



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

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HYBRID (IN-PERSON & REMOTE PARTICIPATION) \*

COMMUNITY,  
ECONOMIC AND  
HUMAN DEVELOPMENT  
COMMITTEE

***In-Person & Remote Participation\****

***Thursday, January 5, 2023***

***9:30 a.m. – 11:30 a.m.***

***Members of the Public are Welcome to Attend and Participate In-Person:***

**SCAG Main Office – Policy B Meeting Room  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017**

***To Attend and Participate on Your Computer:***

**<https://scag.zoom.us/j/116153109>**

***To Attend and Participate by Phone:***

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

**Meeting ID: 116 153 109**

***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 conducted in a hybrid manner (both in-person and remotely by telephonic and video conference).

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

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



## Instructions for Attending the Meeting

SCAG is providing multiple options to attend the meeting:

**To Attend In-Peron and Provide Verbal Comments:** Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017. The meeting will take place in the Policy B Meeting Room on the 17<sup>th</sup> floor starting at 9:30 a.m.

### To Attend on Your Computer

1. Click the following link: <https://scag.zoom.us/j/116153109>
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.

### To Attend 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: 116 153 109**, 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.

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#### OUR MISSION

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

#### OUR VISION

*Southern California’s Catalyst for a Brighter Future*

#### OUR CORE VALUES

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



## Instructions for Participating and Public Comments

*You may participate and submit public comments in three (3) ways:*

1. **In Writing:** Submit written comments via email to: [CEHDPublicComment@scag.ca.gov](mailto:CEHDPublicComment@scag.ca.gov) by 5pm on Wednesday, January 4, 2023. 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, January 4, 2023 will be announced and included as part of the official record of the meeting.
2. **Remotely:** 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. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.
3. **In-Person:** If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda. 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.

***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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**CEHD - Community, Economic and Human Development Committee**  
***Members – January 2023***

- 1. Hon. Frank A. Yokoyama**  
CEHD Chair, Cerritos, RC District 23
- 2. Hon. David J. Shapiro**  
CEHD Vice Chair, Calabasas, RC District 44
- 3. Hon. Adele Andrade-Stadler**  
Alhambra, RC District 34
- 4. Hon. Al Austin**  
Long Beach, GCCOG
- 5. Hon. Gary Boyer**  
Glendora, RC District 33
- 6. Hon. Drew Boyles**  
El Segundo, RC District 40
- 7. Hon. Ramon Castro**  
Imperial County CoC
- 8. Hon. Letitia Clark**  
Tustin, RC District 17
- 9. Hon. Steve DeRuse**  
La Mirada, RC District 31
- 10. Hon. Debra Dorst-Porada**  
Ontario, Pres. Appt. (Member at Large)
- 11. Ms. Lucy Dunn**  
Business Representative, Non-Voting Member
- 12. Hon. Keith Eich**  
La Cañada Flintridge, RC District 36
- 13. Hon. Rose Espinoza**  
La Habra, OCCOG
- 14. Hon. Waymond Fermon**  
Indio, CVAG
- 15. Hon. Margaret Finlay**  
Duarte, RC District 35

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## COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

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- 16. Hon. Mark Henderson**  
Gardena, RC District 28
- 17. Hon. Cecilia Hupp**  
Brea, OCCOG
- 18. Hon. Kathleen Kelly**  
Palm Desert, RC District 2
- 19. Sup. Matt LaVere**  
Ventura County CoC
- 20. Hon. Tammy Kim**  
Irvine, RC District 14
- 21. Hon. Jed Leano**  
Claremont, SGVCOG
- 22. Hon. Patricia Lock Dawson**  
Riverside, RC District 68
- 23. Hon. Anni Marshall**  
Avalon, GCCOG
- 24. Hon. Andrew Masiel**  
Tribal Govt Regl Planning Board Representative
- 25. Hon. Lauren Meister**  
West Hollywood, WSCCOG
- 26. Hon. Bill Miranda**  
Santa Clarita, SFVCOG
- 27. Hon. John Mirisch**  
Beverly Hills, Pres. Appt. (Member at Large)
- 28. Joseph Morabito**  
Wildomar, WRCOG
- 29. George Nava**  
Brawley, ICTC
- 30. Hon. Marisela Nava**  
Perris, RC District 69
- 31. Hon. Kim Nguyen**  
Garden Grove, RC District 18

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## COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

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- 32. Hon. Ariel Pe**  
Lakewood, GCCOG
- 33. Hon. Misty Perez**  
Port Hueneme, Pres. Appt. (Member at Large)
- 34. Hon. Nithya Raman**  
Los Angeles, RC District 51
- 35. Hon. Gabriel Reyes**  
San Bernardino County CoC
- 36. Hon. Rex Richardson**  
Long Beach, RC District 29
- 37. Hon. Sonny Santa Ines**  
Bellflower, GCCOG
- 38. Hon. Nicholas Schultz**  
Burbank, AVCJPA
- 39. Hon. Becky Shevlin**  
Monrovia, SGVCOG
- 40. Hon. Andy Sobel**  
Santa Paula, VCOG
- 41. Hon. Mark Waronek**  
Lomita, SBCCOG
- 42. Hon. Acquanetta Warren**  
Fontana, SBCTA
- 43. Hon. Tony Wu**  
West Covina, SGVCOG
- 44. Hon. Frank Zerunyan**  
Rolling Hills Estates, SBCCOG

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## COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room  
Los Angeles, CA 90017  
**Thursday, January 5, 2023**  
**9:30 AM**

The Community, Economic and Human Development Committee may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

### **CALL TO ORDER AND PLEDGE OF ALLEGIANCE** *(The Honorable Frank Yokoyama, Chair)*

### **PUBLIC COMMENT PERIOD (Matters Not on the Agenda)**

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

**General information for all public comments:** Members of the public have the option to participate in the meeting via written or verbal comments. Members of the public are encouraged, but not required, to submit written comments by sending an email to: [CEHDPublicComment@scag.ca.gov](mailto:CEHDPublicComment@scag.ca.gov) by 5pm on Wednesday, January 4, 2023. 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 Community, Economic and Human Development Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov). Written comments received after 5pm on Wednesday, January 4, 2023, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Community, Economic and Human Development Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. Members of the public may verbally address the Community, Economic and Human Development Committee during the meeting. If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer. If you are attending remotely and 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



# COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

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

### STAFF REPORT

*(Jonathan Hughes, Regional Affairs Officer, SCAG Staff)*

### CONSENT CALENDAR

#### Approval Items

1. Minutes of the Meeting – November 3, 2022 PPG. 8

#### Receive and File

2. Final 2022 Air Quality Management Plan (AQMP) PPG. 16
3. CARB Final 2022 Scoping Plan PPG. 30
4. Draft Regional Advance Mitigation Planning (RAMP) Policy Framework PPG. 38
5. SCAG's Draft Digital Action Plan PPG. 85

### INFORMATION ITEMS

6. Connect SoCal 2024: A First Look at Local Data Exchange (LDX) Input 15 Mins. PPG. 105  
*(Kevin Kane, Principal Planner, SCAG)*
7. REAP 1.0 Biannual Program Update 10 Mins. PPG. 120  
*(Ma'Ayn Johnson, Housing Program Manager, SCAG)*
8. Community Economic and Human Development Committee (CEHD) Outlook and Future Agenda PPG. 134  
Items 10 Mins.  
*(Jenna Hornstock, Deputy Director, SCAG)*

### CHAIR'S REPORT

*(The Honorable Frank Yokoyama, Chair)*

### ANNOUNCEMENTS

### ADJOURNMENT





**MINUTES OF THE REGULAR MEETING  
COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE (CEHD)  
THURSDAY, NOVEMBER 3, 2022**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE (CEHD). A VIDEO AND AUDIO RECORDING OF THE FULL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

The Community, Human and Development Committee (CEHD) 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:**

<b>Hon. Frank Yokoyama, Chair</b>	<b><i>Cerritos</i></b>	<b>District 23</b>
<b>Hon. David Shapiro, Vice Chair</b>	<b><i>Calabasas</i></b>	<b>District 44</b>
Hon. David Avila	<i>Yucaipa</i>	SBCTA
Hon. Gary Boyer	<i>Glendora</i>	District 33
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Letitia Clark	<i>Tustin</i>	District 17
Hon. Steve De Ruse	<i>La Mirada</i>	GCCOG
Hon. Diane Dixon	<i>Newport Beach</i>	District 15
Hon. Debra Dorst-Porada	<i>Ontario, Pres. Appt.</i>	Member at Large
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Alex Fisch	<i>Culver City</i>	District 41
Hon. Mark Henderson	<i>Gardena</i>	District 28
Hon. Peggy Huang		TCA
Hon. Cecilia Hupp	<i>Brea</i>	OCCOG
Hon. Kathleen Kelly	<i>Palm Desert</i>	District 2
Hon. Tammy Kim	<i>Irvine</i>	District 14
Sup. Matt LaVere	<i>Ventura County</i>	CoC
Hon. Jed Leano	<i>Claremont</i>	SGVCOG



Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Andrew Masiel, Sr.	<i>Tribal Gov't Reg'l Planning</i>	
Hon. Bill Miranda	<i>Santa Clarita</i>	SFVCOG
Hon. Lauren Meister	<i>West Hollywood</i>	WSSCOG
Hon. John Mirisch	<i>Beverly Hills, Pres. Appt.</i>	Member at Large
Hon. Marisela Nava	<i>Perris</i>	District 69
Hon. Trevor O'Neil	<i>Anaheim</i>	District 19
Hon. Edward Paget	<i>Needles</i>	SBCTA
Hon. Misty Perez	<i>Port Hueneme, Pres. Appt.</i>	Member at Large
Hon. Michael Posey	<i>Huntington Beach</i>	District 64
Hon. Nicholas Schultz	<i>Burbank</i>	AVCJPA
Hon. Becky Shevlin	<i>Monrovia</i>	SGVCOG
Hon. Wes Speake	<i>Corona</i>	WRCOG
Hon. Mark Waronek	<i>Lomita</i>	SBCCOG
Hon. Acquanetta Warren	<i>Fontana</i>	SBCTA
Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG

**Members Not Present**

Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Al Austin, II	<i>Long Beach</i>	GCCOG
Hon. Megan Beaman Jacinto	<i>Coachella</i>	District 66
Hon. Claudia Bill-de la Peña	<i>Thousand Oaks</i>	District 46
Hon. Juan Carrillo	<i>Palmdale</i>	District 43
Hon. Ramon Castro	<i>Imperial County</i>	CoC
Ms. Lucy Dunn		Ex-Officio
Hon. Rose Espinoza	<i>La Habra</i>	OCCOG
Hon. Waymond Fermon	<i>Indio</i>	CVAG
Hon. Anni Marshall	<i>Avalon</i>	GCCOG
Hon. George A. Nava	<i>Brawley</i>	ICTC
Hon. Kim Nguyen	<i>Garden Grove</i>	District 18
Hon. Sunny Park	<i>Buena Park</i>	OCCOG
Hon. Ariel Pe	<i>Lakewood</i>	GCCOG
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Gabriel Reyes	<i>San Bernardino County</i>	CoC
Hon. Rex Richardson	<i>Long Beach</i>	District 29
Hon. Sonny Santa Ines	<i>Bellflower</i>	GCCOG
Hon. Andy Sobel	<i>Santa Paula</i>	VCOG
Hon. Christi White	<i>Murrieta</i>	WRCOG
Hon. Tony Wu	<i>West Covina</i>	SGVCOG

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## CALL TO ORDER AND PLEDGE OF ALLEGIANCE

The Honorable Frank Yokoyama called the meeting to order at 9:34 a.m. and asked Councilmember Cecilia Hupp, City of Brea, OCCOG, to lead the Pledge of Allegiance.

## PUBLIC COMMENT PERIOD

Chair Yokoyama provided detailed instructions and general information on how to provide public comments. Additionally, he noted that public comments received via email to [CEHDPublicComment@scag.ca.gov](mailto:CEHDPublicComment@scag.ca.gov) after 5pm on Wednesday, November 2, 2022, would be announced and included as part of the official record of the meeting.

Chair Yokoyama opened the public comment period and noted this was the time for members of the public to offer comment on matters within SCAG's jurisdiction but not listed on the agenda.

SCAG staff noted there were no written public comments received via email before or after the 5pm deadline on Wednesday, November 2, 2022. SCAG staff also noted that there were no public comments for matters not listed on the agenda.

Chair Yokoyama closed the public comment period for matters not listed on the agenda.

## REVIEW AND PRIORITIZE AGENDA ITEMS

No reprioritizations were made.

## CONSENT CALENDAR

### Approval Items

1. Minutes of the Meeting - October 6, 2022

### Receive and File

2. Transmittal to South Coast Air Quality Management District of Final 2022 Air Quality Management Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures
  3. SCAG's Draft Digital Action Plan
-

#### 4. 2022 Racial Equity Baseline Conditions Report Release

A MOTION was made (Finlay) and SECONDED (Boyer) to approve the Consent Calendar. Motion was passed by the following roll call vote:

**AYES:** Avila, Boyer, Bucknum, DeRuse, Dixon, Eich, Finlay, Fisch, Henderson, Huang, Kim, LaVere, Leano, Lock Dawson, Masiel Sr., Meister, Miranda, Mirisch, M. Nava, O'Neil, Paget, Perez, Posey, Schultz, Shapiro, Shevlin, Speake, Waronek, Warren, Yokoyama and Zerunyan (31)

**NOES:** (0)

**ABSTAIN:** Hupp (1)

There were no public comments on this item.

#### **ACTION ITEMS**

#### 5. REAP 2021: Programs to Accelerate Transformative Housing (PATH) Program

Chair Yokoyama made opening comments providing a summary of the REAP 2021 PATH program. He asked Jacob Noonan, SCAG staff, to provide an overview of the REAP 2021: Programs to Accelerate Transformative Housing (PATH) program.

Mr. Noonan's presentation provided a brief overview of the final PATH program, which includes SCAG's REAP 2.0 Core Objectives that support transformative planning and implementation activities to realize Connect SoCal objectives, including the 6<sup>th</sup> cycle RHNA goals, Vehicle Miles Travel (VMT) reduction, the Racial Equity Early Action Plan, and promoting infill development.

Highlights of the PATH PowerPoint presentation included:

- Overview of REAP 2.0 grant program
- PATH Program
- Funding Areas
- Evaluation Criteria
- Major Milestones and Working Timeline

SCAG staff responded to comments and questions expressed by the Councilmembers. Mr. Noonan invited the Councilmembers to reach out to him directly with additional comments or questions.

The comprehensive staff report, the REAP 2021 PATH Program Guidelines, and the PowerPoint presentation were included in the agenda packet.

There were no public comments on this item.

A MOTION was made (Hupp) and SECONDED (Finlay) to approve staff's recommendation: that the CEHD Committee recommend the Regional Council adopt SCAG's REAP 2.0 Partnerships to Accelerate Transformational Housing (PATH) Program Guidelines. The motion passed by the following roll call vote:

**AYES:** Avila, Boyer, Clark, DeRuse, Dixon, Dorst-Porada, Eich, Finlay, Fisch, Henderson, Huang, Hupp, Kelly, Kim, LaVere, Leano, Lock Dawson, Masiel Sr., Meister, Miranda, Mirisch, M. Nava, O'Neil, Paget, Posey, Shapiro, Shevlin, Speake, Waronek, Warren, Yokoyama and Zerunyan (32)

**NOES:** (0)

**ABSTAIN:** (0)

#### INFORMATION ITEMS

##### 6. Vienna Social Housing Field Study: Summary of Learnings

Chair Yokoyama provided brief comments on the Vienna Social Housing Field Study. He asked Jenna Hornstock, SCAG staff, to provide an overview of the social housing system in Vienna, Austria, noting that Ms. Hornstock would be joined by Ms. Helmi Hisserich to share key learnings about the Vienna Social Housing Model.

Ms. Hornstock's presentation included an overview of Vienna's social housing model, focused on the Limited Profit Housing Association (LPHA) concept. She noted that the LPHA produces significant new housing construction in Vienna and presents strong opportunities for application within the SCAG region, in particular for scaling up development of publicly owned land through public/private partnerships.

Ms. Hornstock introduced Ms. Helmi Hisserich, Senior Principal at LeSar Development Consultants, who provided background information and additional details of the LPHA social housing model, finance structure and its funding sources.

SCAG staff along with Ms. Hisserich responded to comments and questions expressed by the Councilmembers.

Ms. Hornstock concluded the presentation with next steps, which included the ongoing discussions of the REAP 1 and REAP 2 projects and technical assistance opportunities.

The Committee thanked Ms. Hornstock and Ms. Hisserich for their presentations.

There were no public comments on this item.

The comprehensive staff report and PowerPoint presentation were included in the agenda packet.

#### 7. Local Information Services Team (LIST) Status Update for Connect SoCal 2024 Local Data Exchange (LDX) Process

Chair Yokoyama provided comments on the LDX process. He asked Tom Vo, SCAG staff, to share more about the LIST and LDX updates.

Mr. Vo provided a summary and update of the LDX process. Highlights included the following:

- Updates of the SCAG Data/Map Book
- Interactive RDP-LDX
- LDX Current Jurisdiction Meeting Status as of 10/31/2022
- Next Steps with local jurisdictions input due by December 2, 2022

There were no public comments on this item.

The comprehensive staff report and PowerPoint presentation were included in the agenda packet.

#### **CHAIR'S REPORT**

Chair Yokoyama provided details and invited everyone to attend SCAG's upcoming Housing Policy Forum which would be held jointly with SANDAG on Tuesday, November 15, 2022.

Chair Yokoyama noted that the deadline for local jurisdictions to provide any land use or growth feedback to the draft data through the Local Data Exchange process would be December 2, 2022.

Chair Yokoyama noted that the next meeting of the CEHD would be on Thursday, January 5, 2023.

Chair Yokoyama invited everyone to register for SCAG's 13<sup>th</sup> Annual Economic Summit which would be held on Thursday, December 1, 2022. He noted that more information and registration details could be found on SCAG's website.

Lastly, Chair Yokoyama recognized former CEHD Chair Peggy Huang who announced that this would be her last CEHD meeting.

The Committee thanked former CEHD Chair Peggy Huang and Councilmember Mike Posey for their dedication, service and valuable contributions to the CEHD and Regional Council.

**STAFF REPORT**

SCAG staff Jonathan Hughes provided a brief report that included information regarding SCAG co-sponsored events throughout the region.

Mr. Hughes reiterated the Chair's announcement regarding the 13<sup>th</sup> annual Southern California Economic Summit that would take place on Thursday, December 1, 2022 at the Sheraton Grand, Downtown Los Angeles.

**FUTURE AGENDA ITEMS**

There were no future agenda items requested.

**ADJOURNMENT**

There being no further business, Chair Yokoyama adjourned the CEHD Committee meeting at 11:58 a.m.

Respectfully submitted by:

Carmen Summers  
Community, Economic and Human Development Committee Clerk

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE CEHD COMMITTEE]

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**COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE ATTENDANCE REPORT**

2022-23

MEMBERS	Representing	2022-23												Total Mtgs Attended To Date	
		Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	April	May		
Andrade-Stadler, Adele	Alhambra, District 34	1	1		1	1									4
Austin, II, Al	Long Beach, GCCOG														
Avila, David	Yucaipa, SBCTA	1	1			1	1								4
Beaman Jacinto, Megan	Coachella, District 66	1													1
Bill-de la Peña, Claudia	Thousand Oaks, RC District 46	1	1			1									3
Boyer, Gary	Glendora, RC District 33				1	1	1								3
Boyles, Drew	El Segundo, District 40	1	1		1	1	1								5
Bucknum, Wendy	Mission Viejo, District 13	1	1		1	1	1								5
Carrillo, Juan	Palmdale, District 43				1										1
Castro, Ramon	Imperial County, CoC														
Clark, Letitia	Tustin, District 17	1	1		1		1								4
De Ruse, Steve	La Mirada, District 31	1	1			1	1								4
Dixon, Diane B.	Newport Beach, District 15		1		1	1									3
Dorst-Porada, Debra	Ontario, Pres. Appt.					1	1								2
Dunn, Lucy	Ex-Officio, Business Representative														
Eich, Keith	La Cañada Flintridge, RC District 36	1	1		1	1	1								5
Espinoza, Rose	La Habra, OCCOG														
Fermon, Waymond	Indio, CVAG		1			1									2
Finlay, Margaret E.	Duarte, District 35		1		1		1								3
Fisch, Alex	Culver City, District 41	1	1		1	1	1								5
Henderson, Mark E.	Gardena, District 28	1	1			1	1								4
Huang, Peggy	TCA	1			1		1								3
Hupp, Cecilia	Brea, OCCOG	1	1		1		1								4
Kelly, Kathleen	Palm Desert, District 2	1	1		1	1	1								5
Kim, Tammy	Irvine, RC District 14	1	1		1	1	1								5
LeVere, Matt	Ventura County, CoC	1	1			1	1								5
Leano, Jed	Claremont, SGVCOG	1	1				1								3
Lock Dawson, Patricia	Riverside, District 68		1		1	1	1								4
Marshall, Anni	Avalon, GCCOG	1	1		1	1									4
Masiel, Sr., Andrew	Pechanga Band of Luiseno Indians				1		1								2
Meister, Lauren	West Hollywood, WCCOG	1	1		1	1	1								5
Miranda, Bill	Santa Clarita, SFVCOG	1	1		1		1								4
Mirisch, John	Beverly Hills, Pres. Appt.		1		1	1	1								4
Nava, George A.	ICTC					1									1
Nava, Marisela	Perris, District 69	1	1		1	1	1								5
Nguyen, Kim B.	Garden Grove, District 18	1	1			1									3
O'Neil, Trevor	Anaheim, District 19		1		1	1	1								4
Paget, Edward	Needles, SBCTA/SBCCOG		1				1								2
Park, Sunny Youngsun	Buena Park, OCCOG														
Pe, Ariel "Ari"	Lakewood, GCCOG	1	1		1										3
Perez, Misty	Port Hueneme, Pres. Appt.				1		1								2
Posey, Mike	Huntington Beach, OCCOG		1		1	1	1								4
Raman, Nithya	Los Angeles, District 51														
Reyes, Gabriel	San Bernardino County CoC														
Richardson, Rex	Long Beach, District 29														
Santa Ines, Sonny	Bellflower, GCCOG		1		1	1									3
Schultz, Nick	Burbank, AVCJPA	1	1			1	1								4
Shapiro, David J.	Calabasas, District 44	1	1		1	1	1								5
Shevlin, Becky A.	Monrovia, SGVCOG	1	1		1	1	1								5
Sobel, Andy	Santa Paula, VCOG	1			1	1									3
Speake, Wes	Corona, WRCOG	1	1		1	1	1								5
Waronek, Mark	Lomita, SBCCOG				1	1	1								3
Warren, Acquanetta	Fontana, SBCTA		1		1	1	1								4
White, Christi	Murrieta, WRCOG		1		1	1									3
Wu, Tony	West Covina, SGVCOG	1	1												2
Yokoyama, Frank Aurelio	Cerritos, District 23	1	1		1	1	1								5
Zerunyan, Frank	Rolling Hills Estates, SBCCOG	1				1	1								3
<b>TOTAL ATTENDANCE</b>		<b>31</b>	<b>38</b>		<b>35</b>	<b>35</b>	<b>36</b>								

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**Attachment: CEHD Attendance Sheet FY 2022-23 (Minutes of the November 3, 2022 Meeting)**





Southern California Association of Governments  
January 5, 2023

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

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Sarah Jepson, Chief Planning Officer  
213-236-1955, jepson@scag.ca.gov

**Subject:** Final 2022 Air Quality Management Plan (AQMP)

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

Receive and File

**RECOMMENDED ACTION FOR RC:**

Information Only – No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Pursuant to federal and state law, the South Coast Air Quality Management District (South Coast AQMD) is the lead agency responsible for developing the air quality management plan (AQMP) to attain federal and state ambient air quality standards within its jurisdiction. On December 2, 2022, the Governing Board of the South Coast AQMD adopted its Final 2022 AQMP. Dr. Sarah Rees, South Coast AQMD Deputy Executive Officer, will present an overview of the 2022 AQMP to the Regional Council.*

**BACKGROUND:**

Pursuant to the federal Clean Air Act (CAA), the South Coast AQMD's 2022 AQMP has been prepared primarily to attain the federal 2015 8-hour ozone national ambient air quality standard in the South Coast Air Basin which includes Orange County and non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as in the Coachella Valley. As required by state law, the 2022 AQMP was jointly prepared by three responsible agencies to integrate their respective comprehensive control strategies and measures: the South Coast AQMD, the lead agency, the California Air Resources Board (ARB), and SCAG.

The 2022 AQMP is a regional blueprint for achieving the federal air quality standards and healthful air in the South Coast region. It contains multiple goals promoting reduction of criteria air pollutants as well as co-benefits of reducing greenhouse gas emissions and toxic air contaminants. To maximize air quality benefits and co-benefits of greenhouse gas emissions reductions, the 2022 AQMP incorporates an aggressive and broad-based zero-emissions control strategy and necessary infrastructure, where technologically and economically feasible, and promotes accelerated deployment of cleanest possible technologies, best management practices, co-benefits from existing programs, incentives, and other CAA Section 182(e)(5) “black box” measures to include the development and deployment of future technologies.

The 2022 AQMP includes nearly 50 stationary, area source, and mobile source control measures. The control strategies reflect an integrated approach and include fair-share emission reductions at the federal, state, and local levels. Notably, the 2022 AQMP identifies the critical need for federal actions over sources that only the federal government has regulatory purview over (i.e., aircraft, locomotives, ocean-going vessels, international and out-of-state trucks, and pre-empted off-road equipment).

The 2022 AQMP demonstrates attainment of the 2015 8-hour ozone standard by the federal attainment deadline (2037) in the South Coast Air Basin and Coachella Valley through adoption of all feasible measures. The annual average cost of implementing the 2022 AQMP is estimated to be about \$2.85 billion with a job impact ranging from 17,000 to 29,000 jobs forgone in an economy with more than 10 million jobs. However, the implementation of the 2022 AQMP is expected to yield much greater public health benefits, estimated to be about \$19.4 billion annually by 2037 by avoiding an annual average of 1,500 premature deaths, as well as 8,700 fewer hospitalizations, 1,450 fewer emergency room visits, and nearly 163,000 fewer days of absences from work and school.

The 2022 AQMP includes an important component relevant to regional transportation planning and federal transportation conformity requirements, the motor vehicle emissions budgets, which set an upper limit for emissions from on-road transportation activities. Upon approval by the U.S. EPA, the emissions budgets established as part of the 2022 AQMP process and adopted in the final State Implementation Plan (SIP) will become the functioning emissions budgets for transportation conformity for the South Coast region for future regional transportation plans, federal transportation improvement programs, and amendments or updates to such plans/programs.

The development of the 2022 AQMP is a result of three-year public process by multi-agencies with extensive stakeholder outreach and participation. The extensive public process included the preparation of five policy briefs, a control measure workshop, and over 200 meetings. SCAG’s role in the 2022 AQMP development process includes providing the socio-economic growth forecast and regional transportation demand model output data to the South Coast AQMD for use in estimating

and forecasting emission inventories and air emission modeling; and providing vehicle activity data to the ARB for use in developing on-road emissions. SCAG has provided the data to the respective agencies.

In addition to the technical data, SCAG is also responsible for writing a portion of the 2022 AQMP on the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Transportation Control Measures (TCMs) as they relate to the region's air quality. The document, commonly referred to as "Appendix IV-C," primarily includes an overview of the adopted Connect SoCal 2020 (2020 RTP/SCS); a list of committed TCMs in the South Coast Air Basin that are federally enforceable and subject to timely implementation; and pursuant to the federal CAA requirements, an analysis of reasonably available TCMs.

At its meeting on February 3, 2022, the Regional Council (RC) approved transmittal of the Draft Appendix IV-C to the South Coast AQMD for inclusion in the Draft 2022 AQMP, as recommended by the Energy and Environment Committee (EEC) at its meeting on January 6, 2022. The Draft Appendix IV-C was subsequently released for public review and comment as part of the Draft 2022 AQMP from May 6 through July 22, 2022. The Appendix IV-C was then released for a second round of public review and comment as part of the Revised Draft 2022 AQMP on September 2 through October 18, 2022. The South Coast AQMD also held five regional workshops from October 12 through October 20, 2022 to discuss and solicit public input on the Revised Draft 2022 AQMP, including the Appendix IV-C. No public comments were received on the Appendix IV-C during both rounds of public review.

