA) funds	\$ 5	\$ 245		\$ 1,746		\$ 1,996
60										Federal (FTF) funds						\$
61																
62	SCAG	8-Highland, City of-1		Highland/San Bernardino Bi-City Transformative Bikeway/Walkway Connector	\$ 22,222	\$ 19,241	\$ 928	\$ 1,787		\$ 16,526						
63										State (SHA & RMRA) funds					\$ 40	\$ 40
64										Federal (FTF) funds	\$ 888	\$ 1,392	\$ 395	\$ 16,526		\$ 19,200
65																
66	SCAG	8-Montclair, City of-1		Montclair SRTS Implementation Project	\$ 5,426	\$ 5,426	\$ 580	\$ 4,846								
67										State (SHA & RMRA) funds	\$ 145				\$ 82	\$ 227

Attachment: Amended 2021 ATP Regional Program Contingency List (Resolution No. 22-647-5 Amending

Metropolitan Planning Organization Component
(\$ in thousands)

Attachment 3 - Amended 2021 ATP Regional Program Contingency List

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

Attachment: Amended 2021 ATP Regional Program Contingency List (Resolution No. 22-647-5 Amending

Metropolitan Planning Organization Component
(\$ in thousands)

Attachment 3 - Amended 2021 ATP Regional Program Contingency List

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

Attachment: Amended 2021 ATP Regional Program Contingency List (Resolution No. 22-647-5 Amending



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

RESOLUTION NO. 22-647-5

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG) AMENDING
THE 2023 CYCLE 6 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES
AND THE 2021 CYCLE 6 ACTIVE TRANSPORTATION REGIONAL PROGRAM
CONTINGENCY LIST**

REGIONAL COUNCIL OFFICERS

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

COMMITTEE CHAIRS

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

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

WHEREAS, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking;

WHEREAS, Streets and Highways Code Section 2382(k) allows the California Transportation Commission (Commission) to adopt separate guidelines for the metropolitan planning organizations charged with awarding funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection;

WHEREAS, on June 27, 2022, Governor Newsom signed the Budget Act of 2022, which approved an additional \$1.049 billion in augmentation funds for the Active Transportation Program;

WHEREAS, the Active Transportation Program Guidelines require the Commission to adopt a metropolitan planning organization’s use of project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged communities when differing from the statewide guidelines adopted by the Commission on March 16, 2022 and amended on August 18, 2022 to reflect the augmentation funds;

WHEREAS, SCAG is amending its Regional Guidelines, with input from the six Southern California county transportation commissions, to reflect the updated geographic distribution of the augmented program;

WHEREAS, attached with this Resolution as Exhibit “A” is SCAG’s 2023 Cycle 6 Active Transportation Program Regional Guidelines;

WHEREAS, SCAG, working in collaboration with Los Angeles County Metropolitan Transportation Authority, is amending the 2021 SCAG Regional Active Transportation Program Regional Program Contingency List; and

NOW THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that it amends SCAG's 2023

Attachment: Resolution 22-647-5 - Amending 2021 and 2023 ATP (Resolution No. 22-647-5 Amending the 2021 and 2023 Active Transportation

Cycle 6 Active Transportation Program Regional Guidelines and 2021 Cycle 5 Active Transportation Program Regional Program Contingency List.

BE IT FURTHER RESOLVED THAT:

1. The Regional Council authorizes SCAG staff to submit the amended 2023 Cycle 6 Active Transportation Regional Guidelines to the California Transportation Commission for approval.

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

Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

To: Executive/Administration Committee (EAC)
Transportation Committee (TC)
Regional Council (RC)
From: Andres Carrasquillo, Engagement Specialist
(213) 630-1401, carrasquillo@scag.ca.gov
Subject: Resolution No. 22-647-6 Acceptance of Office of Traffic Safety Grant
Funds to Support the Active Transportation Safety and Encouragement
Campaign

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION EAC AND RC:

Approve Resolution No. 22-647-6 authorizing SCAG to accept, if awarded, Office of Traffic Safety grant funds in the amount of \$1,188,005 to support the *Go Human* Campaign and authorizing the Executive Director to execute all necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

RECOMMENDED ACTION TC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On 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 \$1,188,005 to conduct a seventh round of Go Human safety programming and engagement across the region. On June 22, SCAG was informed that the grant award was being tentatively offered. SCAG is seeking Regional Council (RC) approval to receive the funds and authorization for the Executive Director to execute necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

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 five 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 2022 in the amount of \$1,188,004.97 from the Office of Traffic Safety to extend the campaign into 2021 and 2022. On June 22, 2022, SCAG received notice that an award in the amount of \$1,188,005 was being tentatively offered, given final approval from National Highway Traffic Safety Administration in October 2022. If awarded, this funding will be used to conduct a seventh 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 multiple safety strategies, including safety messaging and advertising, temporary demonstration projects, and the development of Community Safety Hubs across the region. SCAG is seeking Regional Council approval to receive the funds.

FISCAL IMPACT:

If awarded, SCAG will receive \$1,188,005 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. 22-647-6 - Acceptance of Traffic Safety Grant Funds



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

RESOLUTION NO. 22-647-6

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING SCAG TO ACCEPT, IF AWARDED, OFFICE OF TRAFFIC SAFETY GRANT FUNDS IN THE AMOUNT OF \$1,188,005 TO SUPPORT THE SOUTHERN CALIFORNIA GO HUMAN CAMPAIGN

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 \$1,888,005 in Office of Traffic Safety, Pedestrian/Bicycle Safety Funds (“Grant Funds”), to support the Active Transportation Safety and Encouragement Campaign;

WHEREAS, the mission of the California Office of Traffic Safety is to “Effectively administer traffic safety grants that deliver innovative programs and eliminate traffic fatalities and injuries on California roadways”; 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 traffic safety.

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 \$1,888,005 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.

REGIONAL COUNCIL OFFICERS

President
Jan C. Harnik, Riverside County
Transportation Commission

First Vice President
Carmen Ramirez, County of Ventura

Second Vice President
Art Brown, Buena Park

Immediate Past President
Clint Lorimore, Eastvale

COMMITTEE CHAIRS

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

Community, Economic &
Human Development
Frank Yokoyama, Cerritos

Energy & Environment
Deborah Robertson, Rialto

Transportation
Ray Marquez, Chino Hills

Attachment: Resolution No. 22-647-6 - Acceptance of Traffic Safety Grant Funds (Resolution No. 22-647-6 Acceptance of Office of Traffic Safety

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

Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: Contract Amendment Greater Than 30% of the Contract's Original Value
and \$75,000 or Greater: Contract No. 18-046-C01, Project Portfolio
Management - Implementation

RECOMMENDED ACTION:

Approve Amendment No. 4 to Contract No. 18-046-C01, Carahsoft Technology Group, in an amount not to exceed \$63,602, increasing the contract value from \$358,681 to \$422,283 for the consultant to provide 15 additional software licenses. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the amendment on behalf of SCAG.

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 June of 2018, SCAG awarded Contract 18-046-C01 to Carahsoft Technology Group to as part of the Information Technology (IT) Process Improvement project initiated in FY18. The continued efforts of the SCAG IT team have resulted in the implementation of a work management tool, known as ServiceNow, supporting improved IT processes and system support to provide valuable and reliable IT services and solutions to the entire organization.

ServiceNow is a work management and process tool (sold by Carahsoft Technology Group, a licensed reseller) comprised of Project Portfolio Management and IT Service Management to support the IT Process Improvement project and improve overall work and resource management. Staff had a continuing need for the IT Service Management system support to assist staff with making continuous improvements to various IT processes. Do to increase staffing and demand, staff now requires 15 additional licenses.

This amendment when combined with previous amendments exceeds 30% of the contract's original value as well as \$75,000. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it requires the Regional Council's approval.



BACKGROUND:

Staff recommends executing the following amendment greater than 30% of its original value:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Amendment Amount</u>
Carahsoft Technology Group (18-046-C01)	The consultant shall provide SCAG 15 additional software licenses.	\$63,602

FISCAL IMPACT:

Funding of \$63,602 is available in the FY 2022-23 Indirect Cost Program Budget in Project Number 811-1163.14.

ATTACHMENT(S):

1. Contract Summary 18-046-C01 Amendment 5
2. Contract Summary 18-046-C01 Amendment 5 COI

CONTRACT 18-046-C01 AMENDMENT NO. 4

Consultant: Carahsoft Technology Group

Background & Scope of Work: In June of 2018, SCAG awarded Contract 18-046-C01 to Carahsoft Technology Group to as part of the Information Technology (IT) Process Improvement project initiated in FY18. The continued efforts of the SCAG IT team have resulted in the implementation of a work management tool, known as ServiceNow, supporting improved IT processes and system support to provide valuable and reliable IT services and solutions to the entire organization.

ServiceNow is a work management and process tool (sold by Carahsoft Technology Group, a licensed reseller) comprised of Project Portfolio Management and IT Service Management to support the IT Process Improvement project and improve overall work and resource management. Staff had a continuing need for the IT Service Management system support to assist staff with making continuous improvements to various IT processes. Consequently, in July of 2019 staff amended contract 18,046-C01 via Amendment 1, increasing its value \$291,216 to \$332,304 (\$41,088), to obtain the later services.

In July of 2020, staff had the need for additional IT Service Management system support licenses to be assigned to E.K. Associates consultants, the new managed services provider. Consequently, in July of 2020 staff amended contract 18,046-C01 via Amendment 2, increasing its value from \$332,304 \$342,576 (\$10,272), to obtain the later services.

Further, in July 2020, SGAG began a new contract, 20-035-C01, with E.K. Associates to provide expert scheduled and on-demand managed information technology services (planning and design, monitoring, troubleshooting and repair, maintenance, and support services). As a result of the shift from SCAG previous Managed IT provider to E.K. Associates, staff had a need to obtain 15 additional licenses to be assigned to E.K. Associates consultants, via Amendment 3 to the contract. Amendment 3 increases the contract value from \$342,576 to \$358,681 (\$16,105).

Do to increase staffing and demand, staff now requires 15 additional licenses that would increase the contract value from \$358,681 to \$422,283 (\$63,602) for the final year of the contract.

Project's Benefits & Key Deliverables: The project's key benefits include centralized work management processes to better identify and track work requests, prioritize work and resources, and accurately estimate necessary resources and timelines. Through metrics and reporting, the organization will also have better visibility into what work has been completed, the status of work that is currently being performed, and what work is planned. Ultimately, having these processes and systems centrally managed is expected to improve budget management, scheduling, work priorities, and resource management, allowing IT efforts to align with SCAG organizational objectives and create continuous improvement to facilitate improved decision making.

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

Amendment Amount:

Amendment 4	\$63,602
Amendment 3	\$16,105
Amendment 2	\$10,272
Amendment 1	\$41,088
Original contract value	<u>\$291,216</u>
Total contract value is not to exceed	\$422,283

This amendment when combined with previous amendments exceeds 30% of the contract’s original value as well as \$75,000. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it requires the Regional Council’s approval.

Contract Period: June 25, 2018 through June 30, 2023

Project Numbers: 811-1163.14 \$63,602
Funding source: Indirect Cost

Funding of \$63,602 is available in the FY 2022-23 Indirect Cost Program Budget in Project Number 811-1163.14.

Basis for Selection: In accordance with SCAG’s Procurement Manual (January 2021) Section 9.3, to foster greater economy and efficiency, SCAG’s federal procurement guidance (2 CFR 200.318 [e]) authorizes SCAG to procure goods and services by using an Intergovernmental Agreement (Master Service Agreement – MSA, also known as a Leveraged Purchase Agreement – LPA). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially “piggy-backing” on the agreement). As with the original agreement and both previous Amendments, for Amendment 3, SCAG utilized an MSA with the National Intergovernmental Purchasing Alliance (National IPA) Agreement No. TCPN R150402 that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing.

**Conflict Of Interest (COI) Form - Attachment
For October 6, day, 2022 Regional Council Approval**

Approve Amendment No. 4 to Contract No. 18-046-C01, Carahsoft Technology Group, in an amount not to exceed \$63,602, increasing the contract value from \$358,681 to \$422,283 for the consultant to provide 15 additional software licenses. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the amendment on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its proposal (Yes or No)?
Carahsoft Technology Group (prime consultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 18-046-C01

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under “GET INVOLVED”, then “Contract & Vendor Opportunities” and scroll down under the “Vendor Contracts Documents” tab; whereas the SCAG staff may be found under “ABOUT US” then “OUR TEAM” then “Employee Directory”; and Regional Council members can be found under “MEETINGS”, then scroll down to “LEADERSHIP” then select “REGIONAL COUNCIL” on the left side of the page and click on “Regional Council Officers and Member List.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Legal Division, especially if you answer “yes” to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

Name of Firm: Carahsoft Technology Corp.
Name of Preparer: Kristina Smith
Project Title: ServiceNow Renewal
Date Submitted: 9/27/2022

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Kristina Smith, hereby declare that I am the (position or title) Contracts Manager of (firm name) _____, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 9/27/2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

<i>Kristina Smith</i>	9/27/2022
Signature of Person Certifying for Proposer (original signature required)	Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: Contracts \$200,000 or Greater: Contract NO. 22-054-C01, City of Buena
Park Comprehensive Active Transportation Plan

RECOMMENDED ACTION:

Approve Contract No. 22-054-C01 in an amount not to exceed \$248,977 with KOA Corporation, to develop a Comprehensive Active Transportation Plan (ATP) for the City of Buena Park, subject to final negotiation. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

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:

Consistent with the requirements of the Active Transportation Program grant that funds this project, the consultant shall complete a comprehensive ATP to support active transportation in the City of Buena Park. This project also supports the goals outlined in the adopted Connect SoCal 2020, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Active Transportation Technical Report. This project supports regional planning by advancing active transportation in local jurisdictions, supporting equitable public engagement, reducing motorized Vehicle Miles Traveled (VMT), and aims to reduce local and regional greenhouse gas (GHG) emissions.

STRATEGIC PLAN:

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

BACKGROUND:

Staff recommends executing the following contract \$200,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	Contract
------------------------------	-------------------------	----------



KOA Corporation
22-054-C01

The project will support the development of a comprehensive Active Transportation Plan for the City of Buena Park.

