



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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MEETING NO. 664

REGIONAL COUNCIL

**Members of the Public are Welcome to Attend
In-Person & Remotely**

Thursday, April 4, 2024

12:00 p.m. – 2:00 p.m.

To Attend In-Person:

**SCAG Main Office - Regional Council Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017**

To Watch or View Only:

<https://scag.ca.gov/scag-tv-livestream>

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/87880987264>

To Attend and Participate by Phone:

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

Meeting ID: 878 8098 7264

PUBLIC ADVISORY

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

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



Instructions for Attending the Meeting

To Attend In-Person and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Regional Council Meeting Room on the 17th floor starting at 12:00 p.m.

To Attend by Computer: Click the following link: <https://scag.zoom.us/j/87880987264>. 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. Select “Join Audio via Computer.” The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

To Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 878 8098 7264**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

Members of the public can participate in the meeting via written or verbal comments.

- In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, April 3, 2024**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. 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. Written comments received after 5pm on Wednesday, April 3, 2024, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.
- Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.
- In-Person:** If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

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General Information for Public Comments

Verbal comments can be presented in real time during the meeting. Members of the public are allowed a total of 3 minutes for verbal comments. The presiding officer retains discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting, including equally reducing the time of all comments.

For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called. Items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

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

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REGIONAL COUNCIL AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

<p>Ashleigh Aitken City of Anaheim - City Hall 200 S. Anaheim Boulevard, 7th Floor Anaheim, CA 92805</p>	<p>Valerie Amezcua City of Santa Ana - City Hall 20 Civic Center Plaza, Room 813 Santa Ana, CA 92701</p>	<p>Adele Andrade-Stadler 2956 West Shorb Street Alhambra, CA 91803</p>
<p>Elizabeth Becerra City of Victorville - City Hall 14343 Civic Drive Conference Room A Victorville, CA 92392</p>	<p>Wendy Bucknum City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691</p>	<p>Jonathan Dumitru City of Orange - City Hall 300 E Chapman Avenue Orange, CA 92866</p>
<p>Lucy Dunn 3065 Brownbirds Nest Drive Henderson, NV 89052</p>	<p>Keith Eich 4821 Daleridge Road La Canada Flintridge, CA 91011</p>	<p>Margaret E. Finlay 2221 Rim Road Duarte, CA 91008</p>
<p>Claudia Frometa City of Downey - City Hall 11111 Brookshire Avenue Council Conference Room Downey, CA 90241</p>	<p>James Gazeley City of Lomita - City Hall 24300 Narboone Avenue City Council Office Lomita, CA 90717</p>	<p>Mark E. Henderson SBCCOG, Environmental Services Center 2355 Crenshaw Blvd, Suite 125 Torrance, CA 90501</p>
<p>Joe Kalmick City of Seal Beach - City Hall Council Chambers 211 8th Street Seal Beach, CA 90740</p>	<p>Trish Kelley City of Mission Viejo - City Hall 200 Civic Center, Second Floor Mission Viejo, CA 92691</p>	<p>Kathleen Kelly 46-100 Burroweed Lane Palm Desert, CA 92260</p>
<p>Tammy Kim Irvine Civic Center 1 Civic Center Plaza Irvine, CA 92623</p>	<p>Lauren Kleiman City of Newport Beach - City Hall 100 Civic Center Drive Bay 2D Newport Beach CA, 92660</p>	<p>Linda Krupa City of Hemet - City Hall Sister City Room 445 E Florida Avenue Hemet, CA 92543</p>
<p>Carlos Leon City of Anaheim - City Hall 200 S Anaheim Boulevard, 7th Floor Anaheim, CA 92805</p>	<p>Vianey Lopez Ventura County Government Center 800 S. Victoria Avenue, L#1860 Ventura, CA 93009</p>	<p>Ken Mann City of Lancaster - City Hall Conference Room A 44933 Fern Avenue Lancaster, CA 93534</p>



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<p>Casey McKeon Heslin Holdings 23421 South Pointe Drive, Suite 270 Laguna Hills, CA 92653</p>	<p>L. Dennis Michael City of Rancho Cucamonga - City Hall 10500 Civic Center Drive Rancho Cucamonga, CA 91730</p>	<p>Maria Nava-Froelich Calipatria Unified School District 501 W. Main Street, Room 4 Calipatria, CA 92233</p>
<p>Frank J. Navarro City of Colton – City Hall Council Conference Room 650 N La Cadena Drive Colton, CA 92324</p>	<p>Luis Plancarte SCAG Imperial County Regional Office 1503 N. Imperial Avenue, Suite 104 El Centro, CA 92243</p>	<p>Gil Rebollar SCAG Imperial County Regional Office 1503 N. Imperial Avenue, Suite 104 El Centro, CA 92243</p>
<p>Deborah Robertson City of Rialto - City Hall 150 S. Palm Avenue Rialto, CA 92376</p>	<p>Celeste Rodriguez City of San Fernando - City Hall 117 Macneil Street San Fernando, CA 91340</p>	<p>Ali Saleh City of Bell - City Hall 6330 Pine Avenue Bell, CA 90201</p>
<p>Suely Saro City of Long Beach - City Hall 411 W Ocean Boulevard, 11th Floor Long Beach, CA 90802</p>	<p>Zak Schwank City of Temecula - City Hall Councilmember Office 41000 Main Street Temecula CA, 92590</p>	<p>Marty Simonoff City of Brea - City Hall 1 Civic Center Circle 3rd Floor, Management Services Room Brea, CA 92821</p>
<p>Hilda Solis Kenneth Hahn Hall of Administration 500 West Temple Street Room 856 / 8th Floor Los Angeles, CA 90012</p>	<p>Donald P. Wagner County Administration North 400 West Civic Center Drive 6th Floor, Conference Room 601 A Santa Ana, CA 92701</p>	<p>Alan D. Wapner City of Ontario - City Hall Conference Room 1 303 East B Street Ontario, CA 91764</p>
<p>Jeff Wood Lakewood City Council Chamber/Offices 5000 Clark Avenue Lakewood, CA 90712</p>		

* Under the teleconferencing rules of the Brown Act, members of the body may remotely participate at any location specified above.



RC - Regional Council *Members – April 2024*

1. **Hon. Art Brown**
President, Buena Park, RC District 21
2. **Sup. Curt Hagman**
1st Vice President, San Bernardino County
3. **Hon. Cindy Allen**
2nd Vice President, Long Beach, RC District 30
4. **Hon. Jan C. Harnik**
Imm. Past President, RCTC Representative
5. **Hon. Ashleigh Aitken**
OCTA Representative
6. **Hon. Damon Alexander**
San Bernardino, RC District 7
7. **Hon. Valerie Amezcua**
Santa Ana, RC District 16
8. **Hon. Adele Andrade-Stadler**
Alhambra, RC District 34
9. **Hon. Konstantine Anthony**
Burbank, RC District 42
10. **Hon. Kathryn Barger**
Los Angeles County
11. **Hon. Karen Bass**
Member-At-Large
12. **Hon. Elizabeth Becerra**
Victorville, RC District 65
13. **Hon. Bob Blumenfield**
Los Angeles, RC District 50
14. **Hon. Gary Boyer**
Glendora, RC District 33
15. **Hon. Drew Boyles**
El Segundo, RC District 40

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- 16. Hon. Wendy Bucknum**
Mission Viejo, RC District 13
- 17. Hon. Margaret Clark**
Rosemead, RC District 32
- 18. Hon. Jenny Crosswhite**
Santa Paula, RC District 47
- 19. Hon. Kevin de León**
Los Angeles, District 61
- 20. Hon. Rick Denison**
Yucca Valley, RC District 11
- 21. Hon. Jon Dumitru**
Orange, RC District 17
- 22. Ms. Lucy Dunn**
Business Representative, Non-Voting Member
- 23. Hon. Keith Eich**
La Cañada Flintridge, RC District 36
- 24. Hon. Margaret Finlay**
Duarte, RC District 35
- 25. Hon. Claudia Frometa**
Downey, RC District 25
- 26. Hon. John Gabbard**
Dana Point, RC District 12
- 27. Hon. James Gazeley**
Lomita, RC District 39
- 28. Hon. Marshall Goodman**
La Palma, RC District 18
- 29. Hon. Marqueece Harris-Dawson**
Los Angeles, RC District 55
- 30. Hon. Mark Henderson**
Gardena, RC District 28
- 31. Hon. Eunisses Hernandez**
Los Angeles, RC District 48

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- 32. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 33. Hon. Heather Hutt**
Los Angeles, RC District 57
- 34. Hon. Mike Judge**
VCTC Representative
- 35. Hon. Joe Kalmick**
Seal Beach, RC District 20
- 36. Hon. Trish Kelley**
TCA Representative
- 37. Hon. Kathleen Kelly**
Palm Desert, RC District 2
- 38. Hon. Tammy Kim**
Irvine, RC District 14
- 39. Hon. Lauren Kleiman**
Newport Beach, RC District 15
- 40. Hon. Paul Krekorian**
Los Angeles, RC District 49/Public Transit Rep.
- 41. Hon. Linda Krupa**
Hemet, RC District 3
- 42. Hon. John Lee**
Los Angeles, RC District 59
- 43. Hon. Carlos Leon**
Anaheim, RC District 19
- 44. Hon. Patricia Lock Dawson**
Riverside, RC District 68
- 45. Hon. Vianey Lopez**
Ventura County
- 46. Hon. Clint Lorimore**
Eastvale, RC District 4
- 47. Hon. Ken Mann**
Lancaster, RC District 43

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- 48. Hon. Steve Manos**
Lake Elsinore, RC District 63

- 49. Hon. Ray Marquez**
Chino Hills, RC District 10

- 50. Hon. Andrew Masiel**
Tribal Govt Regl Planning Board Representative

- 51. Hon. Larry McCallon**
Air District Representative

- 52. Hon. Casey McKeon**
Huntington Beach, RC District 64

- 53. Hon. Tim McOsker**
Los Angeles, RC District 62

- 54. Hon. Lauren Meister**
West Hollywood, RC District 41

- 55. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9

- 56. Hon. Marisela Nava**
Perris, RC District 69

- 57. Hon. Maria Nava-Froelich**
ICTC Representative

- 58. Hon. Frank Navarro**
Colton, RC District 6

- 59. Hon. Oscar Ortiz**
Indio, RC District 66

- 60. Hon. Imelda Padilla**
Los Angeles, RC District 53

- 61. Hon. Traci Park**
Los Angeles, RC District 58

- 62. Sup. Luis Plancarte**
Imperial County

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

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- 64. Hon. Nithya Raman**
Los Angeles, RC District 51
- 65. Hon. Gil Rebollar**
Brawley, RC District 1
- 66. Hon. Rocky Rhodes**
Simi Valley, RC District 46
- 67. Hon. Deborah Robertson**
Rialto, RC District 8
- 68. Hon. Celeste Rodriguez**
San Fernando, RC District 67
- 69. Hon. Monica Rodriguez**
Los Angeles, RC District 54
- 70. Hon. Ali Saleh**
Bell, RC District 27
- 71. Hon. Tim Sandoval**
Pomona, RC District 38
- 72. Hon. Andrew Sarega**
La Mirada, RC District 31
- 73. Hon. Suely Saro**
Long Beach, RC District 29
- 74. Hon. David J. Shapiro**
Calabasas, RC District 44
- 75. Hon. Marty Simonoff**
Brea, RC District 22
- 76. Hon. Zak Schwank**
Temecula, RC District 5
- 77. Hon. Jose Luis Solache**
Lynwood, RC District 26
- 78. Sup. Hilda Solis**
Los Angeles County
- 79. Hon. Hugo Soto-Martinez**
Los Angeles, RC District 60

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- 80. Sup. Karen Spiegel**
Riverside County

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

- 82. Sup. Donald Wagner**
Orange County

- 83. Hon. Alan Wapner**
SBCTA Representative

- 84. Hon. Jeff Wood**
Lakewood, RC District 24

- 85. Hon. Katy Yaroslavsky**
Los Angeles, RC District 52

- 86. Hon. Frank A. Yokoyama**
Cerritos, RC District 23

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REGIONAL COUNCIL AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, April 4, 2024
12:00 PM

The Regional Council may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE *(The Honorable Art Brown, President)*

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

This is the time for public comments on any matter of interest within SCAG's jurisdiction that is **not** listed on the agenda. For items listed on the agenda, public comments will be received when that item is considered. 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.

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEMS

1. Nomination and Election of 2024-25 SCAG Officer Positions
(Ruben Duran, Board Counsel)

PPG. 11

RECOMMENDED ACTION:

That the Regional Council elect the nominees recommended by the Nominating Committee as SCAG's 2024-25 officers subject to ratification by the General Assembly.

2. Certify the Final Program Environmental Impact Report (State Clearinghouse No.: 2022100337) for Connect SoCal 2024
(Sarah Jepson, Chief Planning Officer)

PPG. 28

RECOMMENDED ACTION:

Adopt Resolution No. 24-664-1 and associated exhibits, which reflect the following:

- (1) Certify the Final PEIR for Connect SoCal 2024
- (2) Adopt Exhibit A: Mitigation Monitoring and Reporting Program
- (3) Adopt Exhibit B: Findings of Fact
- (4) Adopt Exhibit C: Statement of Overriding Considerations
- (5) Direct staff to carry out administrative tasks for the Final PEIR certification.



3. Proposed Final Connect SoCal 2024 (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy) PPG. 258
(Sarah Jepson, Chief Planning Officer)

RECOMMENDED ACTION:

Adopt Resolution No. 24-664-2, which reflects the following:

- (1) Approve Connect SoCal 2024 (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy).
- (2) Approve Connect SoCal 2024 as required for federal transportation conformity purposes.
- (3) Approve Connect SoCal 2024 as required for SB 375 purposes.
- (4) Adopt the Consistency Amendment No. 23-26 to the 2023 Federal Transportation Improvement Program (FTIP).

CONSENT CALENDAR

Approval Items

4. Minutes of the Meeting – March 7, 2024 PPG. 284
5. Contracts \$500,000 or Greater: Contract No. 24-024-C01, Last Mile Project Assessment for the SCAG Region PPG. 302
6. Resolution No. 24-664-3 Approving Amendment 2 to the FY 2023-24 Comprehensive Budget including Overall Work Program (OWP) PPG. 314
7. SCAG ATP Cycle 7 Regional Guidelines PPG. 326
8. Clean Cities Coalition Strategic Plan PPG. 357

Receive and File

9. April 2024 State and Federal Legislative Update PPG. 461
10. Transmittal to South Coast Air Quality Management District of Transportation Control Measure Reasonably Available Control Measures Analysis for Inclusion in Draft 2024 Coachella Valley Extreme Ozone Nonattainment Area State Implementation Plan PPG. 468
11. Regional Early Action Planning Grant Program of 2021 (REAP 2.0) Update & Prioritization Principles PPG. 480
12. Purchase Orders, Contract and Amendments below Regional Council’s Approval Threshold PPG. 498
13. CFO Monthly Report PPG. 529



BUSINESS REPORT

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

PRESIDENT'S REPORT

(The Honorable Art Brown, President)

EXECUTIVE DIRECTOR'S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



**AGENDA ITEM 1
REPORT**

Southern California Association of Governments
April 4, 2024

To: Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Jeffery Elder, Chief Counsel/Director of Legal Services
(213) 630-1478, elder@scag.ca.gov

Subject: Nomination and Election of 2024-25 SCAG Officer Positions

RECOMMENDED ACTION:

That the Regional Council elect the nominees recommended by the Nominating Committee as SCAG’s 2024-25 officers subject to ratification by the General Assembly.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On March 21, 2024, the Nominating Committee met to review applications for the 2024-25 Board officer positions for President, First Vice President and Second Vice President. There was one (1) applicant for the position of President, one (1) applicant for the position of First Vice President and two (2) applicants for the position of Second Vice President.

The Nominating Committee unanimously nominated the Honorable Curt Hagman for the position of President, the Honorable Cindy Allen for the position of First Vice President and the Honorable Ray Marquez for the position of Second Vice President.

All nominated candidates meet the eligibility requirements and are presented to the Regional Council for election. The elected slate of officers will thereafter be presented to the General Assembly as part of its Annual Meeting for ratification.

BACKGROUND:

On March 21, 2024, the Nominating Committee met to review the applications for the 2024-25 Board officer positions for President, First Vice President and Second Vice President. Four members of the Regional Council submitted timely applications for the three SCAG Officer positions by the deadline of February 15, 2024: For the position of President, Curt Hagman; for the position of First Vice President, Cindy Allen; and for the position of Second Vice President, Ray Marquez and Frank Yokoyama.



After providing an opportunity for the applicants to address the committee, and after discussing the respective qualifications of the applicants, the Nominating Committee unanimously nominated the following slate of candidates for the positions as listed below:

For the Position of President:	The Honorable Curt Hagman, San Bernardino County
For the Position of First Vice President:	The Honorable Cindy Allen, Long Beach
For the Position of Second Vice President:	The Honorable Ray Marquez, Chino Hills

Attached to this report are the applications of the nominated candidates. Based upon the review of the Nominating Committee and confirmation by staff, all nominated candidates listed above satisfy and meet the minimum eligibility requirements set forth under Article VI, Section C of SCAG's Bylaws. Therefore, the Nominating Committee recommends that the Regional Council elect the slate of officers listed above, subject to ratification by the General Assembly. The slate of officers elected by the Regional Council will then be presented to the General Assembly for ratification as part of its Annual Business Meeting to be held on May 2, 2024. If ratified by the General Assembly, the new Officers will commence their one-year terms of office upon the adjournment of the General Assembly meeting.

ATTACHMENT(S):

1. The Honorable Curt Hagman - Application for 2024-25 SCAG Officer Position
2. The Honorable Cindy Allen - Application for 2024-25 SCAG Officer Position
3. The Honorable Ray Marquez - Application for 2024-25 SCAG Officer Position

ATTACHMENT(S):

1. 1. The Honorable Curt Hagman - Application for 2024-25 SCAG Officer Position
2. 2. The Honorable Cindy Allen - Application for 2024-25 SCAG Officer Position
3. 3. The Honorable Ray Marquez - Application for 2024-25 SCAG Officer Position

From: Jotform <noreply@jotform.com>
Sent: Tuesday, January 23, 2024 9:36 AM
To: Maggie Aguilar; SCAGClerk
Subject: Re: Application for 2024-2025 SCAG Officer Position - Curt Hagman

This Message Is From an External Sender

EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe.

Report Suspicious



Application for 2024-2025 SCAG Officer Position

Acknowledgement

I have read the SCAG Bylaws, Article VI, Section C, subsection 1-5 as described above; and meet the Minimum Eligibility Requirements.

Name Curt Hagman

Name of SCAG Member County, City, Transportation Corridor Agencies, Air District, County Transportation Committee, agency of Public Transportation Representative or federally recognized Indian Nation Tribal Council of which you are a locally elected official. San Bernardino County

Phone Number (909) 387-4866

Email Curt.Hagman@bos.sbcounty.gov

Attachment: 1. The Honorable Curt Hagman - Application for 2024-25 SCAG Officer Position (Nomination and Election of 2024-25 SCAG Officer

Application for Officer
Position

President

Number of months served 108
continuously on the
SCAG Regional Council
and/or Policy
Committee(s). Note: The
Bylaws require, among
other requirements, at
least 24 continuous
months service on the
Regional Council and/or a
Policy Committee, with at
least 12 months of the
service as a Regional
Council member.

Total length of SCAG 9
service (indicate number
of years of service).

When does the term of 2027
your local elected position
expire?

Would term limits prevent No
you from maintaining your
local elected position?

Please list positions held First Vice President (present)
at SCAG.

Committees include: Audit, Bylaws and Resolutions, Emerging
Technology, EAC, Legislative/Communications & Membership,
and the Transportation Committee.

1. Why do you wish to
serve as a SCAG Officer?

I wish to serve as a SCAG Officer because I believe that SCAG
has an important mission in connecting the lives of residents in
Southern California. This includes transportation, technology,
housing, and many other issues where a regional approach is
valuable. I believe government is most effective at the local
level, and therefore the roll of regional councils is critical in
setting policy. Continuing as an Officer, I would have the
opportunity to work with staff and other elected officials in
moving our region forward and ensuring that Southern
California gets its fair share of resources.

2. As an Officer, what
would you contribute to
SCAG?

Entering my 10th year as a county Supervisor, and with my
experience as a City Councilmember/Mayor and serving six
years in the state Legislature, I bring a vast wealth of
experience at all levels of government, as well as the private
sector, to the table. I have also spent the last year as First Vice
President and participating in the various SCAG committees

listed above, as well as a member of SCAQMD, IEHP, OmniTrans, SBCTA, LAFCO. I am also a Lt. Colonel in the CA State Guard. I tend to think outside the box and look for solutions to problems through collaborating across jurisdictions. I am also very tech-forward and believe in utilizing technology to create innovative solutions.

(A) In addition to attending regular and special meetings of SCAG's Regional Council, will you be able to attend other meetings and functions of SCAG, if requested?

Yes

(B) What professional or personal constraints on your time or service that you anticipate?

Only my responsibilities as a County Supervisor (and associated board/committee appointments) and member of the California State Guard.

4. What are values and skills that you could bring to SCAG as an Officer?

I have a reputation as someone who gets things done and works well with others to find solutions to common problems while acknowledging each community may have different solutions to the same problems. I bring creative solutions and innovative ideas to the table and believe in leading by example.

5. What is your vision for the future of SCAG and what do you believe needs to be done to accomplish this vision?

I believe SCAG's work needs to be rooted in performance metrics: specific, measurable goals to see how our programs are, or are not, moving the needle for the communities we serve. I believe in accountability and transparency when using public dollars, and allocating resources on programs where we get the greatest return on investment. The use of new and emerging technologies is also a key interest of mine, so that governments at all levels can work more efficiently and stretch limited resources further.

6. In your opinion, what are the strengths of SCAG?

As the largest MPO in the nation (almost 50% of California's population) SCAG is effective at actively bringing together the entire Southern California region and having members from all jurisdictions actively engaged on important regional issues.

7. What could SCAG improve on?

I believe SCAG could improve on communications and public awareness. Due to the sheer size of the SCAG region, communicating with the public is a challenge. There are so many programs that SCAG funds to improve the lives of our residents, and I don't believe we are telling that story as well as we could.

Print Your Name

Curt Hagman

Date

01-23-2024

Acknowledgement

By checking this box, I acknowledge my printed name above is my signature for submitting this application.

You can [edit this submission](#) and [view all your submissions](#) easily.

From: Jotform <noreply@jotform.com>
Sent: Thursday, February 15, 2024 1:56 PM
To: Maggie Aguilar; SCAGClerk
Subject: Re: Application for 2024-2025 SCAG Officer Position - Cindy Allen

This Message Is From an External Sender

EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe.

Report Suspicious



Application for 2024-2025 SCAG Officer Position

Acknowledgement

I have read the SCAG Bylaws, Article VI, Section C, subsection 1-5 as described above; and meet the Minimum Eligibility Requirements.

Name: Cindy Allen

Name of SCAG Member County, City, Transportation Corridor Agencies, Air District, County Transportation Committee, agency of Public Transportation Representative or federally recognized Indian Nation Tribal Council of which you are a locally elected official: City of Long Beach

Phone Number: (562) 331-1620

Email: cindy@cindyallen.com

Attachment: 2. The Honorable Cindy Allen - Application for 2024-25 SCAG Officer Position (Nomination and Election of 2024-25 SCAG Officer

Application for Officer Position

1st Vice President

Number of months served continuously on the SCAG Regional Council and/or Policy Committee(s). Note: The Bylaws require, among other requirements, at least 24 continuous months service on the Regional Council and/or a Policy Committee, with at least 12 months of the service as a Regional Council member.

36

Total length of SCAG service (indicate number of years of service).

3

When does the term of your local elected position expire?

2024

Would term limits prevent you from maintaining your local elected position?

No

Please list positions held at SCAG.

Regional Council Member 2021-2024
Energy and Environment Committee Member 2021-2023
Community, Economic & Human Development Committee 2023-2024
Legislative/Communications & Memberships Committee (LCMC) Member 2022-2024
Resilience and Conservation Subcommittee Member 2022-2023
Executive Administration Committee 2023-2024
Second Vice President 2023-2024

1. Why do you wish to serve as a SCAG Officer?

I am interested in serving at First Vice President of SCAG Officer to contribute to the advancement and development of the Southern California metropolitan area. I'm interested in fostering sustainable development, promoting economic growth, and addressing the unique challenges our region faces. By serving SCAG as First VP, I hope to leverage my experience to effectively collaborate with stakeholders, implement effective policies, and work towards a better and more sustainable future for all members of our community.

2. As an Officer, what would you contribute to SCAG?

In my capacity as an Officer and First Vice President, I would bring substantial contributions to SCAG based on my experience and accomplishments as Vice Mayor of the City of Long Beach. As a strong relationship builder and networker, I aim to enhance collaboration and facilitate meaningful connections. Additionally, I am proud to highlight that I just completed a term as the Second Vice Chair of SCAG. This experience provides me with a deep understanding of the organization's dynamics, allowing me to contribute more effectively to its objectives. Furthermore, I would leverage my established connections with local elected officials in south Los Angeles County and Orange County, as well as at the State and Federal levels. These relationships include longstanding personal friendships with individuals such as Congressman Garcia, State Senator Lena Gonzalez, and Assemblymember Josh Lowenthal. My commitment is to utilize these connections to foster collaboration, strengthen partnerships, and contribute to the continued success of SCAG initiatives.

(A) In addition to attending regular and special meetings of SCAG's Regional Council, will you be able to attend other meetings and functions of SCAG, if requested?

Yes

(B) What professional or personal constraints on your time or service that you anticipate?

I do have some potential time constraints, but it will not impact my commitment to SCAG. In addition to serving as Vice Mayor and Councilwoman, I am a Member of the Arts, Culture, and Tourism Committee, Vice Chair for the Intergovernmental Affairs Committee, Chair the Economic Development and Opportunity Committee, Vice Chair of the Educational Partnerships Committee, Member of the Charter Amendment Committee, Chair of the Housing Authority, Vice Chair of the Parking Authority, and Vice Chair of Surplus Property Authority. Additionally, I hold the role of the City's National League of Cities Board Member and serve on the SERRF JPA Board of Directors. Despite these diverse assignments, I am able to balance my schedule to accommodate all my responsibilities to SCAG effectively.

4. What are values and skills that you could bring to SCAG as an Officer?

My values center around key principles such as inclusivity, trust, honesty, active listening, and openness. I place a high emphasis on fostering strong relationships not only with elected officials but also with environmentalists, labor representatives, and local neighborhood organizations. I am committed to maintaining these connections, even during times of disagreement, recognizing the pivotal role they play in achieving good local governance and planning the sustainable future of our communities. Through collaboration and an inclusive approach, I aim to contribute to SCAG's mission of fostering not only strong relationships but also meaningful impacts that benefit our communities in the long term.

5. What is your vision for the future of SCAG and what do you believe needs to be done to accomplish this vision?

My vision for SCAG involves not only the expansion of ongoing local government technical assistance and pilot program funding opportunities but also a concerted effort to foster working relationships among cities. Initiatives like Go Human serve as exemplary models, and I envision SCAG creating inclusive toolkits for cities and communities, emphasizing sustainable economic development, climate action, and housing development.

Cities that work together often thrive and uplift each other. Recognizing this, SCAG can play a pivotal role by facilitating collaboration and knowledge-sharing. Leveraging its technical expertise and grant programs for pilot projects, SCAG can showcase successful strategies that benefit one jurisdiction and can be adapted for the collective progress of others.

Additionally, SCAG's support for understaffed City departments is crucial in implementing vital, future-oriented projects.

Ultimately, my vision for SCAG is centered on fostering working relationships that further the goals of all Southern Californians.

By promoting collaboration, sharing resources, and facilitating communication, SCAG can contribute significantly to the well-being and sustainable development of the entire region.

6. In your opinion, what are the strengths of SCAG?

SCAG stands out as a highly effective convener and facilitator, fostering valuable connections and shared learning among elected officials across our five counties. The organization plays a pivotal role by providing essential funding, technical assistance, and direct planning support, which proves instrumental in piloting innovative ideas and maintaining flexibility in municipal operations across the region. Personally, my experience with SCAG has been enlightening, offering insights that I've successfully applied to my work and representation in the City of Long Beach.

The real strength SCAG is its reach and commitment to bringing together all of Southern California. SCAG is able to connect, empower, and facilitate practical advancements that positively impact the Southern California region as a whole.

7. What could SCAG improve on?

. SCAG has the potential to enhance its overall engagement by broadening its reach across the 5 county region. In order to achieve a more comprehensive representation, it could prioritize organizing events and activations in under-represented areas.

This approach would involve incorporating onsite demonstrations, tours, or pilot program implementations, providing Regional Council members with firsthand experiences in diverse communities.

By actively engaging with a broader spectrum of regions, SCAG can foster a deeper connection with the communities it serves.

This not only facilitates a more thorough understanding of the unique challenges and opportunities in different areas but also allows for a more inclusive representation of the entire Southern California population.

Moreover, by prioritizing under-represented parts of the 5 counties, SCAG has the chance to address the needs and concerns of marginalized groups directly. This approach aligns with the organization's commitment to equity and social justice, ensuring that its initiatives and policies are informed by the

diverse perspectives present in all corners of the region. In summary, expanding overall engagement through strategic outreach efforts in under-represented areas would not only enrich the learning experiences of Regional Council members but also strengthen SCAG's ability to advocate for and represent the varied interests and needs of the Southern California community as a whole.

Attach a File [Vice Mayor Cindy Allen Resume updated 4-6-2023.pdf](#)

Print Your Name Cindy Allen

Date 02-15-2024

Acknowledgement By checking this box, I acknowledge my printed name above is my signature for submitting this application.

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Cindy Allen

Vice Mayor, District 2 City of Long Beach



BIO

Cindy Allen grew up on the Westside of Long Beach, attended Stephens Jr. High, Long Beach Poly, and went on to get a Master's Degree from Long Beach State in Public Administration.

Cindy's life has always centered around the goal of making a difference in the lives of others. In 1988, she joined the Long Beach Police Department, at a time when very few women were doing that job. She worked for nearly a decade and was seriously injured in the line of duty. She was recognized with more than 20 commendations for bravery and exceptional service.

Following this, Cindy founded several successful businesses in downtown Long Beach. She also bought the Long Beach Post and served as Publisher for many years until it was sold several years ago. Cindy was appointed by Los Angeles County Supervisor Janice Hahn to serve as a commissioner for the L.A. County Small Business Administration.

Cindy is a double mastectomy breast cancer survivor, has been married to her husband for 27 years, and has two adult children. She is the proud mom of a lesbian daughter and works diligently with the LBGTQ community to ensure that lesbian, gay, bisexual, and transgender people can live openly without discrimination.

As she continued to lead her community through her private life, Councilwoman Allen served extensively on the boards of numerous community organizations, including:

UNCF, Long Beach Chamber of Commerce, Downtown Business Association, Long Beach Economic Partnership, Musica Angelica, Special Olympics Southern California, LB Rotary Vice President, Women's Business Council, Women Presidents' Organization, Trustee Long Beach Memorial Hospital, Long Beach Community Hospital, and the Long Beach Police Foundation.

ACHIEVEMENTS

Vice Mayor, 2nd Council District, City of Long Beach
Commissioner, Los Angeles County Small Business Administration
Business Women of the Year, Press Telegram
"Class" A Meritorious Award-winning Police Officer
40 Long Beach Commendations for Service to Community

SERVICE

Vice Mayor, City of Long Beach
2nd Vice President & Regional Director, Southern California Association of Governments (SCAG)
Member, SCAG Energy and Environment Committee
Member, SCAG Legislative/Communications & Memberships Committee (LCMC)
Member, SCAG Resilience and Conservation Subcommittee 2022-2023

Chair, Economic Development and Opportunity Committee, City of Long Beach
Vice-Chair, Intergovernmental Affairs Committee, City of Long Beach
Member, Arts, Culture, and Tourism Committee, City of Long Beach
Member, Educational Partnerships Committee
Board Member, National League of Cities
Vice Chair, Southeast Area Resource Recovery Facility (SERRF)

California Democratic Party Delegate 2021-2022, 2023-2024

EDUCATION

Master's of Public Administration
California State University, Long Beach

Bachelor of Science,
Business Management, UOP

Dartmouth, Tuck Business School,
Executive Program, "Building High Performing Minority Businesses"

Cindy Allen

EXPERIENCE

City of Long Beach, 2020 - present

Vice Mayor, 2nd District

Vice Mayor Allen was elected in 2020 to represent Long Beach's Second Council District, and selected by her colleagues as Vice Mayor in December 2022. She serves as Chair of the Climate Action and Environmental Committee, and serves on the Economic Development and Finance Committee. The Second Council District includes part of the City's Downtown, half of the City's beachfront, and many historic and notable districts including Alamitos Beach, Bluff Heights, Bluff Park, Carroll Park, Rose Park, Zaferia, and Retro Row, among others.

ETA Agency, 2006 - 2019

Founder

A hyper-focused, award winning full-service advertising agency with a history of producing measurable results for a diverse mix of respected clients. Cindy led a team of professionals that received numerous awards for their work in water conservation, transportation and city government.

Long Beach Post, 2013-2018 Publisher

The Long Beach Post is a daily, digital-first publication. The Long Beach Post aims to create an informed and engaged community by providing a platform for the city's diverse voices, reporting the truth with authority, integrity and heart.

Money Mailer, 2005 - 2006

Owner

Her move to becoming a business owner came in 2005 when she bought a failed Long Beach franchise of Money Mailer and quickly established Money Mailer of Long Beach as one of the most successful company franchises in the country. Money Mailer specializes in direct mail, solo mail, online advertising and creative.

Cox Target Media, 2004 - 2005

National Sales Representative

While at Cox Target Media, Cindy helped develop and implement national campaigns for AOL, Jenny Craig, Kraft and Musicland. She partnered with both national advertising agencies and promotional companies to maximize results and develop the best approach for a new product or service.

Long Beach Police Department, 1988 - 1998

Detective

Served as a Long Beach Police Officer during a time when few women were doing this job. Cindy was promoted to Detective where she served on the gang detail and the (C-CAT) Career Criminal Apprehension Team. Cindy received many accommodations for her service the Long Beach Community, including a Class B Award for Bravery Beyond the Call of Duty.

From: Jotform <noreply@jotform.com>
Sent: Monday, February 5, 2024 11:01 AM
To: Maggie Aguilar; SCAGClerk
Subject: Re: Application for 2024-2025 SCAG Officer Position - Ray Marquez

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EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe.

Report Suspicious



Application for 2024-2025 SCAG Officer Position

Acknowledgement

I have read the SCAG Bylaws, Article VI, Section C, subsection 1-5 as described above; and meet the Minimum Eligibility Requirements.

Name Ray Marquez

Name of SCAG Member County, City, Transportation Corridor Agencies, Air District, County Transportation Committee, agency of Public Transportation Representative or federally recognized Indian Nation Tribal Council of which you are a locally elected official. San Bernardino

Phone Number (909) 226-6538

Email rmarquez@chinohills.org

Application for Officer Position

2nd Vice President

Number of months served continuously on the SCAG Regional Council and/or Policy Committee(s). Note: The Bylaws require, among other requirements, at least 24 continuous months service on the Regional Council and/or a Policy Committee, with at least 12 months of the service as a Regional Council member.

10 Years

Total length of SCAG service (indicate number of years of service).

10 Years

When does the term of your local elected position expire?

2026

Would term limits prevent you from maintaining your local elected position?

No

Please list positions held at SCAG.

Southern California Association of Government – Regional Council (Assuming October 6, 2014), 2015, 2016, 2017, 2018, 2019, 2020, 2022, 2023
SCAG Legislative/Communications and Membership Committee 2017, 2020, 2021, 2022, 2023
SCAG Transportation Committee 2017, 2020, 2021, 2022, 2023
SCAG Executive Administration Committee 2022
SCAG Scholarship Committee 2021, 2022, 2023, 2024

1. Why do you wish to serve as a SCAG Officer?

I have been very active over the years, Chairperson for Transportation. I like the direction we are going towards and I have the abilities to help us move.

2. As an Officer, what would you contribute to SCAG?

You need to listen, formulate a plan of action and move our goals and objective forward.

(A) In addition to attending regular and special meetings of SCAG's Regional Council, will you be able to attend other meetings

Yes

and functions of SCAG, if requested?

(B) What professional or personal constraints on your time or service that you anticipate?

I will dedicate my time in my official capacity and will move things around for my organization and family.

4. What are values and skills that you could bring to SCAG as an Officer?

I care about people and put myself in their position to formulate an action plan and I like to collaborate and open to all types of feedback to further my decisions.

5. What is your vision for the future of SCAG and what do you believe needs to be done to accomplish this vision?

One of the areas of concern I have, we need to collaborate at the State and City level regarding RHNA. As we all know, there is a housing shortage and we need to communicate with all our partners.

6. In your opinion, what are the strengths of SCAG?

As a member of the Regional Council, we are a very diverse group of people and look at situations in different directions and always make good decisions.

7. What could SCAG improve on?

We do such a great job, if you really and to improve, you should put Ray Marquez as 2nd Vice President (a joke :))

Attach a File

[Ray Marquez Professional Profile Jan 2024.pdf](#)

Print Your Name

Ray Marquez

Date

02-05-2024

Acknowledgement

By checking this box, I acknowledge my printed name above is my signature for submitting this application.

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COUNCIL MEMBER RAY MARQUEZ, CITY OF CHINO HILLS



COUNCIL MEMBER RAY MARQUEZ

City of Chino Hills
Chino Hills, California
Term of Office: 2022-2026

T (909) 364-2620
F (909) 364-2695

rmarquez@chinohills.org

Ray Marquez was first elected to the Chino Hills City Council in a special election held in 2013 to fill a vacancy created by a City Council Member's resignation. After serving the remainder of that term, he has been re-elected three times in 2014, 2018, and 2022. Council Member Marquez served as Mayor in 2017 and 2022 and lives in District 1.

He has been an active volunteer, civic leader, and realtor in the community since 1984. Prior to joining the City Council, he served as a member of the Chino Hills Incorporation Committee, the Planning Commission (1992-1994), the Parks and Recreation Commission (1994-2006), and the Chino Valley Fire District Board (2006-2013).

Council Member Marquez serves on the following committees:

- Cal Cities (League of California Cities)
 - Board of Directors
 - Inland Empire Division Executive Committee, Past President
 - Latino Caucus Board of Directors, President
 - Latino Caucus Legislative Committee
 - Public Safety Policy Committee
 - State Level - Legislative Task Force
- City of Chino Hills Committees
 - Transportation ad hoc Committee
- California Joint Powers Insurance Authority
- San Bernardino County Transportation Authority (SBCTA)
 - Board of Directors, Vice President
 - General Policy Committee
 - Foothill Gold Line Joint Powers Authority
 - Metro Valley Board Study Session
 - Mobile Source Air Pollution Reduction Review Committee (MSRC)
 - State Route 91 Advisory Committee
 - Transit Committee
- Southern California Association of Governments
 - Legislative / Communications & Membership Committee
 - Regional Council Board, District Number 10
 - Scholarship Committee
 - Transportation Committee
- Southern California Regional Rail Authority / Metrolink Board of Directors
 - Contracts, Operations, Maintenance, and Safety Committee
 - Fuel Hedging ad hoc Committee

Currently, Council Member Marquez serves on the San Bernardino County Airports Commission, Y.M.C.A. Board of Managers, Hope for the Hills Board of Directors, and the Greater Chino Hills Rotary Club. He has also served as a Carbon Canyon Fire Safe Council member, Salvation Army TLC Advisory Board Member, Chino Centennial Advisory Committee member, Canyon Hills Little League President, A.Y.S.O. Head Coach, Junior All-American Football Athletic Director, Ayala High School Wrestling Booster Club member, and a volunteer for the Chino Hills Citizens Patrol.

He was instrumental in the Chino Valley Fire District receiving the first-ever "District of Distinction" accreditation. He earned the Silver Recognition from the Special District Leadership Foundation for completing the Special District Leadership Academy.

Council Member Marquez retired from the City of Santa Fe Springs Fire Department after a 28-year career. He is a California-licensed realtor and broker in Chino Hills. Council Member Marquez and his wife, Barbara, were married in 1983 and moved to Chino Hills in 1984. He feels fortunate to have raised three sons, Patrick, Rey, and Andrew in Chino Hills and enjoys spending time with family including their five grandchildren.





AGENDA ITEM 2
REPORT

Southern California Association of Governments
April 4, 2024

To: Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Certify the Final Program Environmental Impact Report (State Clearinghouse No.: 2022100337) for Connect SoCal 2024

RECOMMENDED ACTION FOR RC:

Adopt Resolution No. 24-664-1 and associated exhibits, which reflect the following:

- (1) Certify the Final PEIR for Connect SoCal 2024
- (2) Adopt Exhibit A: Mitigation Monitoring and Reporting Program
- (3) Adopt Exhibit B: Findings of Fact
- (4) Adopt Exhibit C: Statement of Overriding Considerations
- (5) Direct staff to carry out administrative tasks for the Final PEIR certification.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On March 7, 2024, after months of development, the Joint Policy Committees (JPC) moved to recommend that the Regional Council (RC) certify the proposed Final PEIR for Connect SoCal 2024 (“Plan” or “Project”). At the same meeting, the JPC approved the recommendation that the RC adopt the proposed Final Plan. Since then, SCAG staff completed and made available the proposed Final PEIR on its website on March 25, 2024, meeting and exceed all CEQA requirements. Today, staff is seeking the RC certify the proposed Final PEIR for Connect SoCal 2024 by adopting Resolution No. 24-664-1 and the following CEQA-required information as exhibits to the resolution: a Mitigation Monitoring and Reporting Program (Exhibit A), Findings of Fact (Exhibit B), and Statement of Overriding Considerations (Exhibit C). Certification of the proposed Final PEIR and adoption of the resolution and the associated exhibits are necessary steps before RC considers the Final Connect SoCal 2024 for adoption pursuant to CEQA. To view the complete proposed Final PEIR, please visit www.scag.ca.gov/peir.

BACKGROUND:

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. SCAG's 2024-2050 RTP/SCS, Connect SoCal 2024, or Plan incorporates important updates of fundamental data, enhanced strategies and investments based on and intended to strengthen the last plan adopted for all purposes by SCAG RC in September 2020.

California Environmental Quality Act (CEQA), codified at Public Resource Code (PRC) Section 21000 *et seq.*, and its implementing regulations, CEQA Guidelines, found at California Code Regulations Title 14, Chapter 3, Section 15000 *et seq.*, apply to governmental action. (CEQA Guidelines Section 15002(b)). As the CEQA Lead Agency for Connect SoCal 2024, SCAG must evaluate the potential environmental impacts from the proposed governmental action and disclose the evaluation in a CEQA document that is appropriate for the proposed governmental action.

A Program EIR is the appropriate type of EIR for the long-range, regional Plan as it serves as a first-tier, programmatic document and provides a region-wide assessment of potential environmental impacts of Connect SoCal 2024, including direct and indirect impacts, growth-inducing impacts, and cumulative impacts. Although individual transportation projects are primarily (conceptually) identified in the Plan, the PEIR analyzes potential environmental impacts of both transportation projects and integrated land use patterns from a regional perspective and is programmatic in nature.

Pursuant to CEQA Guidelines Section 15126.4, the 2024 PEIR considers and discusses feasible mitigation measures that are capable of avoiding or reducing the significant adverse environmental impacts of the Plan. Pursuant to CEQA Guidelines Section 15126.6, the PEIR describes a range of reasonable alternatives to the Plan that could feasibly avoid or substantially lessen any significant adverse environmental impacts of the Plan while attaining most of the basic Plan objectives.

At the November 2, 2023, meetings, EEC recommended to the RC and then the RC authorized the release of the 2024 Draft PEIR for a 65-day CEQA public review and comment period from November 9, 2023, through January 12, 2024, and directed staff to carry out administrative tasks for the 2024 Draft PEIR public review. The 65-day CEQA public review and comment period closed at 5:00 PM (PST) on January 12, 2024, fulfilling and exceeding all CEQA noticing and public review requirements for a Draft EIR (CEQA Guidelines Sections 15087, 15105, and 15205).

2024 PEIR Outreach Efforts Since November 2, 2023, RC Meeting:

As previously reported, the 2024 PEIR team (comprising SCAG staff and consultants) has complied with all applicable public and tribal outreach requirements, pursuant to CEQA and Assembly Bill (AB 52). In addition to the required outreach efforts, the PEIR team has engaged with stakeholders,

including representatives of tribal governments, throughout the 2024 PEIR development.

Since the November 2, 2023, RC meeting and subsequent release of the 2024 Draft PEIR on November 9, 2023, staff continued to engage in discussions with interested stakeholders on the topics of the Draft PEIR. During the 65-day CEQA public review and comment period, staff participated in a total of seven outreach meetings to gather additional feedback from key stakeholders and explain the PEIR public review process and how to provide CEQA comments on the Draft PEIR. For a complete list of outreach efforts for the 2024 PEIR please refer to **Attachment 1** at the end of this staff report.

March 7, 2024, JPC Meeting:

After months of development, staff presented on the contents of the proposed Final Plan and the proposed Final PEIR to the JPC on March 7, 2024. As explained to the JPC, the proposed Final PEIR does not replace the Draft PEIR but instead adds two new chapters to it. As such, the proposed Final PEIR is comprised of the following three components: (1) the complete Connect SoCal 2024 Draft PEIR, including an Executive Summary, Chapters 1 through 7, and seven technical appendices [as published on November 9, 2023]; (2) Chapter 8 – Response to Comments, with appendices [new chapter]; and (3) Chapter 9 – Clarifications and Revisions, with appendices [new chapter]. Staff also presented to the JPC the contents of additional CEQA-required information that would be used to support RC’s considerations at its April 2024 meeting. For additional details on each of these components, please see the March 7, 2024, JPC staff report and presentation: <https://scag.ca.gov/sites/main/files/file-attachments/jpc030724fullpacket.pdf>. After listening to public comments and engaging in discussion amongst members, JPC moved to recommend the RC to certify the proposed Final PEIR for Connect SoCal 2024 at its April 4, 2024, meeting.

Major PEIR Developments since the March 7, 2024, JPC Meeting:

Since the JPC’s recommendation on March 7, 2024, SCAG staff made progress on two major milestones for the PEIR: completion and posting of the proposed Final PEIR and development of additional CEQA-required information for the proposed Final PEIR.

Posting of the Proposed Final PEIR. Taking into consideration all public comments and stakeholder feedback received throughout the development of the PEIR, staff completed and made available the proposed Final PEIR, which is comprised of the two new chapters discussed at the March JPC meeting: Chapter 8, Response to Comments and Chapter 9, Clarifications and Revisions. The proposed Final PEIR was posted on SCAG’s website on March 25, 2024, through which SCAG met and exceeded the CEQA requirement. CEQA Guidelines Section 15088 requires providing a written proposed response to comments made by public agencies at least 10 days prior to certifying the PEIR. Chapter 8 of the proposed Final PEIR includes responses to all comments (not limited to public agency comments), and Chapter 9 includes revisions to the Draft PEIR, which are not required by CEQA to be published concurrently with the responses to comments and in advance of the

certification. Therefore, the release of the proposed Final PEIR is two steps above the CEQA requirements. Commenters and interested parties, including libraries, were notified of the posting of the proposed Final PEIR primarily via email. Hard copy notices were sent to commenters without email addresses through regular mail. Hard copies of the proposed Final PEIR are also available at SCAG’s six regional offices. To view the complete proposed Final PEIR, please visit: <https://scag.ca.gov/peir>.

Additional CEQA-Required Information for the Proposed Final PEIR. CEQA requires additional information be made available to support the RC’s consideration to certify the 2024 Final PEIR prior to considering whether to approve a project (CEQA Guidelines Sections 15090 and 15092). This information is attached separately as “exhibits” to the Resolution No. 24-664-1 (attached to the end of this staff report) and includes the following: a Mitigation Monitoring and Reporting Program (Exhibit A), the Findings of Fact (Exhibit B), and a Statement of Overriding Considerations (Exhibit C). The information contained therein consolidates the PEIR’s analysis, conclusions, and mitigation measures, and explains why the Plan’s economic, legal, social, technological, or other benefits (including region-wide or statewide environmental benefits) outweigh and override the significant and unavoidable environmental impacts associated with the Plan. For a summary of each of the exhibits, please see the March 7, 2024, JPC staff report and presentation.

Next Steps:

Pursuant to CEQA Guidelines Section 15090, certification of the proposed Final PEIR and adoption of the resolution and the associated exhibits are necessary steps before RC considers the Final Connect SoCal 2024 for adoption. Pending and within five working days after RC decides to certify the Final PEIR and approve Connect SoCal 2024, SCAG staff must file a CEQA Notice of Determination (NOD) with the Governor’s Office of Planning and Research (OPR) and with each of the County Clerks for the six counties in the SCAG region (CEQA Guidelines Section 15094). Dates of key milestones for the 2024 Final PEIR are shown in Table 1, below.