At its meeting on November 3, 2022, the RC approved transmittal of the Final Appendix IV-C to the South Coast AQMD, subject to final public comments on the Appendix IV-C, as recommended by the EEC on the same day. Subsequently, the Final Appendix IV-C was forwarded to the South Coast AQMD for inclusion in the Final 2022 AQMP. The Final 2022 AQMP, including the Appendix IV-C, was adopted by the South Coast AQMD Governing Board on December 2, 2022. No public comments were received on the Final Appendix IV-C during the adoption public hearing.

The Final 2022 AQMP, including the Appendix IV-C, will be submitted to ARB for approval into the SIP and subsequently submitted to EPA in early 2023. EPA must act on the 2022 AQMP within 18 months of the submission.

For more information about the 2022 AQMP, visit: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>.

**FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 2022-2023 Overall Work Program (23-025.0164.01: Air Quality and Conformity).

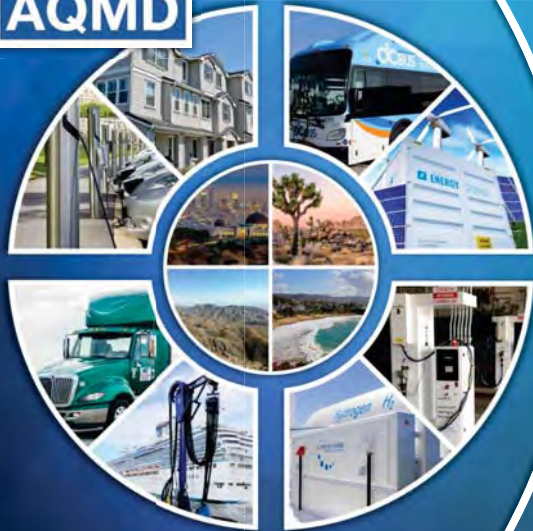


**ATTACHMENT(S):**

1. PowerPoint Presentation - 2022 South Coast Air Quality Management Plan (AQMP)



# 2022 AIR QUALITY MANAGEMENT PLAN



Southern California Association of Governments  
Regional Council Meeting

January 5, 2023

## 2022 Air Quality Management Plan (AQMP)

- South Coast AQMD is required by federal law to develop an AQMP to meet federal air quality standards
- In 2015, U.S. EPA tightened the ozone standard, triggering the need to develop a new AQMP
  - South Coast Air Basin: "Extreme" nonattainment
  - Coachella Valley: "Severe" nonattainment
- 2022 AQMP provides the blueprint of how the region will meet the 2015 ozone standard by 2037
- 2022 AQMP and all supporting documents are available online at: <http://www.aqmd.gov/2022aqmp>
  - Includes CARB State SIP Strategy and SCAG Transportation Control Measures



# Key Components of the 2022 AQMP

South Coast AQMD's stationary and mobile source measures

CARB's mobile source measures

SCAG's 2020 RTP/SCS and transportation control measures

# Over 3-year Process with Public Participation



# Our Challenge



Los Angeles c. 1950

Our region has historically suffered from some of the worst air quality in the United States

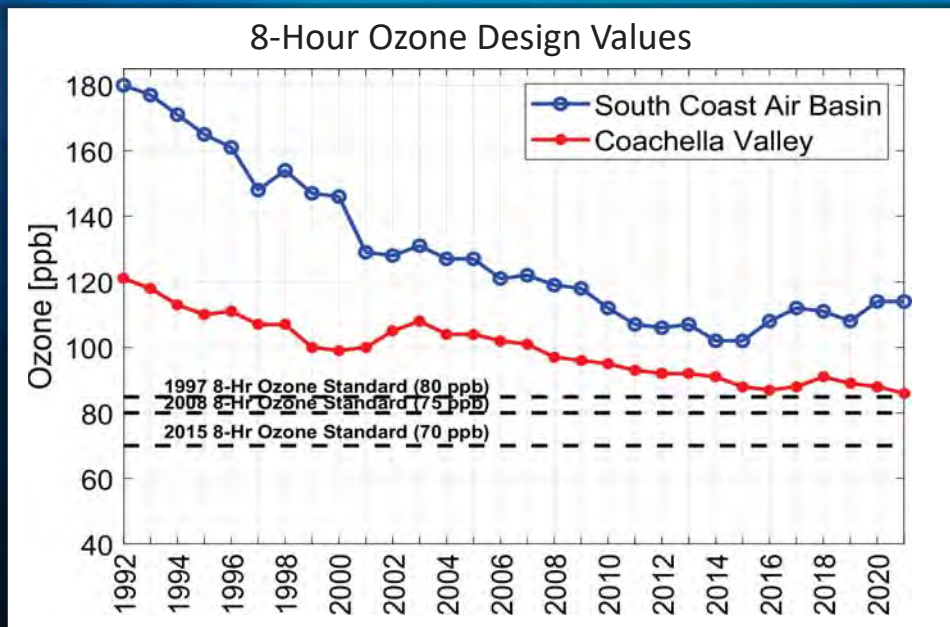


Los Angeles Recent Condition (2018)

We have made significant progress, but still suffer from poor air quality

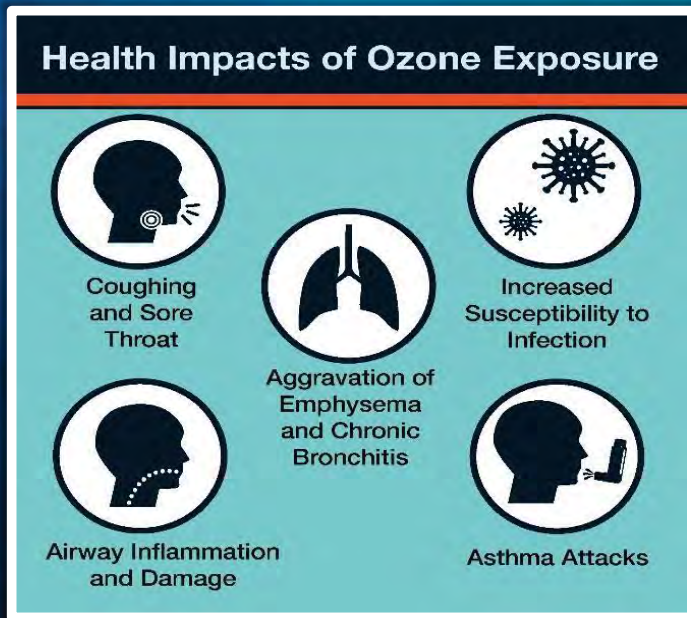
- Worst ozone (smog) in the nation
- Among the worst fine particulate matter (PM2.5)

# Ozone Trends in the South Coast Air Basin



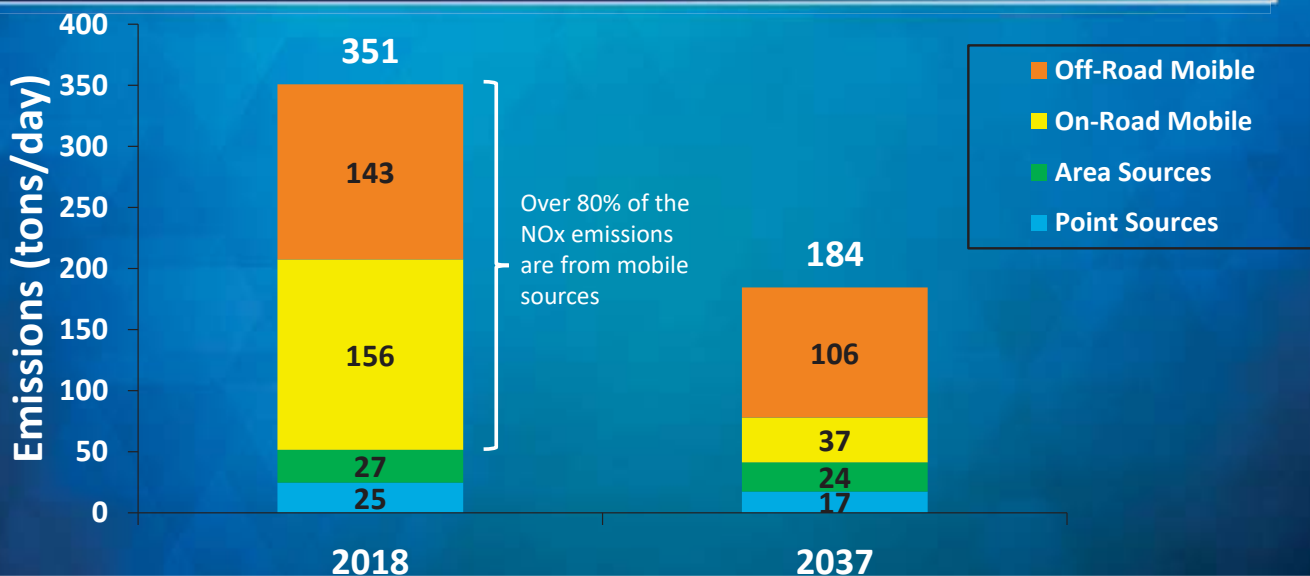
- Overall air quality has dramatically improved
- High ozone in recent years were due to adverse meteorology. Continued emission reductions will improve ozone

# Health Impacts of Ozone



- Ozone precursor pollutants also increase fine particulate (PM2.5) pollution
- PM2.5 can cause **premature death** in addition to other serious health effects

# NOx Baseline\* Emissions by Source Category

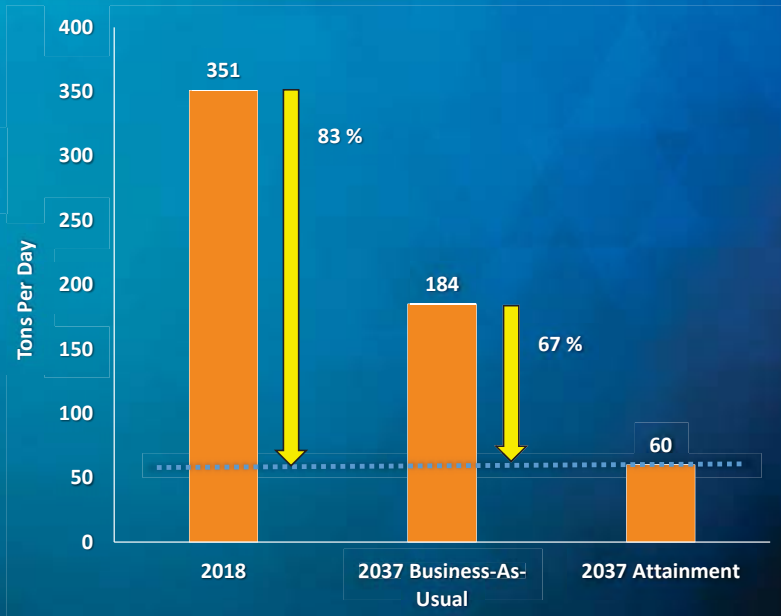


\*Baseline emissions reflect growth and control from existing rules and regulations

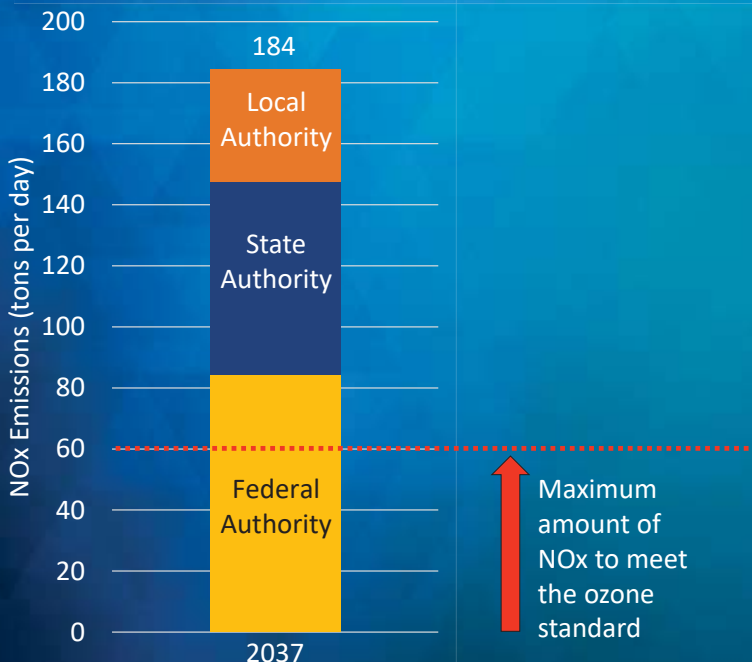


# Need to Reduce NOx Emissions

- The primary pollutant that must be controlled to reduce ozone in our region is nitrogen oxides (NOx)
- NOx is formed during processes that burn fuels
- NOx must be reduced to 60 tons per day to meet the ozone standard
  - 83% below current conditions
  - 67% below Business-As-Usual conditions in 2037



# Need to Address Federal Sources



- More than 1/3 of the 2037 baseline emissions inventory is regulated primarily under federal and international jurisdiction, with limited authority for CARB/South Coast AQMD
  - Ships, aircraft, locomotives, etc.
- Attainment is not possible without significant reductions from these sources

# Innovative Approaches Needed

- Traditional approach relies on additional tailpipe/exhaust stack controls, new engines technology, or fuel improvements tailored to individual use cases
- These traditional approaches will not reduce emissions by the amount needed
- We must turn to zero emission and advanced technologies wherever possible



## Overview of South Coast AQMD Mobile Source Controls



# Overview of CARB's Mobile Source Controls



## On-Road

- Advanced Clean Fleets Regulation
- Zero-Emission Trucks

## Off-Road

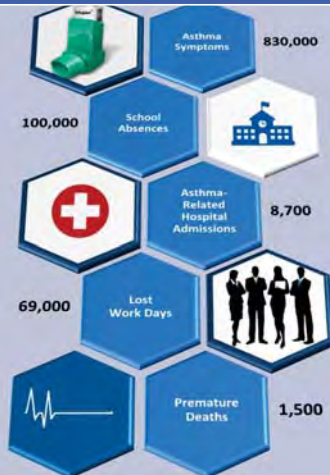
- Tier 5 Off-Road Engine Standard
- Amend In-Use Diesel-Fueled Fleets Regulation

## Primarily Federally-Regulated

- Future Measures for OGV Emissions Reductions

# Public Health Benefits

## Annual Public Health Benefits (examples of avoided outcomes)



## Annual Monetized Public Health Benefit (2025-2037)



- 74% of benefit from avoided premature death due to reduced PM2.5

## Next Steps

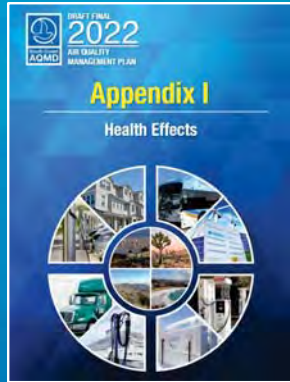
CARB Board  
Adoption  
(January 26,  
2023)

U.S. EPA Review  
and Approval

Implementation  
with Stakeholder  
Participation

## Backup Slides

# 2022 AQMP and Supplemental Documents



Appendices I-VII

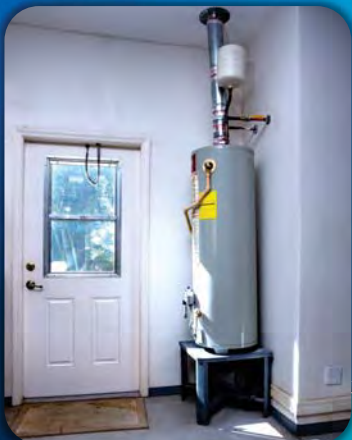


Program Environmental Impact Report



Policy Briefing Papers

## Stationary and Area Sources NOx Control Measures



**Residential Combustion**  
Water/Space/Heating/  
Cooking/Others



**Commercial Combustion**  
Water/Space/Heating/  
Cooking/Others



**Industrial Combustion**  
Boilers/Process Heaters/  
Refineries/EGUs/Etc.

# Federal Action is the Only Way to Attain

It is infeasible for the region to meet the standard even if South Coast sources are eliminated without additional federal action



Emissions from federal sources are growing – from 28% of 2018 emissions to 46% of 2037 emissions



Partner with White House, Congress, and multiple federal agencies to reduce emissions





Southern California Association of Governments  
January 5, 2023

**To:** Community Economic & Human Development Committee (CEHD)  
Transportation Committee (TC)  
Energy and Environment Committee (EEC)  
**From:** Sarah Dominguez, Planning Supervisor  
(213) 236-1918, dominguezs@scag.ca.gov  
**Subject:** CARB Final 2022 Scoping Plan

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*On December 15, 2022, the California Air Resources Board finalized the 2022 Climate Change Scoping Plan for Achieving Carbon Neutrality (Scoping Plan). The update to the Scoping Plan reflects California’s goal to assess progress towards the Senate Bill (SB) 32 target of reducing GHG emission to at least 40 percent below 1990 levels in 2030, and to achieve climate neutrality by 2045. Revisions from the Draft 2022 Scoping Plan include increased per capita vehicle miles traveled (VMT) reduction targets and an added section entitled “Partnering with Tribes.” There are no immediate impacts to SCAG but staff will continue to monitor related changes to state regulations, programs or policies.*

**BACKGROUND:**

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 (Assembly Bill 32), which required the California Air Resources Board (CARB) to develop a Scoping Plan to describe how California can reduce greenhouse gas (GHG) emissions in California to 1990 levels by 2020. Then in 2016, the Legislature passed Senate Bill 32 which added a new target of 40 percent reduction from 1990 levels by 2030. CARB is required to update the Scoping Plan at least once every 5 years. The first Scoping Plan was adopted in 2008, followed by updates in 2013 and 2017. In September 2022, the Legislature passed Assembly Bill 1279 which requires the state to achieve net zero GHG emissions no later than 2045 and reduce GHG emissions by 85 percent below 1990 levels by 2045.

On December 15, 2022 the California Air Resources Board voted to approve the Final 2022 Climate Change Scoping Plan for Achieving Carbon Neutrality (Scoping Plan). The Scoping Plan is an actionable statewide blueprint to achieve climate goals and is directed to achieve the maximum, technologically feasible and cost-effective greenhouse gas emission reductions. It does not include detail about individual programs or regulation design, and does not supplant or create new statutes or regulations.

Following the adoption of the Scoping Plan, state agencies and CARB will examine their regulations, programs and policies to assess alignment with the Scoping Plan and identify changes needed to be on track to reach the state's climate goals. Any changes to existing or proposals for new programs, policies or regulations will each have their own detailed public process and analysis.

The 2017 Climate Change Scoping Plan was developed while SCAG was working with CARB on the SB 375 GHG target update process. The 2017 Scoping Plan had noted that stronger GHG reduction targets were needed to meet state goals, but that there was also a gap between what could be achieved through SB 375 alone. This updated 2022 Scoping Plan will provide the context for the next SB 375 target update process to occur by 2026.

#### **SCAG Comments on the Draft 2022 Scoping Plan**

During the preparation of the 2022 Scoping Plan, SCAG submitted two comment letters. In July 2021, SCAG submitted a comment letter to CARB regarding the Scoping Plan update to provide suggestions and considerations during plan preparation. In June 2022, SCAG submitted a comment letter on the Draft 2022 Scoping Plan, focused on the actions identified in "Appendix E: Sustainable and Equitable Communities" (see attached). The June 2022 letter also included overarching comments suggesting that CARB better leverage technology, provide further support for VMT reduction targets, and discuss cost and tradeoffs of proposed actions.

#### **Final Scoping Plan**

On November 16, 2022 CARB released the final 2022 Scoping Plan. Revisions from the draft 2022 Scoping Plan include a new section entitled "Partnering with Tribes" to stress the importance of working with tribes. The final 2022 Scoping Plan also includes increased per capita VMT reduction targets to reduce passenger vehicle VMT to 25 percent below 2019 levels by 2030 (compared to 12 percent in the draft) and 30 percent below 2019 levels by 2045 (compared to 22 percent in the draft). The final version reflected only one change requested by SCAG which was to limit the constraint on locally approved sales tax measures. SCAG staff will continue to engage with CARB staff and other state agencies as the actions identified in "Appendix E" progress into program changes or regulatory action.





**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. SCAG Comment Letter: Draft 2022 Scoping Plan



June 24, 2022

Liane Randolph  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95814

Subject: Draft 2022 Climate Change Scoping Plan

Dear Chair Randolph:

On behalf of the Southern California Association of Governments (SCAG), we want to thank you for the opportunity to comment on the Draft 2022 Climate Change Scoping Plan. The Scoping Plan further demonstrates our state’s role as a global climate policy leader. This document builds on the efforts and progress of not only CARB’s last Scoping Plan but many related efforts and actions of other state, regional and local agencies over the past five years. The purpose of this letter is to highlight and champion the identified actions that we think will be the most effective areas for state guidance and leadership. However, we’ll also point to some areas which don’t align with our understanding of the most effective ways to meet the state’s climate goals, given our experience and expertise in transportation planning. We offer these comments as constructive feedback to ensure that the state can sustain its efficacy and leadership in climate policy.

For SCAG, this year marks the tenth anniversary of our first adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Since 2012, the SCAG region has shifted more transportation funding towards maintenance and alternative modes and away from capacity increasing projects. Specifically, the region has added more than 760 miles of bike lanes and removed major capacity expansion projects from the RTP/SCS like the SR-710 extension and the High Desert Corridor. Since Senate Bill 375 passed in 2008, nearly 60 percent of new household growth has occurred in high quality transit areas. Our most recent Regional Housing Needs Assessment (RHNA) process further codified our commitment to aligning transportation and housing production. Lastly, the use of electric vehicles in the SCAG region has grown from just 2,600 vehicles in 2012 to 150,000 in 2022. However, despite each of our RTP/SCSs meeting our prescribed greenhouse gas (GHG) emission reduction targets, we acknowledge the findings of the Senate Bill 150 (SB 150) report showing that MPOs across the state are falling short in meeting planned VMT and GHG reductions. Therefore, given the ambitious VMT reduction goals stated in the Scoping Plan, the state needs to demonstrate similar rigor to SCSs to ensure that the planned actions are both effective and feasible.

Based on our experience over the last decade in researching, modeling and planning for strategies that reduce GHGs, primarily through VMT reduction, we recognize several proposed actions in the Scoping Plan that have the potential to reduce VMT. Of the “Vehicle Miles Traveled: Strategies for Achieving

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- Energy & Environment  
Deborah Robertson, Rialto
- Transportation  
Ray Marquez, Chino Hills

Attachment: SCAG Comment Letter: Draft 2022 Scoping Plan (CARB Final 2022 Scoping Plan)

Success” identified on p. 156 of the Scoping Plan, many of these align with the goals, investments and programs in SCAG’s RTP/SCS, including: implementing equitable pricing strategies, improving transit service, expanding high-quality active transportation infrastructure, integrated land use planning, and accelerating infill development. SCAG has been engaging with other state agencies to express our concern about implementation of the strategy to reimagine roadway projects from the project pipeline that increase VMT without larger consideration of the role these investments play in the performance of the transportation system and region’s economy. On this point, it is important to highlight that these types of projects are currently accounted for in our SCS both directly and through induced demand analysis and so it is known that highway projects accounts for a minor, less than 1% of impact to our GHG emissions reduction achievement. We think that there are other more effective and impactful strategies on which to focus state resources and attention, while continuing to allow the regional planning process to serve as a forum for balancing multiple plan goals.

We appreciate that “Appendix E: Sustainable and Equitable Communities” of the Scoping Plan outlines more specific actions that the state should immediately lead to reach the stated objectives. SCAG recognizes the most promising actions are those that remove barriers to implementing our SCS either through enabling authority or by providing additional resources, particularly:

- “Permit implementation of a suite of roadway pricing strategies by 2025 in support of adopted Sustainable Communities Strategies.”
- “Permit conversion of general-purpose lanes to transit-only lanes or toll lanes, and full facility tolling.”
- “Commit more state funding for existing and new programs supporting predevelopment work and infrastructure improvements that accelerate climate smart and equitable infill development.”
- “Further ease local regulatory and California Environmental Quality Act (CEQA) barriers to increasing density and streamlining affordable housing development, especially in transportation-efficient areas, and establish protections in law against obstruction tactics to prevent developments that advance state equity and climate goals, including preemption of voter initiatives.”

However, other actions identified in “Appendix E” pose the risk of adding complexity and administrative burden to the transportation planning and funding process without a clearly demonstrated benefit of GHG emissions reductions, such as:

- “Adjust the present project pipeline of state transportation investments and reconfigure Caltrans planning processes to reimagine and rescope VMT- and GHG-increasing projects.”
  - When SCAG prepares the RTP/SCS, we balance mobility, safety, economic, environmental and equity goals alongside our GHG reduction targets. While infrastructure planning and investment decisions will continue to be a significant element of the RTP/SCS, SCAG sees almost double the GHG emission reduction benefits from the plan’s policies and programs as it does from infrastructure investments. This highlights the importance of focusing on wraparound programs to support investments, especially those that are addressing key economic or safety challenges in the region.
- “Establish climate and equity criteria for future locally funded transportation sales tax measures and lower the voter approval threshold for sales-tax measures that only fund transit and active transportation solutions.”
  - Local sales-tax measures are often the result of compromise across differing stakeholder groups. These measures include a mix of roadway improvement or

maintenance investments alongside investments in transit and active transportation. Establishing top-down priorities for local measures could threaten the political viability of this necessary funding source. In SCAG's 2020 RTP/SCS, local sources are an essential component of transportation funding and made up 60% of the Core Revenues for the plan, nearly \$300 Billion dollars.

- “Establish a requirement to demonstrate that addressing transit bottlenecks and other transit efficiency investments are a priority in local jurisdiction and transit agency investment plans as a requisite for overall transportation project funding eligibility.”
  - General plan circulation elements currently require planning for a balanced, multimodal transportation system including consideration of the relationship between users of streets, including transit. This action could have the unintended consequence of withholding needed transportation funding from small jurisdictions that have limited capability to address transit bottlenecks. As we continue to support transit agency recovery from the pandemic, it could be more productive to direct this action to competitive funding programs instead of as blanket requirements.
- “Establish a requirement that all local general plans demonstrate consistency with the assumptions and growth allocations in regional RTP/SCSs at least every 8 years consistent with existing RHNA and housing element update timelines”
  - State housing law requires that the RHNA be consistent with the development pattern of the SCS effectively linking local general plans, through required housing element updates, with the regional growth vision. Additional requirements are unnecessary and would only serve to further complicate and constrain the regional planning process. In Southern California, as the result of the 6<sup>th</sup> Cycle Regional Housing Needs Allocation plan, cities and counties with the greatest job and transit access, as determined by SCAG's RTP/SCS, are now required to plan for 836,857 units in addition to those units required to address projected growth. This is nearly as much housing as the whole region produced in the last twenty years. Achieving this sustainable and equitable land-use vision ultimately depends on the private sector to produce housing where the cities are planning for it, which demands a significant public investment in the infrastructure needed to accommodate growth. Instead of an additional requirement, jurisdictions in the SCAG region need more tools to help with housing element updates, and for tools beyond planning to fund affordable housing and supportive infrastructure.

More broadly, without more detailed analysis, it is unclear whether the actions identified in the Scoping Plan are sufficient to meet the identified objectives. We would appreciate it if “Appendix E” could provide further detail on the quantification or relative reductions anticipated from each strategy as well as details on agency responsibility and timelines. To conclude, we offer three overarching comments:

*The Scoping Plan needs to explore recent trends and leverage the role of technology and innovation:* Beyond the actions identified in “Appendix E”, the Scoping Plan is silent on other potential solutions to enable GHG emission reductions from technology. There is perhaps no clearer linkage between transportation infrastructure, technology, and GHG reduction than in broadband deployment. Dig once/dig smart investments in broadband are critical not only to prepare us for an increasingly connected future, but also to ensure that all Californians benefit from new technologies that improve digital access to education, health care and employment, while reducing the need for travel. A recent SCAG-led study concluded that increasing access to and adoption of high-speed internet service (broadband) has the

potential to reduce VMT and GHGs by up to 15 percent when people use it to telework and access remote services. Leadership from the State in researching these and other solutions could accelerate the achievement of our regional targets and mitigate against exogenous factors that influence VMT.