Amount
\$248,977

FISCAL IMPACT:

Funding of \$158,000 is available in the FY 2022-23 Overall Work Program (OWP) Budget in Project Number 275-4823.07, and the remaining \$90,977 is expected to be available in the FY 2023-24 OWP budget in Project Number 275-4823.07, subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 22-054-C01
2. Contract Summary 22-054-C01 COI

CONSULTANT CONTRACT NO. 22-054-C01

Recommended Consultant: KOA Corporation

Background & Scope of Work: The Consultant shall develop the City of Buena Park’s (City’s) first city-wide Comprehensive Active Transportation Plan (ATP) to further active transportation in the City. This project will support the goals outlined in the adopted Connect SoCal 2020, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Active Transportation Technical Report and further support regional planning by advancing active transportation in local jurisdictions, supporting equitable public engagement, reducing motorized Vehicle Miles Traveled (VMT), and reducing local and regional greenhouse gas (GHG) emissions.

Project’s Benefits & Key Deliverables: The project’s benefits and key deliverables include, but are not limited to:

- Creating an Outreach Strategy for inclusive engagement and stakeholder outreach;
- Conducting data collection and analyses of existing conditions;
- Completing a Prioritized Project List including cost estimates and potential revenue sources; and
- Developing the Final Active Transportation Plan.

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

Contract Amount:	Total not to exceed	\$248,977
	KOA Corporation (prime consultant)	\$140,561
	KTUA (subconsultant)	\$59,497
	Circulate Planning (subconsultant)	\$48,919

Contract Period: Notice to Proceed through February 28, 2024

Project Number(s): 275-4823UA.07 \$139,877
 275-4823E.07 \$18,123
 Funding source(s): Sustainable Communities Formula Senate Bill 1 (SB1) and Transportation Development Act (TDA).

Funding of \$158,000 is available in the FY 2022-23 Overall Work Program (OWP) Budget in Project Number 275-4823.07, and the remaining \$90,977 is expected to be available in the FY 2023-24 OWP Budget in Project Number 275-4823.07, subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 3,559 firms of the release of RFP 22-054-C01 via SCAG’s Solicitation Management System website. A total of 57 firms downloaded the RFP. SCAG received the following five (5) proposals in response to the solicitation:

KOA Corporation (2 subconsultants)	\$248,977
Toole Design Group (1 subconsultant)	\$236,214
Mark Thomas (1 subconsultant)	\$248,169

Kittleson & Associates (1 subconsultant)	\$248,666
IBI Group (1 subconsultant)	\$248,940

Selection Process:

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the three (3) highest ranked offerors.

The PRC consisted of the following individuals:

Deepthi, Arabolu, Principal Engineer/Traffic Engineer Manager, City of Buena Park
 Matt Foulkes, Community & Economic Develop Director, City of Buena Park
 Leslie Cayton, Jr. Planner, SCAG

Basis for Selection:

The PRC recommended KOA Corporation for the contract award because the consultant:

- Demonstrated an excellent understanding of the project, with a strong focus on leveraging strategic locations in the City to enhance safer active transportation connections to existing regional infrastructure (bike lanes, walkways). KOA engaged the City’s diverse communities by being responsive to the City’s most vulnerable residents, recognizing existing barriers in the City and proposing solutions to address them;
- Provided the best technical approach that meets and exceeds the requirements of the scope of work. Specifically, KOA provided a strong proposal with an emphasis on outreach, data collection and project implementation. Due to their efficiencies in ATP plans, KOA went above and beyond by proposing five additional project concepts that will benefit the City by providing a fuller range of City improvements in safe routes to school, first-and last-mile travel, cyclist and pedestrian safety. KOA also proposed a minimum of ten (10), instead of the RFP minimum of 5, community leadership meetings that will strengthen stakeholder involvement in all phases of plan development;
- Demonstrated significant experience on projects of similar size and scope, such as the Irvine Strategic ATP, Costa Mesa Pedestrian Master Plan, and Garden Grove Downtown ATP (winning the APA California Chapter – Orange Award of Excellence, Transportation Planning in 2020), as well as expansive experience in active transportation projects and plans for Barstow, Ontario, Montclair, San Bernardino, Santa Clarita, Imperial County, and San Bernardino County. KOA also demonstrated extensive experience with the *Go Human* demonstration projects, planning and participating in over 15 plan demonstration events in the last five years. KOA also demonstrated strong grant-writing experience, preparing over 80 grant applications that exemplify their thoughtful approach to position high-priority projects for grant funding; and
- Provided a realistic price within the scheduled timeframe under SCAG’s estimated cost.

Although other firms proposed slightly lower prices, the PRC did not recommend these firms for contract award because these firms:

- Project team on one firm’s project schedule went past the strict February 2024 expiration.

- The lowest proposer's price per hour was higher than that of the selected consultant and the PRC did not believe they provided sufficient hours to successfully complete the scope of work.

**Conflict of Interest (COI) Form - Attachment
For October 6, 2022 Regional Council Approval**

Approve Contract No. 22-054-C01 in an amount not to exceed \$248,977 with KOA Corporation, to develop a Comprehensive Active Transportation Plan (ATP) for the City of Buena Park, subject to final negotiation. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
KOA Corporation (prime consultant)	No - form attached
KTUA (subconsultant)	No - form attached
Circulate Planning (subconsultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 22-054

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under “GET INVOLVED”, then “Contract & Vendor Opportunities” and scroll down under the “Vendor Contracts Documents” tab; whereas the SCAG staff may be found under “ABOUT US” then “OUR TEAM” then “Employee Directory”; and Regional Council members can be found under “MEETINGS”, then scroll down to “LEADERSHIP” then select “REGIONAL COUNCIL” on the left side of the page and click on “Regional Council Officers and Member List.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Legal Division, especially if you answer “yes” to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: KOA Corporation

Name of Preparer: Walter Okitsu, PE, PTOE, PTP, RSP2I

Project Title: City of Buena Park Comprehensive Active Transportation Plan

RFP Number: 22-054 Date Submitted: July 13, 2022

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____

- 5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Walter Okitsu, PE, PTOE, PTP, RSP2I, hereby declare that I am the (position or title) VP | Principal of (firm name) KOA Corporation, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated July 13, 2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

Walter Okitsu Digitally signed by Walter Okitsu
Date: 2022.07.12 09:56:36 -07'00' July 13, 2022
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 22-054

SECTION I: INSTRUCTIONS

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Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Legal Division, especially if you answer "yes" to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: WALK SAN DIEGO DBA CIRCULATE SAN DIEGO
Name of Preparer: Colin Parent
Project Title: CITY OF BUENA PARK COMPREHENSIVE ACTIVE TRANSPORTATION PLAN
RFP Number: 22-054 Date Submitted: 6.22.22

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:


Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Colin Parent, hereby declare that I am the (position or title) Executive Director of (firm name) Walk San Diego DBA Circulare Services and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 6/23/2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


6/23/2022

 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 22-054

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under "GET INVOLVED", then "Contract & Vendor Opportunities" and scroll down under the "Vendor Contracts Documents" tab; whereas the SCAG staff may be found under "ABOUT US" then "OUR TEAM" then "Employee Directory"; and Regional Council members can be found under "MEETINGS", then scroll down to "LEADERSHIP" then select "REGIONAL COUNCIL" on the left side of the page and click on "Regional Council Officers and Member List."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Legal Division, especially if you answer "yes" to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

Name of Firm: KTU&A
Name of Preparer: Joe Punsalan
Project Title: City of Buena Park Comprehensive Active Transportation Plan
RFP Number: 22-054 Date Submitted: 7/13/2022

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:


Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Joe Punsalan, hereby declare that I am the (position or title) Principal of (firm name) KTU&A, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 6/24/2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 _____ 6/24/2022
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

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Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

To: Executive/Administration Committee (EAC) **EXECUTIVE DIRECTOR'S APPROVAL**
Regional Council (RC)

From: Leyton Morgan, Manager of Contracts *Kome Ajise*
(213) 236-1982, morganl@scag.ca.gov

Subject: Contracts \$200,000 or Greater: Contract No. 23-007-C01, Esri Enterprise Software Agreement

RECOMMENDED ACTION:

Approve Contract No. 23-007-C01, with Environmental Systems Research Institute, Inc., a Professional Corporation, in an amount not to exceed \$1,500,000, to provide SCAG with its proprietary GIS software. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY

In 2019 SCAG kicked off the Regional Data Platform (RDP) project – a transformative project to provide geographic information system (GIS) data and applications to local jurisdictions across the region. In support of this development as well as SCAG’s legacy GIS work and open data portal, SCAG entered into an enterprise license agreement for Esri software licenses to gain efficiency, scalability, and to modernize SCAG’s GIS infrastructure and workflows. The original RDP Contract 18-040 was for the development phase of the project. It included the purchase of a three-year Esri Enterprise License Agreement to support the development of the RDP. The contract for initial development work on the RDP is coming to a close and the RDP is now live. SCAG is now processing this sole source contract to address the continued need for these licenses to support the current and future use of the RDP and SCAG’s internal GIS needs.

BACKGROUND:

SCAG executed the following Contract of more than \$200,000:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Esri (23-007-C01)	The consultant shall provide Esri GIS software	\$1,500,000



to support the RDP and SCAG's GIS projects.

FISCAL IMPACT:

Funding of \$500,000 is available in the FY 2022-23 Overall Work Program (OWP) Budget in Project Number 045-0142.12 and the remaining funding is expected to be available, \$500,000 in FY 2023-24 OWP Budget in Project Number 045-0142.12, and \$500,000 in the FY 2024-25 OWP budget in Project Number 045-0142.12, subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 23-007-C01
2. Contract Summary 23-007-C01 COI

CONSULTANT CONTRACT NO. 23-007-C01

Recommended Consultant:	Environmental Systems Research Institute (Esri), Inc.				
Background & Scope of Work:	<p>In 2019 SCAG kicked off the Regional Data Platform (RDP) project – a transformative project to provide geographic information system (GIS) data and applications to local jurisdictions across the region. In support of this development as well as SCAG’s legacy GIS work and open data portal, SCAG entered into an enterprise license agreement for Esri software licenses to gain efficiency, scalability, and to modernize SCAG’s GIS infrastructure and workflows. The original RDP Contract 18-040 was for the development phase of the project. It included the purchase of a three-year Esri Enterprise License Agreement to support the development of the RDP. The contract for initial development work on the RDP is coming to a close and the RDP is now live. SCAG is now processing this sole source contract to address the continued need for these licenses to support the current and future use of the RDP and SCAG’s internal GIS needs.</p>				
Project’s Benefits & Key Deliverables:	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none">• Esri Software to support the RDP and internal staff for three years; and• 50 Esri license packages (ArcGIS Urban Online & ArcGIS Pro Standard) for the regional member agencies for one year at no cost to SCAG.				
Strategic Plan:	<p>This item supports SCAG’s Strategic Plan Goals 1 & 3: 1. Produce innovative solutions that improve the quality of life for Southern Californians and 3. Be the foremost data information hub for the region.</p>				
Contract Amount:	<table border="0" style="width: 100%;"><tr><td style="width: 60%;">Total not to exceed</td><td style="text-align: right;">\$1,500,000</td></tr><tr><td>Esri (prime consultant)</td><td></td></tr></table> <p>Note: Esri originally proposed \$4,052,000, but staff negotiated the price down to \$1,500,000. Staff negotiated the price down by scaling back the Esri proposed software license package to better reflect actual usage to date without compromising on the needs or integrity of the RDP.</p>	Total not to exceed	\$1,500,000	Esri (prime consultant)	
Total not to exceed	\$1,500,000				
Esri (prime consultant)					
Contract Period:	Notice to Proceed through October 20, 2025.				
Project Number(s):	045-0142A.12 \$500,000 Funding source(s): Federal Highway Administration (FHWA) PL. Funding of \$500,000 is available in the FY 2022-23 Overall Work Program (OWP) Budget in Project Number 045-0142A.12 and the remaining \$1,000,000 is expected to be available, \$500,000 in FY 2023-24 OWP Budget in Project Number 045-0142.12, and \$500,000 in the FY 2024-25 OWP budget in Project Number 045-0142.12, subject to budget availability.				
Request for Proposal (RFP):	Not Applicable – Sole Source				
Selection Process:	Not Applicable – Sole Source				

Basis for Selection:

Esri is the single source provider for Esri software licenses and Esri Enterprise License Agreements. While Esri does have a partner program of service providers – namely consulting in specific industries, needs, or product implementations – the licensing is provided by Esri. If SCAG does not successfully process this sole source contract, all mapping, GIS applications and data, and the Regional Data Platform would need to be decommissioned should the Esri software licenses not be renewed. This would have immediate impact on SCAG staff productivity, development of Connect SoCal 2024, and 197 local jurisdictions who leverage SCAG GIS data and resources.

**Conflict of Interest (COI) Form - Attachment
For October 6, 2022 Regional Council Approval**

Approve Contract No. 23-007-C01, with Environmental Systems Research Institute, Inc., a Professional Corporation, to provide SCAG with its proprietary GIS software, in an amount not to exceed \$1,500,000. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Esri	No- form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 23-007

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under “GET INVOLVED”, then “Contract & Vendor Opportunities” and scroll down under the “Vendor Contracts Documents” tab; whereas the SCAG staff may be found under “ABOUT US” then “OUR TEAM” then “Employee Directory”; and Regional Council members can be found under “MEETINGS”, then scroll down to “LEADERSHIP” then select “REGIONAL COUNCIL” on the left side of the page and click on “Regional Council Officers and Member List.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Legal Division, especially if you answer “yes” to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

Name of Firm: Environmental Systems Research Institute, Inc. (Esri)
Name of Preparer: Tamisa Greening
Project Title: Regional Data Platform (RDP) Phase II
RFP Number: RFP No. 22-057-C01 Date Submitted: 3 June 2022

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Tamisa Greening, hereby declare that I am the (position or title) Managing Business Attorney of (firm name) Esri, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 3 June 2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

Tamisa Greening

3 June 2022

Signature of Person Certifying for Proposer
(original signature required)

Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Sarah Jepson, Director of Planning
213-236-1955, jepson@scag.ca.gov

Subject: 2022-2023 Executive Administration Committee Strategic Work Plan

RECOMMENDED ACTION:

That the Regional Council approve the 2022-2023 EAC Strategic Work Plan as recommended by the Executive Administration Committee.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal

EXECUTIVE SUMMARY:

From June 30 to July 1, 2022, President Jan Harnik convened a retreat for the Executive/Administrative Committee (EAC) to discuss strategic priorities for the upcoming year. The agenda included a review of the 2021-2022 EAC Strategic Priorities established during President Lorimore’s term and a discussion of accomplishments, areas for improvement and new opportunities for policy leadership. As a result of the conversation and feedback, SCAG staff prepared the attached 2022-2023 EAC Strategic Work Plan for review and further direction by the EAC. On September 1, 2022, the EAC approved the 2022-2023 EAC Strategic Work Plan and recommended approval by the Regional Council (RC) at the October 6, 2022 meeting.

