



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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Energy & Environment  
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**Ray Marquez, Chino Hills**

HYBRID (IN-PERSON & REMOTE PARTICIPATION) \*

# ENERGY AND ENVIRONMENT COMMITTEE

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

***Thursday, September 1, 2022***

***9:30 a.m. – 11:30 a.m.***

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

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

**<https://scag.zoom.us/j/317727062>**

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

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

**Meeting ID: 317 727 062**

### ***PUBLIC ADVISORY***

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

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

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



## Instructions for Public Comments

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

1. **In Writing:** Submit written comments via email to: [EECPublicComment@scag.ca.gov](mailto:EECPublicComment@scag.ca.gov) by 5pm on Wednesday, August 31, 2022. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

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

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

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

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

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### OUR MISSION

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

### OUR VISION

Southern California’s Catalyst for a Brighter Future

### OUR CORE VALUES

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



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## Instructions for Participating in the Meeting

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

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

1. Click the following link: <https://scag.zoom.us/j/317727062>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

### To Listen and Provide Verbal Comments by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 317 727 062**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press \*9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

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### EEC - Energy and Environment Committee *Members – September 2022*

1. **Hon. Deborah Robertson**  
EEC Chair, Rialto, RC District 8
2. **Sup. Luis Plancarte**  
EEC Vice Chair, Imperial County
3. **Hon. Cindy Allen**  
Long Beach, RC District 30
4. **Hon. Ana Beltran**  
Westmorland, ICTC
5. **Hon. Daniel Brotman**  
Glendale, AVCJPA
6. **Hon. Margaret Clark**  
Rosemead, RC District 32
7. **Hon. Robert Copeland**  
Signal Hill, GCCOG
8. **Hon. Maria Davila**  
South Gate, GCCOG
9. **Hon. Ned Davis**  
Westlake Village, LVMCOG
10. **Hon. Rick Denison**  
Yucca Valley, SBCTA
11. **Hon. Julian Gold**  
Beverly Hills, WSCCOG
12. **Hon. Shari Horne**  
Laguna Woods, OCCOG
13. **Hon. Britt Huff**  
Rolling Hills Estates, SBCCOG
14. **Hon. Jonathan Ingram**  
Murrieta, WRCOG
15. **Hon. Dan Kalmick**  
Huntington Beach, OCCOG

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## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

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- 16. Hon. Joe Kalmick**  
Seal Beach, RC District 20
- 17. Hon. Elaine Litster**  
Simi Valley, VCOG
- 18. Hon. Diana Mahmud**  
South Pasadena, SGVCOG
- 19. Hon. Cynthia Moran**  
Chino Hills, SBCTA
- 20. Hon. Oscar Ortiz**  
Indio, CVAG
- 21. Hon. Randall Putz**  
Big Bear Lake, RC District 11
- 22. Hon. Greg Raths**  
Mission Viejo, OCCOG
- 23. Hon. Richard Rollins**  
Port Hueneme, VCOG
- 24. Hon. Jesus Silva**  
Fullerton, Pres. Appt. (Member at Large)
- 25. Hon. Sharon Springer**  
Burbank, SFVCOG
- 26. Hon. Connor Traut**  
Buena Park, OCCOG
- 27. Hon. John Valdivia**  
San Bernardino, SBCTA
- 28. Hon. Colleen Wallace**  
Banning, WRCOG
- 29. Hon. Edward Wilson**  
Signal Hill, GCCOG

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## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

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Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 - Policy A Meeting Room  
Los Angeles, CA 90017  
**Thursday, September 1, 2022**  
**9:30 AM**

The Energy and Environment 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 Deborah Robertson, Chair)*

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

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

**General information for all public comments:** Members of the public are encouraged, but not required, to submit written comments by sending an email to: [EECPublicComment@scag.ca.gov](mailto:EECPublicComment@scag.ca.gov) by 5pm on Wednesday, August 31, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Energy and Environment 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, August 31, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Energy and Environment Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing \*9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.



## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

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### REVIEW AND PRIORITIZE AGENDA ITEMS

#### CONSENT CALENDAR

##### Approval Items

1. Minutes of the Meeting – July 7, 2022
2. Connect SoCal CEQA Addendum No. 3 to Programmatic Environmental Impact Report (State Clearinghouse No. 2019011061)

##### Receive and File

3. CEQA Initiation for the Connect SoCal 2024 Program Environmental Impact Report

#### ACTION ITEMS

4. Transportation Conformity Determinations of Proposed Final 2023 Federal Transportation Improvement Program (FTIP) and Proposed Final 2020 Connect SoCal Amendment #2 10 Mins.  
*(Rongsheng Luo, Program Manager II)*

##### **RECOMMENDED ACTION:**

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

5. SCAG Water Action Resolution 40 Mins.  
*(Kim Clark, Program Manager II)*

##### **RECOMMENDED ACTION:**

Staff recommends the adoption of a Water Action Resolution of the Southern California Association of Governments that affirms a drought and water shortage emergency in the SCAG Region and calls on local and regional partners to join together to reduce water use; improve water conservation, reuse, and efficiency; and enhance water systems health and resilience.

#### INFORMATION ITEMS

6. Equity Analysis Update (formerly Environmental Justice Analysis) - Performance Measures 15 Mins.  
*(Anita Au, Senior Regional Planner)*
7. Green Region Resource Areas Methodology for SCAG's Local Data Exchange (LDX) 15 Mins.  
*(Kim Clark, Program Manager II)*



## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

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8. Energy and Environment Committee (EEC) 12 Month Look Ahead  
*(Sarah Jepson, Director of Planning)*

10 Mins.

**CHAIR'S REPORT**

*(The Honorable Deborah Robertson, Chair)*

**STAFF REPORT**

*(Rachel Wagner, Regional Affairs Officer, SCAG Staff)*

**FUTURE AGENDA ITEMS**

**ANNOUNCEMENTS**

**ADJOURNMENT**





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

**ENERGY AND ENVIRONMENT COMMITTEE**  
**MINUTES OF THE MEETING**  
**THURSDAY, JULY 7, 2022**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE (EEC). A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.ig2.com/Citizens/>.

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

**Members Present**

**Hon. Deborah Robertson, Rialto (Chair)**

**Sup. Luis Plancarte (Vice Chair)**

Hon. Cindy Allen, Long Beach

Hon. Daniel Brotman, Glendale

Hon. Margaret Clark, Rosemead

Hon. Robert Copeland, Signal Hill

Hon. Julian Gold, Beverly Hills

Hon. Shari Horne, Laguna Woods

Hon. Britt Huff, Rolling Hills Estates

Hon. Dan Kalmick, Huntington Beach

Hon. Joe Kalmick, Seal Beach

Hon. Diana Mahmud, South Pasadena

Sup. Carmen Ramirez

Hon. Greg Raths, Mission Viejo

Hon. Richard Rollins, Port Hueneme

Hon. Jesus Silva, Fullerton

Hon. Sharon Springer, Burbank

Hon. Connor Traut, Buena Park

Hon. John Valdivia, San Bernardino

**District 8**

**Imperial County**

District 30

AVCJPA

SGVCOG

GCCOG

WSCCOG

OCCOG

SBCCOG

OCCOG

District 20

SGVCOG

Ventura County

OCCOG

VCOG

President's Appointment

SFVCOG

OCCOG

SBCTA



Hon. Colleen Wallace, Banning

WRCOG

**Members Not Present**

Hon. Ana Beltran, Westmoreland

ICTC

Hon. Maria Davila, South Gate

GCCOG

Hon. Ned Davis, Westlake Village

LVMCOG

Hon. Rick Denison, Yucca Valley

SBCTA

Hon. Elaine Litster, Simi Valley

VCOG

Hon. Cynthia Moran, Chino Hills

SBCTA

Hon. Oscar Ortiz, Indio

CVAG

Hon. Randall Putz, Big Bear Lake

District 11

Hon. Edward H.J. Wilson, Signal Hill

GCCOG

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Vice Chair Luis Plancarte called the meeting to order at 9:35 a.m. Joe Kalmick, Seal Beach, led the Pledge of Allegiance. Staff confirmed a quorum was present.

**PUBLIC COMMENT PERIOD**

Vice Chair Luis Plancarte opened the public comment period and provided detailed instructions on how to provide public comments. He noted that this was the time for members of the public to offer comment for matters that are within SCAG’s jurisdiction but are not listed on the agenda.

He reminded the public to submit comments via email to [EECPublicComment@scag.ca.gov](mailto:EECPublicComment@scag.ca.gov). He noted that public comments received via email after 5pm on Wednesday, July 6, 2022, would be announced and included as part of the official record of the meeting.

SCAG staff noted there were no written public comments received by email before or after the 5pm deadline on Wednesday, July 6, 2022. Vice Chair Plancarte acknowledged one public comment speaker for matters not listed on the agenda.

Jerilyn Mendoza shared the Climate Center had two bills that were moving through the legislature which she thought would be of interest to the [committee] and asked for support. One of the bills was AB 2649, the Natural Carbon Sequestration and Resilience Act of 2022. She stated this act required the State to provide resources and measure natural carbon sequestration from natural lands. She stated the second bill was SB 833, Community Energy Resilience Act of 2022. She stated this act would create technical assistance and grant programs administered by the California Energy Commission (CEC) to help local governments develop clean energy and resilience plans leveraging the substantial related investments that had already been made by the CEC.

Seeing no further public comment speakers, Vice Chair Plancarte closed the public comment period for matters not listed on the agenda.

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There were no requests to prioritize agenda items.

**CONSENT CALENDAR**

Vice Chair Plancarte opened the Public Comment Period.

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

Policy Committee member John Valdivia, San Bernardino, SBCTA made a small correction noting that the June 2, meeting minutes listed him as Signal Hill but should be San Bernardino, SBCTA. He stated that with that correction he made a motion to approve the Consent Calendar.

Approval Items

1. Minutes of the Meeting – June 2, 2022
2. Release of Transportation Conformity Analyses of Draft 2023 Federal Transportation Improvement Program (FTIP) and Draft 2020 Connect SoCal Amendment #2

Receive and File

3. Initial Findings for Connect SoCal CEQA Addendum No. 3 to Programmatic Environmental Impact Report (State Clearinghouse #2019011061)
4. Two Transit Transportation Control Measures (TCMs) Substitution by Orange County Transportation Authority (OCTA)
5. SCAG Climate Action Resolution Quarterly Update

A MOTION was made (Valdivia) to approve the Consent Calendar. Motion was SECONDED (Ramirez) and passed by the following votes:

**AYES:** Brotman, Clark, Gold, Horne, Huff, D. Kalmick, J. Kalmick, Mahmud, Moran, Plancarte, Putz, Ramirez, Rath, Rollins, Springer, Traut, Valdivia, and Wallace (16)

**NOES:** None (0)

**ABSTAINS:** Silva (1)

**ACTION ITEMS**

6. Connect SoCal Sustainable Communities Program (SCP) Call 4 – Civic Engagement, Equity, and Environmental Justice

Hannah Brunelle, Senior Regional Planner, and Anita Au, Senior Regional Planner, provided an overview of the program. They also discussed the goals and objectives of the call for applications. Furthermore, the application and evaluation process for the call for applications was discussed as well as the scoring criteria.

First Vice President Carmen Ramirez, Ventura County, asked when guidelines would be out. Sarah Jepson, Planning Director, stated guidelines were supposed to be out that week.

Vice Chair Plancarte opened the Public Comment Period.

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

A MOTION was made (Ramirez) to recommend that the Regional Council approve the Connect SoCal SCP Call 4 Guidelines and authorize staff to release the Call for Applications. Motion was SECONDED (Mahmud) and passed by the following votes:

**AYES:** Brotman, Clark, Copeland, Gold, Horne, Huff, J. Kalmick, Litster, Mahmud, Plancarte, Ramirez, Rath, Rollins, Springer, Traut, and Wallace (16)

**NOES:** None (0)

**ABSTAINS:** None (0)

**INFORMATION ITEMS**

7. Water Policy and Local Conservation Actions

Vice Chair Plancarte opened the Public Comment Period.

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

Kimberly Clark, Program Manager, introduced Elise Goldman, Resource Specialist at Metropolitan Water District, stating she would speak on current drought conditions and regulations that had been adopted by the State of California in response to the current drought. Clark also introduced the John Kennedy, Executive Director of Engineering and Local Resources from the Orange County Water District, who would speak on the groundwater replenishment system in Orange County that supplied 30% of the water that refilled their groundwater basin.

Ms. Goldman talked to the committee about the historic drought conditions and what Metropolitan and the state were doing in response.

Chair Robertson thanked Ms. Goldman for her presentation. She also thanked Vice Chair Plancarte for leading the meeting in her absence as she had some matters to tend to.

Ms. Goldman responded to comments and questions posed by the members of the committee concerning storm water capture programs, artificial turf, watering regulations for commercial and residential properties as well as rebates for high efficiency washers.

Chair Robertson announced that due to time constraints, they would be moving [Item No. 11] to the following [EEC meeting].

Chair Robertson introduced John Kennedy Executive Director of Engineering and Local Resources of the Orange County Water District, asking him to proceed with his presentation.

Mr. Kennedy provided background information on the Orange County Water District and talked about the groundwater replenishment system in Orange County that supplied 30% of the water that refilled their groundwater basin.

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

Leslie Cayton, Junior Planner, co-presented this item with Mike Gainor, Senior Regional Planner. They provided an overview of Connect SoCal 2024 goals, plan performance measures, and timeline.

Chair Robertson opened the Public Comment Period.

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

Chair Robertson announced they would forgo Items 9-11 in the interest of time.

#### 9. Equity Analysis Update (formerly Environmental Justice Analysis) - Performance Measures

10. Status Update on Transportation Conformity Challenges in SCAG Region

11. Green Region Resource Areas Methodology for SCAG's Local Data Exchange (LDX)

### **CHAIR'S REPORT**

Chair Robertson welcomed back the Presidential Appointee, Jesus Silva. She also acknowledged the Supervisor and Committee Vice Chair Luis Plancarte for being appointed as President of the Salton Sea Authority.

