

RESOLUTION NO. 20-621-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) TO (1) CERTIFY THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR) PREPARED FOR THE 2020-2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (CONNECT SOCIAL) (SCH# 2019011061); AND (2) APPROVE CONNECT SOCIAL FOR TRANSPORTATION CONFORMITY PURPOSES ONLY

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to California Government Code Section 6502 et seq.;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange, and Imperial, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves the preparation and update every four years of a Regional Transportation Plan (RTP) pursuant to Title 23, United States Code Section 134 et seq., Title 49, United States Code Section 5303 et seq., and Title 23, Code of Federal Regulations Section 450 et seq.;

WHEREAS, SCAG is the multi-county designated transportation planning agency under state law, and as such is responsible for preparing, adopting and updating every four years the RTP and Sustainable Communities Strategy (SCS) pursuant to Government Code Section 65080 et seq.;

WHEREAS, pursuant to Senate Bill 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) et seq., SCAG prepared an SCS as a component of the RTP document that demonstrates how the region will meet its greenhouse gas (GHG)

reduction targets as determined by the California Air Resources Board (ARB);

WHEREAS, ARB set the per capita GHG emission reduction targets from automobiles and light trucks for the SCAG region at 8% below 2005 per capita emissions levels by 2020 and 19% below 2005 per capita emissions levels by 2035;

WHEREAS, pursuant to Government Code Section 65080(b)(2)(B), the SCS must:(1) identify the general location of uses, residential densities, and building intensities within the region; (2) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth; (3) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584; (4) identify a transportation network to service the transportation needs of the region; (5) gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (1) and (b) of the Government Code Sections 65080 and 65581; and (6) consider the statutory housing goals specified in Sections 65580 and 65581; (7) 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 GHG emissions from automobiles and light trucks to achieve the GHG reduction targets; and (8) allow the RTP to comply with air quality conformity requirements under the federal Clean Air Act;

WHEREAS, through the conduct of a continuing, comprehensive and coordinated transportation planning process in conformance with all applicable

federal and state requirements, SCAG developed and prepared the 2020-2045 RTP/SCS (“Connect SoCal”);

WHEREAS, Connect SoCal sets forth the long-range regional plan, policies and strategies for transportation improvements and regional growth throughout the SCAG region through the horizon year of 2045;

WHEREAS, Connect SoCal includes a regional growth forecast that was developed by working with local jurisdictions using the most recent land use plans and policies and planning assumptions;

WHEREAS, Connect SoCal includes a financial plan identifying the revenues committed, available or reasonably available to support the SCAG region’s surface transportation investments. The financial plan was developed following basic principles including incorporation of county and local financial planning documents in the region where available, and utilization of published data sources to evaluate historical trends and augment local forecasts as needed;

WHEREAS, Connect SoCal includes a financially-constrained plan and a strategic plan. The constrained plan includes transportation projects that have committed, available or reasonably available revenue sources, and thus are probable for implementation. The strategic plan is an illustrative list of additional transportation investments that the region would pursue if additional funding and regional commitment were secured; and such investments are potential candidates for inclusion in the constrained RTP/SCS through future amendments or updates. The strategic plan is provided for information purposes only and is not part of the financially constrained and conforming Final Connect SoCal;

WHEREAS, Connect SoCal includes a sustainable communities strategy which sets forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportations measures and policies, if implemented, will reduce the GHG emissions from automobiles and light trucks to achieve the regional GHG targets set by ARB for the SCAG region;

WHEREAS, Connect SoCal must be consistent with all applicable provisions of federal and state law including:

- (1) The Moving Ahead for Progress in the 21st Century Act (MAP-21, PL 112-141) and the metropolitan planning regulations at Title 23, United States Code Section 134 et seq., as was amended by the Fixing America's Surface Transportation Act (P.L. 114-94, December 4, 2015);
- (2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C;
- (3) California Government Code Section 65080 et seq.; Public Utilities Code Section 130058 and 130059; and Public Utilities Code Section 44243.5;
- (4) Sections 174 and 176(c) and (d) of the federal Clean Air Act [(42 U.S.C. §§7504 and 7506(c) and (d)] and Environmental Protection Agency (EPA) Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93;
- (5) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to Title 23, United States Code Section 324;
- (6) The Department of Transportation's Final Environmental Justice Strategy (60 Fed. Reg. 33896; June 29, 1995) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment;
- (7) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. §§ 12101 et seq.) and its accompanying regulations (49 C.F.R. §§ 27, 37, and 38); and