The staff report highlights revisions made to the work plan in response to feedback provided during the retreat. These changes were discussed and endorsed by EAC through their September action to approve the work plan. Once approved by the RC, we expect to report on progress to both the EAC and RC on a quarterly basis starting in January 2023.

BACKGROUND:

From June 30 to July 1, 2022, President Jan Harnik convened a retreat for the EAC to discuss strategic priorities for the upcoming year. The agenda included a review of the 2021-2022 EAC Strategic Priorities established during President Lorimore’s term and a discussion of accomplishments, areas for improvement and new opportunities for policy leadership in the upcoming year. Staff has proposed that the 2021-2022 EAC Strategic priorities and progress to date serve as the foundation for the 2022-2023 EAC Strategic Work Plan. The plan has been augmented

with a set of new 2022-2023 Objectives that include new and expanded opportunities to advance the EAC's priorities. The 2022-2023 EAC Strategic Plan is included as an attachment for further review and direction by the committee. Additions made by staff are underlined to draw your attention to the revisions made to incorporate EAC feedback to date. An RC Agenda Outlook and Emerging Technology Committee (ETC) Agenda Outlook have also been added to the EAC Strategic Plan to complement the outlooks that were previously provided for the regular Policy Committees and the Connect SoCal Special Committees.

The most significant change to the document is direction to staff to work with the President and Executive Officers to add an agenda outlook for the RC to the EAC Strategic Plan to expand and bridge conversations across Policy Committees and provide regional leadership and direction on intersectional issues including water resilience, digital equity, the clean energy economy and workforce development, and supply chain issues, among others. A *Regional Council Agenda Policy Outlook for FY 2023* has been added to the plan and is included in the attachment for review. In addition, staff has added an outlook for the ETC. The ETC has been leading policy conversations on several of the policy priorities discussed during the EAC retreat including broadband, energy and alternative fuels. To ensure the policy leadership provided by the ETC is reflected in Connect SoCal, the ETC outlook includes a work program and schedule for the committee to consider a *Clean Transportation Technology Policy* and *Emerging Technology Guiding Principles for Connect SoCal* to be recommended to the Regional Council for inclusion in the long-range plan.

FISCAL IMPACT:

None identified at this time. The work included in the 2021-2022 work plan is budgeted, however, during the year staff may bring back necessary amendments to the budget to address the needs related to the Priority Areas.

ATTACHMENT(S):

1. 2022-2023 EAC Strategic Work Plan
2. Regional Council and Policy Committee Outlooks for 2022-2023

Priority Area 1: Regional Policy Development—Regional Plan Update

Actions:

1. Elevate & Expand Policy Leadership
2. Strengthen Stakeholder Engagement

2021-2022 Accomplishments:

1. Engaged with staff to change the process for agenda development and staffing of Policy Committees to provide policymakers a greater role in agenda setting.
2. Directed and approved Policy Development Framework for 2024 Connect SoCal.
3. Conducted site tours across six-county region.
4. Approved Public Participation Plan and approved budget for Connect SoCal outreach to increase participation in plan development.
5. Appointed new Business Representative to the Regional Council with expanded role for chairing the Global Land-Use & Economic Council to elevate voice of business community in policy discussions.
6. Prioritized engagement with Subregional Councils of Governments, contributing to the successful launch of a redesigned local engagement process—the Local Data Exchange (LDX)—for Connect SoCal and expansion of the Subregional Partnership Program in the REAP 2 Program Development Framework.

2022-2023 Objectives:

1. Provide leadership and direction for update of Agency-wide Strategic Plan.
2. Guide “Return to Office” policy to ensure committee meeting format supports rich engagement and dialogue among the Regional Council.
- ~~3.~~ Continue to develop the leadership role of Policy Committee Chairs and Vice Chairs in prioritization of policy issues addressed by the committee through guiding preparation of an annual outlook and regular briefings with SCAG Executive staff to align agendas with priorities;
- ~~3.4.~~ Work with the President and Executive Officers to prepare an annual outlook for the Regional Council to expand and bridge conversations across Policy Committees to provide regional leadership and direction on intersectional issues including water resilience, digital equity, the clean energy economy and workforce development, and supply chain issues, among others.
- ~~4.5.~~ Foster policy leadership on emerging issues by establishing Special Committees for Connect SoCal 2024 to bring forward recommendations to advance equity, resilience and economic goals as directed by the Regional Council.
- ~~5.6.~~ Continue SCAG’s leadership and advancement of an Inclusive Economic Growth Strategy working in partnership with Economic Development Corporations and High Road Transition Collaboratives formed by the State’s Community Economic Resilience Fund program to build more inclusive and resilient economies.

- ~~6.7.~~ Continue to bring elected leaders and community partners together to develop a shared understanding and explore solutions to regional challenges through site visits, mobile workshops and trainings.

Priority Area #2: Leadership in Resource Deployment—Connect SoCal Implementation

Actions:

1. Pursue REAP 2021 Resources
2. Accelerate deployment of general plan development tools
- 2.3. Expand communication strategies and outreach

2021-2022 Accomplishments:

1. Recommended approval of the REAP 2021 Program Development Framework to define core objectives, guiding principles, major program areas and decision-making process to prioritize resources and guide staff work in developing new programs through REAP 2021.
2. Provided direction and authorized staff to conduct outreach and pursue activities to develop program guidelines and identify projects to be funded with SCAG’s REAP 2021 resources.
3. Provided oversight for launch of Regional Data Platform and associated trainings to raise awareness and promote use of tool.

2022-2023 Objectives:

1. Review and approve guidelines for formula-based and competitive programs and projects to be included in SCAG’s application for REAP 2021 resources.
2. Provide direction to staff on continued refinement and enhancement of Regional Data Platform to serve local and regional planning needs.
3. Serve as ambassadors and champions of SCAG’s local planning programs to increase awareness, reach and impact of SCAG services to advance regional plans and policies.
4. Complete RAMP Policy Framework to ensure the Greenprint Tool is aligned with policy objectives.

Priority #3: Legislative Action

Actions:

1. Conduct targeted legislative advocacy with members of the State Assembly and State Senate in support of the Regional Council’s and SCAG region’s housing and transportation ~~budgetary~~ priorities.
2. Assume regional leadership by advocating for the Infill Infrastructure Grant program.
3. Support regional partners to identify and pursue federal funding opportunities for regionally significant infrastructure projects.

2021-2022 Accomplishments

1. Secured a budget letter in support of a \$1.5 billion augmentation for the Active Transportation Program from the Chair of the Assembly Transportation Committee.
2. Harnessed the political capital of SCAG’s GLUE Council in support of the Infill Infrastructure Grant program. While unsuccessful in increasing the funding amount, the Governor’s proposal

was agreed to by Legislative Leadership when not all of the Governor’s housing priorities were funded by the Legislature.

3. Provided 37 letters of support for regional and local partners for state funding programs and 62 letters of support for regional and local partners for federal funding opportunities.

2022-2023 Objectives

1. Identify, develop, and execute advocacy opportunities to advance the Regional Council’s legislative and budgetary priorities.
2. Continue to support SCAG region members and partners in funding opportunities that support the implementation of the Connect SoCal.
3. Provide leadership on RHNA reform.

Priority #4: Technology/Innovation Leadership

Actions:

1. Implement and continue to refine the Broadband Work Plan
2. Launch Regional Data Platform
3. Share best practices from the Future Communities Pilot Program
4. [Advance innovations and adoption of Support Agile IT](#)

2021-2022 Accomplishments

1. Completed broadband study which evaluates its potential role in reducing Vehicle Miles Travelled.
2. Identified Prospective Broadband Partners through Request for Qualifications.
3. Launched Regional Data Platform in conjunction with update of Connect SoCal to serve as a resource for improved data sharing.
4. Completed Future Communities Pilot projects and work underway to promote findings.
5. Completed key infrastructure upgrades to support SCAG planning and operational work; launched Enterprise Business Intelligence initiative to further financial reporting and data access.

2022-2023 Objectives

1. Advance broadband planning, clean technology and smart cities work initiatives.
2. Continue to support and bolster SCAG’s Regional Data Platform.
3. Continue to promote innovation in regional planning and policy guided by the work of the Emerging Technology Committee and through technical assistance programs such as the Smart Cities & Mobility Innovations Call.
4. Strengthen SCAG’s leadership in addressing the digital divide through research, partnerships, and advocacy.
5. Conduct modeling, outreach, and policy analysis to determine a regional road map for medium and heavy-duty zero emission infrastructure planning.
6. Evaluate and promote emerging technologies which may be beneficial to the SCAG region.

7. Continued evolution of SCAG's hybrid cloud strategy in support of regional data sharing, Connect SoCal modeling efforts, and enterprise business systems.

DRAFT

Transportation Committee Agenda Outlook for FY 2023

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

Transportation Committee Agenda Outlook for FY 2023

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

CEHD Committee Agenda Outlook for FY2023

Date	Connect SoCal	Local Assistance Program	Regional Update
July - Sept	<ul style="list-style-type: none"> Draft Goals & Performance Measures LDX and LIST Status Update 	<ul style="list-style-type: none"> REAP 1 Program Bi-Annual Status report REAP 2 Draft SRP 2 Guidelines Panel on HQTAs Projects 	<ul style="list-style-type: none"> Economic Development Work CEHD 12-month lookahead Demographic Workshop update
Oct - Nov	<ul style="list-style-type: none"> Final Performance Measures and Monitoring LDX and LIST Status Update 	<ul style="list-style-type: none"> Call for Collaboration update Housing Trust Fund panel (REAP 2 development) REAP 2 <ul style="list-style-type: none"> Draft HSIP Program Program development update Final Program Application REAP 1 HSD Program Summary Report 	<ul style="list-style-type: none"> Neighborhood Mobility Areas and Smart Centers

CEHD Committee Agenda Outlook for FY2023

Date	Connect SoCal	Local Assistance Program	Regional Update
Jan - Mar	<ul style="list-style-type: none"> LDX and LIST Status Update New Key Connections - land use Strategy Panel #1 Update on draft Forecasted Regional Development Pattern 	<ul style="list-style-type: none"> REAP 1 Panel of HPLA participants REAP 1 Bi-Annual Progress Report Panel on EIFD Program REAP 2 Program Development Progress Report 	<ul style="list-style-type: none"> Inclusive Economic Growth Progress Update
Feb	Special Joint Policy Committee Recommendations, LDX Findings and Survey Results, SB375 Workshop update		
Apr - June	<ul style="list-style-type: none"> New Key Connections - Land Use Strategy Panel #2&3 Discuss possible approval of Forecasted Regional Development Pattern (SB375) Approval of Key Connections and Land Use Strategies 	<ul style="list-style-type: none"> REAP 2 Report on Housing and Utilities Industry Forum REAP 2 Program Development Progress Report 	<ul style="list-style-type: none"> Inclusive Economic Growth Progress Report

EEC Committee Agenda Outlook for FY 2023

Date	Connect SoCal	Local Assist. Program	Regional Update
July-Sept	<ul style="list-style-type: none"> Draft Goals & Performance Measures Equity Analysis Update—Performance Measures Transportation Conformity Challenges Planning Context: Water Resilience Green Region Resource Areas Regional Resilience Framework Connect SoCal 2024 PEIR: CEQA Documentation Initiation Final 2022 Air Quality Management Plan Appendix IV-C RTP/SCS and Transportation Control Measures Transportation Conformity Analyses of Proposed Final 2023 FTIP, Proposed Final 2020 Connect SoCal Amendment #2 	<ul style="list-style-type: none"> Sustainable Communities Program: Civic Engagement, Equity, and EJ Projects: Approve Final Guidelines 	<ul style="list-style-type: none"> Scoping Plan SB 150 Report Climate Emergency Resolution Quarterly Update Racial Equity Baseline Conditions Report: 2022 EEC 12-month lookahead
Oct-Dec	<ul style="list-style-type: none"> Planning Context: Energy Planning Context: Natural & Working Lands Li Battery Recycling Group Report Overview Planning Context: Brownfields Request to Release Connect SoCal 2024 PEIR Notice of Preparation Local Data Exchange Update Transportation Conformity Analyses of Draft 2023 FTIP Modeling Amendment and Draft 2020 Connect SoCal Amendment #3 	<ul style="list-style-type: none"> Regional Advance Mitigation Planning White Paper and Policy Framework 	<ul style="list-style-type: none"> Climate Emergency Resolution Quarterly Update

EEC Committee Agenda Outlook for FY 2023

Date	Connect SoCal	Local Assist. Program	Regional Update
Jan-March	<ul style="list-style-type: none"> Sustainable Communities Strategy Technical Methodology Submittal to CARB Planning Context: Climate Adaptation & Resilience Strategies for Clean Transportation Technologies Connect SoCal CEQA Addendum No. 4 to Programmatic Environmental Impact Report Equity Analysis Update PEIR Alternatives Update 	<ul style="list-style-type: none"> Sustainable Communities Program: Civic Engagement, Equity, and EJ Projects: Approve Projects 	<ul style="list-style-type: none"> Climate Emergency Resolution Quarterly Update
Feb	<ul style="list-style-type: none"> Special Joint Policy Committee: Connect SoCal Committee Recommendations, LDX Findings and Survey Results 		
April-June	<ul style="list-style-type: none"> Strategies for Land-Use: Natural and Farmland Conservation Strategies for Land-Use: Housing Support Infrastructure (Water & Energy) PEIR Mitigation Measures 		<ul style="list-style-type: none"> Racial Equity Early Action Plan—Progress Update Climate Emergency Resolution Quarterly Update

NextGen Infrastructure Special Committee



GOAL

Build on Connect SoCal 2020 and provide guidance on the priorities and strategies for Connect SoCal 2024, reflecting the rapidly evolving developments across the region specific to the future of mobility and associated implications for public policy. The need for more comprehensive understanding of these developments and consensus building on key regional strategies and policies is even more evident today in preparation for Connect SoCal 2024 as we continue to grapple with the pandemic, a more challenging economic environment, and shifting state and federal priorities with increasing uncertainties across the planning horizon.