### **STAFF REPORT**

Rachel Wagner, Regional Affairs Officer, reported that at the recent EAC retreat two options had been discussed to help facilitate more engagement at Regional Council and Policy Committee meetings. She announced SCAG staff would be sending out a survey to members to gauge their preference on those options for future meetings. She also reported SCAG was hosting one-on-one meetings on their local data exchange to develop forecasted regional development patterns for Southern California and they were meeting with the 197 local jurisdictions and providing background on Connect SoCal 2024. She also reported SCAG was conducting extensive public input and planning to take proposed RHNA reform recommendations. She stated staff would be presenting at the Housing Working Group on July 19 and the Technical Working Group on July 21. She reported SCAG had announced a call for applications for jurisdictions and tribal governments to receive support for writing any housing related grant applications. She stated applications could be submitted on a rolling basis since the deadline had passed. Lastly, she reported SCAG had recently received an achievement award for its Housing Policy Leadership Academy and efforts that had gone into that.

### **FUTURE AGENDA ITEMS**

There were no future agenda items.

### **ANNOUNCEMENTS**

There were no announcements.



**ADJOURNMENT**

There being no further business, Chair Robertson adjourned the Energy and Environment Committee meeting at 11:38 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EEC]

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**ENERGY AND ENVIRONMENT COMMITTEE ATTENDANCE REPORT**

**2022-23**

MEMBERS	Representing	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	April	May	Total Mtgs Attended To Date	
Allen, Cindy	Long Beach, District 30	1	1	D										2	
Beltran, Ana	Westmoreland, ICTC	0	0												0
Brotman, Daniel	Glendale, AVCJPA	1	1												2
Clark, Margaret	Rosemead, SGVCOG	1	1												2
Copeland, Robert	Signal Hill, GCCOG	1	1												2
Davila, Maria	South Gate, GCCOG	0	0												0
Davis, Ned	Westlake Village, LVMCOG	1	0												1
Denison, Rick	Yucca Valley, SCBTA	1	0												1
Gold, Julian	Beverly Hills, WSCCOG	1	1												2
Horne, Shari	Laguna Woods, OCCOG	1	1												2
Huff, Britt	Rolling Hills Estates, SCBCOG	1	1	A										2	
Ingram, Jonathan	Murrieta, WRCOG	0	0											0	
Kalmick, Dan	Huntington Beach, OCCOG	1	1											2	
Kalmick, Joe	Seal Beach, District 20	1	1											2	
Litster, Elaine	Simi Valley, VCOG	0	1											1	
Mahmud, Diana	So. Pasadena, SGVCOG	1	1	R										2	
Moran, Cynthia	Chino Hills, SBCTA	1	0											1	
Ortiz, Oscar	Indio, CVAG	0	0											0	
Plancarte, Luis	Imperial County	1	1											2	
Putz, Randall	Big Bear Lake, District 11	1	0											1	
Ramirez, Carmen	Oxnard, RC District 45	1	1	K										2	
Raths, Greg	Mission Viejo, OCCOG	0	1											1	
Robertson, Deborah	Rialto, RC District 8	1	1											2	
Rollins, Richard	Port Hueneme, VCOG	0	1											1	
Springer, Sharon	Burbank, SFVCOG	1	1											2	
Traut, Connor	Buena Park, OCCOG	1	1											2	
Valdivia, John	San Bernardino, SBCCOG	1	1											2	
Wallace, Colleen	Banning, WRCOG	1	1											2	
Wilson, Edward H.J.	Signal Hill, GCCOG	0	0											0	

Attachment: EEC Attendance Sheet 2022-23 (Minutes of the Meeting - July 7, 2022)





## AGENDA ITEM 2 REPORT

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

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

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

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

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EXECUTIVE DIRECTOR'S  
APPROVAL

### RECOMMENDED ACTION FOR EEC:

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

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

Receive and File

### STRATEGIC PLAN:

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

### EXECUTIVE SUMMARY:

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

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

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

**BACKGROUND:**

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

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

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

#### **BASIS FOR A PEIR ADDENDUM:**

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

#### **PRELIMINARY PROGRAMMATIC ENVIRONMENTAL ASSESSMENT:**

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

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

**Summary of Findings:**

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

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

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

Cumulative Impacts	Same; no new impacts
Comparison of Alternatives	Same; no new impacts
Other CEQA Considerations	Same; no new impacts

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

**CONCLUSION:**

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

**NEXT STEPS:**

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

**FISCAL IMPACT:**

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



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**ATTACHMENT(S):**

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

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



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

SEPTEMBER 1, 2022

1.0 INTRODUCTION	1
2.0 PROJECT DESCRIPTION	4
3.0 ENVIRONMENTAL ANALYSIS	5
4.0 COMPARISON OF ALTERNATIVES	22
5.0 OTHER CEQA CONSIDERATIONS	23
6.0 FINDINGS	23



## PROPOSED FINAL ADDENDUM #3

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TO THE  
PROGRAM ENVIRONMENTAL IMPACT REPORT  
STATE CLEARINGHOUSE #2019011061

SEPTEMBER 1, 2022

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



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

## 1.0 INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## 1.1 BASIS FOR THE ADDENDUM

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

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

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

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

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

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

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

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

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

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

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

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

## 2.0 PROJECT DESCRIPTION

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

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

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

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

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

### 3.0 ENVIRONMENTAL ANALYSIS

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

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

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

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

**TABLE 3-1 Summary of Impacts from Amendment #2**

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

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

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

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

### 3.1 AESTHETICS

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

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

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

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

### 3.2 AGRICULTURE AND FORESTRY RESOURCES

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

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

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

### 3.3 AIR QUALITY

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

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

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

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

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

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

### 3.4 BIOLOGICAL RESOURCES

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

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

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

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

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

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



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

### 3.5 CULTURAL RESOURCES

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

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

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

### 3.6 ENERGY

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

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

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

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

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

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

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

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

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

### 3.7 GEOLOGY AND SOILS

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

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

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

### 3.8 GREENHOUSE GAS EMISSIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

by 2020 and 19 percent below 2005 levels by 2035. Determining the per capita CO<sub>2</sub> emissions requires modeling vehicle miles traveled (VMT) by passenger vehicles and light trucks that emit CO<sub>2</sub> and dividing the number by the total population.

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

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

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

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

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

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

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

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

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

### 3.9 HAZARDS AND HAZARDOUS MATERIALS

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

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

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

**TABLE 3-7 SB 375 Analysis – Amendment #2**

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

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

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

### 3.10 HYDROLOGY AND WATER QUALITY

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

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

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

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

### 3.11 LAND USE AND PLANNING

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

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

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

### 3.12 MINERAL RESOURCES

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

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

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

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

### 3.13 NOISE

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

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

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

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

### 3.14 POPULATION, HOUSING AND EMPLOYMENT

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

Connect SoCal PEIR and addendums.

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

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

### 3.15 PUBLIC SERVICES

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

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

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

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

### 3.16 RECREATION

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

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

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

### 3.17 TRANSPORTATION, TRAFFIC, AND SAFETY

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### 3.18 TRIBAL CULTURAL RESOURCES

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

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

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

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

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

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

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

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

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

### 3.19 UTILITIES AND SERVICE SYSTEMS

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

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

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

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

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

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

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

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

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

### 3.20 WILDFIRE

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

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

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

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

### 3.21 CUMULATIVE IMPACTS

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

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

### 4.0 COMPARISON OF ALTERNATIVES

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

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

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

## 5.0 OTHER CEQA CONSIDERATIONS

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

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

## 6.0 FINDINGS

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

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



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**PROPOSED FINAL ADDENDUM #3**

TO THE  
PROGRAM ENVIRONMENTAL IMPACT REPORT  
STATE CLEARINGHOUSE #2019011061

SEPTEMBER 1, 2022

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

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







RESOLUTION NO. 22-XXX-XX

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

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

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Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Ray Marquez, Chino Hills

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Jan C. Harnik  
President, SCAG  
Riverside County Transportation Commission

Attested by:

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Kome Ajise  
Executive Director

Approved as to Form:

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Michael R.W. Houston  
Chief Counsel



**AGENDA ITEM 3**  
**REPORT**

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

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

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

**Subject:** CEQA Initiation for the Connect SoCal 2024 Program Environmental  
Impact Report

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**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

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

**BACKGROUND:**

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

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

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

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

**CURRENT STATUS OF THE 2024 PEIR:**

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

**NEXT STEPS:**

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



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

**FISCAL IMPACT:**

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



**AGENDA ITEM 4**  
**REPORT**

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

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Rongsheng Luo, Program Manager II  
(213) 236-1994, luo@scag.ca.gov

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

**RECOMMENDED ACTION FOR EEC:**

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

**RECOMMENDED ACTION FOR CEHD & TC:**

Receive and File.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

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

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

**BACKGROUND:**

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

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

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

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



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

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

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

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

The proposed final 2023 FTIP is accessible at:  
[www.scag.ca.gov/2023-ftip](http://www.scag.ca.gov/2023-ftip)

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



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**FISCAL IMPACT:**

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



**AGENDA ITEM 5**  
**REPORT**

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

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Kimberly Clark, Program Manager II  
(213) 236-1844, clark@scag.ca.gov

**Subject:** SCAG Water Action Resolution

**RECOMMENDED ACTION FOR EEC:**

Information Only – No Action Required

**RECOMMENDED ACTION FOR CEHD:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*As part of the 2022-2023 Executive Administration Committee (EAC) Strategic Plan, the EAC identified water resilience as a core policy area for regional leadership. The Energy & Environment Committee (EEC) has received numerous presentations on the drought; recognizing the urgency of addressing local challenges related to water supply and infrastructure needs, the Energy & Environment Committee recommended that SCAG take formal action. The proposed Water Action Resolution of the Southern California Association of Governments affirms a drought and water shortage emergency in the SCAG Region and calls on local and regional partners to join together to reduce water use; improve water conservation, reuse, and efficiency; enhance water systems' health and resilience; and support investments in water infrastructure and conservation practices that support the region's economic and population growth and fosters planning for the Region's Housing Needs identified in Connect SoCal.*

**BACKGROUND:**

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

Although many Southern Californians and water suppliers have made progress in reducing water use and improving efficiency, water use is outpacing water replenishment and reducing water supply at unsustainable rates. Clean, safe, and reliable water supply is central to Southern California’s people, economy, and natural systems, and additional conservation actions as well as new infrastructure investments are needed to address the region’s water challenges. With the past 22 years having been the driest period in the southwestern United States within 1200 years, planning for water resilience at regional and local scales has become increasingly important<sup>1</sup>. Although Southern California water systems and planning do not yet account for persistent aridity, a shift towards greater local water reliance and efficiency can help mitigate and adapt to changing water supply and climate. Local water solutions include building upon underutilized resources, such as rainwater, grey water, stormwater, and water reuse and efficiency, as well as supporting the conservation and replenishment of water supplies, mitigating future water supply shortages, and investing in sustainable water infrastructure to ensure the health, safety, and welfare of communities, agriculture, and the environment can be sustained to support the projected economic and population growth of the region.

Additionally, extreme heat and ensuing periods of drought exacerbate challenges for both energy and water management and is a growing threat to lives and livelihoods across the state - especially for disadvantaged communities. The water-energy nexus was first recognized by the California Energy Commission in the 2005 Integrated Energy Policy Report in which it was found that 19 percent of California’s total statewide electricity use – a third of non-power plant natural gas consumption and 88 billion gallons of diesel consumption -- are related to water. Water management and regional collaboration can play a prominent role in reducing energy demand and is a key part of the suite of solutions needed to help drive the clean energy transition forward.

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

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

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

2. SCAG shall continue to work with local jurisdictions to encourage planning for context sensitive infill and multifamily housing development, which shows lower per capita water consumption rates than alternative housing types<sup>2</sup>.
3. SCAG shall, through the Resilience & Resource Conservation Subcommittee, further explore regional water challenges and solutions and report findings for consideration by SCAG's Energy & Environment Committee.
4. SCAG's Energy & Environment Committee shall make recommendations to SCAG's Legislative Communications & Membership Committee to support legislative advocacy for increased resources for water infrastructure that can serve community and regional needs of Southern California.
5. SCAG shall coordinate with local jurisdictions, water agencies, and the State to foster adoption of alternative groundwater recharge technologies and best practices to increase and maintain a sustainable water supply for the region.
6. SCAG will explore opportunities to support implementation of green infrastructure, greywater usage systems and policy, as well as urban cooling infrastructure with a focus on improving groundwater recharge and reducing water usage in urban areas.
7. SCAG shall hold an Industry Forum and seek national expertise on investments in sustainable water infrastructure (and other horizontal utilities) that support housing production goals identified in the region's 6<sup>th</sup> Cycle Housing Elements.
8. SCAG shall identify, recommend and integrate into Connect SoCal 2024 policies and strategies to align investments in water infrastructure with the adopted growth forecast and development pattern.
9. SCAG shall advocate with partners such as the United States Conference of Mayors, the National Association of Regional Councils, and other stakeholders for additional flexibility in the use of state and federal resources to support integrated planning and technical assistance for groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater and air quality, as well as advocate for projects that expand water resources and infrastructure.
10. SCAG staff shall prepare a white paper on the state of water in the region that addresses multiple sectors; addresses issues related to water supply, demand and quality; identifies challenges and opportunities to support sustainable and resilient regional development in an increasingly arid environment; and includes recommendations for practical ways to support implementing agencies.
11. SCAG staff shall periodically update the Energy & Environment Policy Committee and seek guidance on the implementation of these aforementioned actions.