(8) SB 375 (Steinberg, 2008) as codified in California Government Code §65080(b) et seq.;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) (Cal. Pub. Res. § 21000 et seq.) and CEQA Guidelines (Cal. Code Regs., Tit. 14, §15000 et seq.), SCAG is the Lead Agency responsible for preparing the Final Program Environmental Impact Report for Connect SoCal;

WHEREAS, an Environmental Impact Report (EIR) is a public document used by governmental agencies to analyze the significant environmental impacts of a project. CEQA Guidelines Section 15168 specifies that a Program EIR (PEIR) can be prepared on a series of actions that can be characterized as one large project related either geographically, as logical parts in the chain of contemplated actions, in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways;

WHEREAS, the PEIR for Connect SoCal is a programmatic document that provides a region-wide assessment of the potential significant environmental effects of implementing the projects, programs and policies included in Connect SoCal;

WHEREAS, SCAG has determined that the PEIR is appropriate to assess the environmental impacts of Connect SoCal;

WHEREAS, the PEIR undertakes quantitative modeling of projects in Connect SoCal, and does not model strategic plan projects because funding for these projects is speculative and implementation of these projects is not yet reasonably foreseeable;

WHEREAS, the PEIR describes feasible, mitigation measures necessary to avoid or substantially lessen significant impacts of Connect SoCal and a reasonable range of alternatives capable of avoiding or reducing these effects in accordance with CEQA Guidelines Sections 15126.4 and 15126.6;

WHEREAS, the PEIR is a program level document which analyzes environmental impacts of Connect

SoCal on a programmatic level and does not analyze project-specific impacts. These impacts would be analyzed in detail by lead agencies at the local jurisdictional level;

WHEREAS, SCAG issued a Notice of Preparation (NOP) of the Draft PEIR for Connect SoCal on January 23, 2019, and circulated the NOP for a period of 30 days pursuant to CEQA Guidelines Sections 15082(a), 15103, and 15375;

WHEREAS, pursuant to CEQA Guidelines Section 15082 and Government Code Section 65080(b) et seq., SCAG publicly noticed and held a scoping meeting on March 13, 2019 at SCAG's Main Office in Los Angeles County for the purpose of inviting comments local, state, federal agencies, and other interested agencies, organizations and individuals ("Interested Parties") on the scope and content of the environmental information to be addressed in the PEIR. At the scoping meeting, videoconferencing was made available from SCAG's regional offices in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties;

WHEREAS, SCAG consulted with representatives of Native American tribes in the SCAG Region pursuant to Assembly Bill 52 (Gatto 2014) as codified in Public Resources Code §21080.3;

WHEREAS, on November 7, 2019, SCAG's Energy and Environment Committee recommended that the Regional Council at its November 7, 2019 meeting authorize release of the Draft PEIR for a public review and comment period concurrent with the public review and comment period for Connect SoCal;

WHEREAS, on November 7, 2019, the Regional Council approved release of the Draft Connect SoCal PEIR for a 46-day public review and comment period, beginning December 9, 2020 and ending January 24, 2020;

WHEREAS, once the Draft PEIR was completed on December 9, 2019, SCAG filed a Notice of Completion with the State Office of Planning and Research (OPR) in the manner prescribed by CEQA Guidelines Section 15085;

WHEREAS, on December 9, 2019, SCAG initiated the 46-day public review and comment period by issuing

a Notice of Availability of the Draft PEIR to Interested Parties who requested such notice, and others; and on the same date, published the Notice of Availability in twelve newspapers including the Los Angeles Times with the greatest circulation in the SCAG region, to address the large geographic reach and diverse population within the SCAG region pursuant to CEQA Guidelines Section 15087(a)(1). In addition, SCAG placed paper copies of the Notice of Availability and Draft PEIR at SCAG's Main Office in Los Angeles County and SCAG's regional offices in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties, and electronic copies of the Draft PEIR at the major public library in the region and on the SCAG website pursuant to CEQA Guidelines Section 15087(a)(2);