MEETING TOPICS

- How has travel changed with COVID and what will this mean for long-range transportation planning?
- (How) should our highway policies and investment strategies evolve to address shifting priorities?
- How do we ensure transit recovery?
- (How) should we better align the way we pay for transportation with equity and resiliency goals?

Resilience & Resource Conservation Special Committee



GOAL

By 2050 the region will add 1.7 million people, with a 15% increase in employment. Increased wildfire, extreme heat, drought, and rising sea levels - as well as seismic events – threaten our region's growth and resources. Vulnerable communities will experience particularly acute and disproportionate impacts. Prioritizing strategies and investments now to address future impacts can result in significant health and economic benefits. The Committee will explore how to maximize Connect SoCal's regional strategies and investments to mitigate and adapt to the impacts of climate and seismic-related hazards on our built and natural systems and increase our region's resilience.

MEETING TOPICS

- How resilience and resource conservation show up today in regional planning, policy, and the preliminary growth forecast
- Identifying acute shocks and stressors to a sustainable, thriving and equitable future, and creating opportunities to strengthen resilience
- Tools/best practices that can support climate adaptation, resilient systems and resource conservation
- Reducing impacts on vulnerable communities
- How Connect SoCal can reinforce resilience and resource conservation centered policies and programs

Racial Equity Special Committee



GOAL

Identify opportunities to advance racial equity through the policies and strategies in Connect SoCal and guide how planning and investments over the next 30 years can address and rectify the effects of racially discriminatory policies in SCAG’s Environmental Justice communities.

MEETING TOPICS

- How has systemic racism shaped the built environment?
- What are the outcomes of systemic racism in our region? Where are we today?
- How can public policy dismantle systemic racism and advance racial equity? What is the current federal, state, and local landscape?
- How is SCAG tackling systemic racism today? Are there gaps? How can we leverage Connect SoCal to fill those gaps
- Final Racial Equity in Regional Planning Subcommittee Recommendations

Emerging Tech Committee Agenda Outlook for FY 2023

Date	Connect SoCal	Local Assist. Program	Regional Update
July-Sept	<ul style="list-style-type: none"> • Broadband and Smart Cities <ul style="list-style-type: none"> • Permit Streamlining • Smart Cities • Broadband and VMT Reduction 		
Oct-Dec	<ul style="list-style-type: none"> • Clean Technology <ul style="list-style-type: none"> • SCAG Studies - Supporting Infrastructure for Med/Heavy Duty Vehicles, Passenger Electric Vehicle (PEV) Charging Stations • Future demand for critical materials for zero emissions transportation • Lithium and the Salton Sea <ul style="list-style-type: none"> • EV battery supply chain and lithium supply • Potential for Salton Sea to provide a third of the world’s lithium • Regional economic resiliency and equitable recovery goals 		

Emerging Tech Committee Agenda Outlook for FY 2023

Date	Connect SoCal	Local Assist. Program	Regional Update
Jan-March	<ul style="list-style-type: none"> Connected/Automated Vehicles (CAVs) <ul style="list-style-type: none"> Smart Cities, transportation infrastructure and CAVs Industry outlook Caltrans and state regulation Data and Privacy <ul style="list-style-type: none"> Public policy interest in collecting and using data Data sharing among public and private sector agencies Legislative safeguards to protect access and privacy Clean Transportation Technology Policy (Action) 		
April-June	<ul style="list-style-type: none"> Technology and Equity <ul style="list-style-type: none"> Access to new technologies Role of technology in addressing disparity Emerging Technology Guiding Principles for Connect SoCal (Action) <ul style="list-style-type: none"> Framework for assessment and policy decisions Local Govt and Transportation Agencies Emerging Technology Policy Matrix (recap of 2020 Connect SoCal) 		

Regional Council Agenda *Policy* Outlook for FY 2023

Date	Regional Policy/Connect SoCal	Local Assist. Program	Regional Update
Sept	<ul style="list-style-type: none"> Digital Equity—Call for Action (Action) 	<ul style="list-style-type: none"> REAP 2: Subregional Partnership Program Guidelines (Action) 	
Oct	<ul style="list-style-type: none"> EAC Strategic Plan (Action) Water Resilience (Action) Proposed Final 2023 FTIP and Proposed Final Draft Amendment No. 2 to the 2020 Connect SoCal (Action/Consent) 	<ul style="list-style-type: none"> REAP 2: CTC Partnership Program & Call for Projects (Action) ATP Augmentation (Action) REAP 2: SCP Call 4 Guidelines (Action) 	
Nov	<ul style="list-style-type: none"> Supply Chain—Call to Action TCEP Regional Project List (Action) 		
Dec (EAC on behalf of RC)		<ul style="list-style-type: none"> REAP 2: Authorization to Apply for Full Funding (Action) 	

Regional Council Agenda *Policy* Outlook for FY 2023

Date	Connect SoCal	Local Assist. Program	Regional Update
Jan	<ul style="list-style-type: none"> Lithium/Salton Sea (Information Item) 		
Feb			
March	<ul style="list-style-type: none"> Connect SoCal—Special Committee Recommendations (Action) Emerging Technology Committee Recommendation--Clean Transportation Technology (Action) 		
April			

Other Items To Be Scheduled Pending Committee Action:

- Regional Advanced Mitigation Planning Policy Framework
- STBG/CMAQ Compliance Action Plan



AGENDA ITEM 14
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Javiera Cartagena, Director of Government and Public Affairs
(213) 236-1980, cartagena@scag.ca.gov

Subject: SCAG Memberships and Sponsorships

RECOMMENDED ACTION:

Approve up to \$15,772 to sponsor 1) CoMotion LA '22 (\$10,000) and retain our membership with 2) the American Public Transit Association (APTA) (\$5,772).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

At its September 20, 2022, meeting, the Legislative/Communications and Membership Committee (LCMC) recommended approval of up to \$15,772 to sponsor 1) CoMotion LA '22 (\$10,000) and retain our membership with 2) the American Public Transit Association (APTA) (\$5,772).

BACKGROUND:

Item 1: CoMotion LA '22

Type: Sponsorship **Amount:** \$10,000

The CoMotion LA '22 Conference will be held from November 15-17, 2022, in the heart of the Arts District at the Japanese American National Museum. The event will bring together key public and private stakeholders shaping the future of mobility to emerge with new policy and innovation mandates for a more connected, innovative, and sustainable urban future. CoMotion will offer a curated three-day conference full of immersive and interactive talks, pitches, demos, and workshops to find a path forward for cities and mobility systems.

CoMotion LA is the leading global conference and expo focused on New Mobility. It is an initiative of the NewCities Foundation, the Montreal-based nonprofit institution dedicated to improving the quality of life and work in 21st-century cities worldwide. CoMotion LA has the support of LA Mayor Eric Garcetti, the Los Angeles County Metropolitan Transportation Authority (Metro), the

International Organization for Public Transport Authorities (UITP), and other leading city, state, national, and international organizations, both public and private. Over a thousand international leaders, including mayors, policymakers, CEOs, leading researchers, innovators, nonprofit, and civil society leaders, will gather to discuss key themes, including reimagining infrastructure, designing seamless journeys, connecting communities, and powering sustainable mobility. Speakers for this year's conference include Transportation Secretary Pete Buttigieg, Los Angeles Mayor Eric Garcetti, LA Metro CEO Stephanie Wiggins, and other top officials across the public, private, and nonprofit sectors.

SCAG sponsored this event in 2017, 2018, and 2019, and the feedback was very positive due to the integration of the agency's *GoHuman* campaign. SCAG staff recommends sponsorship of this event in the amount of \$10,000, which will provide SCAG with the following:

- SCAG to be branded as a CoMotion LA '22 Partner, which includes branding on websites, print, marketing materials, social media channels, and on-site signage;
- SCAG Executive Director or President invited to speak on a CoMotion Panel at the conference (whether virtual or in-person);
- Ten (10) admission passes for senior SCAG executives and leadership team and/or clients to the event;
- List of CoMotion LA '22 participants;
- Opportunity to share SCAG content on the CoMotion LA newsletter; and
- Exhibitor Space

Item 2: American Public Transit Association

Type: Membership **Amount:** \$5,772

The American Public Transportation Association (APTA) is a leading force in advancing public transportation. APTA members include transit systems, government agencies, manufacturers, suppliers, consulting firms, contractors, and other business partners. To strengthen and improve public transportation, APTA serves and leads its diverse membership through advocacy, innovation, and information sharing. An annual membership provides SCAG access to the highest-quality tools, resources, and programs, including advocacy efforts, networking and partnership opportunities, the latest industry research and data, and professional development. These benefits are valuable in light of recent and continued work in Congress on providing aid to transit agencies in light of the Coronavirus Disease 2019 (COVID-19) pandemic, as well as transportation reauthorization legislation and spending bills.

PRIOR COMMITTEE ACTION:



Staff presented the sponsorship for 1) CoMotion LA '22 (\$10,000) membership retention with 2) the American Public Transit Association (\$5,772) to the LCMC at its meeting on September 20, 2022. The LCMC approved both items unanimously as part of the consent calendar.

FISCAL IMPACT:

\$5,772 for membership with APTA and sponsorship for CoMotion LA '22 is included in the approved FY 22-23 General Fund Budget.



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

To: Regional Council (RC)
From: Javiera Cartagena, Director of Government and Public Affairs
(213) 236-1980, cartagena@scag.ca.gov
Subject: October 2022 State and Federal Legislative Update

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.

STATE

2021-2022 Legislative Session Concludes

The California Legislature adjourned to interim recess for the remainder of the year on Wednesday, August 31, 2022. The session ended with a flurry of legislative action as lawmakers entered the final stretch and rushed to pass - or kill - hundreds of remaining bills. Plenty of high-profile bills reached the Governor's desk, including climate, energy, housing packages, and bills relating to transportation policy. Governor Newsom had until the end of September to sign or veto bills sent to him by the Legislature. After that, legislators will turn their attention to the November 2022 Midterm Elections, followed by an organizational session of the Legislature in early December to plan for the 2023-2024 Legislative session. Legislative work will begin in earnest in early January 2023.

Climate and Housing Budget Trailer Bill

While Governor Newsom signed California's \$308 billion state budget on July 1, 2022, finalizing most of the FY 22-23 budget, he and the legislature spent the rest of the legislative session negotiating what would be included in a climate budget trailer bill and a housing budget trailer bill junior. The housing budget trailer bill junior expanded the Infill Infrastructure Grant (IIG) program to allow adaptive reuse as an eligible activity. It also provided \$150 million in new funding to the program, above and beyond the \$425 million already allocated in the main budget bill.

Additionally, AB 211 (Ting), the climate budget trailer bill, approved a total of \$19.3 billion General Fund for climate-related purposes, with many details to be determined in future legislation. For now, AB 211 will create the Community Resilience Center program and is slated to allocate billions of dollars for electric vehicles and electric vehicle investments. Along with the Climate Package, the Governor approved measures that will require California to achieve carbon neutrality by 2045, ensure that 90 percent of the State’s electricity is generated via clean sources by 2035, create safety zones around oil wells near homes and other sensitive land-uses, and develop rules for carbon capture technology. The Governor had championed these proposals during earlier climate-policy negotiations.

SCAG submitted a letter expressing our priorities for inclusion in the package, including the Infill Infrastructure Grant Program, Community Resilience Centers, and the Urban Greening Program.

FEDERAL

Fiscal Year (FY) 2023 Appropriations Update

The federal government’s new fiscal year began on October 1, 2022. Congress funds the federal government’s many agencies and branches annually through 12 spending bills. Transportation and housing programs are primarily funded through the Transportation-Housing and Urban Development (T-HUD) appropriations bill. The tables below summarize transportation funding in the House-passed T-HUD appropriations bill and the draft Senate T-HUD appropriations bill.

House T-HUD Appropriations Bill Summary:

Department of Transportation Funding Under House T-HUD Bill	\$105.4 B
Federal Aviation Administration (FAA)	\$18.7 B
Federal Highway Administration (FHWA)	\$61.3 B
• Discretionary highway programs and projects	\$1.8 B
Federal Railroad Administration (FRA)	\$3.8 B
Federal Transit Administration (FTA)	\$17.5 B
• Transit Formula Grants	\$13.6 B
• Capital Investment Grants	\$3 B
Maritime Administration (MARAD)	\$987 M
National Highway Traffic Safety Administration (NHTSA)	\$1.2 B

Senate T-HUD Appropriations Bill Summary:

Department of Transportation Funding Under House T-HUD Bill	\$107.4 B
Federal Aviation Administration (FAA)	\$19.1 B

Federal Highway Administration (FHWA)	\$62.7 B
Federal Railroad Administration (FRA)	\$3.6 B
Federal Transit Administration (FTA)	\$16.8. B
<ul style="list-style-type: none"> • Transit Formula Grants 	\$13.6 B
<ul style="list-style-type: none"> • Capital Investment Grants 	\$1.6 B
Maritime Administration (MARAD)	\$959 M
National Highway Traffic Safety Administration (NHTSA)	\$1.2 B

At the time of writing, the House has passed six appropriations bills and continues to work on the remaining six. The Senate has released text for all twelve appropriations bills but has not yet voted on them. Because of this delay and election-year politics, Congress will likely pass a short-term Continuing Resolution (CR) to fund the government past Election Day and perhaps even into December.

NEVI Formula Funding

In mid-September, the Biden Administration approved more than two-thirds of Electric Vehicle Infrastructure Deployment Plans from States in advance of the National Electric Vehicle Infrastructure (NEVI) Program rollout. The NEVI program was created and funded through the Bipartisan Infrastructure Law and aims to allocate more than \$900 million over the next two fiscal years to help build EV Infrastructure across the nation’s 53,000 miles of highways. Jurisdictions that had their EV Infrastructure Deployment plans approved will have access to this funding and the rest of the total \$5 billion set to be available through the NEVI program over the lifetime of the Bipartisan Infrastructure Law.

Notably, SCAG submitted a comment letter to assist the Department of Transportation in developing the NEVI program guidelines.