**FISCAL IMPACT:**

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

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



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**ATTACHMENT(S):**

1. Draft Water Action Resolution
2. PowerPoint Presentation - Water Resolution ECC\_Presentation\_Sept22

**RESOLUTION NO. XX-XXX-X**

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

SOUTHERN CALIFORNIA  
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**Deborah Robertson, Rialto**
- Transportation  
**Ray Marquez, Chino Hills**

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

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

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

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

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

**WHEREAS**, climate change will continue to threaten California's water supply and water quality resulting from a combination of persistent and extreme drought conditions, increased volatility in precipitation, continued reductions in snowpack, unsustainable use of groundwater, decreased soil moisture, and higher overall in-stream temperatures<sup>1</sup>; and

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

Attachment: Draft Water Action Resolution (SCAG Water Action Resolution)

**WHEREAS**, higher temperatures associated with climate-related extreme heat conditions will continue to increase demand for water use, reduce available water supply and groundwater replenishment rates due to environmental factors<sup>2</sup>; and

**WHEREAS**, infill and multifamily development generally require less water than expansive regional development patterns, and the type of new development has a significant bearing on more water use to maintain lawns and other landscaping<sup>3</sup>; and

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

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

#### **SUPPLY THREATS**

**WHEREAS**, on April 21, May 10, July 8, and October 19, 2021, Governor Newsom issued proclamations that a state of emergency exists statewide due to severe drought conditions and directed state agencies to take immediate action to preserve critical water supplies and mitigate the effects of drought<sup>4</sup>; and

**WHEREAS**, on January 18, 2022 and June 10, 2022, the State Water Resources Control Board adopted two emergency regulations to help conserve water as climate change continues to disrupt California’s water system<sup>5</sup>; and

**WHEREAS**, the Colorado River Basin supplies approximately 55 percent of Southern California’s water<sup>6</sup>, and, on August 16, 2021, the US Department of the Interior declared the first-ever water shortage declaration in history for the Colorado River Basin as water flows and reservoir levels have dramatically declined due to climate change; and

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<sup>2</sup> Ibid.

<sup>3</sup> SCAG (2020). *Connect SoCal, Sustainable Communities Strategy Technical Report*,

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

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



**WHEREAS**, groundwater is a critical resource that accounts for 40 percent of California’s total annual water supply in normal years and almost 60 percent in drought years when surface water is less available, but California’s current groundwater levels are strained with approximately 63 percent of monitoring wells at historic lows<sup>7</sup> and groundwater overdraft has led to land subsidence and damage to infrastructure, drying up of local wells, depletion of streamflows, and decreased water quality<sup>8</sup>; and

#### **ECONOMIC THREATS**

**WHEREAS**, recent analysis from University of California, Davis estimates that the 2016 drought in California resulted in over \$600 million in direct economic damages (annual losses) and resulted in the loss of 4,700 jobs<sup>9</sup>; and

**WHEREAS**, pressures from climate change, sanitation and water quality needs, and necessary infrastructure upgrades are placing increasing strain on water prices. Estimates of the cost to replace aging infrastructure in the United States are projected to be over \$1 trillion dollars in the next 20 years to replace outdated systems and could triple the cost of household water bills<sup>10</sup>; and

**WHEREAS**, projected increases in water rates over the next five years estimate that the percentage of U.S. households who will find water bills unaffordable could triple from roughly 12 percent to over 35 percent<sup>11</sup>; and

#### **AGRICULTURE/NATURAL LAND/HEAT THREATS**

**WHEREAS**, agriculture is an invaluable asset to the SCAG region but agricultural production is increasingly vulnerable to drought impacts, water shortages, and over-reliance on groundwater to withstand droughts<sup>12</sup>; and

**WHEREAS**, the direct economic impacts of prolonged drought on water quality and agriculture at national level are estimated to be greater than \$3 billion annually<sup>13</sup>; and

**WHEREAS**, climate change related increases in extreme heat days reduce available water supply through evapotranspiration, and can lead to deadly pathogens in freshwater sources<sup>14</sup>;

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<sup>7</sup> State of California Department of Water Resources. *California’s Groundwater Live Current Groundwater Conditions*.

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

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

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

<sup>11</sup> Ibid.

<sup>12</sup> Governor’s Office of Planning and Research, California Energy Commission, and California Natural Resources Agency (2019). *California’s Fourth Climate Change Assessment Statewide Summary Report*.

<sup>13</sup> Governor’s Office of Planning and Research, California Energy Commission, and California Natural Resources Agency (2019). *California’s Fourth Climate Change Assessment Statewide Summary Report*.

<sup>14</sup> UNICEF (Mar. 18, 2022). *Water and the global climate crisis: 10 things you should know*. w

**WHEREAS**, extreme heat increases demand for potable drinking water to offset certain heat-related health impacts<sup>15</sup>; and

#### **OPPORTUNITIES**

**WHEREAS**, conserving water and local water supplies can support climate change mitigation and adaptation, as saving water and replacing imported water with water reuse and stormwater capture requires less energy and reduces greenhouse gas emissions<sup>16</sup>; and

**WHEREAS**, natural areas play an important role in groundwater recharge, protecting watershed and riparian areas, and ensuring clean drinking water for the region, and on October 7, 2020, Governor Newsom issued the Nature-Based Solutions Executive Order N-82- 20, that committed California committed to the goal of conserving 30 percent of our lands and coastal waters by 2030<sup>17</sup>; and

**WHEREAS**, water conservation is the easiest, most efficient, and most cost-effective way to quickly reduce water demand and extend limited water supplies<sup>18</sup>; and

**WHEREAS**, within Metropolitan Water District of Southern California’s service area, the percentage of local water supplies has increased, providing over 50 percent of the water used in 2020 through use of groundwater, local surface water, recycled water, and recovered groundwater<sup>19</sup>; and

**WHEREAS**, many Southern Californians and water suppliers have made progress in reducing water use and improving efficiency; however, water use is outpacing water replenishment and reducing water supply at unsustainable rates, and additional conservation actions are needed to address the region’s water challenges<sup>20</sup>; and

**WHEREAS**, the United States Conference of Mayors adopted a resolution in June 2022 clarifying that current state and federal funding of Metropolitan Planning Organizations (MPO) primarily supports transportation planning and related land use, stormwater and air quality considerations, and restricts use of funds for planning and technical assistance on may water related issues, which inhibits MPOs from holistically planning for water systems, including groundwater resources and associated infrastructure, resulting in a missed opportunity to integrate the program funding more effectively<sup>21</sup>; and

**WHEREAS**, SCAG has adopted mitigation measures for its most recent long-range plan, Connect SoCal 2020, related to coordinating and working with local jurisdictions and water agencies; encouraging

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<sup>15</sup> Gisolfi, C. (1993). [Water Requirements During Exercise in the Heat.](#)

<sup>16</sup> Davis, M. (Jun. 2, 2022). *SCAG Energy and Environment Committee, The Evolving Role of Water in Regional Resilience Planning.* 96.

<sup>17</sup> Executive Department State of California (Oct. 7, 2020). *Executive Order N-82-20.*

<sup>18</sup> State Water Resources Control Board (May 24, 2022). *Resolution 2022-0018 TO ADOPT AN EMERGENCY REGULATION TO REDUCE WATER DEMAND AND IMPROVE WATER CONSERVATION.*

<sup>19</sup> Davis, M. (Jun. 2, 2022). *SCAG Energy and Environment Committee, The Evolving Role of Water in Regional Resilience Planning.* 92.; Cooley, H. et al. (Apr. 2022). *The Untapped Potential of California’s Urban Water Supply: Water Efficiency, Water Reuse, and Stormwater Capture.*

<sup>20</sup> Mount, J., Ellen Hanak, et. al. (May, 2019). *Water Use in California.* Public Policy Institute of California.

<sup>21</sup> United States Conference of Mayors (June 2022). *Breaking Silos to Use the BIL Funding for Transportation, Land Use, and Water Planning.*

regional-scale planning for improved stormwater management, groundwater recharge, wastewater and stormwater management, water quality management, pollution prevention, and drainage patterns; and fostering the implementation of urban greening, greenbelts, and community separator land use strategies that promote improved water quality, groundwater recharge, watershed health, reduced urban runoff, stormwater and rainwater collection<sup>22</sup>; and

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

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

**BE IT FURTHER RESOLVED:**

1. SCAG shall support best practices in resource conservation as well as an integrated planning approach to help local jurisdictions meet housing production needs in drier environment.
2. SCAG shall continue to work with local jurisdictions to encourage planning for context sensitive infill and multifamily housing development, which shows lower per capita water consumption rates than alternative housing types<sup>23</sup>.
3. SCAG shall, through the Resilience & Resource Conservation Subcommittee, further explore regional water challenges and solutions and report findings for consideration by SCAG's Energy & Environment Committee.
4. SCAG's Energy & Environment Committee shall make recommendations to SCAG's Legislative Communications & Membership Committee to support legislative advocacy for increased resources for water infrastructure that can serve community and regional needs of Southern California.
5. SCAG shall coordinate with local jurisdictions, water agencies, and the State to foster adoption of alternative groundwater recharge technologies and best practices to increase and maintain a sustainable water supply for the region.
6. SCAG will explore opportunities to support implementation of green infrastructure, greywater usage systems and policy, as well as urban cooling infrastructure with a focus on improving groundwater recharge and reducing water usage in urban areas.

<sup>22</sup> SCAG (May 2020). *Connect SoCal Certified Final Program Environmental Impact Report*.

<sup>23</sup> Keifer, J. and Krentz, L.(2018). *Water Use in the Multi-Family Housing Sector*.

7. SCAG shall hold an Industry Forum and seek national expertise on investments in sustainable water infrastructure that support housing production goals identified in the region's 6<sup>th</sup> Cycle Housing Elements.
8. SCAG shall identify, recommend and integrate into Connect SoCal 2024 policies and strategies to align investments in water infrastructure with the adopted growth forecast and development pattern.
9. SCAG shall advocate with partners such as the United States Conference of Mayors, the National Association of Regional Councils, and other stakeholders for additional flexibility in the use of state and federal resources to support integrated planning and technical assistance for groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater and air quality, as well as advocate for projects that expand water resources and infrastructure.
10. SCAG staff shall prepare a white paper on the state of water in the region that addresses multiple sectors; addresses issues related to water supply, demand and quality; identifies challenges and opportunities to support sustainable and resilient regional development in an increasingly arid environment; and includes recommendations for practical ways to support implementing agencies.
11. SCAG staff shall periodically update the Energy & Environment Policy Committee and seek guidance on the implementation of these aforementioned actions.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this XX day of XXX, 2022.

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Jan C. Harnik  
President, SCAG  
Riverside County Transportation Commission

Attested by:

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Kome Ajise  
Executive Director

Approved as to Form:

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Michael R.W. Houston  
Chief Counsel

DRAFT

# SCAG Proposed Water Action Resolution

September 2022

WWW.SCAG.CA.GOV

## Background On Drought Conditions in California

- 2021 & 2022 water years have been the second-driest two-year period since state-wide recording began in 1895
- 98% of California is in drought
- More than 44% is in the most extreme condition – known as “exceptional drought”
- Department of the Interior declared first-ever water shortage declaration for the Colorado River Basin
- 60% of the state’s water needs are met by groundwater, up from 40% in normal conditions



## Impacts to Local Agencies

- Homeowners required to cut back water usage by 30%
- Water shortage emergency declared by many water districts, including the Metropolitan Water District (MWD)
- Current local water infrastructure may fall short of meeting needs for growth in many localities
- Local water agencies must submit Drought Response Plans

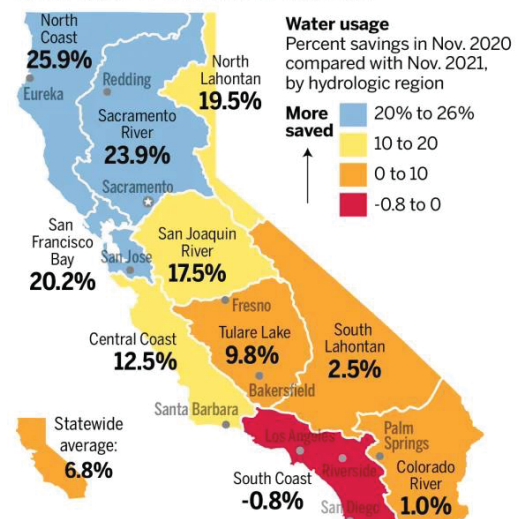


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## Potential Local Actions to Reduce Water Demand

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

### WHO SAVED THE MOST WATER?



Note: Excludes agricultural use  
 Source: State Water Resources Control Board BAY AREA NEWS GROUP

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

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

5

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

4. SCAG's Energy & Environment Committee shall make recommendations to SCAG's Legislative Communications & Membership Committee to support legislative advocacy for increased resources for water infrastructure that can serve community and regional needs of Southern California.
5. SCAG shall coordinate with local jurisdictions, water agencies, and the State to foster adoption of alternative groundwater recharge technologies and best practices to increase and maintain a sustainable water supply for the region.

6



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

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

7

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

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

8



# THANK YOU!

For more information, please visit:

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



# AGENDA ITEM 6 REPORT

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

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

**From:** Anita Au, Senior Planner  
(213) 236-1874, au@scag.ca.gov

**Subject:** Equity Analysis Update (formerly Environmental Justice Analysis) -  
Performance Measures

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EEC:**

Information Only – No Action Required

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

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*In July 2020, SCAG’s Regional Council adopted Resolution 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California and subsequently adopted the Racial Equity Early Action Plan (EAP) in May 2021, outlining goals, strategies, and actions to advance equity. Prior to the adoption of the EAP, SCAG’s equity efforts were concentrated in its Environmental Justice (EJ) Program, which has long focused on public outreach, engagement, early and meaningful participation of EJ communities in the decision-making process, and equal and fair access to a healthy environment. SCAG’s EJ Program addresses both state and federal requirements by aiming to protect people of color and low-income communities from incurring disproportionately adverse environmental impacts. The Energy and Environment Committee (EEC) provides policy direction for this work, which aligns with the primary goals of the aforementioned EAP, which are to: 1) center racial equity in regional policy and planning and bring equity into SCAG’s regional planning functions, and 2) encourage racial equity in local planning practices by promoting racial equity in efforts involving local elected officials and planning professionals.*

***Following staff's April 7, 2022 presentation to EEC on SCAG's approach for Connect SoCal 2024's Equity Analysis (formerly Environmental Justice Analysis), this staff report and the corresponding presentation will provide additional details on SCAG's proposed updates to the Equity Analysis performance measures. These performance measures will help SCAG evaluate how future changes in the region will impact the most vulnerable people and communities. The proposed updates to the performance measures have been developed based on extensive discussions with internal subject matter experts and external stakeholder input. The proposed approach for the Equity Analysis is grounded in best practices and aims to meaningfully evaluate inequities in the region and propose strategies for addressing them.***

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan; Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy; Objective D: Promote and engage partners in a cooperative regional approach to problem-solving.