WHEREAS, during the 46-day public review and comment period for the Draft PEIR, SCAG publicly noticed and hosted a public workshop on January 9, 2020 at SCAG's Main Office in Los Angeles County for purposes of providing an overview on the Draft Connect SoCal and Draft PEIR and information on how to submit comments on the Draft PEIR. Videoconferencing for the scoping meeting was made available from SCAG's regional offices in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties. In addition, during the noticed comment period for the Draft PEIR, SCAG consulted with responsible and trustee agencies, regulatory agencies, and others, pursuant to CEQA Guidelines Section 15086;

WHEREAS, the 46-day public review and comment period on the Draft PEIR ended on January 24, 2020, in compliance with CEQA Guidelines Section 15105;

WHEREAS, 53 written comment letters on the Draft PEIR were received by SCAG;

WHEREAS, pursuant to CEQA Guidelines Section 15088(a), SCAG evaluated written comments received on the Draft PEIR and provided a written response to each comment, which are included in the Final PEIR, Chapter 9.0, Response to Comments;

WHEREAS, the Final PEIR for Connect SoCal consists of (1) the Draft PEIR (including appendices), (2) Chapter 9.0 Response to Comments on the Draft PEIR; and (3) Section 10.0 Corrections and Additions;

WHEREAS, Chapter 9.0 of the Final PEIR includes a list of public agencies, organizations, and individuals commenting on the Draft PEIR; SCAG's written master response to comments; SCAG's written responses to comments specific to the Draft PEIR raised during the review and consultation processes;

WHEREAS, Chapter 10.0 of the Final PEIR includes clarifications and revisions to the Draft PEIR in response to comments received during the public review and comment period, and staff-initiated clarifications and revisions;

WHEREAS, on March 5, 2020, the Energy and Environment Committee was provided an overview of comments received on the Draft PEIR and received input on the approach to address such comments;

WHEREAS, on March 27, 2020, SCAG posted the proposed Final PEIR on its website. Pursuant to Public Resources Code Section 21092.5 and CEQA Guidelines Section 15088, SCAG provided written responses to all public agencies that commented on the Draft PEIR at least 10 days prior to certifying the PEIR;

WHEREAS, the corrections and revisions to the Draft PEIR in response to comments received and staff-initiated text revisions included in the Final Connect SoCal and Final PEIR, have not produced significant new information requiring recirculation or additional environmental review under CEQA Guidelines section 15088.5(b);

WHEREAS, when making the findings pursuant to CEQA Guidelines section 15091, if changes or alterations which avoid or substantially lessen the significant environmental effect as identified in the Final PEIR (mitigation measures) are within the responsibility and jurisdiction of another public agency and not the lead agency, the lead agency can find that such mitigation measures "can and should" be adopted by such other agency pursuant to CEQA Guidelines section 15091(a)(2);

WHEREAS, SCAG has no authority to impose mitigation measures on individual projects for which it is not the lead agency. As such, while SCAG has identified project-level mitigation measures that "can and should" be adopted by the individual project lead agency, all project-level mitigation measures

in the Final PEIR are subject to the lead agency's independent discretion as to which mitigation measures are applicable to the projects. Lead agencies may use, amend, or not use the project-level mitigation measures identified in the Final PEIR or use other comparable measures, as appropriate and feasible, to address project-specific conditions. The determination of significance and identification of appropriate mitigation is solely the responsibility of the lead agency;

WHEREAS, when making findings pursuant to CEQA Guidelines Section 15091(a)(1), SCAG must also adopt a mitigation monitoring program to ensure compliance with the mitigation measures identified in the PEIR which avoid or substantially lessen significant effects, and which are fully enforceable through permit conditions, agreements, or other measures as required by CEQA Guidelines Section 15091(d);

WHEREAS, SCAG has prepared a Mitigation Monitoring and Reporting Program (attached hereto and incorporated herein as Exhibit A) in compliance with Public Resources Code §21081.6 and CEQA Guidelines §15097;

WHEREAS, in compliance with Public Resources Code Sections 21081 and 21081.5 and CEQA Guidelines Section 15091, CEQA Findings of Fact are required to be prepared for every significant impact of Connect SoCal identified in the PEIR and for each alternative evaluated in the PEIR, including an explanation of the rationale for each finding. Implementation of Connect SoCal will result in significant and unavoidable environmental impacts that cannot be fully mitigated to less than significant;

WHEREAS, the existence of significant and unavoidable impacts requires the preparation of a Statement of Overriding Considerations. A Statement of Overriding Considerations sets forth specific economic, legal, social, technological, and other benefits of Connect SoCal that outweigh the significant and unavoidable environmental impacts identified in the PEIR pursuant to CEQA Guidelines Section 15093(b);