Table 1: Key Milestones Dates and Actions for the Final PEIR

Milestones	Dates (Expected)
Joint Policy Committees Recommendation to RC to Certify the Proposed Final PEIR for Connect SoCal 2024 at the April 4, 2024 RC meeting	March 7, 2024 (complete)
Posting of the Proposed Final PEIR including Written Proposed Responses to Comments Made by Public Agencies 10 Days Prior to the Intended April 4, 2024 Certification Date	March 25, 2024 (complete)
RC Consideration of Certification of the Proposed Final PEIR for Connect SoCal 2024*	April 4, 2024 (this meeting) (anticipated)
Filing of the NOD	April 5-11, 2024 (anticipated)



Note: *Prior to approving Connect SoCal 2024, the Final PEIR for Connect SoCal 2024 must first be certified by the RC (CEQA Guidelines Section 15090).

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2023-2024 Overall Work Program.

Attachment 1: 2024 PEIR Outreach Activities*

Date	Forum	Stakeholder Representatives	Topics Covered
March 3, 2022	Energy and Environment Committee	Elected Officials, Interested Stakeholders, General Public	Connect SoCal 2024 PEIR 101
September 1, 2022	Energy and Environment Committee	Elected Officials, Interested Stakeholders, General Public	CEQA Initiation for the Connect SoCal 2024 PEIR
October 6, 2022	Energy and Environment Committee	Elected Officials, Interested Stakeholders, General Public	Request to Release Connect SoCal 2024 PEIR Notice of Preparation
October 10, 2022	Global & Land Use Economic Counsel	Business; General Public	Release of the NOP
October 31, 2022	Aviation Technical Advisory Committee	Aviation and Airports	Status Update on the 2024 PEIR Aviation Technical Report
November 9, 2022	2024 Draft PEIR NOP Scoping Meeting #1	Business; Environmental; Public Agencies; General Public	Connect SoCal 2024 Project and 2024 PEIR Overview
November 10, 2022	2024 Draft PEIR NOP Scoping Meeting #2	Business; Environmental; Public Agencies; General Public	Connect SoCal 2024 Project and 2024 PEIR Overview
January 4, 2023	Western Riverside County Regional Conservation Authority / Riverside County Transportation Commission	Public Agencies	Conservation
February 2, 2023	Energy and Environment Committee	Elected Officials, Interested Stakeholders, General Public	2024 PEIR Status Update on NOP Comments
February 16, 2023	Joint Sustainable and Resilient Communities/ Natural and Farm Lands Conservation	Environmental; General Public	2024 PEIR Overview & Status Update, Recap on NOP Comments, and Preliminary Approach to Biological Resources Impact Analysis
March 8, 2023	South Coast Air Quality Management District	Air Districts	2024 PEIR Overview, Preliminary Technical Methodology for Air Quality and GHG Impacts Analyses
March 13, 2023	City of Riverside	Public Agencies	Transportation Impacts Analysis
March 14, 2023	Ventura County Air Pollution Control District	Air Districts	2024 PEIR Overview, Preliminary Technical Methodology for Air Quality and GHG Impacts Analyses
March 16, 2023	Technical Working Group	Business; Environmental; Public Agencies; General Public	2024 PEIR Status Update and Major Components



April 3, 2023	Global & Land Use Economic Counsel	Business; General Public	2024 PEIR Status Update
April 6, 2023	Energy and Environment Committee	Elected Officials, Interested Stakeholders, General Public	Status Update on Additional Stakeholder Outreach and Highlights of Preliminary Approaches to Major Components
April 27, 2023	Ventura County Air Pollution Control District	Air Districts	2024 PEIR Overview, Preliminary Technical Methodology for Air Quality and GHG Impacts Analyses
May 24, 2023	South Coast Air Quality Management District	Air Districts	2024 PEIR Overview and Equity
June 23, 2023	South Coast Air Quality Management District	Air Districts	2024 PEIR Overview and Equity
July 6, 2023	Energy and Environment Committee	Elected Officials, Interested Stakeholders, General Public	Status Update on Additional Stakeholder Outreach and Preliminary Outline of Draft Contents
July 18, 2023	Technical Working Group	Business; Environmental; Public Agencies; General Public	Preliminary Outline of Draft Contents
August 24, 2023	Joint Meeting of Sustainable and Resilient Communities / Natural and Farm Lands Conservation Working Groups	Elected Officials, Interested Stakeholders, General Public	Status Update on Major Outreach, Approaches to Major Components, and Outline of Draft Contents
September 7, 2023	Joint Regional Council and Policy Committee ^b	Elected Officials, Interested Stakeholders, General Public	CEQA Requirements and 2024 PEIR Status Update
September 21, 2023	Technical Working Group	Business: Environmental: Public Agencies; General Public	Status Update on Development, Major Components and Outline of Contents of the 2024 Draft PEIR
November 2, 2023	Energy and Environment Committee	Elected Officials, Interested Stakeholders, General Public	Recommendation that RC Authorize Release of 2024 Draft PEIR for public review and comments
November 2, 2023	Regional Council	Elected Officials, Interested Stakeholders, General Public	Consideration of EEC recommendation to Authorize Release of 2024 Draft PEIR for public review and comments

Outreach Efforts Since the November 2, 2023 RC Meeting			
November 16, 2023	Technical Working Group	Business; Environmental; Public Agencies; General Public	Status Update on the Public Release of 2024 Draft PEIR and Method for Submitting Draft PEIR Comments
December 4, 2023	Connect SoCal 2024 Public Hearing 1	Interested Stakeholders; General Public ^c	Method for Submitting Draft PEIR Comments
December 5, 2023	Connect SoCal 2024 Public Hearing 2	Interested Stakeholders; General Public ^c	Method for Submitting Draft PEIR Comments
December 8, 2023	Connect SoCal 2024 Public Hearing 3	Interested Stakeholders; General Public ^c	Method for Submitting Draft PEIR Comments
December 13, 2023	Resilient & Sustainable Communities/Natural Farm Lands Conservation Working Group	Environmental; General Public	Overview of Major Components of 2024 Draft PEIR, CEQA Public Review and Comment Period, and Method for Submitting Draft PEIR Comments
December 15, 2023	South Coast Air Quality Management District	Air Districts	Overview of Draft Connect SoCal 2024 to assist in understanding of potential Plan's environmental impacts analyzed in the 2024 Draft PEIR
January 10, 2024	South Coast Air Quality Management District	Air Districts	Overview of technical air quality analysis, modeling, and mitigation measures of 2024 Draft PEIR
February 1, 2024	Energy and Environment Committee	Elected Officials, Interested Stakeholders, General Public	Status Update on Additional 2024 PEIR Stakeholder Outreach and Preliminary Outline of Draft Contents for the 2024 Proposed Final PEIR
February 15, 2024	Technical Working Group	Business; Environmental; Public Agencies; General Public	Status Update on the 2024 PEIR and Preliminary Outline of Draft Contents for the 2024 Proposed Final PEIR
March 7, 2024	Joint Policy Committees	Elected Officials, Interested Stakeholders, General Public	Status Update on 2024 PEIR Stakeholder Outreach, Comments and Responses, and Recommendation that RC certify the 2024 Final PEIR



March 21, 2024	Technical Working Group	Business; Environmental; Public Agencies; General Public	Status Update on the 2024 Proposed Final PEIR
April 4, 2024 <i>(today's meeting)</i>	Regional Council	Elected Officials, Interested Stakeholders, General Public	Consider certifying the 2024 Final PEIR and adopting the associated Mitigation Monitoring and Reporting Program, Findings of Fact, Statement of Overriding Considerations

Notes: (a) updated in late October 2023. (b) The 2024 PEIR was highlighted and included in the staff report and presentation to the Joint Meeting of SCAG Regional Council and Policy Committees on September 7, 2023. (c) The 2024 PEIR public review process and method for how to provide CEQA comments on the 2024 PEIR was included in the presentation.

ATTACHMENT(S):

1. Resolution No. 24-664-1 - Certify the Final PEIR for Connect SoCal 2024
2. PEIR Exhibit A_MMRP
3. PEIR Exhibit B_FOF
4. PEIR Exhibit C_SOC



SOUTHERN CALIFORNIA
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RESOLUTION NO. 24-664-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS CERTIFYING THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE 2024-2050 REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITIES STRATEGY (CONNECT SOCAL 2024) (STATE CLEARINGHOUSE NO.: 2022100337); AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM, THE FINDINGS OF FACT, AND A STATEMENT OF OVERIDING CONSIDERATIONS

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

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the six-county region consisting of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties pursuant to Title 23, United States Code (U.S.C.) Section 134 *et seq.*;

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, U.S.C. Section 134 *et seq.*, Title 49, U.S.C. Section 5303 *et seq.*, and Title 23, Code of Federal Regulations (C.F.R.) 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 prepares an SCS as a component of the RTP document that demonstrates how the region will meet its per capita greenhouse gas (GHG) emissions reduction targets as determined by the California Air Resources Board (CARB);

WHEREAS, CARB set the per capita GHG emissions reduction targets from automobile and light-duty trucks for the SCAG region at 8 percent below 2005 per capita emissions levels by 2020 and 19 percent 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,

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Attachment: Resolution No. 24-664-1 - Certify the Final PEIR for Connect SoCal 2024 (Certify the Final PEIR for Connect SoCal 2024)

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 (a) and (b) of the Government Code Sections 65080.01; (6) consider the state housing goals specified in Government Code 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 emissions of GHG from automobiles and light trucks to achieve, if there is a feasible way to do so, the GHG reduction targets; and (8) allow the RTP to comply with transportation conformity requirements under Section 176 of the federal Clean Air Act;

WHEREAS, through the continuing, comprehensive and coordinated transportation planning process in conformance with all applicable federal and state requirements, SCAG developed and prepared the 2024-2050 RTP/SCS (Connect SoCal 2024 or Plan);

WHEREAS, Connect SoCal 2024 sets forth the long-range regional plans, policies, goals and strategies for transportation improvements and regional growth throughout the SCAG region through the horizon year of 2050;

WHEREAS, Connect SoCal 2024 includes a forecasted regional development pattern that was developed by working with local jurisdictions using the most recent land use plans and policies and planning assumptions;

WHEREAS, Connect SoCal 2024 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 2024 includes a financially-constrained plan in terms of transportation revenues and expenditures. It reflects long-term investments and contains a financially constrained set of transportation projects above and beyond the Federal Transportation Improvement Program (FTIP), including projects submitted from the CTCs and additional Regional Strategic Investments needed to achieve the Plan's goals and performance targets;

WHEREAS, Connect SoCal 2024 includes the SCS which sets forth a regional growth forecast to determine the projected increase in population, households, and jobs based on local general plans and known development entitlement agreements (including available data from 6th cycle housing element updates), 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 regional GHG targets set by CARB for the SCAG region;

WHEREAS, Connect SoCal 2024 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 amended by the Fixing America's Surface Transportation Act (P.L. 114-94, December 4, 2015) and the Infrastructure Investment and Jobs Act (P.L. 117-58, November 15, 2021);
- (2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C;
- (3) 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. Sections 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, U.S.C. Section 324;
- (6) The Department of Transportation's Final Environmental Justice Strategy (60 Fed. Reg. 33896; June 29, 1995) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment;
- (7) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. Section 12101 *et seq.*) and its accompanying regulations (49 C.F.R. Sections 27, 37, and 38); and
- (8) Senate Bill 375 (Steinberg, 2008) as codified in Government Code §65080(b) *et seq.*;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) as codified in California Public Resources Code Section 21000 *et seq.* and CEQA Guidelines (California Code Regulations, Title 14, Section 15000 *et seq.*), SCAG is the Lead Agency responsible for preparing the Final Program Environmental Impact Report for Connect SoCal 2024;

WHEREAS, an Environmental Impact Report (EIR) is a public document used by governmental agencies to analyze the potentially significant adverse 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, SCAG has determined that a PEIR is the appropriate CEQA document to assess the regional environmental impacts of Connect SoCal 2024;

WHEREAS, the PEIR for Connect SoCal 2024 is a programmatic document that provides a region-wide assessment of the potential significant adverse environmental effects of implementing the projects, strategies, policies, and programs included in Connect SoCal 2024;

WHEREAS, as a programmatic document, the PEIR does not analyze project-specific impacts. These impacts would be analyzed in detail by lead agencies of individual projects at the local jurisdiction level in accordance with CEQA Guidelines Section 15050(a);

WHEREAS, the PEIR for Connect SoCal 2024 describes Regional Planning Policies and Implementation Strategies (Plan features) as well as feasible mitigation measures necessary to avoid or substantially lessen significant impacts of the Plan. The PEIR also describes and analyzes a reasonable range of alternatives capable of avoiding or reducing these significant effects in accordance with CEQA Guidelines Sections 15126.4 and 15126.6;

WHEREAS, SCAG issued a Notice of Preparation (NOP) of the Draft PEIR for Connect SoCal 2024 on October 17, 2022, and circulated the NOP for a period of 30 days for public review and comments from October 17, 2022, to November 16, 2022, 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 hosted two virtual scoping meetings, providing the same information, on November 9, 2022, and on November 10, 2022, for the purpose of inviting comments from local, state, and 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;

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

WHEREAS, SCAG further advanced outreach efforts by providing progress updates, overview of the contents and key approaches for developing the Draft PEIR, and the approach to developing mitigation measures for the Draft PEIR to its existing Technical Advisory Committees, Working Groups, Policy Committees, and key stakeholders;

WHEREAS, on November 2, 2023, SCAG’s Energy and Environment Committee recommended that the Regional Council at its November 2, 2023, meeting authorize release of the Draft PEIR for a 65-day public review and comment period beginning November 9, 2023, and ending January 12, 2024, and directed staff to carry out administrative tasks for the Draft PEIR public release;

WHEREAS, on November 2, 2023, the Regional Council approved release of the Draft PEIR for a 65-day public review and comment period beginning November 9, 2023, and ending on the same day as the public review and comment period for the Draft Plan on January 12, 2024;

WHEREAS, on November 9, 2023, SCAG initiated the 65-day public review and comment period, released the Draft PEIR by issuing a Notice of Availability (NOA) of the Draft PEIR to interested parties including representatives of California Native American tribes, federal, state, regional, and local government agencies, and other interested agencies, organizations, and individuals and filed a Notice of Completion with the State Office of Planning and Research (OPR) in the manner prescribed by CEQA Guidelines Section 15085;

WHEREAS, SCAG filed the NOA with each of the County Clerks for the six counties in the SCAG region and published summaries of the NOA in 13 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). SCAG distributed the NOA and the Connect SoCal 2024 primarily using electronic mails. Hard copies of the NOA were also mailed directly to interested parties, including federal, state, regional, and local agencies, organizations using the U.S. Postal Service certified mail service and first-class mail, as appropriate, and additional hard copies of the NOA (separate versions in five languages) were sent to 68 major libraries in the region. In addition, SCAG placed paper copies of the NOA 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 published an electronic copy of the Draft PEIR on the SCAG website pursuant to CEQA Guidelines Section 15087(a)(2);

WHEREAS, the 65-day public review and comment period on the Draft PEIR ended on January 12, 2024, in compliance with CEQA Guidelines Section 15105;

WHEREAS, 33 written comment letters on the Draft PEIR were received by SCAG, including two comment letters received after the closing of the 65-day public review and comment period;

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 8.0, Response to Comments;

WHEREAS, the Final PEIR for Connect SoCal 2024 (“Final PEIR”) consists of: (1) the Draft PEIR, including an Executive Summary, Chapters 1.0 through 7.0, and Appendices A-G; (2) Chapter 8.0: Response to Comments on the Draft PEIR and Appendix H; (3) Chapter 9.0: Clarifications and Revisions and Appendices I through J.

WHEREAS, Chapter 8.0 of the Final PEIR includes a list of public agencies, organizations, and individuals commenting on the Draft PEIR; SCAG’s written master responses; SCAG’s written individual responses to comments specific to the Draft PEIR; and Appendix H of the Final PEIR contains comments on the Draft PEIR, as required by CEQA Guidelines Section 15132;

WHEREAS, Chapter 9.0 of the Final PEIR includes clarifications and revisions to the Draft PEIR in response to comments on the Draft PEIR, the Draft Plan document, and staff-initiated clarifications and revisions;

WHEREAS, on February 1, 2024, SCAG provided a status update on the development progress of the proposed Final PEIR, including a preliminary outline of draft contents for the Proposed Final PEIR, to SCAG’s Energy & Environment Committee;

WHEREAS, on March 7, 2024, SCAG’s three Policy Committees held a public, joint meeting and were provided an overview of public comments on the Draft PEIR before they were asked to consider a recommendation to the Regional Council to certify the proposed Final PEIR at the April 4, 2024 Regional Council meeting;

WHEREAS, on March 7, 2024, SCAG’s three Policy Committees jointly recommended that the Regional Council at its April 4, 2024, meeting certify the Final PEIR;

WHEREAS, on March 25, 2024, 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 Connect SoCal 2024 Draft PEIR at least 10 days prior to certifying the Final PEIR;

WHEREAS, the revisions and clarifications to the Draft PEIR in response to comments received and staff-initiated text revisions included in the Final Connect SoCal 2024 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 EIR (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, in accordance with Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097, SCAG has prepared a Mitigation Monitoring and Reporting Program, attached hereto and incorporated herein as Exhibit A;

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 2024 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 2024 will result in significant and unavoidable environmental impacts that cannot be fully mitigated to less than significant for all environmental resource categories except for the following which are concluded to have no impact or less than significant impacts and that no mitigation would be required: AG-3 – Timberland and Timberland Production (no impact), AQ-1 Plan Consistency with Federal Transportation Conformity Requirements (less than significant), and GHG-2 Plan Consistency with Senate Bill 375 (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 2024 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 2024;

WHEREAS, the Regional Council has had the opportunity to review the proposed Final PEIR as well as the staff reports related to the Final PEIR, and has considered certification of the Final PEIR at the public meeting held on April 4, 2024;

WHEREAS, SCAG designates the Project Manager overseeing the development of the Final PEIR as the custodian of the documents or other materials which constitutes the record of proceedings upon which the approval of Connect SoCal 2024 is based, which are located at the Southern California Association of Governments, 900 Wilshire Boulevard, Suite 1700, Los Angeles, California; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have 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 2024 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 2024;
3. The Final PEIR reflects SCAG Regional Council’s independent judgment and analysis; and
4. The Final PEIR incorporates in full the Draft PEIR, including an Executive Summary, Chapters 1.0 through 7.0 and Appendices A through G; in addition to Chapter 8.0: Responses to Comments on the Draft PEIR and Appendix X; and Chapter 9.0: Clarifications and Revisions and Appendices I through J.

BE IT FURTHER RESOLVED that:

1. The SCAG Regional Council hereby adopts the Mitigation and Monitoring Reporting Program, attached hereto and incorporated herein as Exhibit A;
2. The SCAG Regional Council hereby makes and adopts the necessary CEQA Findings of Fact, attached hereto and incorporated herein as Exhibit B;

3. The SCAG Regional Council hereby adopts the Statement of Overriding Considerations, attached hereto and incorporated herein as Exhibit C; and
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 2024.

PASSED, APPROVED, AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 4th day of April, 2024.

Art Brown
President, SCAG
City of Buena Park

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel



EXHIBIT A

Mitigation Monitoring and Reporting Program

- A.1 Purpose
- A.2 Introduction

A.1 PURPOSE

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with California Environmental Quality Act (CEQA) Section 21081.6 of the CEQA Guidelines and Section 15097. It is the intent of this program to (1) verify satisfaction of the required mitigation measures of the Connect SoCal 2024 Program Environmental Impact Report (2024 PEIR); (2) provide a methodology to document implementation of the required mitigation measures; (3) provide a record of the Monitoring Program; (4) identify monitoring responsibility; (5) establish administrative procedures for the clearance of mitigation measures; (6) establish the frequency and duration of monitoring; and (7) utilize existing review processes wherever feasible.

A.2 INTRODUCTION

This Mitigation Monitoring and Reporting Program describes the procedures that will be used to implement the mitigation measures adopted in connection with the approval of the Plan and the methods of monitoring such actions. This MMRP takes the form of a table that identifies the responsible entity for monitoring each mitigation measure and the timing of each measure.

This 2024 PEIR identifies programmatic mitigation measures to be implemented by SCAG and identifies project-level mitigation measures that SCAG will encourage local agencies to implement, as feasible and appropriate, as part of subsequent project-specific environmental review.

SCAG has no authority to impose mitigation measures on individual projects for which it is not the lead agency. However, for projects seeking to use CEQA streamlining and/or tier from the 2024 PEIR, project-level mitigation measures included in this 2024 PEIR (or comparable measures) should be required by the local lead agency as feasible and appropriate. Many lead agencies have existing regulations, policies, and/or standard conditions of approval that address potential impacts. Nothing in the 2024 PEIR is intended to supersede existing regulations and policies of individual jurisdictions. Since SCAG has no authority to impose mitigation measures, mitigation measures to be implemented by local jurisdictions are subject to a lead agency's independent discretion as to whether measures are applicable to projects in their respective jurisdictions. Lead agencies may use, amend, or not use measures identified in this 2024 PEIR as appropriate to address project-specific conditions. The determination of significance and identification of appropriate mitigation is solely the responsibility of the lead agency.

TABLE A-1 Mitigation Monitoring and Reporting Program Matrix

MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
Aesthetics		
<p>SMM GEN-1: SCAG shall continue to facilitate interagency cooperation, information sharing, and regional program development, such as through existing planning tools to support local jurisdictions including various applications offered through the SCAG Regional Data Platform (RDP), SoCal Atlas, HELPR, and other GIS resources and data services. For more information, please contact SCAG’s Local Information Services Team (LIST) at list@scag.ca.gov.</p>	Ongoing over the life of the plan	SCAG
<p>PMM AES-1: In accordance with provisions of CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a lead agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. c) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements. d) Retain or replace trees bordering highways, so that clear-cutting is not evident. e) Provide new corridor landscaping that provides appropriate transitions to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas. f) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity. g) Use see-through safety barrier designs (e.g., railings rather than walls), as appropriate. 	Ongoing over the life of the plan	Lead Agency
<p>PMM AES-2: In accordance with provisions of CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a lead agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable. b) Design landscaping along highway corridors to add substantial natural elements and visual interest to soften the hard-edged, linear transportation corridors. c) Develop design guidelines for projects that make elements of proposed buildings/facilities visually compatible or minimize visibility of changes in visual quality or character through use of hardscape and 	Ongoing over the life of the plan	Lead Agency

Attachment: PEIR Exhibit A_MMRP (Certify the Final PEIR for Connect SoCal 2024)

MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
<p>softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria.</p> <p>d) Design projects consistent with design guidelines of applicable general plans.</p> <p>e) Keep sites in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape.</p> <p>f) Where sound walls are proposed, account for visual impacts during sound wall construction and design methods as follows:</p> <ul style="list-style-type: none"> - Use transparent panels to preserve views where sound walls would block views from residences; - Use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height; - Construct sound walls of materials whose color and texture complements the surrounding landscape and development; <p>g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.</p>		
<p>PMM AES-3: In accordance with provisions of CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a lead agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:</p> <p>a) Use lighting fixtures that are shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.</p> <p>b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7 a.m. to 10 p.m.</p> <p>c) Use energy-efficient, low-glare fixtures for outdoor lighting.</p> <p>d) Use unidirectional lighting to avoid light trespass onto adjacent properties.</p> <p>e) Design exterior lighting to confine illumination to the project site, and/or to areas that do not include light-sensitive uses.</p> <p>f) Provide structural and/or vegetative screening from light-sensitive uses.</p> <p>g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses.</p> <p>h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.</p> <p>i) Direct architectural lighting onto the building surfaces and have low reflectivity to minimize glare and limit light spillover onto adjacent properties.</p>	<p>Ongoing over the life of the plan</p>	<p>Lead Agency</p>

MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
Agriculture and Forestry		
SMM AG-1: SCAG shall provide support for local jurisdictions looking to pursue farmland conservation planning, including through information sharing and advice on grant opportunities pertinent to supporting local agency's workplans and/or actions in natural and agricultural land conservation, such as the Sustainable Agricultural Lands Conservation program.	Ongoing over the life of the plan	SCAG
SMM AG-2: SCAG shall continue to facilitate regional collaboration forums, such as the Natural & Farm Lands Conservation Working Group, for stakeholders to share best practices and develop recommendations for natural and agricultural land conservation throughout the region. The collaboration forums with help identify opportunities to leverage resources that protect and restore natural habitat corridors, especially, where corridors cross county boundaries.	Ongoing over the life of the plan	SCAG
SMM AG-3: SCAG shall develop and support a Regional Greenprint, which is a web-based tool that provides the best available scientific data and scenario visualizations to support local jurisdictions and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farm lands. SCAG shall provide the Greenprint as a publicly available tool to assist local jurisdictions and transportation agencies identify priority conservation areas and work with CTCs to develop advanced mitigation programs for their future plans and projects. SCAG shall support by (1) leveraging funding to encourage advance mitigation, (2) participating in state-level efforts that would support regional advanced mitigation planning in the SCAG region, and (3) supporting the inclusion of advance mitigation programs at county level transportation measures.	Ongoing over the life of the plan	SCAG
PMM AG-1: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency: <ul style="list-style-type: none"> a) Provide permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential to mitigate for loss of farmland. b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. c) Maintain and expand agricultural land protections such as urban growth boundaries. d) Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands. e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access. f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland. 	Ongoing over the life of the plan	Lead Agency

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MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
<p>PMM AG-2: Project level mitigation measures can and should be considered by lead agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each lead agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts. b) Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection. 	Ongoing over the life of the plan	Lead Agency
<p>PMM AG-3: Project level mitigation measures can and should be considered by lead agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of forest land to maximum extent practicable, as determined appropriate by each lead agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> a) Minimize construction related impacts to forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with forestry resources. b) Acquire conservation easements for the loss of forestland. c) Coordinate with responsible agencies including the United States Forest Service and Bureau of Land Management, as appropriate, regarding applicable requirements for transportation and urban land use projects within designated National Monuments in the SCAG region. 	Ongoing over the life of the plan	Lead Agency
<p>PMM AG-4: Project level mitigation measures can and should be considered by lead agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each lead agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land. b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management. c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted. 	Ongoing over the life of the plan	Lead Agency

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MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
<p>PMM AG-5: Project level mitigation measures can and should be considered by lead agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each lead agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations. 	Ongoing over the life of the plan	Lead Agency
Air Quality		
<p>SMM AQ-1: SCAG shall continue to support and provide information on regional air quality planning and related issue areas in the region. SCAG staff shall also continue to work with the U.S. Environmental Protection Agency, California Air Resources Board, and the air districts within the SCAG region and provide updates to relevant stakeholders on regional air quality planning and related issue areas through regional collaboration forums such as SCAG’s Transportation Conformity Working Group.</p>	Ongoing over the life of the plan	SCAG
<p>PMM AQ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce significant adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Minimize land disturbance. b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. c) Cover trucks when hauling dirt. d) Stabilize the surface of dirt piles if not removed immediately. e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. f) Minimize unnecessary vehicular and machinery activities. g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications. 	Ongoing over the life of the plan	Lead Agency

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MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
<ul style="list-style-type: none"> j) Assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower [hp] and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet. k) Ensure that all construction equipment is properly tuned and maintained. l) Minimize idling time to 5 minutes—saves fuel and reduces emissions. m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators. o) Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. p) Obtain CARB Portable Equipment Registration with the state or a local district permit for portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles. Arrange appropriate consultations with CARB or the local air district to determine registration and permitting requirements prior to equipment operation at the site. q) Use Tier 4 Final equipment or better for all engines above 50 hp. In the event that construction equipment cannot meet to Tier 4 Final or better engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by the project’s lead agency before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer’s recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 Final or better engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible or higher tier standard diesel equipment as it becomes developed and feasible. r) Projects located within the South Coast Air Basin and the Coachella Valley should consider applying for South Coast AQMD “SOON” funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles. s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for identification of additional feasible mitigation that can be applied to individual projects. 		

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MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
<ul style="list-style-type: none"> t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs. u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors). v) As applicable for airport projects, the following measures should be considered: <ul style="list-style-type: none"> – Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxiing, if feasible as allowed per Federal Aviation Administration guidelines. – Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project. – Use ground service equipment (GSE) that can operate on battery-power. If using electric equipment is not feasible, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4 Final, at a minimum. w) As applicable for port projects, the following measures should be considered: <ul style="list-style-type: none"> – Develop specific timelines for transitioning to zero-emissions cargo handling equipment (CHE). – Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress. – Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power. – Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized. – Maximize participation in the Port of Los Angeles’ Vessel Speed Reduction Program or the Port of Long Beach’s Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin. – Encourage the participation in the Green Ship Incentives. – Offer incentives to encourage the use of on-dock rail. x) As applicable for rail projects, the following measures should be considered: <ul style="list-style-type: none"> – Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards. y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high-efficiency or enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit. z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters. 		

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<ul style="list-style-type: none"> - Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside. - Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued. - Disclose the potential increase in energy costs for running the HVAC system to prospective residents. - Provide information to residents on where MERV filters can be purchased. - Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units. - Identify the responsible entity such as future residents themselves, Homeowner’s Association, or property managers for ensuring enhanced filtration units are replaced on time. - Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units. - Set criteria for assessing progress in installing and replacing the enhanced filtration units; and - Develop a process for evaluating the effectiveness of the enhanced filtration units. <p>aa) Consult the SCAG Equity Resources for Action (ERA) Toolbox available on the SCAG’s Environmental Justice webpage for potential measures to address impacts to low-income and/or communities of color.</p> <p>bb) The following criteria related to diesel emissions shall be implemented on by individual project sponsors as appropriate and feasible:</p> <ul style="list-style-type: none"> - Diesel nonroad vehicles on site for more than 10 total days shall have either (1) engines that meet EPA on road emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%. - Diesel generators on site for more than 10 total days shall be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%. - Nonroad diesel engines on site shall be Tier 2 or higher. - Diesel nonroad construction equipment on site for more than 10 total days shall have either (1) engines meeting EPA Tier 4 nonroad emissions standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines for 50 hp and greater and by a minimum of 20% for engines less than 50 hp. - The construction contractor shall maintain a list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following: <ul style="list-style-type: none"> i. Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment. ii. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. 		

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<ul style="list-style-type: none"> iii. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date. – Establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. – Maintain a monthly report that, for each on road diesel vehicle, nonroad construction equipment, or generator onsite, includes: <ul style="list-style-type: none"> i. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date. ii. Any problems with the equipment or emission controls. iii. Certified copies of fuel deliveries for the time period that identify: <ul style="list-style-type: none"> 1. Source of supply 2. Quantity of fuel 3. Quantity of fuel, including sulfur content (percent by weight) cc) Promote energy efficiency and exceed Title-24 Building Envelope Energy Efficiency Standards (California Building Standards Code): <ul style="list-style-type: none"> – Install programmable thermostat timers – Obtain Third-party HVAC commissioning and verification of energy savings (to be grouped with exceedance of Title 24). – Install energy efficient appliances (Typical reductions for energy-efficient appliances can be found in the Energy Star and Other Climate Protection Partnerships Annual Reports.) – Install higher efficacy public street and area lighting – Limit outdoor lighting requirements – Replace traffic lights with LED traffic lights – Establish onsite renewable or carbon neutral energy systems – generic, solar power and wind power – Utilize a combined heat and power system dd) Promote transportation efficiency. The following measures can be used to increase transportation efficiency: <ul style="list-style-type: none"> – Locate project near bike path/bike lane – Provide pedestrian network improvements, such as interconnected street network, narrower roadways and shorter block lengths, sidewalks, accessibility to transit and transit shelters, traffic calming measures, parks and public spaces, minimize pedestrian barriers. – Provide traffic calming measures, such as: <ul style="list-style-type: none"> i. Marked crosswalks 		

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<ul style="list-style-type: none"> ii. Count-down signal timers iii. Curb extensions iv. Speed tables v. Raised crosswalks vi. Raised intersections vii. Median islands viii. Tight corner radii ix. Roundabouts or mini-circles x. On-street parking xi. Chicanes/chokers – Create urban non-motorized zones – Provide bike parking in non-residential and multi-unit residential projects – Dedicate land for bike trails – Limit parking supply through: <ul style="list-style-type: none"> i. Elimination (or reduction) of minimum parking requirements ii. Creation of maximum parking requirements iii. Provision of shared parking – Require residential area parking permit. – Provide ride-sharing programs <ul style="list-style-type: none"> i. Designate a certain percentage of parking spacing for ride sharing vehicles ii. Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles iii. Providing a web site or messaging board for coordinating rides iv. Permanent transportation management association membership and finding requirement. ee) Lengthen the construction period during smog season (May through October) by extending the construction hours per workday or number of days worked per week, to minimize the number of vehicles and equipment operating at the same time. ff) Install signage containing the complaint number of the local air district where construction activities are located at the construction sites. 		

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<p>PMM AQ-2: For projects subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects) and located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and within one-quarter mile (1,320 feet) of a sensitive land use, project leads, should prepare an air quality analysis that evaluates potential localized project air quality impacts in conformance with SCAQMD methodology for assessing localized significance thresholds (LST) air quality impacts. If air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the project should incorporate feasible mitigation measures to reduce air pollutant emissions.</p>	Ongoing over the life of the plan	Lead Agency
<p>PMM AQ-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to other emissions (such as those leading to odors) adversely affecting a substantial number of people. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Implement an odor management plan that consistent with the requirements from the local air quality management district or air pollution control district. b) Implement an odor control technique(s) or strategy(ies) consistent with the requirements from the local air quality management district or air pollution control district. Odor control techniques or strategies may include air filters, air scrubbers, enclosures, buzzer zones, physical barriers, housekeeping practices, or other techniques or strategies. 	Ongoing over the life of the plan	Lead Agency
Biological Resources		
<p>SMM BIO-1: SCAG shall support research, programs, and policies that identify, protect, and restore natural habitat corridors and continue support for preserving wildlife corridors and wildlife crossings through information sharing, such as showcasing best practices and regional collaboration forums like SCAG’s Natural and Farm Lands Conservation Working Group.</p>	Ongoing over the life of the plan	SCAG
<p>PMM BIO-1: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, and species that meet the definition of “rare” as defined in CEQA Guidelines Section 15380(b)(2). Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Avoid occupied habitat and potentially suitable habitat for threatened, endangered, or rare species, as well as designated critical habitat in project design, wherever practicable and feasible. Where projects are determined to contain suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, prior to construction, conduct preconstruction focused species surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel. If sensitive plants or wildlife are present, identify and implement species-specific measures to avoid, minimize, and mitigate for potential impacts in consultation with USFWS or CDFW. b) Where avoidance is determined to be infeasible for species protected under FESA, CESA, or local/regional species habitat conservation plan, provide conservation measures to result in no net loss of sensitive 	Ongoing over the life of the plan	Lead Agency

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<p>habitats and open space and fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special-status species may include:</p> <ul style="list-style-type: none"> i. Impact minimization strategies ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts iii. Use of in-kind mitigation bank credits iv. Funding of research and recovery efforts v. Habitat restoration vi. Establishment of conservation easements vii. Permanent dedication of in-kind habitat <ul style="list-style-type: none"> c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies. d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species e) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources. f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation. g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact. h) Appoint a qualified biologist to monitor implementation of mitigation measures. i) Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased. j) Develop an invasive species control plan associated with project construction k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance. m) Project design should address the protection of habitat on both sides of a freeway to improve effectiveness of the crossings and may use alternatives to hydrocarbon-based asphalt paving to mitigate for potential hydrocarbon and heavy metal contamination. 		

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<p>PMM BIO-2: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA. b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino. c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code. d) Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds. e) Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season. f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-bearing mammals, are actively using the areas in conjunction with breeding activities. g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. Where practicable and feasible, require upland buffers that sufficiently minimize impacts to riparian corridors. h) Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required. i) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to sensitive communities. j) Appoint a qualified biologist to monitor implementation of mitigation measures. k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased. l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist or regulatory specialist 	<p>Ongoing over the life of the plan</p>	<p>Lead Agency</p>

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<p>determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects.</p> <ul style="list-style-type: none"> m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant to an adopted regional conservation plan. n) Install temporary construction fencing and/or mark sensitive habitat to be avoided during construction activities. o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified ecologist/biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified ecologist/biologist. p) Revegetate with appropriate indigenous native vegetation following the completion of construction activities. as identified by the qualified ecologist/biologist. q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species). r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport. 		
<p>PMM BIO-3: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands. Such measures may include the following or other comparable measures identified by the lead agency.</p> <ul style="list-style-type: none"> a) Conduct an aquatic resources delineation by a qualified biologist or regulatory specialist to identify and map the extent of state and federally protected aquatic resources. Avoid state and federally protected aquatic resources in project design, consistent with the provisions of Sections 404 and 401 of the CWA and Section 1600 of Fish and Game Code, wherever practicable and feasible. b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered waters of the state of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW. c) Where avoidance of wetlands is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by the USACE or SAA by the CDFW. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with USACE’s Final Compensatory Mitigation Rule or the CDFW SAA conditions. The USACE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as feasible. Consistent with the administration’s performance standard of “no net loss of wetlands” a USACE permit may require a project proponent to restore, establish, 	<p>Ongoing over the life of the plan</p>	<p>Lead Agency</p>

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<p>enhance, or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The rule establishes performance standards, sets timeframes for decision making, and to the maximum extent feasible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:</p> <ul style="list-style-type: none"> - Permittee-responsible mitigation - Contribution of in-lieu fees - Use of in-kind mitigation bank credits <p>d) Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities:</p> <ul style="list-style-type: none"> - Avoidance - Impact Minimization - On-site alternatives - Off-site alternatives <p>e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.</p>		
<p>PMM BIO-4: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino. b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans. c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 Section 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season. d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31. 	<p>Ongoing over the life of the plan</p>	<p>Lead Agency</p>

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<ul style="list-style-type: none"> e) Prohibit construction activities within 300 feet, or modified as appropriate by a qualified biologist, of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season. g) When feasible and practicable, minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors in project design. h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor. j) Review construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation. k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat). l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches. m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA’s Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities. n) Install directional wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction. o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the temporal or permanent loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in PMM-BIO-1(b), where applicable: <ul style="list-style-type: none"> – Wildlife movement buffer zones – Corridor realignment – Appropriately spaced breaks in center barriers – Stream rerouting – Culverts – Creation of artificial movement corridors such as freeway under- or overpasses 		

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<ul style="list-style-type: none"> - Acquire contiguous adjacent land parcels to be protected in perpetuity from encroachment and development - Other comparable measures p) Where the lead agency has identified that an RTP/SCS project, or other regionally significant project, has the potential to impact open space or wildlife nursery site areas that are not designated as such by federal, state, or local jurisdictions, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions. q) Incorporate applicable and appropriate guidance (e.g., FHWA-HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants. r) Implement berms and sound/sight barriers at all wildlife crossings to encourage wildlife to utilize crossings. Sound and lighting should also be minimized in developed areas, particularly those that are adjacent to or go through natural habitats. s) Reduce lighting impacts on sensitive species through implementation of mitigation measures such as but not limited to: <ul style="list-style-type: none"> - Use high-pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. - Design exterior lighting to confine illumination to the project site. - Provide structural and/or vegetative screening from light-sensitive uses. - Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. - Direct architectural lighting onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties. t) Reduce noise impacts to sensitive species through implementation of mitigation measures such as, but not limited to: <ul style="list-style-type: none"> - Install temporary noise barriers during construction. - Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses. - Provide structural and/or vegetative screening from light-sensitive uses. - Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. - Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to 		

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<p>about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</p> <ul style="list-style-type: none"> - Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned - Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. - Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures. <p>u) Include large buffers between sensitive uses and freeways. v) Create wildlife corridor redundancy to help retain functional connectivity and resilience. w) To the extent practicable, avoid construction during dawn and dusk, when wildlife activity is highest. y) If protected terrestrial wildlife enter work areas during construction, temporarily halt work to allow wildlife to move through the work area unharmed. A qualified biologist may relocate non-listed wildlife species out of the work area.</p>		
<p>PMM BIO-5: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist. c) If specific project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally sourced native species, as directed by a qualified biologist. d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas where trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” to avoid resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. 	Ongoing over the life of the plan	Lead Agency

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<p>e) Establish a scheme for the removal and disposal of logs, brush, earth, and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.</p> <p>f) No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees to occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials to be operated or stored within a distance from the base of any protected trees. Wires, ropes, or other devices not to be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.</p> <p>g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist.</p> <p>h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If such tree cannot be preserved in a healthy state, as determined by the certified arborist, replace any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation or as determined by the local jurisdictions, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources.</p> <p>i) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:</p> <ul style="list-style-type: none"> - Avoidance strategies - Contribution of in-lieu fees - Planting of replacement trees - Re-landscaping areas with native vegetation post-construction - Other comparable measures developed in consultation with local agency and certified arborist. 		

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MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
Cultural Resources		
<p>SMM CUL-1: SCAG shall encourage local jurisdictions to identify opportunities for early consultation with resource agencies such as the National Park Service, Office of Historic Preservation, and Native American Heritage Commission, as well as Native American tribes, for identification and avoidance of archaeological sites, historical resources, cemeteries, and tribal cultural resources, wherever practicable and feasible and reduce or mitigate for conflicts in compatible land use to the maximum extent practicable.</p>	Ongoing over the life of the plan	SCAG
<p>PMM CUL-1: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Pursuant to CEQA Guidelines Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the Plan area has been previously surveyed and whether historical resources were identified. b. During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior’s Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center. c. Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following: <ul style="list-style-type: none"> – Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior’s Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible. – Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources. d. If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior’s Standards for the Treatment of Historic Properties should be used to the maximum extent feasible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the Secretary of the Interior’s PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the lead agency for review and approval. 	Ongoing over the life of the plan	Lead Agency

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<ul style="list-style-type: none"> e. If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the Secretary of the Interior’s PQS. Recordation should meet the Secretary of the Interior’s Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the lead agency. f. During the project planning phase, obtain a qualified archaeologist, defined as one who meets the Secretary of the Interior’s PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the Plan area has been previously surveyed and whether resources were identified. g. Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information. h. During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the lead agency, or the Information Center. In the event the records indicate that no previous survey has been conducted, the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the Plan area for archaeological resources. i. If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources are determined significant or unique through Phase II testing, and avoidance is not feasible, appropriate resource-specific mitigation measures should be established by the lead agency and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP’s Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Archaeological materials collected from a significant resource should be curated with a recognized scientific or educational repository. j. If a record search or archaeological assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the lead agency in consultation with a qualified archaeologist, retain an archaeological monitor to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the Secretary of the Interior’s PQS. k. Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified 		

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<p>archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated.</p> <p>I. Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant. If the archaeologist determines that the discovery is significant, it should be curated with a recognized scientific or educational repository.</p>		
<p>PMM CUL-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains. Such measures may include the following or other comparable measures identified by the lead agency:</p> <p>a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.</p> <p>b. If any discovered remains are of Native American origin:</p> <ul style="list-style-type: none"> - Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. - If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance. 	Ongoing over the life of the plan	Lead Agency

MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
Geology and Soils		
<p>PMM GEO-1: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to minimize the potential for adverse effects associated with surface fault rupture, seismic ground shaking, seismic-related ground failure, liquefaction, and landslides for projects located on sites with unusual geologic conditions, the following measures shall be considered:</p> <ul style="list-style-type: none"> • Use interim precautionary steps during construction to maintain ground surface and slope stability; • Incorporate design and structural features that exceed the requirements of the applicable building code(s) as appropriate; and • Utilize innovative design techniques for buildings and other structural elements located on sites with unique geologic conditions to ensure that projects do not exacerbate risks associated with existing conditions. 	Ongoing over the life of the plan	Lead Agency
<p>PMM GEO-2: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to geologic hazards. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) While compliance with the various municipal regional stormwater permits (MS4) is required by law, not all areas are necessarily covered. For those areas that are not covered under a municipal stormwater permit (MS4), consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by stormwater. Road cuts should be designed to maximize the potential for revegetation.</p>	Ongoing over the life of the plan	Lead Agency
<p>PMM GEO-3: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) For sites where the presence of paleontological resources is considered possible, as appropriate obtain review by a qualified paleontologist (meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface.</p> <p>b) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources.</p>	Ongoing over the life of the plan	Lead Agency

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<p>c) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:</p> <ol style="list-style-type: none"> 1) All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered. 2) A qualified paleontologist prepares a paleontological resources management plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP. 3) Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of SVP or BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols. 4) Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas. <p>d) Avoid routes and project designs that would permanently alter unique geological features.</p> <p>e) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.</p> <p>f) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.</p> <p>g) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the CEQA lead agency and the repository curating the collected artifacts and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.</p>		
Greenhouse Gas Emissions		
<p>SMM GHG-1: SCAG, in partnership with local air districts, shall continue to work with local jurisdictions to adopt qualified GHG reduction plans (e.g., climate action plans [CAPs]), develop GHG-reducing planning policies, and support local implementation of climate initiatives.</p>	Ongoing over the life of the plan	SCAG
<p>SMM GHG-2: SCAG shall measure and track sustainability progress in the region and foster collaboration through the sharing of best practices across the 191 cities and six counties in the SCAG region (including across SB 535 Disadvantaged Communities) and identify opportunities for improving sustainability practices.</p>	Ongoing over the life of the plan	SCAG

MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
<p>PMM GHG-1: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including: <ul style="list-style-type: none"> i) Use energy efficient materials in building design, construction, rehabilitation, and retrofit. ii) Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. iii) Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight. iv) Incorporate passive environmental control systems that account for the characteristics of the natural environment. v) Use high-efficiency lighting and cooking devices. vi) Incorporate passive solar design. vii) Use high-reflectivity building materials and multiple glazing. viii) Use no gas-powered landscape maintenance equipment. ix) Install alternative fuel (i.e., electric, hydrogen-fueled, etc.) vehicle charging and fueling stations. x) Reduce wood burning stoves or fireplaces. xi) Provide bike lanes accessibility and parking at residential developments. xii) Encourage projects to reduce natural gas infrastructure in buildings and/or reduce the use of natural gas appliances, with exceptions for limited uses. b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines. c) Include off-site measures to mitigate a project's emissions. d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction, and operation of projects to minimize GHG emissions, including but not limited to: <ul style="list-style-type: none"> i) Use energy and fuel-efficient vehicles and equipment; ii) Deployment of zero- and/or near zero emission technologies; iii) Use lighting systems that are energy efficient, such as LED technology; iv) Use the minimum feasible amount of GHG-emitting construction materials; v) Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production; 	<p>Ongoing over the life of the plan</p>	<p>Lead Agency</p>

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MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
<ul style="list-style-type: none"> vi) Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; vii) Incorporate design measures to reduce energy consumption and increase use of renewable energy; viii) Incorporate design measures to reduce water consumption; ix) Use lighter-colored pavement where feasible; x) Recycle construction debris to maximum extent feasible; xi) Plant shade trees in or near construction projects where feasible; and xii) Solicit bids that include concepts listed above. <p>e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following:</p> <ul style="list-style-type: none"> i) Promote transit-active transportation coordinated strategies; ii) Increase bicycle carrying capacity on transit and rail vehicles; iii) Improve or increase access to transit; iv) Increase access to common goods and services, such as groceries, schools, day care, and medical care; v) Incorporate housing, including affordable housing, into the project; vi) Incorporate a neighborhood electric vehicle network; vii) Orient the project toward transit, bicycle, and pedestrian facilities; viii) Improve pedestrian or bicycle networks, or transit service; ix) Provide traffic calming measures; x) Provide bicycle parking; xi) Limit or eliminate park supply; xii) Unbundle parking costs; xiii) Provide parking cash-out programs; xiv) Implement or provide access to commute reduction program; <p>f) Incorporate bicycle and pedestrian facilities into project designs, maintain these facilities, and provide amenities incentivizing their use; and plan for and construct local bicycle projects that connect with the regional network;</p> <p>g) Improve transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations;</p> <p>h) Adopt employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, provide end-of-trip facilities, and telecommuting programs including but not limited to measures that:</p> <ul style="list-style-type: none"> i) Provide car-sharing, bike sharing, and ride-sharing programs; ii) Provide transit passes; 		

MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
<ul style="list-style-type: none"> iii) Shift single occupancy vehicle trips to carpooling or vanpooling, for example by providing ride-matching services; iv) Provide incentives or subsidies that increase use of modes other than single-occupancy vehicle; v) Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms; vi) Provide employee transportation coordinators at employment sites; vii) Provide a guaranteed ride home service to users of non-auto modes. i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles; j) Land use siting and design measures that reduce GHG emissions, including: <ul style="list-style-type: none"> i) Developing on infill and brownfields sites; ii) Building compact and mixed-use developments near transit; iii) Retaining on-site mature trees and vegetation, and planting new canopy trees; iv) Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of alternative fuel (e.g., electric, hydrogen-fueled, etc.) vehicle charging and fueling stations or neighborhood alternative fuel vehicle networks, or charging for electric bicycles; v) Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; and vi) Establish methane recovery in Landfills and Wastewater Treatment Plants, where applicable. k) Consult the SCAG Equity Resources for Action (ERA) Toolbox available on SCAG’s Environmental Justice webpage for potential measures to address impacts to low-income and/or communities of color. l) Require at least five percent of all new vehicle parking spaces include alternative fuel (e.g., electric, hydrogen-fueled, etc.) vehicle charging and fueling stations, or at a minimum, install the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in. Encourage electric vehicle capable (branch circuit and raceway) or ready (charging outlet) spaces to accommodate future growth in electric vehicles. m) Encourage telecommuting and alternative work schedules, such as: <ul style="list-style-type: none"> i) Staggered starting times ii) Flexible schedules iii) Compressed work weeks n) Implement commute trip reduction marketing, such as: <ul style="list-style-type: none"> i) New employee orientation of trip reduction and alternative mode options ii) Event promotions iii) Publications 		

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MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
<ul style="list-style-type: none"> o) Implement preferential parking permit program p) Implement school pool and bus programs q) Price workplace parking, such as: <ul style="list-style-type: none"> i) Explicitly charging for parking for its employees ii) Implementing above market rate pricing iii) Validating parking only for invited guests iv) Not providing employee parking and transportation allowances v) Educating employees about available alternatives. 		
Hazards and Hazardous Materials		
SMM HAZ-1: SCAG shall work with the Caltrans and the California Highway Patrol to continue to reduce risks associated with the transport of hazardous materials in the SCAG region, through its Consultation role assisting in the development of routes designated for hazardous materials, specifically related to radioactive materials.	Ongoing over the life of the plan	SCAG
SMM HAZ-2: SCAG shall continue to collaborate with stakeholders on regional aviation planning issues through the Aviation Technical Advisory Committee (ATAC). The ATAC is a partnership between the airports, transportation agencies and commissions, experts, and other community members within the SCAG region.	Ongoing over the life of the plan	SCAG
PMM HAZ-1: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials and hazardous materials releases, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: <ul style="list-style-type: none"> a) Reduce train speeds when train cars contain hazardous material to 40 miles per hour when passing through urbanized areas of any size. b) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments. c) Notify in advance county and city emergency operations offices of all crude oil rail transports, including a contact number that can provide real-time information in the event of an oil train derailment or accident. d) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified. e) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training. f) Undertake annual emergency responses scenario/field-based training including Emergency Operations Center Training activations with local emergency response agencies. 	Ongoing over the life of the plan	Lead Agency

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<p>PMM HAZ-2: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within 0.25 miles of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following:</p> <ul style="list-style-type: none"> a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such materials within 0.25 miles of schools, when school is in session, wherever feasible. b) Where it is not feasible to avoid transport of hazardous materials, within 0.25 miles of schools on local streets, provide notifications of the anticipated schedule of transport of such materials. 	Ongoing over the life of the plan	Lead Agency
<p>PMM HAZ-3: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site that is included on the Cortese List of hazardous waste and substances sites, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects. b) If warranted by the Phase I report, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Professional Geologist or Professional Engineer. c) Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action. d) Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans. e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the USEPA to determine the extent of potential contamination beneath all underground storage tanks, elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building. f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination (including dewatering effluent), or 	Ongoing over the life of the plan	Lead Agency

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<p>other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.</p> <ul style="list-style-type: none"> g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency. h) Cease work if soil, groundwater (including dewatering effluent), or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority. i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state, and federal laws and policies. j) Groundwater (including dewatering effluent) pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board, have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site. l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction. m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915–25919.7; and other local regulations. n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, LBP, and any other building materials or stored materials classified as hazardous waste by state or federal law. o) Where the remediation of LBP has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the 		

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<p>stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration’s Construction Lead Standard, CCR Title 8 Section 1532.1 and Department of Health Services Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.</p>		
<p>PMM HAZ-4: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects that may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> • Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions. • Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks; • Continue to evaluate lifeline routes for movement of emergency supplies and evacuation. • Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements: <ul style="list-style-type: none"> – Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. – Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. – Scheduling of truck trips outside of peak morning and evening commute hours. – Limiting of lane closures during peak hours to the maximum extent feasible. – Usage of designated haul routes to minimize truck traffic on local roadways to the maximum extent feasible. – Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. – Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. – Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility 	<p>Ongoing over the life of the plan</p>	<p>Lead Agency</p>

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<p>owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.</p> <ul style="list-style-type: none"> - Storage of construction materials only in designated areas. - Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. - Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. - Enhance emergency preparedness awareness among public agencies and with the public at large. 		
Hydrology and Water Quality		
<p>SMM HYD-1: SCAG shall continue to facilitate regional forums for collaboration opportunities, such as through the Sustainable & Resilient Communities Working Group, to share best practices and develop recommendations to create resilient communities in the region. SCAG shall continue to work with stakeholders and the public to encourage regional-scale planning that addresses regional shocks and stressors, such as improved water quality, groundwater, stormwater management, pollution prevention, flooding, wildfire prevention, disaster emergency services, emergency evacuation plans, wildfire resiliency, and earthquake preparedness to the extent practical and feasible through cooperative planning, information sharing, and encouragement of comprehensive control measure development within the SCAG region.</p>	Ongoing over the life of the plan	SCAG
<p>PMM HYD-1: In accordance with provisions of CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. While compliance with the various municipal regional stormwater permits (MS4s) is required by law, not all areas are necessarily covered under a permit. For those areas that are not covered under a municipal stormwater permit (MS4), such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Implement best management practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. b) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. c) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. d) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. 	Ongoing over the life of the plan	Lead Agency

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<ul style="list-style-type: none"> e) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban stormwater runoff discharge permits, on new facilities. f) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable stormwater runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase. g) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process. h) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels. i) Encourage low-impact development and incorporation of natural spaces that reduce, treat, infiltrate, and manage stormwater runoff flows in all new developments, where practical and feasible: 		
<p>PMM HYD-2: In accordance with provisions of CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Avoid designs that require continual dewatering where feasible. For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project. Construction designs comply with appropriate building codes and standard practices including the CBC. b) Maximize, where practical and feasible, permeable surface area to protect water quality and allow for groundwater recharge. Minimize new impervious surfaces, including the use of in-lieu fees and off-site mitigation. c) Avoid construction and siting on groundwater recharge areas, where feasible, to prevent conversion of those areas to impervious surface. 	Ongoing over the life of the plan	Lead Agency
<p>PMM HYD-3: In accordance with provisions of CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. In areas affected by coastal flooding, new projects should be designed for 	Ongoing over the life of the plan	Lead Agency

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<p>resilience against 3.5 feet of sea-level rise, as per California Ocean Protection Council’s strategic guidance. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.</p>		
Land Use and Planning		
<p>SMM LU-1: SCAG shall continue to coordinate with local County Transportation Commissions, Caltrans, and other local jurisdictions when siting new facilities in residential areas to facilitate minimizing future impacts on established communities through cooperation, information sharing, and regional program development as part of SCAG’s ongoing regional planning efforts to promote best planning practices.</p>	Ongoing over the life of the plan	SCAG
<p>SMM LU-2: SCAG shall continue to use the Intergovernmental Review (IGR) Program as an information sharing tool by providing information to regionally significant projects as defined in CEQA Guidelines Section 15206 to facilitate consideration of the most currently adopted Connect SoCal 2024. SCAG shall continue to review regionally significant projects submitted to SCAG to include them in the IGR Bi-Monthly Reports that are published on SCAG’s IGR Program website at: https://scag.ca.gov/igr-bi-monthly-report. For more information on SCAG’s IGR Program, please visit: http://www.scag.ca.gov/programs/Pages/IGR.aspx.</p>	Ongoing over the life of the plan	SCAG
<p>SMM LU-3: SCAG shall continue to support local jurisdictions when they update their general plans at least every ten years, as recommended by the Governor’s Office of Planning and Research through the use of the multiple planning and analytical tools provided by SCAG such as the Regional Data Platform and other GIS software. Additionally, SCAG shall continue to facilitate information sharing, such as through the Toolbox Tuesday program to provide webinars on technical information and tools that may be useful for local jurisdictions to assist with their general plan updates, and funding programs, such as Regional Early Action Planning grants and Call for Projects.</p>	Ongoing over the life of the plan	SCAG
<p>PMM LU-1: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Facilitate connections in communities that have been physically divided through land use projects that build upon and improve existing circulation patterns. b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by: <ul style="list-style-type: none"> – Selecting alignments within or adjacent to existing public rights of way. – Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project. 	Ongoing over the life of the plan	Lead Agency

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<ul style="list-style-type: none"> - Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to: <ul style="list-style-type: none"> - Alignment shifts to minimize the area affected. - Reduction of the proposed right-of-way take to minimize the overall area of impact. - Provisions for bicycle, pedestrian, and vehicle access across improved roadways. 		
<p>PMM LU-2: In accordance with provisions of CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects that are due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, as applicable and feasible. When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified, measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Modify the transportation or land use project to eliminate or reduce the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation and process said amendment. 	Ongoing over the life of the plan	Lead Agency
Mineral Resources		
<p>PMM MIN-1: In accordance with provisions of CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects. b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures such as: <ol style="list-style-type: none"> 1) Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. 2) Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site. 3) Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations. 	Ongoing over the life of the plan	Lead Agency

MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
<p>4) Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.</p>		
Noise		
<p>PMM NOI-1: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce ambient noise levels in the vicinity of the project, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Install temporary noise barriers during construction between noise sources and noise-sensitive land uses and species. b. Include permanent noise barriers and sound-attenuating features as part of the project design between noise sources and noise-sensitive land uses and species. Barriers could be in the form of outdoor barriers, sound walls, buildings, landscaped berms, dense planting, or earth berms to attenuate noise at adjacent sensitive uses. Sound-attenuating features could be in the form of grade separation, buffer zones, reduced-noise paving materials, and traffic calming measures. c. Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance. d. Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem. e. Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance. f. Designate an on-site construction complaint and enforcement manager for the project. g. Ensure that construction equipment is properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. h. Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. 	<p>Ongoing over the life of the plan</p>	<p>Lead Agency</p>

MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
<ul style="list-style-type: none"> i. Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors. j. Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction. k. Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned. l. Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant. m. Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance. n. Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. o. Stationary noise sources can and should be located as far from adjacent sensitive receptors and species to the maximum extent feasible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. p. Use of portable barriers in the vicinity of sensitive receptors during construction. q. Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts. r. Monitor the effectiveness of noise attenuation measures by taking noise measurements. s. Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities. 		
<p>PMM NOI-2: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to groundborne vibration. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations. 	Ongoing over the life of the plan	Lead Agency

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MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
<ul style="list-style-type: none"> b. For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds. c. For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain and reduce the vibration occurrences and magnitude. d. Perform construction activities within permitted hours in accordance with local jurisdiction regulation. e. Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps). 		
Population and Housing		
SMM POP-1: SCAG shall continue to facilitate collaboration forums, such as through SCAG’s Housing Working Group, and host public outreach events in various formats that respond to issues that shape the housing crisis and share information on sustainable housing development and potential funding opportunities.	Ongoing over the life of the plan	SCAG
SMM POP-2: SCAG shall continue to produce a variety of demographic, economic, education, housing, public health, and transportation information to facilitate data exchange for local jurisdictions across the region, through existing web-based planning tools, such as SCAG Regional Data Platform (RDP). Local jurisdictions may utilize these tools for a variety of planning and community outreach purposes including project and program planning and grant development.	Ongoing over the life of the plan	SCAG
PMM POP-1: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency: <ul style="list-style-type: none"> a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people. b) Prioritize the use of existing ROWs, wherever feasible. c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between ROW acquisition and construction. d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead agency and encouraged by the SCS (primarily TPAs, where applicable). e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan. 	Ongoing over the life of the plan	Lead Agency

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MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
Public Services		
<p>PMM PSP-1: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered fire and police facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Coordinate with fire and police protection services agencies to ensure that there are adequate facilities to maintain acceptable service ratios, response times or other performance objectives for fire and police protection services and that any required additional construction of buildings is incorporated into the project description. b) Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements for fire and police protection services facilities, as appropriate and applicable, to mitigate identified CEQA impacts. 	Ongoing over the life of the plan	Lead Agency
<p>PMM PS-2: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> • Where construction or expansion of school facilities is required to meet public school service ratios, support expansion of such facilities, for example by ensuring safe routes to schools. 	Ongoing over the life of the plan	Lead Agency
Parks and Recreation		
<p>SMM REC-1: SCAG shall continue to encourage and recommend approaches to help local jurisdictions improve residential access to, and use of, existing neighborhood and regional parks through information sharing and regional forums for collaboration, such as the Equity Working Group.</p>	Ongoing over the life of the plan	SCAG
<p>PMM REC-1: In accordance with provisions of CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies. b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as: <ul style="list-style-type: none"> i. Increasing the accessibility to natural areas for outdoor recreation ii. Utilizing “green” development techniques 	Ongoing over the life of the plan	Lead Agency

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MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
<ul style="list-style-type: none"> iii. Promoting water-efficient land use and development iv. Encouraging multiple uses, such as the joint use of schools v. Including trail systems and trail segments in General Plan recreation standards. 		
Transportation		
SMM TRA-1: SCAG shall facilitate the reduction of vehicle miles traveled (VMT) and impacts to circulation and access through mobility improvements and by encouraging transit/rail and active transportation use via stakeholder forums (e.g., quarterly Safe and Active Streets Working Group meetings, bimonthly Regional Transit Technical Advisory Committee meetings, monthly Active Transportation Program check-ins with County Transportation Commissions). These objectives will also be facilitated through the hosting of regional forums for policy makers, County Transportation Commissions, planning agencies, local jurisdictions, and state partners to promote information sharing.	Ongoing over the life of the plan	SCAG
SMM TRA-2: SCAG shall continue to support development of local and regional SB 743 implementation programs.	Ongoing over the life of the plan	SCAG
SMM TRA-3: SCAG shall continue to develop and support its program for reducing average daily number of SCAG employees’ commute vehicle trips.	Ongoing over the life of the plan	SCAG
PMM TRA-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation impacts. Such measures may include the following or other comparable measures identified by the lead agency: For future land use development projects, lead agencies to encourage the incorporation of transit, bicycle, pedestrian, and micro-mobility facilities, features, and services in project designs, as well as encourage developers to provide information regarding the availability of these facilities and services to residents, tenants, and owners in order to facilitate increased access to and utilization of transit and active transportation services and facilities.	Ongoing over the life of the plan	Lead Agency
PMM TRA-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation impacts. Such measures may include the following or other comparable measures identified by the lead agency: <ul style="list-style-type: none"> • Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local jurisdictions should incorporate strategies identified in the Federal Highway Administration’s publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region’s roadways: <ul style="list-style-type: none"> – Include TDM mitigation requirements for new developments; 	Ongoing over the life of the plan	Lead Agency

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MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
<ul style="list-style-type: none"> - Incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks; - Provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; - Implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools; - Develop TDM-specific performance measures to evaluate project-specific and system-wide performance; - Incorporate TDM performance measures in the decision-making process for identifying transportation investments; - Implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and - Set aside funding for TDM initiatives 		
<p>PMM TRA-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation impacts. Such measures may include the following or other comparable measures identified by the lead agency:</p> <p>Prepare a sight distance analysis as needed for locations where sight lines could be impeded. The sight distance analysis to be prepared according to the jurisdiction’s applicable Municipal Code requirements and the Caltrans Highway Design Manual (HCM) standards and guidelines, and should recommend safety improvements as appropriate such as limited use areas (e.g., low-height landscaping), on-street parking restrictions (e.g., red curb), and any turning restrictions (e.g., right-in/right-out).</p>	Ongoing over the life of the plan	Lead Agency
Tribal Cultural Resources		
<p>PMM TCR-1: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ol style="list-style-type: none"> a) Avoid and/or preserve the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria. b) Treat the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource; 	Ongoing over the life of the plan	Lead Agency

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MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
<ul style="list-style-type: none"> c) Provide permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource. d) If tribal cultural resources are found, then the lead agency should consider tribal construction monitoring. 		
Utilities and Service Systems		
SMM USSW-1: SCAG shall continue to provide support for coordinating with waste management agencies, and appropriate local and regional jurisdictions, and sharing information to facilitate and encourage diversion of solid waste where applicable, appropriate, and feasible.	Ongoing over the life of the plan	SCAG
PMM UTIL-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency. <ul style="list-style-type: none"> • During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. The proposed development can and should be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project’s CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities. 	Ongoing over the life of the plan	Lead Agency
PMM UTIL-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency: <ul style="list-style-type: none"> a) Reduce exterior consumptive uses of water in public areas, and promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. b) Promote the availability of drought-resistant landscaping options and provide information on how these can be obtained. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible. c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non- potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite. 	Ongoing over the life of the plan	Lead Agency

MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
<p>PMM UTIL-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:</p> <p>Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following:</p> <ul style="list-style-type: none"> a) Reuse and minimize construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. b) Include a waste management plan that promotes maximum C&D diversion. c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.). d) Reuse existing structure and shell in renovation projects. e) Develop indoor recycling program and space. f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities. g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and where appropriate and feasible. h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent state waste diversion target. i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction, and recycling practices. j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing additional opportunities to divert food waste away from landfills and toward food banks and composting facilities. k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts. l) Integrate reuse and recycling into residential industrial, institutional, and commercial projects. m) Provide education and publicity about reducing waste and available recycling services. 	<p>Ongoing over the life of the plan</p>	<p>Lead Agency</p>

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MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
<p>n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.</p>		
Wildfire		
<p>SMM WF-1: SCAG shall continue to provide a regional forum for collaboration in planning, communication, and information sharing on best practices around wildfire resilience.</p>	Ongoing over the life of the plan	SCAG
<p>PMM WF-1: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition. b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place. c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary. d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses. e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures. f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place. g) Include external sprinklers with an independent water source to reduce flammability of structures. h) Include local solar power paired with batteries to reduce power flow in electricity lines. i) For developments in high fire-prone areas, have a fire protection plan for residents and businesses. j) Provide fire hazard and fire safety education for homeowners in or near fire hazard areas. k) Developments in fire-prone areas should have fire-resistant features, such as: <ul style="list-style-type: none"> 1) Ember-resistant vents 2) Fire-resistant roofs 3) Surrounding defensible space 4) Proper maintenance and upkeep of structures and surrounding area 	Ongoing over the life of the plan	Lead Agency

MITIGATION MEASURE	MITIGATION MONITORING TIMING	RESPONSIBLE MONITORING ENTITY
<ul style="list-style-type: none"> l) Explore and implement new strategies and better roadway easement management to minimize fire ignitions along roadways. m) Coordinate with CAL FIRE, local Fire Safe Councils, and homeowners' associations to implement FireWise Communities, implement restoration projects that remove highly flammable non-native grasses, and improve habitat via restoration projects at the Wildland Urban Interface. 		
<p>PMM WF-2: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) New development or infrastructure activity within very high hazard severity zones or SRAs to: <ul style="list-style-type: none"> 1) Submit a fire protection plan including the designation of fire watch staff; 2) Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities; 3) Locate construction and maintenance equipment in designated "safe areas" such that they do not discharge combustible materials; and 4) Designate trained fire watch staff during project construction to reduce risk of fire hazards. 	Ongoing over the life of the plan	Lead Agency

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EXHIBIT B

Findings of Fact

- B.1 Introduction
- B.2 Project Description
- B.3 Findings Required under CEQA
- B.4 Findings Regarding Potential Environmental Effects That Have No Impact or Are Less than Significant
- B.5 Findings Regarding Significant Unavoidable Adverse Impacts That Cannot Be Mitigated to a Level of Less than Significant
- B.6 Findings Regarding Alternatives
- B.7 Findings Regarding Mitigation Monitoring and Reporting Program
- B.8 Findings Regarding Location and Custodian of Documents
- B.9 Certification Regarding Independent Judgment
- B.10 Summary of Findings

TABLES

TABLE B-1 Comparison of Environmental Impacts for Connect SoCal 2024 and Alternatives..... B-140

B.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that a public agency shall not approve or carry out a project for which an Environmental Impact Report (EIR) has been certified that identifies one or more significant adverse environmental effects of a project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. This 2024 Final EIR has been prepared in accordance with CEQA as amended (Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Code of Regulations title 14, Section 15000 et seq.). This document presents the findings made by the Southern California Association of Governments (SCAG), in its capacity as the CEQA lead agency, regarding the 2024–2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), referred to as Connect SoCal 2024 (also referred to herein as “Plan” or “Project”) evaluated in the Final Program Environmental Impact Report (2024 Final PEIR) for the Project. In addition, pursuant to Public Resources Code (PRC) Section 21081 and CEQA Guidelines Section 15093, the existence of significant unavoidable impacts resulting from the Project requires SCAG to prepare a Statement of Overriding Considerations explaining why the agency is willing to accept the unavoidable significant impacts. The Findings of Fact (Findings) reported in the following pages incorporate the facts and discussions of environmental impacts that are described in the Connect SoCal 2024 Program Environmental Impact Report (2024 PEIR). Additionally, the Statement of Overriding Considerations (as set forth in Exhibit C), describes the economic, social, environmental, and other benefits of the Plan that override the significant environmental impacts.

For each of the impacts associated with the Plan, the following are provided:

- **Description of Impacts** – A specific description of the environmental impact identified in the 2024 PEIR.
- **Mitigation** – Identified mitigation measures or actions that are proposed for implementation as part of the Plan.
- **Findings and Rationale** – Explanation regarding the adoption of mitigation measures, their implementation, and the short- and long-term benefits related to reduction in criteria air pollutants and per capita reductions in greenhouse gas emissions (GHG), and other economic, social, and environmental benefits that warrant overriding the significant and unavoidable environmental impacts.

The Findings present the environmental impacts associated with Connect SoCal 2024. While the significance thresholds utilized throughout the 2024 PEIR largely follow those included in Appendix G of the CEQA Guidelines in terms of content and organization by topic, in some instances where similar or related issues are addressed by multiple thresholds either in the same section or in different sections (e.g., greenhouse gas emissions, hazards and hazardous materials, public services, and wildfire), impacts associated with those thresholds may be combined or addressed together in one section in order to reduce redundancy and provide a more succinct discussion. Findings below are presented separately as thresholds are not combined.

Where feasible, mitigation measures have been identified to reduce significant impacts. CEQA requires a mitigation monitoring or reporting program to be adopted by the Lead Agency. SCAG has prepared a Mitigation Monitoring and Reporting Program (MMRP) (as set forth in Exhibit A), in compliance with the requirements of CEQA Section 21081.6 to ensure the efficacy of proposed mitigation measures. The 2024 PEIR identifies the potentially significant environmental impacts associated with the Plan and specifies measures designed to mitigate adverse environmental impacts. The MMRP includes procedures to be used to implement the mitigation measures adopted in connection with the certification of the Connect SoCal 2024 PEIR and methods of monitoring and reporting.

Because the 2024 PEIR presents a region-wide, programmatic level of assessment of existing conditions and potential impacts associated with implementation of Connect SoCal 2024, this 2024 PEIR identifies programmatic mitigation measures for which SCAG would be responsible on a regional scale (these mitigation measures are phrased as “SCAG shall”). In addition, consistent with the provisions of CEQA Guidelines Section 15091(a)(2), SCAG has identified mitigation measures that are within the responsibility and jurisdiction of other public agencies, including lead agencies, and that can and should be considered to mitigate project-level impacts, as applicable and feasible.

As will be discussed in more detail in the following sections, it is the finding of the SCAG Regional Council that the proposed 2024 Final PEIR fulfills environmental review requirements for Connect SoCal 2024; constitutes a complete, accurate, adequate, and good faith effort at full disclosure under CEQA; and reflects the independent judgment of the SCAG Regional Council.

B.2 PROJECT DESCRIPTION

B.2.1 PLAN VISION AND GOALS

Connect SoCal 2024 represents the vision for the region and reflects the planned transportation investments, policies and strategies that will integrate with the Forecasted Regional Development Pattern to achieve the Plan’s goals. The vision and goals for Connect SoCal 2024 are rooted in the direction set forth by Connect SoCal 2020, reflecting both SCAG’s statutory requirements and the emerging trends and persistent challenges facing the region.

SCAG’s vision for Southern California in the year 2050 is:

“A healthy, prosperous, accessible and connected region for a more resilient and equitable future.”

The following are the goals and subgoals of Connect SoCal 2024 designed to help SCAG achieve this vision:

Mobility: Build and maintain an integrated multimodal transportation network.

- Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.
- Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.
- Support planning for people of all ages, abilities and backgrounds.

Communities: Develop, connect and sustain communities that are livable and thriving.

- Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances.
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households.

Environment: Create a healthy region for the people of today and tomorrow.

- Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change.
- Integrate the region’s development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.

- Conserve the region’s resources.

Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents.

- Improve access to jobs and educational resources.
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.

B.2.2 REGIONAL GROWTH FORECAST AND FORECASTED REGIONAL DEVELOPMENT PATTERN

As part of developing a Sustainable Communities Strategy per SB 375, SCAG must include a “forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies ...” will enable SCAG to reach its GHG emission reduction target of 19 percent below 2005 levels by 2035.

SCAG prepared a regional growth forecast to determine the projected increase in population, households, and jobs based on local general plans and known development entitlement agreements, including available data from 6th cycle housing element updates. In addition, regional sustainability strategies, including priority growth and environmentally constrained areas were included based on Connect SoCal 2020. The forecast reflects changes to state- and local-housing-supportive policy as well as stronger housing production numbers in recent years, including ADUs, which are historically undercounted.¹ This forecasted regional development pattern for Connect SoCal 2024 details where people, households and employment will be located through 2050, the horizon year of the Plan.

In addition to far more near-term household growth, the forecasted regional development pattern also demonstrates housing growth in generally more sustainable locations (i.e., infill locations in proximity to infrastructure) within the region than Connect SoCal 2020.

The regional and county growth forecasts reflect recent and past trends and expert-derived demographic and economic assumptions. In contrast to short-range forecasts, which focus on business cycles and market trends, a 30-year time horizon relies more heavily on births, deaths, migration and the strength of a region’s economic base compared to the nation as a whole. Due to changes in these trends and assumptions, SCAG is projecting just over half the level of population growth over this Plan’s horizon as compared to what was anticipated in Connect SoCal 2020. Consistent with global trends, the older-age population of the SCAG region is steadily growing. Older people tend to live alone or in smaller households, have different transportation and spending patterns, and lower labor force participation.

SCAG seeks to analyze and address racial and socio-economic inequities in the region. These inequities have resulted in vastly different living and social conditions, as well as less access to opportunities for certain racial and

¹ The Connect SoCal Regional Growth Forecast begins with an expert assessment of regional demographic and economic trends and uses a variety of data sources—including local land use plans—to assess where growth is most likely to occur within the region, emphasizing a balance between future employment, population, and households. SCAG’s RTP/SCS growth forecasting process is also informed by the Regional Growth Vision and integrates input from local jurisdictions. As discussed above, SCAG’s preliminary growth forecast at the jurisdiction and neighborhood levels, released on May 23, 2022, sought to reflect capacity changes from the 6th cycle of RHNA based on available housing elements and information from jurisdictions. SCAG used its best efforts to incorporate the RHNA, but the data is inherently incomplete because only 12 of 197 jurisdictions had certified housing elements, and some local jurisdictions may not be required to complete rezoning associated with housing elements until October 2024. However, it is expected that household growth over the Connect SoCal 2024 horizon will exceed the 6th cycle RHNA housing unit need.

socio-economic groups. SCAG considers potential impacts on people of color and low-income households in the regional growth, transportation and economic development planning and analysis, and recognizes that more affirmative approaches that seek to counter the effects of historic practices are needed to advance equity and social justice across the region. The Regional Planning Policies and Implementation Strategies are intended to address these issues.

PRIORITY DEVELOPMENT AREAS

Priority Development Areas (PDAs) are areas within the SCAG Region where future growth can be located in order to help the region reach mobility and environmental goals. Generally, this means that people in these areas currently have or are anticipated to have in the future, access to multiple modes of transportation or trip origins and destinations are closer together, thereby allowing for shorter trips. These areas would accommodate 68 percent of forecasted population growth, 66 percent of forecasted household growth, and 54 percent of forecasted employment growth between 2019 and 2050. PDAs account for 8.4 percent of the region’s total land area and include Transit Priority Areas (TPAs), Neighborhood Mobility Areas (NMAs), Livable Corridors and Spheres of Influence (SOIs) (in unincorporated areas only). This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces and conserve the region’s resource areas.

- **Transit Priority Areas (TPAs).** TPAs are areas within one-half mile of existing or planned major transit stops.² Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands. Focusing regional growth in areas with planned or existing major transit stops is key to achieving equity, economic and environmental goals.
- **Neighborhood Mobility Areas (NMAs).** NMAs focus on improving, restoring, and enhancing safe and convenient connections to schools, hospitals, shopping, services, places of worship, parks, greenways, and other destinations. Four elements of an NMA are: (1) Intersection density, (2) Low-speed streets, (3) Land use diversity, and (4) Accessibility to amenities within 1 mile using street network distances.
- **Livable corridors.** Livable corridors are key corridors where jurisdictions can plan for increased density at nodes and redevelopment of single-story under-performing retail with higher-density housing and employment centers. Many of the strategic nodes along key corridors are located within High Quality Transit Corridors (HQTCs), making transit a more convenient and viable option. This strategy integrates certain transit improvements, including Bus Rapid Transit (BRT), other features improving bus performance and user experience, and certain active transportation improvements to support safe bicycling and walking.
- **Spheres of Influence (SOIs).** SOIs are existing or planned service areas within unincorporated areas of SCAG’s six counties. A city will periodically annex parcels in an SOI into the city limits to include new developments or areas with infrastructure needs. Prioritizing unincorporated county growth within existing SOIs helps discourage urban sprawl and the premature conversion of agricultural and natural lands—and typically makes more efficient use of infrastructure that can reduce costs to taxpayers. As a result, only 4 percent of the region’s future household growth from 2019 to 2050 will be located in SOIs outside of incorporated city boundaries.

² A major transit stop is defined in Section 21064.3 of the PRC as a site containing an existing or planned rail or bus rapid transit station, a ferry terminal served by either bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

GREEN REGION RESOURCE AREAS

Green Region Resource Areas (GRRAs), which derive from the SB 375 statute and SCAG’s role in the protection of resource areas and farmland, are considered alongside the PDAs in the preparation of the forecasted regional development pattern. GRRAs depict the region’s natural assets – areas with acute risks from climate change – and highlight areas where future growth could result in negative environmental impacts if left unaddressed. Generally – but not exclusively – these areas reflect the urban-rural fringe away from existing developed areas. Thus, reducing growth in these areas has the co-benefit of reducing growth far from jobs and destinations. As the region faces unprecedented challenges in balancing housing and employment growth with resource conservation, the preservation and restoration of GRRAs can reduce risks from climate change and promote future resilience in the region. GRRAs consist of the following ten types of areas:

- **Flood Areas.** FEMA delineates areas that are subject to inundation by a flood with a 1 percent or greater chance of being equaled or exceeded during any given year, commonly referred to as the 100-year flood or base flood.
- **Coastal Inundation (Sea Level Rise).** Potential inundation of coastal areas resulting from a projected 3-foot rise in sea level above current Mean Higher High Water (MHHW) conditions.
- **Wildfire Risk.** CAL FIRE designates areas that are at risk from significant fire hazards based on fuels, terrain, weather and other relevant factors, which are referred to as "Fire Hazard Severity Zones" (FHSZ). Also included are areas along the edge of established communities (Wildland-Urban Interface) and areas where human habitation is mixed with areas of flammable wildland vegetation (Wildland-Urban Intermix) zones.
- **Open Space and Parks.** All publicly owned open space, including those with fee ownership, as identified in the California Protected Areas Database (CPAD), the California Conservation Easement Database (CCED), and the County of Ventura Save Our Agricultural Resources (SOAR).
- **Endangered Species and Plants.** Location and condition of species of rare and sensitive plants, animals and natural communities in California.
- **Sensitive Habitat Areas.** 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.
- **Natural Community and Habitat Conservation Plans.** These plans identify and provide for the regional protection of plants, animals and their habitats, while allowing compatible and appropriate economic activity.
- **Tribal lands.** Locations of the 16 Federally Recognized Tribal entities in the SCAG region.
- **Military Installations.** Military lands managed by the U.S. Department of Defense.
- **Farmlands.** Agricultural and working lands as defined by the Farmland Mapping & Monitoring Program (FMMP) in the California Department of Conservation.

B.2.3 PROJECT LIST

Connect SoCal 2024 includes approximately \$750 billion worth of investment in our regional transportation system. SCAG collects projects submitted by County Transportation Commissions (CTCs,) based on their county or district level needs and goals. These submissions generally align with the Regional Goals and do not undergo an additional selection process. SCAG assesses transportation performance at the system level. The Connect SoCal 2024 project list (included as Project List Technical Report of the Plan) includes approximately 2,000 projects with

both near-term and long-term investments: the Federal Transportation Improvement Program (FTIP) reflects near-term investments which form the foundation of the RTP project investment strategy and represents the first six years of already-committed funding for projects requiring federal approval or those that are regionally significant. The RTP reflects long-term investments and contains a financially constrained set of transportation projects above and beyond the FTIP, including projects submitted from the CTCs and additional Regional Strategic Investments needed to achieve the Plan’s goals and performance targets.

B.2.4 REGIONAL STRATEGIC INVESTMENTS

Connect SoCal 2024 is a financially constrained plan in terms of transportation revenues and expenditures. However, there is a gap between what can be achieved beginning at the local level and what must be achieved to meet performance requirements. The gap is addressed through a set of Regional Strategic Investments, supported by Regional Planning Policies and Implementation Strategies. Key among these strategies is a transition away from fuel tax-based revenues and an increased reliance on user fees for various transportation facilities in the region. User fees are linked directly to how people travel. They can support the region’s infrastructure needs and promote a more balanced transportation system by encouraging residents and visitors to consider the effects that their travel choices have on the larger transportation ecosystem. User fees can be structured and implemented to serve as a critical tool for advancing environmental, economic and equity-related goals, including reducing traffic congestion and vehicle miles traveled, while encouraging increased uptake of active transportation modes and boosting transit ridership. In the SCAG region, numerous policy and technical studies have been conducted on the subject. However, more work is planned to examine and demonstrate the viability of user-fee systems, including toll networks, mileage-based user fees to replace fuel taxes, and congestion pricing zones that levy fees based on time-of-day and congestion levels. Connect SoCal 2024 includes these user-fee-based funding strategies to support system management, preservation and resilience, and to contribute to the region’s greenhouse gas reduction goals. SCAG further considers the potential equity concerns that accompany user fee policies and assumes mitigation measures, such as the establishment of a mobility equity fund. This can provide resources that can increase access for priority equity communities, particularly transportation equity zones (TEZs).

The following Regional Strategic Investments reflect what is necessary to maintain a state of good repair of our existing network, support a multimodal network, and fund system improvements and maintenance (for a full list of Regional Strategic investments and the proposed user fee structures, see Chapter 3 of the Plan):

- **System Preservation and Resilience: Highways, Local Streets and Roads.** “Fix it First” has been a guiding principle for prioritizing transportation funding in SCAG’s RTPs for the last decade. The cost of rebuilding roadways is fourteen times more than preventative maintenance. Preservation of the transportation system can extend the pavement life in a cost-effective manner and can also improve safety. Connect SoCal 2024 includes \$75.4 billion towards the preservation, operation and resilience needs of the state highway system and \$87.7 billion towards the preservation, operation and resiliency needs of regionally significant local streets and roads.
- **Managing the System: Transportation System Management.** Connect SoCal 2024 increases investment and strengthens policy levers to optimize system performance while realizing greenhouse gas reduction quickly and efficiently. SCAG will pursue the following management strategies in coordination with regional and local partners:
 - **Regional Express Lanes Network: Concept of Operations and Buildout.** The regional express lane network integrates congestion pricing to optimize existing capacity on freeways and offer users greater travel-time reliability and choices. Express lanes operate on the principle of congestion pricing—when more vehicles are using those lanes, the price increases accordingly to manage congestion in the lanes.

Express lanes and toll roads also generate revenues that fund construction and operation of the facilities and can relieve air pollution and GHG emissions associated with congestion.

- **Intelligent Transportation System (ITS).** SCAG’s ITS program plans for transportation technology advancements and assesses potential impacts to the transportation system. This includes, but is not limited to, continuing to maintain and update the multi-county Regional ITS Architecture, incorporating revisions to existing projects and any proposed new projects as part of the RTP/SCS development, and participating in statewide and county Regional ITS Architecture update efforts.
- **Smart Cities.** The Smart Cities Program must evolve and adapt to the latest trends and technologies. SCAG will update the Smart Cities Vision Plan (by July 2026) and develop critical research reports focused on emerging technologies.
- **Future Workplace.** This initiative focuses on the strategies, implementation and impacts of telework and tele-everything as the world shifts to post-pandemic behaviors—through the lens of smart cities and transit demand management.
- **Transit and Multimodal Integration: Regional Enhancements and Improvements.** The region has ambitious goals to reduce greenhouse gas emissions in the transportation sector, which is the largest source of carbon dioxide emissions in California and a primary driver of climate change. This will be achieved, in part, by reducing single-occupancy vehicle trips and increasing transit/rail mode share. A key step toward meeting these goals, as well as local and county goals for mobility and equity, can come from improving the speed and reliability of transit/rail services throughout the region. Since 1991, the region has spent over \$196 billion on transit (in 2019 dollars). Connect SoCal 2024 strategies consists of three main elements:
 - **Dedicated Transit Lanes.** The regional transit priority network is intended to enable enhanced transit services, improved mobility, accessibility and sustainability.
 - **Zero-Emission Bus Acceleration.** All transit agencies are required to transition to 100 percent zero-emission bus fleets by 2040 (Innovative Clean Transit regulation), a decade before the horizon year of Connect SoCal. Due to the upfront costs and supportive infrastructure necessary, additional funding is needed to support the transition.
 - **Mobility Hubs.** Mobility hubs are places where we can seamlessly connect with multiple modes of transportation in a safe, comfortable and accessible environment. SCAG’s strategy is to focus targeted investments in a set of prioritized mobility hubs distributed across the region.
- **Complete Streets: Planning for all Users.** Connect SoCal 2024 provides for a future where everyone has safe, affordable, reliable and sustainable transportation options to access opportunities and resources necessary to thrive requires additional transportation investments.
- **Complete Streets.** Complete streets are designed to support the safety, comfort and mobility for all road users. The approaches vary based on community context, but elements often include comfortable sidewalks, bicycle lanes, transit priority lanes and signals, high-quality transit stops, frequent and safe crosswalks, median islands, accessible signals, curb extensions, modified vehicle travel lanes, and streetscape and landscape treatments. They may also accommodate and optimize new technologies and micromobility devices, first mile/last mile connections to transit/rail and curbside management strategies including last-mile deliveries. SCAG’s strategy is to focus targeted investments on corridors on the High Injury Network (HIN), where safety issues are concentrated and improvements to eliminate these issues would encourage mode shift.
- **Safe Routes to School (SRTS).** The primary goal of SRTS is to encourage and facilitate active transportation options while enhancing the safety and accessibility of routes used by people walking, biking or rolling. These

programs often involve a combination of infrastructure improvements, educational campaigns and policy changes to create safer environments for traveling via active transportation. SCAG’s strategy is to focus targeted investments on corridors within the High Injury Network (HIN) and located in close proximity to K–12 schools.

B.2.5 REGIONAL PLANNING POLICIES AND IMPLEMENTATION STRATEGIES

The Plan includes project lists from CTCs and future land use and growth information from local jurisdictions. These provide the foundation for the Plan elements and the shape where the region is headed. As noted above, there is a gap between what can be achieved from a bottom-up process and what must be achieved to meet the performance requirements. This gap is addressed through the Regional Strategic Investments and supported by Regional Planning Policies and Implementation Strategies, which are discussed below.

REGIONAL PLANNING POLICIES

SCAG developed a set of Regional Planning Policies to guide decision-making in the region that aligns with the Plan’s vision and achievement of the goals. The Regional Planning Policies establish broad regional policies for integrated land use and transportation planning and identify the path towards realizing the vision of Connect SoCal 2024. The policies carry forward priorities that have been refined over several planning cycles to promote a multimodal transportation system and sustainable land use and development. Implementation of the policies at the regional and local level will address emerging issues facing the region and achieve the vision represented by Connect SoCal 2024.

The policies are meant to guide decision making for both SCAG and partner agencies to achieve a sustainable, equitable, and resilient future for the region. The policies are also intended to be used as a resource by CTCs or local jurisdictions to demonstrate alignment with the RTP/SCS in seeking resources from state or federal programs.

Per Government Code Section 65080(b)(2)(K), SCAG’s SCS does not regulate the use of land, nor shall it be interpreted as superseding the exercise of the land use authority of cities and counties in the region. The guidance provided in the Plan’s Regional Planning Policies is meant to support local jurisdictions in future General Plan updates to help in implementing the regional vision of Connect SoCal 2024.

IMPLEMENTATION STRATEGIES

The Plan’s Implementation Strategies articulate priorities for SCAG to implement Connect SoCal 2024 by fulfilling or going beyond the related Regional Planning Policies. The SCAG related strategies represent near term efforts for the successful implementation of the Plan. These implementation strategies rely on partnership and support with agencies and decisions makers in the region.

B.3 FINDINGS REQUIRED UNDER CEQA

B.3.1 SUMMARY OF FINDINGS OF FACT

NO IMPACT OR LESS-THAN-SIGNIFICANT IMPACTS

As described in Section B.4, *Findings Regarding Potential Environmental Effects That Have No Impact or Are Less than Significant*, of this Findings of Fact, the impacts of Connect SoCal 2024 were determined to be less than significant in the following environmental resource categories:

- 3.2 Agriculture and Forestry Resources (AG-3 – Timberland and Timberland Production Zones)
- 3.3 Air Quality (AQ-1 – Plan consistency with federal transportation conformity requirements)
- 3.8 Greenhouse Gas Emissions (GHG-2 – Plan consistency with Senate Bill 375)

Note that each of these impacts were not separately identified but rather as components of larger categories of impacts: Impact AG-3 also includes forest land (which was found to be significantly impacted by the Plan); Impact AQ-1 addresses all air quality plans in the region and considers both regional and project-level impacts, only Plan's consistency with respect to regional transportation conformity was found to be less than significant); Impact GHG-2 addresses all plans applicable to the region that are aimed at reducing GHG emissions and addresses both regional and project level impacts, only Plan's consistency with SB 375 was found to be less than significant).

SIGNIFICANT IMPACTS

FINDINGS PURSUANT TO CEQA GUIDELINES SECTION 15091(A)

Consistent with the provisions of Section 15091(a)(1), changes and alterations have been required in, or incorporated into, the Plan, including SCAG mitigation measures, to avoid or substantially lessen the significant environmental effects of the Plan. SCAG has carefully considered the anticipated significant and unavoidable impacts of the Plan, as well as the benefits of adoption of the Plan. The benefits are summarized below.

Overall, the transportation investments in Connect SoCal 2024 will provide a return of \$2.00 for every dollar invested. Compared with an alternative of not adopting the Plan, the Plan would accomplish the following:

- The Plan reached the target of reducing greenhouse gas levels by 8 percent per capita by 2020 and would reach the target of a reduction of 19 percent by 2035 compared to 2005 levels. This would meet the state's SB 375 mandate.
- Regional air quality would improve under the Plan, as cleaner fuels and new vehicle technologies would help to significantly reduce many of the pollutants that contribute to smog and other airborne contaminants that may impact public health in the region.
- By 2050 public transit boardings are projected to nearly double in absolute numbers, and transit's mode share will also rise. The share of trips by bicycle and walking will also increase overall.
- The Plan would result in an increase in the percentage of the region's total housing and employment growth occurring within Priority Development Areas as compared to trend.

- In 2050, the number of vehicle miles traveled (VMT) per capita would be reduced by 6.3 percent less total regional VMT when compared to a no Plan scenario.
- The Plan would decrease regional VMT per capita (20.74 to 19.44) for automobiles and light duty trucks and person hours of delay per capita (8.2 minutes to 6.3 minutes) for automobiles and light duty trucks when compared to a no Plan scenario.
- The Plan would result in a decrease in delay metrics across the board, including minutes of delay per capita; person hours of delay on highways, HOV lanes, and arterials; delay hours for heavy duty trucks on highways and arterials; and mean commute time for all modes.
- The share of all trips using a travel mode other than single-occupancy vehicles would increase.
- The Plan would decrease the total amount of greenfield land consumed.
- The Plan would result in less energy and water used by residential and commercial buildings.

Consistent with the provisions of Section 15091(a)(2), changes and alterations capable of avoiding or substantially lessening the significant environmental effects of the Plan, identified as project-level mitigation measures, are within the responsibility and jurisdiction of lead agencies that will consider subsequent project-level approvals of transportation and development projects. SCAG has no authority to require specific mitigation measures at the project level given that local lead agencies have the sole discretion to determine which mitigation measures are applicable and feasible based on the location-specific circumstances. Nevertheless, SCAG reasonably assumes that local lead agencies do, and will continue to, exercise their discretionary authority (through local land use and other project permits and approvals) to implement sufficient feasible mitigation measures (and alternatives) identified through the CEQA process to avoid or reduce to the maximum extent practicable and feasible the significant direct, indirect, and cumulative impacts of subsequent projects.

In addition, state planning law specifically provides that nothing in an SCS supersedes the land use authority of local jurisdictions, and that local jurisdictions are not required to change their land use policies and regulations, including their general plans, to be consistent with the SCS or an alternative planning strategy (Govt. Code §65080(b)(2)(K)). Moreover, local jurisdictions have plenary authority to regulate land use through their police powers granted by the California Constitution, Art. XI, §7, and under several statutes, including the local planning law, the zoning law, and the Subdivision Map Act (Govt. Code Sections 65100–65763; Govt. Code Sections 65800–65912; Govt. Code Sections 66410–66499.37). With respect to the transportation projects in Connect SoCal 2024, these projects are to be implemented by Caltrans, CTCs, local transit agencies, and local jurisdictions (i.e., cities and counties), and not SCAG. Nonetheless, SCAG, as a lead agency, has a responsibility to identify feasible mitigation measures that are capable of avoiding or reducing the direct, indirect, and cumulative significant impacts of the Plan that can and should be considered by public agencies in their related discretionary decision related to subsequent project, including related reviews and consideration by trustee and responsible agencies. With respect to the Plan, SCAG has identified project level mitigation measures, or other comparable measures, which can and should be considered for incorporation into those projects as feasible and appropriate. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies can and should comply with the requirements of CEQA to mitigate the environmental impacts of the individual projects as feasible and appropriate. The Regional Council further finds that the project-level mitigation measures imposed by local and other agencies will collectively reduce the environmental impact, at the regional level, as feasible and appropriate.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

As described in Section B.5, *Findings Regarding Significant Unavoidable Adverse Impacts That Cannot Be Mitigated to a Level of Less than Significant*, of this Findings of Fact, the Plan was determined to have the potential to result in significant and unavoidable impacts in the following environmental resource categories:

- 3.1 Aesthetics (AES-1, -2, -3, and -4)
- 3.2 Agricultural and Forestry Resources (AG-1, -2, -3, -4, and -5)
- 3.3 Air Quality (AQ-1, -2, -3, and -4)
- 3.4 Biological Resources (Bio-1, -2, -4, -5 and -6)
- 3.5 Cultural Resources (CUL-1, -2, and -3)
- 3.6 Energy (EN-1 and -2)
- 3.7 Geology and Soils (GEO-1, -2, -3, -4, -5, and -6)
- 3.8 Greenhouse Gas Emissions (GHG-1 and -2)
- 3.9 Hazards and Hazardous Materials (HAZ-1, -2, -3, -4, -5, -6, and -7)
- 3.10 Hydrology and Water Quality (HYD-1, -2, -3A, -3B, -3C, -3D, -4, and -5)
- 3.11 Land Use and Planning (LU-1 and -2)
- 3.12 Mineral Resources (MIN-1 and -2)
- 3.13 Noise (NOI-1, -2, and -3)
- 3.14 Population and Housing (POP-1, and -2)
- 3.15 Public Services (PS-1, -2, -3, -4, and -5)
- 3.16 Parks and Recreation (REC-1 and -2)
- 3.17 Transportation, Traffic, and Safety (TRA-1, -2, and -4)
- 3.18 Tribal Cultural Resources (TCR-1)
- 3.19 Utilities and Service Systems (UTIL-1, -2, -3, -4, and -5)
- 3.20 Wildfire (WF-1, -2, -3, and -4)

B.3.2 CEQA ENVIRONMENTAL REVIEW

The basic purposes of CEQA are to (1) inform decision makers and the public about the potential, significant adverse environmental effects of proposed governmental decisions and activities; (2) identify the ways those environmental effects can be avoided or significantly reduced; (3) prevent significant, avoidable, and adverse environmental effects by requiring changes in projects through the use of alternatives or mitigation measures when feasible; and (4) disclose to the public the reasons why an implementing agency may approve a project even if significant unavoidable environmental effects are involved.