Additionally, trends such as e-commerce and related warehouse siting will impact the statewide transportation system and travel patterns in ways that are not yet fully known. The SCAG region has experienced 20 percent growth in warehousing facilities since 2014. This far exceeds our regional projections. The overall growth in goods movement has caused significant challenges across the supply chain and transportation networks. We appreciate that the Scoping Plan preferred scenario accounted for an increase in both heavy and medium duty trucking VMT, but this underscores the need to address these challenges at least in part through capacity improvements to the roadway network, especially to alleviate health and safety issues. Further discussion and analysis of these trends and the potential solutions will provide a more robust assessment of the challenges and opportunities to reach carbon neutrality by 2045.

*The Scoping Plan's VMT reduction targets are unsupported:*

As evidenced in CARB's SB 150 report, achieving VMT reductions in California is difficult. Despite the progress mentioned above and the substantial shifts in planning and investments in the 10 years since SCAG's first SCS, travel behavior is not shifting as expected. Therefore, it is concerning that the Scoping Plan relies on many of the same or similar strategies included in the SCS without sufficient analysis to support how the additional actions will lead to the travel behavior change needed to reduce VMT and GHG. While we understand that the Scoping Plan identifies a roadmap and not a detailed implementation plan, without more detailed quantification it is difficult to know whether or not the actions identified in the Scoping Plan will be sufficient to reach the VMT and GHG reduction targets necessary to reach the state's climate goals.

*The Scoping Plan does not effectively explore the cost and tradeoffs with other goals:*

When SCAG prepares the RTP/SCS, we have a financially constrained plan that balances our multiple economic, mobility, community and environmental goals alongside our GHG reduction targets. There is no price tag associated with any of the proposed actions in the Scoping Plan and therefore upon further exploration some of the identified strategies may prove to be exorbitantly cost prohibitive especially when compared to their intended efficacy. In providing clarification and assessment of proposed pathways that necessitate future policies and regulations, policies should be measured not just for their cost-effectiveness and technological feasibility but also for their administrative burden and efficiency for state, regional, and local governments. This should include a discussion on the impact of current state policies. For example, the short timeframes for housing element updates in Southern California make it challenging to allocate housing that best aligns with sustainability goals thoughtfully. A better understanding of proposed strategies and the impacts of current state policy would be beneficial to the development of the Scoping Plan.

SCAG is committed to our role in achieving the state's climate goals, through GHG reductions from light-duty vehicles. SCAG's longstanding Sustainable Communities Program directs resources and planning support to local jurisdictions to align with the goals in strategies in the SCS. Recent resources from the state, such as Senate Bill 1 Planning Grants and the Regional Early Action Planning Grants have enabled us to accelerate implementation of our SCS. We look forward to continued partnership with CARB and other state agencies. We encourage the state to commit to exploring both the financial cost and the quantitative GHG benefits to the strategies proposed in the Scoping Plan before pursuing further administrative, policy or regulatory actions. If you have any questions or require additional information

on any of the ideas discussed above, please contact Sarah Dominguez, Connect SoCal Development Program Manager, at [dominguezs@scag.ca.gov](mailto:dominguezs@scag.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'Sarah Jepson', with a long horizontal flourish extending to the right.

Sarah Jepson  
Director, Planning and Programs



Southern California Association of Governments  
January 5, 2023

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Energy and Environment Committee (EEC)  
**From:** India Brookover, Senior Regional Planner  
(213) 236-1919, brookover@scag.ca.gov  
**Subject:** Draft Regional Advance Mitigation Planning (RAMP) Policy Framework

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION for EEC:**

That the Energy & Environment Committee (EEC) recommend that the Regional Council approve the RAMP Policy Framework and RAMP White Paper.

**RECOMMENDED ACTION for TC:**

Receive and File

**RECOMMENDED ACTION for CEHD:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*As directed by the Regional Council (RC) on October 7<sup>th</sup>, 2021, staff worked with the Regional Advance Mitigation Planning Advisory Task Group (RAMP-ATG) to establish a white paper (“White Paper”) and policy framework for advance mitigation in the region, to ensure the future SoCal Greenprint tool is aligned with identified policy objectives.*

*The final draft RAMP Policy Framework (also sometimes called the “Policy Framework” in this report) was presented to and approved by the RAMP-ATG, at its meeting on November 16<sup>th</sup>, 2022. The Policy Framework provides background on Connect SoCal’s goals and PEIR requirements related to RAMP, outlines goals for Regional Advanced Mitigation and SCAG’s RAMP Initiative, and provides direction on the process for developing the SoCal Greenprint tool to provide data that aligns with advanced mitigation opportunities.*

***With the RAMP-ATG's approval of the RAMP Policy Framework and corresponding White Paper, the RAMP-ATG has completed the assignment required of it by the October 7, 2021 RC action and this advisory body's obligations have now ended. The recommended RAMP Policy Framework is being sent to the EEC for its review and recommendation for approval by the RC. This action will include the release of the RAMP white paper.***

***As provided in the RAMP Policy Framework, SCAG's next steps will include forming the Greenprint Technical Advisory Committee (TAC). The Policy Framework provides that the TAC will advise staff on the development of data policies, governance standards, user guidelines, data selection criteria, and data parameters for the Greenprint tool; such policies and standards developed by the TAC would be presented to the EEC and the RC for their review and approval.***

***The full draft RAMP Policy Framework and White Paper are available for review online at <https://scag.ca.gov/sites/main/files/file-attachments/draft-ramp-policy-framework-111622.pdf>. The draft RAMP Policy Framework is included in this staff report as Attachment #2.***

#### **BACKGROUND:**

##### Regional Council Direction

On October 7, 2021, the RC voted to continue the pause on implementation of the SoCal Greenprint to allow for further engagement with stakeholders. This decision was taken to ensure the future Greenprint tool will advance the policy direction and requirements of the mitigation measures in the Program Environmental Impact Report and related Addendum No. 1 for Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. During this pause, direction was provided for SCAG staff to develop a white paper and work with a five-member advisory task group of the RC (the RAMP-ATG) on establishing a policy framework for advance mitigation in the SCAG region, to ensure the Greenprint is aligned with policy objectives.

##### RAMP-ATG Work Scope and Stakeholder Outreach

The RAMP-ATG has met six times since December 2021. At these meetings, the RAMP-ATG heard extensive public comments on the SoCal Greenprint and draft RAMP Policy Framework; heard presentations on existing regional advance mitigation programs in the SCAG region; reviewed feedback from interviews with county transportation commissions on regional advance mitigation planning; reviewed the Connect SoCal goals, strategies, and PEIR mitigation measures related to development of a RAMP initiative and the SoCal Greenprint; and had robust discussion on the draft RAMP Policy Framework, including the draft RAMP White Paper.

At the second to last meeting on April 26<sup>th</sup>, 2022, RAMP-ATG members heard public comments in support of the RAMP Policy Framework as presented as well as concerns, including a request from the business and development community for more time to provide specific written feedback. The



RAMP-ATG voted to continue the process for at least two weeks and reconvene after SCAG receives specific written feedback from the business and development community.

Between the April 26<sup>th</sup> meeting and final meeting on November 16<sup>th</sup>, SCAG staff have engaged with numerous stakeholders in the business, environmental/conservation, and public sectors. A summary of feedback from meetings with each group is further described in Attachment #3. The majority of feedback was focused on the SoCal Greenprint and its associated data. In response to this feedback, and as directed by the RAMP Policy Framework, SCAG will convene a Greenprint Technical Advisory Committee (TAC), the purpose of which will be to advise SCAG on data selection criteria and parameters for the tool. A more detailed description of the TAC is included in the next section.

The attached draft Policy Framework includes modifications incorporated into the framework by the RAMP-ATG based on public comment and stakeholder feedback from the April 26<sup>th</sup> RAMP-ATG meeting. The modifications are also consistent with Connect SoCal 2020 mitigation requirements and prior RC and RAMP-ATG direction. Note that the Policy Framework presented in this report has removed some discussion of and references to the Greenprint. This is a stylistic change that was made because of the now-proposed process to form a TAC, and because (as directed by the RC at the October 7, 2021 meeting) the Policy Framework is primarily focused on RAMP, consistent with prior discussion with the ATG. Notwithstanding this, SCAG will develop a Greenprint tool, as required by the Connect SoCal and mitigation measures in its associated PEIR.

#### SoCal Greenprint Contract Update

SCAG's contract with The Nature Conservancy ended on September 30<sup>th</sup> 2022. If the RAMP-ATG and Regional Council approve the Policy Framework, SCAG will initiate a competitive procurement process to obtain a new consultant with experience preparing environmental impact reports within the SCAG region to facilitate the proposed Technical Advisory Committee (TAC) and create the SoCal Greenprint webtool for review by the RC, as directed by the October 2021 action of the RC.

#### SoCal Greenprint Technical Advisory Committee

The Policy Framework includes authorization and direction to create the Greenprint Technical Advisory Committee (TAC) and provides direction regarding this component of the process. To ensure that data provided through the SoCal Greenprint tool aligns with advanced mitigation opportunities and fulfillment of Connect SoCal and its associated PEIR mitigation measures, the Policy Framework directs staff to develop data policies, governance standards, user guidelines, data selection criteria, and data parameters with input and consultation from a Technical Advisory Committee (TAC) and thereafter present these items to the Energy & Environment Committee (EEC) and the Regional Council (RC) for their review and approval.

As provided in the draft Policy Framework, the TAC will be comprised of at least one staff representative from: each county transportation commission in the SCAG region, Caltrans, each county government in the SCAG region, the City of Los Angeles, and two city governments within each county in the SCAG region to be determined with input from subregional entities. TAC meetings shall be open to the public and will seek feedback from the development community, non-governmental conservation groups, regional conservation agencies, researchers, and other stakeholders.

Since the November 16<sup>th</sup>, 2022 meeting of the RAMP-ATG, Tejon Ranch Co. submitted a letter requesting exclusion of the Antelope Valley Regional Conservation Investment Strategy (AVRCIS) data from the SoCal Greenprint, or to preface the dataset with a May 3, 2022 letter from the California Department of Fish and Wildlife clarifying the role of the RCIS. This correspondence is included as Attachment #4 to this staff report.

**FISCAL IMPACT:**

This project is funded in SCAG's Fiscal Year 2021-2022 Overall Work Program under 290-4919.01.

**ATTACHMENT(S):**

1. PowerPoint Presentation - Proposed Final Draft RAMP Policy Framework
2. Final Draft RAMP Policy Framework
3. Stakeholder Engagement Summary
4. December 8, 2022 Letter from Tejon Ranch Co.



# Proposed Final Draft Regional Advance Mitigation Program Policy Framework

January 5, 2023

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

## Timeline of this Effort

Regional Council  
direction,  
RAMP-ATG formation

**2021**



**EARLY 2022**  
Policy Framework  
development  
and outreach

**2022**



**LATE 2022/EARLY 2023**  
RAMP-ATG final  
direction, engagement  
with Energy &  
Environment Committee  
and Regional Council

Formation of the TAC,  
Relaunch of Greenprint  
tool development

**2023**



## What is RAMP?

Regional Advance Mitigation Planning (**RAMP**) is a proven process for expediting project delivery by **planning for required mitigation to reduce environmental impacts earlier in the planning process and at a wider scale.**

3

RAMP **allows state and federal agencies to consider** the environmental impacts and mitigation needs of multiple planned infrastructure and development projects in the early stages.

RAMP **allows local project leads to identify and satisfy** those mitigation requirements early in the project planning and environmental review process.

4

## Existing RAMP Initiatives in the SCAG Region

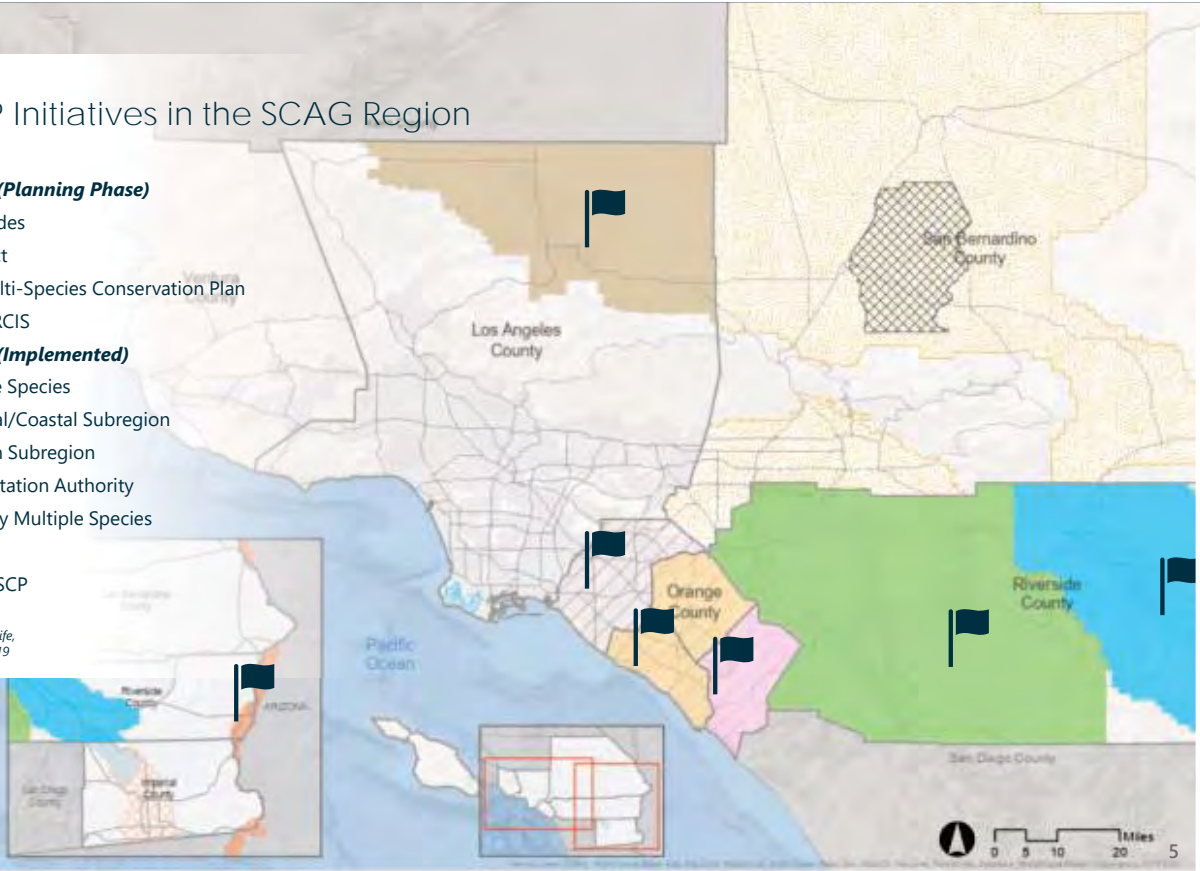
### Regional Conservation Plans (Planning Phase)

-  City of Rancho Palos Verdes
-  Imperial Irrigation District
-  Town of Apple Valley Multi-Species Conservation Plan
-  San Bernardino County RCIS

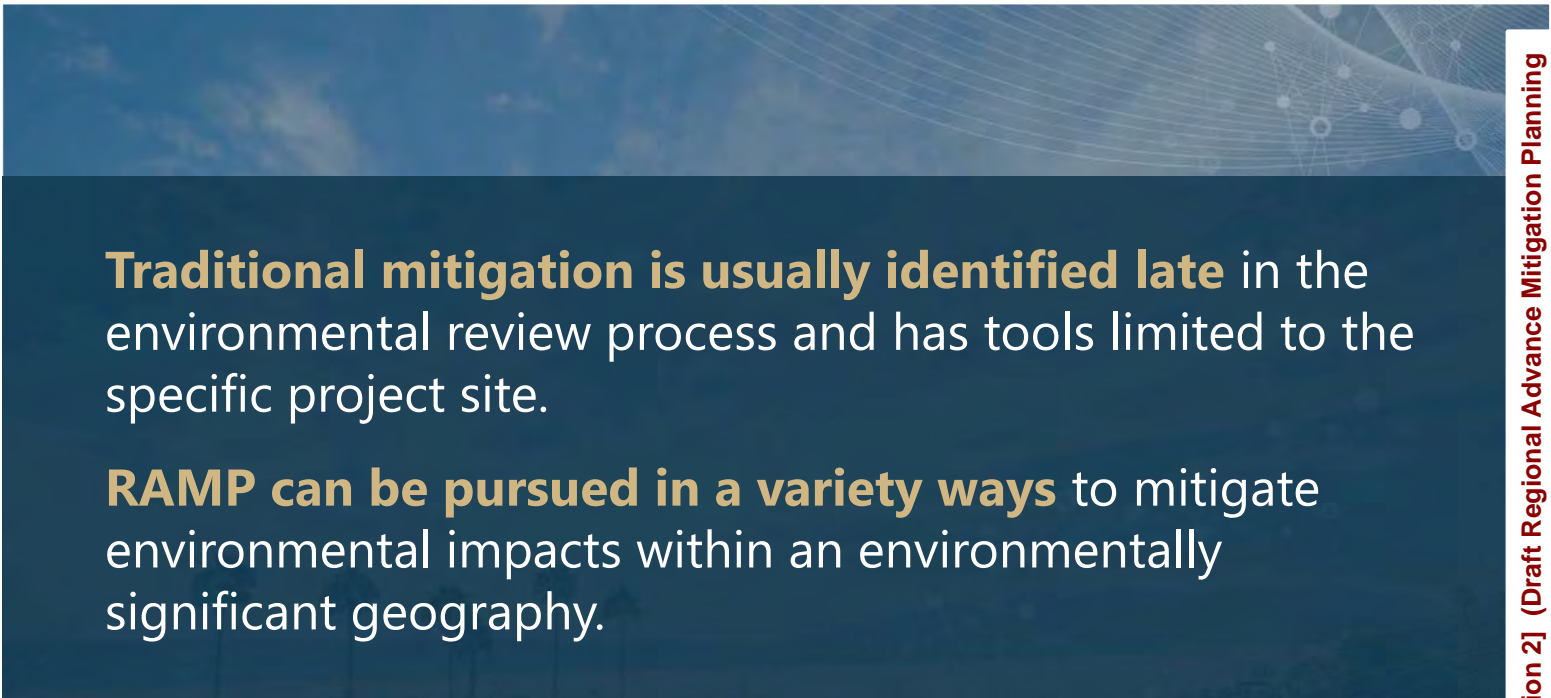
### Regional Conservation Plans (Implemented)

-  Coachella Valley Multiple Species
-  County of Orange Central/Coastal Subregion
-  Orange County Southern Subregion
-  Orange County Transportation Authority
-  Western Riverside County Multiple Species
-  Antelope Valley RCIS
-  Lower Colorado River MSCP

Source: California Department of Fish and Wildlife, Friends of Harbors, Beach and Parks (FHBP), 2019

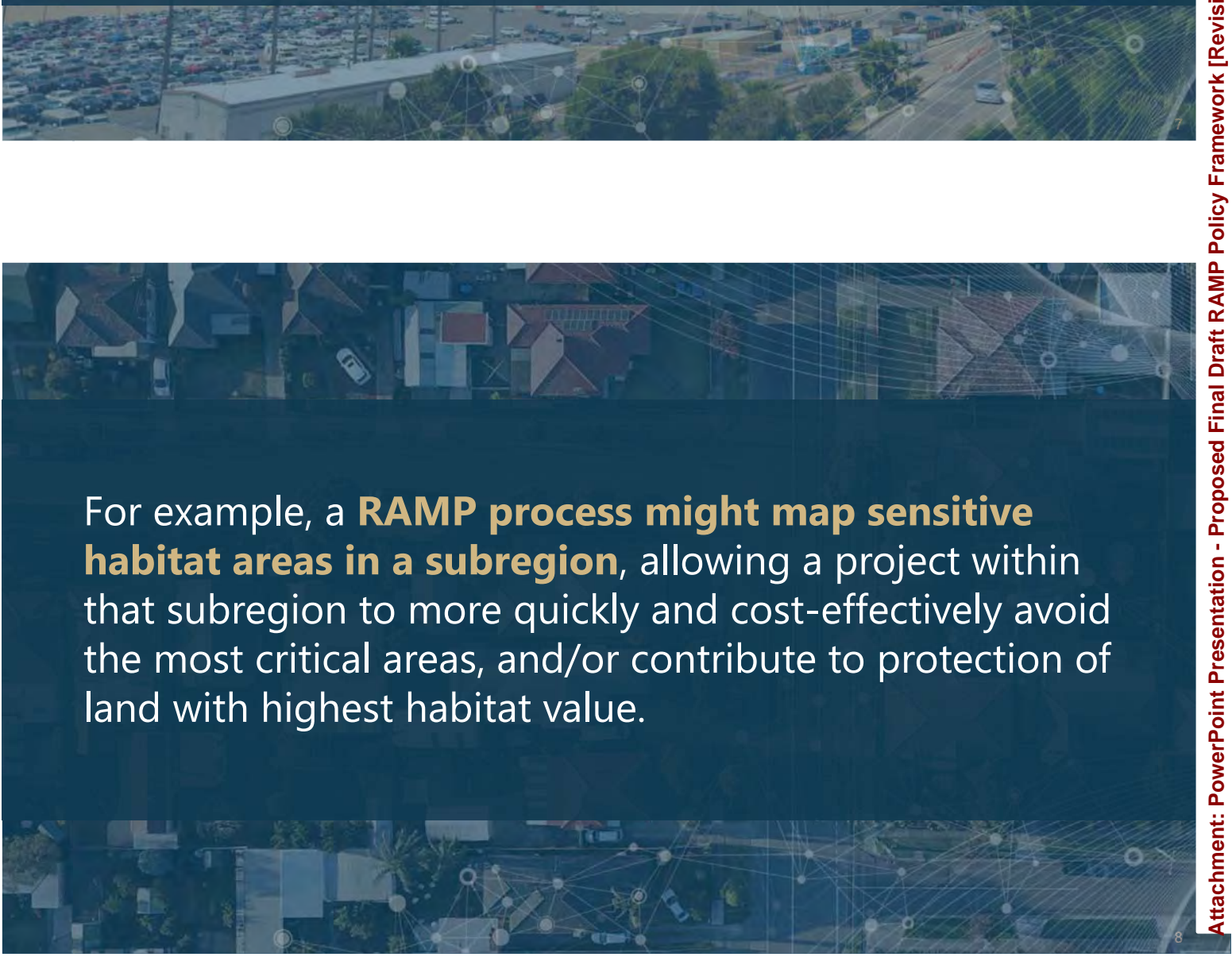


This can help **avoid costs and delays** associated with environmental mitigations **and more effectively avoid environmental harm.**



**Traditional mitigation is usually identified late** in the environmental review process and has tools limited to the specific project site.

**RAMP can be pursued in a variety ways** to mitigate environmental impacts within an environmentally significant geography.



For example, a **RAMP process might map sensitive habitat areas in a subregion**, allowing a project within that subregion to more quickly and cost-effectively avoid the most critical areas, and/or contribute to protection of land with highest habitat value.

## SCAG's Draft RAMP Policy Framework

SCAG's Connect SoCal plan identifies **the need for billions of dollars of investment** in transportation, housing, energy and water projects **to support the region's communities and economy.**

California law requires most infrastructure projects, including those that become eligible for funding under Connect SoCal, to **identify environmental impacts and ways to reduce them.** However, this mitigation can be expensive and delay projects.

9

**Mitigation requirements also apply to SCAG's plan. Connect SoCal's Program Environmental Impact Report (PEIR) requires the following mitigation measures related to RAMP:**


- The SoCal Greenprint tool.
- SCAG will collaborate with stakeholders to establish a RAMP initiative to preserve habitat. The initiative would help establish or supplement regional conservation and mitigation banks, and other approaches to offset impacts of transportation and development projects.
- These are programmatic measures for SCAG to develop and implement; they do not mitigate any specific local project.

10



A jurisdiction's **participation in a RAMP initiative** established by Connect SoCal and its PEIR **is entirely voluntary**.

**Local agencies keep authority for decisions on future development and have no obligation to change land use policies or infrastructure priorities to be consistent with a future RAMP or consider the data included in a future Greenprint web tool.** Project leads can opt for a project-by-project environmental review process to determine individual mitigation measures and a plan for complying with them, as appropriate.



## SCAG's Draft RAMP Policy Framework

- Regional Goals
- SCAG's Role



## Draft RAMP Policy Framework Regional Goals

1. **Facilitate infrastructure development** and associated co-benefits, such as job creation, maximizing taxpayer funds, supporting the building of housing;
2. **Expedite project delivery;**
3. **Improve predictability** for project funding;
4. **Examine potential environmental impacts** at the early stages of project development to help expedite the CEQA process;

13

## Draft RAMP Policy Framework Regional Goals *(continued)*

5. **Reduce costs, risks and permitting time** for responsible development;
6. **Improve and reinforce** regulatory agency partnerships;
7. **Balance future growth and economic development** with conservation and resilience; and
8. **Achieve meaningful, regional-scale conservation outcomes and co-benefits**, including but not limited to landscape and community resilience, improved water and air quality, wildlife corridors and connectivity, and recreation opportunities.

14

## SCAG's Role in Supporting RAMPs

1. **Be a resource for local partners** to consider actions in a regional context;
2. **Focus this policy on the transportation sector and** related infrastructure, and consider future policy opportunities to expedite and streamline mitigation needs for other sectors including housing, energy and utilities;
3. **Identify ways to support implementing agencies** to establish or supplement regional conservation and mitigation banks and other approaches to more effectively address impacts of projects that support reduction of per-capita vehicle miles traveled;

15

## SCAG's Role in Supporting RAMPs *(continued)*


4. **Support implementing agencies with data sharing, information and other resources helpful to their long-term management and stewardship** of conserved properties;
5. Initiate **studies to assess gaps where programs do not exist, and ascertain best ways to collaborate** with partner agencies and permitting entities to address those gaps, including by supporting implementation agencies in developing new or partnership efforts;
6. Pursue **partnerships and collaborative resource development** with state agencies and other MPOs to leverage funding and align efforts beyond SCAG's jurisdictional boundaries;

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## SCAG's Role in Supporting RAMPs *(continued)*

7. Be a **data resource with widely accessible data tools to help municipalities and transportation agencies** make better land use and transportation infrastructure decisions and conserve natural and farm lands, consistent with Connect SoCal's PEIR Mitigation Measure SMM AG-2 and SMM BIO-2;
8. **Use a science-based methodology** to support implementing agencies' development of various RAMP initiatives across the region; and
9. Develop a process for monitoring and measuring outcomes from RAMP efforts

17



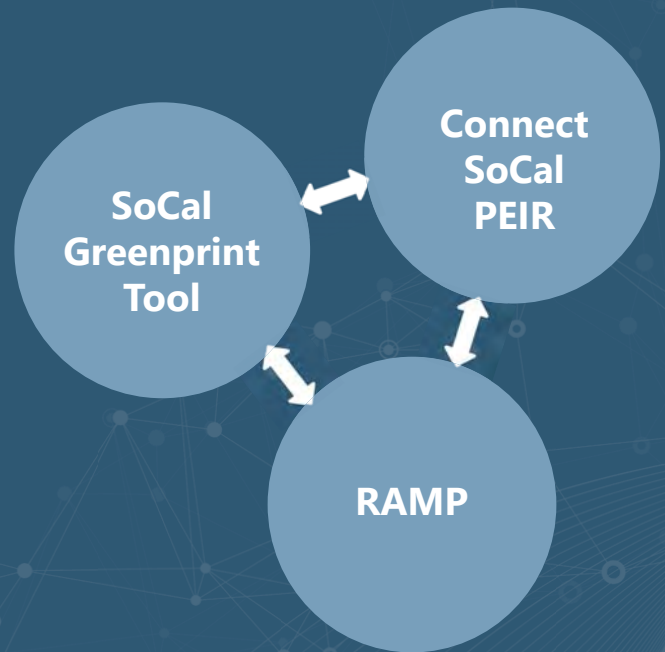
In forming the RAMP Advisory Task Group, **SCAG's Regional Council directed the planned Greenprint tool to be aligned with regional policy objectives.**

The last section of the **Draft Policy Framework** seeks to address this point.



# How are the SoCal Greenprint and RAMP related?

The SoCal Greenprint is a planned web-based tool, which will complement SCAG's RAMP Policy Framework, with data and scenario visualizations, **primarily intended to support project lead agencies** in pursuing RAMP or other environmental mitigations.