RAISE Grant Awards

In August, the US Department of Transportation announced more than \$2.2 billion in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funding for more than 166 transportation modernization projects across the nation. Grant funding was allocated to projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation, resulting in a safer, more accessible, and more sustainable transportation system. Eight RAISE grant applications were approved in California, and notably, three in the SCAG region, valued at over \$50 million. These projects include:

- City of Fontana - \$15 million for roadway and Active Transportation improvements
- City of Inglewood - \$15 million for the Inglewood Transit Connector Project
- Port of Los Angeles - \$20 million for a grade separation on Terminal Island

SCAG provided support letters for the City of Fontana and Port of Los Angeles’ applications.

Federal Notices of Funding Opportunities (NOFOs) Update

Last year, President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. This bipartisan infrastructure law (BIL) provides \$1.2 trillion in total spending over five years. Over the last six months, federal agencies have been working to implement the IIJA. To date, the Biden Administration has announced the availability of approximately \$110 billion in federal formula and competitive grant funding. These historic levels of investment in transportation grant programs have given jurisdictions in the SCAG region the opportunity to apply for funding for critical infrastructure improvement projects.

Below is a current list of open NOFOs issued for transportation, housing, and broadband-related competitive programs:

Program	Deadline	Agency
Reconnecting Communities Pilot Program	October 13, 2022	Federal Highway Administration
Railroad Crossing Elimination Grants	October 4, 2022	Federal Railroad Administration
Consolidated Rail Infrastructure and Safety Improvement (CRISI)	November 30, 2022	Federal Railroad Administration
Strengthening Mobility and Revolutionizing Transportation (SMART) Grants	November 18, 2022	DOT Office of the Secretary
Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) Program	November 18, 2022	DOT Office of the Secretary

FISCAL IMPACT:

Work associated with the October 2022 State and Federal Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Karen Calderon, Senior Regional Planner
(213) 236-1983, calderon@scag.ca.gov
Subject: Request to Release Connect SoCal 2024 PEIR Notice of Preparation

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

Authorize the release of the Notice of Preparation of a Draft Program Environmental Impact Report for Connect SoCal 2024 (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy) to initiate a 30-day public review and comment period, beginning October 17, 2022 and ending November 16, 2022, and direct staff to carry out administrative tasks for the public release.

RECOMMENDED ACTION FOR CEHD, TC, AND RC:

Receive and File.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

At the March 3 and September 1, 2022 EEC meetings, SCAG staff informed the EEC that SCAG, as the Lead Agency, is responsible for preparing a Program Environmental Impact Report (PEIR) for the upcoming proposed 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), referred to alternatively as “Connect SoCal 2024”, “Plan”, or “Project”, and that staff would be preparing a Notice of Preparation (NOP) of a PEIR to formally kick off the PEIR process. SCAG staff has prepared a NOP (see Attachment 1) in accordance with applicable provisions of the California Environmental Quality Act (CEQA). SCAG staff requests that the EEC authorize the release of the NOP for a required 30-day public review and comment period beginning on October 17, 2022 and ending on November 16, 2022. Following the release of the NOP, SCAG will host two virtual public scoping meetings, each providing the same information, on November 9, 2022 at 6:00 p.m. and November 10, 2022 at 10:00 a.m. After close of the public review and comment period, SCAG staff will report back to the EEC regarding comments received.

BACKGROUND:

Pursuant to federal and state planning requirements, SCAG updates and adopts a long-range RTP every four years. SCAG's last Plan was adopted in 2020 and an updated Plan is anticipated to be adopted by April 2024. The RTP emphasizes the development and preservation of the region's transportation system. For a transportation project to become eligible for federal and state funding, it must be included in the financially-constrained portion of the RTP. In addition, per state law, the Plan must include a Sustainable Communities Strategy (SCS) that demonstrates compliance with California Air Resources Board greenhouse gas (GHG) emission reduction targets from cars and light duty trucks.

CEQA, codified at Public Resource Code (PRC) Section 21000 et seq., and its implementing regulations, CEQA Guidelines, found at California Code Regulations Title 14, Chapter 3, Section 15000 et seq., require SCAG as the Lead Agency to evaluate the potential environmental impacts for any discretionary governmental action and disclose the evaluation in a CEQA document that is appropriate for the proposed governmental action (CEQA Guidelines Section 15002(b)). Based on SCAG staff's preliminary evaluation of previous RTP/SCSs and associated PEIRs, levels of significance for environmental impacts from the upcoming proposed Connect SoCal 2024 are anticipated to be similar in magnitude as those for the previous Plans. Therefore, an EIR is found to be the appropriate CEQA document for Connect SoCal 2024. Connect SoCal 2024 is a regional planning document updated every four years and will update the 2020 RTP/SCS, Connect SoCal, as amended. Additionally, given the regional level of analysis provided in a RTP/SCS for a large geographic area with a minimum 20-year planning horizon, a Program EIR (PEIR) is the appropriate type of EIR for Connect SoCal 2024.

A PEIR is a "first-tier" CEQA document designed to consider "broad policy alternatives and program wide mitigation measures" (CEQA Guidelines Section 15168). The programmatic environmental impact analysis for the Connect SoCal 2024 PEIR will evaluate potential environmental effects consisting of direct and indirect effects, growth-inducing impacts, and cumulative impacts resulting from the Plan, and will include feasible mitigation measures and a range of reasonable alternatives to the Plan, including a No Project Alternative, to avoid or reduce any identified potentially significant adverse environmental effects of the Plan. As a first-tier document, the PEIR may serve as a foundation for subsequent, project or site-specific environmental review documents (including Addenda, Supplemental EIRs, Subsequent EIRs) that may be conducted by implementing agencies serving as CEQA lead agencies for later, individual transportation and development projects with narrower scope in the region (CEQA Guidelines Section 15385).

CEQA BASIS FOR A NOTICE OF PREPARATION:

SCAG staff has completed the preparation of a NOP of a Draft PEIR for Connect SoCal 2024 pursuant to PRC Section 21080.4 and CEQA Guidelines Sections 15082 and 15375. Based on the information

provided in the Background Section above and discussed in the NOP, SCAG staff has determined that an Initial Study is not required to be prepared pursuant to CEQA Guidelines Section 15060(d). The NOP contains a project description of the upcoming proposed Connect SoCal 2024, its location, and probable environmental effects of Connect SoCal 2024, in order to enable interested agencies, organizations, and individuals (collectively referred to as the public) to meaningfully review and provide comments and input on the proposed scope and content of the Draft PEIR.

SCHEDULE:

Key milestones and expected dates for the development of Connect SoCal 2024 PEIR are listed below in Table 1: Key Milestones for the Connect SoCal 2024 PEIR.

Table 1: Key Milestones for the Connect SoCal 2024 PEIR

Milestones	Date (Expected)
Release NOP of a Draft PEIR for Public Review and Comments	October 17, 2022 (this EEC meeting)
Public Scoping Meetings	November 9, 2022 at 6:00 p.m. and November 10, 2022 at 10:00 a.m.
Release of Draft PEIR for Public Review and Comments	Within 30 days after Draft Connect SoCal 2024 Release
Draft PEIR Public Workshop	Within 30 days after Draft PEIR Release
Draft PEIR Public Review and Comment Period Closes	At least 45 days after Draft PEIR Release
Certification for the Final PEIR for the Final Connect SoCal 2024	April 2024

Key milestones and expected dates for the EEC review of the development of Connect SoCal 2024 PEIR are listed below in Table 2: Key Milestones for EEC Action on the Connect SoCal 2024 PEIR.

Table 2: Key Milestones for EEC Action on the Connect SoCal 2024 PEIR

Milestones	Date (Expected)
EEC Authorization to Release the NOP for Public Review and Comments	October 17, 2022 (this EEC meeting)
EEC Review of the Proposed Draft PEIR for the Proposed Draft Connect SoCal 2024 and Consideration to Recommend that RC Release the Proposed Draft PEIR for Public Review and Comments	Fall 2023
EEC Review of the Proposed Final PEIR for the Proposed Final Connect SoCal 2024 and Consideration to Recommend that RC Certify the	March 2024



Proposed Final PEIR	
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Staff will provide periodic status updates to the EEC as development of the Connect SoCal 2024 PEIR progresses.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. Notice of Preparation of a Draft PEIR for Connect SoCal 2024



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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Community, Economic &
Human Development
Frank Yokoyama, Cerritos

Energy & Environment
Deborah Robertson, Rialto

Transportation
Ray Marquez, Chino Hills

NOTICE OF PREPARATION

TO: Interested Agencies, Organizations, and Individuals

SUBJECT: Notice of Preparation of a Draft Program Environmental Impact Report for Connect SoCal 2024 (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy) (State Clearinghouse No. TBD)

DATE: October 17, 2022

LEAD AGENCY: Southern California Association of Governments
900 Wilshire Blvd, Suite 1700
Los Angeles, California 90017

The Southern California Association of Governments (SCAG), as Lead Agency, is publishing this Notice of Preparation (NOP) to prepare a Draft Program Environmental Impact Report (Draft PEIR) in accordance with the California Environmental Quality Act (CEQA) for the proposed 2024-2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), referred to alternatively as “2024 RTP/SCS”, “Connect SoCal 2024”, “Plan”, or “Project”.

To ensure full consideration of environmental issues with potential significant adverse impacts when preparing the Draft PEIR, **all written comments on the NOP must be received within thirty (30) days of the start of the required 30-day public review and comment period, which begins October 17, 2022, and ends November 16, 2022 at 5:00 PM (PST).**

Two (2) virtual public scoping meetings for the NOP, each providing the same information, will be held on **Wednesday, November 9, 2022, from 6:00 PM to 8:00 PM**, and **Thursday, November 10, 2022, from 10:00 AM to 12:00 PM**. The meetings will be held in an online format using Zoom. You may join, view, and participate in the meetings by using the Zoom application, by your web browser, or by phone. Information for the webcast is provided below:

<https://scag.zoom.us/j/81023287939>

Dial by location: +1 669 900 6833 US Toll or +1 669 444 9171 US Toll

Meeting ID: 810 2328 7939

Please send your comments on the NOP to Ms. Karen Calderon, Senior Regional Planner, either electronically to: ConnectSoCalPEIR@scag.ca.gov or by mail to the address shown above. If you wish to be placed on the mailing list to receive CEQA notices regarding the PEIR for the Plan, need additional information, or require special accommodations or translation services for a scoping meeting, please email Ms. Karen Calderon at least 72 hours prior to the scoping meeting or call (213) 236-1983 so that SCAG has sufficient time to make arrangements.

INTRODUCTION

CEQA and its implementing regulations (CEQA Guidelines) require SCAG as the Lead Agency to evaluate the potential environmental impacts for any discretionary governmental action and disclose the evaluation in a CEQA document that is appropriate for the proposed governmental action. Connect SoCal 2024 is a regional planning document updated every four years (see further discussion below) and will update the 2020 RTP/SCS, as amended. Given the regional level of analysis provided in a RTP/SCS for a large geographic area with a minimum 20-year planning horizon, a Program EIR (PEIR) is the appropriate type of EIR for Connect SoCal 2024.

A PEIR is a “first-tier” CEQA document designed to consider “broad policy alternatives and program wide mitigation measures” (CEQA Guidelines Section 15168). The programmatic environmental impact analysis for the Connect SoCal 2024 PEIR will evaluate potential environmental effects consisting of direct and indirect effects, growth-inducing impacts, and cumulative impacts resulting from the Plan, and will include feasible mitigation measures and a range of reasonable alternatives to the Plan, including a No Project Alternative, to avoid or reduce any identified potentially significant adverse environmental effects of the Plan. As a first-tier document, the PEIR may serve as a foundation for subsequent, site-specific environmental review documents (including EIRs, Supplemental EIRs, Subsequent EIRs, and Addenda) that may be conducted by implementing agencies serving as CEQA lead agencies for subsequent individual transportation and development projects in the region (CEQA Guidelines Section 15385).

This NOP is intended to serve the following purposes: (1) to notify responsible agencies, interested agencies, organizations, and individuals that SCAG is preparing the Draft PEIR which will assess the potential adverse environmental impacts that may result from implementing the proposed Plan; and (2) to provide information on the proposed Plan and allow the public the opportunity to review and comment on the scope and content of the environmental information to be considered and evaluated in the Draft PEIR. Written comments regarding the scope and contents of the environmental impact analysis in the Draft PEIR received during the required 30-day NOP review period will be considered to refine the scope and content of the Draft PEIR, as appropriate and included in an appendix of the Draft PEIR.

The NOP is filed for posting with county clerks of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties and is published in local newspapers, including ethnic press that address the large geographic reach and diverse population within the six-county SCAG region. The NOP is also available for public review from (1) SCAG’s website at: <https://scag.ca.gov/peir>; (2) Governor’s Office of Planning and Research – State Clearinghouse website at: <https://ceqanet.opr.ca.gov/>; and (3) [the county clerk’s website for the six counties in the SCAG region](#).

PROJECT LOCATION AND BACKGROUND

Project Location

SCAG is the federally designated Metropolitan Planning Organization (MPO) under Title 23, United States Code (U.S.C.) 134(d)(1). The SCAG region consists of six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura), and 191 cities (Figure 1, *SCAG Region*). To the north of the SCAG region are the counties of Kern and Inyo; to the east is state of Nevada and state of Arizona; to the south is the county of San Diego; and to the northwest is the Pacific Ocean. The SCAG region also consists of 15 subregional entities that serve as partners in the regional planning process. (Figure 2, *SCAG Subregions*).

SCAG is one of 18 MPOs in the State of California. The total area of the SCAG region is approximately 38,000 square miles. The region includes the county with the largest land area in the nation, San Bernardino County, as well as the county with the highest population in the nation, Los Angeles County. The SCAG region is home to approximately 18.8 million people, or 48 percent of California’s population, according to the 2020 Census, representing the largest and most diverse region in the country.