**BACKGROUND:**

In July 2020, SCAG's Regional Council adopted Resolution 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California and subsequently adopted the Racial Equity Early Action Plan (EAP) in May 2021, outlining goals, strategies, and actions to advance its commitments. Prior to the adoption of the EAP, SCAG's equity efforts were concentrated in its Environmental Justice (EJ) Program, which is guided by the policy direction of the Energy and Environment Committee, and plays a central role in advancing two of the primary goals of the EAP which are to: 1) center racial equity in regional policy and planning and bring equity into SCAG's regional planning functions, and 2) encourage racial equity in local planning practices by promoting racial equity in efforts involving local elected officials and planning professionals.

SCAG's EJ Program focuses on public outreach, engagement, early and meaningful participation of EJ communities in the decision-making process, and equal and fair access to a healthy environment with the goal of protecting people of color and low-income communities from incurring disproportionately adverse environmental impacts and share benefits of regional investment appropriately. By way of background, the consideration of EJ in the transportation process stems from Title VI of the Civil Rights Act of 1964,<sup>1</sup> and was further enhanced by Executive Order 12898<sup>2</sup> (1994) which established the need for transportation agencies to disclose to the general public the benefits and burdens of proposed projects on people of color and low-income populations. Executive Order 12898 amplified Title VI by providing protections based on income in addition to

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

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

race and ordered all federal agencies to consider environmental justice during the planning and decision-making process for all federally funded projects. As a Metropolitan Planning Organization (MPO) that receives federal funding, SCAG is required to conduct early and meaningful outreach to EJ communities and develop an EJ analysis for its regional transportation plans. In addition to federal requirements, SCAG must also comply with California Government Code Section 11135,<sup>3</sup> which mandates fair treatment of all individuals for all state-funded programs and activities.

In an effort to further improve upon the next EJ analysis for Connect SoCal 2024, staff conducted a literature review of EJ methodologies from MPOs throughout the nation. Methodologies were reviewed and analyzed for potentially relevant performance metrics and innovative approaches. In addition to evaluating peer agency EJ methodologies, staff are also coordinating and communicating with stakeholders at the federal and state levels to ensure equity efforts are aligned. Because these federal and state tools may be used for future funding programs to prioritize projects in underserved communities, staff want to ensure the region's approach is properly aligned.

More specifically, staff are evaluating the following tools:

- **Council on Environmental Quality's Climate and Economic Justice Screening Tool**<sup>4</sup> supports federal agencies in identifying communities that are marginalized, underserved, and overburdened by pollution. The current version is still undergoing refinement, but provides socioeconomic, environmental, and climate information to inform decisions that may affect these communities.
- **Environmental Protection Agency's Environmental Justice Screening and Mapping Tool**<sup>5</sup> provides a nationally consistent dataset and approach for combining environmental and demographic indicators that highlight areas where vulnerable populations may be disproportionately impacted by pollution.
- **Caltrans Transportation Equity Index**<sup>6</sup> is a forthcoming tool that staff anticipate reviewing later this year. The index aims to identify communities that are underserved and/or burdened by transportation using environmental, accessibility, and socioeconomic indicators.

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<sup>3</sup> California Government Code Section 11135 states "no person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency that is funded directly by the state, or receives any financial assistance from the state."

<sup>4</sup> Climate and Economic Justice Screening Tool: <https://screeningtool.geoplatform.gov/en/>

<sup>5</sup> EJScreen 2.0: <https://ejscreen.epa.gov/mapper/>

<sup>6</sup> Caltrans Transportation Equity Index: <https://dot.ca.gov/programs/planning-modal/race-equity/eqi>

- **Public Health Alliance of Southern California’s Healthy Places Index (HPI)**<sup>7</sup> explores community conditions that impact life expectancy in California, such as access to healthcare, housing, education, and more. More than 100 government agencies, health care institutions, and community groups have used the HPI to make more equitable decisions around transportation planning, climate vulnerability, philanthropic grantmaking, and health care needs assessments.
- **California Office of Environmental Health Hazard Assessment’s CalEnviroScreen** is a mapping tool that helps identify SB 535 Disadvantaged Communities (DAC)<sup>8</sup>, which are census tracts receiving the highest 25 percent of overall scores based on pollution burdens and socioeconomic disadvantages. SCAG’s prior EJ Analysis already considered DACs.
- **California Tax Credit Allocation Committee (TCAC)/Department of Housing and Community Development (HCD) Opportunity Map**<sup>9</sup> identifies areas in every region of the state whose characteristics have been shown by research to support positive economic, educational, and health outcomes for low-income families—particularly long-term outcomes for children. TCAC adopted this map into its regulations to support policies related to increasing access to the Low-Income Housing Tax Credit (LIHTC) program, and HCD uses it to inform their Multifamily Housing Program and the California Debt Limit Allocation Committee’s regulations for 4% LIHTCs.

To the extent that it is possible, SCAG’s approach for Connect SoCal 2024 will be aligned with these tools as well as best practices from extensive research and continued communication with many stakeholders.

At the April 7, 2022 EEC meeting, staff provided a preview of the proposed Connect SoCal 2024 Equity Analysis, a refined approach for developing a more robust equity analysis. The evolved approach includes revisiting the populations and communities analyzed in previous EJ analyses, developing a new community referred to as “Prioritized Equity Populations and Areas” (PEPA). PEPA’s include 10 categories and utilize two methodologies to determine eligibility to capture vulnerable communities and incorporate equity more fully into the analysis. Statutory requirements would continue to be addressed with this shift.

#### **REFINED APPROACH:**

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

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<sup>7</sup> Healthy Places Index 3.0: <https://map.healthyplacesindex.org/>

<sup>8</sup> SB 535 Disadvantaged Communities: <https://oehha.ca.gov/calenviroscreen/sb535>

<sup>9</sup> TCAC/HCD Opportunity Area Maps: <https://www.treasurer.ca.gov/ctcac/opportunity.asp>

people and communities. These performance measures help SCAG respond to some key questions, including:

- Will our economy function well for all, particularly people of color and low-income households? (focus: economy)
- Will we grow in ways that encourage livability among prioritized equity populations? (focus: communities)
- Will our region become more connected and accessible for everyone, regardless of race/ethnicity, age, gender, disability, income, etc.? (focus: mobility)
- Will people and our environments, particularly areas that have historic and current public health risks, become healthier? (focus: environment)

The EJ analysis has helped SCAG focus answers to these questions on specific populations and areas. Each iteration of SCAG's EJ analysis has included more enhancements to the approach, including new or improved performance measures that are responsive to the evolving vision and goals of each long-range plan. These enhancements contribute to a very comprehensive, yet lengthy report. With the increased availability of online data resources, including SCAG's Regional Data Platform,<sup>10</sup> staff is recommending streamlining and consolidating the performance measures to make the report easier to understand and navigate, while maintaining the robust and comprehensive analysis. Furthermore, as the Environmental Justice Analysis evolves into an Equity Analysis, the performance evaluation will be adapted by adding more racial/ethnic disaggregated data, when it is available; and incorporating more existing conditions analyses, similar to that included in SCAG's Racial Equity: Baseline Conditions Report.<sup>11</sup>

The proposed refinements to the performance measures are described in more detail below. As previously stated, it is important to note that the statutory requirements would continue to be addressed with the proposed enhancements and updates.

#### *Reorganizing Equity Performance Measures*

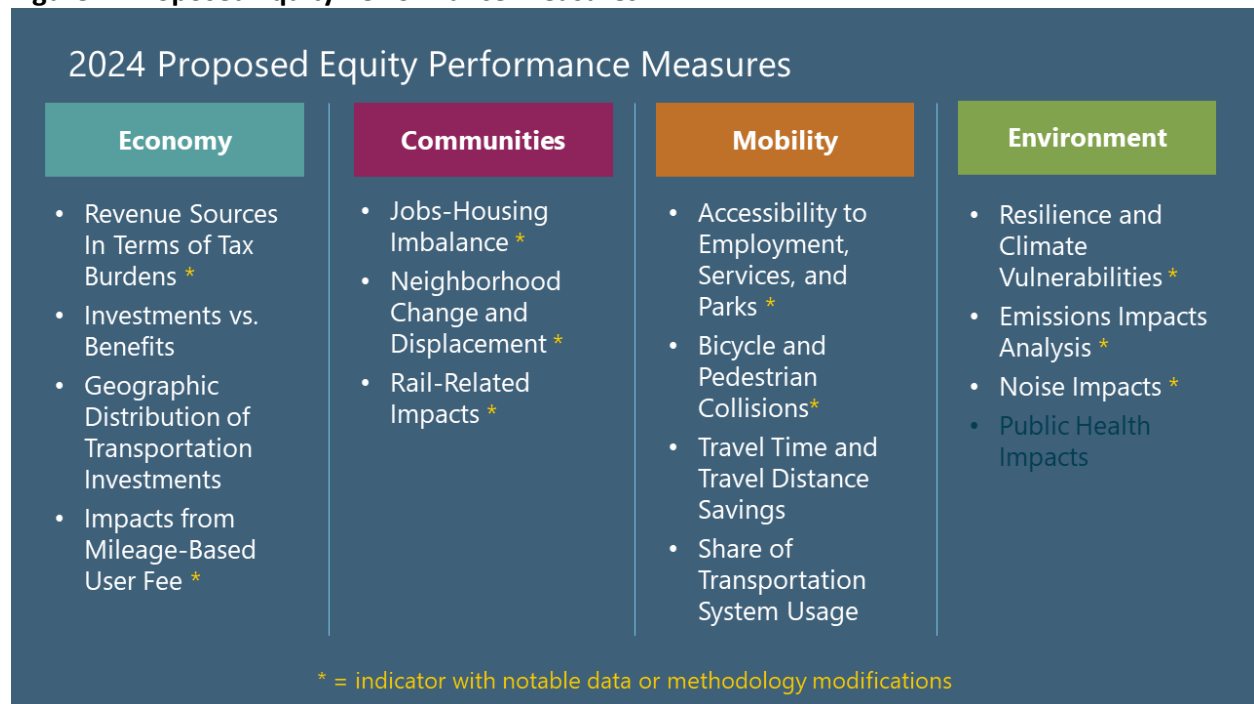
To start, staff is recommending a reorganization of performance measures under the four core categories of Connect SoCal goals, which include economy, communities, mobility, and environment. The 2020 EJ Technical Report included 18 performance measures organized under four EJ focused questions related to impacts on quality of life, transportation costs, health and safety, and commute. By revisiting the organization of the performance measures, staff can directly reference the Connect SoCal goals, relate these measures to other metrics within the plan, and streamline the introduction of each focus area. Figure 1 provides the proposed organization of equity performance measures under the four core categories of Connect SoCal goals.

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<sup>10</sup> SCAG Regional Data Platform: <https://hub.scag.ca.gov/>

<sup>11</sup> SCAG Racial Equity: Baseline Conditions Report (March 2021): [https://scag.ca.gov/sites/main/files/file-attachments/racialequitybaselineconditionsreport\\_03242021revision.pdf](https://scag.ca.gov/sites/main/files/file-attachments/racialequitybaselineconditionsreport_03242021revision.pdf)

**Figure 1: Proposed Equity Performance Measures**



*Proposed Changes for the Equity Performance Measures*

To improve and further incorporate equity into the analysis, SCAG staff recommends several changes, both enhancements and consolidations, to the performance measures. In addition to the ideas that emerged from staff’s literature review of EJ methodologies from MPOs from across the nation, SCAG subject matter experts and external members of the Technical and Equity Working Groups contributed valuable input that shaped the following recommendations. Attachment 1 (Proposed Equity Performance Measures) includes a list of the performance measures with definitions and the proposed changes in detail.

In summary, overall enhancements for all equity performance measures include incorporating data from the most recently available data sources and adding existing conditions analyses for all applicable measures. Furthermore, public health impacts will be considered throughout the analysis instead of having a dedicated measure. In addition to updating data where applicable, staff recommends the following enhancements for these specific equity performance measures:

- Add racial/ethnic disaggregation in performance measures that do not currently include a discussion of race/ethnicity, including **Impacts from Mileage-Based User Fee, Revenue Sources in Terms of Tax Burdens, Jobs-Housing Imbalance, and Neighborhood Change and Displacement.**
- Coordinate with Housing Department staff to enhance housing-related performance measures like exploring racial/ethnic changes in **Neighborhood Change and Displacement.**



- Add “railyards” as areas that could impact surrounding communities to **Rail-Related Impacts**.
- Expand on collision data for the **Bicycle and Pedestrian Collisions** performance measure to report the number and rate of collision-related fatalities and serious injuries, including active transportation modes, and add overlays with the regional High Injury Network and bicycle infrastructure.
- Add extreme heat and tree canopy analyses to **Resilience and Climate Vulnerabilities**.
- Update and include new datasets in **Resilience and Climate Vulnerabilities**.

Staff recommends the following consolidations for the equity performance measures:

- Explore cross-referencing other technical reports with housing-related analysis for **Jobs-Housing Imbalance** and **Neighborhood Change and Displacement**.
- Combine and rename previous accessibility performance measures (“Accessibility to Employment & Services” and “Accessibility to Parks & Education Facilities”) into **Accessibility to Employment, Services & Parks**.
- Rename the previous “Climate Vulnerability” performance measure to **Resilience and Climate Vulnerabilities**.
- Rename “Active Transportation Hazards” performance measure to **Bicycle and Pedestrian Collisions**.
- Consolidate the previous “Emissions Impacts Along Freeways and Highly Traveled Corridors” analysis under a single **Emissions Impact Analysis** performance measure.
- Combine the previous “Aviation Noise Impacts” and “Roadway Noise Impact” analyses under **Noise Impacts**.
- Align technical analysis of **Noise Impacts** with analysis included in the Aviation Technical Report and the Program Environmental Impact Report.
- Remove the quantitative analysis of roadway portion of **Noise Impacts** and shift to a qualitative analysis that describes the long-range plan changes in roadway noise impacts.
- Remove a dedicated “Public Health Impacts” performance measure to eliminate repetitive discussion of CalEnviroScreen, which will occur in multiple places of the report.