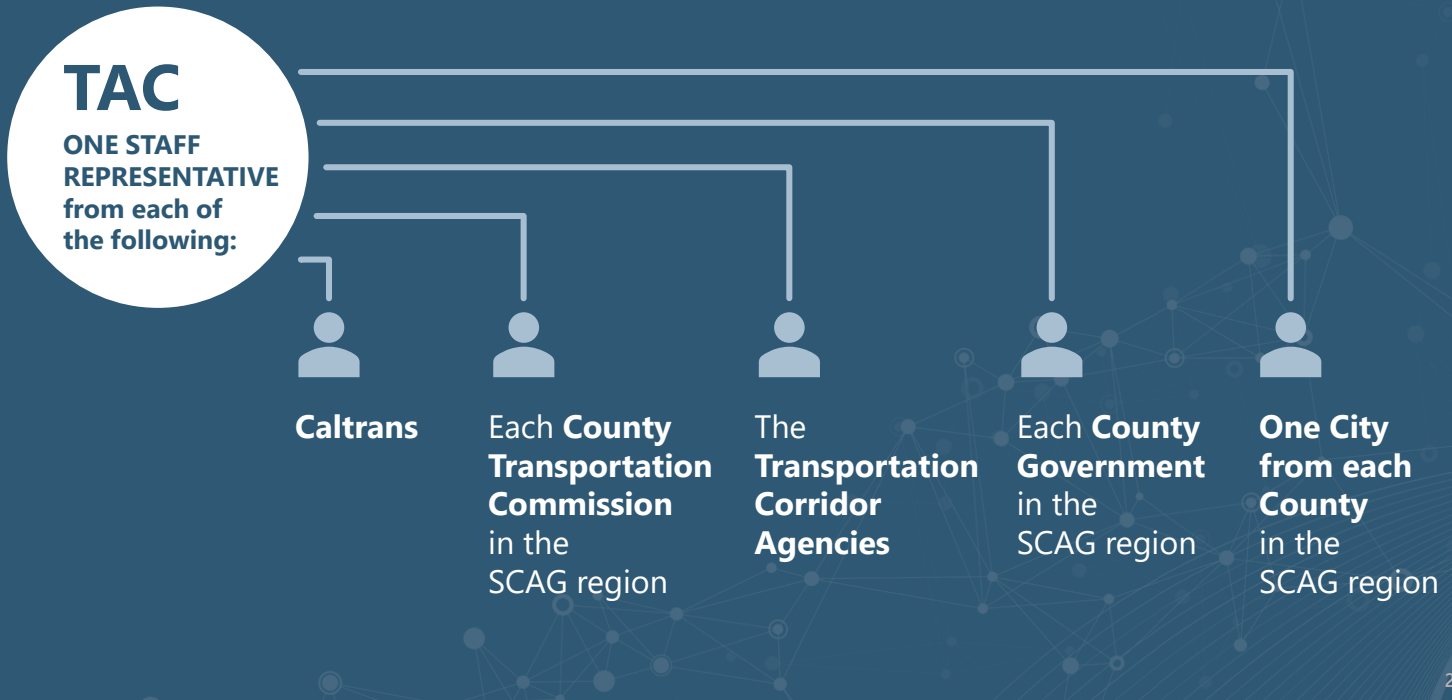


## Establishment of a **Technical Advisory Committee**

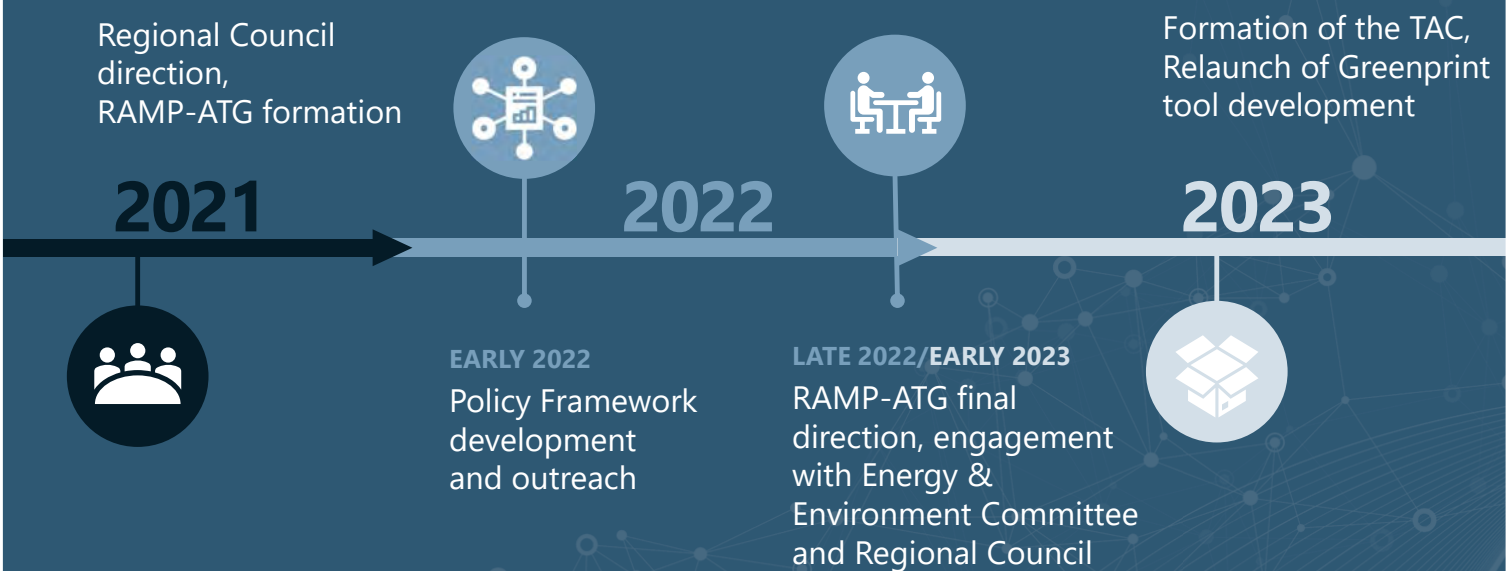
Following approval of the RAMP Policy Framework by the Regional Council, SCAG will establish a Technical Advisory Committee to advise on:



# Proposed Structure of the Technical Advisory Committee



# Timeline of this Effort





# STAKEHOLDER ENGAGEMENT SUMMARY

Stakeholder engagement conducted between 4/26/2022 & 11/16/2022

## Business and Development Stakeholders

### Meetings and Written Feedback

- Remove references to SoCal Greenprint
- Remove references to "best available scientific data."
- Technical Advisory Committee to evaluate data
- Limit to lands planned for conservation
- Remove language regarding Connect SoCal's goal to support reduction of per capita vehicle miles travelled
- Remove AVRCIS data or include clarifying letter from CDFW

## Environmental Stakeholders Feedback

### 8/17/2022 Workshop

- Include data on lands not currently conserved
- Include equity and environmental justice data
- Need accurate data to fulfill 30x30 Executive Order
- Use 500-year floodplain data instead of 100-year flood data, and metric for impervious surface cover reduction
- More engagement with tribal communities, AQMD, Coastal Commission, Municipal Water District and Caltrans.

25

## Public Sector Stakeholder Feedback

### 10/12/2022 Workshop

- Show best practices and lessons learned from other RAMPS
- TAC should equitably represent the region
- Keep datasets updated and see if some should be replaced
- Evaluate datasets for redundancy or conflict with each other
- Evaluate if datasets are duplicative with state data

26



# THANK YOU!

For more information, please visit:

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

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



**Final Draft Regional Advanced Mitigation Program Policy Framework**

*Regional Advanced Mitigation Program Advisory Technical Group (RAMP-ATG)*

*January 5, 2022*

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        PEIR Mitigation Measures ..... 5

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**Attachment: Final Draft RAMP Policy Framework (Draft Regional Advance Mitigation Planning (RAMP) Policy Framework)**

## Background

As the SCAG region’s population and economy continue to grow, new housing units, employment facilities, water, energy, and transportation infrastructure are needed to accommodate the nearly two million residents that are forecasted to call Southern California home by 2050.<sup>1</sup> With an over 10 million additional jobs forecast in the region by 2050<sup>2</sup>, strategies that expedite transportation infrastructure delivery are critical to keep people and goods moving.

Framing this regional growth are the diverse natural and agricultural landscapes of Southern California. These invaluable assets ensure a robust economy, clean drinking water, improved air quality, and essential recreation activities for all of the region’s residents. In addition to desert, mountain and coastal habitats, some of the highest concentrations of native plant and animal species on the planet are found within our region. Recognized as part of the California Floristic Province, Southern California is one of the planet’s top twenty-five biodiversity hot spots.<sup>3</sup>

Given the sensitive natural habitats of the Southern California region, many essential development projects will have environmental impacts that require compensatory mitigation due to federal mandates under the Clean Water Act, Endangered Species Act, Federal Wild and Scenic Rivers Act, as well as state requirements under the California Environmental Quality Act (CEQA), California Endangered Species Act, California Wild and Scenic Rivers Act, and the Habitat Restoration and Enhancement Act.

Addressing environmental impacts can be accomplished in a number of ways, as defined in Title 14, Section 15370 of the California Code of Regulations (commonly known as the “CEQA Guidelines”):

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action;
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation;
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment;
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- (e) Compensating for the impact by replacing or providing substitute resources or environment.

Mitigating environmental impacts can often be expensive and increase total project costs significantly. Alongside mitigation, uncertainty in timing can also contribute to significant project costs. For transportation investments broadly, “the permitting process under federal and state legislation constitutes a major component of the project development and delivery process for transportation

<sup>1</sup> *Connect SoCal 2024 Preliminary Regional and County Growth Projections* retrieved from <https://scag.ca.gov/sites/main/files/file-attachments/rc020322fullpacket.pdf?1643342099>.

<sup>2</sup> *Ibid.*

<sup>3</sup> Myers, N., R.A. Mittermeier, C.G. Mittermeier, G.A.B. da Fonseca, J. Kent. (2000). Biodiversity Hotspots for Conservation Priorities.

projects. Over \$3.3 billion is spent annually on compensatory mitigation under the Clean Water Act (CWA) and Endangered Species Act programs.”<sup>4</sup>

Traditionally, environmental mitigation has been handled by lead agencies during the CEQA process on a project-by-project basis, “usually near the end of a project’s environmental review...where permitting delays can occur when appropriate mitigation measures cannot be easily identified and agreed upon, and the cost of mitigation often increases between the time the project is planned and funded and the time mitigation land is acquired. As a result, infrastructure agencies end up paying top dollar to satisfy mitigation requirements.”<sup>5</sup> The practice of identifying mitigation measures at the end of a project’s environmental review often results in delays in project delivery and uncertainty in the development process. This is often due to the costs incurred to conduct biological studies after project plans have been created, especially in instances where impacts are discerned that were not foreseen and mitigation costs increase unexpectedly. A national study identified that nearly two thirds of departments of transportation (DOTs) surveyed had experienced delays from environmental issues, often of 12 months or more.<sup>6</sup>

In California, researchers estimate that mitigation costs for transportation projects initiated between 2014 and 2019 ranged from two percent to twelve percent of total project costs – to a sum of roughly four billion dollars.<sup>7</sup> While the exact length and causes of delay from environmental review are varied, some reports suggest the current process may add 10 to 15 years to project delivery.<sup>8</sup> Continued cost escalations over the past two decades have prompted Caltrans to consider strategic planning for consolidated advance mitigation opportunities.

## Policy Framework for Advance Mitigation

### Regional Advance Mitigation Program & Advisory Task Group

California state law allows agencies to establish voluntary advanced mitigation programs in selected areas, providing an opportunity for infrastructure project lead agencies to identify potential impacts early in the planning stages and work with regulatory agencies to reduce permitting costs, improve certainty, and expedite project delivery.<sup>9</sup> Regional advance mitigation programs (RAMP) allow state and federal agencies to consider the environmental impacts and mitigation needs of multiple planned infrastructure projects and urban development all at once, and satisfy those mitigation requirements early in the project planning and environmental review process. In cases where compensatory mitigation is needed, advanced mitigation can help agencies purchase larger parcels for mitigation at a

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<sup>4</sup> Overman, J. H., Storey, B., Kraus, E., Miller, K., Walewski, J., Elgart, Z., & Atkinson, S. (2014). Maximizing mitigation benefits-making a difference with strategic inter-resource agency planning: year one technical report (No. FHWA/TX-13/0-6762-1). Texas. Dept. of Transportation. Research and Technology Implementation Office.

<sup>5</sup> Ibid.

<sup>6</sup> Ibid.

<sup>7</sup> Sciarra, G. C., Bjorkman, J., Stryjewski, E., & Thorne, J. H. (2017). Mitigating environmental impacts in advance: Evidence of cost and time savings for transportation projects. Transportation Research Part D: Transport and Environment, 50, 316-326.

<sup>8</sup> Sciarra, G. C., Bjorkman, J., Lederman, J., Thorne, J. H., Schlotterbeck, M., & Wachs, M. (2015). Task 2 Report: Setting the Stage for Statewide Advance Mitigation in California.

<sup>9</sup> Cal. F&G Code sec. 1850 *et seq.*

lower unit cost to offset impacts<sup>10</sup>. Further, RAMP can result in better collaboration between regulatory and infrastructure agencies, better project delivery, and better mitigation outcomes.<sup>11</sup>

Regional advance mitigation also presents opportunities to improve quality of life in the region, as it relies on a science-based approach to anticipate and identify mitigation needs for multiple development projects early in the planning process, facilitating the prioritization of sites for conservation and/or restoration with the highest ecological benefits and providing mitigation efficiencies to transportation, land use and other development projects. This approach contrasts with project-by-project mitigation, which “often overlooks regional conservation needs and ecosystem-scale impacts to sensitive species and habitat, thereby missing critical opportunities for efficient, reliable, and biologically relevant mitigation. Additionally, the opportunity for greater benefits to water and air quality and public health are lost.”<sup>12</sup>

There are many established advanced mitigation programs in various locales within the SCAG region, and project applicants in these areas can take advantage of advanced mitigation benefits if they choose. Appendix A of this outline includes a summary of some RAMP programs in the SCAG region. Areas without established programs do not have these efficiencies in the environmental review process. A large percentage of the SCAG region’s land area is not covered by an existing program. As a result, environmental impacts for discretionary projects in these areas would need to be mitigated on a project-by-project basis.

Recognizing the opportunities that a RAMP can present to reduce project costs and improve certainty for project delivery, Connect SoCal and its corresponding Program Environmental Impact Report (PEIR) direct SCAG to collaborate with stakeholders to establish a RAMP initiative to help preserve habitat and offset impacts of transportation and other development projects. Such a RAMP initiative is meant to recognize and, where appropriate, complement existing RAMP programs and related habitat conservation programs (such as habitat conservation plans) in the SCAG region, and not add new or expanded biological resource analytical methods, impacts or required mitigation for plans or projects that have already received initial or final approval by a lead agency. While SCAG is required by the PEIR to establish a RAMP initiative and facilitate regional interest in developing RAMPs, SCAG will not create its own RAMP, supersede existing RAMP programs, or require any local jurisdiction or agency to participate in any local or regional RAMP program, or make or support a determination that any RAMP criteria, component or content is the “best available scientific data” for any purpose inclusive of the California Environmental Quality Act (CEQA). The intended purpose of SCAG’s RAMP Policy Framework is to assist SCAG public agencies in the SCAG region in securing public funding, expedite the implementation of approved transportation infrastructure projects approved in the 2020 Connect SoCal Regional Transportation Improvement Plan/Sustainable Communities Strategy (Connect SoCal), and help public agencies in the SCAG region to secure public funding and/or streamline CEQA approvals for new

<sup>10</sup> Sciarra, G. C., Bjorkman, J., Stryjewski, E., & Thorne, J. H. (2017). Mitigating environmental impacts in advance: Evidence of cost and time savings for transportation projects. *Transportation Research Part D: Transport and Environment*, 50, 316-326.

<sup>11</sup> Overman, J. H., Storey, B., Kraus, E., Miller, K., Walewski, J., Elgart, Z., & Atkinson, S. (2014). Maximizing mitigation benefits-making a difference with strategic inter-resource agency planning: year one technical report (No. FHWA/TX-13/0-6762-1). Texas. Dept. of Transportation. Research and Technology Implementation Office.

<sup>12</sup> Ibid.

housing, economic development and infrastructure projects. Thus, SCAG will continue to support local control over land use decisions. Any development and use of local, sub-regional or inter-jurisdictional RAMPs is entirely voluntary by the agency(ies) and stakeholder sponsors of such RAMPs.

To increase clarity and further guide this work, SCAG’s Regional Council voted on October 7, 2021 for staff to develop a white paper and work with a Regional Advance Mitigation Planning Advisory Task Group (RAMP-ATG) on establishing a policy framework for advanced mitigation in the SCAG region to ensure the SoCal Greenprint tool is aligned with policy objectives. The white paper (attached as Appendix E) provides background information and context that has contributed to the development of this policy framework. Early findings were shared at RAMP-ATG meetings alongside presentations from implementing agencies that were engaged in the white paper development. The white paper provides research and information related to advanced mitigation in the SCAG region.

## Regional Policy Foundation: Connect SoCal Goals and PEIR Requirements

### Connect SoCal Goals

As discussed, Connect SoCal and its PEIR provide for a RAMP planning initiative to support implementing agencies in establishing or supplement the region’s established advanced mitigation programs, mitigation banks, and other approaches to more effectively address impacts for projects that support reduction of per-capita vehicle miles traveled. The initiative would also support implementing agencies in the long-term management and stewardship of mitigated properties. SCAG can support partner implementing agencies to establish advanced mitigation programs that reflect local priorities, expand regional growth opportunities, and advance regional conservation goals.

Importantly, a jurisdiction’s participation in a RAMP initiative established by Connect SoCal and its PEIR is entirely and purely voluntary. Cities, counties, and transportation agencies retain their full authority for decisions on future development, and there is absolutely no obligation for a jurisdiction to change its land use policies or infrastructure priorities to be consistent with a future RAMP. Similarly, project lead agencies do not have to participate in a RAMP and can opt for a project-by-project environmental review process as appropriate.

The RAMP planning initiative is part of SCAG’s comprehensive effort to implement Connect SoCal, which includes goals of improving the region’s economic vitality, , improving the region’s mobility options, and allowing the region to grow in a sustainable way that builds healthy and vibrant communities. RAMP is intended to advance several of Connect SoCal’s specified goals, namely to:

- Enhance the preservation, security, and resilience of the regional transportation system;
- Reduce greenhouse gas emissions and improve air quality;
- Support healthy and equitable communities;
- Adapt to a changing climate and support an integrated regional development pattern and transportation network; and
- Promote conservation of natural and agricultural lands and restoration of habitats.<sup>13</sup>

Connect SoCal also includes specific strategies to support implementing the region’s adopted Sustainable Communities Strategy (SCS). Several strategies are directly tied to supporting related

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<sup>13</sup> Connect SoCal p. 9.

greenhouse gas (GHG) reductions while others support the broader Plan goals. The RAMP initiative can help implement several “Green Region” SCS strategies, including:

- Preserve, enhance and restore regional wildlife connectivity;
- Reduce consumption of resource areas, including agricultural land; and
- Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration;
- Promote more resource efficient development focused on conservation, recycling and reclamation;
- Identify ways to improve access to public park space.<sup>14</sup>

#### Natural and Farm Lands Conservation and Climate Resolution 21-628-1

Connect SoCal also includes a Natural and Farm Lands Conservation Technical Report, which includes strategies intended to:

- Promote best practices in advanced mitigation;
- Facilitate partnerships and collaboration;
- Provide incentives for jurisdictions to work across county lines;
- Expand data sharing amongst partner agencies;
- Align support for local actors with funding opportunities;
- Support innovative land use policies;
- Improve natural corridor connectivity;
- Encourage urban greening and green infrastructure; and
- Connect the benefits of natural lands to public health – including air quality, recreation, and carbon sequestration.<sup>15</sup>

Connect SoCal’s policy goals and next steps related to the RAMP initiative were reaffirmed by the Regional Council in Resolution 21-628-1, which was adopted unanimously on January 7, 2021 and recognized a climate emergency in the SCAG region. The Resolution committed SCAG to “develop a regional advanced mitigation program (RAMP) as envisioned in Connect SoCal for regionally significant transportation projects to mitigate environmental impacts.”<sup>16</sup>

#### PEIR Mitigation Measures

Establishing a RAMP planning initiative fulfills required mitigation measures of the PEIR, which state that SCAG will support advanced mitigation efforts in the region (SMM AG-2) and provide easily accessible resources to help municipalities, conservation groups, developers and researchers prioritize lands for conservation (SMM BIO-2) as further described in these two mitigation measures. As a result, the RAMP initiative is both a project feature (as described above) and part of SCAG’s mitigation measure obligations.

Importantly, these mitigation measures apply only to SCAG. Nothing in the PEIR supersedes or applies to existing regulations pertaining to land use and policies of individual local jurisdictions, who fully retain their local authority to approve, deny or condition projects. Indeed, SCAG has no authority to impose

<sup>14</sup> Connect SoCal p. 50.

<sup>15</sup> Connect SoCal Natural and Farm Lands Conservation Technical Report pp. 21-22.

<sup>16</sup> [Resolution 21-628-1](#).

these mitigation measures on jurisdictions. As a result, mitigation measures implemented by local jurisdictions in their own processing of projects are fully subject to a lead agency's independent discretion. Lead agencies are under no obligation, legal or otherwise, to use the mitigation measures identified in the PEIR. The determination of significance and identification of appropriate mitigation under CEQA is solely the responsibility of the lead agency.

The specific PEIR mitigation measures referencing the need to establish a RAMP initiative are highlighted below (with emphasis supplied identifying the specific language pertaining to the RAMP initiative that is the subject of this policy framework):

- *SMM AG-2: SCAG shall develop a Regional Greenprint, which is a strategic web-based conservation tool that provides the best available scientific data and scenario visualizations to help cities, counties and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farm lands. SCAG shall use the Greenprint to identify priority conservation areas and work with [County Transportation Commissions] CTCs to develop advanced mitigation programs or include them in future transportation measures by **(1) funding pilot programs that encourage advance mitigation including data and replicable processes, (2) participating in state-level efforts that would support regional advanced mitigation planning in the SCAG region, and (3) supporting the inclusion of advance mitigation programs at county level transportation measures.***
- *SMM BIO-2: SCAG shall continue to develop a regional conservation strategy in coordination with local jurisdictions and other stakeholders, including the county transportation commissions. The conservation strategy will build upon existing efforts including those at the sub-regional and local levels to identify potential priority conservation areas. **SCAG will also collaborate with stakeholders to establish a new Regional Advanced Mitigation Program (RAMP) initiative to preserve habitat. The RAMP would establish and/or supplement regional conservation and mitigation banks and/or other approaches to offset impacts of transportation and other development projects.** To assist in defining the RAMP, SCAG shall lead a multi-year effort to...develop new regional tools, like the Regional Data Platform and Regional Greenprint that will provide an easily accessible resource to help municipalities, conservation groups, developers and researchers prioritize lands for conservation based on best available scientific data. The Regional Greenprint effort shall also produce a whitepaper on the RAMP initiative, which includes approaches for the RAMP in the SCAG region, needed science and analysis, models, challenges and opportunities and recommendations.*

SCAG continues to pursue the development of a regional conservation strategy through regular convenings of its Natural & Working Lands Regional Planning Working Group, and through interviews and other engagements with stakeholders. The RAMP planning initiative is an important element of this strategy and, as guided by the RAMP policy framework, supports the region in achieving Connect SoCal's goals.

### RAMP Opportunity & Challenge Areas

To identify opportunities and challenges associated with developing and launching a RAMP planning initiative for the expansive SCAG region, interviews were conducted with local transportation agencies with project mitigation needs, as well as with other stakeholders involved in related programs. These

interviews were conducted from April through December 2021 to gather initial feedback on potential program needs and benefits, and continued through Spring 2022 to inform the RAMP white paper.

Interviewees conveyed that a RAMP planning initiative could help address data gaps and facilitate data sharing between land use authorities and transportation entities. A RAMP planning initiative could also enhance cross-jurisdictional and cross-county collaboration to address mitigation project-by-project and at a county scale. Further, SCAG could foster local action by identifying incentives to spur advanced mitigation, and also provide solutions for reducing project impacts. SCAG could also incorporate an analysis of future mitigation needs and provide a menu of mitigation options and approaches for each county, rather than a one-size-fits-all approach, as specific project needs differ across the region and within each county. Importantly, a RAMP initiative could foster engagement with the California Coastal Commission, US Army Corps of Engineers, and Water Board to incorporate a focus on water resources in addition to biological resources. Overall, transparent engagement with CTCs, partner agencies, utilities, and communities would be important for the program’s success. Concerns included that a RAMP initiative could have potential duplication and/or conflicting mitigation efforts between regional, county, and local approaches, and that a RAMP initiative also may have gaps in direct application to local conditions.

In addition to interviewing CTCs across the SCAG region, SCAG staff engaged with other partners experienced in mitigation. These included Caltrans Districts #7 and #8, Brightline West, as well as Land Veritas – the largest mitigation bank in California. Feedback from these entities included that establishment of a RAMP planning initiative could bring private and public entities together towards a common goal and increase public awareness of environmental resources. These organizations also expressed support for a multi-county approach, especially when collaborating across Caltrans Districts for development of multi-species regional plans. They also encouraged development of a credit system that could provide consistency across management of multiple mitigation banks. Finally, they were interested in collaborating on advanced mitigation, specifically multi-agency advance mitigation projects.

### Goals for Regional Advanced Mitigation

Considering the potential advantages and concerns for expanding regional advanced mitigation planning in Southern California, SCAG’s RAMP initiative shall aim to foster collaboration between programs across the region and support local implementing agencies to:

1. Facilitate infrastructure development and associated co-benefits, including but not limited to creating jobs, maximizing taxpayer funds, and supporting the building of housing;
2. Expedite project delivery;
3. Improve predictability for project funding;
4. Examine potential environmental impacts at the early stages of project development to help expedite the CEQA process;
5. Reduce costs, risks, and permitting time for responsible development;
6. Improve and reinforce regulatory agency partnerships;
7. Balance future growth and economic development with conservation and resilience; and
8. Achieve meaningful, regional-scale conservation outcomes and co-benefits, including but not limited to landscape and community resilience, improved water and air quality, wildlife corridors and connectivity, and recreation opportunities.



To implement these goals, SCAG will seek to:

1. Be a resource for local partners to consider actions in a regional context;
2. Focus this policy on the transportation sector and related infrastructure, and consider future policy opportunities to expedite and streamline mitigation needs for other sectors including housing, energy and utilities;
3. Identify ways to support implementing agencies to establish or supplement regional conservation and mitigation banks and other approaches to more effectively address impacts for projects that support reduction of per-capita vehicle miles traveled;
4. Support implementing agencies with data sharing, information and other resources helpful to their long-term management and stewardship of conserved properties;
5. Initiate studies to assess gaps where programs do not exist, and ascertain best ways to collaborate with partner agencies and permitting entities to address those gaps, including by supporting implementation agencies in developing new or partnership efforts;
6. Pursue partnerships and collaborative resource development with state agencies and other MPOs to leverage funding and align efforts beyond SCAG's jurisdictional boundaries;
7. Be a data resource with widely accessible data tools to help municipalities and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farm lands, consistent with Connect SoCal's PEIR Mitigation Measure SMM AG-2 and SMM BIO-2;
8. Use a science-based methodology to support implementing agencies' development of various RAMP initiatives across the region; and
9. Develop a process for monitoring and measuring outcomes from RAMP efforts.

These goals and actions are intended to advance policies established in Connect SoCal, support proactive implementation of required mitigation measures in the PEIR and focus SCAG's role on serving as an "information provider" and "convener and coordinator" as described in the RAMP white paper. Any expansion of SCAG's role as a "mitigation planner," "marketplace," "funder" or "sponsor," also described in the white paper, would require additional consideration and action by the Regional Council.

## Data Needs & Resources to Support RAMP

### Science Based Approach

Utilizing a science-based approach to understand the comprehensive biological and resource needs of a given area to discern potential impacts from development projects at the early planning stages is an essential element of regional advanced mitigation. As shared through interviews with CTCs and other practitioners, data access and information sharing is a key benefit of a RAMP planning initiative. As noted by a Federal Highway Administration (FHWA) funded study looking at advanced mitigation nationwide, "improved environmental information is needed on the front end of the project delivery process. Under the current process, state DOTs retrieve environmental data from a variety of sources and then assess environmental impacts and constraints. A central data clearinghouse – similar to those that MPOs

developed in the [US Environmental Protection Agency’s] Eco-Logical grants – could improve assessment processes and mitigation outcomes.”<sup>17</sup>

Consistent with Connect SoCal’s PEIR Mitigation Measure AMM AG-2 and SMM BIO-2, SCAG is separately developing a web-based data tool, referred to as SoCal Greenprint.