WHEREAS, in accordance with CEQA requirements set forth herein, SCAG has prepared CEQA Findings of Fact (attached hereto and incorporated herein as Exhibit

B) and a Statement of Overriding Considerations (attached hereto and incorporated herein as Exhibit C);

WHEREAS, pursuant to CEQA Guidelines Section 15089(a), SCAG, as the Lead Agency, must prepare and certify a Final PEIR before approving Connect SoCal;

WHEREAS, the Regional Council has had the opportunity to review the Final PEIR as well as the staff report related to the Final PEIR, and consideration of the certification of the Final PEIR was made by the Regional Council as part of a public meeting held on May 7, 2020;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA), must make a transportation conformity determination on any updated or amended RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

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

WHEREAS, on April 7, 2016, the SCAG Regional Council found the 2016 RTP to be in conformity with the State Implementation Plans for air quality, pursuant to the federal Clean Air Act and the EPA Transportation Conformity Rule. Thereafter, FHWA and FTA made a conformity determination on the 2016 RTP with said determination to expire on June 1, 2020;

WHEREAS, on September 6, 2018, in accordance with federal and state requirements, the SCAG Regional Council approved the 2018/19 - 2025/26 Federal Transportation Improvement Program (2019 FTIP), which was federally approved on December 17, 2018. The 2019 FTIP represents a staged, multi-year, intermodal program of transportation projects which covers six fiscal years and includes a priority list of projects to be carried out in the first four fiscal years;

WHEREAS, pursuant to Government Code §65080(b)(2)(F) and federal public participation requirements, including 23 C.F.R. §450.316(b)(l)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. On September 6, 2018, SCAG approved and adopted a Public Participation Plan, to serve as a guide for SCAG's public involvement process, including the public involvement process to be used for Connect SoCal, and included an enhanced outreach program that incorporates the public participation requirements of SB 375 and adds strategies to better serve the underrepresented segments of the region;

WHEREAS, pursuant to Government Code §65080(b)(2)(F)(iii), during the summer 2019, SCAG held a series of RTP/SCS public workshops throughout the region, including residents, elected officials, representatives of public agencies, community organizations, and environmental, housing and business stakeholders;

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. 93.105, SCAG consulted with the respective transportation and air quality planning agencies, including but not limited to, extensive discussion of the Draft Conformity Report before the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) throughout the 2020 update process;

WHEREAS, the Transportation Conformity Report contained in the Final Connect SoCal makes a positive transportation conformity determination. Using the final motor vehicle emission budgets released by ARB and found to be adequate by EPA, this conformity determination is based upon staff's analysis of the applicable transportation conformity tests;

WHEREAS, each project or project phase included in the FTIP must be consistent with the approved RTP, pursuant to 23 C.F.R. §450.324(g). Amendment #19-12 to the 2019 FTIP has been prepared to ensure consistency with the Final Connect SoCal;

WHEREAS, conformity of Amendment #19-12 to the 2019 FTIP has been determined simultaneously with the Final Connect SoCal in order to address the consistency requirement of federal law;

WHEREAS, on November 7, 2019, SCAG Policy Committees (comprising the Community, Economic and Human Development Committee; the Energy and Environment Committee; and the Transportation Committee) recommended that the Regional Council meeting authorize release of the Draft PEIR for a public review and comment period concurrent with the public review and comment period for the Draft Connect SoCal;

WHEREAS, on November 7, 2019, the Regional Council approved release of the Draft Connect SoCal PEIR concurrent with release of the Draft Connect SoCal for a 60-day public review and comment period;

WHEREAS, SCAG released the Draft Connect SoCal and the associated Draft Amendment # 19-12 to the 2019 FTIP for a 60-day public review and comment period that began on November 14, 2019 and ended on January 24, 2020;

WHEREAS, SCAG followed the provisions of its adopted Public Participation Plan regarding public involvement activities for the Draft Connect SoCal and Draft PEIR. Public outreach efforts included publication of the Draft Connect SoCal and Draft PEIR on SCAG's website, distribution of public information materials, held three (3) duly-noticed public hearings (public hearings were video-conferenced to 5 regional offices in different counties), and 21 elected official briefings within the SCAG region to allow stakeholders, elected officials and the public to comment on the Draft Connect SoCal and the Draft PEIR;