An EIR uses a multidisciplinary approach, applying social and natural sciences to make a qualitative and quantitative analysis of all the foreseeable environmental impacts that a project might exert. As stated in CEQA Guidelines Section 15151:

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible.

This 2024 Final EIR has been prepared in accordance with CEQA. The 2024 Final PEIR incorporates, by reference, the Draft PEIR (State Clearinghouse No. 2022100337) prepared by SCAG for Connect SoCal 2024 as it was originally published. In accordance with CEQA Guidelines Section 15132, the 2024 Final EIR shall consist of the following:

- The Draft PEIR or a revision of the draft.
- Comments and recommendations received on the Draft PEIR either verbatim or in summary.
- A list of persons, organizations, and public agencies commenting on the Draft PEIR.
- The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- Any other information added by the Lead Agency.

Before SCAG may approve the Plan, it must certify the 2024 Final PEIR: (a) has been completed in compliance with CEQA; (b) was presented to the Regional Council who reviewed and considered it prior to approving the Project; and (c) reflects SCAG's independent judgment and analysis (CEQA Guidelines Section 15090).

CEQA Guidelines Section 15004 states before the approval of any project subject to CEQA, the Lead Agency must consider the final environmental document, which in this case is the 2024 Final PEIR.

NOTICE OF PREPARATION AND PUBLIC SCOPING

A Notice of Preparation (NOP) for this 2024 PEIR was issued on October 17, 2022, by SCAG for a 30-day public review period. A total of 16 comment letters were received. Two scoping meetings were held on November 9, 2022, at 6:00 p.m. to 8:00 p.m., and on November 10, 2022, at 10:00 am to 12:00 pm. The purpose of these meetings was to provide early consultation for the public to express their concerns about the project and acquire information and make recommendations on issues to be addressed in the 2024 PEIR.

The NOP was sent to the State Clearinghouse on October 17, 2022; posted with the County Clerks for the six counties in the SCAG region; and distributed to various federal, state, regional and local government agencies, and other interested agencies, organizations, and individuals. The NOP was made available on SCAG's website at <https://scag.ca.gov/peir>. The NOP was published in 12 newspapers, including the *Los Angeles Times*, and additional newspapers that address the large geographic reach and diverse population within the SCAG region.

SCAG also hosted 20 in-person and seven virtual workshops on the Plan in spring of 2023. The goal of these events was to share the purpose of Connect SoCal 2024, introduce and provide information on policies and strategies under consideration, describe the performance outcomes of the different policy choices and receive input from participants.

NOTICE OF AVAILABILITY OF THE 2024 DRAFT PEIR

In accordance with CEQA Guidelines Sections 15087 and 15105, the public review period for an EIR for a regionally significant project such as the Plan cannot be less than 45 days. The Draft PEIR was submitted to the State Clearinghouse Office of Planning and Research and was circulated for a 65-day public review period beginning on November 9, 2023, and ending on January 12, 2024 (SCH # 2022100337), and a Notice of Availability (NOA) was posted with each of the County Clerks for the six counties in the SCAG region. The NOA was circulated primarily using electronic mail to more than 7,900 interested parties. Hard copies of the NOA were also mailed directly to approximately 171 interested parties, including federal, state, regional and local agencies, organizations using the U.S. Postal Service certified mail service and first-class mail, as appropriate, and additional hard copies of the NOA (separate versions in five languages) were sent via certified mail to 68 major libraries in the region. Additionally, SCAG placed copies of the Draft PEIR at the offices of SCAG and posted the Draft PEIR on its website.

Responsible and trustee agencies and the public were invited to comment in writing on the information contained in the Draft PEIR. Persons and agencies commenting were encouraged to provide information that they believe is missing from the Draft PEIR and to identify where the information can be obtained. All comment letters received concerning the Draft PEIR have been responded to in writing, and the comment letters, together with the responses to those comments, are included in the 2024 Final PEIR.

RESPONSE TO COMMENTS ON THE 2024 DRAFT PEIR

CEQA Guidelines Section 15088 requires SCAG to evaluate comments on significant environmental issues received from parties that have reviewed the Draft PEIR and to prepare a written response. As stated in CEQA Guidelines, Sections 15132 and 15362, the 2024 Final PEIR must contain the comments received on the Draft PEIR, either verbatim or in summary, a list of persons commenting, and the response of the Lead Agency to the comments received.

A total of 33 comment letters were received by SCAG during the comment period. Among the 33 comment letters, there were 648 unique comments directly or indirectly related to the 2024 Draft PEIR. The responses do not significantly alter the Project, change the 2024 Draft PEIR's significance conclusions, or provide new information regarding substantial adverse environmental effects not already analyzed in the 2024 Draft PEIR. Instead, the information presented in the responses to comments "merely clarifies or amplifies or makes insignificant modifications" in the 2024 PEIR, as is permitted by CEQA Guidelines Section 15088.5(b).

In responding to comments, certain portions of the 2024 PEIR have been modified slightly for further clarification. The comments and modifications have not identified the existence of (1) a significant new environmental impact that would result from the Project or an adopted mitigation measure; (2) a substantial increase in the severity of an environmental impact; (3) a feasible project alternative or mitigation measure not adopted that is considerably different from others analyzed in the 2024 Draft PEIR that would clearly lessen the significant environmental impacts of the Project; or (4) information that indicates the public was deprived of a meaningful opportunity to review and comment on the 2024 Draft PEIR (CEQA Guidelines Section 15088.5(a)). Consequently, SCAG finds the clarifications made to the 2024 Draft PEIR in the Final PEIR do not collectively or individually constitute significant new information within the meaning of PRC Section 21092.1 and CEQA Guidelines Section 15088.5. Recirculation of the 2024 PEIR or any portion thereof, is, therefore, not required.

The written responses to commenting public agencies shall be provided at least 10 days prior to the certification of the Draft PEIR (CEQA Guidelines Section 15088(b)). SCAG provided the 2024 Final PEIR to commenters on **March 25, 2024**, and made the document available for review on the Project web site at www.scag.ca.gov/peir.

B.3.3 GENERAL FINDINGS

Pursuant to PRC Section 21081 and CEQA Guidelines Section 15091, no public agency shall approve or carry out a project, for which an EIR has been certified, that identifies one or more significant effects on the environment that would occur if the project were approved or carried out unless the public agency makes one or more of the following findings with respect to each significant impact:

- Changes or alterations have been required in, or incorporated into, the project, which mitigate or avoid the significant effects on the environment.
- Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
- Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report. (The concept of infeasibility also encompasses whether a particular alternative or mitigation measure promotes the Project's underlying goals and objectives, and whether an alternative or mitigation measure is impractical or undesirable from a policy standpoint.) See *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957; *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410.

SCAG has made one or more of these specific written findings regarding each significant impact associated with the Project. Those findings are in Section B.5, *Findings Regarding Significant Unavoidable Adverse Impacts That Cannot Be Mitigated to a Level of Less than Significant*, and Section B.6, *Findings Regarding Alternatives*, of this Findings of Fact, along with a presentation of facts in support of the findings. The Regional Council certifies these findings are based on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental issues identified and discussed.

The Connect SoCal 2024 PEIR has been prepared as a Program EIR pursuant to CEQA Guidelines Section 15168. The degree of specificity in the 2024 PEIR corresponds to the specificity of the regional goals, policies, and strategies of the Plan. The 2024 PEIR approached the Plan as one project under CEQA, as a whole. The 2024 PEIR included an appropriately detailed and conservative (i.e., in a worst-case scenario) analysis of 20 environmental topics for the Project and its alternatives. The 2024 PEIR disclosed the environmental impacts expected to result from the adoption and implementation of the Plan. Feasible mitigation measures were identified to avoid or minimize significant environmental effects.

The adopted mitigation measures within the responsibility of SCAG appropriately mitigate impacts of Connect SoCal 2024 at the regional/programmatic level. The project-level mitigation measures adopted as part of the Plan can and should be implemented by lead agencies, as feasible and appropriate, to mitigate impacts at the project-level. Together, these mitigation measures mitigate the environmental impacts of the Plan to the maximum extent feasible as discussed in the findings made in Section B.5, *Findings Regarding Significant Unavoidable Adverse Impacts That Cannot Be Mitigated to a Level of Less than Significant*, of this Findings of Fact document. The findings in Section B.5 indicate where mitigation measures may not be capable of reducing impacts to below the level of significance.

In response to comments received, SCAG provided clarifications and revisions to the information contained in the 2024 Draft PEIR that was circulated for public review. All such changes made to the 2024 Draft PEIR are shown in the 2024 Final PEIR (Chapter 9, *Clarifications and Revisions*).

Since circulation of the 2024 Draft PEIR for public review, between publication of the Draft Connect SoCal 2024 and Final Connect SoCal 2024, updates to the Plan have been made. Clarifications were based on comments received during the comment period, input received through the outreach process, updated data and information that became available after the draft was released, and an additional internal review process. These clarifications and updates did not result in any significant changes to the impacts analyzed by the 2024 Draft PEIR, i.e., they do not collectively or individually constitute significant new information within the meaning of PRC Section 21092.1 and CEQA Guidelines Section 15088.5. A copy of the Final Connect SoCal 2024 Plan is available at www.scag.ca.gov/connect-socal.

Comments and input received through this process have assisted staff in refining and improving the final document, the underlying goals, objectives, policies as well as plan outcomes either improved or remained relatively unchanged between the draft and the final. A summary of key revisions between the Draft and Final Connect SoCal 2024 that are reassessed in the 2024 Final PEIR are provided below:

Modifications to the Plan’s Goals. The Plan includes four goals centered on mobility, communities, environment, and the economy which are designed to help SCAG achieve its vision for the region. In response to public comments, the Final Plan amends the Mobility goal from “Build and maintain a robust transportation network” to “Build and maintain an integrated multimodal transportation network.” No other changes were made to the Plan goals.

Modifications to the Plan’s Regional Forecasted Development Pattern. The Plan contains growth projections to determine the projected increase in population, households, and jobs, which serves as the foundation for the Forecasted Regional Development Pattern. The Plan utilized the Local Data Exchange (LDX) process to collect input on land use data and growth projections for households and employment directly from SCAG’s local jurisdictions. This process is documented in the Plan’s Demographics & Growth Forecast Appendix. During the LDX process, the County of Los Angeles had noted two regionally significant development projects for which they did not yet have an accurate growth estimate. During the public review and comment period for the Plan, the County of Los Angeles Planning Department provided updated direction on two large development projects located in the North County planning area of unincorporated Los Angeles County. Based on these updates, SCAG staff amended the household and employment growth projections for Los Angeles County for the Final Plan which then resulted in a slightly higher population, household and employment projection for the county and SCAG region. Table ES-1 in Appendix I presents the updated population, households, and employment for LA County. No other changes were made to the Plan growth projections or the Forecasted Regional Development Pattern. The changes to the draft growth projections are minor and subsequent changes to the modeling to reflect these changes are minimal as well, and did not affect the impact analysis or conclusions included in the PEIR. In addition, such change is well within the range of impacts analyzed for the Project and the associated alternatives described in Chapter 4 of the 2024 PEIR.

Clarifications Regarding the Sustainable Communities Strategy. Based on comments requesting language to explain project and plan consistency with the Plan’s Sustainable Communities Strategy (SCS), SCAG worked with stakeholders to refine and clarify consistency and/or alignment with the SCS as well as the limited role of Transportation Analysis Zone (TAZ) data. This clarification language is included in the Plan’s main document, the Demographics and Growth Forecast Technical Report, and the Land Use and Communities Technical Report.

Modifications to the Connect SoCal 2024 Project List. SCAG received input on the Draft Project List from six County Transportation Commissions (CTCs) during the Plan’s public comment period. The provided updates reflect the latest project information at the time and are part of the finalization process by SCAG and the CTCs for the Final Project List. The Plan includes over 2,000 individual projects and programs across the region across all modes of transportation over the next 25 years.

Generally, changes to the Project List include the following:

- Existing projects in the Project List that have:
 - A revised description (including completion year, cost, or minor change to scope), and/or
 - A revised schedule.
- Existing projects in the Project List which were requested to be removed.
- New projects that were not included in the Draft Project List.

Based on CTC-provided input, SCAG modified approximately 95 financially constrained projects. Most project revisions involved updates to cost or schedule, which in part was due to recent FTIP amendments that came after the draft was prepared. Only three new financially constrained projects were added to the Project List. The remaining updates were minor corrections such as lead agency updates or the removal of duplicate project entries. Separately from the 95 project modifications, SCAG applied 32 project revisions on the unconstrained portion of the Project List. Overall, project modifications result a less than 2 percent change in total projects.

Though changes were minor, SCAG re-ran the travel demand and emission model with the updated transportation network to reflect these updates to the Project List. Accordingly, the transportation modeling was updated for both the Final Plan and in the Final PEIR Appendix I. Revisions to the Project List, both the project modifications and three additions, have been determined to result in minor to no impacts on transportation modeling and the PEIR analysis or conclusions.

Modeling Enhancements and Improvements. The Plan’s performance is largely evaluated using a combination of modeling tools. The modeling results provide the basis for interpreting the anticipated outcomes of the Plan’s investments and strategies. The PEIR uses these modeling results to qualitatively and quantitatively identify and analyze potential environmental impacts at the regional level. Subsequent to the release of the 2024 Draft PEIR for public review and comment, minor modifications and refinements were made to the modeling conducted for the Plan, as described below.

TRANSPORTATION MODEL

The SCAG transportation model has been enhanced to better accommodate the changes of future transit route patterns outlined in LA Metro’s NextGen bus plan (starting from 2025). Furthermore, the model has been augmented through the integration of a commuter rail access variable, aimed at more precisely capturing the improvements in service resulting from Metrolink’s Southern California Optimized Rail Expansion (SCORE) capital improvement program. This enhancement has resulted in an increase in transit boarding as well as the transit share, which correlates with the corresponding infrastructure enhancements, specifically the increase in revenue miles of transit services. The updated modeling results reflect the updated transportation network which includes the modifications to the Project List, as discussed above. The Plan outcome from these revisions resulted in

incremental improvement in VMT, delay and economic metrics that are discussed under the changes to Performance Measures section of the Final Connect SoCal 2024 document.

SCENARIO PLANNING MODEL

The Scenario Planning Model (SPM) has been updated with an increased coverage of agricultural land that is consistent with important farmland areas determined by the Department of Conservation Farmland Mapping and Monitoring Program. In addition, SPM has been enhanced with updated development density data that better aligns with the Regional Planning Policies and regional growth vision. This update has fine-tuned the estimated benefits of the Plan on conservation opportunities and ecosystems.

NOTABLE MODEL INPUT CHANGES AND UPDATES

- Socioeconomic data for LA County (refer to Final PEIR Chapter 9, Section 9.3.1, Category 1-B: Modifications to Plan's Regional Forecasted Development Pattern, for details)
- Auto Operating Cost – SCAG updated auto operating cost calculation based on new data and assumptions commented from the California Air Resources Board (CARB).
- Bike Lane Density – SCAG updated the variable using bikeway data received from the LDX process.
- Highway network – SCAG updated highway networks based on input from the CTCs (refer to Final PEIR Chapter 9, Section 9.3.1, Category 1-D: Modifications to Plan's Project List, for details on project changes)
- Ontario Airport Passenger Forecast – SCAG updated 2050 passenger forecast for Ontario international Airport (ONT) using Million Annual Passengers (MAP) received from their submitted public comment.

This technical transportation modeling updating process yields minor revisions to tables and maps in the 2024 Draft PEIR. PEIR Appendix I provides updated 2024 PEIR tables using the final modeling results for traffic, criteria pollutant emissions, GHG emissions and SPM data. These are the latest tables and should be used as the basis for future environmental reviews; they do not differ substantially from those circulated with the 2024 Draft PEIR and do not substantially affect the PEIR analyses or conclusions. For legibility, the updated tables are reproduced in their entirety and are not shown in underline or strikethrough mode.

The modeling rerun also made minor modifications to several maps that were duplicates or reproductions of Plan maps. Such maps were not reproduced in the Final PEIR as changes were minor at a regional level and the PEIR analysis is based on the underlying information including but not limited to the Growth Forecast, Project List, and/or other GIS resource data, not the maps themselves. Such changes are minor and do not substantially affect the PEIR analyses or conclusions. Nevertheless, for informational purposes, 2024 Final PEIR Appendix J includes a reference table where the reader can locate the related Plan maps which were updated as part of the Final Plan.

All updates result in minor changes and clarifications that do not substantially affect the PEIR analyses and do not impact the PEIR conclusions. These changes are well within the range of impacts analyzed for the Plan and the associated alternatives described in Chapter 4 of the 2024 PEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in CEQA Guidelines Section 15088.5.

Modifications to the Plan’s Regional Planning Policies and Implementation Strategies. In response to public comments, the Final Plan revises several of the Plan’s draft Regional Planning Policies and Implementation Strategies. Most of the revisions are minor and were made for clarification purposes. Refer to Chapter 3 of the Final Plan for the complete list of the Final Regional Planning Policies and Implementation Strategies.

Modifications to Transportation Finance. In accordance with federal fiscal constraint requirements, the Plan is financially constrained. Modifications to transportation finance resulting from modeling changes are very minor and largely do not affect the numbers presented in the PEIR since those were rounded. Furthermore, financial details do not affect the environmental analysis as they serve to provide the reader with background information on funding sources rather than information on physical changes to the environment.

Additional information and clarifications were identified in response to comments on the Draft PEIR and included in Chapter 8, *Response to Comments*, and Chapter 9, *Clarifications and Revisions*, of the 2024 Final PEIR.

The SCAG models described previously are used to provide gross estimates of regional environmental parameters (VMT, criteria pollutant emissions and GHG emissions). However, the inputs to these models are subject to variability (location and density of land uses, travel patterns, fuel make up, pricing assumptions and many more). Because of this, minor changes to assumptions result in minor changes to modeling results and are not statistically significant. As noted above, SCAG has made several refinements to the Connect SoCal 2024 Plan including to land use patterns, transportation projects and policies (alternatives would be similarly affected). None of these refinements result in significant changes to the information presented in the Draft PEIR, including modeling results.

Furthermore, these changes and additional information do not result in a finding of a new impact that was not analyzed in the Draft PEIR or result in a substantial increase in the severity of a significant impact identified in the Draft PEIR. They do not affect the conclusions regarding the significance of the impacts contained in the Draft PEIR. Thus, it is the finding of SCAG Regional Council that such changes and the revisions as described in the 2024 Final PEIR are clarifying in nature, and do not present any significant new information requiring recirculation or additional environmental review pursuant to CEQA Guidelines Section 15088.5.

An MMRP for the Plan has been prepared pursuant to the requirements of PRC Section 21081.6 and CEQA Guidelines Sections 15091(d) and 15097 to ensure implementation of the adopted mitigation measures to reduce significant effects on the environment and is included in the 2024 Final PEIR document. SCAG is the custodian of the documents and other material that constitute the record of the proceedings upon which certification of the 2024 PEIR for the Plan is based, as described below in Section B.9, *Findings Regarding Location and Custodian of Documents*, of this Findings of Fact.

It is the finding of SCAG Regional Council that the 2024 Final PEIR fulfills environmental review requirements for the Connect SoCal 2024 Plan; that the document constitutes a complete, accurate, adequate, and good faith effort at full disclosure under CEQA; and that the document reflects the independent judgment of the SCAG Regional Council.

B.4 FINDINGS REGARDING POTENTIAL ENVIRONMENTAL EFFECTS THAT HAVE NO IMPACT OR ARE LESS THAN SIGNIFICANT

The analysis undertaken in support of the 2024 PEIR concludes that the Plan would have no impact or less-than-significant impacts in the following environmental resource categories and that no mitigation would be required:

- 3.2 Agriculture and Forestry Resources (AG-3 – Timberland and Timberland Production Zones)
- 3.3 Air Quality (AQ-1 – Regional Consistency with Federal Transportation Conformity Requirements)
- 3.8 Greenhouse Gas Emissions (GHG-2 – Regional Consistency with Senate Bill 375)

As noted above, each of these impacts were not separately identified but rather as components of larger categories of impacts: Impact AG-3 also includes forest land (which was found to be significantly impacted by the Plan); Impact AQ-1 addresses all air quality plans in the region and considers both regional and project-level impacts, only regional conformity was found to be less than significant; Impact GHG-2 addresses all plans applicable to the region that are aimed at reducing GHG emissions and addresses both regional and project level impacts, only regional consistency with SB 375 was found to be less than significant).

B.4.1 AGRICULTURE AND FORESTRY RESOURCES

Impact AG-3 Potential for the Plan to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). (Timberland and Timberland Production Zones only.)

FINDING

The Plan would result in **no impact** to timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). Therefore, no mitigation is required.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.2, *Agriculture and Forestry Resources*. No impacts regarding conflicts with existing zoning for timberland and Timberland Production would occur as no land zoned for these uses exists in the SCAG region.

B.4.2 AIR QUALITY

Impact AQ-1 Conflict with or obstruct implementation of the applicable air quality plan. (Regional consistency with federal transportation conformity requirements only.)

FINDING

The Plan would result in **less-than-significant** impacts regarding regional consistency with federal transportation conformity requirements. Therefore, no mitigation is required.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.3, *Air Quality*. Based on the required transportation conformity analysis conducted for Connect SoCal 2024, the Plan demonstrates positive transportation conformity for the region. Specifically, the Plan passes the four required transportation conformity tests, namely, (1) regional emissions analysis [i.e., the Plan do not exceed any applicable emissions caps for all applicable air pollutants; for all applicable milestone, attainment, and planning horizon years; and in all nonattainment and maintenance areas within the SCAG region set forth in existing AQMPs/SIPs]; (2) fiscal constraint [i.e., the Plan demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region’s programming totals]; (3) timely implementation of transportation control measures (TCMs) [i.e., all TCM projects and programs in the Plan were given funding priority, are expected to be implemented on schedule, and in the case of any delays, any obstacles to implementation have been or are being overcome], and (4) interagency consultation and public involvement [i.e., the Plan follows the strategies in SCAG’s Public Participation Plan and conducts interagency consultation on the transportation conformity analysis for the Plan with SCAG’s Transportation Conformity Working Group]. The transportation conformity determination for Connect SoCal 204 is anticipated to receive final federal approval from FHWA/FTA in June 2024. See the Transportation Conformity Analysis Technical Report of Connect SoCal 2024 for more discussion. Therefore, the Plan is not expected to conflict with or obstruct implementation of the existing applicable air quality plans for federal transportation conformity purposes.

B.4.3 GREENHOUSE GAS EMISSIONS

Impact GHG-2 Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. (Regional consistency with SB 375 only.)

FINDING

The Plan would result in **less-than-significant** impacts regarding regional consistency with SB 375. Therefore, no mitigation is required.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.8, *Greenhouse Gas Emissions*. Based on the Plan's GHG analysis, the Plan has achieved the 8 percent per capita GHG emissions target for 2020 as set by CARB for the SCAG region for SB 375 purposes and will meet the 19 percent per capita GHG target for 2035 as discussed in Connect SoCal 2024, Performance Monitoring Technical Report. Decreased travel during the COVID-19 pandemic most likely helped achieve (and exceed) the 2020 target. By 2035, the Plan is projected to achieve the 19 percent below the 2005 level per capita GHG emissions target. In sum, the Plan has met the State requirements for the RTP/SCS under SB 375 and is considered not in conflict with SB 375 at the regional level.

B.5 FINDINGS REGARDING SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS THAT CANNOT BE MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

As analyzed in the 2024 PEIR, SCAG has determined that the Plan has the potential to result in significant and unavoidable impacts in relation to the following environmental resource categories:

- 3.1 Aesthetics (AES-1, -2, -3, and -4)
- 3.2 Agricultural and Forestry Resources (AG-1, -2, -3, -4, and -5)
- 3.3 Air Quality (AQ-1, -2, -3, and -4)
- 3.4 Biological Resources (BIO-1, -2, -4, -5 and -6)
- 3.5 Cultural Resources (CUL-1, -2, and -3)
- 3.6 Energy (EN-1 and -2)
- 3.7 Geology and Soils (GEO-1, -2, -3, -4, -5, and -6)
- 3.8 Greenhouse Gas Emissions (GHG-1 and -2)
- 3.9 Hazards and Hazardous Materials (HAZ-1, -2, -3, -4, -5, -6, and -7)
- 3.10 Hydrology and Water Quality (HYD-1, -2, -3A, -3B, -3C, -3D, -4, and -5)
- 3.11 Land Use and Planning (LU-1 and -2)
- 3.12 Mineral Resources (MIN-1 and -2)
- 3.13 Noise (NOI-1, -2, and -3)
- 3.14 Population and Housing (POP-1 and -2)
- 3.15 Public Services (PS-1, -2, -3, -4, and -5)
- 3.16 Parks and Recreation (REC-1 and -2)
- 3.17 Transportation, Traffic, and Safety (TRA-1, -2, and -4)
- 3.18 Tribal Cultural Resources (TCR-1)
- 3.19 Utilities and Service Systems (UTIL-1, -2, -3, -4, and -5)
- 3.20 Wildfire (WF-1, -2, -3, and -4)

For each of these impacts, SCAG has identified program-level mitigation measures which are the responsibility of SCAG, as well as project-level mitigation measures which are the responsibility of local agencies. While SCAG has no authority to impose mitigation measures on local agencies and project sponsors, mitigation measures will be required by lead agencies at the project level if they identify potential impacts in the resource areas. At the project-level, lead agencies can and should consider the identified project-level mitigation measures during subsequent review of transportation and land use projects as appropriate and feasible. While the mitigation measures would reduce impacts of the Plan, they would not reduce the impacts to the level of less than significant.

B.5.1 AESTHETICS

Impact AES-1 Potential to have a substantial adverse effect on a scenic vista.

FINDING

SCAG finds that the Plan's impact on scenic vistas remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures **SMM-GEN-1** and **PMM-AES-1**.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.1, *Aesthetics*. Mitigation Measure **SMM-GEN-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure **PMM-AES-1** would reduce adverse effects on scenic vistas.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce the adverse impacts related to scenic vistas, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

SMM-GEN-1 SCAG shall continue to facilitate interagency cooperation, information sharing, and regional program development, such as through existing planning tools to support local jurisdictions including various applications offered through the SCAG Regional Data Platform (RDP), SoCal Atlas, HELPR, and other GIS resources and data services. For more information, please contact SCAG's Local Information Services Team (LIST) at list@scag.ca.gov.

PROJECT-LEVEL MITIGATION MEASURES

- PMM-AES-1** In accordance with provisions of CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a lead agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:
- a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development.
 - b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile.
 - c) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements.
 - d) Retain or replace trees bordering highways, so that clear-cutting is not evident.
 - e) Provide new corridor landscaping that provides appropriate transitions to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas.
 - f) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity.
 - g) Use see-through safety barrier designs (e.g., railings rather than walls), as appropriate.

Impact AES-2 Potential to substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

FINDING

SCAG finds that the Plan's impact on scenic resources remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures **SMM-GEN-1** and **PMM-AES-1**.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.1, *Aesthetics*. Mitigation Measure **SMM-GEN-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure **PMM-AES-1** would reduce adverse effects on scenic resources.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce the adverse impacts related to damaging scenic resources within a state scenic highway, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-AES-1.

Impact AES-3 Potential to substantially degrade the existing visual character or quality of public views (public views are those that are experienced from publicly accessible vantage points). In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.

FINDING

SCAG finds that the Plan's impact on visual character or quality of the SCAG region remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1 and PMM-AES-2.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.1, *Aesthetics*. Mitigation Measure SMM-GEN-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-AES-2 would reduce adverse effects on visual character or quality of public views.

At the project-level, lead agencies can and should consider the identified project-level mitigation measure or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of the mitigation measures would reduce the adverse impacts related to the degradation of the existing visual character or quality of public views, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1.

PROJECT-LEVEL MITIGATION MEASURES

- PMM-AES-2** In accordance with provisions of CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a lead agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:
- a) Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable.
 - b) Design landscaping along highway corridors to add substantial natural elements and visual interest to soften the hard-edged, linear transportation corridors.
 - c) Develop design guidelines for projects that make elements of proposed buildings/facilities visually compatible or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria.
 - d) Design projects consistent with design guidelines of applicable general plans.
 - e) Keep sites in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape.
 - f) Where sound walls are proposed, account for visual impacts during sound wall construction and design methods as follows:
 - Use transparent panels to preserve views where sound walls would block views from residences;
 - Use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height;
 - Construct sound walls of materials whose color and texture complements the surrounding landscape and development.
 - g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.

Impact AES-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

FINDING

SCAG finds that the Plan's impact related to the potential to create new sources of light and glare remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the

implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1 and PMM-AES-3.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.1, *Aesthetics*. Mitigation Measure SMM-GEN-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-AES-3 would reduce adverse effects related to new sources of light and glare.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce the adverse impacts related to the potential create a new source of substantial light and glare that could adversely affect day or nighttime views in the areas, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1.

PROJECT-LEVEL MITIGATION MEASURES

- PMM-AES-3 In accordance with provisions of CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a lead agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:
- a) Use lighting fixtures that are shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.
 - b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7 a.m. to 10 p.m.
 - c) Use energy-efficient, low-glare fixtures for outdoor lighting.
 - d) Use unidirectional lighting to avoid light trespass onto adjacent properties.
 - e) Design exterior lighting to confine illumination to the project site, and/or to areas that do not include light-sensitive uses.
 - f) Provide structural and/or vegetative screening from light-sensitive uses.
 - g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses.
 - h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.

- i) Direct architectural lighting onto the building surfaces and have low reflectivity to minimize glare and limit light spillover onto adjacent properties.

B.5.2 AGRICULTURE AND FORESTRY RESOURCES

Impact AG-1 Potential for the Plan to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use.

FINDING

SCAG finds that the Plan’s impact on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-AG-1, SMM-AG-2, SMM-AG-3, and PMM-AG-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.2, *Agriculture and Forestry Resources*. Mitigation Measures SMM-AG-1, SMM-AG-2, and SMM-AG-3 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-AG-1 would reduce adverse effects on agricultural lands.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce the adverse effects on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

- SMM-AG-1** SCAG shall provide support for local jurisdictions looking to pursue farmland conservation planning, including through information sharing and advice on grant opportunities pertinent to supporting local agency’s workplans and/or actions in natural and agricultural land conservation, such as the Sustainable Agricultural Lands Conservation program.
- SMM-AG-2** SCAG shall continue to facilitate regional collaboration forums, such as the Natural & Farm Lands Conservation Working Group, for stakeholders to share best practices and develop recommendations for natural and agricultural land conservation throughout the region. The collaboration forums with help identify opportunities to leverage resources that protect and restore natural habitat corridors, especially, where corridors cross county boundaries.

SMM-AG-3 SCAG shall develop and support a Regional Greenprint, which is a web-based tool that provides the best available scientific data and scenario visualizations to support local jurisdictions and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farm lands. SCAG shall provide the Greenprint as a publicly available tool to assist local jurisdictions and transportation agencies identify priority conservation areas and work with CTCs to develop advanced mitigation programs for their future plans and projects. SCAG shall support by (1) leveraging funding to encourage advance mitigation, (2) participating in state-level efforts that would support regional advanced mitigation planning in the SCAG region, and (3) supporting the inclusion of advance mitigation programs at county level transportation measures.

PROJECT-LEVEL MITIGATION MEASURES

PMM-AG-1 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:

- a) Provide permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential to mitigate for loss of farmland.
- b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.
- c) Maintain and expand agricultural land protections such as urban growth boundaries.
- d) Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands.
- e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access.
- f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.

Impact AG-2 **Potential to conflict with existing zoning for agricultural use, or a Williamson Act contract.**

FINDING

SCAG finds that the Plan's impact related to the potential to conflict with existing zoning for agricultural use, or a Williamson Act contract remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures **SMM-AG-1, SMM-AG-2, SMM-AG-3, PMM-AG-1, and PMM-AG-2.**

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.2, *Agriculture and Forestry Resources*. Mitigation Measures SMM-AG-1, SMM-AG-2, and SMM-AG-3 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-AG-1 and PMM-AG-2 would reduce conflicts with existing zoning for agricultural use, or a Williamson Act contract.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce conflicts with existing zoning for agricultural use, or a Williamson Act contract, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-AG-1 through SMM-AG-3.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-AG-1.

PMM-AG-2 Project level mitigation measures can and should be considered by lead agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each lead agency, may include the following, or other comparable measures:

- a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts.
- b) Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.

Impact AG-3 Potential for the Plan to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). (Not including timberland and Timberland Production Zones – see Subsection B.4.1.)

FINDING

SCAG finds that the Plan’s impact related to the potential to conflict with existing zoning for forest land (see Subsection B.4.1 for a discussion of the No Impact finding with respect to timberlands and timberland production Zones) remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-AG-1, SMM-AG-2, and PMM-AG-3.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.2, *Agriculture and Forestry Resources*. Mitigation Measures SMM-AG-1, SMM-AG-2, and PMM-AG-3 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-AG-3 would reduce the potential to conflict with existing zoning for forest land.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and the mitigation measures would reduce conflicts with existing zoning for forest land or timber land, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-AG-1 and SMM-AG-2.

PROJECT LEVEL MITIGATION MEASURES

PMM-AG-3 Project level mitigation measures can and should be considered by lead agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of forest land to maximum extent practicable, as determined appropriate by each lead agency, may include the following, or other comparable measures:

- a) Minimize construction related impacts to forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with forestry resources.
- b) Acquire conservation easements for the loss of forestland.

- c) Coordinate with responsible agencies including the United States Forest Service and Bureau of Land Management, as appropriate, regarding applicable requirements for transportation and urban land use projects within designated National Monuments in the SCAG region.

Impact AG-4 **Potential for the Plan to result in the loss of forest land or conversion of forest land to non-forest use.**

FINDING

SCAG finds that the Plan's impact related to the loss of forest land or conversion of forest land to non-forest use remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-AG-1, SMM-AG-2, and PMM-AG-3.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.2, *Agriculture and Forestry Resources*. Mitigation Measures SMM-AG-1 and SMM-AG-2 would reduce impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-AG-3 would reduce adverse effects on scenic vistas.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce the adverse impacts related to the loss of forest land or conversion of forest land to non-forest use, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-AG-1 and SMM-AG-2.

PROJECT LEVEL MITIGATION MEASURES

See PMM-AG-3.

Impact AG-5 **Potential for the Plan to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.**

FINDING

SCAG finds that the Plan's impact remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies,

Implementation Strategies, and Mitigation Measures **SMM-AG-1** and **SMM-AG-2**, **SMM-GHG-1**, **SMM-GHG-2**, **PMM-AG-2**, **PMM-AG-4**, **PMM-AG-5**, and **PMM-GHG-2**.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.2, *Agriculture and Forestry Resources*. Mitigation Measures SMM-AG-1 and SMM-AG-2; SMM-GHG-1 and SMM-GHG-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-AG-2, PMM-AG-4, PMM-AG-5, and PMM-GHG-2 would reduce impacts related to the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce the adverse impacts related to the loss of forest land or conversion of forest land to non-forest use, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See **SMM-AG-1**, **SMM-AG-2**, **SMM-GHG-1**, and **SMM-GHG-2**.

PROJECT-LEVEL MITIGATION MEASURES

See **PMM-AG-2** and **PMM-GHG-2**.

PMM-AG-4 Project level mitigation measures can and should be considered by lead agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each lead agency, may include the following, or other comparable measures:

- a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land.
- b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management.
- c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted.

PMM-AG-5 Project level mitigation measures can and should be considered by lead agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each lead agency, may include the following, or other comparable measures:

- a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.

B.5.3 AIR QUALITY

Impact AQ-1 Conflict with or obstruct implementation of the applicable air quality plan. (Not including consistency with regional federal transportation conformity requirements – see Subsection B.4.2.)

FINDING

SCAG finds that the Plan’s impact related to potential project-level conflict with or obstruction of implementation of the applicable air quality plan (see Subsection B.4.2 for a discussion of the less-than-significant impact with respect to the Plan’s consistency with regional transportation conformity requirements) remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-AQ-1, SMM-GHG-1, SMM-GHG-2, and PMM-AQ-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.3, *Air Quality*. Mitigation Measures SMM-AQ-1, SMM-GHG-1, and SMM-GHG-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-AQ-1 would reduce impacts related to a conflict with or obstruct implementation of the applicable air quality plan.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse impacts related to a conflict with or obstruct implementation of the applicable air quality plan, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GHG-1 and SMM-GHG-2.

SMM-AQ-1 SCAG shall continue to support and provide information on regional air quality planning and related issue areas in the region. SCAG staff shall also continue to work with the U.S. Environmental Protection Agency, California Air Resources Board, and the air districts within the SCAG region and provide updates to relevant stakeholders on regional air quality planning and related issue areas through regional collaboration forums such as SCAG's Transportation Conformity Working Group.

PROJECT-LEVEL MITIGATION MEASURES

PMM-AQ-1 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce significant adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the lead agency:

- a) Minimize land disturbance.
- b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
- c) Cover trucks when hauling dirt.
- d) Stabilize the surface of dirt piles if not removed immediately.
- e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
- f) Minimize unnecessary vehicular and machinery activities.
- g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.
- i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.
- j) Assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower [hp] and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet.
- k) Ensure that all construction equipment is properly tuned and maintained.
- l) Minimize idling time to 5 minutes—saves fuel and reduces emissions.
- m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved

streets at least once per day where there is evidence of dirt that has been carried on to the roadway.

- n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.
- o) Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites.
- p) Obtain CARB Portable Equipment Registration with the state or a local district permit for portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles. Arrange appropriate consultations with CARB or the local air district to determine registration and permitting requirements prior to equipment operation at the site.
- q) Use Tier 4 Final equipment or better for all engines above 50 hp. In the event that construction equipment cannot meet to Tier 4 Final or better engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by the project's lead agency before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 Final or better engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible or higher tier standard diesel equipment as it becomes developed and feasible.
- r) Projects located within the South Coast Air Basin and the Coachella Valley should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles.
- s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for identification of additional feasible mitigation that can be applied to individual projects.
- t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs.
- u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors).

- v) As applicable for airport projects, the following measures should be considered:
 - Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxiing, if feasible as allowed per Federal Aviation Administration guidelines.
 - Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project.
 - Use ground service equipment (GSE) that can operate on battery-power. If using electric equipment is not feasible, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4 Final, at a minimum.
- w) As applicable for port projects, the following measures should be considered:
 - Develop specific timelines for transitioning to zero-emissions cargo handling equipment (CHE).
 - Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress.
 - Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power.
 - Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized.
 - Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin.
 - Encourage the participation in the Green Ship Incentives.
 - Offer incentives to encourage the use of on-dock rail.
- x) As applicable for rail projects, the following measures should be considered:
 - Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards.
- y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high-efficiency or enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.
- z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.
 - Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside.
 - Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued.
 - Disclose the potential increase in energy costs for running the HVAC system to prospective residents.

- Provide information to residents on where MERV filters can be purchased.
 - Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units.
 - Identify the responsible entity such as future residents themselves, Homeowner’s Association, or property managers for ensuring enhanced filtration units are replaced on time.
 - Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units.
 - Set criteria for assessing progress in installing and replacing the enhanced filtration units; and
 - Develop a process for evaluating the effectiveness of the enhanced filtration units.
- aa) Consult the SCAG Equity Resources for Action (ERA) Toolbox SCAG Environmental Justice Toolbox available on the SCAG’s Environmental Justice webpage for potential measures to address impacts to low-income and/or communities of color.
- bb) The following criteria related to diesel emissions shall be implemented on by individual project sponsors as appropriate and feasible:
- Diesel nonroad vehicles on site for more than 10 total days shall have either (1) engines that meet EPA on road emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.
 - Diesel generators on site for more than 10 total days shall be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.
 - Nonroad diesel engines on site shall be Tier 2 or higher.
 - Diesel nonroad construction equipment on site for more than 10 total days shall have either (1) engines meeting EPA Tier 4 nonroad emissions standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines for 50 hp and greater and by a minimum of 20% for engines less than 50 hp.
 - The construction contractor shall maintain a list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following:
 - i. Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment.
 - ii. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation.
 - iii. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date.
 - Establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact

- on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities.
- Maintain a monthly report that, for each on road diesel vehicle, nonroad construction equipment, or generator onsite, includes:
 - i. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date.
 - ii. Any problems with the equipment or emission controls.
 - iii. Certified copies of fuel deliveries for the time period that identify:
 1. Source of supply
 2. Quantity of fuel
 3. Quantity of fuel, including sulfur content (percent by weight)
- cc) Promote energy efficiency and exceed Title-24 Building Envelope Energy Efficiency Standards (California Building Standards Code):
- Install programmable thermostat timers
 - Obtain Third-party HVAC commissioning and verification of energy savings (to be grouped with exceedance of Title 24).
 - Install energy efficient appliances (Typical reductions for energy-efficient appliances can be found in the Energy Star and Other Climate Protection Partnerships Annual Reports.)
 - Install higher efficacy public street and area lighting
 - Limit outdoor lighting requirements
 - Replace traffic lights with LED traffic lights
 - Establish onsite renewable or carbon neutral energy systems – generic, solar power and wind power
 - Utilize a combined heat and power system
- dd) Promote transportation efficiency. The following measures can be used to increase transportation efficiency:
- Locate project near bike path/bike lane
 - Provide pedestrian network improvements, such as interconnected street network, narrower roadways and shorter block lengths, sidewalks, accessibility to transit and transit shelters, traffic calming measures, parks and public spaces, minimize pedestrian barriers.
 - Provide traffic calming measures, such as:
 - i. Marked crosswalks
 - ii. Count-down signal timers
 - iii. Curb extensions
 - iv. Speed tables
 - v. Raised crosswalks

- vi. Raised intersections
- vii. Median islands
- viii. Tight corner radii
- ix. Roundabouts or mini-circles
- x. On-street parking
- xi. Chicanes/chokers
- Create urban non-motorized zones
- Provide bike parking in non-residential and multi-unit residential projects
- Dedicate land for bike trails
- Limit parking supply through:
 - i. Elimination (or reduction) of minimum parking requirements
 - ii. Creation of maximum parking requirements
 - iii. Provision of shared parking
- Require residential area parking permit.
- Provide ride-sharing programs
 - i. Designate a certain percentage of parking spacing for ride sharing vehicles
 - ii. Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles
 - iii. Providing a web site or messaging board for coordinating rides
 - iv. Permanent transportation management association membership and finding requirement.
- ee) Lengthen the construction period during smog season (May through October) by extending the construction hours per workday or number of days worked per week, to minimize the number of vehicles and equipment operating at the same time.
- ff) Install signage containing the complaint number of the local air district where construction activities are located at the construction sites.

Impact AQ-2 **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.**

FINDING

SCAG finds that the Plan's impacts related to a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and

with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-AQ-1, SMM-GHG-1, SMM-GHG-2, and PMM-AQ-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.3, *Air Quality*. Mitigation Measures SMM-AQ-1, SMM-GHG-1, and SMM-GHG-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-AQ-1 would reduce adverse effects on air quality standards.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-AQ-1, SMM-GHG-1, and SMM-GHG-2.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-AQ-1.

Impact AQ-3 Expose sensitive receptors to substantial pollutant concentrations.

FINDING

SCAG finds that the Plan's impact related to exposing sensitive receptors to substantial pollutant concentrations remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-LU-1 through SMM-LU-3, SMM-POP-1, SMM-POP-2, PMM-AQ-1, and PMM-AQ-2.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.3, *Air Quality*. Mitigation Measures SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-POP-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-AQ-1 and PMM-AQ-2 would reduce adverse impacts related to exposing sensitive receptors to substantial pollutant concentrations.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land

use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of mitigation measures would reduce adverse impacts related to exposing sensitive receptors to substantial pollutant concentrations, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-POP-2.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-AQ-1.

PMM-AQ-2 For projects subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects) and located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and within one-quarter mile (1,320 feet) of a sensitive land use, project leads should prepare an air quality analysis that evaluates potential localized project air quality impacts in conformance with SCAQMD methodology for assessing localized significance thresholds (LST) air quality impacts. If air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the project should incorporate feasible mitigation measures to reduce air pollutant emissions.

Impact AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

FINDING

SCAG finds that the Plan’s impacts related to other emissions (such as those leading to odors) remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-AQ-1, SMM-GHG-1, SMM-GHG-2, PMM-AQ-1, and PMM-AQ-2.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.3, *Air Quality*. Mitigation Measures SMM-AQ-1, SMM-GHG-1, and SMM-GHG-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-AQ-1 and PMM-AQ-2 would reduce adverse effects related to other emissions (such as those leading to odors).

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures

would reduce impacts related to other emissions (such as those leading to odors) adversely affecting a substantial number of people, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-AQ-1, SMM-GHG-1, and SMM-GHG-2.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-AQ-1.

PMM-AQ-3 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to other emissions (such as those leading to odors) adversely affecting a substantial number of people. Such measures may include the following or other comparable measures identified by the lead agency:

- a) Implement an odor management plan that consistent with the requirements from the local air quality management district or air pollution control district.
- b) Implement an odor control technique(s) or strategy(ies) consistent with the requirements from the local air quality management district or air pollution control district. Odor control techniques or strategies may include air filters, air scrubbers, enclosures, buzzer zones, physical barriers, housekeeping practices, or other techniques or strategies.

B.5.4 BIOLOGICAL RESOURCES

Impact BIO-1 Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service.

FINDING

SCAG finds that the Plan's effect on any species identified as a candidate, sensitive, or special status species remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-BIO-1 and PMM-BIO-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.4, *Biological Resources*. Mitigation Measures SMM-GEN-1 and SMM-BIO-1 would reduce project impacts to the maximum extent feasible within the

authority of SCAG. Project-Level Mitigation Measure PMM-BIO-1 would reduce adverse effects on any species identified as a candidate, sensitive, or special status species.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse effects on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1.

SMM-BIO-1 SCAG shall support research, programs, and policies that identify, protect, and restore natural habitat corridors and continue support for preserving wildlife corridors and wildlife crossings through information sharing, such as showcasing best practices and regional collaboration forums like SCAG's Natural and Farm Lands Conservation Working Group.

PROJECT-LEVEL MITIGATION MEASURES

PMM-BIO-1 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, and species that meet the definition of "rare" as defined in CEQA Guidelines Section 15380(b)(2). Such measures may include the following or other comparable measures identified by the lead agency:

- a) Avoid occupied habitat and potentially suitable habitat for threatened, endangered, or rare species, as well as designated critical habitat in project design, wherever practicable and feasible.

Where projects are determined to contain suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, prior to construction, conduct preconstruction focused species surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel. If sensitive plants or wildlife are present, identify and implement species-specific measures to avoid, minimize, and mitigate for potential impacts in consultation with USFWS or CDFW.

- b) Where avoidance is determined to be infeasible for species protected under FESA, CESA, or local/regional species habitat conservation plan, provide conservation measures to result in no net loss of sensitive habitats and open space and fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as

identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special-status species may include:

- i. Impact minimization strategies
 - ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts
 - iii. Use of in-kind mitigation bank credits
 - iv. Funding of research and recovery efforts
 - v. Habitat restoration
 - vi. Establishment of conservation easements
 - vii. Permanent dedication of in-kind habitat
- c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.
 - d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species
 - e) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources.
 - f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation.
 - g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact.
 - h) Appoint a qualified biologist to monitor implementation of mitigation measures.
 - i) Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased.
 - j) Develop an invasive species control plan associated with project construction
 - k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife
 - l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance.
 - m) Project design should address the protection of habitat on both sides of a freeway to improve effectiveness of the crossings and may use alternatives to hydrocarbon-based asphalt paving to mitigate for potential hydrocarbon and heavy metal contamination.

Impact BIO-2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.

FINDING

SCAG finds that the Plan’s adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures **SMM-GEN-1, SMM-BIO-1, PMM-BIO-1, and PMM-BIO-2.**

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.4, *Biological Resources*. Mitigation Measures SMM-GEN-1 and SMM-BIO-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-BIO-1 and PMM-BIO-2 would reduce adverse effects on any riparian habitat or other sensitive natural community.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce the adverse effects on any riparian habitat or other sensitive natural community, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable.**

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See **SMM-GEN-1** and **SMM-BIO-1.**

PROJECT-LEVEL MITIGATION MEASURES

See **PMM-BIO-1.**

PMM-BIO-2 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities. Such measures may include the following or other comparable measures identified by the lead agency:

- a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA.
- b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species

afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.