Figure 1: SCAG Region

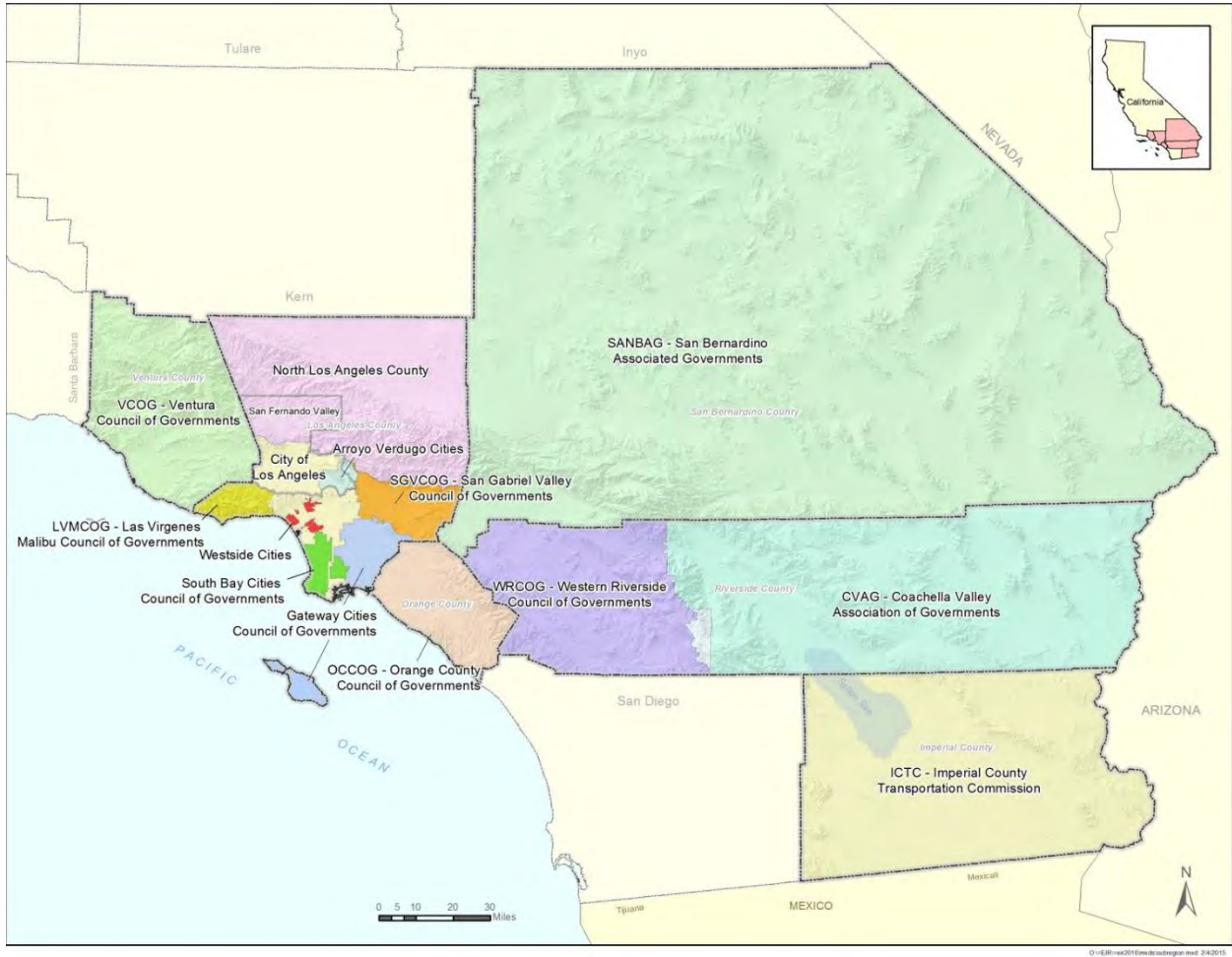


Figure 2: SCAG Subregions

SCAG Roles and Responsibilities

In addition to federal designation as a MPO, SCAG is designated under California state law as the Multicounty Designated Transportation Planning Agency and Council of Governments for the six-county region. Founded in 1965, SCAG is a Joint Powers Authority, established as a voluntary association of local governments and agencies.

SCAG serves as the regional forum for cooperative decision making by local government elected officials and its primary responsibilities in fulfillment of federal and state requirements include the development of the RTP/SCS; the Federal Transportation Improvement Program (FTIP); the annual Overall Work Program; and transportation-related portions of local air quality management plans. SCAG’s other major functions include determining the RTPs and programs are in conformity with state air quality plans; preparation of a Regional Housing Needs Assessment; and intergovernmental review of regionally significant projects.

PROJECT DESCRIPTION

Connect SoCal 2024 (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy)

Pursuant to federal and state planning requirements, SCAG updates and adopts a long-range RTP every four years. SCAG's last Plan was approved for transportation conformity purposes in May 2020 and adopted in its entirety in September 2020 and an updated Plan is anticipated to be adopted by April 2024.

Connect SoCal 2024 will be a long-range visioning plan that balances future mobility and housing needs with economic and environmental goals. Connect SoCal 2024 represents the vision for Southern California's future through 2050, including policies, strategies, and projects. The Plan details how the region will address its transportation and land use challenges and leverage opportunities in order to support attainment of applicable federal ambient air quality standards and achieve state's greenhouse gas (GHG) emissions reduction targets. Connect SoCal 2024 will build from the policy directions established in Connect SoCal 2020 as well as more recent policy directions from SCAG's Regional Council to reflect emerging issues such as equity, resilience, and the economy. It is important to note that SCAG does not have authority to implement individual transportation projects in the RTP, nor does the SCS supersede the land use authority of cities and counties in the region. Specific projects and policies will be implemented by local jurisdictions, state agencies, and other agencies, such as County Transportation Commissions (CTCs). SCAG has already initiated the development of Connect SoCal 2024 and is working closely with all 197 local jurisdictions to collect land use data and determine a forecasted regional development pattern. SCAG is also working with CTCs to compile a regional project list that will build upon the list identified in the Connect SoCal 2020, as amended.

Sustainable Communities Strategies

In accordance with the Sustainable Communities and Climate Protection Act of 2008, or SB 375 (Steinberg) and codified in California Government Code Section 65080(b)(2)(B), the Plan will include a SCS which "set[s] forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies" will reduce GHG emissions from passenger vehicles (automobiles and light-duty trucks).

Pursuant to SB 375, SCAG's SCS is required to meet GHG emissions reduction target of 19 percent per capita by 2035 compared to 2005 emission levels, as set by the California Air Resources Board (ARB). According to Section 65080(b)(2)(B) of the California Government Code, the SCS shall:

- Identify the general location of land uses, residential densities and building intensities in the region;
- Identify areas to house all of the population of the region, including all economic segments, over the course of the planning period;
- Identify areas to accommodate an eight-year projection of regional housing needs;
- Identify a transportation network to service the transportation needs of the region,
- Gather and consider information regarding resource areas and farmland;
- Consider state housing goals;

- Set forth a forecasted development pattern which, when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG targets set by CARB; and
- Comply with the federal Clean Air Act.

If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate “Alternative Planning Strategy” to meet the regional GHG emission reduction target.

Local Data Exchange

A critical component to developing a successful Plan is the participation and cooperation of SCAG’s local government partners and stakeholders within the SCAG region. Beginning in February 2022, SCAG began the Local Data Exchange (LDX) process wherein local jurisdictions can provide feedback and edits on roughly 25 datasets, including land use data and preliminary growth projections, which serve as technical foundation for developing the land use component of the Connect SoCal 2024. LDX is associated with SCAG’s Regional Data Platform (RDP). By also providing tools and data back to local jurisdictions for their own plan updates through the RDP, the LDX process ensures participation of local jurisdiction, improves data accuracy, and improves coordination between local and regional long-range-plans.

SCAG’s Public Participation Plan and Process

Another key aspect of Plan development is public participation. To provide early and meaningful public participation in the Plan’s development and decision-making processes, SCAG has developed and adopted a Public Participation Plan (PPP).¹ The adoption of the PPP demonstrates SCAG’s commitment in increasing awareness and involvement of interested persons in SCAG’s governmental processes and regional transportation and land use planning. SCAG will provide information and timely public notice, ensuring full public access to key decisions, and supporting early and continuing public involvement in the development of the Plan. To this end, SCAG will continue to engage a wide range of stakeholder groups, elected officials, special interest groups, the general public, and other interested parties through a series of workshops and public meetings, as well as SCAG’s policy committees, task forces, and subcommittee structure during the development of the Plan and its associated PEIR. To stay informed on the Connect SoCal 2024 development process please visit: <https://scag.ca.gov/connect-socal>.

SCOPE AND CONTENT OF ENVIRONMENTAL IMPACT ANALYSIS IN THE DRAFT PEIR

The Connect SoCal 2024 PEIR is a programmatic document that will analyze potential effects of the proposed Plan on the environment. Although Connect SoCal 2024 will include a list of transportation projects and development patterns resulting from transportation and land use policies in the Plan, the PEIR does not specifically analyze environmental effects of any individual transportation or development project. Project-level environmental analyses will be prepared by implementing agencies on a project-by-project basis as individual projects proceed through the design, development, and decision-making process.

¹ Southern California Association of Governments. Public Participation Plan. Adopted April 7, 2022. <https://scag.ca.gov/community-participation-public-participation-plan>.

Environmental Setting

The Connect SoCal 2024 PEIR must identify significant environmental impacts that would be expected to result from implementation of the proposed Plan. Significant environmental impacts must be determined by applying explicit significance criteria to compare the future Plan conditions to the existing environmental setting (CEQA Guidelines Section 15126.2(a)). The CEQA Guidelines provide that the existing physical conditions at the time the Notice of Preparation is published will “normally” constitute the baseline. However, CEQA Guidelines Section 15125(a)(1) indicates that, “where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project’s impacts, a lead agency may define existing conditions by referencing historic conditions...that are supported by substantial evidence.”

SCAG will use a CEQA baseline that is considered the most appropriate for use to analyze the regional environmental impacts from Connect SoCal 2024 in the Draft PEIR. Considerations would include, for instance, availability of comprehensive data for land use, demographics, traffic count, and vehicle miles traveled (VMT), as well as technical and modeling assumptions for the proposed Plan. Where appropriate and identified throughout the Draft PEIR, the base year of the environmental and regulatory settings of some resource areas may vary to better characterize baseline conditions.

Environmental Issues and Topics

The potential content of environmental effects that warrant analysis in the Connect SoCal 2024 PEIR are as follows:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Mitigation Measures

CEQA requires that SCAG identify all feasible mitigation measures in the PEIR that will avoid or substantially lessen the significant environmental effects of the Plan. As SCAG has no concurrent authority/jurisdiction to implement mitigation related to transportation and land use projects or plans that implement Connect SoCal 2024, the 2024 PEIR is expected to employ the same approach to mitigation measures as those in the previously certified PEIRs for the 2016-2040 RTP/SCS and Connect SoCal (2020-2045 RTP/SCS), i.e., the 2024 PEIR will include two types of mitigation measures: SCAG mitigation measures and project-level mitigation measures.

SCAG mitigation measures are program wide measures for implementation by SCAG that address the large-scale regional impacts from the variety of projects spread over more than 20 years. In addition, the PEIR identifies project-level mitigation measures as resources for implementing agencies serving as CEQA lead agencies for later projects to consider, as applicable and feasible, when these agencies conduct and carry out subsequent, project-specific design, environmental analyses, and decision-making processes.

Preliminary Consideration of Alternatives to the Proposed Connect SoCal 2024

CEQA requires a discussion of alternatives to the Plan. The development of alternatives is focused on avoiding or reducing potentially significant adverse environmental impacts of the Plan while achieving most of the basic objectives of the Plan. The discussion of alternatives provides a means for evaluating the comparative merits of each alternative. The range of alternatives must be sufficient to permit a reasoned choice, and it need not include every conceivable project alternative. In addition, a CEQA document need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative. The key consideration for alternatives is whether the selection and discussion of alternatives foster informed decision making and public participation.

The Draft PEIR for Connect SoCal 2024 will evaluate a range of reasonable alternatives to the Plan, including a No Project Alternative. The No Project Alternative is required by CEQA Guidelines Section 15126.6(e)(2) and assumes what would reasonably be expected to occur in the foreseeable future if Connect SoCal 2024 were not adopted. The No Project Alternative assumes continued implementation of goals and polices of the adopted 2020 RTP/SCS, as amended and is based on trending 2020 RTP/SCS regional population, housing, and employment growth projection to the future. The No Project Alternative includes those transportation projects that are included in the first year of the previously conforming FTIP (i.e., 2023 FTIP). As with previous cycles, each alternative for the 2024 PEIR, except the No Project Alternative, will vary in terms of policies related to regional land use development patterns. It is also anticipated that the transportation network would be generally the same for the Plan and all alternatives, except for the No Project Alternative.

Based on SCAG staff’s preliminary evaluation of previous RTP/SCSs and respective alternatives analysis in the associated PEIRs, SCAG staff has generally observed that as local agencies incorporate RTP/SCS concepts into their own general/local plans, the previously analyzed no project alternatives are showing signs of converging with previous regional plans. Additionally, as the plan is updated and improves each cycle, it also gets closer to regional policies for more compact development patterns in high-quality transit areas (HQTAs). As such, SCAG has found that using a scenario planning process to identify alternative land use patterns for the 2024 RTP/SCS to be less useful and instead incorporated regional growth strategies in datasets for review by local jurisdictions which will then be incorporated into the Plan. Given this shift in approach and the converging of alternative scenarios, SCAG is currently considering a qualitative analytical approach for the alternatives other than the No Project Alternative.

SCAG anticipates that it will consider an Intensified Land Use Alternative which would be based on a transportation network for the 2024 RTP/SCS with more aggressive land use development patterns. Land use development patterns in this alternative would build on land use strategies as described in the Plan by maximizing growth around HQTAs. Potential growth patterns associated with this alternative would optimize urban areas and suburban town centers, livable corridors, and neighborhood mobility areas. The No Project Alternative and the Intensified Land Use Alternative are expected “book-ends” of the range of

potential alternatives to provide a framework for understanding the greatest potential impacts from alternatives when compared to the proposed Plan.

SCAG is seeking input on these preliminary alternatives as well as any other potential alternatives during the scoping process. Changes to the alternatives as a result of the scoping process could result in modifications to the number, content and scope of alternatives analyzed in the PEIR. Furthermore, the PEIR will identify alternatives that were initially considered, but rejected for reasons including infeasibility or inability of a particular alternative to meet the project objectives or reduce environmental impacts beyond that of the Project.