WHEREAS, during the public review and comment period, SCAG received 107 verbal and written comment submissions on the Draft Connect SoCal;

WHEREAS, SCAG staff presented an overview of the comments received on the Draft Connect SoCal and Draft PEIR, and a proposed approach to the responses, to the Policy Committees and Regional Council on March 5, 2020;

WHEREAS, comment letters on the Draft Connect SoCal as well as staff responses were posted on the SCAG website on March 27, 2020, and included as part of the Final Connect SoCal, Public Participation and Consultation Technical Report, Appendix 2-4. SCAG

also notified all commenters of the availability of the comments and responses;

WHEREAS, on May 7, 2020, SCAG's three Policy Committees held a public, special joint meeting to consider a recommendation to the Regional Council to certify the proposed Final PEIR and approve and the proposed Final Connect SoCal;

WHEREAS, the Regional Council has had the opportunity to review the proposed Final Connect SoCal and its related technical reports as well as the staff report related to the proposed Final Connect SoCal, and consideration of the Final Connect SoCal was made by the Regional Council as part of a public meeting held on May 7, 2020;

WHEREAS, the Regional Council's consideration of the Final Connect SoCal comes at a time of great uncertainty when the region is experiencing severe and devastating impacts of the COVID-19 pandemic;

WHEREAS, the effect of the COVID-19 pandemic on the region's economy with millions out of work and thousands of businesses shut down was not anticipated by Connect SoCal, and at the present time it would be speculative to determine how or even if the Connect SoCal growth forecast for the year 2045 will be impacted;

WHEREAS, SCAG will continue to monitor the socioeconomic effects of the pandemic and will coordinate with local agencies to assess whether revisions to Connect SoCal are necessary (and provide any appropriate environmental review), as updated information becomes available;

WHEREAS, the timely adoption of Connect SoCal for transportation conformity purposes is essential to meeting federal transportation conformity requirements, in order for the region to move forward with critical transportation infrastructure projects;

WHEREAS, in order to (1) allow further time for stakeholders, local jurisdictions and other interested parties to review the plan and consider its implications in light of the short and long-term impacts of COVID-19 on the region, (2) address concerns expressed by stakeholders, and (3) strike a balance between providing certainty for transportation

projects (by securing the transportation conformity determination) while offering more time for review of Connect SoCal, the Regional Council has determined that a delay to approve Connect SoCal for purposes other than transportation conformity (including submittal of Connect SoCal to ARB for its determination of whether the SCS meets the regional GHG emission reduction targets) is necessary;

WHEREAS, it is the intent of the Regional Council to approve Connect SoCal as required for federal transportation conformity purposes only, and to postpone for up to 120 days the date by which the Regional Council would be asked to consider approval of Connect SoCal in its entirety and for all other purposes, including but not limited to submittal to ARB;

WHEREAS, it is also the intent of the Regional Council to hear a progress report describing modifications to the SCS and associated modeling and analysis within 60 days;

WHEREAS, it is further the intent of this Regional Council that, until such time as the Regional Council may consider and approve in a subsequent meeting approval of Connect SoCal (including any required CEQA documentation) in its entirety, the SCS in the 2016 RTP/SCS and the PEIR mitigation measures shall remain operative for the region. The Connect SoCal PEIR mitigation measures shall not be operative until the Regional Council adopts Connect SoCal in its entirety as described above; and

WHEREAS, all legal prerequisites to the adoption of this Resolution has occurred.

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

1. The Final PEIR for Connect SoCal has been completed in compliance with CEQA;
2. The Final PEIR was presented to SCAG's decision-making body, the Regional Council, and the SCAG Regional Council has reviewed and considered the information contained in the Final PEIR prior to approving Connect SoCal;