- c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code.
- d) Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds.
- e) Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season.
- f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-bearing mammals, are actively using the areas in conjunction with breeding activities.
- g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. Where practicable and feasible, require upland buffers that sufficiently minimize impacts to riparian corridors.
- h) Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required.
- i) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to sensitive communities.
- j) Appoint a qualified biologist to monitor implementation of mitigation measures.
- k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased.
- l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist or regulatory specialist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects.
- m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant to an adopted regional conservation plan.
- n) Install temporary construction fencing and/or mark sensitive habitat to be avoided during construction activities.
- o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified ecologist/biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils

containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified ecologist/biologist.

- p) Revegetate with appropriate indigenous native vegetation following the completion of construction activities. as identified by the qualified ecologist/biologist.
- q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).
- r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.

Impact BIO-3 Have a substantial adverse effect on State or Federally Protected Wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

FINDING

SCAG finds that the Plan's impact related to the potential to have a substantial adverse effect on State or Federally Protected Wetlands remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1, SMM-BIO-1, PMM-BIO-1, PMM-BIO-2, and PMM-BIO-3.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.4, *Biological Resources*. Mitigation Measures SMM-GEN-1 and SMM-BIO-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-BIO-1, PMM-BIO-2, and PMM-BIO-3 would reduce adverse effects on State or Federally Protected Wetlands.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and the mitigation measures would reduce adverse effects on State or Federally Protected Wetlands, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1 and SMM-BIO-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-BIO-1 and PMM-BIO-2.

PMM-BIO-3 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities. Such measures may include the following or other comparable measures identified by the lead agency:

In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands. Such measures may include the following or other comparable measures identified by the lead agency.

- a) Conduct an aquatic resources delineation by a qualified biologist or regulatory specialist to identify and map the extent of state and federally protected aquatic resources. Avoid state and federally protected aquatic resources in project design, consistent with the provisions of Sections 404 and 401 of the CWA and Section 1600 of Fish and Game Code, wherever practicable and feasible.
- b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered waters of the state of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW.
- c) Where avoidance of wetlands is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by the USACE or SAA by the CDFW. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with USACE's Final Compensatory Mitigation Rule or the CDFW SAA conditions. The USACE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as feasible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACE permit may require a project proponent to restore, establish, enhance, or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The rule establishes performance standards, sets timeframes for decision making, and to the maximum extent feasible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:
 - Permittee-responsible mitigation
 - Contribution of in-lieu fees
 - Use of in-kind mitigation bank credits

- d) Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities:
- Avoidance
 - Impact Minimization
 - On-site alternatives
 - Off-site alternatives
- e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.

Impact BIO-4 **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.**

FINDING

SCAG finds that the Plan's impact related to interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1, SMM-AG-1 through SMM-AG-3, SMM-GHG-1, SMM-LU-3, SMM-WF-1, and PMM-BIO-1 through PMM-BIO-4.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.4, *Biological Resources*. Mitigation Measures SMM-GEN-1, SMM-AG-1 through SMM-AG-3, SMM-GHG-1, SMM-LU-3, and SMM-WF-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-BIO-1 through PMM-BIO-4 would reduce adverse impacts related to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse impacts related to interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1, SMM-AG-1 through SMM-AG-3, SMM-GHG-1, SMM-LU-3, and SMM-WF-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-BIO-1 through PMM-BIO-3.

- PMM-BIO-4** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement. Such measures may include the following or other comparable measures identified by the lead agency:
- a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.
 - b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans.
 - c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 Section 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.
 - d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31.
 - e) Prohibit construction activities within 300 feet, or modified as appropriate by a qualified biologist, of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season.
 - f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season.
 - g) When feasible and practicable, minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors in project design.
 - h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site.
 - i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor.
 - j) Review construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation.

- k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).
- l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches.
- m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA's Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities.
- n) Install directional wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.
- o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the temporal or permanent loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in PMM-BIO-1(b), where applicable:
 - Wildlife movement buffer zones
 - Corridor realignment
 - Appropriately spaced breaks in center barriers
 - Stream rerouting
 - Culverts
 - Creation of artificial movement corridors such as freeway under- or overpasses
 - Acquire contiguous adjacent land parcels to be protected in perpetuity from encroachment and development
 - Other comparable measures
- p) Where the lead agency has identified that an RTP/SCS project, or other regionally significant project, has the potential to impact open space or wildlife nursery site areas that are not designated as such by federal, state, or local jurisdictions, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.
- q) Incorporate applicable and appropriate guidance (e.g., FHWA-HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants.
- r) Implement berms and sound/sight barriers at all wildlife crossings to encourage wildlife to utilize crossings. Sound and lighting should also be minimized in developed areas, particularly those that are adjacent to or go through natural habitats.
- s) Reduce lighting impacts on sensitive species through implementation of mitigation measures such as but not limited to:
 - Use high-pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.

- Design exterior lighting to confine illumination to the project site.
 - Provide structural and/or vegetative screening from light-sensitive uses.
 - Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.
 - Direct architectural lighting onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.
- t) Reduce noise impacts to sensitive species through implementation of mitigation measures such as, but not limited to:
- Install temporary noise barriers during construction.
 - Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.
 - Provide structural and/or vegetative screening from light-sensitive uses.
 - Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.
 - Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
 - Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned
 - Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.
 - Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.
- u) Include large buffers between sensitive uses and freeways.
- v) Create wildlife corridor redundancy to help retain functional connectivity and resilience.
- w) To the extent practicable, avoid construction during dawn and dusk, when wildlife activity is highest.

- y) If protected terrestrial wildlife enter work areas during construction, temporarily halt work to allow wildlife to move through the work area unharmed. A qualified biologist may relocate non-listed wildlife species out of the work area.

Impact BIO-5 **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.**

FINDING

SCAG finds that the Plan's impact related to conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1, SMM-BIO-1, SMM-LU-3, and PMM-BIO-1 through PMM-BIO-5.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.4, *Biological Resources*. Mitigation Measures SMM-GEN-1, SMM-BIO-1, and SMM-LU-3 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-BIO-1 through PMM-BIO-5 would reduce adverse effects related to conflicts with any local policies or ordinances protecting biological resources.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and the mitigation measures would reduce conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1, SMM-BIO-1, and SMM-LU-3.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-BIO-1 through PMM-BIO-4.

- PMM-BIO-5** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources. Such measures may include the following or other comparable measures identified by the lead agency.
- a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.
 - b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist.
 - c) If specific project area trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally sourced native species, as directed by a qualified biologist.
 - d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas where trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," to avoid resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed.
 - e) Establish a scheme for the removal and disposal of logs, brush, earth, and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.
 - f) No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees to occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials to be operated or stored within a distance from the base of any protected trees. Wires, ropes, or other devices not to be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.
 - g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist.
 - h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If such tree cannot be preserved in a healthy state, as determined by the certified arborist, replace any tree removed with another tree or trees on the same site deemed adequate by the local agency to

compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation or as determined by the local jurisdictions, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources

- i) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:
- Avoidance strategies
 - Contribution of in-lieu fees
 - Planting of replacement trees
 - Re-landscaping areas with native vegetation post-construction
 - Other comparable measures developed in consultation with local agency and certified arborist.

Impact BIO-6 **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.**

FINDING

SCAG finds that the Plan's impact related to conflicts with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1, SMM-BIO-1, SMM-LU-3, and PMM-BIO-1 through PMM-BIO-6.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.4, *Biological Resources*. Mitigation Measures SMM-GEN-1, SMM-BIO-1, and SMM-LU-3 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-BIO-1 through PMM-BIO-6 would reduce adverse impacts related to conflicts with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and the mitigation measures would reduce adverse impacts related to conflicts with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

B.5.5 CULTURAL RESOURCES

Impact CUL-1 Cause a substantial adverse change in the significance of a historical resource pursuant to section 15064.5.

FINDING

SCAG finds that the Plan's impact related to a substantial adverse change in the significance of a historical resource remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1, SMM-CUL-1, and PMM-CUL-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.5, *Cultural Resources*. Mitigation Measures SMM-GEN-1 and SMM-CUL-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-CUL-1 would reduce adverse impacts on historical resources.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse effects on historical resources, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1.

SMM-CUL-1 SCAG shall encourage local jurisdictions to identify opportunities for early consultation with resource agencies such as the National Park Service, Office of Historic Preservation, and Native American Heritage Commission, as well as Native American tribes, for identification and avoidance of archaeological sites, historical resources, cemeteries, and tribal cultural resources, wherever practicable and feasible and reduce or mitigate for conflicts in compatible land use to the maximum extent practicable.

PROJECT-LEVEL MITIGATION MEASURES

- PMM-CUL-1** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources. Such measures may include the following or other comparable measures identified by the lead agency:
- a. Pursuant to CEQA Guidelines Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the Plan area has been previously surveyed and whether historical resources were identified.
 - b. During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior's Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center.
 - c. Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:
 - Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible.
 - Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.
 - d. If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior's Standards for the Treatment of Historic Properties should be used to the maximum extent feasible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the Secretary of the Interior's PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the lead agency for review and approval.
 - e. If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the Secretary of the Interior's PQS. Recordation should meet the Secretary of the Interior's Standards and Guidelines for Architectural and

Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the lead agency.

- f. During the project planning phase, obtain a qualified archaeologist, defined as one who meets the Secretary of the Interior's PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the Plan area has been previously surveyed and whether resources were identified.
- g. Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information.
- h. During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the lead agency, or the Information Center. In the event the records indicate that no previous survey has been conducted, the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the Plan area for archaeological resources.
- i. If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources are determined significant or unique through Phase II testing, and avoidance is not feasible, appropriate resource-specific mitigation measures should be established by the lead agency and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Archaeological materials collected from a significant resource should be curated with a recognized scientific or educational repository.
- j. If a record search or archaeological assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the lead agency in consultation with a qualified archaeologist, retain an archaeological monitor to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the Secretary of the Interior's PQS
- k. Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated.
- l. Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant. If the

archaeologist determines that the discovery is significant, it should be curated with a recognized scientific or educational repository.

Impact CUL-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5.

FINDING

SCAG finds that the Plan’s impact on the significance of an archaeological resource remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1, SMM-CUL-1, and PMM-CUL-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.5, *Cultural Resources*. Mitigation Measures SMM-GEN-1 and SMM-CUL-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-CUL-1 would reduce adverse impacts on the significance of an archaeological resource.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse effects on archaeological resources, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1 and SMM-CUL-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-CUL-1.

Impact CUL-3 Disturb human remains, including those interred outside of dedicated cemeteries.

FINDING

SCAG finds that the Plan’s impact remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1, SMM-CUL-1, and PMM-CUL-2.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.5, *Cultural Resources*. Implementation of Mitigation Measures SMM-GEN-1 and SMM-CUL-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-CUL-2 would reduce the potential to disturb human remains.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse effects on potential to disturb human remains, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1 and SMM-CUL-1.

PROJECT-LEVEL MITIGATION MEASURES

PMM-CUL-2 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains. Such measures may include the following or other comparable measures identified by the lead agency:

- a. In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.
- b. If any discovered remains are of Native American origin:
 - Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.
 - If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave

goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.

B.5.6 ENERGY

Impact ENR-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

FINDING

SCAG finds that the Plan’s impact due to wasteful, inefficient, or unnecessary consumption of energy resources remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-AQ-1, SMM-GHG-1, SMM-GHG-2, PMM-AQ-1, PMM-GHG-1, PMM-TRA-1, and PMM-USWS-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.6, *Energy*. The wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation would be significant. Implementation of Mitigation Measures SMM-AQ-1, SMM-GHG-1, and SMM-GHG-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-AQ-1, PMM-GHG-1, PMM-TRA-1, and PMM-USWS-1 would reduce adverse impacts related to wasteful, inefficient, or unnecessary consumption of energy resources.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-AQ-1, SMM-GHG-1, and SMM-GHG-2.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-AQ-1, PMM-GHG-1, PMM-TRA-1, and PMM-USWS-1.

Impact ENR-2 **Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.**

FINDING

SCAG finds that the Plan’s impact related to a conflict with or obstruct a state or local plan for renewable energy or energy efficiency remains significant and unavoidable even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-AQ-1, SMM-GHG-1, SMM-GHG-2, SMM-LU-1, PMM-AQ-1, PMM-GHG-1, PMM-TRA-1, and PMM-USWS-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.6, *Energy*. Mitigation Measures SMM-AQ-1, SMM-GHG-1, SMM-GHG-2, and SMM-LU-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-AQ-1, PMM-GHG-1, PMM-TRA-1, and PMM-USWS-1 would reduce impacts related to conflict with or obstruct a state or local plan for renewable energy or energy efficiency. At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse impacts related to conflict with or obstruct a state or local plan for renewable energy or energy efficiency, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-AQ-1, SMM-GHG-1, SMM-GHG-2, and SMM-LU-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-AQ-1, PMM-GHG-1, PMM-TRA-1, and PMM-USWS-1.

B.5.7 GEOLOGY AND SOILS

Impact GEO-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; (iv) landslides.

FINDING

SCAG finds that the Plan’s potential to cause substantial adverse effects, including the risk of loss, injury, or death involving (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; (iv) landslides remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures **SMM-GEN-1** and **PMM-GEO-1**.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.7, *Geology and Soils*. Mitigation Measure SMM-GEN-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-GEO-1 would reduce adverse impacts including the risk of loss, injury, or death involving (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; (iv) landslides.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse effects, including the risk of loss, injury, or death involving (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; (iv) landslides, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1.

PROJECT-LEVEL MITIGATION MEASURES

PMM-GEO-1 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to minimize the potential for adverse effects associated with surface fault rupture, seismic ground shaking, seismic-related ground failure, liquefaction, and landslides for projects located on sites with unusual geologic conditions, the following measures shall be considered:

- Use interim precautionary steps during construction to maintain ground surface and slope stability;
- Incorporate design and structural features that exceed the requirements of the applicable building code(s) as appropriate; and
- Utilize innovative design techniques for buildings and other structural elements located on sites with unique geologic conditions to ensure that projects do not exacerbate risks associated with existing conditions.

Impact GEO-2 Result in substantial soil erosion or the loss of topsoil.

FINDING

SCAG finds that the Plan's impact related to the potential to result in substantial soil erosion or the loss of topsoil remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1 and PMM-GEO-2.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.7, *Geology and Soils*. Mitigation Measure SMM-GEN-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-GEO-2 would reduce adverse impacts related to substantial soil erosion or the loss of topsoil.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse impacts related to substantial soil erosion or the loss of topsoil, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains significant and unavoidable.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1.

PROJECT-LEVEL MITIGATION MEASURES

PMM-GEO-2 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to geologic hazards. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) While compliance with the various municipal regional stormwater permits (MS4) is required by law, not all areas are necessarily covered. For those areas that are not covered under a municipal stormwater permit (MS4), consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by stormwater. Road cuts should be designed to maximize the potential for revegetation.

Impact GEO-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

FINDING

SCAG finds that the Plan's impact related to being located a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures **SMM-GEN-1** and **PMM-GEO-1**.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.7, *Geology and Soils*. Mitigation Measure **SMM-GEN-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure **PMM-GEO-1** would reduce adverse impacts related to on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse impacts related to a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence,

liquefaction, or collapse, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-GEO-1.

Impact GEO-4 Be located on expansive soil creating substantial risks to life or property.

FINDING

SCAG finds that the Plan's impact related to being located on expansive soil remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1 and PMM-GEO-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.7, *Geology and Soils*. Mitigation Measure SMM-GEN-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-GEO-1 would reduce adverse impacts related to expansive soil.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce impacts related to expansive soil, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-GEO-1.

Impact GEO-5 Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

FINDING

SCAG finds that the Plan's impact related to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measure SMM-GEN-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.7, *Geology and Soils*. Mitigation Measure SMM-GEN-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG.

While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measure would reduce impacts related to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1.

Impact GEO-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

FINDING

SCAG finds that the Plan's impact related to the potential to directly or indirectly destroy unique paleontological resources or sites or unique geological features remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measure PMM-GEO-3.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.7, *Geology and Soils*. Mitigation Measure PMM-GEO-3 would reduce adverse impacts related to the potential to directly or indirectly destroy unique paleontological resources or sites or unique geological features.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and the mitigation measures would reduce adverse effects on a unique paleontological resources or sites or unique geological features, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

PROJECT-LEVEL MITIGATION MEASURES

- PMM-GEO-3** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:
- a) For sites where the presence of paleontological resources is considered possible, as appropriate obtain review by a qualified paleontologist (meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface.
 - b) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources.
 - c) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:
 - 1) All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.
 - 2) A qualified paleontologist prepares a paleontological resources management plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP.
 - 3) Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of SVP or BLM to determine if unique paleontological resources

are encountered during such activities, consistent with the specified or comparable protocols.

- 4) Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas.
- d) Avoid routes and project designs that would permanently alter unique geological features.
- e) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.
- f) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.
- g) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the CEQA lead agency and the repository curating the collected artifacts and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.

B.5.8 GREENHOUSE GAS EMISSIONS

Impact GHG-1 **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.**

FINDING

SCAG finds that the Plan's impact related to the generation of greenhouse gas emissions remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-AQ-1, SMM-GHG-1, SMM-GHG-2, and PMM-GHG-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.8, *Greenhouse Gas Emissions*. Mitigation Measures SMM-AQ-1, SMM-GHG-1, and SMM-GHG-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-GHG-1 would reduce direct and indirect adverse impacts with regard to GHG emissions.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce impacts related to the Plan's potential to generate GHGs, due to the regional nature of the analysis,

unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-AQ-1.

SMM-GHG-1 SCAG, in partnership with local air districts, shall continue to work with local jurisdictions to adopt qualified GHG reduction plans (e.g., climate action plans [CAPs]), develop GHG-reducing planning policies, and support local implementation of climate initiatives.

SMM-GHG-2 SCAG shall measure and track sustainability progress in the region and foster collaboration through the sharing of best practices across the 191 cities and six counties in the SCAG region (including across SB 535 Disadvantaged Communities) and identify opportunities for improving sustainability practices.

PROJECT-LEVEL MITIGATION MEASURES

PMM-GHG-1 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions. Such measures may include the following or other comparable measures identified by the lead agency:

- a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including:
 - i) Use energy efficient materials in building design, construction, rehabilitation, and retrofit.
 - ii) Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems.
 - iii) Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight.
 - iv) Incorporate passive environmental control systems that account for the characteristics of the natural environment.
 - v) Use high-efficiency lighting and cooking devices.
 - vi) Incorporate passive solar design.
 - vii) Use high-reflectivity building materials and multiple glazing.
 - viii) Use no gas-powered landscape maintenance equipment.
 - ix) Install alternative fuel (e.g., electric, hydrogen-fueled, etc.) vehicle charging and fueling stations.
 - x) Reduce wood burning stoves or fireplaces.
 - xi) Provide bike lanes accessibility and parking at residential developments.

- xii) Encourage projects to reduce natural gas infrastructure in buildings and/or reduce the use of natural gas appliances, with exceptions for limited uses.
- b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.
- c) Include off-site measures to mitigate a project's emissions.
- d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction, and operation of projects to minimize GHG emissions, including but not limited to:
 - i) Use energy and fuel-efficient vehicles and equipment;
 - ii) Deployment of zero- and/or near-zero-emission technologies;
 - iii) Use lighting systems that are energy efficient, such as LED technology;
 - iv) Use the minimum feasible amount of GHG-emitting construction materials;
 - v) Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;
 - vi) Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse;
 - vii) Incorporate design measures to reduce energy consumption and increase use of renewable energy;
 - viii) Incorporate design measures to reduce water consumption;
 - ix) Use lighter-colored pavement where feasible;
 - x) Recycle construction debris to maximum extent feasible;
 - xi) Plant shade trees in or near construction projects where feasible; and
 - xii) Solicit bids that include concepts listed above.
- e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following:
 - i) Promote transit-active transportation coordinated strategies;
 - ii) Increase bicycle carrying capacity on transit and rail vehicles;
 - iii) Improve or increase access to transit;
 - iv) Increase access to common goods and services, such as groceries, schools, day care, and medical care;
 - v) Incorporate housing, including affordable housing, into the project;
 - vi) Incorporate a neighborhood electric vehicle network; vii) Orient the project toward transit, bicycle, and pedestrian facilities;
 - viii) Improve pedestrian or bicycle networks, or transit service;
 - ix) Provide traffic calming measures;

- x) Provide bicycle parking;
- xi) Limit or eliminate park supply;
- xii) Unbundle parking costs;
- xiii) Provide parking cash-out programs;
- xiv) Implement or provide access to commute reduction program;
- f) Incorporate bicycle and pedestrian facilities into project designs, maintain these facilities, and provide amenities incentivizing their use; and plan for and constructing local bicycle projects that connect with the regional network;
- g) Improve transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations;
- h) Adopt employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, provide end-of-trip facilities, and telecommuting programs including but not limited to measures that:
 - i) Provide car-sharing, bike sharing, and ride-sharing programs;
 - ii) Provide transit passes;
 - iii) Shift single occupancy vehicle trips to carpooling or vanpooling, for example by providing ride-matching services;
 - iv) Provide incentives or subsidies that increase use of modes other than single-occupancy vehicle;
 - v) Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms;
 - vi) Provide employee transportation coordinators at employment sites;
 - vii) Provide a guaranteed ride home service to users of non-auto modes.
- i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles;
- j) Land use siting and design measures that reduce GHG emissions, including:
 - i) Developing on infill and brownfields sites;
 - ii) Building compact and mixed-use developments near transit;
 - iii) Retaining on-site mature trees and vegetation, and planting new canopy trees;
 - iv) Measures that increase vehicle efficiency, encourage use of zero- and low-emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of alternative fuel (e.g., electric, hydrogen-fueled, etc.) vehicle charging and fueling stations or neighborhood alternative fuel vehicle networks, or charging for electric bicycles;
 - v) Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; and

- vi) Establish methane recovery in Landfills and Wastewater Treatment Plants, where applicable.
- k) Consult the SCAG Equity Resources for Action (ERA) Toolbox available on SCAG's Environmental Justice webpage for potential measures to address impacts to low-income and/or communities of color.
- l) Require at least five percent of all new vehicle parking spaces include alternative fuel (e.g., electric, hydrogen-fueled, etc.) vehicle charging and fueling stations, or at a minimum, install the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in. Encourage electric vehicle capable (branch circuit and raceway) or ready (charging outlet) spaces to accommodate future growth in electric vehicles.
- m) Encourage telecommuting and alternative work schedules, such as:
 - i) Staggered starting times
 - ii) Flexible schedules
 - iii) Compressed work weeks
- n) Implement commute trip reduction marketing, such as:
 - i) New employee orientation of trip reduction and alternative mode options
 - ii) Event promotions
 - iii) Publications
- o) Implement preferential parking permit program
- p) Implement school pool and bus programs
- q) Price workplace parking, such as:
 - i) Explicitly charging for parking for its employees
 - ii) Implementing above market rate pricing
 - iii) Validating parking only for invited guests
 - iv) Not providing employee parking and transportation allowances
- r) Educating employees about available alternatives.

Impact GHG-2 **Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. (Not including regional consistency with SB 375 – see Subsection B.4.3.)**

FINDING

SCAG finds that the Plan's impact related to conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (see Subsection B.4.3 for a discussion of the less-than-significant impact with respect to regional consistency with SB 375) remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional

Planning Policies, Implementation Strategies, and Mitigation Measures SMM-AQ-1, SMM-GHG-1, SMM-GHG-2, and PMM-GHG-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.8, *Greenhouse Gas Emissions*. Mitigation Measures SMM-AQ-1, SMM-GHG-1, and SMM-GHG-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-GHG-1 would reduce direct and indirect adverse impacts with regard to GHGs.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse impacts related to a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-AQ-1, SMM-GHG-1, and SMM-GHG-2.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-GHG-1.

B.5.9 HAZARDS AND HAZARDOUS MATERIALS

Impact HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

FINDING

SCAG finds that the Plan's impact related to the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1, SMM-HAZ-1, and PMM-HAZ-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.9, *Hazards and Hazardous Materials*. Mitigation Measures SMM-GEN-1 and SMM-HAZ-1 would reduce project impacts to the maximum extent feasible

within the authority of SCAG. Project-Level Mitigation Measure PMM-HAZ-1 would reduce adverse impacts related to the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse impacts related to the potential to create a significant hazard to the public or the environment through routine transport or use of hazardous materials, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1.

SMM-HAZ-1 SCAG shall work with the Caltrans and the California Highway Patrol to continue to reduce risks associated with the transport of hazardous materials in the SCAG region, through its Consultation role assisting in the development of routes designated for hazardous materials, specifically related to radioactive materials.

PROJECT-LEVEL MITIGATION MEASURES

PMM-HAZ-1 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials and hazardous materials releases, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Reduce train speeds when train cars contain hazardous material to 40 miles per hour when passing through urbanized areas of any size.
- b) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments.
- c) Notify in advance county and city emergency operations offices of all crude oil rail transports, including a contact number that can provide real-time information in the event of an oil train derailment or accident.
- d) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified.
- e) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training.
- f) Undertake annual emergency responses scenario/field-based training including Emergency Operations Center Training activations with local emergency response agencies.

Impact HAZ-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

FINDING

SCAG finds that the Plan’s impact related to the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1, SMM-HAZ-1, and PMM-HAZ-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.9, *Hazards and Hazardous Materials*. Mitigation Measures SMM-HAZ-1 through SMM-HAZ-3 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-HAZ-1 would reduce adverse impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce the adverse impacts related to the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1 and SMM-HAZ-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-HAZ-1.

Impact HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

FINDING

SCAG finds that the Plan’s impact related to the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-HAZ-1, PMM-HAZ-1, and PMM-HAZ-2.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.9, *Hazards and Hazardous Materials*. Mitigation Measure SMM-HAZ-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-HAZ-1 and PMM-HAZ-2 would reduce adverse impacts related to the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce impacts related to the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-HAZ-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-HAZ-1.

PMM-HAZ-2 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within 0.25 miles of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such materials within 0.25 miles of schools, when school is in session, wherever feasible.

- b) Where it is not feasible to avoid transport of hazardous materials, within 0.25 miles of schools on local streets, provide notifications of the anticipated schedule of transport of such materials.

Impact HAZ-4 Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

FINDING

SCAG finds that the Plan's impact related to creating a significant hazard to the public or environment located on hazardous materials sites remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-HAZ-1 and PMM-HAZ-3.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.9, *Hazards and Hazardous Materials*. Mitigation Measure SMM-HAZ-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-HAZ-3 would reduce adverse effects related to creating a significant hazard to the public or environment located on hazardous materials sites.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce the adverse impacts related to creating a significant hazard to the public or environment located on hazardous materials sites, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-HAZ-1.

PROJECT-LEVEL MITIGATION MEASURES

PMM-HAZ-3 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site that is included on the Cortese List of hazardous waste and substances sites, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, complete a Phase I Environmental Site Assessment, including a review

and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects.

- b) If warranted by the Phase I report, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Professional Geologist or Professional Engineer.
- c) Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action.
- d) Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.
- e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the USEPA to determine the extent of potential contamination beneath all underground storage tanks, elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building.
- f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination (including dewatering effluent), or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.
- g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.
- h) Cease work if soil, groundwater (including dewatering effluent), or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority.
- i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state, and federal laws and policies.
- j) Groundwater (including dewatering effluent) pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure

environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.

- k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board, have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.
- l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.
- m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations Title 8; Business and Professions Code; Division 3; California Health and Safety Code Sections 25915–25919.7; and other local regulations.
- n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, LBP, and any other building materials or stored materials classified as hazardous waste by state or federal law.
- o) Where the remediation of LBP has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration’s Construction Lead Standard, CCR Title 8 Section 1532.1 and Department of Health Services Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.

Impact HAZ-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.

FINDING

SCAG finds that the Plan’s impact related to safety hazards or excessive noise within an airport land use plan or within two miles of a public airport remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures **SMM-NOI-1, SMM-HAZ-2, and PMM-NOI-1**.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.9, *Hazards and Hazardous Materials*. Mitigation Measures SMM-NOI-1 and SMM-HAZ-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-NOI-1 would reduce adverse impacts related to safety hazards or excessive noise within an airport land use plan or within two miles of a public airport.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce the adverse impacts related to safety hazards or excessive noise within an airport land use plan or within two miles of a public airport, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-NOI-1.

SMM-HAZ-2 SCAG shall continue to collaborate with stakeholders on regional aviation planning issues through the Aviation Technical Advisory Committee (ATAC). The ATAC is a partnership between the airports, transportation agencies and commissions, experts, and other community members within the SCAG region.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-NOI-1.

Impact HAZ-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

FINDING

SCAG finds that the Plan’s impact related to impairing implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-HAZ-1, SMM-HAZ-2, SMM-WF-1, SMM-TRA-1, PMM-HAZ-1 through PMM-HAZ-3, and PMM-HAZ-4.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.9, *Hazards and Hazardous Materials*. Mitigation Measures SMM-HAZ-1, SMM-HAZ-2, SMM-WF-1, and SMM-TRA-1. Project-Level Mitigation Measures PMM-HAZ-1 through PMM-HAZ-3 and PMM-HAZ-4 would reduce adverse impacts related to impairing implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse impacts related to the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-HAZ-1, SMM-HAZ-2, SMM-WF-1, and SMM-TRA-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-HAZ-1 through PMM-HAZ-3.

PMM-HAZ-4 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects that may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:

- Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions.

- Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks;
- Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.
- Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements:
 - Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.
 - Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.
 - Scheduling of truck trips outside of peak morning and evening commute hours.
 - Limiting of lane closures during peak hours to the maximum extent feasible.
 - Usage of designated haul routes to minimize truck traffic on local roadways to the maximum extent feasible.
 - Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.
 - Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.
 - Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.
 - Storage of construction materials only in designated areas.
 - Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.
 - Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities.
 - Enhance emergency preparedness awareness among public agencies and with the public at large.

Impact HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

FINDING

SCAG finds that the Plan’s impact related to the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-WF-1, SMM-GEN-1, SMM-HAZ-1, SMM-HAZ-2, SMM-HYD-1, SMM-LU-1 through SMM-LU-3, SMM-POP-1, SMM-POP-2, PMM-WF-1, and PMM-WF-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.20, *Wildfire*. Mitigation Measures SMM-WF-1, SMM-GEN-1, SMM-HAZ-1, SMM-HAZ-2, SMM-HYD-1, SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-POP-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-WF-1 and PMM-WF-1 would reduce adverse impacts related to the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce impacts related to the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1, SMM-HAZ-1, SMM-HAZ-2, SMM-HYD-1, SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-POP-2.

SMM-WF-1 SCAG shall continue to provide a regional forum for collaboration in planning, communication, and information sharing on best practices around wildfire resilience.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-HAZ-5.

PMM-WF-1 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce

wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition.
- b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place.
- c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary.
- d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses.
- e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.
- f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place.
- g) Include external sprinklers with an independent water source to reduce flammability of structures.
- h) Include local solar power paired with batteries to reduce power flow in electricity lines.
- i) For developments in high fire-prone areas, have a fire protection plan for residents and businesses.
- j) Provide fire hazard and fire safety education for homeowners in or near fire hazard areas.
- k) Developments in fire-prone areas should have fire-resistant feature, such as:
 - 1) Ember-resistant vents
 - 2) Fire-resistant roofs
 - 3) Surrounding defensible space
 - 4) Proper maintenance and upkeep of structures and surrounding area

B.5.10 HYDROLOGY AND WATER QUALITY

Impact HYD-1 Potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

FINDING

SCAG finds that the Plan's impact related to the potential to degrade surface or groundwater quality remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the

implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-HYD-1 and PMM-HYD-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.10, *Hydrology and Water Quality*. Mitigation Measure SMM-HYD-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-HYD-1 would reduce adverse impacts related to the potential to substantially degrade surface or groundwater quality.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce impacts related to the potential to substantially degrade surface or groundwater quality, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

SMM-HYD-1 SCAG shall continue to facilitate regional forums for collaboration opportunities, such as through the Sustainable & Resilient Communities Working Group, to share best practices and develop recommendations to create resilient communities in the region. SCAG shall continue to work with stakeholders and the public to encourage regional-scale planning that addresses regional shocks and stressors, such as improved water quality, groundwater, stormwater management, pollution prevention, flooding, wildfire prevention, disaster emergency services, emergency evacuation plans, wildfire resiliency, and earthquake preparedness to the extent practical and feasible through cooperative planning, information sharing, and encouragement of comprehensive control measure development within the SCAG region.

PROJECT-LEVEL MITIGATION MEASURES

PMM-HYD-1 In accordance with provisions of CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. While compliance with the various municipal regional stormwater permits (MS4s) is required by law, not all areas are necessarily covered under a permit. For those areas that are not covered under a municipal stormwater permit (MS4), such measures may include the following or other comparable measures identified by the lead agency:

- a) Implement best management practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.
- b) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.

- c) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.
- d) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.
- e) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban stormwater runoff discharge permits, on new facilities.
- f) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable stormwater runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase.
- g) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.
- h) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.
- i) Encourage low-impact development and incorporation of natural spaces that reduce, treat, infiltrate, and manage stormwater runoff flows in all new developments, where practical and feasible.

Impact HYD-2 **Potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.**

FINDING

SCAG finds that the Plan's impact related to substantially decreasing groundwater supplies or interfere substantially with groundwater recharge such that the Plan may impede sustainable groundwater management of the basin remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures **SMM-HYD-1** and **PMM-HYD-2**.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.10, *Hydrology and Water Quality*. would be significant. Mitigation Measure SMM-HYD-1 would reduce project impacts to the maximum extent

feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-HYD-2 would reduce adverse related to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Plan may impede sustainable groundwater management of the basin.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse impacts related to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Plan may impede sustainable groundwater management of the basin, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-HYD-1.

PROJECT-LEVEL MITIGATION MEASURES

- PMM-HYD-2** In accordance with provisions of CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
- a) Avoid designs that require continual dewatering where feasible. For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project. Construction designs comply with appropriate building codes and standard practices including the CBC.
 - b) Maximize, where practical and feasible, permeable surface area to protect water quality and allow for groundwater recharge. Minimize new impervious surfaces, including the use of in-lieu fees and off-site mitigation.
 - c) Avoid construction and siting on groundwater recharge areas, where feasible, to prevent conversion of those areas to impervious surface.

Impact HYD-3A Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site.

FINDING

SCAG finds that the Plan’s impact related to substantially altering the existing drainage pattern of the site or area remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-HYD-1 and PMM-HYD-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.10, *Hydrology and Water Quality*. Mitigation Measure SMM-HYD-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-HYD-1 would reduce adverse impacts related to substantially altering the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or siltation on- or off-site.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse impacts related to erosion or siltation on- or off-site, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-HYD-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-HYD-1.

Impact HYD-3B Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of flooding on- or off-site.

FINDING

SCAG finds that the Plan's impact related to substantially altering the existing drainage pattern of the site or area in a manner which would substantially increase the rate or amount of flooding on- or off-site remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-HYD-1, PMM-HYD-1, and PMM-HYD-2.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.10, *Hydrology and Water Quality*. Mitigation Measure SMM-HYD-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG, Project-Level Mitigation Measures PMM-HYD-1 and PMM-HYD-2 would reduce adverse impacts related to flooding on site or off site.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse impacts related to substantial flooding on- or off-site, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-HYD-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-HYD-1 and PMM-HYD-2.

Impact HYD-3C Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

FINDING

SCAG finds that the Plan’s impact related to substantially altering the existing drainage pattern of the site or area, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-HYD-1, PMM-HYD-1, and PMM-HYD-2.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.10, *Hydrology and Water Quality*. Mitigation Measure SMM-HYD-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-HYD-1 and PMM-HYD-2 would reduce adverse impacts related to substantially altering the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce the potential to exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-HYD-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-HYD-1 and PMM-HYD-2.

Impact HYD-3D Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows.

FINDING

SCAG finds that the Plan’s impact related to substantially altering the existing drainage pattern of the site or area, in a manner which would impede or redirect flood flows remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-HYD-1, PMM-HYD-1, and PMM-HYD-2.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.10, *Hydrology and Water Quality*. Mitigation Measure SMM-HYD-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-HYD-1 and PMM-HYD-2 would reduce adverse impacts related to substantially altering the existing drainage pattern of the site or area, in a manner which would impede or redirect flood flows.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce the adverse effect related to impeding or redirecting flood flows, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-HYD-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-HYD-1 and PMM-HYD-2.

Impact HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

FINDING

SCAG finds that the Plan’s impact related to the risk of pollutant release due to inundation in flood hazard, tsunami, or seiche zones remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-HYD-1 and PMM-HYD-4.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.10, *Hydrology and Water Quality*. Mitigation Measure SMM-HYD-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-HYD-4 would reduce adverse impacts related to risk of pollutant release due to inundation in flood hazard, tsunami, or seiche zones.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce the risk of pollutant release due to inundation in flood hazard, tsunami, or seiche zones, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-HYD-1.

PROJECT-LEVEL MITIGATION MEASURES

PMM-HYD-3 In accordance with provisions of CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. In areas affected by coastal flooding, new projects should be designed for resilience against 3.5 feet of sea-level rise, as per California Ocean Protection Council's strategic guidance. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.

Impact HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

FINDING

SCAG finds that the Plan's impact related to the potential to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-HYD-1 and PMM-HYD-2.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.10, *Hydrology and Water Quality*. Mitigation Measure SMM-HYD-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-HYD-2 would reduce adverse impacts related to the potential to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan would be significant

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce the potential to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-HYD-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-HYD-2.

B.5.11 LAND USE AND PLANNING

Impact LU-1 Potential to physically divide an established community.

FINDING

SCAG finds that the Plan's impact related to the potential to physically divide an established community remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-LU-1 and PMM-LU-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.11, *Land Use and Planning*. Mitigation Measure SMM-LU-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-LU-1 would reduce adverse impacts related to physically dividing an established community.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce the potential to physically divide an established community, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

SMM-LU-1 SCAG shall continue to coordinate with local County Transportation Commissions, Caltrans, and other local jurisdictions when siting new facilities in residential areas to facilitate minimizing future impacts on established communities through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts to promote best planning practices.

PROJECT-LEVEL MITIGATION MEASURES

PMM-LU-1 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:

- a) Facilitate connections in communities that have been physically divided through land use projects that build upon and improve existing circulation patterns.
- b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by:
 - Selecting alignments within or adjacent to existing public rights of way.
 - Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project.
 - Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).
- c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to:
 - Alignment shifts to minimize the area affected.
 - Reduction of the proposed right-of-way take to minimize the overall area of impact.
 - Provisions for bicycle, pedestrian, and vehicle access across improved roadways.

Impact LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

FINDING

SCAG finds that the Plan's impact related to conflicts with any land use plan, policy, or regulation remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-LU-2, SMM-LU-3, and PMM-LU-2.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.11, *Land Use and Planning*. Mitigation Measures SMM-LU-2 and SMM-LU-3 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-LU-2 would reduce adverse impacts related to conflicts with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce potential impacts related to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

SMM-LU-2 SCAG shall continue to use the Intergovernmental Review (IGR) Program as an information sharing tool by providing information to regionally significant projects as defined in CEQA Guidelines Section 15206 to facilitate consideration of the most currently adopted Connect SoCal 2024. SCAG shall continue to review regionally significant projects submitted to SCAG to include them in the IGR Bi-Monthly Reports that are published on SCAG's IGR Program website at: <https://scag.ca.gov/igr-bi-monthly-report>. For more information on SCAG's IGR Program, please visit: <http://www.scag.ca.gov/programs/Pages/IGR.aspx>.

SMM-LU-3 SCAG shall continue to support local jurisdictions when they update their general plans at least every ten years, as recommended by the Governor's Office of Planning and Research through the use of the multiple planning and analytical tools provided by SCAG such as the Regional Data Platform and other GIS software. Additionally, SCAG shall continue to facilitate information sharing, such as through the Toolbox Tuesday program to provide webinars on technical information and tools that may be useful for local jurisdictions to assist with their general plan

updates, and funding programs, such as Regional Early Action Planning grants and Call for Projects.

PROJECT-LEVEL MITIGATION MEASURES

PMM-LU-2 In accordance with provisions of CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects that are due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, as applicable and feasible. When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified, measures may include the following or other comparable measures identified by the lead agency:

- a) Modify the transportation or land use project to eliminate or reduce the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation and process said amendment.

B.5.12 MINERAL RESOURCES

Impact MIN-1 Potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

FINDING

SCAG finds that the Plan's impact related to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures **SMM-GEN-1** and **PMM-MIN-1**.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.12, *Mineral Resources*. Mitigation Measure **SMM-GEN-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure **PMM-MIN-1** would reduce adverse impacts related to the loss of availability of a known mineral resource.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce impacts related to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1.

PROJECT-LEVEL MITIGATION MEASURES

PMM-MIN-1 In accordance with provisions of CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects.
- b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures such as:
 - 1) Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable.
 - 2) Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site.
 - 3) Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations.
 - 4) Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.

Impact MIN-2 Potential to result in 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.

FINDING

SCAG finds that the Plan's impact related to the loss of availability of a locally important mineral resource recovery site remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and

with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1 and PMM-MIN-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.12, *Mineral Resources*. Mitigation Measure SMM-GEN-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-MIN-1 would reduce adverse impacts relate to 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.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce impacts related to 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, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-MIN-1.

B.5.13 NOISE

Impact NOI-1	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
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FINDING

SCAG finds that the Plan’s impact related to exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-LU-1 through SMM-LU-3, SMM-POP-1, SMM-POP-2, and PMM-NOI-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.13, *Noise*. Mitigation Measures SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-POP-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-NOI-1 would reduce adverse impacts related to exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse impacts related to the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-POP-2.

PROJECT-LEVEL MITIGATION MEASURES

- PMM-NOI-1** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce ambient noise levels in the vicinity of the project, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
- a. Install temporary noise barriers during construction between noise sources and noise-sensitive land uses and species.
 - b. Include permanent noise barriers and sound-attenuating features as part of the project design between noise sources and noise-sensitive land uses and species. Barriers could be in the form of outdoor barriers, sound walls, buildings, landscaped berms, dense planting, or earth berms to attenuate noise at adjacent sensitive uses. Sound-attenuating features could be in the form of grade separation, buffer zones, reduced-noise paving materials, and traffic calming measures.
 - c. Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance
 - d. Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.

- e. Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.
- f. Designate an on-site construction complaint and enforcement manager for the project.
- g. Ensure that construction equipment is properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.
- h. Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
- i. Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.
- j. Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.
- k. Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned
- l. Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant.
- m. Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.
- n. Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.
- o. Stationary noise sources can and should be located as far from adjacent sensitive receptors and species to the maximum extent feasible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.
- p. Use of portable barriers in the vicinity of sensitive receptors during construction.

- q. Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts.
- r. Monitor the effectiveness of noise attenuation measures by taking noise measurements.
- s. Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities.

Impact NOI-2 Generation of excessive groundborne vibration or groundborne noise levels.

FINDING

SCAG finds that the Plan's impact related to the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-LU-1 through SMM-LU-3, SMM-POP-1, SMM-POP-2, PMM-NOI-1, and PMM-NOI-2.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.13, *Noise*. Mitigation Measures SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-POP-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-NOI-1 and PMM-NOI-2 would reduce adverse impacts related to the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and the mitigation measures would reduce the potential to result in the generation of excessive groundborne vibration or groundborne noise levels, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-POP-2.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-NOI-1.

PMM-NOI-2 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial

adverse effects related to groundborne vibration. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a. For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.
- b. For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.
- c. For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain and reduce the vibration occurrences and magnitude.
- d. Perform construction activities within permitted hours in accordance with local jurisdiction regulation.
- e. Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps).

Impact NOI-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

FINDING

SCAG finds that the Plan's impact related to exposing people to excessive aviation-related noise remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-HAZ-2 and PMM-NOI-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.13, *Noise*. The potential to result in the exposure of persons to public airport or public use airport noise levels would be significant. Implementation of Mitigation Measure SMM-HAZ-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-NOI-1 would reduce adverse impacts related to exposing people to excessive aviation-related noise.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as appropriate and feasible. While compliance with all applicable laws and regulations and

implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse impacts that expose people to public airport or public use airport noise levels, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-HAZ-2.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-NOI-1.

B.5.14 POPULATION AND HOUSING

Impact POP-1 Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

FINDING

SCAG finds that the Plan's impact related to the potential to induce substantial unplanned population growth remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1, SMM-LU-3, SMM-TRA-1, SMM-TRA-2, SMM-POP-1, and SMM-POP-2.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.14, *Population and Housing*. Mitigation Measures SMM-GEN-1, SMM-LU-3, SMM-TRA-1, and SMM-TRA-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures SMM-POP-1 and SMM-POP-2 would reduce adverse impacts related to substantial unplanned population growth.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse impacts related to induced substantial unplanned population growth in an area, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1, SMM-LU-3, SMM-TRA-1, and SMM-TRA-2.

SMM-POP-1 SCAG shall continue to facilitate collaboration forums, such as through SCAG’s Housing Working Group, and host public outreach events in various formats that respond to issues that shape the housing crisis and share information on sustainable housing development and potential funding opportunities.

SMM-POP-2 SCAG shall continue to produce a variety of demographic, economic, education, housing, public health, and transportation information to facilitate data exchange for local jurisdictions across the region, through existing web-based planning tools, such as [SCAG Regional Data Platform \(RDP\)](#). Local jurisdictions may utilize these tools for a variety of planning and community outreach purposes including project and program planning and grant development.

Impact POP-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

FINDING

SCAG finds that the Plan’s impact related to displacing substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1, SMM-POP-1 through SMM-POP-2, and PMM-POP-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.14, *Population and Housing*. Mitigation Measures SMM-GEN-1, SMM-POP-1, and SMM-POP-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-POP-1 would reduce adverse impacts related to displacing substantial amounts of existing housing.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and the mitigation measures would reduce adverse effects related to the displacement of substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG LEVEL MITIGATION MEASURES

See SMM-GEN-1 and SMM-POP-1 through SMM-POP-2.

PROJECT-LEVEL MITIGATION MEASURES

- PMM-POP-1** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:
- Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people.
 - Prioritize the use of existing ROWs, wherever feasible.
 - Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between ROW acquisition and construction.
 - Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead agency and encouraged by the SCS (primarily TPAs, where applicable).
 - When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.

B.5.15 PUBLIC SERVICES

Impact PS-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.

FINDING

SCAG finds that the Plan's impact related to an increase in the use of fire protection services such that a need for new or physically altered fire protection facilities remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1, SMM-HYD-1, SMM-WF-1, SMM-WF-2, PMM-PSP-1, PMM-AES-1, PMM-AQ-1, PMM-AQ-2, PMM-BIO-1, PMM-BIO-2, PMM-BIO-4, PMM-BIO-5, PMM-CUL-1, PMM-CUL-2, PMM-GEO-1, PMM-GEO-2, PMM-GHG-1, PMM-HAZ-2 through PMM-HAZ-4, PMM-NOI-1, PMM-NOI-2, PMM-TCR-1, PMM-UTIL-1, and PMM-WF-2.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.15. *Public Services*. Mitigation Measures SMM-GEN-1, SMM-HYD-1, SMM-WF-1, and SMM-WF-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-PSP-1, PMM-AES-1, PMM-AQ-1, PMM-AQ-2, PMM-BIO-1, PMM-BIO-2, PMM-BIO-4, PMM-BIO-5, PMM-CUL-1, PMM-CUL-2, PMM-GEO-1, PMM-GEO-2, PMM-GHG-1, PMM-HAZ-2 through PMM-HAZ-4, PMM-NOI-1, PMM-NOI-2, PMM-TCR-1, PMM-UTIL-1, and PMM-WF-2 would reduce adverse impacts related to an increase in the use of fire protection services such that a need for new or physically altered fire protection facilities.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and the mitigation measures would reduce adverse effects related to increased demand for fire protection, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1, SMM-HYD-1, SMM-WF-1, and SMM-WF-2.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-AES-1, PMM-AQ-1, PMM-AQ-2, PMM-BIO-1, PMM-BIO-2, PMM-BIO-4, PMM-BIO-5, PMM-CUL-1, PMM-CUL-2, PMM-GEO-1, PMM-GEO-2, PMM-GHG-1, PMM-HAZ-2 through PMM-HAZ-4, PMM-NOI-1, PMM-NOI-2, PMM-TCR-1, PMM-UTIL-1, and PMM-WF-2.

- PMM-PSP-1** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered fire and police facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:
- a) Coordinate with fire and police protection services agencies to ensure that there are adequate facilities to maintain acceptable service ratios, response times or other performance objectives for fire and police protection services and that any required additional construction of buildings is incorporated into the project description.
 - b) Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements for fire and police protection services facilities, as appropriate and applicable, to mitigate identified CEQA impacts.