To ensure that data provided through the tool aligns with advanced mitigation opportunities and fulfillment of the Connect SoCal PEIR mitigation measures, establishment of the SoCal Greenprint tool will adhere to data policies, governance standards, user guidelines, data selection criteria, and data parameters that will be developed by staff with input and consultation from a technical advisory committee (described below) and presented to the Energy & Environment Committee (EEC) and the Regional Council for their review and approval. . The technical advisory committee will be comprised of at least one staff representative from: each county transportation commission in the SCAG region, Caltrans, each county government in the SCAG region, the City of Los Angeles, and two city governments within each county in the SCAG region. This technical advisory committee shall be open to the public and seek input from the development community, non-governmental conservation groups, regional conservation agencies, researchers, and other stakeholders.

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<sup>17</sup> Overman, J. H., Storey, B., Kraus, E., Miller, K., Walewski, J., Elgart, Z., & Atkinson, S. (2014). Maximizing mitigation benefits-making a difference with strategic inter-resource agency planning: year one technical report (No. FHWA/TX-13/0-6762-1). Texas. Dept. of Transportation. Research and Technology Implementation Office.

## Appendix A - Established RAMPs in SCAG Region

### Mitigation Banks

A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to permittees who need to satisfy legal requirements and compensate for the environmental impacts of developmental projects ([CDFW](#)). There are several mitigation banks in the SCAG region:

#### I. Soquel Canyon Mitigation Bank, City of Chino Hills

The Soquel Canyon Mitigation Bank, an over 300-acre property located predominantly within the City of Chino Hills, San Bernardino County and includes a few acres located in Orange County. The bank is owned by Land Veritas, a California-based mitigation bank owner. The southern boundary of the bank, the Chino Hills State Park, is an open space area that straddles the junction of San Bernardino, Orange, Riverside and Los Angeles Counties and is a critical link in the Puente-Chino Hills biological corridor.<sup>18</sup>

#### II. Peterson Ranch Mitigation Bank, Los Angeles County

The Petersen Ranch Mitigation Bank, covering over 4,000 acres within the boundaries of the proposed San Andreas Rift Zone Significant Ecological Area in Los Angeles County, is the largest bank in California and one of the largest banks in the United States. The bank is owned by Land Veritas and offers compensatory mitigation across a large part of Southern California.<sup>19</sup>

#### III. Santa Paula Creek Mitigation Bank, Ventura County

The Santa Paula Creek Mitigation Bank includes over 200 acres across Northern Ventura and Los Angeles counties and was the first mitigation bank of its kind in the area, established in 2011. The bank's service area covers the combined watersheds of the Santa Clara and Ventura Rivers. Property was previously owned by Santa Paula Water Works LTD and then purchased by SPC Environmental Holdings, Inc.<sup>20</sup>

#### IV. Chiquita Canyon Conservation Bank, Orange County

The Chiquita Canyon Conservation Bank covers 1,182 acres in Orange County, just east of the City of Mission Viejo. The bank was established in 1996 with Foothill/Eastern Transportation Corridor Agency as its sponsor.<sup>21</sup>

#### V. Barry Jones Wetland Mitigation Bank, Riverside County

The Barry Jones Wetlands Mitigation Bank is located in western Riverside County and incorporates the 33-acre Skunk Hollow Vernal Pool Preserve, the second largest vernal pool in the state, along with 107

<sup>18</sup> Land Veritas, <https://landveritasmitigationbanks.com/soquel.html>

<sup>19</sup> Land Veritas, <https://landveritasmitigationbanks.com/petersen.html>

<sup>20</sup> California Department of Fish and Wildlife, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=180663>;  
<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109831>

<sup>21</sup> Federal Regulatory in-lieu Fee and Bank Information Tracking System,  
[https://ribits.ops.usace.army.mil/ords/f?p=107:10::NO::P10\\_BANK\\_ID:668](https://ribits.ops.usace.army.mil/ords/f?p=107:10::NO::P10_BANK_ID:668)

acres of the pool's upland watershed. The bank was established in 1997 and is managed by the Center for Natural Lands Management.<sup>22</sup>

VI. Black Mountain Conservation Bank, San Bernardino

The Black Mountain Conservation Bank, located in the western Mojave Desert of San Bernardino County, spans over 1,940 acres. The bank was established in 2018 and is managed by Wildlands, a conservation and mitigation bank.<sup>23</sup>

VII. Cajon Creek Habitat Conservation Management Area, San Bernardino

The Cajon Creek Conservation Bank was first established in 1996 and was expanded to cover over 1,300 acres in 2017. The bank, managed by Vulcan Materials Company, is located in Cajon Wash and Lytle Creek in San Bernardino County.<sup>24</sup>

VIII. Mojave Desert Tortoise Conservation Bank, San Bernardino County

The Mojave Desert Tortoise Conservation Bank covers 4,658 acres or preserved habitat and includes 8 sites across San Bernardino County. The bank was authorized in May 2020 and is one of the largest tortoise conservation banks in the state.<sup>25</sup>

IX. Riverpark Mitigation Bank, Riverside County

Riverpark Mitigation Bank serves western Riverside and portions of San Bernardino Counties and is located at the southern terminus of the California State Water Project that moves water to Southern California from the San Francisco Bay Delta. The bank is sited in one of the priority areas designated by the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP).<sup>26</sup>

### Regional Conservation Plans

Local agencies throughout the region have worked together to form Regional Conservation Plans (RCPs) that can span multiple jurisdictions, recognizing that important habitats do not routinely line up with jurisdictional borders. Additionally, RCPs efficiently address mitigation mandates pursuant to CEQA by anticipating transportation projects and “banking” potentially threatened endangered-species habitats. Multiple Species Habitat Plans (MSHCPs) allow the county, its cities and special districts to more effectively make local land use decisions regarding development, while adhering to state and federal endangered species acts regulations and environmental mandates. Under an MSHCP, wildlife agencies grant authorization for public and private development that is potentially detrimental to individual species, in return for assembling and managing a coordinated Conservation Area. Similar to the MSHCP, Natural Communities Conservation Plan/Habitat Conservation Plans (NCCP/HCP) acquire and manage large conservation areas that can be made up of several distinct jurisdictions. An NCCP/HCP takes a

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<sup>22</sup> California Department of Fish and Game, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=151451>; McCollum & Sweetwater, Mitigation and Conservation Banks, <https://mccollum.com/mitigation/>

<sup>23</sup> Wildlands, <https://www.wildlandsinc.com/banks/black-mountain-conservation-bank-2/>

<sup>24</sup> Vulcan Materials Company, <https://westerncsr.vulcanmaterials.com/2019/01/08/protecting-our-endangered-species/>

<sup>25</sup> The Mojave Desert Tortoise Conservation Bank, <https://deserttortoisebank.com/>

<sup>26</sup> McCollum & Sweetwater, <https://mccollum.com/mitigation/>; Ecosystem Investment Partners, <https://ecosystempartners.com/project/riverpark/>

broad-based ecosystem approach, focusing on the long-term protection of wildlife and plant species while also allowing for development. There are five established RCPs in the SCAG region:

I. Coachella Valley MSHCP

This plan aims to preserve 240,000 acres of natural habitat and 27 plant and animal species in the Coachella Valley region of Riverside County. Since receiving its state and federal permits in 2008, about 40% of the land (89,000 acres) has been acquired. A major amendment is that includes the entire City of Desert Hot Springs was approved in August 2016.

II. Lower Colorado River MSCP

Established in 2005, this program is a multi-state plan to balance use of the Colorado River's water resources and conservation of native species and their habitats along the lower Colorado River in compliance with the Endangered Species Act. The program area covers over 400 miles of the lower Colorado River across Arizona, Nevada, and California and aims to preserve over 8,100 acres of habitat, produce over 1.2 million native fish, and benefit at least 27 species, most of which are state or federally listed as endangered, threatened, or sensitive.

III. Orange County Central-Coastal NCCP/HCP

Approved in 1996, this plan was one of the first regional HCPs in the country. The planning area covers 208,000 acres, protecting habitats for 39 species, six of which are federally listed endangered species. Participating organizations include seven cities, the County of Orange, Irvine Company, Metropolitan Water District, the Transportation Corridor Agencies and UC Irvine.

IV. OCTA Measure 2 NCCP/HCP

Approved in 2017, this plan protects threatened plant and wildlife species and covers routine maintenance for preserve areas. It is funded by OCTA's Measure M2 Environmental Freeway Mitigation Program. An extension of Measure M (1990), Measure M2 is a voter-approved half-cent sales tax increase to fund transportation improvements. Over thirty years, the Environmental Mitigation Program will allocate about \$300 million to acquire natural lands and fund habitat restoration projects, while enabling a more streamlined approval process for freeway improvement projects. Since the initial funding round in 2010, 1,300 acres of natural lands have been acquired and twelve restoration projects have been funded. The total land in the planning area is 510,000 acres.

V. Western Riverside MSHCP

Half a million acres of land are designated for conservation under this plan, the largest habitat conservation plan in the United States. When the MSHCP was enacted in 2008, nearly 70 percent of the land already had public or quasi-public status. Since then, the Regional Conservation Authority (RCA), the plan's facilitating agency, has been active in acquiring the remaining 153,000 acres. To date, 42 percent of the total land has been acquired.

### Regional Conservation Investment Strategies

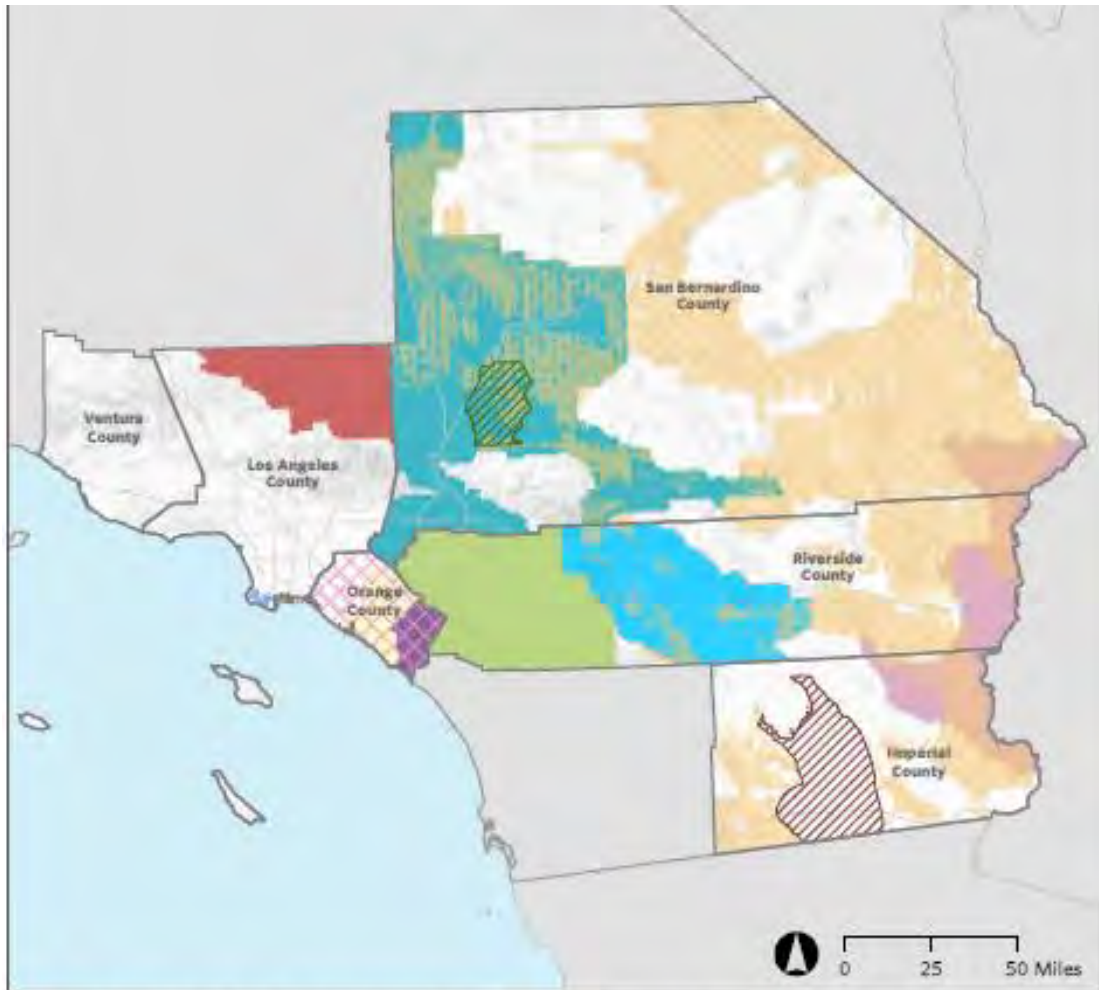
Established by Assembly Bill 2087, the California Department of Fish and Wildlife created the Regional Conservation Investment Strategy (RCIS) program in 2017 to encourage regional approaches for advance mitigation and conservation. The program is a voluntary, non-regulatory conservation assessment and

strategy to benefit species and habitats of concern and to provide a more efficient and effective approaches to mitigation and conservation. An RCIS can be used as the basis for advance mitigation and have the benefit of streamlining. There is one approved RCIS in the SCAG region:

VI. Antelope Valley Regional Conservation Investment Strategy

Approved in 2021 by the California Department of Fish and Wildlife, the Antelope Valley RCIS (AVRCIS) covers over 707,000 acres in northern Los Angeles County. The AVRCIS identifies conservation goals and objectives, conservation actions, habitat enhancement actions, and conservation priorities. It is a voluntary non-regulatory conservation strategy intended to guide conservation investments and advance mitigation, as well as help species and their habitats adapt to climate change and other pressures, in the AVRCIS area.

## Appendix B – Map of Existing RAMP Boundaries in the SCAG Region



Created by: TNC California, January 26, 2020  
 Sources: Regional Conservation Plans - CDFW; RCS - ICF; Dudek; Savanap; -Eri

## Draft RAMP Policy Framework Stakeholder Engagement Summary

Since the April 26<sup>th</sup> meeting of the RAMP-ATG and leading up to the November 16<sup>th</sup> meeting of the RAMP-ATG, SCAG staff have engaged with stakeholders in the business, environmental, and public sectors to receive feedback on the Draft RAMP Policy Framework

### Business and Development Stakeholders

SCAG executive staff conducted several meetings virtually and in person with stakeholders from the business and development community. They also provided written feedback in the form of a red-lined version of the Draft RAMP Policy Framework, which is included in the attachments. Specific feedback included:

- Remove references to SoCal Greenprint.
- Include caveat that RAMP is not intended to be considered “best available scientific data,” and remove other references to “best available scientific data.”
- Include new process for continued or new Advisory Task Group
- Limit RAMP and Greenprint to lands planned for agricultural or open space and mitigation for agricultural and biological resource impacts
- Remove language describing connection to Connect SoCal’s goal to support reduction of per capita vehicle miles travelled.
- Change Goal #3 to limit RAMP to mitigation for transportation related infrastructure.
- Change Goal #5 to limit potential gap assessment studies to requests from local lead agencies and partner agencies.
- Strike Goal #6: *“Pursue partnerships and collaborative resource development with state agencies and other MPOs to leverage funding and align efforts beyond SCAG’s jurisdictional boundaries.”*

Additionally, The Tejon Ranch Company sent a comment letter (attached) requesting exclusion of Antelope Valley Regional Conservation Investment Strategy (AVRCIS) data from the SoCal Greenprint. Short of exclusion, they request that the dataset would be prefaced with a May 3, 2022 letter from the California Department of Fish and Wildlife clarifying the role of the RCIS.

### Private Sector Meeting Attendees:

Name	Title	Agency
Adam Wood	Chief Administrator	Building Industry Legal Defense Foundation (BILD)
Carlos Rodriguez	Chief Executive Officer	Building Industry Association Baldy View Chapter
Chris Wilson	Senior Policy Manager	Los Angeles County Business Federation (BizFed)



Greg McWilliams	Chairman	California Business Properties Association
Jeff Montejano	Chief Executive Officer	Building Industry of Southern California
Jennifer Hernandez	Partner	Holland & Knight
Mike Roos	Founder and Chief Consultant	Mike Roos and Company
Richard Lambros	Managing Director	Southern California Leadership Council

### Environmental Stakeholders

On August 17<sup>th</sup>, 2022, SCAG executive and planning staff met with stakeholders from the environmental field, representing conservation nonprofits, public agencies, and universities. Attendees provided the following feedback:

#### *RAMP White Paper and Policy Framework*

- Concerns about decision to create Policy Framework prior to the SoCal Greenprint. Data should be basis to build policy rather than let policy determine which data is relevant.
- Emphasized that housing and conservation are not competing interests, especially with infill development.
- RAMP would be a good option for LA Metro.
- RAMP and Greenprint allow for an alignment of efforts that leverages state and federal conservation dollars.

#### *RAMP Data Needs*

- Important to include data on lands not currently conserved, otherwise it would be redundant with existing maps and does not meet the requirements of the Connect SoCal Mitigation Measure.
- Inclusion of equity and environmental justice data is important because it is not currently easily available.
- Need accurate data to fulfill Executive Order N-82-20 to protect 30% of California's natural lands and coastal waters by 2030.
- The initial datasets that were posted were very promising, wide sweeping, and touched a lot of important topics.
- Recommendation to use 500-year floodplain data instead of 100-year flood data, and metric for impervious surface cover reduction.

*Stakeholder Engagement*

- Concerns that SCAG is prioritizing business community over other stakeholders.
- Encourage more engagement with tribal communities, AQMD, Coastal Commission, Municipal Water District and Caltrans.

*SoCal Greenprint*

- Concerns about the precedent that pausing or weakening the SoCal Greenprint could have on future sustainability initiatives, especially in the face of a climate emergency.
- SoCal Greenprint will help users integrate protection of habitat and open space into land use plans avoid potential litigation by addressing issues early in the process.

**Meeting Attendees:**

<b>Name</b>	<b>Title</b>	<b>Organization</b>
Aaron Echols	Restoration Ecologist	Inland Empire Resource Conservation District
Adrienne Calbreath	Public Programs Supervisor	LA Conservation Corps
Andy Shrader	Executive Director, Environmental Affairs, Health & Sustainability Policy	Office of LA Councilmember Paul Koretz
Arthur Levine	Applied Research Fellow	Robert Redford Conservancy at Pitzer College
Brad Jenkins	President	California Native Plant Society
Brenda Gallegos	Program Associate, Conservation	Hispanic Access
Brenda Rubio	Project Associate, Climate Initiative	Trust for Public Land
Chase Engelhardt	Housing and Transportation Specialist	Climate Resolve
Chris Chavez	Deputy Policy Director	Coalition for Clean Air
Claire Schlotterbeck	Executive Director	Hills for Everyone
Dan Silver	Chief Executive Officer	Endangered Habitats League
Daniel Rossman	Southern California Mountains Landscape Director	The Wilderness Society
Devon Provo	Policy Manager	Accelerate Resilience LA

Elizabeth Reid-Wainscoat	Urban Wildlands Campaigner	Center for Biological Diversity
Hugh Coxe	Project Manager	Trust for Public Land
Jack Eidt	Executive Director, Co-Founder	SoCal 350 Climate Action
John Howell	Chief Executive Officer	Arroyos & Foothills Conservancy
Julie Coffey	Staff Research Associate	UC Irvine Eco Preserve
Marcia Hanscom	Chapter Leader	Sierra Club Angeles Chapter
Marven Norman	Policy Coordinator	Center for Community Action and Environmental Justice
Melanie Schlotterbeck	Green Vision Coordinator	Friends of Harbors, Beaches and Parks
Melanie Winter	Director	The River Project
Patricia Martz	President	California Cultural Resources Preservation Alliance
Paul Waggoner	Community Engagement Coordinator	Banning Ranch Conservancy
Rebecca Crowe	Vice President	California Native Plant Society
Robin Smith	Chair	Sierra Club Angeles Chapter
Sarah Wright	Community Engagement Specialist	UC Riverside Center for Social Innovation
Susan Phillips	Professor of Environmental Analysis	Pitzer College
Susie Onate	Board Member	Newport Bay Conservancy
Travis Longcore	Professor	UCLA Institute of Environment and Sustainability
Victor Leipzig	Past President	Sea and Sage Audubon Society

### Public Sector Stakeholders

On October 12, 2022, SCAG executive and planning staff met with public sector stakeholders from transportation agencies, COGs, city and county planning departments, and federal resource agencies. Some staff from private entities attended as well, however they did not contribute to the discussion.

After the meeting, SCAG received a letter from Orange County Transportation Authority (OCTA) requesting the opportunity to review and comment on the final RAMP Policy Framework before submittal to the ATG, Energy and Environment Committee and Regional Council for approval. The letter is included in the attachments.

Attendees to the workshop provided the following feedback:

*RAMP White Paper and Policy Framework*

- Expand White Paper and Policy Framework to include how RAMP could be used towards development projects other than transportation, such as housing and energy infrastructure
- Show best practices and lessons learned from other RAMPS
- There needs to be a full understanding of mitigation needs in the region and what the conservation would go towards

*Proposed SoCal Greenprint Technical Advisory Committee*

- More than one city from each county should be included in the TAC
- Include appropriate representation from different subregions. For example, City of Los Angeles has multiple subregions within one jurisdiction
- The previously proposed TAC makeup looks equitable for the region, however including TCA would give Orange County an additional seat, which is not equitable for the other counties. Instead, TCA can provide feedback to OCTA via their local Technical Advisory Committee.
- The TAC should evaluate including broad scale vs. parcel scale data

*RAMP Data Needs*

- Some datasets in the Greenprint Proposed Data Layer List are old. There should be a policy to keep data updated and to evaluate if some should be replaced by alternate datasets
- Datasets that don't apply to the SCAG region should be eliminated
- Evaluate if datasets that deal with similar topics are conflicting or overlapping
- Some of the current data focuses on areas of analysis explored by state agencies. Need to evaluate if datasets are duplicative, or can rely on state data.

**Meeting Attendees**

<b>Name</b>	<b>Title</b>	<b>Agency</b>
Aaron Hake	Deputy Executive Director	RCTC/RCA
Amanda Fagan	Director of Planning & Sustainability	VCTC
Amy Bodek	Director of Regional Planning	Los Angeles County Department of Regional Planning

Angel Garfio	Associate Transportation Analyst	OCTA
Brianne Logasa	Management Analyst	SGVCOG
Chris Wilson	Senior Policy Manager	BizFed
Francis Appiah	Senior Environmental Planner	Caltrans, District 7
Frank Yokoyama	Councilmember, CEHD Chair	City of Cerritos
Gail Shiomoto-Lohr	Regional Planning Consultant	City of Mission Viejo
Irene Takako Farr	Associate	Better World Group
Jennifer Savage	Assistant to the City Manager	City of San Clemente
John Taylor	Fish and Wildlife Biologist	US Fish and Wildlife
Josh Lee	Deputy Director of Planning	SBCTA/SBCOG
Jude Miranda	Transportation Planner	Caltrans
Justin Equina	Senior Planner	City of Irvine
Lesley Hill	Project Manager	OCTA
Lori Huddleston	Transportation Planning Manager	Metro
Marnie Primmer	Executive Director	OCCOG
Mike Howard	Senior Biologist	Dudek
Peter Satin	Regional Planner	CVAG
Sally Brown	Fish and Wildlife Biologist	USFWS
Suzanne Peterson	Senior Analyst	WRCOG
Thuy Hua	Supervising Planner	Los Angeles County Department of Regional Planning
Valarie McFall	Acting CEO	Transportation Corridor Agencies
Wayne Morell	Director of Planning	City of Santa Fe Springs



December 8, 2022

**VIA ELECTRONIC MAIL**

(scaggreenregion@scag.ca.gov)

Southern California Association of Governments  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017

Dear Members of the Board, Committee Members, and Staff:

This letter is a follow-up to Tejon Ranch Company's letters dated August 18, 2021, October 5, 2021, December 9, 2021, and September 23, 2022, and is provided in response to Regional Advance Mitigation Planning - Advisory Task Group meeting held on November 16, 2022. Tejon Ranch was pleased to learn that SCAG had reconsidered its prior position and has now agreed to either remove the Antelope Valley Regional Conservation Investment Strategy ("AVRCIS") in its entirety or include clarification from the California Department of Fish and Wildlife ("CDFW") letter dated May 3, 2022, provided by Tejon Ranch in our letter dated September 23, 2022.

While Tejon Ranch continues to object to the inclusion of AVRCIS as a dataset source in the proposed SoCal Greenprint, Tejon Ranch also seeks to include further clarification made possible by the announcement of a litigation settlement involving the Tejon Ranch Conservancy and the signatory resource organizations to the 2008 Tejon Ranch Conservation and Land Use Agreement ("Agreement"), namely, Audubon California, Endangered Habitats League, Natural Resources Defense Council, Planning and Conservation League, and the Sierra Club ("Resource Groups"). The legal dispute stemmed from the signatories' participation in the development of the AVRCIS, which was subsequently used by the Center for Biological Diversity ("CBD") and the California Native Plant Society ("CNPS") to oppose Tejon Ranch's Centennial development. That litigation has been amicably settled and a November 14, 2022 letter from the Resource Groups further clarifying their position on the AVRCIS as it pertains to Tejon Ranch Projects has been attached hereto.

The California State Legislature envisioned an RCIS to be a voluntary and non-regulatory, regional conservation strategy that does not alter existing land use authority, standards for issuance of permits and approvals, standards under the California Environmental Quality Act, or whether a project or project impacts are authorized or prohibited. In practice, though, the AVRCIS was weaponized by CBD and CNPS in California Environmental Quality Act (CEQA) litigation to challenge the local land use authority of approved projects within the Economic Opportunity Areas designated for development within the Antelope Valley Area Plan and the Los Angeles County General Plan.

In the spirit which launched the Greenprint process originally, I respectfully ask that SCAG also ensure the Greenprint's integrity by remaining consistent with the approved Antelope Valley Area Plan and the Los Angeles County General Plan. Short of exclusion of the AVRCIS as a dataset, we request that SCAG fully respect Los Angeles County's lawfully enacted land use plans and the clear intent of the State Legislature by including the attached November 14, 2022, letter on behalf of the Resource Groups and the previously

P.O. Box 1000 | 4436 Lebec Road  
Tejon Ranch, CA 93243  
661 248 3000 O | 661 248 3100 F  
www.tejonranch.com

submitted letter dated May 3, 2022 from the California Department of Fish and Wildlife as a preface to the AVRCIS in the Greenprint data set.

Thank you for your consideration of this important issue.

Sincerely,



Marc W. Hardy  
Senior Vice President and General Counsel

Attachment

To Whom it may Concern:

November 14, 2022

This letter is written with reference to Tejon Ranch, and any Ranch uses as provided for in the Ranchwide Agreement, including Tejon Ranch commercial or residential development projects, (commonly known as Centennial, Grapevine, Grapevine North, Tejon Mountain Village, and Tejon Ranch Commerce Center) (“Development Projects”), Tejon Ranch project approvals, (“Approvals”), and infrastructure serving Tejon Ranch and Tejon Ranch Projects (utility, public service and transportation infrastructure serving Tejon Ranch), (“Related Projects”) (singularly and collectively the Development Projects, Approvals, and Related Projects shall be known as and are referenced herein as “Projects”).

The undersigned organizations are signatories to the 2008 Tejon Ranch Conservation and Land Use Agreement (“RWA”), which has been widely hailed as a historic conservation achievement in preserving one of California’s great natural and working landscapes. The Tejon Ranch Company’s agreement to conserve 90 percent of its landholdings pursuant to the RWA is a monumental contribution to conservation in California.

The undersigned agree that a regional conservation investment strategy as authorized by Fish & Game Code Section 1850 *et seq.* (“RCIS”), and the Antelope Valley Regional Conservation Investment Strategy (“AVRCIS”) in particular, is a voluntary, non-regulatory and nonbinding conservation assessment.