As a result of the changes developed through internal and external input, staff is proposing the 14 equity performance measures included in Table 1. And as previously stated, the proposed changes are further defined in Attachment 1 (Proposed Equity Performance Measures).

#### *Next Steps*

Staff is seeking input from the Energy and Environment Committee on this evolved approach and the shift to a more robust equity analysis. Staff has conducted extensive outreach to internal subject matter experts and will continue to seek input from external stakeholders to ensure the proposed methodology is inclusive of EJ and equity concerns and accurately reflects SCAG



initiatives. Staff will continue to return to the Committee to provide updates on the Connect SoCal 2024 Equity Analysis as part of the Connect SoCal 2024 development process.

**FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 2022-2023 Overall Work Program (020.0161.06: Environmental Justice Outreach and Policy Coordination).

**ATTACHMENT(S):**

1. Proposed Equity Performance Measures
2. PowerPoint Presentation - Equity Analysis Performance Measures



# Connect SoCal 2024

## Draft Performance Measures: Equity\*

Category	Subcategory**	Performance Measures	Plan Evaluation Measure	Definition	New, Existing, Revised, Removed	Changes/Notes
Economy	Revenue Sources In Terms of Tax Burdens	Proportion of Connect SoCal revenue sources		Proportion of Connect SoCal revenue sources (taxable sales, income, and gasoline taxes) generated from low income households and people of color	Revised	Adding racial/ethnic disaggregation
Economy	Investments vs. Benefits	Transportation system investment benefit/cost ratio	X	Analysis of Connect SoCal investments by income quintile and race/ethnicity	Existing	Continue to 2024.
Economy	Geographic Distribution of Transportation Investments	Geographic distribution of transportation investments by mode	X	Evaluation of Connect SoCal transit, roadway, and active transportation infrastructure investments in various communities throughout the region	Existing	Continue to 2024.
Economy	Impacts from Mileage-Based User (MBU) Fee	MBU fee impacts		Examination of potential impacts from implementation of a mileage-based user fee on low income households and people of color in the region	Revised	Adding racial/ethnic disaggregation
Communities	Jobs-Housing Imbalance	Jobs-house balance		Comparison of median earnings for intra-county vs intercounty commuters for each county; analysis of relative housing affordability and jobs throughout the region	Revised	Adding racial/ethnic disaggregation; Improvements pending internal discussion; potentially shifting analysis to housing-related analysis (if applicable)
Communities	Neighborhood Change and Displacement	Neighborhood change trends		Examination of historical and projected demographic and housing trends for areas surrounding rail transit stations	Revised	Adding racial/ethnic disaggregation; Improvements pending internal discussion; Incorporate a greater focus on cultural changes; potentially shifting analysis to housing-related analysis (if applicable)
Communities	Rail-Related Impacts	Proximity to rail corridors		Breakdown of population by demographic group for areas in close proximity to rail corridors	Revised	Adding railyards as a rail-related entity; potentially renaming indicator
Communities	Rail-Related Impacts	Proximity to planned grade separations		Breakdown of population by demographic group for areas in close proximity to planned grade separations	Revised	Adding railyards as a rail-related entity; potentially renaming indicator
Communities	Rail-Related Impacts	Proximity to railyards		Breakdown of population by demographic group for areas in close proximity to railyards	Revised	Adding railyards as a rail-related entity; potentially renaming indicator
Mobility	Accessibility to Employment, Services, and Parks	Job access	X	Share of employment reachable within 30 minutes by automobile or 45 minutes by transit during morning peak period (6 - 9 a.m.)	Revised	Combining and renaming from "Accessibility to Employment and Services" and "Accessibility to Parks and Education Facilities"
Mobility	Accessibility to Employment, Services, and Parks	Shopping access		Share of shopping centers reachable within 30 minutes by automobile or 45 minutes by transit during mid-day period (9 a.m. - 3 p.m.)	Revised	Combining and renaming from "Accessibility to Employment and Services" and "Accessibility to Parks and Education Facilities"
Mobility	Accessibility to Employment, Services, and Parks	Parks access	X	Share of park acreage reachable within 30 minutes by automobile or 45 minutes by transit during mid-day period (9 a.m. - 3 p.m.)	Revised	Combining and renaming from "Accessibility to Employment and Services" and "Accessibility to Parks and Education Facilities"
Mobility	Bicycle and Pedestrian Collisions	Bike and pedestrian collisions	X	Analysis of population by demographic group for areas that experience highest rates of bicycle and pedestrian collisions	Revised	Renamed from "Active Transportation Hazards"; Updating with collision data; overlays with High Injury Network and bicycle infrastructure
Mobility	Travel Time and Travel Distance Savings	Distribution of travel time	X	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel time for 30 minutes auto and 45 minute transit	Existing	Continue to 2024.
Mobility	Travel Time and Travel Distance Savings	Distribution of travel distance	X	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel distance savings for 30 minutes auto and 45 minute transit	Existing	Continue to 2024.
Mobility	Share of Transportation System Usage	Mode share	X	Comparison of transportation system usage by mode for low income and minority households relative to each group's regional population share	Existing	Continue to 2024.
Environment	Resilience and Climate Vulnerabilities	Percentage of population with substandard housing		Population analysis by demographic group for areas potentially impacted by substandard housing (housing without plumbing)	Revised	Updating datasets, adding extreme heat and tree canopy analysis, and renaming from "Climate Vulnerability" indicators
Environment	Resilience and Climate Vulnerabilities	Percentage of population in climate risk areas	X	Population analysis by demographic group for areas potentially impacted by sea level rise, wildfire risk, flood hazard risk, or extreme heat effects related to climate change	Revised	Updating datasets, adding extreme heat and tree canopy analysis, and renaming from "Climate Vulnerability" indicators
Environment	Emissions Impacts Analysis	Emissions impacts (CO and PM2.5)	X	Comparison of Plan and Baseline scenarios; identification of areas that are lower performing as a result of the Plan	Revised	Combining from "Emissions Impact Analysis" and "Emissions Impacts Along Freeways and Highly Traveled Corridors" indicators
Environment	Emissions Impacts Analysis	Proximity to freeways and highly traveled corridors	X	Comparison of Plan and Baseline scenarios; identification of communities in close proximity to freeways and highly traveled corridors	Revised	Combining from "Emissions Impact Analysis" and "Emissions Impacts Along Freeways and Highly Traveled Corridors" indicators
Environment	Noise Impacts	Percentage of population impacted by roadway noise		Comparison of Plan and Baseline scenarios, identification of areas that are low performing due to Connect SoCal investments; breakdown of population for impacted areas by ethnicity and income	Revised	Combining and renaming from "Aviation Noise Impacts" and "Roadway Noise Impacts"; shifting to qualitative analysis
Environment	Noise Impacts	Percentage of population impacted by aviation noise		Comparison of Plan and Baseline scenarios, identification of areas that are low performing due to Connect SoCal investments; breakdown of population for impacted areas by ethnicity and income	Revised	Combining and renaming from "Aviation Noise Impacts" and "Roadway Noise Impacts"; shifting to qualitative analysis
Environment	Public Health	N/A		Summary of historical emissions and health data for areas with high concentrations of minority and low income population	Removed	Public health is addressed in DACs and incorporated throughout the Equity Analysis

\*Formerly referenced as "Environmental Justice (EJ)"

\*\*Subcategories are different from the Draft Performance Measures subcategories to account for alignment with previous EJ Analysis Measures.

Attachment: Proposed Equity Performance Measures (Equity Analysis Update (formerly Environmental Justice Analysis) - Performance Measures)



# Equity Analysis (formerly EJ Analysis) Performance Measures

September 1, 2022

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

## Statutory Requirements

### Federal

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

- "...race, color or national origin..."

#### Executive Order 12898 (1994)

- "...minority populations and low-income populations..."

### State

#### California Government Code Section 11135

- "...race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability..."

# Environmental Justice Research



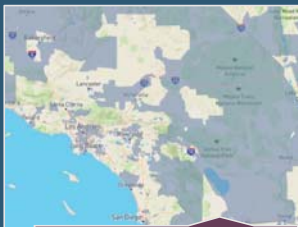
**Conducted** extensive research

- Reviewed 20 MPO EJ Methodologies



**Grounded** in best practices

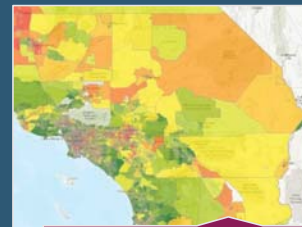
# Aligned with Federal and State Equity Efforts



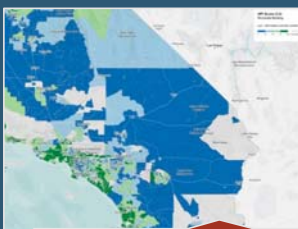
Climate and Economic Justice Screening Tool, Council on Environmental Quality



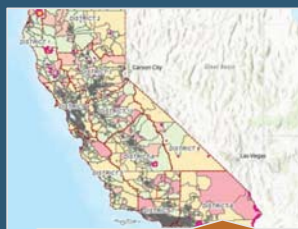
EJScreen, U.S. Environmental Protection Agency



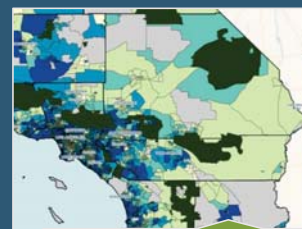
CalEnviroScreen Disadvantaged Communities, OEHA/ Cal EPA



Healthy Places Index, Public Health Alliance of Southern California



Transportation Equity Index, Caltrans [forthcoming]



California TCAC/HCD Opportunity Map

# 2024 Equity Analysis

Environmental Justice Analysis



Equity Analysis



Incorporate Equity in Analysis



Enhance and Consolidate  
Performance Measures



## EQUITY ANALYSIS PERFORMANCE MEASURES

# 2020 Environmental Justice Performance Measures

## Transportation Costs

- Share of Transportation System Usage
- Revenue Sources In Terms of Tax Burdens
- Investments vs. Benefits
- Geographic Distribution of Transportation Investments
- Impacts from Mileage-Based User Fee

## Quality of Life

- Jobs-Housing Imbalance
- Neighborhood Change and Displacement
- Accessibility to Employment and Services
- Accessibility to Parks and Educational Facilities

## Commute

- Travel Time and Travel Distance Savings
- Rail-Related Impacts

## Health & Safety

- Active Transportation Hazards
- Climate Vulnerability
- Public Health Analysis
- Aviation Noise Impacts
- Roadway Noise Impacts
- Emissions Impacts Analysis
- Emissions Impacts Along Freeways

# Revisiting Equity Performance Measures

## CONNECT SOCIAL GOALS



Economy



Communities



Mobility



Environment

14

Equity  
Performance  
Measures

# 2024 Proposed Equity Performance Measures

## Economy

- Revenue Sources In Terms of Tax Burdens \*
- Investments vs. Benefits
- Geographic Distribution of Transportation Investments
- Impacts from Mileage-Based User Fee \*

## Communities

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

## Mobility

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

## Environment

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

\* = indicator with notable data or methodology modifications

# Proposed Changes - Economy

## Economy

- Revenue Sources In Terms of Tax Burdens
- Investments vs. Benefits
- Geographic Distribution of Transportation Investments
- Impacts from Mileage-Based User Fee

## Enhancements

- Adding racial/ethnic disaggregation for **Impacts from Mileage-Based User Fee and Revenue Sources In Terms of Tax Burdens**



## Proposed Changes - Communities

### Communities

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

### Enhancements

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

## Proposed Changes - Communities

### Communities

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

### Consolidation

- Cross-reference other technical reports with housing-related analyses for **Jobs-Housing Imbalance** and **Neighborhood Change and Displacement**

## Proposed Changes - Mobility

### Mobility

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

### Consolidation

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

## Proposed Changes - Mobility

### Mobility

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

### Enhancements

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

## Proposed Changes - Environment

### Environment

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

### Enhancements

- Adding extreme heat and tree canopy analyses to **Resilience and Climate Vulnerabilities**
- Updating and adding new datasets for **Resilience and Climate Vulnerabilities**

## Proposed Changes - Environment

### Environment

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

### Consolidation

- Combining **Emissions Impact Analysis** and **Emissions Impacts Along Freeways and Highly Traveled Corridors** analyses
- Combining **Aviation Noise Impacts** and **Roadway Noise Impact** analyses
- Removing dedicated **Public Health Impacts** measure

# 2024 Proposed Equity Performance Measures

## Economy

- Revenue Sources In Terms of Tax Burdens \*
- Investments vs. Benefits
- Geographic Distribution of Transportation Investments
- Impacts from Mileage-Based User Fee \*

## Communities

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

## Mobility

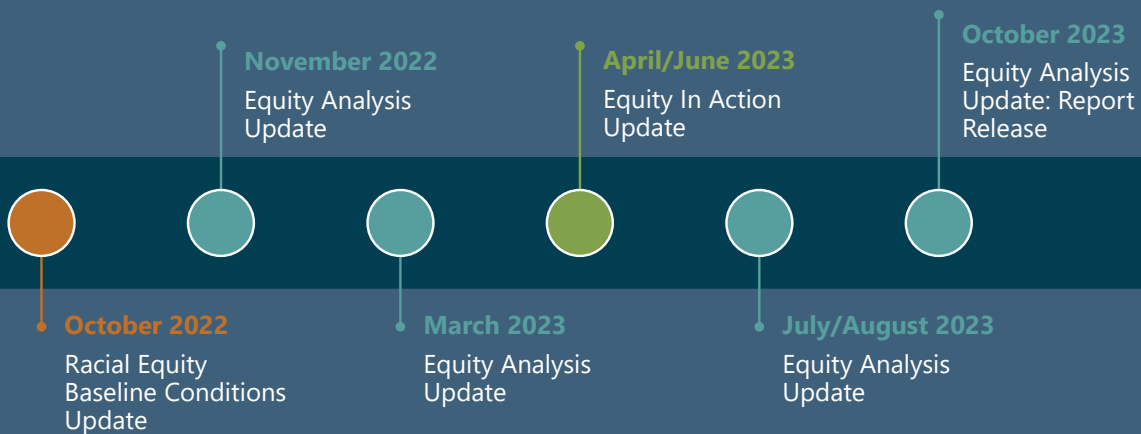
- Accessibility to Employment, Services, and Parks \*
- Bicycle and Pedestrian Collisions\*
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage

## Environment

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

\* = indicator with notable data or methodology modifications

## Next Steps





# THANK YOU!

For more information, please visit:

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

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# AGENDA ITEM 7 REPORT

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

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**To:** Energy & Environment Committee (EEC)  
**From:** Kimberly Clark, Program Manager II  
(213) 236-1844, clark@scag.ca.gov  
**Subject:** Green Region Resource Areas Methodology for SCAG's Local Data Exchange (LDX)

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EXECUTIVE DIRECTOR'S  
APPROVAL

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

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

**EXECUTIVE SUMMARY:**  
*Green Region Resource Areas (GRRAs) depict the region’s natural assets, risks from climate change, and highlight areas where future growth could result in negative environmental impacts if left unaddressed. GRRAs are an important element for the development of the 2024 Connect SoCal Plan and help to fulfill statutory requirements related to the Sustainable Communities Strategy (SCS). In this report, staff will review how these layers were selected, and how they factor into the Local Data Exchange for jurisdictions and the development of the preliminary growth forecast.*

**BACKGROUND:**  
As the region faces unprecedented challenges in balancing housing and employment growth with resource conservation, it is important to coordinate regional land use and transportation strategies and seize opportunities to improve resilience, protect the SCAG region’s natural assets, and reduce future risks from climate change.