Impact PS-2 Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.

FINDING

SCAG finds that the Plan's impact related to the increase in need for police protection services such that the need for new or physically altered police protection facilities remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-HYD-1, SMM-LU-1 through SMM-LU-3, SMM-POP-1, SMM-POP-2, PMM-AES-1, PMM-AQ-1, PMM-AQ-2, PMM-BIO-1, PMM-BIO-2, PMM-BIO-4, PMM-BIO-5, PMM-CUL-1, PMM-CUL-2, PMM-GEO-1, PMM-GEO-2, PMM-GHG-1, PMM-HAZ-2 through PMM-HAZ-4, PMM-NOI-1, PMM-NOI-2, PMM-PS-1, PMM-TCR-1, PMM-UTIL-1, and PMM-WF-2.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.15, *Public Services*. Mitigation Measures SMM-HYD-1, SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-POP-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-AES-1, PMM-AQ-1, PMM-AQ-2, PMM-BIO-1, PMM-BIO-2, PMM-BIO-4, PMM-BIO-5, PMM-CUL-1, PMM-CUL-2, PMM-GEO-1, PMM-GEO-2, PMM-GHG-1, PMM-HAZ-2 through PMM-HAZ-4, PMM-NOI-1, PMM-NOI-2, PMM-PS-1, PMM-TCR-1, PMM-UTIL-1, and PMM-WF-2 would reduce adverse impacts related to the increase in need for police protection services such that the need for new or physically altered police protection facilities.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as appropriate and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and the mitigation measures would reduce adverse effects related to the potential increased demand for police protection services, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-HYD-1, SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-POP-2.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-AES-1, PMM-AQ-1, PMM-AQ-2, PMM-BIO-1, PMM-BIO-2, PMM-BIO-4, PMM-BIO-5, PMM-CUL-1, PMM-CUL-2, PMM-GEO-1, PMM-GEO-2, PMM-GHG-1, PMM-HAZ-2 through PMM-HAZ-4, PMM-NOI-1, PMM-NOI-2, PMM-PS-1, PMM-TCR-1, PMM-UTIL-1, and PMM-WF-2.

Impact PS-3 Result in substantial adverse physical impacts associated with the provision of new or physically altered educational facilities, need for new or physically altered educational facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.

FINDING

SCAG finds that the Plan’s impact related to the increase in use of schools such that the need for new or physically altered schools facilities remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1, SMM-LU-1 through SMM-LU-3, SMM-POP-1, SMM-POP-2, PMM-PS-2, PMM-AES-1, PMM-AQ-1, PMM-AQ-2, PMM-BIO-1, PMM-BIO-2, PMM-BIO-4, PMM-BIO-5, PMM-CUL-1, PMM-CUL-2, PMM-GEO-1, PMM-GEO-2, PMM-GHG-1, PMM-HAZ-2 through PMM-HAZ-4, PMM-NOI-1, PMM-NOI-2, PMM-TCR-1, PMM-UTIL-1, and PMM-WF-2.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.15, *Public Services*. Mitigation Measures SMM-GEN-1, SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-pop-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-PS-2, PMM-AES-1, PMM-AQ-1, PMM-AQ-2, PMM-BIO-1, PMM-BIO-2, PMM-BIO-4, PMM-BIO-5, PMM-CUL-1, PMM-CUL-2, PMM-GEO-1, PMM-GEO-2, PMM-GHG-1, PMM-HAZ-2 through PMM-HAZ-4, PMM-NOI-1, PMM-NOI-2, PMM-TCR-1, PMM-UTIL-1, and PMM-WF-2 would reduce adverse impacts related to the increase in use of schools such that the need for new or physically altered schools facilities.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce the adverse physical impacts associated with the provision of new or physically altered educational facilities, need for new or physically altered educational facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1, SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-POP-2.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-AES-1, PMM-AQ-1, PMM-AQ-2, PMM-BIO-1, PMM-BIO-2, PMM-BIO-4, PMM-BIO-5, PMM-CUL-1, PMM-CUL-2, PMM-GEO-1, PMM-GEO-2, PMM-GHG-1, PMM-HAZ-2 through PMM-HAZ-4, PMM-NOI-1, PMM-NOI-2, PMM-TCR-1, PMM-UTIL-1, and PMM-WF-2.

PMM-PS-2 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:

- Where construction or expansion of school facilities is required to meet public school service ratios, support expansion of such facilities, for example by ensuring safe routes to schools.

Impact PS-4 Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.

FINDING

SCAG finds that the Plan's impact related to the increase in use of libraries such that the need for new or physically altered library facilities would become necessary remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1, SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-POP-2, PMM-AES-1, PMM-AQ-1, PMM-AQ-2, PMM-BIO-1, PMM-BIO-2, PMM-BIO-4, PMM-BIO-5, PMM-CUL-1, PMM-CUL-2, PMM-GEO-1, PMM-GEO-2, PMM-GHG-1, PMM-HAZ-2 through PMM-HAZ-4, PMM-NOI-1, PMM-NOI-2, PMM-TCR-1, PMM-UTIL-1, and PMM-WF-2.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.15, *Public Services*. Mitigation Measures SMM-GEN-1, SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-POP-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-AES-1, PMM-AQ-1, PMM-AQ-2, PMM-BIO-1, PMM-BIO-2, PMM-BIO-4, PMM-BIO-5, PMM-CUL-1, PMM-CUL-2, PMM-GEO-1, PMM-GEO-2, PMM-GHG-1, PMM-HAZ-2 through PMM-HAZ-4, PMM-NOI-1, PMM-NOI-2, PMM-TCR-1, PMM-UTIL-1, and PMM-WF-2 would reduce adverse impacts related to the increase in use of libraries such that the need for new or physically altered library facilities would become necessary.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as appropriate and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce the adverse physical impacts associated with the provision of new or physically altered library

facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

SMM-GEN-1, SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-POP-2.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-AES-1, PMM-AQ-1, PMM-AQ-2, PMM-BIO-1, PMM-BIO-2, PMM-BIO-4, PMM-BIO-5, PMM-CUL-1, PMM-CUL-2, PMM-GEO-1, PMM-GEO-2, PMM-GHG-1, PMM-HAZ-2 through PMM-HAZ-4, PMM-NOI-1, PMM-NOI-2, PMM-TCR-1, PMM-UTIL-1, and PMM-WF-2.

Impact PS-5	Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives.
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FINDING

SCAG finds that the Plan's impact related to recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-LU-1 through SMM-LU-3, SMM-POP-1, SMM-POP-2, SMM-REC-1, PMM-REC-1, PMM-AQ-2, and PMM-NOI-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.16, *Recreation*. Mitigation Measures SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-POP-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures SMM-REC-1, PMM-REC-1, PMM-AQ-2, and PMM-NOI-1 would reduce adverse impacts related to recreational facilities or require the construction or expansion of recreational facilities.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse effects related to recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, due to the regional nature

of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-LU-1 through SMM-LU-3, SMM-POP-1, SMM-POP-2, and SMM-REC-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-REC-1, PMM-AQ-2, and PMM-NOI-1.

B.5.16 PARKS AND RECREATION

Impact REC-1 Potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

FINDING

SCAG finds that the Plan's impact related to the increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-REC-1, SMM-LU-1 through SMM-LU-3, SMM-POP-1, SMM-POP-2, and PMM-REC-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.16, *Recreation*. Mitigation Measures SMM-REC-1, SMM-LU-1 through SMM-LU-3, and SMM-POP-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures SMM-POP-2 and PMM-REC-1 would reduce adverse impacts related to the increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse effects related to increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-POP-2.

SMM-REC-1 SCAG shall continue to encourage and recommend approaches to help local jurisdictions improve residential access to, and use of, existing neighborhood and regional parks through information sharing and regional forums for collaboration, such as the Equity Working Group.

PROJECT-LEVEL MITIGATION MEASURES

PMM-REC-1 In accordance with provisions of CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:

- a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies.
- b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as:
 - i. Increasing the accessibility to natural areas for outdoor recreation
 - ii. Utilizing "green" development techniques
 - iii. Promoting water-efficient land use and development
 - iv. Encouraging multiple uses, such as the joint use of schools
 - v. Including trail systems and trail segments in General Plan recreation standards

Impact REC-2 Potential to include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

FINDING

SCAG finds that the Plan's impact related to the construction or expansion of recreational facilities which might have an adverse physical effect on the environment remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-LU-1 through SMM-LU-3, SMM-POP-1, SMM-POP-2, SMM-REC-1, PMM-REC-1, PMM-AQ-2, and PMM-NOI-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.16, *Recreation*. Mitigation Measures SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-POP-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures SMM-REC-1, PMM-REC-1, PMM-AQ-2, and PMM-NOI-1 would reduce adverse impacts related to the construction or expansion of recreational facilities.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse effects related to the potential to include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-LU-1 through SMM-LU-3, SMM-POP-1, SMM-POP-2, and SMM-REC-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-REC-1, PMM-AQ-2, and PMM-NOI-1.

B.5.17 TRANSPORTATION

Impact TRA-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

FINDING

SCAG finds that the Plan's impact related to conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-LU-3, SMM-POP-2, and PMM-TRA-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.17, *Transportation*. Mitigation Measures SMM-LU-3 and SMM-POP-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-TRA-1 would reduce adverse impacts related to conflicts with a

program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-LU-3 and SMM-POP-2.

PROJECT-LEVEL MITIGATION MEASURES

- PMM-TRA-1** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation impacts. Such measures may include the following or other comparable measures identified by the lead agency:
- For future land use development projects, lead agencies to encourage the incorporation of transit, bicycle, pedestrian, and micro-mobility facilities, features, and services in project designs, as well as encourage developers to provide information regarding the availability of these facilities and services to residents, tenants, and owners in order to facilitate increased access to and utilization of transit and active transportation services and facilities.

Impact TRA-2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b).

FINDING

Implementation of Mitigation Measures **SMM-POP-2**, **SMM-TRA-1** through **SMM-TRA-3**, and **PMM-TRA-2** would reduce impacts. While the mitigation measures would reduce the impacts, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the Plan's impact related to the potential to conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) (which sets forth the criteria for analyzing transportation impacts) remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures **SMM-POP-2**, **SMM-TRA-1** through **SMM-TRA3**, and **PMM-TRA-2**.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.17, *Transportation*. Mitigation Measures SMM-POP-2 and SMM-TRA-1 through SMM-TRA-3 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-TRA-2 would reduce adverse impacts related to the potential to conflict or be inconsistent with CEQA Guidelines Section 15064.3(b).

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and the mitigation measures would reduce the potential to conflict with CEQA Guidelines Section 15064.3(b), due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-POP-2.

- SMM-TRA-1** SCAG shall facilitate the reduction of vehicle miles traveled (VMT) and impacts to circulation and access through mobility improvements and by encouraging transit/rail and active transportation use via stakeholder forums (e.g., quarterly Safe and Active Streets Working Group meetings, bimonthly Regional Transit Technical Advisory Committee meetings, monthly Active Transportation Program check-ins with County Transportation Commissions). These objectives will also be facilitated through the hosting of regional forums for policy makers, County Transportation Commissions, planning agencies, local jurisdictions, and state partners to promote information sharing.
- SMM-TRA-2** SCAG shall continue to support development of local and regional SB 743 implementation programs.
- SMM-TRA-3** SCAG shall continue to develop and support its program for reducing average daily number of SCAG employees' commute vehicle trips.

PROJECT-LEVEL MITIGATION MEASURES

- PMM-TRA-2** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation impacts. Such measures may include the following or other comparable measures identified by the lead agency:
- Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local jurisdictions should incorporate strategies identified in the Federal Highway Administration's publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the

following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region's roadways:

- Include TDM mitigation requirements for new developments;
- Incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks;
- Provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing;
- Implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools;
- Develop TDM-specific performance measures to evaluate project-specific and system-wide performance;
- Incorporate TDM performance measures in the decision-making process for identifying transportation investments;
- Implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and
- Set aside funding for TDM initiatives.

Impact TRA-3 **Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).**

FINDING

SCAG finds that the Plan's impact related to the substantially increased hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1 and PMM-TRA-3.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.17, *Transportation*. Mitigation Measure SMM-GEN-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-TRA-3 would reduce adverse impacts related to the substantially increased hazards due to geometric design feature.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce conflicts with CEQA Guidelines Section 15064.3(b), due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1.

PROJECT-LEVEL MITIGATION MEASURES

PMM-TRA-3 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation impacts. Such measures may include the following or other comparable measures identified by the lead agency:

Lead agencies can and should prepare a sight distance analysis as needed for locations where sight lines could be impeded. The sight distance analysis to be prepared according to the jurisdiction's applicable Municipal Code requirements and the Caltrans Highway Design Manual (HCM) standards and guidelines, and should recommend safety improvements as appropriate such as limited use areas (e.g., low-height landscaping), on-street parking restrictions (e.g., red curb), and any turning restrictions (e.g., right-in/right-out).

Impact TRA-4 Result in inadequate emergency access.

FINDING

SCAG finds that the Plan's impact related to impairing implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures **SMM-HAZ-1, SMM-HAZ-2, SMM-WF-1, SMM-TRA-1, PMM-HAZ-1 through PMM-HAZ-3, and PMM-HAZ-4.**

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.9, *Hazards and Hazardous Materials*, under Impact HAZ-6. Mitigation Measures SMM-HAZ-1, SMM-HAZ-2, SMM-WF-1, and SMM-TRA-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-HAZ-1 through PMM-HAZ-3 and PMM-HAZ-4 would reduce adverse impacts related to impairing implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and the mitigation measures would reduce adverse impacts related to the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-HAZ-1, SMM-HAZ-2, SMM-WF-1, and SMM-TRA-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-HAZ-1 through PMM-HAZ-3.

PMM-HAZ-4 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:

- Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions.
- Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks;
- Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.
- Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements:
 - Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.
 - Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.
 - Scheduling of truck trips outside of peak morning and evening commute hours.
 - Limiting of lane closures during peak hours to the maximum extent feasible.
 - Usage of designated haul routes to minimize truck traffic on local roadways to the maximum extent feasible.
 - Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.
 - Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.
 - Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be

developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.

- Storage of construction materials only in designated areas.
- Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.
- Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities.
- Enhance emergency preparedness awareness among public agencies and with the public at large.

B.5.18 TRIBAL CULTURAL RESOURCES

Impact TRC-1	<p>Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <ul style="list-style-type: none">• Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or• A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c). In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.
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FINDING

SCAG finds that the Plan's impact related to a substantial adverse change in the significance of a tribal cultural resources remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-CUL-1, PMM-CUL-1, and PMM-TCR-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.18, *Tribal Cultural Resources*. Mitigation Measure SMM-CUL-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-CUL-1 and PMM-TCR-1 would reduce adverse changes in the significance of a tribal cultural resource.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse effects to a tribal cultural resource, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-CUL-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-CUL-1.

PMM-TCR-1 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources. Such measures may include the following or other comparable measures identified by the lead agency:

- a) Avoid and/or preserve the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria
- b) Treat the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource;
- c) Provide permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.
- d) If tribal cultural resources are found, then the lead agency should consider tribal construction monitoring.

B.5.19 UTILITIES AND SERVICE SYSTEMS

Impact UTIL-1 Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

FINDING

SCAG finds that the Plan's impact related to the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-HYD-1, PMM-HYD-1, and PMM-UTIL-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.19, *Utilities*. Mitigation Measure SMM-CUL-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-CUL-1 and PMM-TCR-1 would reduce adverse impacts related to the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities;

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce impacts related to the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-HYD-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-HYD-1.

PMM-UTIL-1 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater

facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency.

- During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. The proposed development can and should be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project’s CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.

PMM-UTIL-2 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Reduce exterior consumptive uses of water in public areas, and promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.
- b) Promote the availability of drought-resistant landscaping options and provide information on how these can be obtained. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible.
- c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair.
- d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.

Impact UTIL-2 Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments.

FINDING

SCAG finds that the Plan’s impact related to wastewater treatment capacity and associated facilities remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures **SMM-HYD-1, PMM-HYD-1, and PMM-UTIL-1.**

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.19, *Utilities*. Mitigation Measure SMM-CUL-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-CUL-1 and PMM-TCR-1 would reduce adverse impacts related to wastewater treatment capacity and associated facilities.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as appropriate and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce adverse impacts related to wastewater treatment capacity, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-HYD-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-UTIL-1.

Impact UTIL-3 Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

FINDING

SCAG finds that the Plan's impact related to the construction of new storm water drainage facilities or expansion of existing facilities remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-USSWS-1, SMM-HYD-1, and PMM-UTIL-2.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.19, *Utilities*. Mitigation Measures SMM-USSWS-1 and SMM-HYD-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-UTIL-2 would reduce adverse impacts related to the construction of new storm water drainage facilities or expansion of existing facilities.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce impacts related to the construction of new storm water drainage facilities or expansion of existing

facilities, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-USSWS-1 and SMM-HYD-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-UTIL-2.

Impact UTIL-4 **Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.**

FINDING

SCAG finds that the Plan's impact related to the generation solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-USSW-1 and PMM-UTIL-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.19, *Utilities*. Mitigation Measure SMM-USSW-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure PMM-UTIL-1 would reduce adverse impacts related to the generation solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as appropriate and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce impacts related to the generation solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

SMM-USSW-1 SCAG shall continue to provide support for coordinating with waste management agencies, and appropriate local and regional jurisdictions, and sharing information to facilitate and encourage diversion of solid waste where applicable, appropriate, and feasible.

PROJECT-LEVEL MITIGATION MEASURES

PMM-UTIL-3 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:

Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following:

- a) Reuse and minimize construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.
- b) Include a waste management plan that promotes maximum C&D diversion.
- c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).
- d) Reuse existing structure and shell in renovation projects.
- e) Develop indoor recycling program and space.
- f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.
- g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and where appropriate and feasible.
- h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent state waste diversion target.
- i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction, and recycling practices.
- j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled

content procurement programs; and developing additional opportunities to divert food waste away from landfills and toward food banks and composting facilities.

- k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.
- l) Integrate reuse and recycling into residential industrial, institutional, and commercial projects.
- m) Provide education and publicity about reducing waste and available recycling services.
- n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.

Impact UTIL-5 **Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.**

FINDING

SCAG finds that the Plan's impact related to compliance with federal, state, and local management and reduction statutes and regulations related to solid waste remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures **SMM-USWS-1** and **PMM-UTIL-3**.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.19, *Utilities*. Failure to comply with federal, state, and local management and reduction statutes and regulations related to solid waste would be significant. Implementation of Mitigation Measure **SMM-USWS-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measure **PMM-UTIL-3** would reduce adverse impacts related to compliance with federal, state, and local management and reduction statutes and regulations related to solid waste.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as appropriate and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce impacts related to compliance with federal, state, and local management and reduction statutes and regulations related to solid waste, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See **SMM-USSW-1**.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-UTIL-3.

B.5.20 WILDFIRE

Impact WF-1 Substantially impair an adopted emergency response plan or emergency evacuation plan.

FINDING

SCAG finds that the Plan's impact related to implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-HAZ-1, SMM-HAZ-2, SMM-WF-1, SMM-TRA-1, PMM-HAZ-1 through PMM-HAZ-3, and PMM-HAZ-4.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.9, *Hazards and Hazardous Materials*, under Impact HAZ-6. Mitigation Measures SMM-HAZ-1, SMM-HAZ-2, SMM-WF-1, and SMM-TRA-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-HAZ-1 through PMM-HAZ-3 and PMM-HAZ-4 would reduce adverse impacts related to implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce impacts related to the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-HAZ-1, SMM-HAZ-2, SMM-WF-1, and SMM-TRA-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-HAZ-1 through PMM-HAZ-3.

PMM-HAZ-4 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial

adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:

- Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions.
- Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks;
- Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.
- Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements:
 - Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.
 - Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.
 - Scheduling of truck trips outside of peak morning and evening commute hours.
 - Limiting of lane closures during peak hours to the maximum extent feasible.
 - Usage of designated haul routes to minimize truck traffic on local roadways to the maximum extent feasible.
 - Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.
 - Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.
 - Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.
 - Storage of construction materials only in designated areas.
 - Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.
 - Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure

needs necessary for (a) emergency responders to enter the region, (b) evacuation of affected facilities, and (c) restoration of utilities.

- Enhance emergency preparedness awareness among public agencies and with the public at large.

Impact WF-2 Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

FINDING

SCAG finds that the Plan's impact related to the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-GEN-1, SMM-WF-1, SMM-HAZ-1, SMM-HAZ-2, SMM-HYD-1, SMM-LU-1 through SMM-LU-3, SMM-POP-1, SMM-POP-2, PMM-HAZ-5, and PMM-WF-1.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.20, *Wildfire*. Mitigation Measures SMM-GEN-1, SMM-WF-1, SMM-HAZ-1, SMM-HAZ-2, SMM-HYD-1, SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-POP-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-HAZ-5 and PMM-WF-1 would reduce adverse impacts related to exposing people or structures to a significant risk of loss, injury or death involving wildland fires.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce impacts related to the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-GEN-1, SMM-HAZ-1, SMM-HAZ-2, SMM-HYD-1, SMM-LU-1 through SMM-LU-3, SMM-POP-1, and SMM-POP-2.

SMM-WF-1 SCAG shall continue to provide a regional forum for collaboration in planning, communication, and information sharing on best practices around wildfire resilience.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-HAZ-5.

- PMM-WF-1** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
- a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition.
 - b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place.
 - c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary.
 - d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses.
 - e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.
 - f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place.
 - g) Include external sprinklers with an independent water source to reduce flammability of structures.
 - h) Include local solar power paired with batteries to reduce power flow in electricity lines.
 - i) For developments in high fire-prone areas, have a fire protection plan for residents and businesses.
 - j) Provide fire hazard and fire safety education for homeowners in or near fire hazard areas.
 - k) Developments in fire-prone areas should have fire-resistant features, such as:
 - 1) Ember-resistant vents
 - 2) Fire-resistant roofs
 - 3) Surrounding defensible space
 - 4) Proper maintenance and upkeep of structures and surrounding area
 - l) Explore and implement new strategies and better roadway easement management to minimize fire ignitions along roadways.
 - m) Coordinate with CAL FIRE, local Fire Safe Councils, and homeowners' associations to implement FireWise Communities, implement restoration projects that remove highly

flammable non-native grasses, and improve habitat via restoration projects at the Wildland Urban Interface.

Impact WF-3 **Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment.**

FINDING

SCAG finds that the Plan’s impact related to infrastructure that may exacerbate fire risks remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures **SMM-WF-1, PMM-HAZ-4, and PMM-WF-2.**

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.20, *Wildfire*. Mitigation Measure SMM-WF-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-HAZ-4 and PMM-WF-2 would reduce adverse impacts related to infrastructure that may exacerbate fire risks.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce impacts related to infrastructure that may exacerbate fire risks, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG’s lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable.**

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-WF-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-HAZ-4.

PMM-WF-2 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) New development or infrastructure activity within very high hazard severity zones or SRAs to:
 - 1) Submit a fire protection plan including the designation of fire watch staff;

- 2) Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities;
- 3) Locate construction and maintenance equipment in designated "safe areas" such that they do not discharge combustible materials; and
- 4) Designate trained fire watch staff during project construction to reduce risk of fire hazards.

Impact WF-4 **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes.**

FINDING

SCAG finds that the Plan's impact related to the exposure of people or structures to risks resulting from runoff, post-fire slope stability, or drainage changes remains **significant and unavoidable** even assuming compliance with all applicable laws and regulations and with the implementation of applicable Regional Planning Policies, Implementation Strategies, and Mitigation Measures SMM-LU-1 through SMM-LU-3, SMM-WF-1, SMM-HYD-1, SMM-GEO-2, PMM-WF-1, PMM-WF-2, PMM-HYD-1, and PMM-HAZ-4.

RATIONALE

The above finding is made based on the analysis included in PEIR Section 3.20, *Wildfire*. Mitigation Measures SMM-LU-1 through SMM-LU-3, SMM-WF-1, SMM-HYD-1, and SMM-GEO-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. Project-Level Mitigation Measures PMM-WF-1, PMM-WF-2, PMM-HYD-1, and PMM-HAZ-4 would reduce adverse impacts related to the exposure of people or structures to risks resulting from runoff, post-fire slope stability, or drainage changes.

At the project-level, lead agencies can and should consider the identified project-level mitigation measures or other comparable measures identified by the lead agency during subsequent review of transportation and land use projects as applicable and feasible. While compliance with all applicable laws and regulations and implementation of applicable Regional Planning Policies, Implementation Strategies, and mitigation measures would reduce impacts related to the exposure of people or structures to risks resulting from runoff, post-fire slope stability, or drainage changes, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SCAG's lack of land use authority over individual projects, SCAG finds that the impact remains **significant and unavoidable**.

MITIGATION MEASURES

SCAG MITIGATION MEASURES

See SMM-LU-1 through SMM-LU-3, SMM-WF-1, and SMM-HYD-1.

PROJECT-LEVEL MITIGATION MEASURES

See PMM-WF-1, PMM-WF-2, PMM-HYD-1, and PMM-HAZ-4.

B.5.21 FINDINGS ON CUMULATIVE IMPACTS

In compliance with CEQA Guidelines Section 15130, the 2024 PEIR evaluates the cumulative impacts of Connect SoCal 2024. CEQA defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts” (CEQA Guidelines Section 15355). Thus, if the effects of the Plan, in combination with the effects of past, present, and reasonably foreseeable future related projects within the region would be significant, the Plan’s incremental effects must be analyzed to determine if the Plan’s contribution to the cumulative impact is cumulatively considerable (CEQA Guidelines Section 15065(a)(3)). Supportive evidence for the below findings may be found in the “Cumulative Impacts” sections of each resource topic analysis in Draft PEIR Chapter 3.

CUMULATIVE EFFECTS FOR WHICH THE CONTRIBUTION OF THE PLAN WOULD BE CUMULATIVELY CONSIDERABLE EVEN WITH IMPLEMENTATION OF MITIGATION MEASURES

Based on the analysis set forth in the 2024 PEIR, SCAG finds that the cumulative impacts of the Plan, in combination with the effects of past, present, and reasonably foreseeable future related projects within the region, would be significant. SCAG further finds that the Plan’s contribution to significant cumulative impacts would remain cumulatively considerable even with implementation of the mitigation measures set forth in the 2024 PEIR, and thus would be significant and unavoidable.

Connect SoCal 2024 is a regional-scale Plan comprised of policies and strategies, a regional growth forecast and land use pattern, and individual projects and investments. At this regional-scale, a cumulative or related project to the Plan is another regional-scale plan (such as Air Quality Management Plans within the region) and similar regional plans for adjacent regions. Because the Plan, in and of itself, would result in significant adverse environmental impacts, these impacts would add to the environmental impacts of other cumulative or related projects. Mitigation measures that reduce the Plan’s impacts would similarly reduce the Plan’s contribution to cumulative impacts. However, such cumulative impacts (with three exceptions as discussed below) would be significant and the Plan’s contribution to such impacts would be considerable.

CUMULATIVE IMPACTS FOR WHICH THE CONTRIBUTION OF THE PLAN WOULD NOT BE CUMULATIVELY CONSIDERABLE

As discussed in Section B.4, above, the analysis undertaken in support of the 2024 PEIR concludes that the Plan would have no impact or less-than-significant impacts in the following environmental resource categories and that no mitigation would be required:

- 3.2 Agriculture and Forestry Resources (AG-3 – Timberland and Timberland Production Zones)
- 3.3 Air Quality (AQ-1 – Plan Consistency with Federal Transportation Conformity Requirements)
- 3.8 Greenhouse Gas Emissions (GHG-2 – Plan Consistency with Senate Bill 375)

As noted above, each of these impacts were not separately identified but rather as components of larger categories of impacts: Impact AG-3 also includes forest land (which was found to be significantly impacted by the Plan); Impact AQ-1 addresses all air quality plans in the region and considers both regional and project-level impacts, only regional transportation conformity was found to be less than significant); Impact GHG-2 addresses all plans

applicable to the region that are aimed at reducing GHG emissions and addresses both regional and project level impacts, only Plan's consistency with SB 375 was found to be less than significant).

The Plan would result in no impacts with respect to zoning for timberland and Timberland Production zones and would not contribute to any statewide impact, and therefore, the impact would not be cumulatively considerable. With respect to Plan consistency with federal transportation conformity requirements, and Plan consistency with SB 375 requirements for RTP/SCS, the analyses consider Plan impacts as they relate to these regulatory requirements. In accordance with the guidelines of the regulations, the analyses include emissions that are at least partially attributable to other planning areas – i.e., vehicles starting and/or ending their trip outside the region. The issue of Plan consistency is focused on just the SCAG region and its regional Plan and does not consider the consistency of other regions and therefore the issue of regional consistency with these regulations is not cumulatively considerable. The issue of the contribution to cumulative *emissions* with respect to federal transportation conformity and SB 375 requirements is addressed as part of the overall analyses of impacts to air quality and greenhouse gas emissions in Impacts AQ-1 and GHG-2, respectively. While the Plan would be consistent with federal conformity requirements and SB 375, the overall finding for impacts related to air quality and greenhouse gas plans including consideration of project-level emissions (Impacts AQ-1 and GHG-2) is that the Plan would result in significant impacts that would contribute to impacts of cumulative projects.

B.6 FINDINGS REGARDING ALTERNATIVES

B.6.1 BACKGROUND

CEQA requires that an EIR describe a reasonable range of alternatives to the project or to the location of the project that could feasibly avoid or lessen significant environmental impacts while substantially attaining the basic objectives of the project. An EIR should also evaluate the comparative merits of the alternatives. PEIR Chapter 4, *Alternatives*, sets forth potential alternatives to the proposed project and provides a qualitative analysis of each alternative and a comparison of each alternative to the proposed project. Key provisions of the CEQA Guidelines pertaining to the alternatives analysis are summarized below.

The discussion of alternatives shall focus on alternatives to the project including alternative locations that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

The No Project Alternative shall be evaluated along with its potential impacts. The No Project Alternative analysis shall discuss the existing conditions at the time the notice of preparation is published, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

The range of alternatives required in an EIR is governed by a "rule of reason." Therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the proposed project.

For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.

An EIR need not consider an alternative whose effects can be reasonably ascertained and whose implementation is remote and speculative.

B.6.2 PROJECT OBJECTIVES AND LEGAL REQUIREMENTS

At the time of project approval, the lead agency's decision-making body must determine whether the alternatives are feasible or not—a task it cannot delegate (see *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 998–1000; and CEQA Guidelines Sections 15025(b)(2), 15091(a)(3)). The lead agency must consider whether specific “economic, legal, social, technological, and other considerations ... make infeasible mitigation measures or alternatives identified in the environmental impact report” (PRC Section 21081(a)(3); CEQA Guidelines Section 15091(a)(3)).

“Feasible” means “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors” (CEQA Guidelines Section 15364; see also CEQA Guidelines Section 15021(b)). The concept of “feasibility” under CEQA also encompasses “desirability” to the extent that desirability is based on a reasonable balancing of all relevant factors (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417). Additionally, “policy considerations,” may also be taken into account because they are “permissible” under CEQA as “other considerations” that make infeasible mitigation measures or alternatives identified in the EIR (see *California Native Plant Society* 177 Cal.App.4th at 1001 [An agency may reject project alternatives if found to be impracticable or undesirable from a policy standpoint.].) Finally, an alternative or measure is legally infeasible if “there is no way to legally implement it” (*Sequoyah Hills Homeowners Assn. v. City of Oakland*, 23 Cal.App.4th 704, 714 (1993)).

Importantly, CEQA gives lead agencies the authority to approve a project notwithstanding its significant environmental impacts, if the agency determines it is not “feasible” to lessen or avoid the significant effects (PRC Section 21002). If specifically identified benefits of the project outweigh the significant unavoidable environmental impacts, the adverse impacts may be considered “acceptable,” thereby allowing for lead agency approval of the project, notwithstanding such adverse impacts, provided the agency adopts a statement of overriding considerations (PRC Section 21081.1(b); CEQA Guidelines Section 15093).

As called for by the CEQA Guidelines, the achievement of project objectives must be balanced by the ability of an alternative to reduce the significant impacts of the project. The goals and subgoals for Connect SoCal 2024 are presented in Section B.2.1, *Plan Vision and Goals*, above.

CEQA does not require adoption of an alternative that does not adequately meet project objectives as determined by the lead agency decision-makers. A feasible alternative must meet most, if not all, of these project objectives. In addition, while not specifically required under CEQA, other parameters may be used to further establish criteria for selecting alternatives such as adjustments to phasing, and other “fine-tuning” that could shape feasible alternatives in a manner that could result in reducing identified environmental impacts.

The SCAG Regional Council finds that the Plan meets all of the above objectives and is feasible. With the exception of the No Project Alternative, the other alternative considered herein meet some but not all of these objectives. SCAG has evaluated two alternatives: (1) No Project Alternative and (2) the Intensified Land Use Alternative and determined that none of the alternatives were able to avoid the significant impacts associated with the Plan. The SCAG Regional Council further finds that the other alternatives are infeasible due to economic, legal, social, technological, and other considerations including policy considerations as discussed in more detail below.

OVERVIEW

Alternatives for Connect SoCal 2024 were analyzed in the 2024 PEIR consistent with the recommendations of CEQA Guidelines Section 15126.6, which require evaluation of a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant project effects. CEQA indicates that the range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. As a result, potential alternatives must be limited to those that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that SCAG determines could feasibly attain most of the basic objectives of the Plan as discussed in Chapter 2, *Project Description*, of the 2024 PEIR.

While SCAG is required to prepare a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP), SCAG lacks the legal authority to require the decision makers of cities and counties to adopt or amend their respective land use policies, such as general plan, housing element, and zoning code amendments that would implement the land use patterns included in the SCS component of Connect SoCal 2024. Furthermore, SCAG lacks the legal authority to implement land use designations in the SCS component of the Plan or the alternatives. There are a vast variety of specific land use scenarios at the local level that could achieve Plan objectives to a similar extent. SCAG is aware that local jurisdictions have projects that have been approved and not constructed. As described in Chapter 2, *Project Description*, of the 2024 PEIR, SCAG worked with each local jurisdiction through the Local Data Exchange (LDX) process to identify local land use plans and visions for growth patterns sourced from local jurisdictions and approved projects that each jurisdiction judges to be reasonably foreseeable. Pursuant to CEQA, the range of alternatives considered in this 2024 PEIR illustrates the different environmental consequences of distinct regional-level alternatives to Connect SoCal 2024.

Feasibility is one of the evaluation criteria for consideration of alternatives to the Plan. CEQA provides that among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of technology and/or infrastructure, whether the alternative can be accomplished within a reasonable period of time, and whether the proponent can reasonably acquire, control or otherwise have access to the alternate site (or the site is already owned by the proponent)..

In previous RTP/SCS development cycles, PEIR alternatives had been aligned with planning scenarios which were the alternative land use patterns to those of the previous plans. This cycle, SCAG refined the Connect SoCal 2024 planning process, which starts with data collection and research. Instead of a scenario planning process, SCAG staff developed only one set of regional growth strategies for the Plan's land use patterns that were based on local plans and reflected regional trends and research. As part of the local plans, transportation projects and programs were sourced from the County Transportation Commissions (CTCs) while land use and growth were sourced from local jurisdictions based on local data input, integrating new projects and entitlements at the local level, and discussed in one-on-one meetings with the majority of local jurisdictions through a 10-month long LDX process (see Chapter 2, *Project Description*, to learn more about the Plan's LDX process). As a result, Connect SoCal 2024 is SCAG's first RTP/SCS to not modify local data inputs. Given this shift in the RTP/SCS planning for this cycle and in the absence of planning scenarios, the 2024 PEIR has modified its approach to formulating Plan alternative concepts. Therefore, the "local input" alternative raised by the commenters during the public scoping process is not needed because the growth projections for Connect SoCal 2024 are the local inputs.

As discussed in Chapter 2, *Project Description*, of the Draft PEIR, Connect SoCal 2024 is a regional snapshot in time. Based on what is known today, the Plan outlines the region’s vision for addressing current challenges and achieving regional goals. Every four years, SCAG has the opportunity to monitor progress, re-adjust vision, assess new challenges, and articulate new regional goals. As such, this Plan is a continuum of progress across each planning cycle by building upon the steps and efforts taken by local agencies.

Since the passage of SB 375 in 2008, SCAG has developed three RTP/SCSs (namely, the 2012 RTP/SCS, the 2016 RTP/SCS, and the 2020 RTP/SCS, also referred to as Connect SoCal 2020). A general observation emerging from these past plans and the current Plan is that the region as a whole is trending toward more sustainable growth. As local agencies incorporate RTP/SCS concepts into their own general/local plans, the previously analyzed No Project alternatives are showing signs of converging with previous regional plans. Implementing agencies have also been aligning their local plans and transportation strategies by promoting sustainable development and increasing use of transit and active transportation opportunities. Additionally, as the RTP/SCS is updated and improves each four-year cycle, it also gets closer to regional policies for more sustainable development patterns. As a result, the land use growth pattern for the CEQA-required No Project alternative (i.e., the pattern expected to occur without Connect SoCal 2024) and the options for intensification might get closer to that of the Plan.

The alternatives approach used for this 2024 PEIR represents a progression of regional land use strategies, such that the No Project Alternative includes the most dispersed land use pattern, and the Intensified Land Use Alternative represents the most compact land use pattern. The land use development pattern for the Plan falls somewhere in-between the No Project Alternative and the Intensified Land Use Alternative. As such, the two selected alternatives provide expected “book-ends” of the range of potential alternatives to present a framework for understanding the greatest potential impacts from alternatives when compared to the Plan.

The effectiveness of each of the alternatives to achieve the basic objectives of the Plan has been evaluated in relation to the statement of Plan goals and subgoals. Although the No Project Alternative is not capable of meeting most of the goals of the Project, it has been analyzed, as required by CEQA.

The alternatives are evaluated at a comparative level of detail, consistent with the provisions of CEQA Guidelines Section 15126.6(d). Concentration of development to improve the transportation network and accommodate anticipated population growth are among the guiding principles for the Plan. Development of greenfields varies widely among the alternatives. The No Project Alternative would result in greater anticipated conversion of greenfield than the Plan, while Alternative 2, *Intensified Land Use Alternative*, would reduce the development of greenfields relative to that under the Plan.

Consistent with the requirements of CEQA Guidelines Section 15126.6(d), the 2024 PEIR analysis provides information for the alternatives, including the No Project Alternative to allow meaningful evaluation, analysis, and comparison with the Plan, inclusive of direct, indirect, and cumulative impacts (**Table B-1, Comparison of Environmental Impacts for Connect SoCal 2024 and Alternatives**). The evaluation demonstrates if the alternative is able to avoid or reduce the significant and unavoidable effects of the Project.

TABLE B-1 Comparison of Environmental Impacts for Connect SoCal 2024 and Alternatives

ENVIRONMENTAL ISSUE	CONNECT SOCAL 2024	ALTERNATIVE 1: NO PROJECT	ALTERNATIVE 2: INTENSIFIED LAND USE ALTERNATIVE
Aesthetics			
Scenic Vistas (AES-1)	Significant	Similar (Significant)	Similar (Significant)
Scenic Resources (AES-2)	Significant	Less (Significant)	Less (Significant)
Visual Character (AES-3)	Significant	Similar (Significant)	Less (Significant)
Light and Glare (AES-4)	Significant	Similar (Significant)	Similar (Significant)
Agriculture and Forestry Resources			
Convert Prime Farmland (AG-1)	Significant	Similar (Significant)	Similar (Significant)
Conflict with Williamson Act (AG-2)	Significant	Similar (Significant)	Less (Significant)
Conflict with forest land zoning (AG-3)	No Impact (Timberland) Significant (Forest Land)	Similar (No Impact [Timberland]; Significant [Forest Land])	Similar (No Impact [Timberland]; Significant [Forest Land])
Loss of forest land (AG-4)	Significant	Similar (Significant)	Less (Significant)
Other changes that result in loss of farmland or forest land (AG-5)	Significant	Greater (Significant)	Less (Significant)
Air Quality			
Conflict with Air Quality Plans (AQ-1)	Significant (except for regional federal transportation conformity requirements)	Greater (Significant at regional and project level)	Similar (Significant except for regional federal transportation conformity requirements)
Cumulatively considerable net increase in criteria pollutants (AQ-2)	Significant	Greater (Significant)	Less (Significant)
Expose sensitive receptors (AQ-3)	Significant	Similar (Significant)	Similar (Significant)
Odor (AQ-4)	Significant	Similar (Significant)	Similar (Significant)
Biological Resources			
Sensitive Species (BIO-1)	Significant	Similar (Significant)	Less (Significant)
Riparian Habitat (BIO-2)	Significant	Similar (Significant)	Less (Significant)
Wetlands (BIO-3)	Significant	Similar (Significant)	Less (Significant)
Migratory Fish/Birds (BIO-4)	Significant	Similar (Significant)	Similar (Significant)
Tree Preservation (BIO-5)	Significant	Similar (Significant)	Less (Significant)
Local Plans/HCPs (BIO-6)	Significant	Similar (Significant)	Similar (Significant)
Cultural Resources			
Historical Resources (CUL-1)	Significant	Greater (Significant)	Greater (Significant)
Archeological Resources (CUL-2)	Significant	Greater (Significant)	Less (Significant)
Disturb Human Remains (CUL-3)	Significant	Greater (Significant)	Less (Significant)

Attachment: PEIR Exhibit B_FOF (Certify the Final PEIR for Connect SoCal 2024)

ENVIRONMENTAL ISSUE	CONNECT SOCAL 2024	ALTERNATIVE 1: NO PROJECT	ALTERNATIVE 2: INTENSIFIED LAND USE ALTERNATIVE
Energy			
Wasteful and inefficient use of energy (ENR-1)	Significant	Greater (Significant)	Less (Significant)
Conflict with or obstruct renewable energy plans (ENR-2)	Significant	Similar (Significant)	Similar (Significant)
Geology and Soils			
Fault rupture, ground shaking, ground failure/ liquefaction, landslides (GEO-1)	Significant	Similar (Significant)	Similar (Significant)
Soil Erosion (GEO-2)	Significant	Greater (Significant)	Less (Significant)
Unstable Soil (GEO-3)	Significant	Similar (Significant)	Less (Significant)
Expansive Soil (GEO-4)	Significant	Similar (Significant)	Less (Significant)
Septic Systems (GEO-5)	Significant	Similar (Significant)	Less (Significant)
Paleontological Resources (GEO-6)	Significant	Greater (Significant)	Less (Significant)
Greenhouse Gas Emissions			
Generate greenhouse gas emission (GHG-1)	Significant	Greater (Significant)	Similar
Conflict with Plans (GHG-2)	Significant (except for regional consistency with SB 375)	Greater (Significant)	Similar (significant except for regional consistency with SB 375)
Hazards and Hazardous Materials			
Routine Transport (HAZ-1)	Significant	Similar (Significant)	Similar (Significant)
Upset conditions (HAZ-2)	Significant	Similar (Significant)	Similar (Significant)
Emissions within 0.25 mile of school (HAZ-3)	Significant	Similar (Significant)	Similar (Significant)
Hazardous materials site (HAZ-4)	Significant	Similar (Significant)	Similar (Significant)
Airport hazards (HAZ-5)	Significant	Similar (Significant)	Similar (Significant)
Emergency response and evacuation plans (HAZ-6)/ (WF-1) and Emergency access (TRA-4)	Significant	Greater (Significant)	Less (Significant)
Hydrology and Water Quality			
Violate water quality standard (HYD-1)	Significant	Greater (Significant)	Less (Significant)
Decrease groundwater (HYD-2)	Significant	Greater (Significant)	Less (Significant)
Erosion or siltation (HYD-3A)	Significant	Greater (Significant)	Less (Significant)
Flooding (HYD-3B)	Significant	Greater (Significant)	Less (Significant)
Stormwater runoff (HYD-3C)	Significant	Greater (Significant)	Less (Significant)
Impede or redirect flood flows (HYD-3D)	Significant	Greater (Significant)	Less (Significant)
Flood, seiche, tsunami (HYD-4)	Significant	Similar (Significant)	Similar (Significant)
Conflict with water quality control plan (HYD-5)	Significant	Similar (Significant)	Similar (Significant)

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ENVIRONMENTAL ISSUE	CONNECT SOCAL 2024	ALTERNATIVE 1: NO PROJECT	ALTERNATIVE 2: INTENSIFIED LAND USE ALTERNATIVE
Land Use and Planning			
Physically divide a community (LU-1)	Significant	Less (Significant)	Similar (Significant)
Conflict with land use plans (LU-2)	Significant	Less (Significant)	Similar (Significant)
Mineral Resources			
Loss in availability of mineral resources (MIN-1)	Significant	Greater (Significant)	Less (Significant)
Loss of locally important mineral resources (MIN-2)	Significant	Greater (Significant)	Less (Significant)
Noise			
Temporary or permanent increase in noise levels in excess of established standards (NOI-1)	Significant	Similar (Significant)	Less (Significant)
Groundborne vibration or noise (NOI-2)	Significant	Similar (Significant)	Similar (Significant)
Airport noise (NOI-3)	Significant	Similar (Significant)	Similar (Significant)
Population and Housing			
Induce unplanned population growth (POP-1)	Significant	Similar (Significant)	Similar (Significant)
Displace people or housing (POP-2)	Significant	Similar (Significant)	Greater (Significant)
Public Services			
Fire (PS-1)	Significant	Similar (Significant)	Less (Significant)
Police (PS-2)	Significant	Similar (Significant)	Less (Significant)
Schools (PS-3)	Significant	Similar (Significant)	Less (Significant)
Library (PS-4)	Significant	Similar (Significant)	Less (Significant)
Recreation			
Increase park use (REC-1)	Significant	Similar (Significant)	Similar (Significant)
Construction of new parks (REC-2) and Parks (PS-5)	Significant	Similar (Significant)	Similar (Significant)
Transportation			
Conflict with program, plan, ordinance, or policy addressing circulation system (TRA-1)	Significant	Greater (Significant)	Similar (Significant)
Conflict with CEQA Guidelines Section 15064.3(b) (TRA-2)	Significant	Greater (Significant)	Less (Significant)
Increase hazards (TRA-3)	Significant	Greater (Significant)	Similar (Significant)
Tribal Cultural Resources			
Adverse change in a TCR (TCR-1)	Significant	Greater (Significant)	Less (Significant)
Utilities and Service Systems			
New or expanded water, wastewater treatment, storm water, electric, natural gas, or telecommunications facilities (UTIL-1)	Significant	Similar (Significant)	Less (Significant)

ENVIRONMENTAL ISSUE	CONNECT SOCAL 2024	ALTERNATIVE 1: NO PROJECT	ALTERNATIVE 2: INTENSIFIED LAND USE ALTERNATIVE
New or expanded wastewater treatment (UTIL-2)	Significant	Similar (Significant)	Similar (Significant)
Sufficient water supply (UTIL-3)	Significant	Greater (Significant)	Less (Significant)
Generate excess solid waste or conflict with statutes (UTIL-4)	Significant	Similar (Significant)	Similar (Significant)
Comply with statues and regulations (UTIL-5)	Significant	Similar (Significant)	Similar (Significant)
Wildfire			
Slope, prevailing winds may exacerbate wildfire risk (WF-2)	Significant	Greater (Significant)	Less (Significant)
Expose people or structures to wildland fires (HAZ-7)	Significant	Greater (Significant)	Less (Significant)
Installation or maintenance of infrastructure that may exacerbate fire risk (WF-3)	Significant	Greater (Significant)	Less (Significant)

Source: ESA 2023

B.6.3 ALTERNATIVE 1: NO PROJECT ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

The No Project Alternative is required by CEQA Guidelines Section 15126.6I(2) and assumes that the Plan would not be implemented. The No Project Alternative allows decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The No Project Alternative evaluates “what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services” (CEQA Guidelines Section 15126.6(e)(2)). The projected impacts of the Plan are compared to the impacts from the continuation of the existing plan (CEQA Guidelines Section 15126.6(e)). The No Project Alternative is aligned with the baseline discussion in the Plan and includes transportation projects that are in place at the time of preparation of Connect SoCal 2024 and that are included in the first year of the previously conforming transportation plan and/or FTIP. “Exempt projects” include safety projects and certain mass transit projects, transportation control measures (TCM) that are approved by the State Implementation Plan (SIP), and project phases that were authorized by the Federal Highway Administration (FHWA)/Federal Transportation Agency (FTA) prior to expiration of SCAG’s conformity finding for the adopted Connect SoCal 2024. These exempt projects would also be included in the No Project Alternative since they could move forward in the absence of an adopted Connect SoCal 2024 (FHWA 2010).

The land use strategies included in the No Project Alternative are based on the existing land use plans and trending socioeconomic growth projection to the future (2050) updated with the same jurisdictional local input population, household, and employment data as those in Connect SoCal 2024 to reflect the most recent local input growth estimates in the region.