The undersigned further agree that an RCIS with boundaries including or adjacent to Tejon Ranch lands and specifically the AVRCIS: (a) does not regulate land use, establish land use designations, or otherwise affect, limit, or restrict the land use authority of any public agency; (b) does not create, modify, or impose any legal requirement, or, to the extent that site-specific data exist, or can be imputed to exist from models or derived plans, does not constitute “best available scientific data” for any purpose related to Tejon Ranch lands including but not limited to the California Environmental Quality Act; and (c) does not control the Projects or Project approvals under any statute, regulation, agency policy, standard, plan or practice, including CEQA, for any Project permits and approvals, funding or approvals sought, or obtained by any public agency, including but not limited to whether a Project or Project impacts are authorized, prohibited, or warrant any mitigation, condition or restriction on any Project approval.

Because the RCIS program is voluntary, discretionary, non-binding, and non-regulatory, nothing in law allows CDFW or any other state or local agency to use an RCIS as a regulatory requirement against a landowner like the Tejon Ranch Company or to seek to compel any landowner to participate. Consistent with our mutual commitment to the conservation provided for in the RWA, the undersigned organizations recognize the legitimate right of the Tejon Ranch Company to decline to participate in the Antelope Valley Regional Conservation Investment Strategy (AVRCIS) process and to exclude its lands and development projects from consideration for AVRCIS program activities or actions in any way and in any forum.

Lastly, the undersigned agree that we do not support the use of any RCIS and/or the AVRCIS in particular, in any venue or forum, including administratively, legislatively or judicially, to


Attachment: December 8, 2022 Letter from Tejon Ranch Co. (Draft Regional Advance Mitigation Planning (RAMP) Policy Framework)



establish, supplement, contest or support what is or is not ‘best available science’ in the context relating or directly relating to Tejon Ranch Projects.

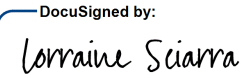
DATED: November 14, 2022

NATURAL RESOURCES DEFENSE COUNCIL, INC., a New York nonprofit corporation

By:   
589EF324105B409...  
Joel Reynolds  
Its: Western Director, Senior Attorney

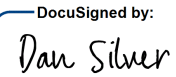
DATED: November 14, 2022

NATIONAL AUDUBON SOCIETY, INC., a New York nonprofit corporation

By:   
EB0E3A8C35794E1...  
Lorraine Sciarra  
Its: Vice President, General Counsel

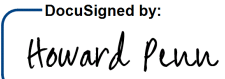
DATED: November 14, 2022

ENDANGERED HABITATS LEAGUE, a California nonprofit public benefit corporation

By:   
56C05B93BE544B8...  
Dan Silver  
Its: President

DATED: November 14, 2022

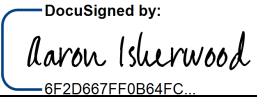
PLANNING AND CONSERVATION LEAGUE, a California nonprofit public benefit corporation

By:   
3457ECE1201C457...  
Howard Penn  
Its: Executive Director

Attachment: December 8, 2022 Letter from Tejon Ranch Co. (Draft Regional Advance Mitigation Planning (RAMP) Policy Framework)

DATED: November 14, 2022

SIERRA CLUB, a California nonprofit public benefit corporation

By:   
Aaron Isherwood  
Its: Phillip S. Berry Managing Attorney

DATED: November 14, 2022

TEJON RANCH CONSERVANCY, a California nonprofit public benefit corporation

By:   
Jaron Cramer  
Its: Executive Director

Attachment: December 8, 2022 Letter from Tejon Ranch Co. (Draft Regional Advance Mitigation Planning (RAMP) Policy Framework)



State of California – Natural Resources Agency  
 DEPARTMENT OF FISH AND WILDLIFE  
 Director's Office  
 P.O. Box 944209  
 Sacramento, CA 94244-2090  
[www.wildlife.ca.gov](http://www.wildlife.ca.gov)

GAVIN NEWSOM, Governor  
 CHARLTON H. BONHAM, Director



Attachment: December 8, 2022 Letter from Tejon Ranch Co. (Draft Regional Advance Mitigation Planning (RAMP) Policy Framework)

May 3, 2022

Gregory S. Bielli  
 President & Chief Executive Officer  
 Tejon Ranch  
 4436 Lebec Road  
 Tejon Ranch, CA 93243

Dear Mr. Bielli:

The California Department of Fish and Wildlife (Department) and Tejon Ranch (Ranch) have a long history of working together. The list of issues between the Department and Ranch covers topics from landscape scale conservation to wildlife connectivity, from permitting responsible development and housing to **stewardship of one of the state's largest conservation agreements**. Another issue of interest to both of us is the appropriate implementation of a relatively new program at the Department that allows for the creation of Regional Conservation Investment Strategies (RCISs).

This new law and program encourage a voluntary, non-regulatory process intended to result in higher-quality conservation outcomes and includes an advance mitigation tool. This program uses a science-based approach to identify conservation opportunities and consists of three components: regional conservation assessments (RCAs), regional conservation investment strategies (RCISs), and mitigation credit agreements (MCAs.). These tools are broadly supported across the state, and while we are in the beginning phases of implementing the program, transportation, infrastructure, and local government leaders around the state are embracing this program to both conserve natural resources and create regulatory certainty for industries.

I thank you for your appreciation of the value of RCISs when used consistent with Fish and Game Code sections 1850-1861 and the RCIS Guidelines the Department published in 2017 and amended in September 2018.

The Department acknowledges that one RCIS effort has generated significant negative feedback from the Ranch. This one example is the Antelope Valley RCIS. The purpose of my letter to you is to clarify the Department's view on RCIS.

Gregory S. Bielli  
President & Chief Executive Officer  
Tejon Ranch  
May 3, 2022  
Page 2

First, the development of an RCIS is purely voluntary. The Department cannot compel any public entity to pursue an RCIS, nor can it prevent any public agency, or other individuals or entities working with a public agency, from pursuing and proposing an RCIS.

Second, RCIS is a non-regulatory and non-binding conservation assessment. Nothing in law allows the Department or any other state or local agency to use an RCIS as a regulatory requirement against an entity like the Ranch. Indeed, **the statute expressly states that an RCIS “shall not affect the authority or discretion of any public agency and shall not be binding upon public agencies other than parties to a mitigation credit agreement.”** (Fish & G. Code, § 1855, subd. (a).) The statute goes on to clarify that an RCIS does not alter existing land use authority, standards for issuance of permits and approvals, standards under the California Environmental Quality Act, or whether a project or project impacts are authorized or prohibited. (Fish & G. Code, § 1855, subd. (a)-(b).)

The Department is aware that various parties in litigation concerning Los Angeles County’s approval of its Antelope Valley Area Plan, Los Angeles County’s approval of the Centennial Specific Plan, and transportation projects have sought to introduce the Antelope Valley RCIS as evidence to support their challenges to local agency actions. To the best of our knowledge, in each of these cases the court has appropriately determined that the Antelope Valley RCIS is not an obstacle to discretionary land use decisions by local agencies.

To be very clear, the Department does not support any RCIS being used in this manner. As noted above, the development of RCISs does not create, modify, or impose regulatory requirements or standards, regulate land use, establish land use designations, or affect the land use authority of a public agency. We are concerned that transporting a voluntary, incentive-based program as evidence into a judicial proceeding will have the consequence of chilling future interest in the very tool the Department seeks to make available around the state to increase conservation outcomes.

At the request of the Ranch, the Department helped ensure that the public agency proposing the Antelope Valley RCIS did not include any Ranch lands within the RCIS boundaries. The Department further acknowledges that there can be differences of opinions about what constitutes **“best available science”** in natural resources management and planning, and that this question has arisen in the context of the Antelope Valley RCIS. Looking ahead, the Department does not support good faith, collaborative efforts in a voluntary

Gregory S. Bielli  
President & Chief Executive Officer  
Tejon Ranch  
May 3, 2022  
Page 3

venue like RCIS being raised by others in a confrontational venue like California Environmental Quality Act litigation to advocate what is or is not “best available science.” An RCIS should not be weaponized for litigation. These were not the goals of Assembly Bill 2087 and Senate Bill 103 in creating the program.

I thank you for raising your concerns directly with me regarding the Antelope Valley RCIS. Notwithstanding those concerns, I trust you can appreciate the broader success and support across the state for new voluntary based efforts to create regulatory certainty and conserve our great natural resources in California. Please stay in touch so that we can continue the collaboration between Tejon Ranch and the California Department of Fish and Wildlife.

Sincerely,



Charlton H. Bonham  
Director



AGENDA ITEM 5  
REPORT

Southern California Association of Governments  
January 5, 2023

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
**From:** Roland Ok, Planning Supervisor  
(213) 236-1819, ok@scag.ca.gov  
**Subject:** SCAG's Draft Digital Action Plan

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR TC:**

Direct staff to release the Draft Digital Action Plan for a 30-day review and comment period to the public, which would occur from January 5, 2023, to February 3, 2023.

**RECOMMENDED ACTION FOR CEHD AND EEC:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*In February 2021, SCAG’s Regional Council adopted Resolution No. 21-629-2, which pledged SCAG to assist in bridging the digital divide in underserved and unserved communities. The resolution directed staff to (1) develop a Digital Action Plan, (2) Collect and invest in broadband data for mapping and analysis, (3) conduct studies which propose solutions and/or strategies to assist in the deployment of broadband infrastructure, (4) incorporate broadband planning into SCAG’s programs, including the development of future Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS or Connect SoCal). SCAG’s Digital Action Plan lays out the action the agency will take to provide accessibility and in turn foster an equitable, prosperous, and resilient region for all residents. Staff requests that the Transportation Committee authorize a*

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*release of the Draft Digital Action Plan for a 30-day review and comment period. A copy of SCAG's Draft Digital Action is accessible at: <https://scag.ca.gov/post/scag-digital-action-plan>.*

**BACKGROUND:**

In February 2021, SCAG's Regional Council adopted Resolution No. 21-629-2<sup>1</sup>, which pledged SCAG to assist in bridging the digital divide in underserved and unserved communities. The resolution directed staff to:

- (1) Develop a Digital Action Plan
- (2) Collect and invest in broadband data for mapping and analysis
- (3) Conduct studies which propose solutions and/or strategies to assist in the deployment of broadband infrastructure
- (4) Incorporate broadband planning into SCAG's programs, including the development of future Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS or Connect SoCal).

Since the approval of the Resolution, Staff has completed a Draft Digital Action Plan which provides an overview of the digital divide, work efforts from SCAG, and a list of actions and deliverables. The A copy of SCAG's Draft Digital Action is accessible at: <https://scag.ca.gov/post/scag-digital-action-plan>.

**OVERVIEW OF THE DIGITAL DIVIDE:**

The digital divide is defined as the growing gap between the members of society who have reliable access to broadband services and/or adequate devices for connecting to the internet, and those who do not. However, the digital divide is a complex issue, which is caused by three key factors:

- **Availability** – A lack of infrastructure or proper service
- **Affordability** – A lack of affordable subscription rates or devices
- **Literacy** – A lack of understanding or knowledge or how to participate in digital activities

Nearly half of California's population or approximately 19 million residents live within the six counties (Imperial, Los Angeles, Orange Riverside, San Bernardino, and Ventura) of the SCAG region. It is currently projected that the population will increase from 19 million to over 24 million.<sup>2</sup> While the region is growing and is diverse in its population, economy and environment, the region faces digital access challenges. Within the SCAG Region approximately 9-10% residents within SCAG region do not have access to broadband and 3% do not have access to a computer. Upon closer inspection:

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<sup>1</sup> Resolution No. 21-629-2. Available at: [https://scag.ca.gov/sites/main/files/file-attachments/resolution\\_no.\\_21-629-2\\_-\\_support\\_to\\_increase\\_broadband\\_access.pdf?1646942018](https://scag.ca.gov/sites/main/files/file-attachments/resolution_no._21-629-2_-_support_to_increase_broadband_access.pdf?1646942018)

<sup>2</sup> For more information, please visit <https://scag.ca.gov>

- 20% of Seniors aged 65 and over do not have access to broadband and 12% do not own a computer
- 13% of the Black population do not have access to broadband and 5% do not own a computer
- 11% of the Native American/Indigenous population do not have access to broadband and 4% do not own a computer
- 12% of the Latino/Hispanic population do not have access to broadband and 4% do not own to a computer
- 70% of those without internet are concentrated within low-income households

#### **VISION, GOALS, STRATEGIES AND GUIDING PRINCIPLES:**

The Draft Digital Action Plan is guided by a vision, goals and a set of guiding principles based on feedback from member jurisdictions, elected officials who participated in some of the digital divide working groups, and stakeholders (public and private).

Vision Statement: The vision statement is consistent with Resolution 21-629-2 and SCAG's Strategic Plan and is as follows:

*"We envision an equitable region that fosters accessibility and adoption of affordable high-speed broadband and digital devices for all its residents"*

Goals: The Digital Action Plan is divided into four major goals, each with its own strategies, guiding principles and supporting actions:

1. **Accessibility and Affordability** – Every household in the region should have access to affordable high-speed broadband services and high-quality devices
2. **Adoption** – All residents should have the confidence and skills to participate in digital activities
3. **Consensus** – Build partnerships and reach consensus that high-quality and affordable broadband is an essential service to everyone and provides economic, environmental and safety benefits to the region
4. **Planning** – Develop broadband technical tools and studies which provide value to the region

SCAG Strategies: To reach the Plan's goals, four core strategies were developed (also known as **SCAG** strategies):

1. **Seek and Secure** - Seek and secure broadband funding for our local jurisdictions and stakeholders to deploy broadband infrastructure, digital devices, and advance digital equity initiatives.



2. **Coordinate and Collaborate** - Coordinate, collaborate and build partnerships with public agencies, local jurisdictions, partners, and the public and align work efforts to collectively bridge the digital divide.
3. **Advocate and Assist** – Advocate for better data, Southern California’s fair share in funding, and open access to broadband networks, and assist low-income and rural households in underserved and unserved communities.
4. **Gather and Gain** - Gather data and gain knowledge through broadband technical and strategic studies, disseminate findings and inform decision makers and the public.

Guiding Principles: The principles which drive the strategies and actions to fulfil the goals and overall vision are as follows:

- **Break.** Break down barriers which inhibit the deployment of broadband infrastructure
- **Resilience.** Plan or advocate for networks that are efficient and assist in resiliency for communities and infrastructure
- **Invest.** Invest in communities affected by the digital divide
- **Data Driven.** Collect and share data to determine opportunity zones and solutions
- **Grassroots.** Use a bottom-up approach and listen to and prioritize a community’s needs
- **Expedite.** Develop solutions which can be quickly implemented and efficiently
- **Determine.** Determine funding opportunities and potential partnerships
- **Innovate.** Promote an atmosphere which allows for healthy competition and innovative solutions which are speed driven, while remaining technologically agnostic
- **Visionary.** Plan or advocate for networks that are scalable, sustainable and accommodate future needs and innovative technology
- **Integrate.** Integrate findings into traditional disciplines of transportation and land use planning
- **Dependable.** Promote transparency and gain the trust of the public, other agencies, and stakeholders
- **Educate.** Educate the public, policy makers and stakeholders and build consensus for collective action

#### **PREVIOUS AND CURRENT WORK EFFORTS:**

Staff across the agency have worked on several projects to address the digital divide or work related to broadband (directly and indirectly) conducted by the Broadband Planning team and other departments. Some of the key work efforts include but are not limited to the following:

Request for Qualifications for Prospective Partnerships - SCAG and SANDAG conducted a joint request for qualifications to seek partnerships (RFQPP) to deploy broadband infrastructure and provide high-quality and affordable broadband service to residents, businesses, public agencies,

public agencies, educational institutions, and tribes in the Southern California region. The goal of the RFQPP is to secure funding from state or federal sources for ISPs, constructors, engineer firms and non-profits to partner with local jurisdictions for planning efforts, construction and operation of last mile services, and advocacy efforts for digital literacy.

Transportation Broadband Strategies to Reduce Vehicle Miles Travelled and Green House Gas Emissions (Broadband/VMT Report) - In early 2022, SCAG together with the California Emerging Technology Fund (CETF) and the regional broadband consortia released a report titled Transportation Broadband Strategies to Reduce VMT and GHGs (also known as the Broadband/VMT Report). The study used the first year of the COVID-19 pandemic's "shelter in place" orders to study some impacts on the transportation system. With travel restrictions in place, many people were forced to participate in a trial run of "tele-everything" which includes teleworking, tele-medicine, remote learning, e-commerce, etc. As such, the project team used the observed traffic patterns in conjunction with online surveying to analyze potential impacts of broadband on VMT and GHGs.

ACP/Go-Human - To provide access to affordable internet to unserved and underserved areas across the region, SCAG is partnering with the CETF for a Digital Equity Call for Action to leverage and bolster their existing campaign for the Affordable Connectivity Program (ACP).

Permit Streamlining - SCAG is developing a permit streamlining report, model permit and ordinance template that can be readily adopted by local jurisdictions within the SCAG region. The report will identify streamlined broadband permitting practices that may lead to lower cost of entry and operation of broadband systems, reduce the risk of delays during the planning, permitting and construction phases, provide opportunities for increasing revenue, and create new avenues for competitive entries.

#### **PROPOSED ACTIONS AND DELIVERABLES:**

The Digital Action Plan provides a set of proposed actions and deliverables. Actions and deliverables are aligned with the goals, strategies, and guiding principles of the Digital Action Plan and SCAG's Strategic Plan. Proposed work efforts include but are not limited to, securing grant fundings, outreach exercises, the development of regional policies, mapping, and analysis.

Further, the proposed actions and deliverables are designed to go beyond bridging the digital divide. While bringing accessibility to underserved and unserved communities are of the highest priority, the future of transportation will rely on digital infrastructure, as communications infrastructure facilitates the flow of images and data required for state-of-the-art transportation management and safety improvements, including connected and autonomous vehicles, reliance on

big data, and expanded use of technology which would support emergency services.<sup>3</sup> For a complete list of proposed actions and deliverables, please refer to the Draft Digital Action located at: <https://scag.ca.gov/post/scag-digital-action-plan>.

**COMMENTS RECEIVED:**

On November 3, 2022, SCAG staff provided a written update on the Draft Digital Action Plan to the Transportation Committee, Energy & Environment Committee, Community Economic & Human Development Committee, and Regional Council. SCAG staff also presented an overview of the Digital Action Plan to the Subregional Executive Directors, Emerging Technology Committee (including a copy of the Draft Digital Action Plan), and Equity Working Group as shown in the table below.

**Previous Presentations and Meetings**

Presentations/Meetings	Date
Subregional Executive Directors	10/26/22
Emerging Technology Committee	10/27/22
Equity Working Group	12/8/22

Staff received no comments from the Subregional Executive Directors and Equity Working Group and received two (2) comments from members of the Emerging Technology Committee (ETC).

Comments from ETC members:

1. *Councilmember Dan Kalmick, City of Huntington Beach* - Consider expanding the language regarding digital literacy to include technical literacy (networking, coding, repair, and troubleshooting).
2. *Supervisor Curt Hagman, San Bernardino County* - Consider expanding the language regarding legislative advocacy to include advocating for the SCAG regions fair share of funding.

Staff Response:

1. *Technical Literacy* – According to the American Library Association (ALA), digital literacy is defined as “the ability to use information and communication technologies to find, evaluate, create, and communicate information, requiring both cognitive and technical skills”, and technical literacy such networking, repair and coding skills are outside the realm of basic literacy skills.<sup>4</sup> However, SCAG staff is currently considering the addition of a subsection

<sup>3</sup> Please note that proposed actions and deliverables are dependent on available funding and staffing resources and the annual Overall Work Program development. Further, all technical studies or other work efforts funded by SCAG or other sources will adhere to SCAG’s procurement policies.

<sup>4</sup> Digital Literacy. American Library Association. Available at: <https://literacy.ala.org/digital-literacy/>

titled “Technical Literacy” and/or incorporating language regarding technical literacy, when discussing the importance of digital skills required for future jobs.

2. *Legislative Advocacy* – Staff has incorporated language regarding the regions fair share under SCAG Strategies – Advocate and Assist (See Page 8 of the Digital Action Plan) and provided an action item under *Action 3.3 – Proposed Deliverables* (See Page 71 of the Digital Action Plan).

**REQUEST TO RELEASE THE DIGITAL ACTION PLAN FOR PUBLIC REVIEW**

Staff requests that the Transportation Committee authorize a release of the Draft Digital Action Plan for a 30-day review and comment period to the public, which would occur from January 5, 2023, to February 3, 2023. Comments should be directed to:

Roland Ok, Planning Supervisor  
Email: [ok@scag.ca.gov](mailto:ok@scag.ca.gov)  
Phone: 213-236-1819

After the closing of comment period, Staff will add, revise, and refine the language stated in the Digital Action Plan, as needed and applicable.

**NEXT STEPS:**

The Final Digital Action Plan will be presented to the Transportation Committee and Regional Council on April 6, 2023, for approval and adoption. SCAG staff will take steps to formally implementing the Digital Action Plan and integrate work efforts into SCAG’s Overall Work Program. The Digital Action Plan is also anticipated to be a “living document”, with opportunities to identify new actions over time, and SCAG staff will provide the Policy Committees and the Regional Council with periodic updates to ensure progress and accountability.

**FISCAL IMPACT:**

Work on this project is funded in SCAG’s Fiscal Year 2022-2023 Overall Work Program (OWP) under 100.4901.01 (Broadband Planning).

**ATTACHMENT(S):**

1. PowerPoint Presentation - SCAG's Digital Action Plan



# SCAG's Digital Action Plan

Transportation Committee  
January 5, 2023  
Roland Ok, Planning Supervisor

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)



## THE DIGITAL DIVIDE

## The Benefits of Broadband


- **Accessibility:** Broadband helps people with disabilities to participate in society.
- **Civic engagement:** Broadband empowers civic engagement and effective governance
- **Economic development:** Broadband fosters economic growth
- **Education:** Broadband can enhance education
- **Public health:** Broadband can improve access to healthcare
- **Public safety:** Broadband can help create a safer society
- **Sustainability:** Broadband is a Green Strategy

## What is the Digital Divide?

- Simplified Definition: *"The gap between those with internet access and those without it"*
- Reality: There is no **one** digital divide, there are **multiple** divides



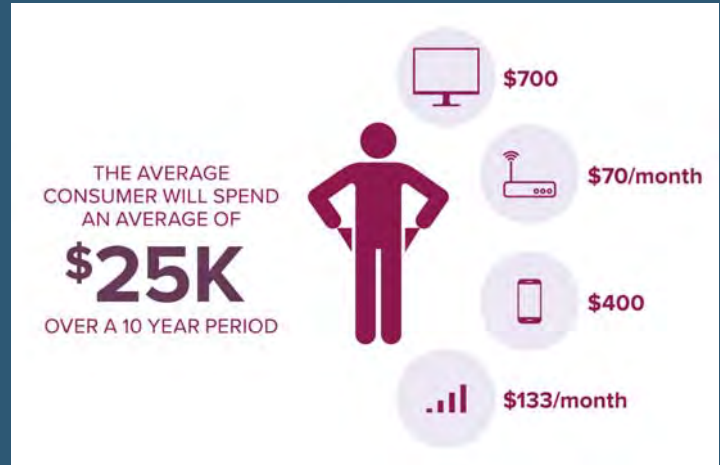
# Multiple Divides



**AVAILABILITY**  
A lack of infrastructure or proper service

**AFFORDABILITY**  
A lack of affordable subscription rates or devices

**LITERACY**  
A lack of understanding or knowledge of how to participate in digital activities



# Snapshot of the Region

- **9 to 10%** of households do not have access to adequate internet speeds or a computer
- **13%** of the Black population do not have access to broadband and **5%** do not own a computer
- **11%** of the Native American/Indigenous population do not have access to broadband and **4%** do not own a computer
- **12%** of the Latino/Hispanic population do not have access to broadband and **4%** do not own to a computer
- **20%** of Seniors aged 65 and over do not have access to broadband and **12%** do not own a computer
- **70%** of those without internet are **concentrated** within **low-income households**

# Examples of Societal Impacts

- Senior citizens and minority communities are targets for **online crime**
- The **“homework gap”** experienced by children of low-income households can prevent social mobility.
- **60%** of the Latino/Hispanic population and **70%** of the Black population **unprepared for jobs** which require digital skills
- Disqualified or underprepared for **86% of jobs** in the U.S. by 2045.



## WORK EFFORTS FROM SCAG



# Resolution 21-629-2 – Pledge to Bridge the Digital Divide

- **SCAG Resolution 21-629-2:** SCAG pledged to assist in bridging the digital divide
  - Develop a **Digital Action Plan**
  - Collect and invest in broadband data and conduct analysis
  - Conduct technical studies
  - Incorporate broadband into SCAG's programs



## Work Efforts

- **Joint Request for Qualifications for Prospective Partnerships (RFQPP)**
- **ACP/Go-Human**
- **Broadband/VMT Report**
- **Permit Streamlining Project**
- **Connect SoCal**

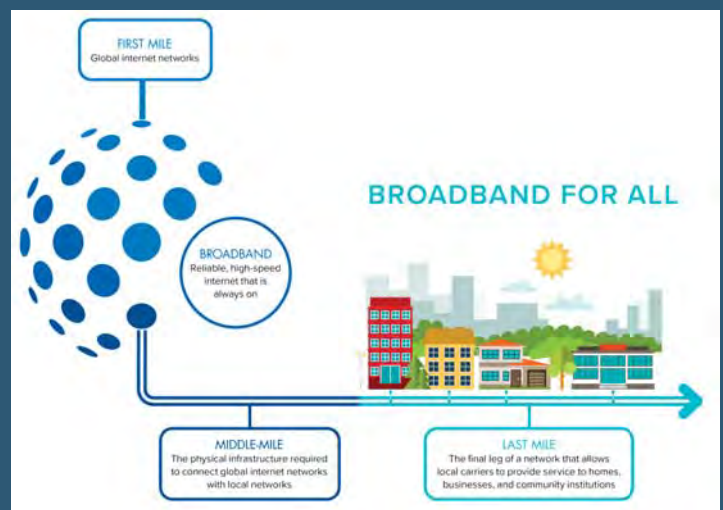




# DIGITAL ACTION PLAN

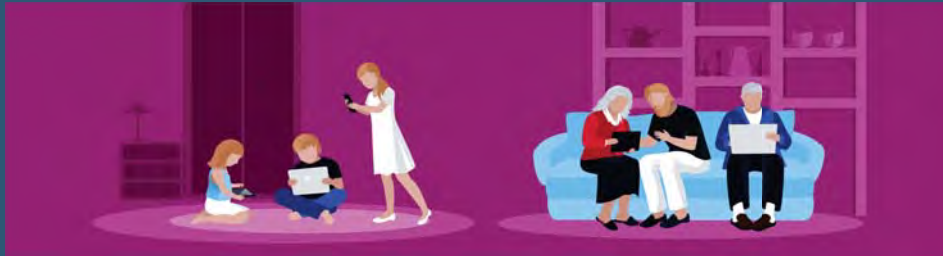
## Main Contents

- **Broadband 101**
- **Vision, Goals and Strategies**
- **Digital Divide 101**
- **Causes of the Digital Divide**
- **State of the Region**
- **Work Efforts**
- **Actions and Deliverables**



## Vision Statement

*“We envision an equitable region that fosters accessibility and adoption of affordable high-speed broadband and digital devices for all its residents”*



## Goals

1. **Accessibility and Affordability** – Every household in the region should have access to affordable high-speed broadband services and high-quality devices
2. **Adoption** – All residents should have the confidence and skills to participate in digital activities
3. **Consensus** – Build partnerships and reach consensus that high-quality and affordable broadband is an essential service to everyone and provides economic, environmental and safety benefits
4. **Planning** – Develop broadband technical tools and studies which provide value to the region

# SCAG Strategies

**S** **SEEK AND SECURE**  
 Seek and secure broadband funding for our local jurisdictions and stakeholders to deploy broadband infrastructure, digital devices, and advance digital equity initiatives.

**C** **COORDINATE AND COLLABORATE**  
 Coordinate, collaborate and build partnerships with public agencies, local jurisdictions, partners, and the public and align work efforts to collectively bridge the digital divide.

**A** **ADVOCATE AND ASSIST**  
 Advocate for better data, Southern California's fair share in funding, and open access to broadband networks and assist low-income and rural households in underserved and unserved communities.

**G** **GATHER AND GAIN**  
 Gather data and gain knowledge through broadband technical and strategic studies, disseminate findings and inform decision makers and the public.