The Green Region Resource Areas (GRRAs), derive from SB 375 statute and Connect SoCal 2020 strategies, depict the region’s natural assets, risks from climate change, and highlight areas where future growth could result in negative environmental impacts if left unaddressed. GRRAs consist of ten (10) topic areas, including flood areas; coastal inundation (sea level rise); wildfire risk; open space and parks; endangered species and plants; sensitive habitat areas; natural community and habitat conservation plans; tribal lands; military installations; and farmlands.

#	Green Region Resource Areas (GRRR) Topics
1	Flood Areas
2	Coastal Inundation (Sea Level Rise)
3	Wildfire Risk
4	Open Space and Parks
5	Endangered Species and Plants*
6	Sensitive Habitat Areas
7	Natural Community and Habitat Conservation Plans*
8	Tribal Lands
9	Military Installations
10	Farmlands

\* Layers are included for reference to help inform local feedback on the Preliminary Growth Forecast

GRRAs factor into the preliminary growth forecast for Connect SoCal 2024, which integrates land use strategies from prior plans as well as local plans under development associated with the 6th cycle housing element update. As an essential element of SCAG’s Local Data Exchange, which provides local jurisdictions an opportunity to review and refine the growth forecast and underlying local data for the 2024 Connect SoCal plan, the preliminary household forecast at the jurisdiction and Transportation Analysis Zone level (TAZ) explicitly seeks to (i) reflect capacity changes following the 6th cycle of RHNA, (ii) emphasize growth in four types of Priority Development Areas (PDAs) that show the highest potential for reduction of vehicle miles traveled (VMT) for current and future residents, and (iii) minimize growth in a selection of GRRAs. Overall, the objective is to strengthen the connection between regional goals and local policies that are reasonably foreseeable during the Connect SoCal 2024 horizon. For considerations of local growth, data layers from eight of the ten topics of GRRAs have factored into the preliminary growth forecast. Layers not directly factored in are included as maps for reference in local jurisdictions’ review materials for the Local Data Exchange.

Importantly, future growth in GRRAs has not been eliminated; rather, areas most sensitive to growth have been identified utilizing datasets in these topic areas and projected growth has been de-emphasized and prioritized elsewhere in the region where feasible. To determine areas most sensitive to growth, SCAG staff identified where in the region these layers overlap and the overall intensity of these convergences. For instance, areas at risk for both flood and wildfire would be deemed more sensitive to growth than areas with only wildfire risk. Since mitigation is often required for projects that fall within GRRAs, areas with multiple convergences of GRRR topic areas will likely be more costly to develop due to more intense mitigation needs. Therefore, SCAG’s approach of de-emphasizing growth in areas with the highest number of convergences is sensitive

to market considerations. Further, the preservation and restoration of GRRAs can reduce risks from climate change and promote future resilience in the region.

To help facilitate local review of these data elements and growth prioritization approach, SCAG included maps showing GRRRA topic areas individually for reference and created a series of consolidated maps that show convergences of these layers for development of the preliminary growth forecast. Consolidated maps, referred to as “Multi-Benefit Asset Maps,” were grouped into three categories: 1) Resilience, 2) Open Space/Habitat, and 3) Administrative/Farm Lands. SCAG also included a map that combines each of the layers from these Multi-Benefit Asset Maps for local review.

Resilience:

The Resilience category highlights areas within the region at risk due to climate change, such as flooding, coastal inundation (sea level rise), and wildfire risk. Information on the underlying datasets comprising the Resilience Multi-Benefit Asset Map can be found in the table below and are described subsequently:

Resilience Multi-Benefit Asset Map Layers	
<b>1</b>	<b>Flood Areas</b>
	FEMA Effective: 100-Year Floodplains, 2017, FEMA
<b>2</b>	<b>Coastal Inundation (Sea Level Rise)</b>
	Coastal Storm Modeling System (CoSMoS) for Southern California, v3.0, Phase 2, 2018, USGS
<b>3</b>	<b>Wildfire Risk</b>
	CAL FIRE Fire Hazard Severity Zones: Local (2008) and State (2007) Responsibility Areas Maps
	Wildland Urban Interface & Intermix, 2020, CAL FIRE

- Flood Areas** - The Flood Area data was obtained from the Digital Flood Insurance Rate Map (DFIRM), obtained from Federal Emergency Management Agency (FEMA) in August 2017. The DFIRM Database is a digital version of the FEMA Flood Insurance Rate Maps (FIRM)<sup>4</sup> that is designed for use with digital mapping and analysis software. The FIRM is created by FEMA for the purpose of floodplain management, mitigation, and insurance activities for the National Flood Insurance Program (NFIP). FEMA prepares the flood maps to show the extent of flood hazard in a flood prone community by conducting engineering studies called ‘Flood Insurance Studies (FISs).’ From the study, FEMA delineates Special Flood Hazard Areas (SFHAs), which are subject to inundation by a flood that has a 1 percent or greater chance of being equaled or exceeded during any given year. This type of flood is commonly referred to as the 100-year flood or base flood, and is utilized for the Local Data Exchange. The 100-year flood has a 26 percent chance of occurring during a 30-year period, the length of many mortgages.



- **Coastal Inundation (Sea Level Rise)** - The Coastal Inundation data was obtained from the Coastal Storm Modeling System (CoSMoS) for Southern California (v3.0, Phase 2). CoSMoS is an online mapping viewer that makes detailed predictions over large geographic scales of storm-induced coastal flooding and erosion for both current sea level rise (SLR) scenarios. The data included in this book depicts the potential inundation of coastal areas resulting from a projected 3 feet rise in sea level above current Mean Higher High Water (MHHW) conditions. CoSMoS v3.0 for Southern California shows projections for future climate scenarios (sea level rise and storms) to provide emergency responders and coastal planners with critical storm-hazards information that can be used to increase public safety, mitigate physical damages, and more effectively manage and allocate resources within complex coastal settings.
- **Wildfire Risk** – The Wildfire Risk topic depicts areas at risk of wildfires resulting in disastrous property loss. Wildfire Risk consists of the following datasets:
  - *CAL FIRE Fire and Resource Assessment Program (FRAP) Wildland-Urban Interface (WUI) and Wildland-Urban Intermix* - Wildfires resulting in disastrous property loss are referred to as “Wildland-Urban Interface” fires, or “interface fires.” These fires may start as small vegetation fires or be part of large brush and forest fires. The Wildland-Urban Interface is distinct from areas of “Wildland-Urban Intermix” zones in which areas of human habitation are mixed with areas of flammable wildland vegetation. Intermix areas may extend from the edge of developed private land into Federal, private, and State jurisdictions. These data describe relative risk to areas of significant population density from wildfire by intersecting residential housing unit density with proximate fire threat to give a relative measure of potential loss of structures and threats to public safety from wildfire.
  - *CAL FIRE Fire Hazard Severity Zones: Local and State Responsibility Areas Maps* - State law requires CAL FIRE to designate areas, or make recommendations for local agency designation of areas, that are at risk from significant fire hazards based on fuels, terrain, weather, and other relevant factors. These areas at risk of interface fire losses are referred to by law as "Fire Hazard Severity Zones" (FHSZ). The Fire Hazard Severity Zone maps are developed using a science-based and field-tested model that assigns a hazard score based on the factors that influence fire likelihood and fire behavior. Many factors are considered such as fire history, existing and potential fuel (natural vegetation), predicted flame length, blowing embers, terrain, and typical fire weather for the area. There are three levels of hazard in the Local and State Responsibility Areas: moderate, high and very high. Data utilized for the Local Data Exchange includes only high and very high levels of hazards.

Open Space/Habitat:

The Open Space/Habitat category highlights topic areas related to open space, parks and habitat areas sensitive to development, such as wildlife corridors. Information on the underlying datasets comprising the Habitat Multi-Benefit Asset Map are provided in the following table:

Open Space/Habitat Multi-Benefit Asset Map Layers	
<b>1</b>	<b>Open Space and Parks</b>
	Save Our Agricultural Resources (SOAR), 2017, County of Ventura
	California Conservation Easement Database (CCED), 2021, Multiple sources
	California Protected Areas Database (CPAD), 2021, Multiple sources
<b>2</b>	<b>Sensitive Habitat Areas</b>
	National Wetlands Inventory, 2020, US Fish and Wildlife Services
	2015 Areas of Conservation Emphasis (ACEIIv2), 2015, CA Department of Fish and Wildlife
	California Essential Habitat Connectivity Project (CEHC), 2010, CA Department of Fish and Wildlife
	South Coast Missing Linkages (SCML) Wildlife Corridors, 2018, Conservation Biology Institute

- **Open Space and Parks** - As prescribed in SB 375, all publicly owned open space must be considered as part of Connect SoCal 2024. The Open Space and Parks topic area includes:
  - *County of Ventura Save Our Agricultural Resources (SOAR)* - SOAR is a series of voter initiatives that require a majority vote of the people before agricultural land or open space areas can be rezoned for development. The eight voter-approved SOAR initiatives passed by the cities of Camarillo, Fillmore, Moorpark, Oxnard, Santa Paula, Simi Valley, Thousand Oaks and Ventura require voter approval for urban development beyond a City Urban Restriction Boundary (CURB), or, in the case of the City of Ventura, before rezoning agricultural land within the city’s sphere of influence.
  - *California Conservation Easement Database (CCED)* - The CCED contains lands protected under conservation easements, which are voluntary agreements with nonprofit land trusts and/or government agencies that allow landowners to limit the type or amount of development on their property while retaining private ownership of the land. CCED is maintained and published by GreenInfo Network with data updates published twice annually. The data utilized for the Local Data Exchange reflects data published in August 2021.
  - *California Protected Areas Database (CPAD)* - The CPAD is a GIS inventory of all publicly owned protected open space lands in the State of California through fee ownership. CPAD is maintained and published by GreenInfo Network and consists of aggregated open space data from state, local, and other agencies.
- **Sensitive Habitat Areas** – The Sensitive Habitat Areas data depicts areas with a high concentration of animals and plant life that are sensitive to growth, such as wetlands, habitat connectivity areas, and areas rich with natural resources to support various species. Sensitive Habitat Areas consists of the following datasets:
  - *US Fish and Wildlife Services National Wetlands Inventory Data* – This dataset is sourced from the US Fish and Wildlife Services Wetlands Inventory (NWI), a publicly available

- resource that provides detailed information on the abundance, characteristics, and distribution of US wetlands.
- *California Department of Fish and Wildlife Areas of Conservation Emphasis*- Data on habitat quality consists of data from the CA Department of Fish and Wildlife, recording Areas of Conservation Emphasis (ACEIIv2). ACEIIv2 includes a statewide analysis of biological richness by 2.5 square mile hexagons to represent areas with high species richness, high levels of rarity and irreplaceability, and/or sensitive habitats.
  - *Conservation Biology Institute South Coast Missing Linkages (SCML) Wildlife Corridors* - Data on habitat connectivity consists of layers identifying wildlife corridors, as well as movement barrier locations. The South Coast Missing Linkages dataset represents barriers to terrestrial wildlife movement in California that are a high priority for remediation, as identified by the California Department of Fish and Wildlife (CDFW) in March 2020. CDFW divides the state into six administrative Regions. CDFW staff in each Region identified linear segments of infrastructure that currently present barriers to wildlife populations in their jurisdiction. In doing so, the Regions used all available empirical information in their possession, including existing connectivity and road crossing studies, collared-animal movement data, roadkill observations, and professional expertise. The dataset represents the ten highest priority barriers identified in each region.
  - *California Department of Fish and Wildlife Habitat Connectivity Project* - Data on habitat connectivity corridors was derived from California Essential Habitat Connectivity Project, as developed by the California Department of Fish and Wildlife, which identifies large blocks of intact habitat or natural landscapes with connectivity corridors essential for local wildlife. This dataset benefits from feedback from a selection of federal, state, local, tribal, and non-governmental organizations throughout California, and was made publicly available in 2010. The California Department of Transportation (Caltrans) and California Department of Fish and Game (CDFG) commissioned the California Essential Habitat Connectivity Project because a functional network of connected wildlands is essential to the continued support of California's diverse natural communities in the face of human development and climate change. The Essential Connectivity Map depicts large, relatively natural habitat blocks that support native biodiversity (Natural Landscape Blocks) and areas essential for ecological connectivity between them (Essential Connectivity Areas). This coarse-scale map was based primarily on the concept of ecological integrity, rather than the needs of particular species.