EFFECTIVENESS IN MEETING PROJECT OBJECTIVES

Although the No Project Alternative is not capable of meeting any of the goals of the Project, it has been analyzed, as required by CEQA.

ABILITY TO AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT AND UNAVOIDABLE IMPACTS OF THE PLAN

The No Project Alternative does not avoid the significant and unavoidable impacts of the Plan, and in several instances the impacts would be more adverse due to the failure to achieve reductions in the consumptive use of land, energy, and water resources achieved through the policies and program embedded in the Plan that facilitate a more efficient use of these resources.

As set forth in detail in PEIR Chapter 4, *Alternatives*, Alternative 1, the No Project Alternative, would result in *greater* impacts than the Plan in the following 14 resource areas: Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

Alternative 1 would result in *similar* impacts as the Plan in the following four resource areas: Noise, Population and Housing, Public Services, and Recreation.

Alternative 1 would result in less severe impacts compared to the Plan for the following two resource areas: Aesthetics (Scenic Resources) and Land Use and Planning.

On balance, the Project is environmentally superior compared to Alternative 1, the No Project Alternative.

FINDINGS AND RATIONALE

The No Project Alternative does not avoid the significant and unavoidable impacts of the Plan, and in several instances the impacts would be more adverse due to the failure to achieve reductions in the consumptive use of land, energy, and water resources achieved through the policies and program embedded in the Plan that facilitate a more efficient use of these resources. SCAG Regional Council finds that specific economic, financial, legal, social, technological, or other considerations, including policy considerations, make Alternative 1 infeasible, and rejects this Alternative for the following reasons.

Reason 1. Alternative 1 fails to meet all the project objectives as follows:

Mobility: Build and maintain an integrated multimodal transportation network

Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions

The No Project Alternative would not include the same suite of transportation investments that would occur under the Plan, and as such it would not result in improved safety, improved air quality, or the minimization of greenhouse gas emissions to the same extent as the Plan.

Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities

The No Project Alternative would not fund or implement transportation projects to the same extent as the Plan to ensure that reliable, accessible, affordable and appealing travel options are readily available, and thus would not enhance equity in communities where such options are most needed to the same extent as the Plan.

Support planning for people of all ages, abilities and backgrounds

The No Project Alternative would not implement the Plan's Regional Planning Policies and Implementation Strategies that are intended to support equitable planning efforts in the region.

Communities: Develop, connect and sustain communities that are livable and thriving

Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances

The No Project Alternative would not result in increased mobility options resulting from transportation investments that would occur under the Plan, and also would not reduce travel distances given the lack of regional transportation improvements and dispersed development pattern relative to the Plan.

Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households

The No Project Alternative would result in increased single-family housing development and less diverse mix of housing stock, particularly in urban centers where more transit options are available, and would not foster increased affordability, accessibility and opportunities for all households.

Environment: Create a healthy region for the people of today and tomorrow

Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change

The No Project Alternative would not improve the resilience of communities and associated infrastructure, particularly in established communities with aging facilities that are at greater risk of disruption and failure during extreme weather, natural disasters, or other climate-related stressors.

Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water

The No Project Alternative would not implement the suite of transportation improvements that would occur under the Plan, and also would not implement the Plan's Regional Planning Policies and Implementation Strategies that are intended to elicit a development pattern that improves air quality, reduces greenhouse gas emissions and enables more sustainable use of energy and water.

Conserve the region's resources

The No Project Alternative would not result in increased conservation of natural resources that would otherwise occur under the Plan.

Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents

Improve access to jobs and educational resources

The No Project Alternative would not result in transportation investments that foster improved access for residents of the region, particularly in underserved urban areas and rural areas lacking transportation options, and also would not implement the Plan's Regional Planning Policies and Implementation Strategies that result in a development pattern that facilitates the provision of opportunities for jobs and education in proximity to a variety of housing types.

Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities

The No Project Alternative would not achieve reductions in air pollutant emissions to achieve air quality goals, or reduce greenhouse gas emissions that contribute to climate change and associated adverse effects on community resilience, and would not result in major transportation investments in the region that support an efficient goods movement system and improved quality of life for residents.

Reason 2. Alternative 1 does not avoid or substantially lessen the significant and unavoidable environmental impacts for the Plan, and in several instances the impacts would be more adverse due to the failure to achieve reductions in the consumptive use of land, energy, and water resources achieved through the policies and program embedded in the Plan that facilitate a more efficient use of these resources.

Reason 3. Alternative 1 is legally infeasible. It does not meet the requirements of federal transportation planning law. Pursuant to 23 USC Section 134(i), SCAG is required to "prepare and update" its RTP every four years if it encompasses an area designated as nonattainment under the federal Clean Air Act. Nor would Alternative 1 include the SCS as a component to the RTP as required pursuant to SB 375 (California Government Code Section 65080(b)(2)(B)). Alternative 1 also does not meet the requirements of 23 USC Section 134(h)(1), which requires that the RTP contain projects and strategies that will:

- A. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- B. Increase the safety of the transportation system for motorized and non-motorized users;
- C. Increase the security of the transportation system for motorized and non-motorized users;
- D. Increase the accessibility and mobility of people and for freight;
- E. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- F. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- G. Promote efficient system management and operation; and
- H. Emphasize the preservation of the existing transportation system.

Reason 4. The No Project Alternative does not avoid the significant and unavoidable impacts of the Plan, and in several instances the impacts would be more adverse due to the failure to achieve reductions in the consumptive use of land, energy, and water resources achieved through the policies and program embedded in the Plan that facilitate a more efficient use of these resources. The Plan would have less-than-significant impacts when compared to the No Project Alternative.

For the reasons described above, SCAG Regional Council finds that the specific economic, legal, social, technological, and environmental consideration summarized herein make Alternative 1 infeasible for consideration.

B.6.4 ALTERNATIVE 2: INTENSIFIED LAND USE ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

The Intensified Land Use Alternative (also referred to as “Alternative 2”) is based on more aggressive land use development patterns than the Plan. The land use pattern in this alternative would be denser and build on land use strategies described in the Plan by increased growth around PDAs and beyond to maximize transit opportunities. The focus of this alternative is on increased densities adjacent to existing employment and transportation infrastructure, which would lead to fewer and shorter trips and therefore a reduction in VMT as compared to the Plan. Specifically, the growth pattern associated with this alternative optimizes growth in PDAs, including in urban areas and suburban town centers, transit-oriented developments (TODs), transit priority areas (TPAs), livable corridors, and neighborhood mobility areas (NMAs). It includes a greater progressive job-housing distribution optimized for TODs and infill in PDAs. It includes the same transportation investments as the Plan. This alternative considers the basis of the Plan with enhancements to accelerate the SB 375 GHG emissions reduction trend into 2050 and beyond, and includes related improvements for air quality, livability, public health, active transportation opportunities, and affordability.

EFFECTIVENESS IN MEETING PROJECT OBJECTIVES

The Intensified Land Use Alternative is capable of meeting most of the goals and subgoals of the Plan. However, because it would place a large portion of growth in existing communities it may conflict with local plans or place a burden on some community facilities such as parks and other services to a greater extent than the Plan. Therefore, it is less effective in meeting the following goals and subgoals:

Communities: Develop, connect, and sustain communities that are livable and thriving.

Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.

The Intensified Land Use Alternative would address this subgoal in some respects more than the Plan, however, the increased density in urban areas could result in communities that while human-centered some services and infrastructure facilities may be over-burdened which could make them less appealing and therefore would appear less human-centered. The emphasis on development in urban communities may result in overuse of parks and other services (police, fire, schools, library) which has the potential to result in quality of life impacts in urban areas. The resulting deficiencies in park facilities, fire and police protection services, and schools and libraries in areas that are currently underserved or would become underserved under the Intensified Land Use Alternative could create or exacerbate inequities in livability and opportunities for quality recreation, education, public safety, and community facilities in affected areas. Furthermore, a focus on development in

existing urbanized areas may limit the potential growth and development of communities in rural and suburban settings with more limited transportation options and public services and facilities.

Environment: Create a healthy region for the people of today and tomorrow.

Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change.

As for the above sub-goal, the Intensified Land Use Alternative could result in too many people for the services and infrastructure facilities to accommodate comfortably. In areas where public services and facilities become overburdened and insufficient to meet growing demands, the community may be less resilient and unable to adequately respond to acute disruptions like natural disasters or other emergency conditions.

ABILITY TO AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT AND UNAVOIDABLE IMPACTS OF THE PLAN

Of the two alternatives, the Intensified Land Use Alternative would be considered the environmentally superior alternative due to fewer impacts including reduced VMT and GHG emissions, and because it would substantially restrict the use of land for single-family development. This alternative concentrates development in existing urban centers and near transit stations and activity centers. As such, the Intensified Land Use Alternative has less impact on rural and undeveloped areas, specifically greenfields. However, the Intensified Land Use Alternative would have more severe impacts on the built environment (aesthetics; agriculture and forestry resources; air quality – sensitive receptors; historical resources – built environment; land use; recreation; transportation; and utilities and service systems).

As set forth in detail in PEIR Chapter 4, *Alternatives*, Alternative 2, Intensified Land Use Alternative, would result in *greater* impacts than the Project in the following two resource areas: Historical Resources and Population and Housing.

Alternative 2 would result in *similar* impacts as the Project in the following two resource areas: Land Use and Planning and Recreation.

Alternative 2 would result in somewhat less adverse impacts for some issues in 17 of the 20 environmental topics that were analyzed, including Aesthetics, Agriculture and Forestry Resources, Air Quality (regional emissions), Biological Resources, Archaeological Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Noise, Public Services, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

On balance, Alternative 2, the Intensified Land Use Alternative, is environmentally superior compared to the Project.

FINDINGS AND RATIONALE

The SCAG Regional Council finds that specific economic, financial, legal, social, technological, or other considerations, including policy considerations, make Alternative 2 infeasible and rejects this Alternative for the following reasons.

Reason 1. Alternative 2 meets most but not all of the project objectives. It is less effective than the project with respect to the following goals and subgoals:

Communities: Develop, connect, and sustain communities that are livable and thriving.

Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.

The Intensified Land Use Alternative would address this subgoal in some respects more than the Plan as it would encourage more development in infill areas. However, the increased density in urban areas could result in communities that, while human-centered for some services and infrastructure facilities, may result in them becoming over-burdened. This, in turn, could make them less appealing, and therefore could in fact be less human-centered. The emphasis on development in urban communities may result in overuse of parks and other services (police, fire, schools, library) which has the potential to result in quality of life impacts in urban areas. The resulting deficiencies in park facilities, fire and police protection services, and schools and libraries in areas that are currently underserved or would become underserved under the Intensified Land Use Alternative could create or exacerbate inequities in livability and opportunities for quality recreation, education, public safety, and community facilities in affected areas. Furthermore, a focus on development in existing urbanized areas may limit the potential growth and development of communities in rural and suburban settings with more limited transportation options and public services and facilities.

Environment: Create a healthy region for the people of today and tomorrow.

Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change.

As for the above sub-goal, the Intensified Land Use Alternative could result in too many people for the services and infrastructure facilities to accommodate comfortably. In areas where public services and facilities become overburdened and insufficient to meet growing demands, the community may be less resilient and unable to adequately respond to acute disruptions like natural disasters or other emergency conditions.

Reason 2. While the Intensified Land Use Alternative would be considered the environmentally superior alternative because of the more compact land use patterns fewer emissions and reduced VMT, this alternative requires implementation of the same mitigation measures required for the Connect SoCal 2024 Plan and would not resolve any of the significant and unavoidable impacts of the Plan. However, the more intensified and compact land use development pattern would result in somewhat less adverse impacts to energy, land, and water resources due to the denser pattern of development. The Intensified Land Use Alternative would also achieve greater overall reductions in criteria air pollutants and greenhouse gas emissions, as a result of the more compact pattern of land use development.

Reason 3. The Intensified Land Use Alternative is not capable of avoiding any of the significant and unavoidable impacts of the Plan, because those impacts are primarily associated with net increase in population anticipated for the SCAG region.

For the reasons described above, SCAG Regional Council finds that the specific economic, legal, social, technological, and environmental consideration summarized herein make Alternative 2 infeasible for consideration.

B.7 FINDINGS REGARDING MITIGATION MONITORING AND REPORTING PROGRAM

B.7.1 REQUIREMENTS OF MITIGATION MONITORING AND REPORTING PROGRAM

According to PRC Section 21081.6, CEQA requires that when a public agency is making the findings required by Section 21081, the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted to mitigate or avoid significant effects on the environment.

SCAG, through its governing body, the Regional Council, hereby finds that the MMRP meets the requirements of PRC Section 21081.6 by providing a monitoring program designed to ensure compliance during implementation of the Plan. The MMRP monitors the mitigation measures to be implemented by SCAG, and the mitigation measures that can and should be considered by lead agencies at the individual project-level, as applicable and feasible. Project-level mitigation may be required as a result of evaluation and entitlement of subsequent transportation and developments projects during implementation of the Plan and are wholly within the authority, responsibility, and/or jurisdiction of project-level lead agencies or other agencies serving as lead agencies under CEQA in subsequent project- and site-specific design, CEQA review, and decision-making processes.

B.8 FINDINGS REGARDING LOCATION AND CUSTODIAN OF DOCUMENTS

B.8.1 LOCATION AND CUSTODIAN OF DOCUMENTS

California Code of Regulations Section 15091(e), *California Environmental Quality Act Guidelines*, requires the public agency to specify the location and custodian of the documents or other materials that constitute the record of proceedings upon which the decision is based. Each PEIR chapter or environmental analysis section contains a list of all sources used in the preparation of the environmental analysis. Unless otherwise noted, source materials are located at SCAG Main Office, which shall also serve as the custodian of the documents constituting the record of proceedings upon which the Regional Council, the governing board for SCAG, has based its decision related to the project. The designated location and custodian of documents is as follows:

Southern California Association of Governments

Attn: Ms. Karen Calderon
900 Wilshire Boulevard, Suite 1700
Los Angeles, California 90017
Telephone: 213.236.1983
E-Mail: ConnectSoCalPEIR@scag.ca.gov <mailto:ok@scag.ca.gov>

For purposes of CEQA, the Record of Proceedings for Connect SoCal 2024 consists of the following documents, at a minimum:

- The Notice of Preparation (NOP), Notice of Availability, Notice of Determination, and all other public notices issued by SCAG and in conjunction with the Plan.
- The 2024 Draft and Final PEIRs, including responses to written comments submitted by agencies or members of the public during the public comment periods on the NOP and the draft 2024 PEIR, comments received

after the close of the public comment appendices and technical studies included or referenced in the Draft and 2024 Final PEIRs.

- The Draft and Final Connect SoCal 2024 including all final Technical Reports maps, white papers or other planning documents prepared for the Plan.
- All written comments submitted by agencies or members of the public during the 30-day public comment period on the NOP and the 65-day public comment period on the Draft PEIR.
- All comments submitted by agencies or members of the public during the 72-day public comment period on the Draft Connect SoCal 2024.
- All written and verbal public testimony presented during a noticed public hearing for Connect SoCal 2024.
- All final staff reports, agendas, presentations, and meeting materials for public meetings and public hearings for the PEIR and Plan.
- The MMRP for the Plan.
- All Findings, Statement of Overriding Considerations, and resolutions adopted by the SCAG Regional Council in connection with the Plan, and all documents cited or referred to therein. Matters of common knowledge to SCAG, including but not limited to federal, state, and local laws and regulations.
- Any documents expressly cited in these Findings, in addition to those cited above.
- Any other materials required to be in the Record of Proceedings by Public Resources Code Section 21167.6(e).

References associated with the 2024 PEIR, and technical analysis related to the 2024 PEIR for the Plan that are not available from SCAG, are located at Environmental Science Associates.

Environmental Science Associates

Attn: David Crook, AICP, LEED AP
626 Wilshire Blvd # 1100
Los Angeles, CA 90017
Phone: (213) 599-4300
E-mail: DCrook@esassoc.com

Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been and will be available upon request.

B.9 CERTIFICATION REGARDING INDEPENDENT JUDGMENT

Pursuant to PRC Section 21082.1(c), SCAG certifies that the Regional Council, as the governing body for SCAG, has independently reviewed and analyzed the Final Program Environmental Impact Report (2024 Final PEIR) for the Connect SoCal 2024 (“Plan” or “Project”), on behalf of SCAG. SCAG’s Energy and the Environment Committee (EEC), Joint Policy Committees, Technical Working Group (TWG), and Staff have provided input and/or reviewed the Draft PEIR including supporting technical appendices prior to circulation for public review. The 2024 Final PEIR similarly has been subject to review by the EEC, Joint Policy Committees, TWG, and Staff.

It is the finding of the SCAG Regional Council that the 2024 Final PEIR fulfills environmental review requirements for the Plan, that the document constitutes a complete, accurate, adequate, and good faith effort at full disclosure under CEQA, and reflects the independent judgment of the SCAG Regional Council.

B.10 SUMMARY OF FINDINGS

Based on the information contained in the record, the SCAG Regional Council incorporates the foregoing findings herein and provides this summary of findings with respect to the significant impacts on the environment resulting from Connect SoCal 2024 ("Plan" or "Project") pursuant to CEQA Guidelines Section 15091:

- Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effects as identified in the 2024 Final PEIR.
- Some changes and alterations are within the responsibility and jurisdiction of another public agency that can and should be adopted by such other agency; and SCAG has no concurrent jurisdiction with the other agency to deal with the identified project-level mitigation measures.
- Consistent with the provisions of CEQA Guidelines Section 15091(a)(2), SCAG has identified mitigation measures that are within the responsibility and jurisdiction of other public agencies, including lead agencies, and that can and should be considered to mitigate project-level impacts, as applicable and feasible, or other comparable measures.
- Pursuant to CEQA Guidelines Section 15091(c), SCAG has adopted a Mitigation Monitoring and Reporting Program which identifies responsible agencies for the mitigation measures.
- The mitigation measures to be implemented by SCAG as identified in the 2024 Final PEIR are feasible and are required as conditions of approval of the Plan.

Based on the foregoing findings and the substantial evidence contained in the record, and as conditioned by the foregoing findings:

- All significant effects on the environment due to the Project have been substantially lessened where feasible.
- Remaining significant effects on the environment found to be unavoidable are acceptable due to the overriding concerns set forth in the Statement of Overriding Considerations.



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EXHIBIT C

Statement of Overriding Considerations Regarding the Final PEIR for Connect SoCal 2024

- C.1 Introduction
- C.2 Plan Impacts and Associated Mitigation Measures
- C.3 Plan Benefits
- C.4 Conclusion

C.1 INTRODUCTION

C.1.1 CEQA REQUIREMENTS

CEQA requires that a lead agency balance the benefits provided by a project against its unavoidable environmental risks in determining whether to approve the project and authorizes a public agency to approve a project with significant and unavoidable environmental impacts if it finds that such impacts are acceptable because they are outweighed by the benefits of the project. In making this determination, Southern California Association of Governments (SCAG), as the Lead Agency, is guided by CEQA Guidelines Section 15093, which provides as follows:

- a) *CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."*
- b) *When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.*
- c) *If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.*

Consistent with these guidelines and the California Public Resources Code Section 21081(b), the Final Program Environmental Impact Report (2024 Final PEIR) for SCAG's 2024 -2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), referred to herein as Connect SoCal 2024 ("Plan" or "Project") has identified and discussed potentially significant adverse environmental impacts that may occur as a result of implementation of the Plan and has made a good-faith effort to eliminate and/or minimize all potentially significant adverse impacts that may result from implementation of the Plan through the adoption of feasible mitigation measures. SCAG made specific Findings pursuant to CEQA Guidelines Section 15091, on each of the significant environmental impacts of the Plan and on mitigation measures and alternatives (see Exhibit B, Findings of Fact). Nevertheless, even with implementation of feasible mitigation measures, impacts remain significant and unavoidable. However, after considering the Plan and the entire administrative record and weighing the Plan's economic, legal, social, technological, environmental, and other benefits, including regionwide or statewide environmental benefits, against its unavoidable adverse environmental impacts, SCAG Regional Council finds that each of the benefits of the Plan described below is an overriding consideration that outweighs the Plan's potentially significant and unavoidable adverse environmental impacts.

C.2 PLAN IMPACTS AND ASSOCIATED MITIGATION MEASURES

C.2.1 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

The 2024 PEIR identifies the following significant and unavoidable environmental impacts associated with the Plan (including associated cumulative effects):

- 3.1 Aesthetics (AES-1 [scenic vistas], AES-2 [scenic resources], AES-3 [views and visual character], and AES-4 [light and glare])
- 3.2 Agricultural and Forestry Resources (AG-1 [farmland conversion], AG-2 [agricultural zoning conflicts], AG-3 [forest land zoning conflicts except for impact to timberland production zones], AG-4 [loss or conversion of forest land], and AG-5 [other changes resulting in conversion of agricultural or forest land])
- 3.3 Air Quality (AQ-1 [conflicts with air quality management plans except for consistency with federal transportation conformity requirements], AQ-2 [cumulative criteria pollutant increases], AQ-3 [substantial pollutant concentrations], and AQ-4 [odors])
- 3.4 Biological Resources (BIO-1 [sensitive species], BIO-2 [sensitive natural communities], BIO-3 [wetlands], BIO-4 [wildlife movement], BIO-5 [local policies or ordinances], and BIO-6 [habitat conservation plan conflicts])
- 3.5 Cultural Resources (CUL-1 [historic resources], CUL-2 [archaeological resources], and CUL-3 [human remains])
- 3.6 Energy (EN-1 [wasteful, inefficient, or unnecessary consumption of energy] and EN-2 [renewable energy and energy efficiency plan conflicts])
- 3.7 Geology and Soils (GEO-1 [fault rupture and seismic hazards], GEO-2 [soil erosion/loss of topsoil], GEO-3 [unstable geologic units], GEO-4 [expansive soils], GEO-5 [septic systems], and GEO-6 [paleontological resources])
- 3.8 Greenhouse Gas Emissions (GHG-1 [greenhouse gas emissions] and GHG-2 [greenhouse gas reduction plan conflicts except for consistency with SB 375])
- 3.9 Hazards and Hazardous Materials (HAZ-1 [hazardous materials transport, use, and disposal], HAZ-2 [hazardous materials releases], HAZ-3 [hazardous emissions near schools], HAZ-4 [listed hazardous materials sites], HAZ-5 [airport hazards], HAZ-6 [emergency response and evacuation plan conflicts], and HAZ-7 [wildland fires])
- 3.10 Hydrology and Water Quality (HYD-1 [violation of water quality standards], HYD-2 [groundwater supplies and recharge], HYD-3A [erosion and siltation], HYD-3B [on- or off-site flooding], HYD-3C [exceed storm drain capacity], HYD-3D [impede or redirect flood flows], HYD-4 [flood hazard, tsunami, and seiche zones], and HYD-5 [water quality control plan and groundwater management plan conflicts])
- 3.11 Land Use and Planning (LU-1 [physical division of communities] and LU-2 [conflicts with land use plans, policies, and ordinances])
- 3.12 Mineral Resources (MIN-1 [loss of availability of mineral resources] and MIN-2 [loss of availability of resource recovery sites])
- 3.13 Noise (NOISE-1 [temporary or permanent ambient noise increases], NOISE-2 [groundborne noise and vibration], and NOISE-3 [aircraft noise])

- 3.14 Population and Housing (POP-1 [induce substantial population growth], and POP-2 [displace of people and housing])
- 3.15 Public Services (PS-1 [new or altered fire protection facilities], PS-2 [new or altered police protection facilities], PS-3 [new or altered educational facilities], PS-4 [new or altered library facilities], and PS-5 [new or altered parks and recreational facilities])
- 3.16 Recreation (REC-1 [physical deterioration of existing facilities] and REC-2 [construction or expansion of parks and recreational facilities])
- 3.17 Transportation, Traffic, and Safety (TRA-1 [conflicts with alternative transportation plan, policies, or ordinances], TRA-2 [vehicle miles traveled], TRA-3 [hazardous design features], and TRA-4 [emergency access])
- 3.18 Tribal Cultural Resources (TCR-1 [substantial adverse effects on tribal cultural resources])
- 3.19 Utilities and Service Systems (UTIL-1 [new or expanded water wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities], UTIL-2 [wastewater treatment capacity], UTIL-3 [water supply sufficiency], UTIL-4 [solid waste disposal capacity], and UTIL-5 [solid waste management regulation compliance])
- 3.20 Wildfire (WF-1 [impairment of emergency response and evacuation plans], WF-2 [exacerbation of wildfire risks], WF-3 [increase wildfire risk from infrastructure], and WF-4 [exposure to secondary hazards])

As noted in the various sections in Chapter 3, *Environmental Setting, Impacts, and Mitigation Measures*, of the 2024 PEIR, because the Plan, in and of itself, would result in significant adverse environmental impacts with respect to the impacts enumerated above, these impacts would add to the environmental impacts of other cumulative or related projects.

C.2.2 PLAN FEATURES

Connect SoCal 2024 represents SCAG’s vision for the region and reflects the planned transportation investments, policies and strategies that will integrate with the Forecasted Regional Development Pattern to achieve the Plan’s goals.¹ The vision and goals for Connect SoCal 2024 are rooted in the direction set forth by Connect SoCal 2020 and the preceding plans, reflecting both SCAG’s statutory requirements and the emerging trends and persistent challenges facing the region.

SCAG’s vision for Southern California in the year 2050 is:

“A healthy, prosperous, accessible and connected region for a more resilient and equitable future.”

The following are the goals and subgoals of Connect SoCal 2024 designed to help SCAG achieve this vision:

Mobility: Build and maintain an integrated multimodal transportation network.

- Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.

¹ As noted in the Plan’s “Supplementals” section, the Plan’s Forecasted Regional Development Pattern does not reflect the only set of growth assumptions that will meet the statutory requirements.

- Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.
- Support planning for people of all ages, abilities and backgrounds.

Communities: *Develop, connect and sustain communities that are livable and thriving.*

- Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances.
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households.

Environment: *Create a healthy region for the people of today and tomorrow.*

- Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change.
- Integrate the region’s development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.
- Conserve the region’s resources.

Economy: *Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents.*

- Improve access to jobs and educational resources.
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.

The Plan recognizes the continuous growth in the region and balances region-wide policy goals established by SCAG, as well as legal and statutory requirements, for a long-range regional transportation plan and sustainable communities strategy that achieves these goals better than the alternatives (see Section B.7, *Findings Regarding Alternatives*). The goals, objectives, policies, strategies, and investments in the Plan were derived from an extensive collaborative process with public participation and consultation efforts led by SCAG and reflect broad agency and public support. As indicated in Connect SoCal 2024, the Plan will provide a return of \$2.00 for every dollar invested. The Plan provides over \$750 billion of investment in our regional transportation system. Greater commitments in infrastructure preservation spending will ensure maintaining and even improving the productivity of our transportation system, thereby accruing greater benefits associated with mobility, congestion relief, economic activity, safety, and accessibility.

The regional development pattern promoted by the Plan accommodates forecasted population, housing, and employment growth while improving access to employment and services throughout the region. In 2050 as compared to trend or No Plan Alternative, Connect SoCal 2024 would result in a greater share of new housing and new jobs in Priority Development Areas (PDAs) – i.e., areas with access to multiple modes of transportation or trip origins and destinations are closer together, thereby allowing for shorter trips. The Plan would also result in substantially fewer single-family homes in the region and many more multi-family units. The focus on development in proximity to transit and other opportunity areas, as well as a focus on multi-family development will help the region accommodate housing demand in a sustainable manner. The compact land use patterns described in the Plan, combined with the transportation network improvements and strategies identified in the Plan, would result

in improved transit, pedestrian and bicycle access to community amenities, shorter average trip length, and reduced vehicle miles traveled per person.

To achieve these goals, the Plan implements the following Regional Planning Policies and Implementation policies.

REGIONAL PLANNING POLICIES AND IMPLEMENTATION STRATEGIES

SCAG developed a set of Regional Planning Policies to guide decision-making in the region that aligns with the Plan's vision and achievement of the goals. The Regional Planning Policies establish broad regional policies for integrated land use and transportation planning and identify the path towards realizing the vision of Connect SoCal 2024. The policies carry forward priorities that have been refined over several planning cycles to promote a multimodal transportation system and sustainable land use and development. Implementation of the policies at the regional and local level will address emerging issues facing the region and achieve the vision represented by Connect SoCal 2024.

The policies are meant to guide decision making for both SCAG and partner agencies to achieve a sustainable, equitable, and resilient future for the region. The policies are also intended to be used as a resource by CTCs or local jurisdictions to demonstrate alignment with the RTP/SCS in seeking resources from state or federal programs.

The Implementation Strategies articulate priorities for SCAG to implement Connect SoCal 2024 by fulfilling or going beyond the related Regional Planning Policies. The SCAG related strategies represent near term efforts for the successful implementation of the Plan. These implementation strategies rely on partnership and support with agencies and decisions makers in the region. Refer to Chapter 3 of the Final Plan for the complete list of Regional Planning Policies and Implementation Strategies.

Per Government Code Section 65080(b)(2)(K), SCAG's SCS does not regulate the use of land, nor shall it be interpreted as superseding the exercise of the land use authority of cities and counties in the region. The guidance provided in the Plan's Regional Planning Policies is meant to support local jurisdictions in future General Plan updates to help in implementing the regional vision of Connect SoCal 2024.

C.2.3 MITIGATION MEASURES

For each of the impacts noted above (with the exceptions of specific impacts under Thresholds AG-3 [related to timberland production zones impacts], AQ-1 [federal transportation conformity requirements], and GHG-2 [consistency with SB 375]), SCAG has identified program-level mitigation measures, which are the responsibility of SCAG, as well as project-level mitigation measures, which lead agencies can and should consider during subsequent review of transportation and land use projects, as appropriate and feasible. SCAG does not implement transportation projects or land use developments in the Plan, nor does it have authority to require lead agencies to implement project-specific mitigation measures. However, SCAG anticipates that lead agencies will require mitigation measures as appropriate and feasible at the project level if they identify potential impacts in any issue/resource areas addressed in this 2024 PEIR. While these mitigation measures will reduce impacts of individual projects (including to a less than significant level for some projects), they will not reduce any significant adverse environmental impacts of the Plan to less than significant at the regional level.

C.3 PLAN BENEFITS

The Plan would provide several benefits through its four goal areas:

Mobility

Connect SoCal 2024 works to address regional mobility and accessibility challenges by promoting job accessibility, enabling shorter commutes, making communities safer and encouraging lower-cost housing developments. Implementation of the Plan would increase transit services and ridership which serves as a key component of local, regional, and state efforts to combat climate change, reduce congestion, and improve accessibility to jobs and retail. Mobility and accessibility enhancements would improve the quality of life for the poor, recent immigrants, and the elderly by providing easier access to critical services.

The Plan provides safety initiatives such as active transportation strategies (i.e., bicycling and walking) by providing \$38 billion in capital funding for expanded active transportation networks and \$8.8 billion for active transportation operations and maintenance throughout the region. The Plan advocates for complete streets policies, promotes transit, active transportation, pedestrian infrastructure and supports implementation on all non-limited access streets throughout the region and a range of planning resources. By expanding complete streets concepts to accommodate and optimize new technologies and micro-mobility options (e-scooters and e-bikes), first-last mile connections to transit and curbside management strategies, the region will achieve greater mode shift and reductions to VMT.

Maintaining the operational efficiency of the region's transportation system is crucial. Demand on the system has increased over the decades without sufficient maintenance reinvestment. This has greatly influenced the number of roadways and bridges that have fallen into an unacceptable state of disrepair. Part of the challenge is to ensure that projects in the Plan follow a "fix-it-first" principle and that life-cycle costs, such as maintenance and preservation expenses, are considered and planned for during the development of infrastructure projects.

Compared to the trend or No Plan scenario, benefits include:

- The Plan would result in a decrease in delay metrics across the board, including minutes of delay per capita; person hours of delay on highways, HOV lanes, and arterials; hours of delay for heavy duty trucks on highways and arterials; and mean commute time for all modes.
- The mode share for walking and biking would increase for all trip types.
- Strategies such as complete streets, protected bikeways and safe routes to school infrastructure would improve safety for vulnerable road users as well as drivers.
- The Plan allocates \$384 billion toward maintaining and operating the transportation system in a state of good repair. This amounts to an average annual per capita investment of about \$780 for each year of the Plan.

Communities

The development pattern of the Plan would accommodate the forecasted population, housing and employment growth while improving access to employment and services throughout the region. Additionally, land use patterns and strategies described in the Plan, combined with transportation network improvements and strategies of the Plan would result in improved access to community amenities, shorter average trip lengths, and reduced vehicle miles traveled per person. Furthermore, conservation planning policies and strategies referenced in the Plan would

support natural land restoration, conservation, and protection. The Plan includes implementation of strategies that provide recommended practices and approaches to address disproportionate adverse impacts on Equity Priority Communities. Compared to the trend or No Plan Alternative, benefits include but are not limited to:

- The Plan would result in an increase in the percentage of the region’s total household and employment growth occurring within Priority Development Areas.
- The Plan would decrease regional VMT per capita and person hours of delay per capita.
- Improved housing supply and affordability with associated reductions in overcrowding including in Equity Priority Communities.
- Reduction in jobs-housing imbalance, neighborhood change and displacement.
- Improved regional conditions for Equity Priority Communities in accessibility to employment, services, parks, and education facilities, and impacts along freeways (travel time and travel distance savings).

Environment

The Plan would encourage transportation investments that will result in improved air quality, reduced greenhouse gas emissions and protect natural lands and biological resources. Transportation interventions such as Transportation System Management strategies aim towards reducing traffic congestion, improve air quality and reduce greenhouse gas emissions. Additionally, land use strategies such as the Priority Development Areas and 15-Minute Communities aim to expand air quality, congestion and VMT reduction benefits in the region. Natural and Agricultural Land Preservation strategies aim to restore habitats degraded by pollution, invasive species, and protect wildlife corridors. Compared to the trend or No Plan scenario, benefits include:

The Plan would provide air quality and regional public health benefits by reducing criteria air pollutant emissions including ROG, CO, NOx, PM10, and PM2.5 emissions and supporting the attainment of federal public health-based air quality standards throughout the SCAG region.²

The Plan would achieve greenhouse gas (GHG) emissions reduction targets required under SB 375 for 2035. While recognizing that the region will continue to grow, by meeting the SB 375 targets, the Plan has contributed its regional share of GHG emissions reduction to be in alignment with the state’s near- and long-term GHG emissions reduction goals and requirements as set forth in California Global Warming Solutions Act of 2026 (AB 32) and Senate Bill 32 (SB 32).

- The Plan would result in a decrease in the total amount of greenfield consumed.
- The share of all trips using a travel mode other than single-occupancy vehicle (SOV) would increase from. A greater mode share for non-SOV will improve regional performance in regard to GHG emissions, per capita VMT, and air quality. It would also improve public health and traffic congestion outcomes.
- The Plan would result in 5.9 percent less total regional VMT when compared to the No Project Alternative. The Plan would decrease total regional VMT from approximately 479 million to 450 million when compared to the No Project Alternative.

² The Plan results in lower health risks related to transportation-generated toxic air contaminants near freeways and high-volume roadways. The total health risk summed across the analyzed representative segments under the Plan (1,553 in 1 million) would be less than the No Project (1,575 in 1 million) and less than under existing conditions (4,532 in 1 million).

- The Plan would result in less energy and water used by residential and commercial buildings.
- Reduction of regional and local emissions impacts, roadway noise impacts and rail-related impacts.

Economy

The Plan will employ people to build, operate and maintain transportation projects as a result of the regional infrastructure investments outlined in the Plan (see Chapter 2, *Project Description*). The Plan would also increase accessibility to jobs. The Plan would encourage regional growth and employing transportation strategies in Priority Development Areas with employment densities substantially higher than neighboring areas. When growth is concentrated in these areas, the length of vehicle trips can be reduced. Compared to the trend or No Plan scenario, benefits include but are not limited to:

- The Plan would generate more new jobs annually due to improved regional economic competitiveness and investments in the regional transportation system.
- Reduction of traffic congestion would increase employment growth as drivers would require less travel time from place to place.
- Reduction of local traffic congestion would also increase employment growth as downtowns and pedestrian-oriented neighborhoods would increase walkability, thereby providing high amenity locations that are attractive to businesses.
- The Plan would bolster the regional goods movement system by improving accessibility to goods from ports to local businesses.

The Plan would result in a reduction of total energy use and therefore total energy cost savings.³

The Plan would result in a reduction of total water use and therefore total water cost savings.

Considering the effectiveness of investments beyond the goal areas, Plan is expected to result in substantial cost-effective benefits for the region. More specifically:

- The Plan will provide a return of \$2.00 of benefit for every dollar invested.

C.4 CONCLUSION

Despite implementation of the Regional Planning Policies and Implementation Strategies in the Plan and all feasible mitigation measures, and assuming compliance with all applicable laws and regulations, due to the regional nature of the analysis, unknown site conditions and project specific-details, and SCAG's lack of land use authority over individual projects, approval of the Plan may result in significant and unavoidable adverse environmental impacts in all of the identified issue areas. However, for the foregoing reasons and based on the 2024 Final PEIR and the entire administrative record, SCAG Regional Council hereby determines that when the potential significant and unavoidable adverse environmental impacts are balanced against the Plan's specific benefits, the benefits of the Plan outweigh the impacts and warrant approval of the Plan. While the Plan's impacts cannot be reduced to a level of less than significant, the Plan balances the need for SCAG to meet its legal

³ The overall energy savings resulting from developing more compactly translates to meaningful savings in transportation (fuel and automobile) costs (-6.2 percent) and reduces annual household total costs (residential utilities and driving) from \$12,891 without the Plan to \$12,165 with the Plan in 2050, thus providing a total saving of \$726 per household (-5.6 percent).

requirements to adopt a long-range regional transportation plan and sustainable communities strategy which will maintain and improve the productivity of our transportation system and accrue benefits associated with improved regional mobility, congestion relief, economic activity, safety, and accessibility, and the need to protect the environment of Southern California to the greatest extent feasible.

For the above-mentioned reasons, the SCAG Regional Council hereby finds that each of the benefits of the Plan is a consideration that outweighs and overrides any significant and unavoidable adverse environmental impacts associated with the Plan and warrants approval of the Plan.



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AGENDA ITEM 3
REPORT

Southern California Association of Governments
April 4, 2024

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Sarah Dominguez, Planning Supervisor
(213) 236-1918, dominguezs@scag.ca.gov

Subject: Proposed Final Connect SoCal 2024 (2024-2050 Regional Transportation
Plan/Sustainable Communities Strategy)

Kome Ajise

RECOMMENDED ACTION:

Adopt Resolution No. 24-664-2, which reflects the following:

- (1) Approve Connect SoCal 2024 (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy).
- (2) Approve Connect SoCal 2024 as required for federal transportation conformity purposes.
- (3) Approve Connect SoCal 2024 as required for SB 375 purposes.
- (4) Adopt the Consistency Amendment No. 23-26 to the 2023 Federal Transportation Improvement Program (FTIP).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY

On March 7, 2024, Joint Policy Committee received a detailed report and presentation on the proposed revisions to the draft Connect SoCal 2024 and recommended that the Regional Council approve the plan, including the associated transportation conformity determination. The full proposed final Connect SoCal 2024, which incorporates all revisions, was subsequently posted on March 28, 2024, and is available at <https://scag.ca.gov/connect-socal>. This staff report provides a summary of the changes between the draft and final Connect SoCal 2024 including a summary of key performance measures.

Following Regional Council adoption of Connect SoCal 2024, SCAG staff will proceed with submitting Connect SoCal 2024 and its adopted transportation conformity determination to the FHWA and FTA who, in consultation with the U.S. Environmental Protection Agency will review Connect SoCal 2024 to make the final transportation conformity determination. SCAG will also proceed with submitting Connect SoCal 2024 to the California Air Resources Board (CARB) to review SCAG's determination that the Sustainable Communities Strategy (SCS) would, if implemented, achieve the established greenhouse gas emission reduction targets. These federal

and state actions will ensure the region can move forward with critical transportation projects included in Connect SoCal 2024.

Background

Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial, is required by federal law (23 U.S.C. Section 134 *et seq.*) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the plan takes into account all modes of transportation and is accomplished through a “continuing, cooperative and comprehensive” (the 3 C’s) planning approach, which is also performance-driven and outcome based. In addition, because the SCAG region is designated as non-attainment or maintenance areas for ozone, particulate matter (PM10 and PM2.5), or carbon monoxide under the federal Clean Air Act (42 U.S.C. Section 7401 *et seq.*), the Plan must conform to applicable air quality management plan or state implementation plan in the SCAG region. The passage of California Senate Bill 375 (SB 375) in 2008 requires that SCAG prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light duty trucks (Cal. Gov. Code Section 65080(b)(2)(B)). This joint RTP/SCS is also known as “Connect SoCal 2024” or “Plan.”

Over the past three years, SCAG completed many milestones in the development of Connect SoCal 2024, including but not limited to data collection, research, policy development and outreach. During this process, SCAG staff discussed elements of Connect SoCal 2024 at over 90 working group or technical advisory committee meetings. SCAG’s Regional Council and Policy Committees reviewed over 100 staff reports related to development or specific elements of the Plan and three special subcommittees provided additional guidance on the policies and strategies for the Plan. SCAG staff collected key input from local jurisdictions on the Forecasted Regional Development Pattern and from County Transportation Commissions (CTCs) for the Project List. To engage the public, SCAG held 27 public workshops in the Spring of 2023, partnered with 15 community-based organizations, and collected over 3,600 unique survey submissions.

On November 2, 2023, the SCAG Regional Council approved the draft Connect SoCal 2024, including the associated draft transportation conformity analysis, for public review and comment. The public review and comment period was open for 71 days and ended on January 12, 2024. During the public review and comment period, SCAG held 15 elected official briefings and three public

hearings¹. In total, SCAG received comment letters or submissions from 53 agencies/organizations and 28 individuals (including verbal comments at public hearings). These submissions included over 1,800 distinct comments. A direct response to each comment is included in the proposed final Connect SoCal 2024 Public Participation & Consultation Technical Report. On March 7, 2024, SCAG's three Policy Committees held a public, special joint meeting where SCAG staff presented an overview of the comments received on the Draft Connect SoCal 2024, and a proposed approach to the responses. During that meeting, members discussed proposals for consideration in the next Plan. At the conclusion of the meeting the Policy Committees adopted a recommendation to the Regional Council to approve the proposed Final Connect SoCal 2024. Finally, on March 15, 2024, SCAG held the required AB 1246 Consultation meeting between SCAG, CTCs and Caltrans on formal planning and programming actions related to the RTP and FTIP.

The timely adoption of Connect SoCal 2024 is essential for meeting federal transportation conformity and state funding requirements, in order for the region to move forward with critical transportation projects, including transit projects due to the following obligations and risks:

- The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) need to complete their review of the plan, and approve its conformity determination under the federal Clean Air Act, no later than June 5 or the region will enter into a conformity lapse grace period for up to one year, which could delay transportation planning and programming activities as well as implementation of nonexempt transportation projects².
- The California Air Resources Board (CARB) must conclude their 60-day review of SCAG's SCS in advance of the anticipated fall 2024 awards for the Solutions for Congested Corridors and Trade Corridor Enhancement Programs. Both programs require projects to be included in an adopted RTP that includes an SCS determined by CARB to achieve the region's GHG emission reduction targets. Since 2020, projects within the SCAG region have been awarded approximately \$1.5 billion in funding from these two programs.

Changes Between Draft and Proposed Final Connect SoCal

SCAG staff reviewed and responded to all comments received during the public comment period. For each comment, staff assessed if any revision to the draft Connect SoCal 2024 was necessary and/or appropriate. Some comments could be addressed or clarified within the response itself. In general, most comments sought clarification or minor revisions to the draft text which have been applied. SCAG staff have applied all updates to the proposed final Connect SoCal 2024. A detailed overview of the changes between the draft and final Plan can be found in the March 7, 2024, Joint

¹ For more details on SCAG's outreach and engagement during the public review and comment period, see February 1, 2024 staff report "Connect SoCal 2024: Draft Plan Release Activities":

<https://scag.igm2.com/Citizens/FileOpen.aspx?Type=1&ID=2475&Inline=True#page=26>

² U.S. Environmental Protection Agency. April 2012. Transportation Conformity Regulations.

Policy Committee Agenda³. The notable changes between the draft and final Connect SoCal 2024 include the following:

1. **Mobility Goal Update:** From “Build and maintain a robust transportation network” to “Build and maintain an integrated multimodal transportation network.”
2. **Transportation Projects:** 95 project modification, mostly to cost or schedule, with three new financially constrained projects:
 - San Bernardino County: Reimagining and Reconnecting Route 66 Project, a complete streets project
 - Los Angeles County: Four Commuter Coaches for new High Desert Connector route, a new intercity route between Antelope and Victor Valleys
 - Los Angeles County: Rosemead/Lakewood Boulevard Complete Corridor Plan, a transit enhancement feasibility study

These revisions, both the project modifications and three additions, have been determined to result in minor to no impacts on transportation modeling, transportation conformity, financial constraint, and the PEIR determination.

3. **Regional Forecasted Development Pattern:** SCAG staff amended the household and employment growth projections for Los Angeles County to reflect updated information on two large development projects located in the North County planning area which then results in a slightly higher population, household and employment projection for the county and SCAG region. No other changes were made to the draft Connect SoCal 2024 growth projections or the Forecasted Regional Development Pattern.
4. **Sustainable Communities Strategy Consistency Language:** SCAG worked with stakeholders to refine and clarify SCAG’s interpretation of consistency and/or alignment with the SCS as well as the limited role of Transportation Analysis Zone (TAZ) data. This consistency language is included within Connect SoCal 2024 in the main document, the Demographics and Growth Forecast Technical Report, and the Land Use and Communities Technical Report⁴.
5. **Regional Planning Policies and Implementation Strategies:** In response to comments, SCAG staff applied several specific edits to Regional Planning Policies and Implementation

³ March 7, 2024 staff report “Connect SoCal 2024: Recommendation to Approve the Final 2024 Regional Transportation Plan/Sustainable Communities Strategy”

<https://scag.igam2.com/Citizens/FileOpen.aspx?Type=1&ID=2481&Inline=True#page=20>

⁴ Staff intends these clarifications to apply to all TAZ-level data including population, households, and employment.

Strategies to provide clarification or further nuance to select policies and strategies. See the March 7, 2024 Joint Policy Committee staff report for itemized changes.

6. **Modeling Enhancements and Improvements:** SCAG staff enhanced the transportation model to better accommodate the changes of future transit route patterns outlined in LA Metro's NextGen bus plan and improvements in service resulting from Metrolink's Southern California Optimized Rail Expansion (SCORE) capital improvement program. SCAG staff also updated and enhanced elements of the Scenario Planning Model to fine-tune the conservation analysis. Lastly, model input changes and updates include: auto operating cost, bike lane density, highway network and Ontario Airport Passenger Forecast.

Proposed Final Connect SoCal 2024

The proposed final Connect SoCal 2024 can be found on SCAG's website at <https://scag.ca.gov/connect-socal>. Connect SoCal 2024 includes over 2,000 projects and \$751.7 billion in transportation investments through 2050, mostly for operations and maintenance. The Plan forecasts the region will grow by two million new people, 1.6 million new households and 1.3 million new jobs by 2050.

The Plan elements include:

- **Regional Planning Policies:** Provide guidance for integrating land use and transportation
- **Project List:** Details plan investments
- **Forecasted Regional Development Pattern:** Demonstrates where the region can sustainably accommodate jobs and needed housing
- **Regional Strategic Investments:** Addresses the gap between local plans and regional performance targets and goals
- **Implementation Strategies:** Guides where SCAG will lead, partner or support plan implementation

The Plan results in:

- **More efficient development:** 66 percent of forecasted household growth and 54 percent of forecasted employment growth between 2019 and 2050 will occur in priority development areas
- **Less congestion:** Daily minutes of person delay decreases from 9.2 minutes in 2019 to 6.3 minutes in 2050
- **Reduced driving:** Daily vehicle miles traveled per capita decreases 6.3 percent from Baseline⁵ to 19.4 miles

⁵ Baseline: The baseline scenario represents the projected future (2050) regional transportation system that will result from the continuation of current programs, including projects currently under construction or undergoing right-of-way acquisition, transportation plans and projects programmed and committed to in the 2023 FTIP, and/or transportation projects that have already received environmental clearance.