# Guiding Principles to BRIDGE the DIVIDE

**B** **BREAK.** Break down barriers which inhibit the deployment of broadband infrastructure

**R** **RESILIENCE.** Plan or advocate for networks that are efficient and assists in resiliency for communities and infrastructure

**I** **INVEST.** Invest in communities affected by the digital divide

**D** **DATA DRIVEN.** Collect and share data to determine opportunity zones and solutions

**G** **GRASSROOTS.** Use a bottom-up approach and listen to and prioritize a community's needs

**E** **EXPEDITE.** Develop solutions which can be quickly implemented and efficiently

**D** **DETERMINE.** Determine funding opportunities and potential partnerships

**I** **INNOVATE.** Promote an atmosphere which allows for healthy competition, innovative solutions which are speed driven, while remaining technologically agnostic

**V** **VISIONARY.** Plan or advocate for networks that are scalable, sustainable and accommodate future needs and innovative technology

**I** **INTEGRATE.** Integrate findings into traditional disciplines of transportation and land use planning

**D** **DEPENDABLE.** Promote transparency and gain the trust of the public, other agencies, and stakeholders

**E** **EDUCATE.** Educate the public, policy makers and stakeholders and build consensus for collective action

# Proposed Actions and Deliverables

- Data procurement, mapping, distribution and analysis
- Technical and Strategic Reports
- Formation of partnerships, working groups, committees and legislative support
- Best Management Practices and Digital Literacy guides for Local Jurisdictions
- Development of Regional Policy and integration into Connect SoCal
- **Funding for Local Jurisdiction for Infrastructure, Adoption and Literacy**



## DELIVERABLES BEYOND THE DIGITAL DIVIDE

## Broadband is important to Regional Planning

- Broadband and equity goes **beyond** “bridging the digital divide” and is a **“green strategy”**
- Broadband should be **evaluated** as a utility
- Our **reliance** in participating in the **digital landscape** will continue to grow
- The way we live continue to **change** and so will our communities
- We need to **plan** for changes to **land use development** and **regional** and **local transportation network**

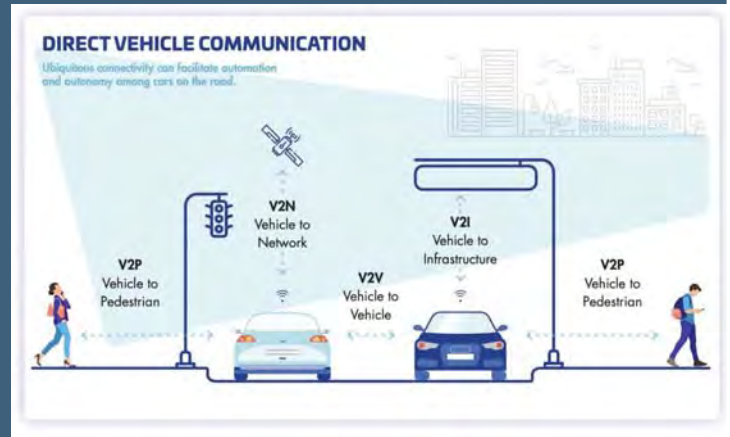
## Example: Smart Cities

- Broadband infrastructure and adoption is a **necessary** step in making our cities **“smart”**
- **“Smart Cities”** uses technology to make its programs and systems more **responsive** and **communicate effectively** with related systems
- To **fully** realize the **potential** of Smart Cities programs and upgrades, **broadband planning** serves as the **foundation for smart planning**



## Example: Transportation Safety and Goods Movement

- Automated Vehicles **require** a robust broadband network
- Vehicle to Everything (V2X) technology is **reliant** on wireless towers (5G+ speeds)
- Connectivity allows vehicles, infrastructure, and people to **communicate** with each other
- This could have profound impacts on the efficiency and safety of the **goods movement system**.



## Example: Transportation Investments

- Tele-everything will **change travel behavioral patterns**
- Commuting to work may **decrease**, but travel trips to run chores may **increase**
- Can result in **less highway traffic** but **more local roadway traffic**
- Financial investments may need to be **better aligned**





## REQUEST FOR PUBLIC RELEASE AND NEXT STEPS

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### Request for Release and Next Steps

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- **Request for authorization** to release the Digital Action Plan for a **30-day review and comment period**
  - **January 5, 2023 – February 3, 2023**
- Final Digital Action Plan will be presented to the Transportation Committee and Regional Council on **April 6, 2023**, for **approval and adoption**



Comments can be submitted to:

**Roland Ok, Planning Supervisor**

Email: [ok@scag.ca.gov](mailto:ok@scag.ca.gov)

Phone: 213-236-1819



**THANK YOU!**

For more information, please visit:

Broadband Planning: [scag.ca.gov/broadband](http://scag.ca.gov/broadband)



Southern California Association of Governments  
January 5, 2023

To: Community Economic & Human Development Committee (CEHD)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Kevin Kane, Principal Planner  
(213) 236-1828, kane@scag.ca.gov

Subject: Connect SoCal 2024: A First Look at Local Data Exchange (LDX) Input

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 3: Be the foremost data information hub for the region.

**EXECUTIVE SUMMARY:**

*On May 23, 2022, SCAG officially launched the Local Data Exchange (LDX) process, which is a local jurisdiction’s opportunity to provide input related to land use and the future growth of employment and households to help the development of Connect SoCal 2024. The LDX process aims to gather the most updated information from local jurisdictions to link and align local planning with regional plan vision, goals, and objectives in addition to a survey to help inform the plan’s policy direction. Throughout 2022, SCAG’s Local Information Services Team (LIST) met with local jurisdictions to provide background on the data, available tools, and describe the input opportunity. Feedback and data edits were due to SCAG by December 2<sup>nd</sup>. While staff are continuing to process input data, this staff report will provide an update of the LDX process status. As of December 2022, the LIST met with 164 of the region’s 197 jurisdictions (83 percent) and have received at least some input from 142 jurisdictions (72 percent).*

**BACKGROUND:**

**Connect SoCal and LDX Background**

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years, which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. SCAG’s next RTP/SCS, Connect SoCal 2024, will incorporate important updates of foundational data,

enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020.

The passage of California Senate Bill 375 (SB 375) in 2008 requires that SCAG prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a *Forecasted Regional Development Pattern* which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)). SCAG's GHG target for 2035 is unchanged from the last planning cycle, which is a 19 percent per capita reduction in GHG emissions from light and medium-duty vehicles below 2005 levels.

SCAG relies on input and collaboration from regional partners and local jurisdictions in developing Connect SoCal—namely, the projects list provided by County Transportation Commissions (CTCs) and local land use and growth data from each of the 191 cities and 6 counties. SCAG also engages with other major stakeholders through working groups, technical advisory committees, and direct engagement with residents throughout the development of the plan.

To develop a regional plan that can meet federal and state requirements, reflect a regional vision, and meaningfully engage with local jurisdictions through the LDX process, staff produced a set of preliminary projections of household and employment growth and GIS maps for each jurisdiction to review (available at <https://scag.ca.gov/local-data-exchange>). In addition, staff designed and provided an interactive portal and tool through the related Regional Data Platform (RDP) effort (<https://hub.scag.ca.gov/pages/ldx>) to modernize the input process and improve its connection to available technical assistance and plan implementation.

LDX data, which can be seen as the key ingredients to a *Forecasted Regional Development Pattern* that achieves plan targets, fall into 6 categories:

- Land use
- Priority development
- Transportation
- Green region resource areas (SB 375)
- Geographical boundaries
- Preliminary growth projections

While some of these data are from third parties and provide context, as a non-implementing agency without direct land use authority, SCAG necessarily relies on local sources and local review of the land use and growth projection data.

The LDX also included a survey (<https://www.surveymonkey.com/r/LDX24>) for local planners to help improve SCAG's understanding of the trends, existing conditions, local planning initiatives,

opportunities and challenges to meeting growth objectives across Southern California’s jurisdictions. We also ask about the implementation of prior regional plans. The survey included the following topics:

- Land use and housing (23 questions)
- Transportation (5 questions)
- Environmental (5 questions)
- Public Health and Equity (5 questions)
- Data (1 question)

SCAG staff conducted substantial outreach to local jurisdictions to ensure participation in LDX:

LOCAL DATA EXCHANGE (LDX) OUTREACH STEPS	DATE
LDX Soft Launch. Email blast to local planning director & city manager contacts; Non-growth data available for local review via Data/Map Books and RDP.	February 23, 2022
Outreach and trainings. Presentations at subregional Council of Government planning director meetings, SCAG’s Toolbox Tuesday, SCAGnews releases, and at 2022 SCAG General Assembly for 1-on-1 discussions with LIST team members and local jurisdictions.	February – May 2022
LDX Complete Launch including preliminary growth forecast data and LDX Survey.	May 23, 2022
One-on-one meetings with local jurisdictions to review the data and explain the review opportunity.	May – November 2022
Eleven LDX Office Hours sessions conducted with SCAG and ESRI staff to answer additional questions and walk cities through the input process.	October – November 2022
Outreach to the development community through SCAG’s Global Land Use and Economic (GLUE) council.	November 2022
Deadline for local jurisdictions to provide feedback for possible inclusion in Connect SoCal 2024.	December 2, 2022
Continued follow-up with local jurisdictions to refine responses, identify missing pieces of input, and complete partnership work with subregions.	Until December 22, 2022

Jurisdictions were asked to submit a signed Data/Verification Form (example attached) in order to summarize and finalize their input.

**Summary of LDX Input Received**

Input was due to SCAG on December 2, 2022. Several jurisdictions indicated they needed additional time to complete edits—these jurisdictions were granted extensions to provide input no later than December 22<sup>nd</sup> in order to ensure data and feedback can be included in Connect SoCal 2024. The below table includes input received as of December 21<sup>st</sup>, 2022 and likely represents an undercount as of this committee’s January 5<sup>th</sup>, 2023 meeting date:

COUNTY	SUBREGION	Number of Jurisdictions	Formal 1:1 LDX Meeting Held	Received Input	Input on GIS Data/Maps	Input on Growth Forecast	Input on Survey	Data/Verification Form Provided
Imperial	ICTC	8	6	1	1	0	1	0
Los Angeles	Arroyo Verdugo	3	3	2	2	2	2	1
	City of Los Angeles	3	3	3	3	3	1	3
	GCCOG	26	22	16	14	10	12	9
	Las Virgenes Malibu COG	5	2	2	2	2	2	2
	North Los Angeles County	3	3	2	2	2	1	2
	SBCCOG	15	15	11	10	7	8	7
	SGVCOG	30	21	18	14	12	14	9
	WCCOG	4	4	4	4	4	3	3
Orange	OCCOG	35	35	35	30	35	28	29
Riverside	CVAG	10	3	4	1	3	4	1
	WRCOG	19	13	14	12	14	8	9
San Bernardino	SBCTA	25	25	25	25	22	11	13
Ventura	VCOG	11	9	5	5	5	4	4
<b>TOTAL</b>		<b>197</b>	<b>164</b>	<b>142</b>	<b>125</b>	<b>121</b>	<b>99</b>	<b>92</b>
<i>Percent</i>			<i>83%</i>	<i>73%</i>	<i>63%</i>	<i>61%</i>	<i>50%</i>	<i>47%</i>

Note that SCAG actively coordinated with subregional councils of government to conduct meetings and facilitate data exchange in Orange, Riverside, and San Bernardino Counties.

Response rates are generally strong for a regional data collection effort, but somewhat lower than those for the Bottom-Up Local Input and Envisioning Process conducted for the 2016 RTP/SCS—the last time there was an RTP/SCS developed without being associated with a Regional Housing Needs Allocation (RHNA) process. During that plan cycle, SCAG met one-on-one with 195 jurisdictions,

received GIS/Map data from 153 jurisdictions, received input on the growth forecast from 147 jurisdictions, and received a survey from 143 jurisdictions.

One of the most common survey responses was that local staff time was limited—an aspect which was apparent when scheduling meetings compared to during prior cycles. This stemmed from the COVID-19 pandemic and also housing element and other compliance requirements taking place contemporaneously. Despite these challenges, the option for virtual meetings as well as the choice between PDF-format data or the digital RDP-LDX platform for input likely increased staff's ability to conduct outreach compared to the approaches taken four and eight years prior. In order to ensure that the plan is reflective of input received from local jurisdictions as of the same point in time (i.e. December 2022), SCAG can no longer guarantee the inclusion of late-arriving edits and feedback into Connect SoCal 2024. Please contact [LIST@scag.ca.gov](mailto:LIST@scag.ca.gov) for any.

### Summary of LDX Survey Responses

Complete results from the survey will be shared with SCAG Policy Committees in spring 2023 to inform Connect SoCal policy development. The associated staff report on Connect SoCal 2024 land use strategies also contains additional detail about this process.

As of December 21<sup>st</sup>, 78 jurisdictions completed the survey in full; an additional 21 provided partial responses. Some general themes, especially related to barriers to implementing GHG-reducing strategies, included:

- Cities understaffed and/or under-resourced
- Funding
- Community buy-in
- Time, staff, and money required to update and implement plans regularly

A major focus of the survey was to understand to what degree local general plans support Sustainable Communities Strategies (SCS) from Connect SoCal. Amongst responding jurisdictions:

- 32% indicated their general plan is 15 years old or older
- 54% indicated their most recently adopted general plan supports Center-Focused Placemaking
- 69% of general plans support focusing growth near destinations and mobility options
- 86% of general plans support infill development
- 54% of general plans support Priority Development Areas (PDAs)
- 50% of general plans support Transit-Oriented Development (TOD)



### Forecasted Regional Development Pattern – Development and Next Steps

The LDX's main role has been to provide locally-reviewed inputs to the statutorily-required Forecasted Regional Development Pattern (FRDP). The below provides a timeline to-date and outlines the stages of development from the preliminary, locally-reviewed draft, and final versions of the FRDP:

1. March 23, 2022: **Preliminary FRDP** released as part of the Local Data Exchange for review by local jurisdictions
2. January – February 2023: Staff uses LDX results to develop **Locally-Reviewed FRDP**
3. March 2023 (planned): Provide initial assessment of the Locally-Reviewed FRDP and recommended refinements to the Technical Working Group (TWG). This will include:
  - Technical assessment against the Demographic Panel of Experts recommendations and preliminary county-level projections reported to the Joint Policy Committee in February 2022
  - Assessment of sustainability measures embedded into the preliminary FRDP from Connect SoCal 2020 (see <https://scag.ca.gov/sites/main/files/file-attachments/twg111722fullagn.pdf#page=81>). This involves analysis based on Priority Development Areas (PDAs), Green Region Resource Areas (GRRAs), and a sketch-planning analysis of Vehicle Miles Travelled output from SCAG's Scenario Planning Model (SPM).
  - TAZ-level data of Locally-Reviewed FRDP used for this assessment will be made available
  - Will not include a run of the activity-based travel demand model
4. April 2023 (planned): Provide update of initial assessment of Locally-Reviewed FRDP to CEHD
5. June 2023: Begin activity-based travel demand model runs
6. September 2023: anticipated release of Draft Connect SoCal 2024, based on the **Draft FRDP**
7. April 2024: anticipated release of Final Connect SoCal 2024, based on the **Final FRDP**

#### FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2020.21 Overall Work Program (LIST—General Plan, RDP, or LDX Technical Assistance): 235.4900.01 and Regional Growth and Policy Analysis, 055.4856.01.

#### ATTACHMENT(S):

1. PowerPoint Presentation - LDX\_update\_Jan2023
2. SCAG\_DataReviewVerificationForm2024\_052322





# Connect SoCal 2024

## A first look at input from the

# Local Data Exchange

**January 5, 2023**

Kevin Kane, PhD, Program Manager – Demographics and Growth Vision  
Planning Division, Southern California Association of Governments

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

## Presentation Outline

- Connect SoCal 2024 Local Data Exchange – Background
- Summary of Input Received
- LDX Survey – A First Look
- Next Steps toward a *Forecasted Regional Development Pattern*



# LDX Survey

LAND USE AND HOUSING  
23 questions

DATA  
1 question

TRANSPORTATION  
5 questions

PUBLIC HEALTH AND EQUITY  
5 questions

ENVIRONMENTAL  
5 questions

# Snapshot of LDX Outreach Conducted

LDX SOFT LAUNCH – FEB 2022  
Non-growth data available for local review. Policy committees, subregions, SCAG updates

OFFICE HOURS – OCT-NOV 2022  
11 sessions conducted

LDX COMPLETE LAUNCH – MAY 2022  
All data available for local review. E-mail letter sent to planning directors & GIS contacts.

PUBLIC HEALTH AND EQUITY  
5 questions

1-ON-1 MEETINGS – MAY-NOV 2022  
90-minute technical assistance meeting and walk-through of input process

1-ON-1 MEETINGS – MAY-NOV 2022  
90-minute technical assistance meeting and walk-through of input process

# LDX discussed at nearly every Technical Working Group (TWG) meeting

## TECHNICAL WORKING GROUP

The purpose of the Technical Working Group (TWG) for regional planning and growth is to enhance the quality, data integrity and transparency of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) by providing a venue for SCAG staff to discuss and receive feedback on growth-related technical approaches, data collection and technical tools associated with the development, implementation, and monitoring of the RTP/SCS with local and regional planning partners, regulatory and coordinating agencies, and technical experts. The working group shall not serve as a policy, legislative or voting body and thus meetings are not subject to the Brown Act.

[View the Technical Working Group Charter](#)

- Reconvened in July 2021
- Meets during odd-numbered months (third Thursday)
- Membership open to:
  - 1) All 197 local jurisdictions
  - 2) Subregional Councils of Government and County Transportation Commissions
  - 3) Key federal state, and regional agencies
  - 4) Field experts
- Visit [scag.ca.gov/technical-working-group](http://scag.ca.gov/technical-working-group) to see past agendas or sign up

## LDX Current Status (as of 12/21/2022)

- Received input from **153/197 (78%)** of jurisdictions

County	Jurisdictions	Completed 1:1 Meeting	Received Input	Input on GIS Data/Maps	Input on Growth Forecast	Survey Submitted	Data/Verification form submitted
Imperial	8	6	1	1	0	1	0
Los Angeles	89	73	58	51	42	43	36
Orange	35	35	35	30	35	28	29
Riverside	29	16	18	13	17	12	10
San Bernardino	25	25	25	25	22	11	13
Ventura	11	9	5	5	5	4	4
<b>TOTAL</b>	<b>197</b>	<b>164</b>	<b>142</b>	<b>125</b>	<b>121</b>	<b>99</b>	<b>92</b>
Percent		83%	73%	63%	61%	50%	47%

- SCAG actively coordinated with subregional COGs to in Orange, Riverside, and San Bernardino Counties (thank you!)
- Data/Verification form submitted indicates that a jurisdiction has provided final sign-off on all their input



# Next Steps – Forecasted Regional Development Pattern

“set forth a *forecasted development pattern for the region*, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the *greenhouse gas emission reduction targets* approved by the state board, and (viii) allow the regional transportation plan to comply with Section 176 of the *federal Clean Air Act* (42 U.S.C. Sec. 7506).” California Government Code 65080(b)(vii)



- ✓ Demographic Expert Panel/Model
- ✓ Sustainability targets
- ✓ Data Available



## THANK YOU!

For more information, please visit:

[www.scag.ca.gov/local-data-exchange](http://www.scag.ca.gov/local-data-exchange)

Kevin Kane, PhD  
Program Manager, Demographics and Growth Vision  
[kane@scag.ca.gov](mailto:kane@scag.ca.gov)

## Data Review and Verification Form – SCAG Connect SoCal 2024 – Local Data Exchange (LDX) Process

Date: \_\_\_\_\_ Jurisdiction: \_\_\_\_\_

Name: \_\_\_\_\_ Position/Title: \_\_\_\_\_

Email: \_\_\_\_\_ Phone: \_\_\_\_\_

*Please use this form to formally indicate that you have reviewed of data for which SCAG is seeking update/corrections or optional review during the LDX process. For each layer reviewed, please indicate whether the review was provided through the Regional Data Platform (RDP) or via the Local Information Services Team (LIST) email to [list@scag.ca.gov](mailto:list@scag.ca.gov).*

Category	Layer	Review Type	Sent by:	Notes/Comments – Continue on back if needed
Land Use	General Plan	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Zoning	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Existing Land Use	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Specific Plan	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Key Entitlements	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
Priority Development	Neighborhood Mobility Areas	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Livable corridors	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Housing trajectory	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
Transportation	Regional bikeways	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Regional truck routes	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	

*Please indicate whether you have completed a review of the preliminary growth forecast / socioeconomic data (SED). Please also indicate whether you made revisions at the jurisdiction or transportation analysis zone (TAZ) level, and the method of delivery. Note that changes will be integrated by SCAG and do not guarantee inclusion in the Final Connect SoCal 2024 due to state-mandated targets.*

Growth/SED	Year	Jurisdiction-level	TAZ-level	Sent by:	Notes/Comments – Continue on back
Total Households	2019	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2035	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2050	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
Total Employment	2019	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2035	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2050	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	

*If growth/SED were revised, please select a reason and describe:*

Category	Reason	Description – Continue on back if needed
Correction	<input type="checkbox"/> General Plan capacity (current or expected future)	
Correction	<input type="checkbox"/> Entitlements	
Local Policy	<input type="checkbox"/> Zoning/plan changes resulting from the 6 <sup>th</sup> cycle housing element update	
Local Policy	<input type="checkbox"/> Growth will be focused in other priority development areas	
Local Policy	<input type="checkbox"/> Higher development potential in green region/resource areas	

Check if you have also submitted the LDX Survey via <https://www.surveymonkey.com/r/LDX24>

Name: \_\_\_\_\_ Title: \_\_\_\_\_ Signature: \_\_\_\_\_

*Signature should be from city manager or planning director to be considered complete. Please email to [list@scag.ca.gov](mailto:list@scag.ca.gov).*

**Data Review and Verification Form – SCAG Connect SoCal 2024 – Local Data Exchange (LDX) Process**

Date: \_\_\_\_\_

Jurisdiction: \_\_\_\_\_

Please include any additional notes, comments, or descriptions of changes below or in an attachment:

Attachment: SCAG\_DataReviewVerificationForm2024\_052322 (Connect SoCal 2024: A First Look at Local Data Exchange (LDX) Input)





Southern California Association of Governments  
January 5, 2023

**To:** Executive/Administration Committee (EAC)  
Community Economic & Human Development Committee (CEHD)  
Regional Council (RC)  
**From:** Ma'Ayn Johnson, Planning Supervisor  
(213) 236-1975, johnson@scag.ca.gov  
**Subject:** REAP 1.0 Biannual Program Update

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR CEHD:**  
Information Only – No Action Required

**RECOMMEND ACTION FOR EAC 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:**  
*Under the California 2019-20 Budget Act, SCAG was awarded \$47 million in Regional Early Action Planning (REAP 1.0) funding to support local governments and stakeholders with planning activities that accelerate housing production and meet the region’s goals for producing 1.3 million new units of housing by 2029, as determined by the 6th Cycle Regional Housing Needs Assessment (RHNA). The REAP 1.0 funding is a one-time planning program that authorizes subregional partnerships and encourages inter-governmental collaboration on projects that have a broader regional impact on housing production. SCAG is administering the REAP funds through a combination of direct technical assistance (including housing element data components and policy assessments), subregional partnerships with councils of government, community-based partnership grants in collaboration with philanthropic organizations, and planning support offered through the Sustainable Communities Program to local jurisdictions or entities serving single or multiple jurisdictions.*

*Staff is providing a bi-annual program status and update on the REAP 1.0 programs.*

**BACKGROUND:**

Under the California 2019-20 Budget Act, SCAG was eligible for \$47 million in REAP funding to support local governments and stakeholders with planning activities that accelerate housing production and meet the region's goals for producing 1.3 million new units of housing by 2029, as determined by the 6th Cycle RHNA.

SCAG has framed the REAP funding into three umbrella categories:

1. Partnerships and Outreach
2. Regional Housing Policy Solutions
3. Sustainable Communities Strategies (SCS) Integration

This report provides an update on the current and future REAP program implementation activities, organized by each umbrella category, with an additional update on administrative actions related to program implementation.

The last update was presented to the CEHD Committee at its July 7, 2022 meeting and SCAG staff intends to continue providing program updates on a bi-annual basis. In addition, as the REAP funded programs begin to produce results and deliverables, staff will coordinate presentations to the CEHD committee on the impacts and lessons learned in the program.

**REAP Program Administration**

AB 101 originally required that all REAP 1.0 funds must be expended by December 31, 2023. SB 197, which was enacted on June 30, 2022 and immediately took effect, extended the REAP 1.0 expenditure deadline to December 31, 2024. To receive full reimbursement of REAP activities, SCAG must submit all of its processed invoices to HCD by June 30, 2024.

**REAP Program Updates*****1. Partnerships and Outreach***

There are three programs within the Partnerships and Outreach category of SCAG's REAP funding.

**1) Subregional Partnership Program**

SCAG set aside approximately \$24 million of its REAP housing funding for the Subregional Partnership Program (SRP) to fund subregional partnership planning activities that will accelerate housing production and facilitate compliance in implementing a jurisdiction's 6th cycle RHNA. The program is intended to augment resources available through locally received SB 2 and Local Early Action Planning (LEAP) grants and foster subregional collaborations to take advantage of economies of scale in meeting housing goals. The funding amount available for each subregional partner is based on the final RHNA allocation.

Over 70 SRP projects have kicked off and are well underway. Because completion timelines vary, SCAG staff will prepare a closeout report for each individual project. All SRP projects are projected to finish by early 2024 to meet the reimbursement deadlines for the REAP program.

A number of projects have already reached completion. Several have made significant impacts on housing element preparation and have resulted in successful compliant housing elements:

- City of Los Angeles: The Affirmatively Furthering Fair Housing and Assessment of Fair Housing Assessment and Safety Element Update
- The County of Los Angeles: Housing Element Outreach
- San Bernardino Council of Governments (SBCOG): Site Inventory and Site Analysis Tool

Other completed SRP projects include:

- South Bay Cities Council of Governments' SB 330 Supplemental Pre-application Form to Facilitate Replacement Housing – a project that will help produce affordable housing units and prevent displacement of residents
- Ventura County Council of Governments (VCOG) Regional Model Inclusionary Ordinance -- a template for inclusionary housing ordinances for optional implementation by jurisdictions
- SBCOG, Infrastructure Pilot Toolkit -- a toolkit to provide a utility growth capacity plan for certain unincorporated areas to address housing element capacity issues

Over the next year, SCAG anticipates a large number of transformative projects to reach milestones and completion. Highlighted projects include:

- Orange County Council of Governments (OCCOG)/Gateway Cities Council of Governments (GCCOG)/VCOG Cross-regional Accessory Dwelling Unit (ADU) Communication Toolkit -- a multi-regional collaborative project to enable jurisdictions to educate the public about opportunities for ADU production and meet common goals
- San Gabriel Valley Council of Governments, GCCOG, OCCOG -- Housing Trust Fund supportive activities
- City of Palmdale (North Los Angeles County) Digital Utility Data Inventory Tool -- a comprehensive utility data inventory and interactive online viewing tool to support the development of housing
- San Fernando Valley Council of Governments Regional Housing Analysis Tool -- a multi-jurisdictional tool to identify areas with low vehicle miles traveled conditions as most suitable for the siting of affordable housing

SCAG will continue to update the CEHD Committee on various SRP projects in upcoming biannual reports and publicize highlighted deliverables as they become available.

## 2) Call for Collaboration

In partnership with the California Community Foundation (CCF) and other philanthropic organizations, the Call for Collaboration program was designed to fund community-based organizations and non-profit led activities that result in action-oriented planning policies and programs demonstrating a nexus to accelerating housing production. This collaboration fosters diverse community-driven approaches and strategic coalitions to shape and execute a vision for more housing in every community while addressing historic racial inequities.

The Call for Collaboration grantee projects are currently in their final month of the performance period. A technical assistance provider procured by CCF has hosted seven 90-minute trainings on special topics. The technical assistance provider, along with SCAG and CCF staff, hosts a monthly check-in with grantees. CCF and SCAG are collectively conducting a thorough review of grantee progress and identifying additional technical assistance needed. Several projects will conclude in December 2022 and the remaining projects will be completed by March 2023. A presentation on the program was given to CEHD at their October 6, 2022 meeting.

### 3) Housing Policy Leadership Academy (HPLA)

SCAG procured a consultant team to develop and lead a housing leadership academy that aims to convene, educate, and engage elected officials, local leaders and influential stakeholders on housing issues related to production and preservation of housing. The objectives of this program are to educate and elevate local leadership to proactively contribute to accelerate housing production, develop regional pro-housing coalitions, better utilize housing funding opportunities, implement housing elements, and collaborate with SCAG's emerging housing program. Two subregional partners, San Fernando Valley Council of Governments and San Gabriel Valley Council of Governments, opted to use a portion of their SRP funds to sponsor their own HPLA cohort as part of their Subregional Partnership Program grant funding, for a total of 8 subregional cohorts.