CEQA Streamlining and Tiering

SB 375 includes CEQA incentives, or streamlining provisions, to encourage coordinated land use and transportation planning. Certain types of development projects (i.e., transit priority projects or residential/mixed use residential projects, as defined by the statute) may qualify for CEQA streamlining as long as the requisite criteria are met. Consistency will be determined by the local jurisdiction that is the lead agency for each project to be streamlined. SCAG's primary role is to include appropriate information in the SCS, such as land use information as required by SB 375 and/or guidance to aid in interpreting land use information that will allow a jurisdiction to make a consistency determination with respect to appropriate streamlining options on a project-by-project basis.

In addition to providing for streamlining CEQA documentation in accordance with SB 375, the PEIR will support other CEQA streamlining options including those provided for in other regulations such as SB 743 (transit-oriented infill development), SB 226 (CEQA streamlining for infill development) as well as provisions of the CEQA Guidelines that provide for tiering and other streamlining mechanisms.

PUBLIC SCOPING MEETINGS AND COMMENTS

As mentioned previously, SCAG will host two (2) virtual public scoping meetings for the NOP, each providing the same information, on **Wednesday, November 9, 2022 from 6:00 PM to 8:00 PM and Thursday, November 10, 2022 from 10:00 AM to 12:00 PM.**

The meetings will be held in an online format using Zoom to share information regarding the proposed Plan and the environmental review process. You may join, view, and participate in the meetings by using the Zoom application, by your web browser, or by phone. Information for the webcast is provided below:

<https://scag.zoom.us/j/81023287939>

Dial by location: +1 669 900 6833 US Toll or +1 669 444 9171 US Toll

Meeting ID: 810 2328 7939

Each meeting will begin with a presentation and be followed by a question-and-answer session. The meetings will be open to the public and all stakeholders. Questions may be submitted via email in advance of the meeting at ConnectSoCalPEIR@scag.ca.gov, however there will also be opportunities for verbal questions taken at the meetings.

In accordance with the Americans with Disabilities Act, SCAG is committed to providing special accommodations to those who are interested in participating in the scoping meetings. SCAG is also committed to helping those with limited proficiency in the English language by providing translation

services in accordance with Title VI of the Civil Rights Act. We ask that you provide your request for special accommodations or translation services at least 72 hours prior to the scoping meetings so that SCAG has sufficient time to make arrangements.

To ensure full consideration of environmental issues with potential significant adverse impacts when preparing the Draft PEIR, **all written comments on the NOP must be received within thirty (30) days of the start of the required 30-day public review and comment period, which begins October 17, 2022, and ends November 16, 2022 at 5:00 PM (PST).**

Written comments on the NOP can be sent to Karen Calderon, Senior Regional Planner, either electronically to: ConnectSoCalPEIR@scag.ca.gov or by mail to the address shown below:

Southern California Association of Governments
Attn: Ms. Karen Calderon
900 Wilshire Blvd, Suite 1700
Los Angeles, California 90017

Please include a return address, the name, phone number, and email address of a contact person in your agency/organization, and the agency/organization name, if applicable.

CONTACT US

If you have any questions on the NOP or PEIR, would like to make a special accommodations request for a scoping meeting including translation, or wish to be placed on the mailing list to receive notices regarding the Connect SoCal 2024 PEIR, please contact Ms. Karen Calderon, Senior Regional Planner, at (213) 236-1983 or email ConnectSoCalPEIR@scag.ca.gov.

Signature: _____

Sarah Jepson, Director, Planning and Programs
Southern California Association of Governments

Date: _____



AGENDA ITEM 17
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Leyton Morgan, Manager of Contracts
(213) 236-1982, morganl@scag.ca.gov

Subject: Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and
Amendments \$5,000 - \$74,999

RECOMMENDED ACTION:

For Information Only - No Action Required

STRATEGIC PLAN:

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

BACKGROUND:

SCAG executed the following Purchase Orders (PO's) for more than \$5,000 but less than \$200,000

<u>Consultant/Contract #</u>	<u>PO' Purpose</u>	<u>Amount</u>
Sheraton Grand Los Angeles	FY23 Economic Summit Sheraton	\$95,000
HealthChampion Partners LLC	FY23 Covid Tracking App & Soft	\$53,740
	FY23 Remi Transight Software	
Regional Economic Models Inc.	Maintenance	\$36,500
West Publishing Corp., dba Thomson West	FY23 West Proflex Subscription	\$29,304
US Postal Service	FY23 Postage	\$10,000
US Postal Service	FY23 Delivery Services	\$10,000
Cellco Partnership, dba Verizon Wireless	FY23 Verizon Services	\$6,614
Quadient Leasing USA Inc.	FY23 Mail Machine Lease	\$6,500
Solid Surface Care Inc.	FY23 Carpet Cleaning	\$6,500
ASSI Security Inc	FY23 Security Camera Maintenance	\$5,000
Fedex Kinkos	FY23 Printing Service	\$5,000

SCAG executed the following Contracts more than \$25,000 but less than \$200,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
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SCAG executed the following Contracts more than \$25,000 but less than \$200,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
Various (21-047-C01 through 21-047-C41)	Monthly report on Regional Early Action Plan Program (REAP) on-call services.	Various (as identified the attachment)
Caliper Corporation (22-027-C01)	The Master Network Add-In for TransCAD is a proprietary tool developed by Caliper Corp on the TransCAD v8 platform. The tool is used to support the highway network development on TransCAD. Due to the scale and the complexity of the highway network in SCAG model, the current Master Network Add-In cannot provide sufficient functions and stability. SCAG staff have identified some limitations in the existing Add-In. The consultant will address those limitations and add desirable new features in this Add-In to enhance the productivity of the highway network development, maintenance, and extraction for SCAG's modeling work.	\$80,150

SCAG executed these Amendments for more than \$5,000 but less than \$75,000 and less than 30% of the original contract value

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
N/A	N/A	N/A

ATTACHMENT(S):

1. Contract Summary 21-047-C01 through C42
2. 22-027-C01 Contract Summary

CONSULTANT CONTRACT NOS. 21-047-C01 THROUGH 21-047-C42
MONTHLY REAP FOLLOW UP

**Selected
Consultants:**

1. AECOM Technical Services, Inc.
2. Arup North America, Ltd.
3. Ascent Environmental, Inc.
4. BAE Urban Economics, Inc.
5. CTY Housing, Inc.
6. ECONorthwest
7. Estolano Advisors
8. HR&A Advisors Inc.
9. Kimley-Horn and Associates, Inc.
10. Kosmont & Associates, Inc.
11. LeSar Development Consultants
12. National Community Renaissance of California
13. Opticos Design, Inc.
14. Raimi + Associates
15. Stantec Consulting Services, Inc.
16. RDC-S111 (dba Studio One Eleven)
17. Turner Housing Innovation Labs, Inc.
18. Woodsong Associates, LLC
19. WSP USA Inc.

**Background &
Scope of Work:**

On April 1, 2021, the Regional Council approved a procurement program to accelerate project delivery for the Regional Early Action Plan Program (REAP) and requested staff to report back monthly on procurement activities related to the On Call Services for the REAP Program. This report is to inform the Regional Council of procurement activities, contracts and amendments related to the On-call Services for the REAP Program. In addition, this report includes a summary of the contracts awarded under the REAP procurement program that were procured outside of the OCS.

In summary, the REAP Program provides a new model for timely implementation of SCAG's local assistance programs and the Regional Council has approved the following:

- (1) Authorized staff to enter into up to a total of \$10,000,000 in On Call Services contracts to implement the Regional Council's approved REAP work program, upon completion of competitive procurement and selection of consultants for the On Call Services;
- (2) Waived SCAG's procurement requirement to first obtain the Executive/Administration Committee's and Regional Council's approval for contracts at or above \$200,000 prior to execution, for any individual contract up to \$500,000 awarded to complete work that is part of the Regional Council's approved REAP grant funded program and authorization for the Executive Director or his/her designee to execute such contracts upon consultation with legal counsel;
- (3) Waived SCAG's procurement requirement necessitating Executive/Administration Committee's and Regional Council approval prior to entering any contract amendment exceeding \$75,000 or 30% (whichever is less) and, instead, requiring amendments of 30% or more to be first approved by the

Executive/Administration Committee and Regional Council, and authorizing the Executive Director or his/her designed to execute such amendments upon consultation with legal counsel; and (4) directing staff to make monthly informational reports to the Regional Council of procurement activities, contracts and amendments related to REAP made pursuant to this action.

Project’s Benefits & Key Deliverables:

- The project’s benefits and key deliverables include, but are not limited to:
- Supporting local jurisdictions in the update of their Housing Elements;
 - Assistance with integrated land use planning, urban design and land use policy;
 - Assistance with community development finance;
 - Assistance with racial equity analysis and training; and
 - Assistance with Grant Writing and Grant Program Administration.

Strategic Plan:

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

Contract Amount:

Total not to exceed \$10,000,000

Note: This is for on-call, or as needed services with consultants to be paid upon a Task Order award. As such, there is no specific award amount to each consultant, nor does SCAG guarantee any specific amount of work to a consultant. Therefore, the amount that may be funded to each consultant is not yet determined

Contract Period:

June 2021 through December 31, 2023

Project Number(s):

- 300.4887.01 – 300.4887.04
- 300.4888.01
- 300.4889.01 – 300.4889.04
- 300.4890.01 – 300.4890.02
- 300.4891.01 – 300.4891.02

Funding source(s): REAP Program Grant

Update

Below is a table showing the on-call services procurements and the procurements in progress or completed outside the on-call services, and their status at present. Any future dates are subject to change, and procurements may be added or removed to this list.

MRFP #	Project Title	RFP Release Date	Procurement/Contract Stage	Consultant Selected	Award Amount
1	Housing Policy Leadership Academy (P&O-1 Leadership Academy)	05/03/21	Agreement Executed	LeSar Development Consultants	\$815,823
			Awarded or in Progress thru the REAP OCS		\$7,862,756
			Awarded or in Progress REAP Funded, outside OCS		\$3,227,545
Grand Total					\$11,090,301

MRFP #	Project Title	RFP Release Date	Procurement/Contract Stage	Consultant Selected	Award Amount
1	Housing Policy Leadership Academy (P&O-1 Leadership Academy)	05/03/21	Agreement Executed	LeSar Development Consultants	\$815,823
2	SCAG Development Streamlining (HPS-1 CEQA)	05/25/21	Agreement Executed	Ascent Environmental, Inc.	\$337,738
3	Advanced Accessory Dwelling Unit (ADU) Bundle (HSD 1-A - Advanced ADU Bundle)	06/30/21	Agreement Executed	AECOM Technical Services, Inc.	\$546,676
4	Westside Cities COG (WSCCOG) Partnership (Project 1)	07/16/21	Agreement Executed	ARUP US, Inc.	\$148,513
5	Other-To Residential Tool Kit	07/30/21	Agreement Executed	Studio One Eleven	\$137,740
6	1-B HSD Preliminary ADU Bundle (HSD 1-B Preliminary ADU Bundle)	08/04/21	Agreement Executed	Woodsong Associates	\$533,965
7	2-A HSD EIFD Bundle	07/30/21	Agreement Executed	Kosmont	\$582,638
8	3-A HSD Objective Development Standards	08/23/21	Cancelled	N/A	\$0
9	2-D HSD One San Pedro EIFD Study	08/11/21	Agreement Executed	Kosmont	\$222,834
10	Digitize Utilities Inventory For Housing Tool	08/11/21	Cancelled	N/A	\$0
11	2-C (HSD) – Heart of Hollywood TIF Study	08/19/21	Agreement Executed	HR&A Advisors	\$219,584
12	<i>Digitize Utilities Inventory For Housing Tool Rerelease of MRFP-10</i>	<i>10/14/21</i>	<i>Agreement Executed</i>	<i>Black & Veatch</i>	<i>\$201,224</i>
13	2-B HSD Palmdale Housing Project	09/21/21	Cancelled		\$0
14	<i>Regional Resilience Framework (RRF)</i>	<i>01/13/22</i>	<i>Agreement Executed</i>	<i>AECOM Technical Services, Inc.</i>	<i>\$504,954</i>
15	3-E HSD South El Monte Zoning Update	10/01/21	Agreement Executed	WSP USA, Inc.	\$239,394
16	3-C HSD Rialto Specific Plan Update	10/14/21	Agreement Executed	WSP USA, Inc.	\$467,604

Attachment: Contract Summary 21-047-C01 through C42 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments

MRFP #	Project Title	RFP Release Date	Procurement/Contract Stage	Consultant Selected	Award Amount
17	San Fernando Valley COG (SFVCOG) Partnership Program	11/29/21	Agreement Executed	ARUP US, Inc.	\$198,742
18	3-A1 HSD Objective Development Standards LA Rerelease of MRFP-8	10/27/21	Agreement Executed	AECOM Technical Services, Inc.	\$583,057
19	3-A2 HSD Objective Development Standards Bundle	10/27/21	Cancelled	Woodsong Associates	\$0
20	HSD 3-D Burbank Media Specific Plan Update	02/08/22	Agreement Executed	WSP USA, Inc.	\$654,549
21	Metro's Joint Development	12/01/21	Agreement Executed	HR&A Advisors	\$350,736
22	SRP-1A Westside Cities COG (WSCCOG) REAP Subregional Partnership (Project #2 and #4 - re-release)	12/21/21	Agreement Executed	ECONorthwest	\$105,519
23	Metro's Equitable Housing	12/23/21	Agreement Executed	Raimi + Associates	\$332,812
24	2-B HSD Palmdale Housing Project	01/07/22	Agreement Executed	LeSar Development Consultants	\$557,773
25	HPS-1 Grant Application Technical Assistance	03/21/22	Cancelled		\$0
26	HSD 1-C - Compton ADU Project	01/21/22	Cancelled		\$0
27	HPS-3 TIF EIFD Projects (Barstow, County of Imperial)	05/12/22	Consultant Selected/Agreement Routing	Kosmont	\$237,662
28	SRP-4 Riverside County Thermal Community Plan	01/31/22	Cancelled		
29	3-A2 HSD Objective Development Standards Bundle Rerelease of MRFP-19	01/26/22	Agreement Executed	Crandall Arambula	638,400
30	TOD 2- Metrolink Area Station Analysis	02/15/22	Agreement Executed	BAE Urban Economics, Inc.	\$717,444
31	Los Angeles Metro's Joint Development Housing Accelerator Part C	02/09/22	Agreement Executed	LeSar Development Consultants	\$388,500