3. The Final PEIR reflects the SCAG Regional Council's independent judgment and analysis;
4. Based on and incorporating all of the foregoing recitals and findings which are true and correct and supported by substantial evidence, the SCAG Regional Council hereby certifies the Final PEIR for Connect SoCal;
5. Pursuant to Public Resources Code section 21081.6, the Regional Council hereby adopts the Mitigation and Monitoring Reporting Program (MMRP) attached to this Resolution as Exhibit A;
6. The Final Connect SoCal complies with all applicable federal and state requirements, including the metropolitan planning provisions as identified in the Code of Federal Regulations Title 23 Part 450 and Title 49, Part 613, and the SCS and other state RTP requirements as identified in California Government Code Section 65080. Specifically, the Final Connect SoCal fully addresses the requirements relating to the development and content of metropolitan transportation plans as set forth in Title 23, Code of Federal Regulations Section 450.322 et seq., including issues relating to: identification of transportation facilities that function as an integrated metropolitan transportation system; operational and management strategies; safety and security; performance measures; environmental mitigation; the need for a financially constrained plan; consultation and public participation; and transportation conformity;
7. The Final Connect SoCal complies with the emissions reduction targets established by ARB and meets the requirements of SB 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) et seq. by achieving per capita GHG emissions reductions relative to 2005 of 8% by 2020 and 19% by 2035;
8. The Final Connect SoCal Growth Vision and corresponding forecast of population, household and employment growth are hereby adopted at the jurisdictional level, and any corresponding sub-jurisdictional level data and/or maps are non-binding and advisory only;

9. The Final Connect SoCal and Amendment #19-12 to the 2019 FTIP are in conformity with the State Implementation Plans for air quality, pursuant to the federal Clean Air Act and the EPA Transportation Conformity Rule. In making this determination, the Regional Council finds that the Final Connect SoCal and Amendment #19-12 to the 2019 FTIP passes the four tests and analyses required for conformity, namely: regional emissions analysis; timely implementation of Transportation Control Measures; financial constraint analysis; and interagency consultation and public involvement;
10. The Regional Council hereby approves and adopts Amendment #19-12 to the 2019 FTIP, and finds that it is consistent with Connect SoCal;
11. Because implementation of Connect SoCal will result in significant environmental impacts, and because certain changes or mitigation measures will substantially lessen or avoid potentially significant environmental impacts identified in the Final PEIR, pursuant to Public Resources Code Section 21081, the Regional Council hereby makes the necessary CEQA Findings of Fact (attached to this Resolution in Exhibit B), which are supported by substantial evidence in the record of proceedings;
12. Because implementation of Connect SoCal will result in significant environmental impacts that cannot be fully mitigated, the Regional Council also hereby adopts the Statement of Overriding Considerations (attached to this Resolution in Exhibit C), which sets forth specific economic, legal, social, technological, and other benefits of Connect SoCal that outweigh the significant and unavoidable environmental impacts identified in the PEIR;
13. Based on and incorporating all the foregoing recitals and findings which are true and correct and supported by substantial evidence, the SCAG Regional Council hereby approves Connect SoCal, for federal transportation conformity purposes only as set forth above;
14. The Regional Council hereby postpones for up to 120 days its consideration of approval of Connect

SoCal in its entirety and for all other purposes, including but not limited to submittal to the California Air Resources Board;

15. The Regional Council hereby directs staff to provide a progress report describing modifications to the SCS and associated modeling and analysis within 60 days;
16. The Regional Council hereby further directs staff to work with local authorities to identify and restore locally approved entitlements as conveyed by local jurisdictions. The Regional Council further directs staff to within 60 days to identify and quantify all differences within the SCS and locally-approved General Plans and quantify the increase (or decrease) in housing, jobs or population between Connect SoCal and each local General Plan;
17. Until such time as the Regional Council may consider and approve in a subsequent meeting approval of Connect SoCal (including any required CEQA documentation) in its entirety, the SCS in the 2016 RTP/SCS and the PEIR mitigation measures shall remain operative for the region. The Connect SoCal PEIR mitigation measures shall not be operative until the Regional Council adopts a Connect SoCal in its entirety as described above;
18. To assure consistent documentation of the Regional Council's direction, staff is further directed to prepare conforming changes to the enacting resolution, findings and other decisional documents that fully effectuate the direction of the Regional Council as described above, and shall be presented to the Regional Council at a subsequent meeting for review and approval. If there is any inconsistency between the enacting resolutions, findings and other decisional documents and the aforementioned intent language, the direction above shall govern; and,
19. SCAG's Executive Director or his designee is authorized to make minor modifications, finalize and transmit Connect SoCal and its conformity findings to the FTA and the FHWA to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 7th day of May 2020.



William "Bill" Jahn
President, SCAG
Council Member, City of Big Bear Lake

Attested by:



Kome Ajise
Executive Director

Approved as to Form:



Justine Block
Acting Chief Counsel