#### Administrative/Working Lands:

The Administrative/Working Lands category highlights areas with limited to no development allowed, such as tribal, military, and farm lands. Information on the underlying datasets comprising the Administrative/Working Lands Multi-Benefit Asset Map can be found in the table below:

Administrative/Farm Lands Multi-Benefit Asset Map Layers	
1	<b>Tribal Lands</b>
	American Indian Reservations / Federally Recognized Tribal Entities, 2021, CalOES
2	<b>Military Installations</b>
	USA Department of Defense Lands, 2018, US Department of Defense
3	<b>Farmlands</b>
	California Important Farmland Farmland Mapping & Monitoring Program (FMMP), 2018, CA Department of Conservation

- Tribal Lands** - The Tribal Lands dataset depicts feature location, selected demographics and other associated data for the 561 Federally Recognized Tribal entities in the contiguous U.S. and Alaska. The American Indian Reservations / Federally Recognized Tribal Entities dataset depicts feature location, selected demographics and other associated data for the 561 Federally Recognized Tribal entities in the contiguous U.S. and Alaska. Categories included are: American Indian Reservations (AIR), Federally Recognized Tribal Entities (FRTE) and Alaska Native Villages (ANV). This dataset is used to identify tribal lands in the SCAG region. The data was obtained from the California Governor’s Office of Emergency Services (CalOES) and depicts data as of September 2021.
- Military Installations** - In the United States, the federal government manages lands in significant parts of the country. These lands include 193 million acres managed by the US Forest Service in the nation's 154 National Forests and 20 National Grasslands, Bureau of Land Management lands that cover 247 million acres in Alaska and the Western United States, 150 million acres managed for wildlife conservation by the US Fish and Wildlife Service, 84 million acres of National Parks and other lands managed by the National Park Service and over 30 million acres managed by the Department of Defense. The Military Installations dataset displays military lands managed by the US Department of Defense.
- Farmlands** - Farmland information was obtained from the Farmland Mapping & Monitoring Program (FMMP) in the Division of Land Resource Protection in the California Department of Conservation. Established in 1982, the FMMP is to provide consistent and impartial data and analysis of agricultural land use and land use changes throughout the State of California. For SCAG’s purposes, data from year 2016 (and 2014 in areas where 2016 data was unavailable) underwent review and refinement by local jurisdictions through the Bottom-Up Local Input and Envisioning Process for the 2020 Connect SoCal Plan. The Farmlands dataset was obtained from the Farmland Mapping & Monitoring Program (FMMP) in the Division of Land Resource Protection in the California Department of Conservation. Established in 1982, the FMMP is to provide consistent and impartial data and analysis of agricultural land use and land use changes throughout the State of California.

For more information on the datasets used to produce the GRRRA map and asset values, please refer to your local **Data/Map Book** at <https://scag.ca.gov/local-data-exchange>.



**FISCAL IMPACT:**

Work for this item is covered under OWP item 310.4874.01, Connect SoCal Development.

**ATTACHMENT(S):**

1. PowerPoint Presentation - EEC Green Region Resource Areas\_September



# Green Region Resource Areas Methodology for SCAG's Local Data Exchange (LDX)

September 1, 2022

WWW.SCAG.CA.GOV



Foundations & Frameworks

Data Collection & Policy Development

Outreach & Analysis

Draft Plan & Adoption

## COMPLETED

- ✓ Regional & County Forecast
- ✓ Relunched Working Groups
- ✓ Regional Data Platform Launch

## LOCAL DATA EXCHANGE (LDX)

- Soft Launch – February 23<sup>rd</sup>
- Complete Launch – May 23<sup>rd</sup>
- Input Deadline – December 2<sup>nd</sup>

## CONNECT SOCAL 2024: DEVELOPMENT UPDATE



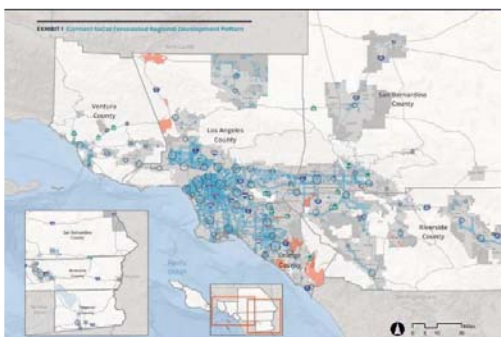
- SCAG Staff are meeting one-on-one with jurisdictions to review the data inputs for Connect SoCal
- These sessions include trainings on the Regional Data Platform (RDP) tools for the LDX
- Meetings can be requested by reaching out to staff via the LDX webpage or at LIST@SCAG.CA.GOV
- <https://hub.scag.ca.gov/pages/ldx>



## HOW TO ENGAGE IN THE LOCAL DATA EXCHANGE (LDX)

### Objective: 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)

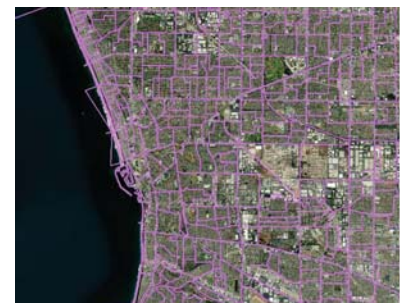


Job Centers, Priority Growth Areas, Entitled Projects, Incorporated Areas, Spheres of Influence  
\*Priority Growth Areas include Spheres of Influence outside of incorporated areas, and extend further in the SCL Technical Report.  
 Source: County Transportation Commissions, LAGCO Local Jurisdictions in SCAG Region, SCAG, 2019

Connect SoCal 2020  
 Forecasted Regional Development Pattern

**LDX GETS HERE BY BEING:**

- ✓ Rooted in local planning
- ✓ Steered by a regional vision
- ✓ Aligned with state and federal policy



Sample of TAZs in the SCAG region

# SB 375 Resource Areas (Section 65080.01)

- 1) All publicly owned **parks and open space**
- 2) **Open space or habitat areas protected** by natural community conservation plans, habitat conservation plans, and other adopted natural resource protection plans
- 3) **Habitat for species** identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies or protected by the federal Endangered Species Act of 1973, the California Endangered Species Act, or the Native Plant Protection Act
- 4) **Lands subject to conservation or agricultural easements** for conservation or agricultural purposes by local governments, special districts, or nonprofit 501(c)(3) organizations, areas of the state designated by the State Mining and Geology Board as areas of statewide or regional significance pursuant to Section 2790 of the Public Resources Code, and lands under Williamson Act contracts
- 5) Areas designated for **open-space or agricultural uses in adopted open-space elements or agricultural elements** of the local general plan or by local ordinance
- 6) **Areas containing biological resources** as described in Appendix G of the CEQA Guidelines that may be significantly affected by the sustainable communities strategy or the alternative planning strategy
- 7) An **area subject to flooding** where a development project would not, at the time of development in the judgment of the agency, meet the requirements of the National Flood Insurance Program or where the area is subject to more protective provisions of state law or local ordinance.

## SCAG Data/Map Book and RDP LDX Web Contents

CATEGORY	LAYER NAME	REVIEW TYPE	CATEGORY	LAYER NAME	REVIEW TYPE
Land Use	General Plan	Update/Corrections	Green Region Resource Areas (SB 375)	Resilience (Flood areas, coastal inundation, wildfire risk)	Reference Only
	Zoning	Update/Corrections		Open Space/Habitat (Open space and parks, endangered species and plants, sensitive habitat areas, natural community and habitat conservation plans)	Reference Only
	Existing Land Use	Update/Corrections		Administrative/Working Lands (Tribal nations, military installations, farmlands)	Reference Only
	Specific Plan Land Use	Update/Corrections		City Boundary and Sphere of Influence	Reference Only
	Key Entitlements	Update/Corrections		Census Tract TAZ (Tier2)	Reference Only
Priority Development	Neighborhood Mobility Areas	Optional	Geographical Boundaries	Jurisdiction-level projections of households and employment (2019, 2035, 2050)	Update/Corrections
	Livable Corridors	Optional		Tier 2 TAZ-level projections of households and employment (2019, 2035, 2050)	Update/Corrections
	Job Centers	Optional			
	Housing Trajectory	Update/Corrections and site inventory upload			
Transportation	High Quality Transit Areas	Reference Only	Growth (available May 2022)		
	Transit Priority Areas	Reference Only			
	Regional Bikeways	Optional			
	Regional Truck Routes	Optional			

Digital versions of these data layers are available to local jurisdictions through their RDP LDX login.



# Connect SoCal 2024: Green Region Resource Areas (GRRRA)

GRRRA Topics (10)

GRRRA Categories

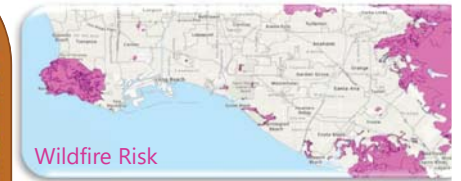
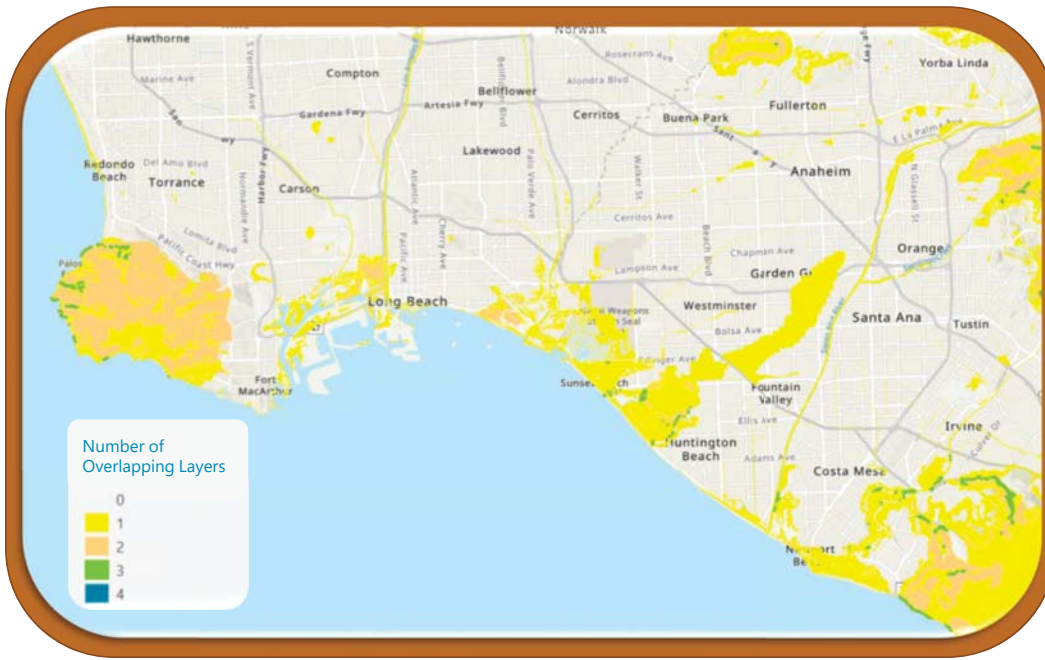
<b>Resilience</b>	<ul style="list-style-type: none"> <li>• 100-Year Flood Plains</li> <li>• Coastal Inundation (Sea Level Rise)</li> <li>• Wildfire Risk</li> </ul>
<b>Habitat</b>	<ul style="list-style-type: none"> <li>• Open Space &amp; Parks</li> <li>• Endangered Species &amp; Plants</li> <li>• Sensitive Habitat Areas</li> <li>• Natural Community &amp; Habitat Conservation Plans</li> </ul>
<b>Administrative/ Working Lands</b>	<ul style="list-style-type: none"> <li>• Tribal Nations</li> <li>• Military Installations</li> <li>• Farmlands</li> </ul>

## Green Region Resource Areas: Resilience

<b>Resilience</b>
100-Year Flood Plains (Flood Risk)
Coastal Inundation (Sea Level Rise)
Wildfire Risk



# Resilience Multi-Benefit Asset Map



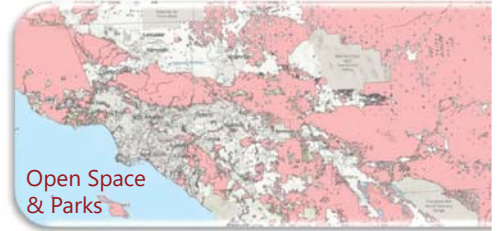
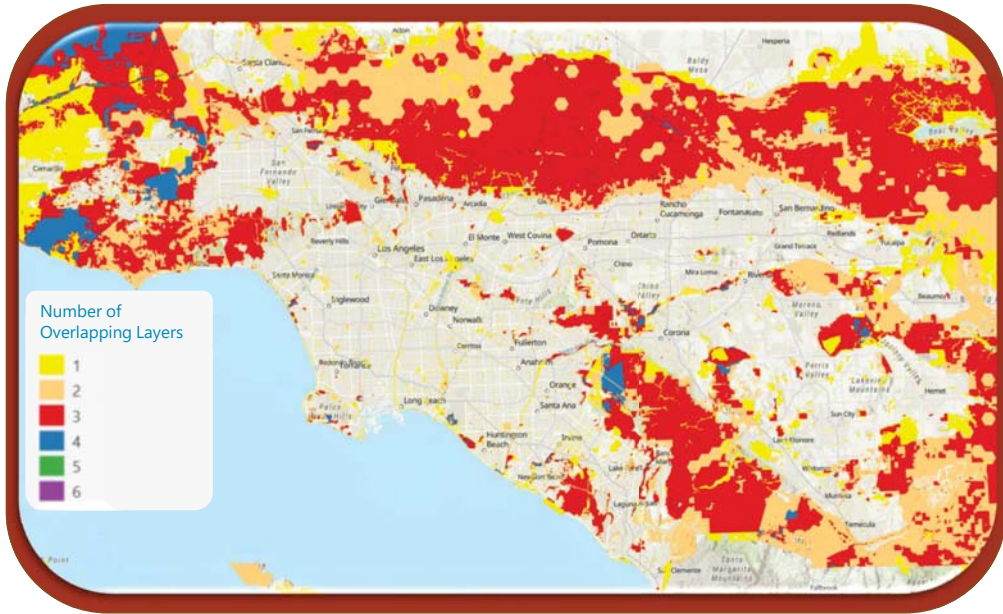
## Green Region Resource Areas: Habitat/Open Space

Habitat / Open Space
Open Space & Parks
Sensitive Habitat Areas
Endangered Species & Plants*
Natural Community & Habitat Conservation Plans*



Asterisk (\*) indicates layers provided for reference in Data/Map Books, but not factored into Preliminary Growth Forecast.