Attachment: Contract Summary 21-047-C01 through C42 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments

MRFP #	Project Title	RFP Release Date	Procurement/Contract Stage	Consultant Selected	Award Amount
32	TCC Pomona Technical Assistance	02/14/22	Cancelled		\$0
33	TCC Riverside Technical Assistance	02/14/22	Cancelled		\$0
34	SRP-4 Riverside County Thermal Community Plan	03/09/22	Cancelled		\$0
35	SPR-5 Imperial County	03/31/22	Cancelled		\$0
36	<i>TCC Pomona Technical Assistance</i>	<i>03/17/22</i>	<i>Agreement Executed</i>	<i>Lamar Johnson Collaborative</i>	<i>\$269,054</i>
37	TCC Riverside Technical Assistance	04/07/22	Cancelled		\$0
38	<i>HSD 1-C - Compton ADU Project</i>	<i>04/01/24+P44</i>	<i>Agreement Executed</i>	<i>Woodsong Associates</i>	<i>\$128,615</i>
39	SPR-5 Imperial County	5/16/2022	Agreement Executed	Berkeley Economic Advising and Research (BEAR)	\$273,192
40	<i>HPS-1 Grant Application Technical Assistance</i>	<i>05/13/22</i>	<i>Agreement Executed</i>	<i>SCANPH</i>	<i>\$286,142</i>
41	<i>Preservation of At Risk Units</i>	<i>05/19/22</i>	<i>Agreement Executed</i>	<i>HR&A Advisors</i>	<i>\$198,587</i>
42	<i>TCC Riverside Technical Assistance</i>		<i>Pre-release/RFP Routing</i>	<i>TBD</i>	<i>\$250,000</i>
			Awarded or in Progress thru the REAP OCS (1)		\$7,914,597
			Awarded or in Progress REAP Funded, outside OCS (2)		\$3,214,873
Total:					\$11,129,470

(1) Most of the RFPs that are noted as cancelled were cancelled due to lack of response from OCS consultants. In these cases, SCAG staff took two steps (1) extended the response timeline and, if no responses were received after the extension, (2) re-released the procurement using SCAG's standard procurement portal, Planet Bids, which taps into a broader pool of consultants. Note that public agencies across the State are struggling with procurements for housing policy and related land use work, due to the large amount of funding flowing for this work and the impacts of COVID pandemic on the overall work force. In effect, the consultants with the capacity/expertise to do this work are incredibly busy and struggling to hire enough staff to keep up with demand. Given this, SCAG's OCS and REAP procurement program have been

exceptionally successful in moving forward a large work program.

- (2) These procurements are primarily those that were cancelled and thus procured outside of the OCS through a larger pool of consultants (Planet Bids). Contracts procured through Planet Bids fall under the second category of the REAP Procurement Program approved by the RC, which allow for staff to execute contracts up to \$500,000 without seeking RC approval (two such awards are attached below). The total procurement for the OCS is within the \$10M approved by the RC, while the REAP program procurement as a whole exceeds \$10M.

CONSULTANT CONTRACT NO. 21-047-MRFP-39

Recommended Consultant:

Berkeley Economic Research and Advising

Background & Scope of Work:

The County of Imperial, located near the U.S./Mexico border, is home to a rich agricultural community in an area encompassing 4,284 square miles. The County contains nine unincorporated communities known as Colonias. Imperial County is the only county in the State that contain Colonias designations recognized by HCD and the U.S. Housing and Urban Development (HUD). Some of the challenges that Colonias face are based on the fact that most are situated in remote and isolated areas of the County, away from crucial services and resources. As a result, residents located in these areas lack sewer, water services, and paved roads as well as affordable housing in their communities. The challenge of building affordable housing in these areas is that additional infrastructure is needed such as sidewalks, curb and gutters, storm water system, and pavement to name a few. The Colonias are a prime opportunity for community planning to identify the infrastructure needed to develop more housing. The proposed plan, Imperial County Colonias Housing Infrastructure Needs Assessment, will identify and prioritize the infrastructure needed to increase the much-needed housing stock in the unincorporated Colonias of the County of Imperial.

Project's Benefits & Key Deliverables:

The project's benefits and key deliverables include, but are not limited to:

- Community profile of each Colonia which will include housing stock, tenure, and demographic data;
- Technical memorandum focusing on the Colonias housing needs;
- Summary of current infrastructure capacity and planned infrastructure;
- Cost estimates and timeline for required infrastructure improvements; and
- Final Housing Supportive Infrastructure Needs Strategy Plan.

Strategic Plan:

This item supports SCAG's Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; and 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy; and 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

Contract Amount:

Total not to exceed

\$273,192

Berkeley Economic Research and Advising (prime consultant)

Contract Period:

September 8, 2022 through October 31, 2023

Project Number(s):

Funding source(s): AB101/REAP

Funding of \$273,192 is available in the FY 2022-23 Overall Work Program (OWP) Budget in Project Number 300-4891Y0.01.

Request for Proposal (RFP):

SCAG staff notified 5,110 firms of the release of RFP 21-047-MRFP 39 via SCAG's Solicitation Management System website. A total of 37 firms downloaded the RFP. SCAG received the following one (1) proposal in response to the solicitation:

Berkeley Economic Advising and Research (no subconsultants)

\$273,192

Selection Process:

The Proposal Review Committee (PRC) evaluated the proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposal, the PRC interviewed the offeror.

The PRC consisted of the following individuals:

Gwendy Silver, Project Manager, SCAG Consultant
David Hernandez, Analyst, Imperial County
Jade Padilla, Development Program Manager, Imperial County

Basis for Selection:

The PRC selected Berkeley Economic Advising and Research for the contract award because the consultant:

- The firm has worked on similar types of projects throughout the United State, and has demonstrated relevant experience related to affordable housing program design and strategy development;
- The firm’s proposal provided a clear strategy as to how they would approach the work;
- The staff demonstrated relevant experience in affordable housing strategy and policy, with backgrounds and work experience also related to economics, real estate financing and development, and public financing;
- The firm demonstrated the capacity to complete the work, as there are multiple staff members selected to work on this project, and the work will be well balanced amongst them; and
- The labor rates appear to be fair and reasonable, and their overall price is less than SCAG's internal estimated cost for this scope of work.

CONSULTANT CONTRACT NO. 21-047-MRFP-41

Recommended Consultant:

HR&A Advisors

Background & Scope of Work:

The proposed project is focused on preservation of housing units that are currently affordable to lower income households. They may be affordable due to covenants on the property associated with public funding or other programs, or they may be Naturally Occurring Affordable Housing (NOAH), which is existing rental properties that are affordable without public subsidy to low-income households. In the context of this project, use of the term “preservation” refers to preserving both units with expiring covenants or NOAH units at risk of converting to market rate due to market pressures. Combined, the units with expiring covenants and NOAH units are referred to as “at risk” units. Preservation is a critical component of both anti-displacement strategies as well as Affirmatively Furthering Fair Housing. It is also included as a strategy in many Housing Element programs.

Consultant will provide White Paper and related analysis to gather current data on the preservation challenges facing the SCAG region with a cost benefit analysis that considers both quantitatively and qualitatively the case for preservation. Consultant will develop a cost benefit model, in the form of a useable spreadsheet or other manipulable tool, that can be used to determine if providing a tax exemption for the preservation of a particular property creates a net positive public benefit. The final outcome will be an implementation oriented comprehensive set of recommendations for a robust preservation strategy.

Project’s Benefits & Key Deliverables:

The project’s benefits and key deliverables include, but are not limited to:

- Preservation Advisory Committee;
- Database for online publishing that displays at-risk units;
- Methodology for and Cost-benefit calculation tool; and
- White Paper/Final Summary Report.

Strategic Plan:

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

Contract Amount

Total not to exceed

\$198,587

HR&A Advisors (Prime Consultant)

\$173,481

California Housing Partnership (Subconsultant)

\$25,106

Contract Period:

September 16, 2022 through June 30, 2023

Project Number:

300. 4890.02

Funding source: REAP

Funding of \$198,587 is available in the FY 2022-23 Overall Work Program (OWP) in Project Number 300-4890Y0.02

Attachment: Contract Summary 21-047-C01 through C42 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments

Request for Proposal (RFP):

SCAG staff notified 16 prospective firms on bench of consultants of the release of RFP No. 21-047-MRFP 41 SCAG received two (2) proposals in response to the solicitation:

HR&A Advisors	\$198,587
California Housing Partnership (subconsultant)	
LeSar Development Consultant	\$201,951
Arup (subconsultant)	

Basis for Selection:

The PRC recommends HR&A Advisors because the consultant team:

- Demonstrated expertise in range of disciplines including housing preservation, affordable housing including Naturally Occurring Affordable Housing (NOAH), financial analysis (including the development of public facing calculator tools), market and data trends, academic research, and public policy;
- Presented and described experience from other similar projects (at the local, state, and national level) that can be directly applied to executing the various tasks included in the scope of work;
- Identified a sub-consultant that has directly applicable experience in developing innovative preservation analyses, access to pertinent data around affordable housing stock, relevant institutional knowledge, and policy expertise;
- Recommended a thorough technical approach and methodology for the technical tasks and additional value-add deliverables;
- Proposed an ambitious project schedule along with the flexibility to adjust as deemed necessary; and
- On balance, the consultant presented a more cost-effective proposal combined with a diverse project team that was equipped with the technical skills and expertise consistent with the proposed deliverables and outcomes of the Project.

CONSULTANT CONTRACT NO. 22-027-C01

Recommended Consultant: Caliper Corporation

Background & Scope of Work: The Master Network Add-In for TransCAD is a proprietary tool developed by Caliper Corp on the TransCAD v8 platform. The tool is used to support the highway network development on TransCAD. Due to the scale and the complexity of the highway network in SCAG model, the current Master Network Add-In cannot provide sufficient functions and stability. SCAG staff have identified some limitations in the existing Add-In. The consultant will address those limitations and add desirable new features in this Add-In to enhance the productivity of the highway network development, maintenance, and extraction for SCAG’s modeling work.

Project’s Benefits & Key Deliverables: The project’s benefits and key deliverables include, but are not limited to:

- Enhancing the productivity of SCAG highway network development.
- Reducing the chance of human error in the highway network development.
- Increasing the flexibility to extract different versions of modeling highway networks for a variety of planning scenarios.

Strategic Plan: This item supports SCAG’s Strategic Plan Goal 3A: Develop and maintain models, tools, and data sets that support innovative plan development, policy analysis and project implementation.

Contract Amount:

Total not to exceed	\$80,150
Caliper Corporation (prime consultant)	\$67,186
CLR Analytics (subconsultant)	\$12,964

Contract Period: September 1, 2022 through August 31, 2023

Project Number: 070-130B.10 \$50,635

Funding source(s): Consolidated Planning Grant (CPG) – Federal Transit Administration (FTA) 5303 Consultant Toll Credits

Funding of \$50,635 is available in the FY 2022-23 Overall Work Program (OWP) Budget in Project number 070-130B.10, and the remaining funding is expected to be available in the FY 2023-24 OWP Budget in Project Number 070-130B.10, subject to budget availability.

Request for Proposal N/A – Sole Source

Selection Process: N/A – Sole Source

Basis for Selection: The subject contract award is in accordance with the Regional Council Policy Manual, Article VIII, Section 1.2 (updated September 2009, pg. 26), and the SCAG Procurement Manual (January 2021 sections 3.3. and 3.4) which authorizes the Executive Director or his designee (the Chief Financial Officer) to approve a consultant contract without competition, if the contract is less than \$200,000. Further, staff requested and obtain Caltrans District 7’s authorization to proceed

with the sole source, given they are responsible for administer the funding for this project, primarily because TransCAD software is proprietary to Caliper Corporation and they have not licensed any other vendors to resell their software. If SCAG does not upgrade the existing software, SCAG's highway network development work will continue in a low productive fashion. As planning scenarios get more and more complex in each Regional Transportation Plan (RTP), the network development will take longer time. Since SCAG's travel demand model is built on the TransCAD software, enhancing the tool to address our need is the only feasible and viable way to improve our work.



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: CFO Monthly Report

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

FINANCE STAFF UPDATE:

Mr. Emad Gewaily, SCAG Controller, has left SCAG to return to his local government roots. The Controller position is critical in the finance division, and the recruitment of a new Controller has been prioritized. Ms. Erika Bustamante has been named Acting Controller until a permanent replacement for Mr. Gewaily has been found. With the departure of Mr. Gewaily, the accounting department now has three vacant positions for which recruitment is in various stages of completion.

ACCOUNTING:

During FY 2022-23, staff has prepared and submitted requests for reimbursements of approximately \$6.02 million to Caltrans for work funded with federal and state grants completed from June 2022 to July 2022. Of this amount, \$3.50 million has been received, and the remaining \$2.52 million is still pending approval by Caltrans.

BUDGET & GRANTS (B&G):

On August 31, 2022, staff submitted the FY 2021-22 (FY22) Overall Work Program (OWP) Year-End Package to Caltrans, which included the certification of final expenditures, the final progress report, and the final work products for projects completed in the fiscal year. The final expenditures reported for the year were \$68 million or 46% of the FY 2021-22 OWP budget.

On September 1, 2022, the Regional Council approved Administrative Amendment 1 to the FY 2022-23 OWP in the amount of \$831,476, which increased the FY 2022-23 OWP budget from \$116.96

million to \$117.79 million. This amendment included grant balance adjustments, primarily MSRC Future Communities Pilot Program grant funds. Additionally, this amendment reallocated Consolidated Planning Grant (CPG) funds that resulted in budget-neutral changes for various regional transportation planning projects. This amendment was approved by Caltrans on September 14, 2022.

On September 19, 2022, Caltrans issued a reconciliation letter to confirm unexpended totals of \$18.18 million in CPG and State planning grants as of June 30, 2022. The adjustments to the grant balances will be included in the second amendment to the FY 2022-23 OWP this November.

CONTRACTS:

In August 2022, the Contracts Department issued seven (7) Requests for Proposal; awarded five (5) contracts; issued four (4) contract amendments and processed two-hundred and ten (210) Purchase Orders to support ongoing business and enterprise operations. Staff also administered 193 consultant contracts. Contracts staff continued to negotiate better pricing as well as reduced costs for services. This month Contracts' staff negotiated \$388,580 in budget savings, bringing the Fiscal Year total to \$517,665.