The first HPLA session kicked off in February 2022. Almost 200 individuals representing a variety of stakeholders from planning commissioners, elected officials, non-profit leaders and service providers completed the program in November and December 2022. The series concluded with a culminating group research project and policy proposal. Some members indicated voluntarily continuing on to work on the initiatives begun in class and will be seeking stakeholder support, local approvals, and funding to execute on the policy recommendations researched.

In addition to the trainings, the leadership academy program included four (4) region-wide convenings on core housing topics that started in November 2021 and concluded in November 2022. Each Forum had approximately 300 participants and the last two Forums were held in partnership with the San Diego Association of Governments (SANDAG). National- and local-level speakers were featured and provided an overview of recent Federal and State housing legislation,

along with other important housing topics such as homeownership. Staff will invite some of the HPLA participants to present their policy proposals to the CEHD committee in 2023.

## **2. *Regional Housing Policy Solutions***

There are three programs in the Regional Housing Policy Solutions category.

### **1) RHNA Methodology/Allocation**

In Summer 2022, SCAG launched an effort to collect public input and develop recommendations to the State as part of the RHNA reform process required under AB101. While HCD has not yet made available its schedule or process for statewide RHNA reform, AB101 and the extension granted by SB 197 require that HCD make recommendations by December 31, 2023. Due to restrictions from HCD on using REAP 1.0 funding for RHNA reform, SCAG will limit its remaining RHNA work under REAP to creating a lessons learned and best practices document on the 6<sup>th</sup> cycle RHNA.

Using other funding sources, SCAG staff is currently reviewing the collected input on RHNA reform and will develop draft recommendations. Staff will share the draft recommendations as part of another public outreach process in late Spring 2023, after which final recommendations will be proposed to the CEHD and Regional Council for approval. Subsequent to Regional Council approval, staff will prepare a comment letter based on the recommendations and submit it to HCD as part of their Statewide outreach process.

### **2) Data Tools and Technical Support for Housing Element Updates**

In June 2022, SCAG launched a new program offering grant writing assistance for housing-supportive opportunities for jurisdictions and Tribal Governments. In Summer 2022 SCAG procured a consultant to assist jurisdictions in determining candidate projects and provide technical assistance to ensure that the jurisdiction or Tribal Government meets application evaluation criteria for various grants offered by public agencies such as HCD. A call for applications was open between June 6 and July 1, 2022 and shared with subregions, jurisdictions, and Tribal Governments. Four jurisdictions and two Tribal Governments have begun receiving technical assistance, and space is still available for additional recipients. SCAG will continue to reach out to potential recipients until program funds are expended.

### **3) Housing Policy Solutions Research**

Building upon prior internal research efforts which focus on housing policies and fiscal innovations, this work item was established to develop collaboratively funded university studies (“university partnerships”) or other partnerships and engagements that provide research and recommendations on best practices that accelerate housing production. The key deliverables will consist of policy

briefs and periodic white papers on timely topics and best practices. Five efforts are underway or completed for this program:

1. *Other to Residential*: The Other-to-Residential project considers the opportunities and barriers for conversion of underutilized non-residential sites to much-needed residential use in the SCAG region. The underutilized non-residential land uses include retail commercial uses, gas stations, brownfields, and golf courses. The project included a collaboration with students at the University of Southern California's Sol Price School of Public Policy to expand opportunities for students to engage with planning practitioners and real-world examples. The final product, an Other-to-Residential Toolkit that showcases case studies and best practices in the conversion of non-residential land uses, was presented to the CEHD Committee in June 2022 and released to the public in August 2022. The full Toolkit is downloadable on the SCAG REAP 1.0 website and a full ArcGIS StoryMap will be available in early 2023.
2. *Housing Development Streamlining*: The Housing Development Streamlining Project will offer guidance documents, best practices, workshops, and other materials and resources to support local jurisdictions' efforts to streamline their CEQA and general administrative review processes. Earlier this year the consultant prepared a Recommendation Report based on responses to a questionnaire. Per the feedback received on the Questionnaire, in November 2022 the consultant prepared guidance documents that were published on SCAG's website: <https://scag.ca.gov/development-streamlining-efforts>. A total of 14 guidance documents were published covering a range of topics, including CEQA streamlining, exemptions, and other State laws. Workshop preparation is ongoing and workshops will be scheduled for Spring 2023.
3. *Smart Permitting*: The City of Cerritos pilot program, as a part of the Future Communities Pilot Program (FCPP), continues making progress on their online permitting platform to accelerate housing production. The consultant team and City staff are working closely together to migrate content, install critical modules, design functional systems, and build the new platform. Several critical "Go Live" launch dates have occurred and allow the project team to process permits in the new environment, in turn expediting processing times, collecting data, tracking progress, and reducing in-person trips to City Hall, usually taken by single-occupancy vehicles. The project timeline was extended, and data findings, best practices, and regional replicability will be the focus of Winter 2023 with a final report anticipated by May 2023. Early results are promising, and the community has positively embraced the new platform and improved permitting workflows.
4. *Tax Increment Financing (TIF)*: An expansion of SCAG's TIF pilot program, this project will provide technical assistance to advance establishment of innovative self-help financing

districts for local jurisdictions that can accelerate housing production, including Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), Neighborhood Infill Finance and Transit Improvements Districts (NIFTIs/NIFTI-2s), and Affordable Housing Authorities (AHAs). The project will complete studies for the County of Imperial and City of Barstow incorporating best practices for district establishment and infrastructure financing, and will have a specific focus on implementing housing supportive infrastructure and expanding housing supply. Work kicked off in Fall 2022 and both the County and City have participated in the technical discussions. The project's next steps will be to define the EIFD boundaries and hold public workshops in early 2023.

5. *Preservation Strategy*: The purpose of this program is to develop a series of recommendations for a comprehensive preservation program, focused on both current affordable housing with expiring covenants as well as naturally occurring affordable housing (NOAH) at risk of converting to market rate. Preservation of expiring covenants and NOAH is a critical component of a robust Affirmatively Furthering Fair Housing program as it is a powerful anti-displacement strategy. The project kicked off in September 2022 and work is currently underway, including the finalization of a literature review. As part of the project, a preservation advisory committee made up of professionals in housing development and tenant's rights will be established and hold its first convening in early 2023.

### 3. ***Sustainable Communities Strategies Integration***

There are three programs in the SCS Strategies Integration category.

#### 1) 2020 Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD)

This program (<https://scag.ca.gov/sustainable-communities-program>) was designed to provide resources and direct technical assistance to jurisdictions to complete local planning efforts that both accelerate housing production as well as enable implementation of the Sustainable Communities Strategy (SCS) of Connect SoCal. There are three eligible categories for this program including: (1) implementing ADU programs; (2) Housing Sustainability Districts, Workforce Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts; and (3) streamlining housing permitting, parking reduction strategies, housing-related specific plans and other pro-housing policies. Staff assembled the 26 applications received into 12 project bundles based on similar project outcomes and deliverables.

One of the ADU bundles is scheduled to reach completion at the end of December 2022. Deliverables will include an updated ADU ordinance template and an online calculator tool, which will estimate development fees and the overall cost of ADU development for participating

jurisdictions. Additionally, the bundle will produce an ADU development handbook, plans, and a financial assistance report.

Another highlight of the HSD program was the vote on the resolution of intent to establish an Enhanced Infrastructure Financing District (EIFD) by the City of Yucaipa and the City of Covina in December 2022. EIFDs are a type of tax increment financing district that can be used to fund certain public needs, which in this project is to fund infrastructure improvements to support infill housing. The next step of the project scope is to establish a public financing authority, which will oversee the creation of the EIFD.

## 2) Transit Oriented Development Work Program

**LA Metro Partnership:** SCAG and Metro are pursuing a Transit Oriented Development/Transit Oriented Communities (TOD/TOC) partnership via an MOU to fund a three-part program that promotes housing production near transit stations. Each part aims to accelerate the delivery of housing and will include evaluating station access, parking strategies, joint development strategies, housing supportive community outreach and a housing innovation “lab.” The goal of the partnership is to plan for nearly 10,000 units of housing on transit-adjacent properties. Currently, SCAG staff is working closely with Metro to develop station site analyses and a framework for the housing innovation lab. A community-based organization (CBO) and community-based developer organization (CBDO) database for site development preparation will be finalized in early 2023.

**Metrolink TOD Study:** SCAG and SCRRA are partnering through an MOU to identify and encourage transit-oriented housing and redevelopment opportunities throughout Metrolink’s network and around its stations. Particular emphasis is being made to support and add value to the Metrolink Southern California Optimized Rail Expansion (SCORE) capital improvement and service enhancement program. Local cities and county transportation commissions are being included to maximize coordination on issues such as alignment of land development policies and regulations, land ownership and site control opportunities of transit station areas and supporting facilities. This effort includes preparing a station area land-use analysis for the Metrolink station areas that will be included in the 2024 Connect SoCal Sustainable Communities Strategy (SCS).

A list of sixteen (16) potential stations based on development opportunities and equity and displacement has been developed and will be narrowed down to eight (8) stations by the end of January 2023. A real estate analysis and strategy on how to incorporate TOD will be conducted on the selected station areas. A stakeholder engagement plan will also be developed in early 2023. The station analysis and strategy will only be conducted for station areas where jurisdictions have expressed interest in participation.

### **Inglewood Transit Connector (ITC):**

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The ITC is proposed as a 1.8-mile free-standing, open air, elevated fixed guideway transit system with three stations. Initially, SCAG intended to partner with the City of Inglewood to examine and identify the opportunities for transit-oriented development, including affordable housing, along the ITC Project alignment, and potentially at the ITC maintenance service facility site. The study would have resulted in a toolkit that includes a check list that other parties (transit agencies, municipalities, and development authorities, etc.) may use when considering the proactive preservation and/or integration of transit-oriented or joint-development opportunities into a fixed guideway transit system. However due to administrative issues with the procurement process that may result in missing the REAP expenditure deadline, SCAG has elected to remove this project from the REAP program. Funds will be reallocated to other projects and to cover extended staff time needed to extend the REAP program past its original closeout date.

### 3) Priority Growth Area (PGA) Analysis

SCAG has pursued partnerships to further next steps on housing supportive land use analyses and strategy development in PGAs. Staff have focused on partnerships that leverage existing programs and efforts, with an emphasis on the State-funded Transformative Climate Communities (TCC) areas. SCAG has selected two cities, Pomona and Riverside, to partner with in pursuing additional analysis and feasibility studies in connection with their existing TCC grant funds.

The partnership with the City of Pomona will develop a housing land use suitability and infrastructure study to analyze the potential for development of affordable housing on City-owned parcels in the downtown area. The project kicked off in July 2022. The consultant has completed significant public outreach and site visits and is conducting technical studies and analysis. The project is scheduled for completion by June 2023.

The partnership with the City of Riverside originally focused on an infrastructure plan in its identified TCC area. However, after two unsuccessful procurements, SCAG and city staff modified the scope to provide contracted planners to review and expedite housing applications within the original plan area. SCAG staff expects the RFP release for this work in mid-December 2022 and is aiming for kickoff in early 2023. The contract is scheduled for completion in early 2024.

#### **FISCAL IMPACT:**

Work associated with this item is included in the FY 22-23 Overall Work Program (22-300.4872.01: Regional Early Action Planning (REAP) Grants Program (AB 101)).

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

1. PowerPoint Presentation - SR REAP Update Jan 2023



# SCAG's Regional Early Action Plan (REAP) *Biannual Program Update*

Ma'Ayn Johnson, AICP  
Housing Program Manager  
January 5, 2023

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

## Grant Administration

- Total award amount: \$47M
- Goal and purpose: To increase housing supply and accelerate housing production
- REAP 1.0 Deadline Extension SB 197, July 2022
  - HCD expenditure due date December 2024
  - SCAG invoices must be submitted to HCD by June 30, 2024

# REAP Program Areas

## Partnerships & Outreach



- Subregional Partnership Program
- Call for Collaboration
- Housing Leadership Academy

## Regional Housing Policy Solutions



- Data and Technical Support for Housing Element Updates
- Grant writing technical assistance
- Housing Policy Solutions Research

## Sustainable Communities Strategies (SCS) Integration



- Sustainable Communities Program
- Transit Oriented Development Work Program
- Priority Growth Area (PGA) Analysis and Data Tools

## Other



- RHNA Methodology/ Allocation
- Administration

# Subregional Partnership Program

\$24.7M Program  
 15 subregional partners  
 Over 70 individual projects across the region

Activities across the region include:

- Housing element technical assistance
- CBO outreach for housing planning
- Model ordinance development
- Infrastructure capacity analysis
- AFFH toolkit and strategies
- Housing trust strategy development
- Surplus land inventories
- ADU capacity analysis and strategies



Completed housing element-related projects:  
 -City of Los Angeles  
 -County of Los Angeles  
 -SBCTA/SBCOG

Other completed SRP projects:  
 -SBCCOG: SB 330 pre-application form to facilitate replacement housing  
 -VCOG Regional model inclusionary ordinance  
 -SBCTA/SBCOG: Infrastructure Pilot Toolkit



Upcoming projects:  
 -OCCOG/GCCOG/VCOG Cross-regional ADU communication toolkit  
 -SGVCOG, GCCOG, OCCOG housing trust fund activities  
 -City of Palmdale Digital utility data inventory tool  
 -SFVCOG Regional housing analysis tool

# REAP Partnership & Outreach Programs

## Call for Collaboration

- 15 awards to non-profit and community-based organizations, totaling \$1.25 million
- Several projects will conclude in December 2022
- All projects will be completed by March 2023

## Leadership Academy

- Last of 10 sessions held in November 2022
- Almost 200 individuals completed the program and presented on a policy proposal
- Forum #3 and #4 held in August and November 2022
- Staff will invite some HPLA participants to present their policy proposals to CEHD in 2023

# Regional Housing Policy Solutions

## RHNA Methodology/Allocation

- RHNA reform will continue under a different funding source in 2023

## Housing Element Update Data & Technical Assistance

- Online permitting portal platform with the City of Cerritos: Regional replicability and best practices, Winter 2023
- Grant writing technical assistance: Four jurisdictions and 2 Tribal Governments are receiving TA, spots still open

## Housing Policy Research

- Other to residential project: Published in August 2022 and online download available, full StoryMap coming in early 2023
- Development streamlining resources and training: Fourteen guidance documents published, workshops scheduled for Spring 2023
- Tax Increment Financing strategies: Kicked off Fall 2022, public workshops in early 2023
- Housing Preservation Strategy: Kicked off September 2022, first convening will be held in early 2023

# 2020 Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD)

\$5M in funding approved for 26 projects

Staff developed “bundles” of scopes of work, to procure consultant teams that will work with cities across similar project types.

As of January 2023

- One ADU bundle has been completed
  - Updated ADU ordinance template
  - Online calculator tool
  - ADU development handbook and plans
- Two cities approved a resolution of intent to establish an EIFD (City of Yucaipa and City of Covina)

## Program/Bundle Types

Advancing accessory dwelling unit (ADU) implementation

Housing sustainability districts, workforce housing opportunity zones, and housing supportive tax increment financing districts

Objective development standards for streamlined housing, pro-housing designation program, and parking innovation

# Transit Oriented Development Work Program

## Partnership with LA Metro

- Station site analyses
- Framework of housing innovation lab
- CBO and CBDO database in early 2023

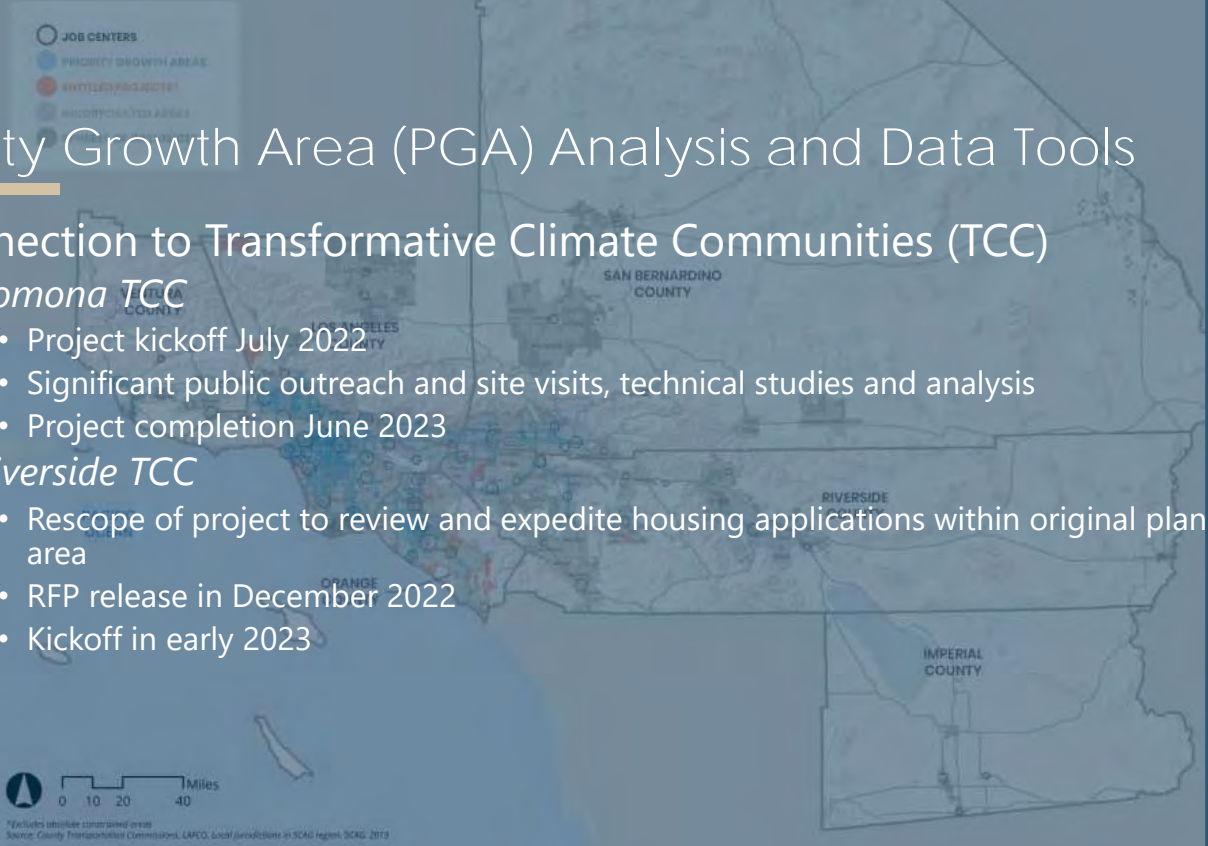
**Housing production near transit stations**

## Partnership with SCRRRA (Metrolink)

- List of potential stations developed and will be narrowed down to 8 in January 2023
- Stakeholder engagement early 2023
- Completely optional participation

# Priority Growth Area (PGA) Analysis and Data Tools

- Connection to Transformative Climate Communities (TCC)
  - *Pomona TCC*
    - Project kickoff July 2022
    - Significant public outreach and site visits, technical studies and analysis
    - Project completion June 2023
  - *Riverside TCC*
    - Rescope of project to review and expedite housing applications within original plan area
    - RFP release in December 2022
    - Kickoff in early 2023



# THANK YOU!

For more information, please visit:

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



Southern California Association of Governments  
January 5, 2023

To: Community, Economic and Human Development Committee (CEHD)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Jenna Hornstock, Deputy Director  
(213) 630-1448, hornstock@scag.ca.gov

Subject: Community Economic and Human Development Committee (CEHD)  
Outlook and Future Agenda Items

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The draft Policy Development Framework (“Framework”) for Connect SoCal 2024 was presented to the Community Economic and Human Development Committee (CEHD) on April 7, 2022. Following the Regional Council adoption of the Framework on September 1, 2022, staff presented a 12-month look ahead for the CEHD committee, which was structured to realize the goals and discussions committed to in the Framework and develop consensus around the policy priorities and land use strategies that will become final recommendations in Connect SoCal 2024. Since that time, staff has begun to explore new land use strategies for consideration in Connect SoCal 2024 and to form the basis of proposed implementation strategies. This staff report provides a review of the Policy Development Framework and outlines additional land use strategies to be brought forth for discussion with the CEHD over the next six months. The new land use strategies to be considered have been captured in the attached revised CEHD look-ahead for the months of Jan – July 2023.*

**BACKGROUND:**

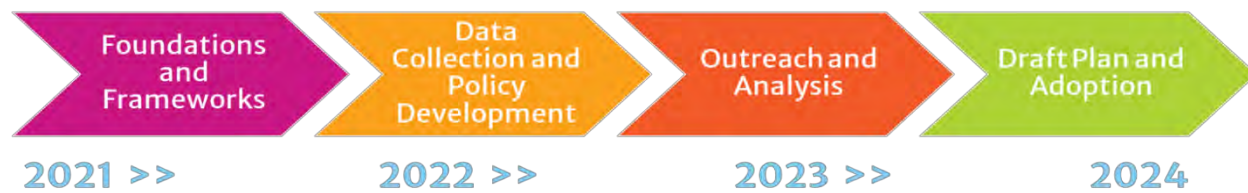
**Connect SoCal 2024: Status Update**

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. SCAG’s next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data,

enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020.

Throughout 2022, staff has been continuing with research to better understand the trends and existing conditions in the region. This phase also included steps to understand the existing conditions and planning occurring at the local jurisdiction level through the Local Data Exchange process, which included an extensive survey on land use opportunities and constraints, as well as engagement with County Transportation Commissions on the Project List. Staff have also been seeking direction from our policy makers, through the relevant Policy Committees and three special Policy Subcommittees, on the priorities and strategies for Connect SoCal 2024 to augment and help better align plans and investments across the region.

Phases of Connect SoCal 2024 Development



Process

**Policy Development Framework**

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

**CEHD Committee 12-Month Look Ahead**

Building on the Policy Framework and the commitment to creating more transparency and engagement in the policy development process, staff presented a 12-month look ahead for the Community, Economic and Housing Development (CEHD) Policy Committee on September 1, 2022



to provide a framework and approach to the committee's agenda from July 2022 through July 2023, and to present an overview of future topics.

The Look Ahead organized content into three programmatic areas:

- 1. *Connect SoCal:*** Items within this area will center on efforts to implement Connect SoCal 2020, updates on the plan development process for 2024, and discussion of key policy issues and emerging trends for the 2024 Sustainable Communities Strategy portion of Connect SoCal.
- 2. *Local Assistance Program:*** In this programmatic area, staff will present informational and action items related to programs that provide assistance to local partners. Currently, the main programs that will be highlighted through the CEHD committee are: the in-progress \$47 million REAP (Regional Early Action Planning) Grant program and the development and implementation of REAP 2, with a focus on the Programs to Accelerate Transformative Housing (PATH) program and Subregional Partnership 2.0 Program, both of which are focused on housing.
- 3. *Regional Updates:*** This programmatic area will focus on regional policy issues, such as upcoming RHNA reform effort, Connect SoCal strategies such as Neighborhood Mobility Areas, implementation of the Inclusive Economic Recovery Strategy (IERS) through SCAG's one-time state funding, and the related coordination with the State's new Community Economic Resiliency Fund (CERF) program. Committee members may also recommend other policy topics for exploration.

The staff presentation includes a review of the updated CEHD Look-Ahead for Jan – July 2023. Moving forward, this look-ahead will be updated and provided as a Receive and File at every CEHD meeting.

#### **NEXT STEPS**

Staff will continue to review and update land use strategies and related policy areas for Connect SoCal 2024 through ongoing research, stakeholder engagement, and discussions at the Policy Committees. SCAG staff will bring presenters on the latest academic research, best practices from across the nation and the region, and will consult with stakeholders through the Public Participation process and ongoing working groups discussed above. From this work, staff will refine the strategies and policies and develop the implementation strategies for the draft plan. Presenters and information will be brought forward to Policy Committees in February through July 2023, with a final set of proposed land use strategies, policies and implementation strategies presented in July 2023.



**FISCAL IMPACT:**

Work associated with this item is included in the FY 22-23 Overall Work Program (810.0120.20: Planning Policy Development).

**ATTACHMENT(S):**

1. CEHD Policy Committee Outlook 01\_23 Update

# CEHD Committee Agenda Outlook for FY 2023

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

Date	Connect SoCal	Local Assistance Program	Regional Update
July to Sept	<ul style="list-style-type: none"> <li>ü Draft Goals and Performance Measures</li> <li>ü Local Data Exchange (LDX) and Local Information Services Team (LIST) Status Update</li> </ul>	<ul style="list-style-type: none"> <li>ü REAP 1.0 Program Bi-Annual Status report</li> <li>ü REAP 2.0 Draft Subregional Partnership Guidelines</li> <li>ü REAP 2.0 Draft PATH Program</li> <li>ü Panel on HQTAs Projects</li> </ul>	<ul style="list-style-type: none"> <li>ü SCAG's Role in Economic Development</li> <li>• <del>RHNA Reform Draft Recommendations to HCD (process delayed by HCD)</del></li> <li>ü CEHD 12-Month Lookahead</li> </ul>
Feb	<ul style="list-style-type: none"> <li>ü Final Performance Measures and Monitoring</li> <li>ü LDX and LIST Status Update</li> </ul>	<ul style="list-style-type: none"> <li>ü Call for Collaboration Panel</li> <li>• <del>Housing Trust Fund Panel (REAP 2 Development)</del></li> <li>ü REAP 2.0 – Adoption of PATH Program</li> <li>ü Vienna Social Housing Field Study – Summary Report</li> <li>• <del>REAP 1.0 HSD Program Summary Report (projects have not progressed enough for a meaningful report)</del></li> </ul>	<ul style="list-style-type: none"> <li>• <del>RHNA Reform Final Recommendations to HCD (process delayed by HCD)</del></li> <li>ü Neighborhood Mobility Areas</li> </ul>

# CEHD Committee Agenda Outlook for FY 2023

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

Date	Connect SoCal	Local Assistance Program	Regional Update
Jan	<ul style="list-style-type: none"> <li>LDX Update – First Look at Results</li> <li>Land Use Strategies Overview</li> </ul>	<ul style="list-style-type: none"> <li>REAP 1.0 - Bi-Annual Progress Report</li> <li><del>EIFD Program – Summary Panel</del> (moved to June – financing strategies)</li> </ul>	<ul style="list-style-type: none"> <li><del>Final RHNA Reform Recommendations</del> timeline pushed by the State</li> </ul>
Feb	<ul style="list-style-type: none"> <li>Land use Strategy Panels #2-3:                             <ul style="list-style-type: none"> <li>15-Minute Communities</li> <li>HPLA Presentations on Surplus and Underutilized Lands</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>REAP 1.0 - HPLA Participants Panel</li> <li>REAP 2.0 Program Development Progress Report                             <ul style="list-style-type: none"> <li>Final Applications/Release NOFA and HIPP Pilot</li> </ul> </li> </ul>	
March	<ul style="list-style-type: none"> <li><u>Joint Policy Committee (No Regular Committees):</u> Connect SoCal 2024 Subcommittee Recommendations</li> </ul>		
Apr	<ul style="list-style-type: none"> <li>Land Use Strategy Panel #3: Anti-displacement Strategies</li> <li>Forecasted Regional Development Pattern – Update</li> </ul>		<ul style="list-style-type: none"> <li>Inclusive Economic Growth - Progress Update</li> <li>SoCal Economic Trends Tool</li> </ul>
June	<ul style="list-style-type: none"> <li>Land Use Strategy Panel #4-5                             <ul style="list-style-type: none"> <li>Job Centers, Open Space, Mobility</li> <li>Financing Strategies</li> </ul> </li> <li>Forecasted Regional Development Pattern – Input Assessment and Recs</li> </ul>	<ul style="list-style-type: none"> <li>REAP 1.0 Panel on Financing Strategies (also for land use strategies)</li> </ul>	
July	<ul style="list-style-type: none"> <li>Utility Investments to Support Housing (Industry Forum findings)</li> <li><del>Approval of Forecasted Regional Development Pattern (SB375)</del></li> <li>Connect SoCal Policy Framework</li> </ul>	<ul style="list-style-type: none"> <li>REAP 2.0: Final Application and Release Pilot #2 – RUSH</li> </ul>	<ul style="list-style-type: none"> <li>Inclusive Economic Growth Progress Report</li> </ul>