# Habitat/Open Space Multi-Benefit Asset Map



## Green Region Resource Areas: Administrative/Working Lands

- Administrative/  
Working Lands**
- Tribal Nations
- Military Installations
- Farmlands

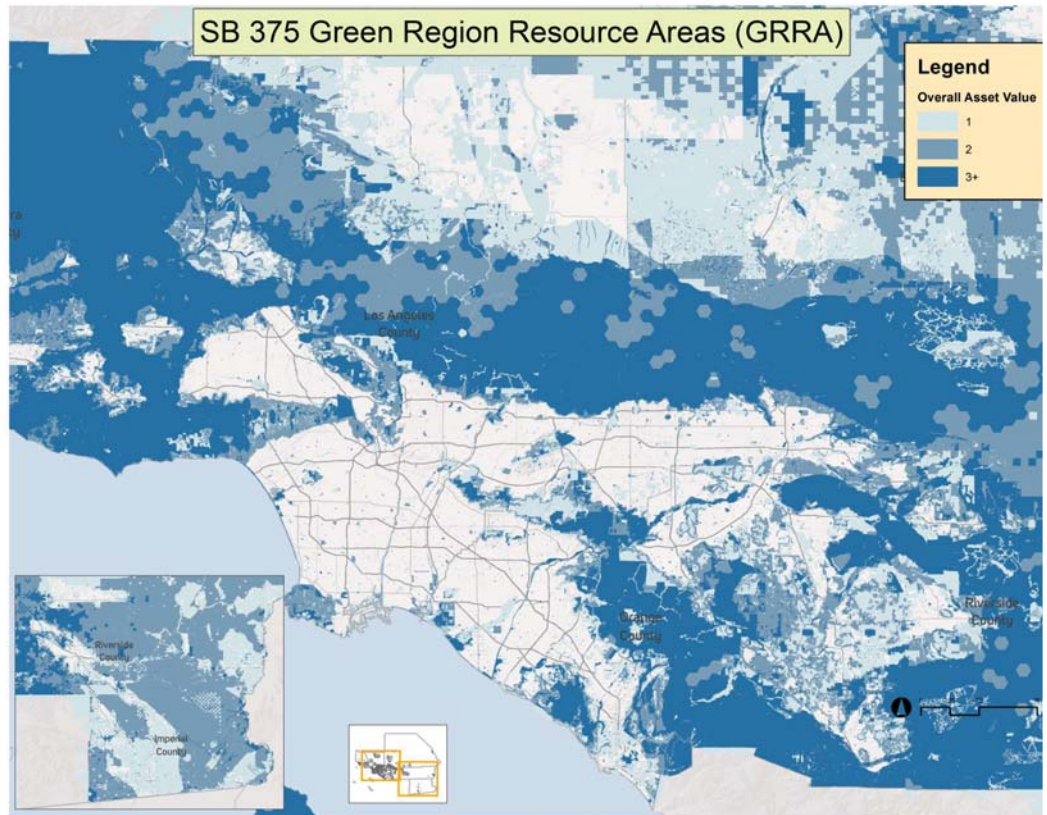


# Administrative/Working Lands Space Multi-Benefit Asset Map



## Consolidated Green Region Resource Areas

- Identifies overlaps of:
  - Flood areas
  - Sea level rise
  - Wildfire risk
  - Open space and parks
  - Sensitive habitat areas
  - Tribal nations
  - Military installations
  - Farmlands

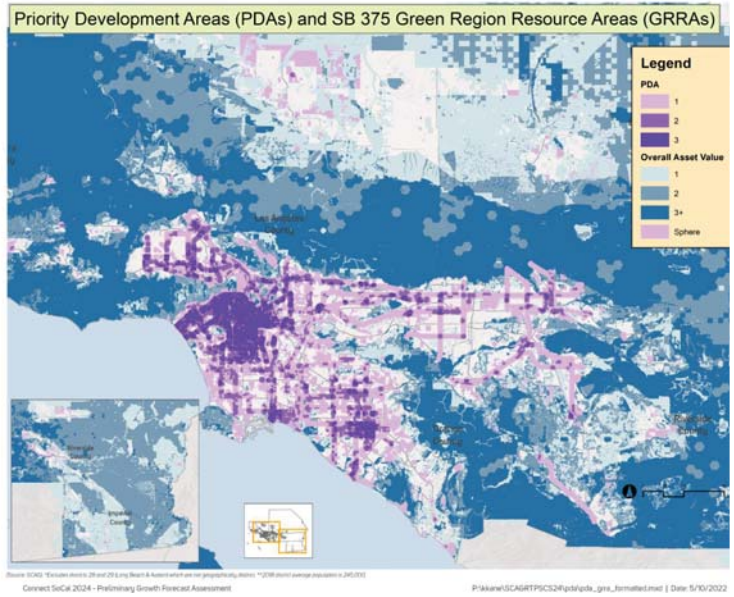


Source: SCAG. \*Excludes districts 28 and 29 (Long Beach & Aviston) which are not geographically distinct. \*\*2018 district average population is 245,000.

# Preliminary Small Area Household Forecast Methodology

1. Estimate remaining general plan capacity and control to county/regional projection
2. Add RHNA/housing element rezone sites if needed
3. Growth prioritization steps
  - Increase in Priority Development Areas (PDAs)
  - Minimize in Green Region Resource Areas (GRRAs)

Number of Priority Development Areas	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0
Number of Green Region Resource Areas	0	0	0	0	0	1	1	1	1	1	2	2	2	2	2	3+	3+	3+	3+	3+
Step #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20



## THANK YOU!

For more information, please visit:

<https://hub.scag.ca.gov/pages/idx>



**AGENDA ITEM 8**  
**REPORT**

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

**To:** Energy and Environment Committee (EEC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Rachel Wagner, Regional Affairs, Ventura County

**Subject:** Energy and Environment Committee (EEC) 12 Month Look Ahead

**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 Energy and Environment Committee (EEC) on April 7, 2022. Following the Regional Council adoption of the Framework, staff has developed a 12-month look ahead for the EEC, in order to realize the goals and discussions committed to in the Framework and develop consensus around the policy priorities and strategies that will become final recommendations in Connect SoCal 2024. The look-ahead also includes policy actions the committee will consider to facilitate the implementation of regional and local programs that support the implementation of Connect SoCal 2020. Finally, the outlook identifies Regional Updates to keep the committee apprised of federal and state policies and programs, as well as, research and analysis of regional issues that can inform better planning and decision-making. The look-ahead was also provided to the Executive Administration Committee (EAC) at the 2022 EAC Retreat to support alignment with the overall policy priorities across the*

**BACKGROUND:**

**What is Connect SoCal 2024?**

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

SCAG’s next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data as well as enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. The pillars of Connect SoCal—the *Core Vision* and

*Key Connections*—are anticipated to continue into the next plan. The *Core Vision* centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. The *Key Connections* augment the *Core Vision* of the plan to address trends and emerging challenges. These *Key Connections* lie at the intersection of land use, transportation and innovation to accelerate progress on regional planning goals. For this plan development cycle, SCAG staff will focus on process improvements and data updates and refinements. However, in developing Connect SoCal, SCAG must continue to monitor and reexamine trends and emerging issues in order to put forth a plan that addresses the region’s evolving needs, challenges and opportunities. Thus the plan will be augmented with consideration of emerging issues, to be discussed through three Policy Subcommittees in Fall and Winter 2022.

**Connect SoCal 2024: Status Update**

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

Phases of Connect SoCal 2024 Development



**Policy Development Framework for Connect SoCal 2024**

In July 2021, the Executive Administration Committee convened for a strategic planning session. One action identified during that session was to create a Policy Development Framework for Connect SoCal 2024, in particular as a strategy to engage SCAG’s Policy Committees in the data, emerging issues and policy recommendations that will be presented in the plan. The draft Policy Development Framework (“Framework”) for Connect SoCal 2024 was presented to the Energy and Environment Policy Committee (EEC) 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 (EEC, CEHD, and TC) organized around three areas: Connect SoCal, Local Assistance Program and Regional Updates.

## EEC COMMITTEE 12-MONTH LOOK AHEAD AND FRAMEWORK

Building on the Policy Framework and the commitment to creating more transparency and engagement in the policy development process, staff developed a 12-month look ahead for the Energy and Environment (EEC) Policy Committee 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 framework organizes content into three programmatic areas:

- 1. *Connect SoCal:*** Items within this area will center 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. Presentations will offer best practices, lessons learned and emerging trends in key policy areas centered on fulfilling the agencies environmental requirements and meeting the region's sustainability goals with a focus on resource conservation and environmental justice. To this end, the committee will receive a series of presentations in 2022 on the state of water, energy, air quality, natural lands and environmental challenges to provide the planning context to inform land-use strategies, environmental analysis, and mitigation measures to be considered in Spring 2023.
- 2. *Local Assistance Program:*** In this programmatic area, staff will present informational and action items related to programs that provide assistance to regional and local partners. Currently, the main programs that will be highlighted through the EEC committee are: the Sustainable Communities Program Call for Projects to support Civic Engagement, Equity and Environmental Justice Projects; and the development of a Regional Advance Mitigation Planning White Paper and Policy Framework to align the future Greenprint tool with policy objectives.
- 3. *Regional Updates:*** This programmatic area will focus on federal and state policies and programs, as well as, research and analysis of regional issues that can inform better planning and decision-making around environmental issues. This will include updates and review of the regional implications of the California Air Resource Board's Draft 2022 Scoping Plan, which assesses progress toward the statutory 2030 target to reduce greenhouse gas emissions, while laying out a path to achieving carbon neutrality no later than 2045.

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



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

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. PowerPoint Presentation - EEC Agenda Outlook\_090122



# Energy and Environment Committee Agenda Outlook for FY 2023

September 1, 2022

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

## EEC Committee Agenda Outlook for FY 2023

Date	Connect SoCal	Local Assist. Program	Regional Update
July-Sept	<ul style="list-style-type: none"> <li>Draft Goals &amp; Performance Measures</li> <li>Equity Analysis Update—Performance Measures</li> <li>Transportation Conformity Challenges</li> <li>Planning Context: Water Resilience</li> <li>Green Region Resource Areas</li> <li>Regional Resilience Framework</li> <li>Connect SoCal 2024 PEIR: CEQA Documentation Initiation</li> <li>Final 2022 Air Quality Management Plan Appendix IV-C RTP/SCS and Transportation Control Measures</li> <li>Transportation Conformity Analyses of Proposed Final 2023 FTIP, Proposed Final 2020 Connect SoCal Amendment #2</li> </ul>	<ul style="list-style-type: none"> <li>Sustainable Communities Program: Civic Engagement, Equity, and EJ Projects: Approve Final Guidelines</li> </ul>	<ul style="list-style-type: none"> <li>Scoping Plan</li> <li>SB 150 Report</li> <li>Climate Emergency Resolution Quarterly Update</li> <li>Racial Equity Baseline Conditions Report: 2022</li> <li>EEC 12-month lookahead</li> </ul>
Oct-Dec	<ul style="list-style-type: none"> <li>Planning Context: Energy</li> <li>Planning Context: Natural &amp; Working Lands</li> <li>Li Battery Recycling Group Report Overview</li> <li>Planning Context: Brownfields</li> <li>Request to Release Connect SoCal 2024 PEIR Notice of Preparation</li> <li>Local Data Exchange Update</li> <li>Transportation Conformity Analyses of Draft 2023 FTIP Modeling Amendment and Draft 2020 Connect SoCal Amendment #3</li> </ul>	<ul style="list-style-type: none"> <li>Regional Advance Mitigation Planning White Paper and Policy Framework</li> </ul>	<ul style="list-style-type: none"> <li>Climate Emergency Resolution Quarterly Update</li> </ul>

Attachment: PowerPoint Presentation - EEC Agenda Outlook\_090122 (Energy and Environment Committee (EEC) 12 Month Look Ahead)

# EEC Committee Agenda Outlook for FY 2023

Date	Connect SoCal	Local Assist. Program	Regional Update
Jan-March	<ul style="list-style-type: none"> <li>Sustainable Communities Strategy Technical Methodology Submittal to CARB</li> <li>Planning Context: Climate Adaptation &amp; Resilience</li> <li>Strategies for Clean Transportation Technologies</li> <li>Connect SoCal CEQA Addendum No. 4 to Programmatic Environmental Impact Report</li> <li>Equity Analysis Update</li> <li>PEIR Alternatives Update</li> </ul>	<ul style="list-style-type: none"> <li>Sustainable Communities Program: Civic Engagement, Equity, and EJ Projects: Approve Projects</li> </ul>	<ul style="list-style-type: none"> <li>Climate Emergency Resolution Quarterly Update</li> </ul>
Feb	<ul style="list-style-type: none"> <li>Special Joint Policy Committee: Connect SoCal Committee Recommendations, LDX Findings and Survey Results</li> </ul>		
April-June	<ul style="list-style-type: none"> <li>Strategies for Land-Use: Natural and Farmland Conservation</li> <li>Strategies for Land-Use: Housing Support Infrastructure (Water &amp; Energy)</li> <li>PEIR Mitigation Measures</li> </ul>		<ul style="list-style-type: none"> <li>Racial Equity Early Action Plan—Progress Update</li> <li>Climate Emergency Resolution Quarterly Update</li> </ul>



## THANK YOU!

For more information, please visit:

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