- **Reduced GHG emissions from passenger vehicles:** 19.8 percent reduction in GHG emissions relative to 2005 levels by 2035
- **Direct economic impacts:** For every \$1 spent on transportation investments, the SCAG Region gains \$2 in benefits
- **Economic opportunity:** Over 279,000 average annual new jobs from transportation investments
- **Cost savings for households:** Average annual savings of \$726 in transportation and utility costs

Next Steps

Following Regional Council adoption of Connect SoCal 2024, SCAG staff will proceed with submitting Connect SoCal 2024 and its adopted transportation conformity determination to the FHWA and FTA who, in consultation with the U.S. Environmental Protection Agency will review Connect SoCal 2024 to make the final transportation conformity determination. FHWA/FTA final transportation conformity determination is needed by June 5, 2024⁶. SCAG will also submit the 2023 FTIP Consistency Amendment No. 23-26 to Caltrans (including the same transportation conformity determination as for Connect SoCal 2024) for their review and approval. SCAG will also proceed with submitting Connect SoCal 2024 to CARB. CARB will then review SCAG's determination that the SCS would, if implemented, achieve the established greenhouse gas emission reduction targets.

FISCAL IMPACT:

Work associated with this item is included in the FY 23-24 Overall Work Program (310.4874.01: Connect SoCal Development).

ATTACHMENT(S):

1. Connect SoCal Reso 24-664-2
2. PowerPoint Presentation - Proposed Final ConnectSoCal 2024

⁶ The FHWA and FTA need to complete their review of the plan, and approve its transportation conformity determination under the federal Clean Air Act, no later than June 5 or the region will enter into a conformity lapse grace period for up to one year, which could delay transportation planning and programming activities as well as implementation of nonexempt transportation projects.



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RESOLUTION NO. 24-664-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (1) APPROVE CONNECT SOCAL 2024 FOR TRANSPORTATION CONFORMITY PURPOSES; (2) APPROVE CONNECT SOCAL 2024 FOR SB 375 PURPOSES; AND (3) ADOPT THE CONSISTENCY AMENDMENT NO. 23-26 TO THE 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to California Government Code (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 (U.S.C.) Section 134(d) *et seq.*;

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, U.S.C Section 134 *et seq.*, Title 49, USC Section 5303 *et seq.*, and Title 23, Code of Federal Regulations (C.F.R.) 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;

WHEREAS, CARB 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

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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 (a) and (b) of the Government Code Sections 65080.01; (6) consider the state housing goals specified in Government Code 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 emission of GHGs from automobiles and light trucks to achieve, if there is a feasible way to do so, the GHG emission reduction targets, and (8) allow the RTP to comply with transportation conformity requirements under Section 176 of the federal Clean Air Act;

WHEREAS, through the continuing, comprehensive and coordinated transportation planning process in conformance with all applicable federal and state requirements, SCAG developed and prepared the 2024-2050 RTP/SCS (Connect SoCal 2024 or Plan);

WHEREAS, Connect SoCal 2024 sets forth the long-range regional plans, policies, goals and strategies for transportation improvements and regional growth throughout the SCAG region through the horizon year of 2050;

WHEREAS, Connect SoCal 2024 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 2024 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 2024 includes a financially-constrained plan in terms of transportation revenues and expenditures. It reflects long-term investments and contains a financially constrained set of transportation projects above and beyond the Federal Transportation Improvement Program (FTIP), including projects submitted from the CTCs and additional Regional Strategic Investments needed to achieve the Plan's goals and performance targets;

WHEREAS, Connect SoCal 2024 includes the SCS which sets forth a regional growth forecast to determine the projected increase in population, households, and jobs based on local general plans and known development entitlement agreements (including available data from 6th cycle housing element updates), 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 regional GHG targets set by CARB for the SCAG region;

WHEREAS, Connect SoCal 2024 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

amended by the Fixing America's Surface Transportation Act (P.L. 114-94, December 4, 2015) and the Infrastructure Investment and Jobs Act (P.L. 117-58, November 15, 2021);

- (2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C;
- (3) 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. Sections 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, U.S.C Section 324;
- (6) The Department of Transportation's Final Environmental Justice Strategy (60 Fed. Reg. 33896; June 29, 1995) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment;
- (7) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. Section 12101 *et seq.*) and its accompanying regulations (49 C.F.R. Sections 27, 37, and 38); and
- (8) Senate Bill 375 (Steinberg, 2008) as codified in Government Code §65080(b) *et seq.*;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) (Cal. Pub. Res. Section 21000 *et seq.*) and CEQA Guidelines (Cal. Code Regs., Tit. 14, Section 15000 *et seq.*), SCAG as the Lead Agency prepared the Final Program Environmental Impact Report for Connect SoCal 2024;

WHEREAS, SCAG has also prepared and adopted a Mitigation Monitoring and Reporting Program in compliance with Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097;

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 May 7, 2020, the SCAG Regional Council found the 2020 RTP to be in conformity with the SIP 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 2020 RTP with said determination to expire on June 5, 2024;

WHEREAS, on October 6, 2022, in accordance with federal and state requirements, the SCAG Regional Council approved the 2022/23 - 2027/28 FTIP (2023 FTIP), which was federally approved on December 16, 2022. The 2023 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 Section 65080(b)(2)(F) and federal public participation requirements, including 23 C.F.R. Section 450.316(b)(1)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. On April 7, 2022, 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 2024, 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 Section 65080(b)(2)(F)(iii), during the spring of 2023, 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. Section 93.105, SCAG consulted with the respective transportation and air quality planning agencies, including but not limited to, extensive discussions of and status updates on the Draft Transportation Conformity Analysis and the Draft Transportation Conformity Analysis Technical Report before the Transportation Conformity Working Group (a primary forum for implementing the interagency consultation requirements for all matters related to both regional and project-level transportation conformity) throughout the 2024 update process;

WHEREAS, the Transportation Conformity Analysis Technical Report contained in the Final Connect SoCal 2024 makes a positive transportation conformity determination. The regional emissions analysis used the EPA-approved EMFAC2021 and the CARB-developed interim off-road adjustment factors for EMFAC2021. Furthermore, the regional emissions analysis for all applicable transportation-related criteria pollutants and precursors meets all applicable motor vehicle emissions budgets released by ARB and found to be adequate or approved by EPA or interim emissions in absence of the applicable motor vehicle emissions budgets for all milestone, attainment, and planning horizon years in all nonattainment and maintenance areas. This transportation conformity determination is based upon staff's analysis that the Final Connect SoCal 2024 passes all four transportation conformity tests: (1) regional emissions analysis; (2) fiscal constraint; (3) timely implementation of transportation control measures; and (4) interagency consultation and public involvement;

WHEREAS, each project or project phase included in the FTIP must be consistent with the approved RTP, pursuant to 23 C.F.R. Section 450.324(g). Amendment No. 23-26 to the 2023 FTIP has been prepared to ensure consistency with the Final Connect SoCal 2024;

WHEREAS, conformity of Amendment No. 23-26 to the 2023 FTIP has been determined simultaneously with the Final Connect SoCal 2024 in order to address the consistency requirement of federal law;

WHEREAS, on September 7, 2023, SCAG Joint Policy Committees (comprising the Community, Economic and Human Development Committee; the Energy and Environment Committee; and the Transportation Committee) recommended that the Regional Council authorize release of the Draft PEIR, the Draft Connect SoCal 2024, and the associated Draft Amendment No. 23-26 to the 2023 FTIP for a public review and comment period;

WHEREAS, SCAG released the Draft Connect SoCal 2024, the associated Draft Consistency Amendment No. 23-26 to the 2023 FTIP, and the associated draft transportation conformity analysis for a 71-day public review and comment period that began on November 2, 2023 and ended on January 12, 2024;

WHEREAS, SCAG followed the provisions of its adopted Public Participation Plan regarding public involvement activities for the Draft Connect SoCal 2024. Public outreach efforts included publication of the Draft Connect SoCal 2024 on SCAG's website, distribution of public information materials, held three duly-noticed public hearings (public hearings were video-conferenced to 5 regional offices in different counties and available via Zoom), and 15 elected official briefings within the SCAG region to allow stakeholders, elected officials and the public to comment on the Draft Connect SoCal 2024;

WHEREAS, during the public review and comment period, SCAG received letters or submissions from 53 agencies or organizations and from 28 individuals on the Draft Connect SoCal 2024;

WHEREAS, on March 7, 2024, SCAG's three Policy Committees held a public, special joint meeting where SCAG staff presented an overview of the comments received on the Draft Connect SoCal 2024, and a proposed approach to the responses. At the conclusion of the meeting the Policy Committees adopted a recommendation to the Regional Council to approve the proposed Final Connect SoCal 2024;

WHEREAS, comment letters on the Draft Connect SoCal 2024 as well as staff responses were posted on the SCAG website on March 28, 2024, and included as part of the Final Connect SoCal 2024, Public Participation and Consultation Technical Report, Appendix 3. SCAG also notified all commenters of the availability of the comments and responses;

WHEREAS, on March 7, 2024, SCAG's three Policy Committees held a public, special joint meeting to consider a recommendation to the Regional Council to approve and the proposed Final Connect SoCal 2024, including the associated proposed final transportation conformity analysis;

WHEREAS, on March 28, 2024 SCAG posted the proposed final Connect SoCal 2024, including the associated proposed final transportation conformity analysis technical report on its website;

WHEREAS, prior to the adoption of this resolution the Regional Council certified the final PEIR prepared for the 2024 RTP/SCS to be in compliance with CEQA;

WHEREAS, the Regional Council has had the opportunity to review the proposed final Connect SoCal 2024 and its related technical reports as well as the staff report related to the proposed Final Connect SoCal 2024, and consideration of the Final Connect SoCal 2024 was made by the Regional Council as part of a public meeting held on April 4, 2024;

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 hereby approves and adopts the Final Connect SoCal 2024.

BE IT FURTHER RESOLVED by the Regional Council that:

1. In adopting the Final Connect SoCal 2024, the Regional Council finds as follows:
 - a. The Final PEIR for Connect SoCal 2024 has been completed in compliance with CEQA;
 - b. The Final Connect SoCal 2024 complies with all applicable federal and state requirements, including the metropolitan planning provisions as identified in the C.F.R. Title 23 Part 450 and Title 49, Part 613, and the SCS and other State RTP requirements as identified in Government Code Section 65080. Specifically, the Final Connect SoCal 2024 fully addresses the requirements relating to the development and content of metropolitan transportation plans as set forth in Title 23, C.F.R. 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;
 - c. The Final Connect SoCal 2024 complies with the emission reduction targets established by CARB and meets the requirements of SB 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) *et seq.* by achieving per capita GHG emission reductions relative to 2005 of 8% by 2020 and 19% by 2035;
 - d. The Final Connect SoCal 2024 Forecasted Regional Development Pattern is hereby adopted. Projections at the jurisdiction level or smaller geographies, including TAZ, are advisory and non-binding.
2. The Final Connect SoCal 2024 and Amendment No. 23-26 to the 2023 FTIP pass all four required transportation conformity tests namely: regional emissions analysis; timely implementation of Transportation Control Measures; financial constraint analysis; and interagency consultation and public involvement and demonstrate positive transportation conformity;
3. The Regional Council hereby approves and adopts Amendment No. 23-26 to the 2023 FTIP, and finds that it is consistent with Connect SoCal 2024;
4. The foregoing recitals are true and correct and incorporated herein by his reference.
5. SCAG's Executive Director or his designee is authorized to make minor modifications and finalize and transmit Connect SoCal 2024 and its transportation conformity analysis and determination to the FTA and the FHWA to make the final transportation conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Regulations, 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 4th day of April, 2024.

Art Brown
President, SCAG
City of Buena Park

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel



Connect SoCal 2024 & PEIR

April 4, 2024

WWW.SCAG.CA.GOV

Attachment: PowerPoint Presentation - Proposed Final ConnectSoCal 2024 (Proposed Final Connect SoCal 2024 (2024-2050 Regional

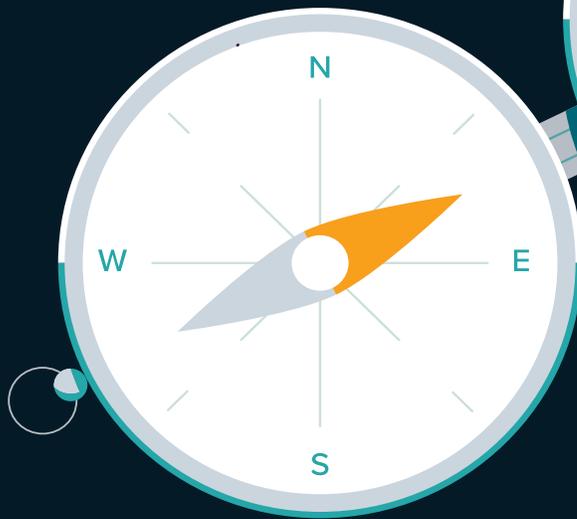


Presentation Agenda

- 1 Proposed Final Connect SoCal 2024
- 2 Program Environmental Impact Report (PEIR)
- 3 Next Steps for the Plan and PEIR

Connect SoCal 2024

Proposed Final



A Compass for the Region



Connect SoCal



- ✓ Meets federal and state requirements
- ✓ Ensures the region receives critical transportation funding and approvals
- ✓ Creates the foundation and framework for collaboration

Continued collaboration can close the gap between local actions and achievement of our regional goals

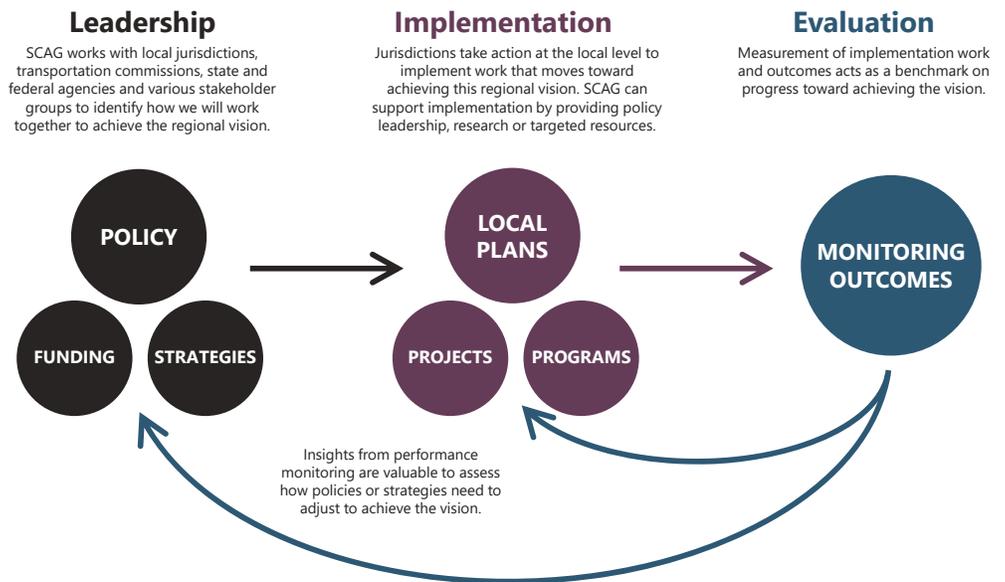
Attachment: PowerPoint Presentation - Proposed Final ConnectSoCal 2024 (Proposed Final Connect SoCal 2024 (2024-2050 Regional

Our Role in the Region



Vision and Goals

SCAG leads the region by defining where we want to go and outlining strategies to get us there.



Vision and Goals



“A Healthy, Prosperous, Accessible and Connected Region for a More Resilient and Equitable Future”



MOBILITY

Build and maintain an integrated multimodal transportation network



ENVIRONMENT

Create a **healthy** region for the people of today and tomorrow



COMMUNITIES

Develop, connect and sustain **livable and thriving** communities



ECONOMY

Support a sustainable, efficient and productive regional environment that provides **opportunities for all** people in the region

Connect SoCal is a Vision for the Future

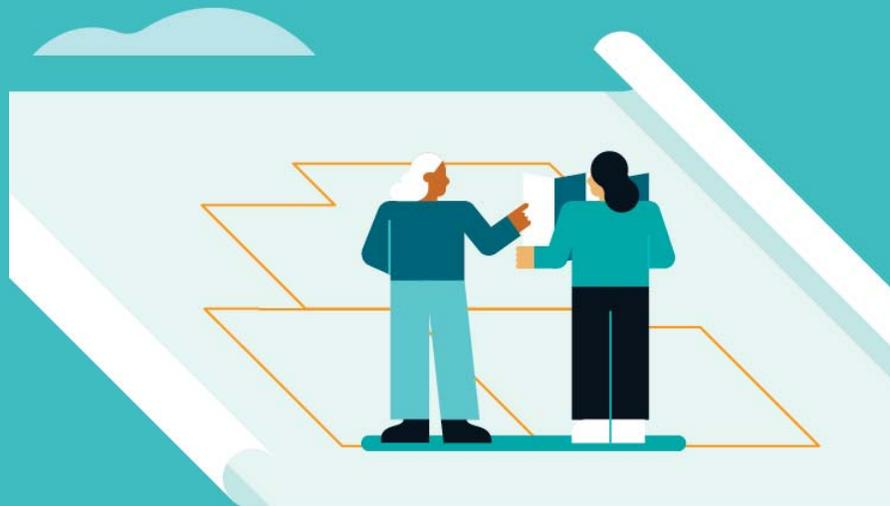


Mobility

Communities

Environment

Economy



7

Connect SoCal is a Vision for the Future



Mobility

Communities

Environment

Economy

Complete Streets and Safety

- Regional Safety Action Plan
- Sustainable Communities Program (SCP) Active Transportation and Safety (ATS) Call for Projects

Transit and Multimodal Integration

- Mobility Hubs Design and Implementation Guidance
- Highways to Boulevards Regional Study

Technology Integration

- Smart Cities Strategic Plan

8

Connect SoCal is a Vision for the Future



Mobility

Communities

Environment

Economy

Housing the Region

- Partnerships at the local, regional, state and federal levels

15-Minute Communities

- Technical-assistance resources for 15-minute communities

Equitable Engagement and Decision-Making

- Agencywide CBO Partnering Strategy

9

Connect SoCal is a Vision for the Future



Mobility

Communities

Environment

Economy

Clean Transportation

- Innovative Clean Transit Regional Assessment (FY25)
- Zero Emission Truck Infrastructure Study (ZETI)
- Last Mile Freight Program

Natural and Agricultural Lands Preservation

- Economic Benefits of Natural And Agricultural Lands Study

Climate Resilience

- Regional Resilience Framework
- Water Action Resolution White Paper

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Connect SoCal is a Vision for the Future



Mobility

Communities

Environment

Economy

Goods Movement

- Comprehensive Sustainable Freight Plan
- Last Mile Freight Program Phase 2

Broadband

- Permit Streamlining Study
- Last Mile Project Assessment



WHY DOES IT MATTER?

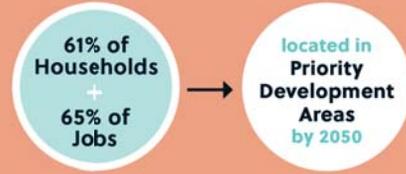


The Region in 2050

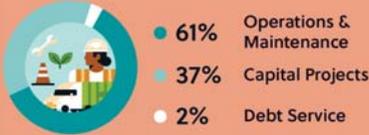
Demographic Forecast



More Efficient Development Pattern



\$751.7 Billion in Investments through 2050



Less Congestion



Reduced GHG Emissions from Passenger Vehicles



More Travel Options



Direct Economic Impacts



HOW DO WE WORK TOGETHER TO MAKE THE PLAN A REALITY?



Plan Impact: Implementation



Regional Leadership

Collaboration and Policy Leadership

Federal Funding Administration

Data Collection, Analysis and Research

Local Technical Assistance Resources

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PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

16

CEQA Requirements

- SCAG is the CEQA Lead Agency for Connect SoCal 2024 (CEQA Project)
- PEIR is the appropriate type of CEQA document for a regional plan
- PEIR includes a region-wide, first-tier, programmatic level assessment
- Evaluates and discloses potential environmental impacts of Plan
- Mitigates or avoids significant adverse environmental impacts of Plan



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2024 PEIR Process



Aviation Technical Advisory Committee Global & Land Use Economic Counsel Joint Policy Committees Joint Sustainable & Resilient Communities/ Natural & Farm Lands Conservation

Regional Council City of Riverside South Coast Air Quality Management District Technical Working Group

Ventura County Air Pollution Control District Western Riverside County Regional Conservation Authority / Riverside County Transportation Commission

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MAJOR PEIR DEVELOPMENTS SINCE MARCH JPC

Proposed Final PEIR (posted March 25, 2024)



COMPLETE DRAFT PEIR
(CHAPTERS 1-7)



RESPONSE TO COMMENTS
(CHAPTER 8) **[NEW]**



CLARIFICATIONS AND REVISIONS
(CHAPTER 9) **[NEW]**

View the complete Final PEIR including technical appendices at: www.scag.ca.gov/peir

Additional CEQA-Required Information for the Final PEIR

A resolution and three exhibits are attached for the Regional Council's consideration:

- 1) Exhibit A - Mitigation Monitoring and Reporting Program (CEQA Guidelines Section 15091(d) and 15097)
- 2) Exhibit B - Findings of Fact (CEQA Guidelines Section 15091)
- 3) Exhibit C - Statement of Overriding Considerations (CEQA Guidelines Section 15093)

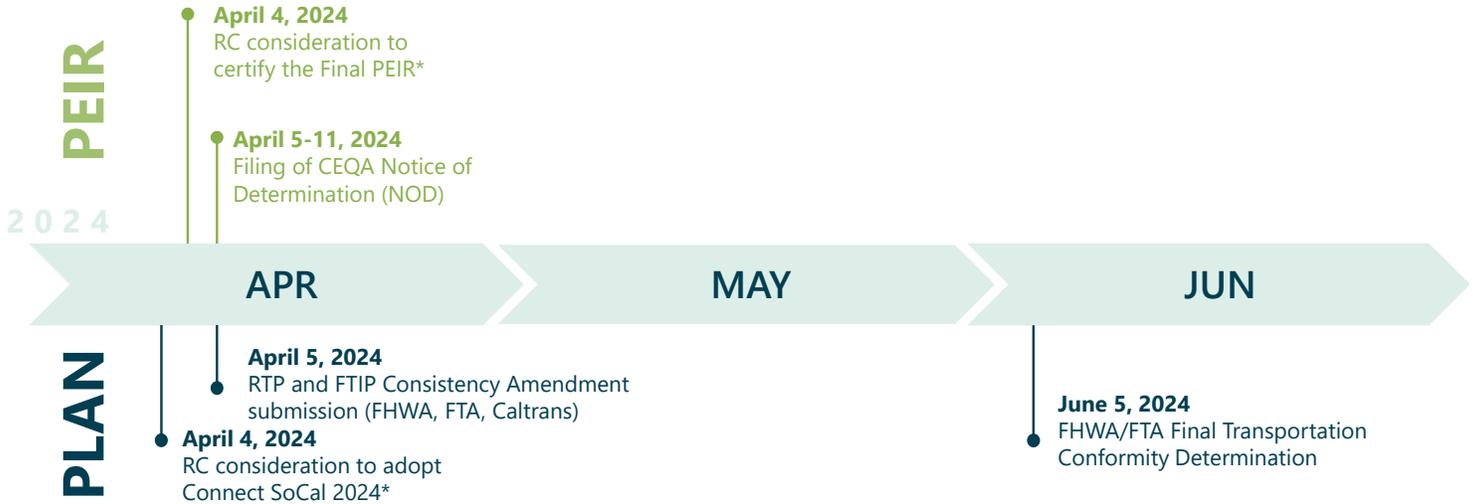
21



WHAT COMES NEXT?

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Next Steps



*The Final PEIR must first be certified by the Regional Council prior to approving Connect SoCal 2024 (CEQA Guidelines Section 15090)

Recommended Action (PEIR)

Adopt Resolution No. 24-664-2 and associated exhibits, which reflect the following:

- (1) Certify the Final PEIR for Connect SoCal 2024
- (2) Adopt Exhibit A: Mitigation Monitoring and Reporting Program
- (3) Adopt Exhibit B: Findings of Fact
- (4) Adopt Exhibit C: Statement of Overriding Considerations
- (5) Direct staff to carry out administrative tasks for the Final PEIR certification.

Recommended Action (Plan)

Adopt Resolution No. 24-664-2, which reflects the following:

- (1) Approve Connect SoCal 2024 (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy)
- (2) Approve Connect SoCal 2024 as required for federal transportation conformity purposes
- (3) Approve Connect SoCal 2024 as required for SB 375 purposes
- (4) Adopt the Consistency Amendment No. 23-26 to the 2023 Federal Transportation Improvement Program (FTIP)

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THANK YOU!

For more information, please visit:

www.scag.ca.gov



The Southern California Association
of Governments' 2024-2050
Regional Transportation Plan/
Sustainable Communities Strategy

26



NO. 663
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, March 7, 2024

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

The Regional Council (RC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

Members Present

Hon. Art Brown, President	<i>Buena Park</i>	District 21
Supervisor Curt Hagman, 1st Vice President		San Bernardino County
Hon. Cindy Allen, 2nd Vice President	<i>Long Beach</i>	District 30
Hon. Jan Harnik, Imm. Past President		RCTC
Supervisor Luis Plancarte		Imperial County
Supervisor Hilda Solis		Los Angeles County
Supervisor Don Wagner		Orange County
Supervisor Karen Spiegel		Riverside County
Supervisor Vianey Lopez		Ventura County
Hon. Maria Nava-Froelich		ICTC
Hon. Alan Wapner		SBCTA
Hon. Trish Kelley		TCA
Hon. Mike T. Judge		VCTC
Hon. Gil Rebolgar	<i>Brawley</i>	District 1
Hon. Kathleen Kelly	<i>Palm Desert</i>	District 2
Hon. Linda Krupa	<i>Hemet</i>	District 3
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Rick Denison	<i>Yucca Valley</i>	District 11



Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Tammy Kim	<i>Irvine</i>	District 14
Hon. Lauren Kleiman	<i>Newport Beach</i>	District 15
Hon. Jon Dumitru	<i>Orange</i>	District 17
Hon. Marshall Goodman	<i>La Palma</i>	District 18
Hon. Carlos Leon	<i>Anaheim</i>	District 19
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. Jeff Wood	<i>Lakewood</i>	District 24
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Gary Boyer	<i>Glendora</i>	District 33
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Lauren Meister	<i>West Hollywood</i>	District 41
Hon. Ken Mann	<i>Lancaster</i>	District 43
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Rocky Rhodes	<i>Simi Valley</i>	District 46
Hon. Jenny Crosswhite	<i>Santa Paula</i>	District 47
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Casey McKeon	<i>Huntington Beach</i>	District 64
Hon. Elizabeth Becerra	<i>Victorville</i>	District 65
Hon. Oscar Ortiz	<i>Indio</i>	District 66
Hon. Celeste Rodriguez	<i>San Fernando</i>	District 67
Hon. Larry McCallon		Air District Representative
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.
Ms. Lucy Dunn		Business Representative

Members Not Present
 Supervisor Kathryn Barger
 Hon. Ashleigh Aitken
 Hon. Damon L. Alexander

Members Not Present

San Bernardino

Members Not Present
 Los Angeles County
 OCTA
 District 7



Hon. Deborah Robertson	<i>Rialto</i>	District 8
Hon. John Gabbard	<i>Dana Point</i>	District 12
Hon. Valerie Amezcua	<i>Santa Ana</i>	District 16
Hon. Claudia Frometa	<i>Downey</i>	District 25
Hon. Suely Saro	<i>Long Beach</i>	District 29
Hon. Andrew Sarega	<i>La Mirada</i>	District 31
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Konstantine Anthony	<i>Burbank</i>	District 42
Hon. Eunisses Hernandez	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49/Public Transit Rep.
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Katy Young Yaroslavsky	<i>Los Angeles</i>	District 52
Hon. Imelda Padilla	<i>Los Angeles</i>	District 53
Hon. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Traci Park	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Hugo Soto-Martinez	<i>Los Angeles</i>	District 60
Hon. Kevin de León	<i>Los Angeles</i>	District 61
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Marisela Nava	<i>Perris</i>	District 69
Hon. Karen Bass	<i>Los Angeles</i>	Member-at-Large

Staff Present

Kome Ajise, Executive Director
Darin Chidsey, Chief Operating Officer
Cindy Giraldo, Chief Financial Officer
Sarah Jepson, Chief Planning Officer
Javiera Cartagena, Chief Government and Public Affairs Officer
Carmen Flores, Chief Human Resources Officer
Julie Shroyer, Chief Information Officer
Ruben Duran, Board Counsel
Jeffery Elder, Chief Counsel
Maggie Aguilar, Clerk of the Board
Cecilia Pulido, Deputy Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Brown called the meeting to order at 12:17 p.m. and asked Regional Council Member David J. Shapiro, Calabasas, District 44 to lead the Pledge of Allegiance.

He also reminded the members that if a member of this body was attending remotely but not at a location specified on the agenda, they could observe but not participate in any discussion or voting of this body.

PUBLIC COMMENT PERIOD

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

There were no public comments for items not listed on the agenda.

Ruben Duran, Board Counsel, acknowledged there were no public comments received before the 5:00 p.m. deadline.

Seeing no public comment speakers for items not listed on the agenda, President Brown closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

ACTION ITEMS

Action Item 1 and the Consent Calendar were acted upon together. The roll call vote is reflected below.

1. Approval of the Fiscal Year 2024-25 (FY25) Draft Comprehensive Budget

There were no public comments on Item No. 1.

Cindy Giraldo, Chief Financial Officer, reported that the Fiscal Year 2025 Budget received the full support from the Executive/Administration Committee at its meeting the day before. She explained that the proposed budget supported their agency goal to develop solutions for regional issues such

as transportation, housing, and air quality, and complies with SCAG's primary responsibility to develop a Sustainable Communities Strategy, the Federal Transportation Improvement Program (FTIP), the annual Overall Work Program (OWP), and the transportation related air quality Plans. She highlighted that Table 1 of the staff report shows that the budget totals just under \$377.5 million, \$68 million down from the current fiscal year. She noted that over 90% of this decrease was attributable to just three programs, which were the wind down of the MSRC Last Mile Freight program, REAP 2019 programs, and the reduction of REAP 2021 available funds based on the forecasted expenditures in the current fiscal year. She emphasized that they had assumed in their budget that there would be no reduction in REAP 2021 funds and that once there was a final resolution on the State Budget staff would return to the Board to review and approve any needed modifications to the REAP 2021 program. She described that the largest component of the budget was OWP which totaled just under \$370 million and was spread across 34 different programs. She noted that the two largest programs were REAP 2021, which totals \$203 million and the MSRC Last Mile Freight program, which was predominantly funded with local match funds and totaled \$87.5 million. She also shared that in January staff met with Caltrans, FHWA and FTA to review their work program and accomplishments on their major programs and were happy to report that the feedback they received from those agencies was supportive of the work program. She noted that page 15 of the staff report included a chart that detailed the total program for each budget and that within the comprehensive budget document starting on page 49 they could find narratives of each program that describe the programs objectives and the alignment with their strategic plan. She also explained that there was a new funding source within OWP which was the Carbon Reduction Program (CRP). She clarified that after discussion with key stakeholders and consistent with the Regional Council direction, 35% of the local CRP funds were set aside for SCAG, while 65% was made available through a call for projects process. She further noted that the OWP included the use of nearly \$8.8 million of SCAG CRP funds for 11 different projects, all aimed at reducing carbon dioxide emissions from on road transportation sources and was detailed on Table 3 of the staff report. She also shared that major expenditure categories of the budget were broken out in Table 2 and included salaries and benefits which totaled \$47.4 million, cash and in-kind commitments of \$81 million, which almost entirely relates to the Last Mile Freight program, and consultant and technical assistance and pass through payments totaling \$227 million, of which 85% or \$191 million was REAP 2021. With respect to the total salaries and benefit costs, she noted that it was less than a 3% increase over the current year, which was predominantly attributed to their annual merit program, an increase in their unfunded pension liability payment, and increasing benefit costs, offset by the net elimination of two positions, taking their total agency headcount from 237 to 235. She explained that Attachment 2 of the staff report provided details of the six position changes incorporated in the proposed budget, which nets to a savings of \$559,000. Additionally, two new IT position classifications had been added to their salary schedule in order to allow for more leadership and specialized support. She noted that no budget impact was related to these two new classifications as funding for these had not been included in the proposed budget. She also highlighted that one new employee benefit was proposed within the budget, which was

the addition of Veteran's Day as a recognized non-work holiday. She explained that while the addition of an additional holiday did not impact their total salary and benefits budget, they estimated the cost of one day of labor at about \$137,000. She shared that with the inclusion of Veteran's Day there would be 10 staff holidays in addition to the 44 personal floating holiday hours. Lastly, she noted that the General Fund Budget totaled just over \$3 million and provided funding for the Regional Council and its subcommittees, stipends and travel, the General Assembly, and other expenditures which may not be grant eligible. She explained that the General Fund was predominantly funded with membership dues which totaled \$2.7 million and that the detailed breakdown of those membership dues by agency was on page 85 of the agenda packet. She described that these dues were calculated considering the funding means of the general fund and inflationary factors in compliance with the methods of assessment outlined in SCAG's Bylaws.

Regional Council Member Karen Spiegel, Riverside County, asked which were the 10 holidays that included Veteran's Day and sought clarification on the 44 personal floating holiday hours. Staff addressed the request.

Regional Council Member David J. Shapiro, Calabasas, District 44, noted he was supportive of the Veteran's Day holiday and asked staff to confirm the amount in staff time or hours. Ms. Giraldo indicated it was \$137,000.

Regional Council Member Margaret Clark, Rosemead, District 32, sought clarification on what she had heard about the Governor's budget taking away some of the Housing Trust Fund from the San Gabriel Valley Regional Housing Trust and staffs report on REAP funds not being taken away. Kome Ajise, Executive Director, explained that the Governor did propose to cut half of the REAP money but that it was not state law just the Governor's proposal. He indicated it didn't change the contract between SCAG and the State at this point and they really didn't have any authority to do anything different than what was reflected in the budget.

Regional Council Member Crut Hagman, San Bernardino County, asked if this budget factored in the issue of stipend versus employees in the coming year. He also asked if there was enough reserve in the budget. Staff explained that they did have the budget if they make the transition but that as of now, they were still stipend non-employees and would come back to the Board if that changed. Regional Council Member Hagman also made the motion to approve Item 1 and the Consent Calendar.

Regional Council Member Wendy Bucknum, Mission Viejo, District 13, expressed her support for budget and noted her concern about any permanent or temporary staff that have been hired to perform REAP related activities and also with the many agencies that are relying on the REAP funding to conduct this critical program. She stated that she wanted to make sure that they as an agency provide them [the outside agencies] with as much advance notice of SCAG's strategies. She

indicated that she knew that staff had immediately notified entities that were expecting to receive REAP 2.0 funding of the statewide halt on REAP related activities. She asked staff to share with them any key responses or recommendations that they had heard from the stakeholders that they should be aware of and any additional actions that SCAG staff was pursuing to address any identified concerns.

Mr. Ajise indicated the Governor's proposal would have serious implications for the REAP program so that's why they put a stop notice out so that they are not spending resources they don't have. He shared that over the next couple of months they have work to do with both the legislature and the Governor's office on where the REAP program ends. He expressed that he thought that there may be a potential that they will not have all the REAP monies available to them. He indicated that the REAP program was really set up to be a multi-year program so what was left would still be with them for a few more months than just one year, which is why there was a multi-year dimension to it. He explained that there still was enough work to do on the SCAG side and that there was also more work besides the REAP program that staff was transitioning into. He also noted that they are trying to develop an advocacy system or process that allows them to reimagine how REAP might be funded because the way that they set up the REAP program in their region was intended to be more of a sustained program over time as opposed to a one-time program, with the goal of supporting housing production in the region. He indicated that they plan to come back to the Regional Council in April with some principles that will then hopefully inform how they might approach what's left of the REAP program and then get back to working with the stakeholders on what is left of the program and how the program might be operated or executed over multiple years.

Regional Council Member Frank Navarro, Colton, District 6, indicated he would second the motion by Supervisor Hagman and thanked staff for the work on the budget as he knew that with the diminishing funding that was coming it would be a rough road ahead.

The Clerk of the Board clarified that the second motion was made by Regional Council Member Shapiro. The President acknowledged that was the case.

Immediate Past President Harnik sought clarification on the motion.

Board Counsel Duran confirmed the motion included Item No. 1 and the entire Consent Calendar.

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

2. Minutes of the Meeting – February 1, 2024
3. Contracts \$500,000 or Greater: Contract No. 24-015-C01, Research and Media Buying
4. 2023 District Evaluation
5. SCAG Memberships and Sponsorships

Receive and File

6. March 2024 State and Federal Legislative Update
7. RHNA Reform Legislative Update
8. Status Update on U.S. Environmental Protection Agency Proposed Disapproval of South Coast Air Quality Management District's 2019 Contingency Measure Ozone State Implementation Plan
9. Purchase Orders, Contract and Amendments below Regional Council's Approval Threshold
10. CFO Monthly Report

A MOTION was made (Hagman) on **Item No. 1:** that the Regional Council: 1) Approve the Fiscal Year 2024-25 Draft Comprehensive Budget in the amount of \$377,421,908; 2) Authorize the release of the FY 2024-25 Draft Overall Work Program (OWP) to initiate the 30-day public comment period; and 3) Approve the FY 2024-25 General Fund Budget and Membership Assessment and transmit to the General Assembly; and **Consent Calendar:** Items 2 through 5; and Receive and File Items 6 and 10. Motion was SECONDED (Shapiro) and passed by the following roll call votes:

AYES: Allen, Andrade-Stadler, Becerra, Boyles, Brown, Bucknum, Clark, Crosswhite, Denison, Dumitru, Eich, Finlay, Gazeley, Goodman, Hagman, Harnik, Henderson, L. Hernandez, Judge, Kelley, Kelly, Kim, Krupa, Leon, Lopez, Lorimore, Mann, Manos, Marquez, Masiel, McCallon, McKeon, Meister, Michael, Nava-Froelich, Navarro, Ortiz, Plancarte, Rebolgar, Rhodes, Saleh, Schwank*, Shapiro, Simonoff, Solache, Solis, Spiegel, Wagner, Wapner, Wood and Yokoyama (51)

*Regional Council Member Zak Schwank messaged the Clerk to inform her that he was having audio issues and that his vote was a yes.

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEM

11. Presidential Priorities Panel: Goods Movement

Kome Ajise, Executive Director, thanked President Art Brown and everyone involved in developing the 2023-2024 EAC Strategic Work Plan. He indicated that they had two informative panels on Clean Transportation Technology and Transit/Rail Recovery, and this third panel would be focusing on the Goods Movement. He explained that the region was home to nearly half of the state's population and generates \$1.2 trillion in regional gross domestic product, ranking as the 15th largest economy in the world. He also noted that the SCAG region represents the largest goods movement area in the U.S. when factoring for its combined seaports, railroads, air cargo, interstates and highways, local roadway access, trucking services, border crossings, and industrial footprint with nearly 2 billion square feet in inventory. He noted that since Connect SoCal 2020, their freight system infrastructure had been stretched by increasing supply chain complexity, rapidly changing technology and evolving trends which consisted of factors like the COVID-19 pandemic, geopolitical tensions and impacted global trade, inflation, state regulations towards clean technologies, and e-commerce and increasing expectations for delivery. He further noted that amid these changes, they were proactive in leading collaboration with key regional, state and federal partners, culminating in the Goods Movement Resolution, approved by the Regional Council in March 2023. He explained that principles from the Goods Movement Resolution had been incorporated as Regional Planning Policies in Connect SoCal 2024 which aligned with the plan's vision and goals and informed the development of the plan's Goods Movement approach and implementation strategies. He also shared that SCAG's research and programs had been instrumental in supporting regional planning efforts, including the Last Mile Freight Program; Zero Emission Truck Infrastructure Study (also known as ZETI); Goods Movement Communities Opportunities Assessment; Integrated Passenger & Freight Rail Forecast; Last Mile Freight Delivery Study; and Industrial Warehouse Study. He also shared that this year SCAG plans to complete the Zero Emission Truck Infrastructure Study, as well as multiple curb space management studies, and noted that they will continue managing the Last Mile Freight Program and enhancing supply chain assessment platforms, tools and resources for the region. He also indicated that they were developing an approach to a Comprehensive Sustainable Freight Plan that will inform the next Connect SoCal update and support numerous funding program opportunities and key initiatives.

Lena Kent, General Director Public Affairs for BNSF Railway, shared she had been at BNSF for 28 years, based in California, and that she was a lifelong resident who had grown up in the Inland Empire. She indicated that BNSF is located in Fort Worth, Texas and operated in 28 States and three Canadian provinces, moving many of the goods that several depend on day in and day out.

She shared that they had major facilities in San Bernardino, Los Angeles and San Diego and were a major transporter of goods arriving and departing from the ports of Los Angeles and Long Beach.

Ross Lane, Government Affairs Leader for the Arizona and California Railroad Company, shared G&W was a short line holding company with over 100 small railroads across North America and with operations in the United Kingdom and Europe. He explained that a short line railroad was one that was under \$50 million per year in revenue and as defined by the Surface Transportation Board. He shared that they operate six short line railroads in California all the way through San Diego, Imperial Valley and connect down at the border in Tijuana, and up into Ventura County where they serve the Port of Hueneme, including the San Joaquin Valley Railroad and the California Northern Railroad. He also noted that it included the Oregon border which consisted of the Central Oregon and Pacific Railroad. He explained that the short line railroads in California move the equivalent freight of about 5 million semi truckloads. He further explained they were the first mile last mile delivery and were really that nexus for a shipper, large or small, that wanted to connect to the national freight rail network and then on to the domestic or international supply chain. He noted that he handled government affairs for their Western States which included Texas, Oklahoma, South Dakota, and everything west from these states. He shared that the Arizona and California railroad was the only railroad in the State district that G&W operates where they interchange with BNSF and then take freight into the Phoenix Metro area. He indicated that they had become very familiar with SCAG as they were working with Caltrans and BNSF on a project that would rehabilitate this line and essentially add some more capacity and an additional lane to Phoenix Metro area.

Salim Youssefzadeh, CEO for WattEV, shared that they were a company that was founded in August 2020, with headquarters in Long Beach. He explained that the mission of the company was to accelerate the transition to heavy duty trucking and noted that the way they go about this was to have a full level ecosystem approach and solution to making electrification as simple as possible. He shared that they had multiple divisions, one of which was on the infrastructure side building out public charging stations. He indicated that the starting point has been all along the California West Coast and one site that is currently operational on the port of Long Beach with five megawatts of capacity, 13 dual core chargers, and the ability to charge 26 trucks at once. He noted that this was just the first phase, and the next phase would be to add an additional seven megawatts to scale it up. He also shared that they had other sites in San Bernardino, Gardena, and Bakersfield, all of which were set to come online in the next two months and noted that San Bernardino and Gardena benefited the Last Mile Freight Program grant. He further explained that in addition to the sites they focused on in Southern California, they had about 15 sites that covered almost all of the West Coast from the port of San Diego all the way up to Seattle, Washington. He indicated that separate from the infrastructure side, they also emphasize on a technology base that's really focused on pushing the technology beyond the current capabilities to add megawatt charging so that they can go beyond the middle mile segment and eventually transition to long haul trucking. He also noted

that beyond infrastructure and technology they also had their transportation division as they knew very quickly that they couldn't just have infrastructure built out and have it just sitting there without any utilization. He indicated that this was when they started working with a lot of the truck manufacturers testing the capabilities of those vehicles, creating their own transport company so that they could start moving freight with four shippers. He shared that with the 20 trucks they have they have moved probably over 600,000 miles using zero emissions trucks for Procter and Gamble, and some of the others from the middle mile segment, which had allowed them to figure out what these trucks are capable of. He also indicated that they have been able to provide the best solution to owner operators who make up a large portion of the industry and who otherwise would not be able to necessarily afford a half a million-dollar truck or afford to build infrastructure at their facilities. He shared that their solution to them was their truck as a service solution, where they give access to them as an all-inclusive lease of the vehicle to include maintenance, damage insurance, and charging at a fixed price per month on routes that they tested.

Stephane Fosso, Director of Fleet Technology and Electrification for Sysco Corporation reported that Sysco was the largest food distribution in North America and served more than 300,000 customers from local restaurants, school cafeterias, casinos, and hospitals. He shared that in California they operated seven distribution centers or what they call the Last Mile Delivery in Los Angeles, San Diego, Modesto, Fremont, Sacramento, Ventura, and Riverside. He shared the Riverside site was the pilot location in which they have a partnership with SCAG. He explained that they operate about 10,000 trucks daily in North America and 10,000 trailers and noted that Sysco had one of the largest fleets in North America when it comes to heavy duty transportation. He indicated that they have a major impact on emissions and that their goal was to reduce their emission footprint by 27.5 percent by 2030. He shared that they had an ambitious goal to replace their diesel tractors with electric vehicles which they anticipated to be about 2,800 by 2030.

Executive Director Ajise asked the panelist where improvement was needed for collaboration between the public and private sector and what could agencies like SCAG offer in making the process better.

The panelist highlighted the issue of compliance with the CARB in use locomotive regulation, which threatened to put many short lines out of business. Panelist indicated that there were opportunities to work together by engaging on this topic and understanding that it just wasn't a regulatory issue but also a transportation issue that would have dire consequences on all of them in Southern California. They emphasized the need for partnerships with public agencies, railroads, and shippers to innovate and move freight. The conversation also covered the importance of upgrading rail infrastructure, including the project to upgrade the line between California and Arizona. The potential benefits of these projects, including reduced emissions and truck traffic, were also discussed. The challenges of transitioning to electric locomotives, including the need for charging infrastructure and the high cost of compliance, were also raised. Discussion also revolved

around the Last Mile Fright program and future plan for sites in the San Bernardino and Gardena areas. The construction process of different sites, with a focus on the challenges of infrastructure and the availability of electric trucks was also discussed. Dialog also focused on the importance of collaboration with utilities and manufacturers to secure power and trucks.

Executive Director Ajise asked Mr. Fosso if they were solely focused on battery electric or if they were also looking at hydrogen, and where the public private connection might help them meet their objectives.

Mr. Fosso shared their target to reduce emissions by 27.5% was by replacing 35% of their diesel fleet with electric vehicles, trailers, and potentially hydrogen. He emphasized the need for public support for infrastructure, particularly for hydrogen fueling stations.

Regional Council Member Clark expressed concerns about the potential environmental impact of CARB's clean energy policies, citing an example of a mandate on Methyl Tert-Butyl Ether (MTBE) fuel that led to groundwater contamination and costly cleanup. She suggested investing in renewable natural gas and hydrogen as alternatives.

Ms. Kent shared that they were investing in Tier 4 locomotives which was the cleanest burning locomotive currently available. She also indicated that they were testing renewable fuels from Barstow into the basin and were seeing promising and significant reductions in emissions. She also shared that they would be testing a hydrogen fuel cell locomotive in the next year or two depending on how that technology comes along. She emphasized that they were committed to testing new technologies to reduce emissions and also expressed that it was important that they all work together.

Regional Council Member Rocky Rhodes, Simi Valley, District 46, thanked the panel for the discussion and also expressed concern for the unintended consequences of massive infrastructure change and asked if the increased weight of locomotives require infrastructure change on rail.

Ms. Kent shared that they tested the first over the road battery locomotive between Stockton and Barstow and unfortunately, that battery was not big enough to get it to its destination, so what ended up happening was that it had to be sandwiched between two diesel locomotives. She noted that it was a step in the right direction to start testing the technology, but they also learned that they were going to need a bigger heavier battery. She explained that it was not clear yet how that was going to impact their rail network over bridges or on their current infrastructure. She indicated that they could not test it because it was not yet available but did anticipate that it was going to be significantly heavier and potentially cause some damage to their infrastructure.

Regional Council Member Spiegel shared that it took them a long time to get Metrolink over to Tier 4 and expressed concerns about transitioning too electric.

Regional Council Member Oscar Ortiz, Indio, District 66, expressed that it may make more sense to make investments in hydrogen production instead of fixing logistical routes and needed infrastructure. He asked the panelist what their thoughts were on hydrogen.

Mr. Youssefzadeh pointed out the energy requirements and costs associated with creating and transporting hydrogen.

Discussion was also had on the need for a seamless interconnected system due to the interstate nature of railroads. Challenges such as charging time and dependability were highlighted, with a potential solution being an autonomous vehicle for shorter distances.

Regional Council Member Steve Manos, Lake Elsinore, District 63, asked about public safety in terms of train derailments when they start talking about heavier vehicles. He also asked about operating in cold weather and the lifespan of replacing batteries.

Ms. Kent indicated that they had not been able to test in all of the scenarios mentioned by Regional Council Member Manos. She indicated that there would be challenges moving across the entire network, but that safety was definitely a priority for them.

Regional Council Member Larry McCallon, Air District Representative, shared that at Metrolink they were able to get changes in the in-use locomotive rule for their commuter passenger rail. He indicated that if they had not been able to do this, they would have been out of business because their member agencies could not afford to put in the monies required for it. He also shared that they were using renewable diesel in their engines.

Executive Director Ajise asked the panelist what kind of workforce implications they saw in the transition to new technology.

The discussion revolved around the workforce implications of transitioning to new technology in the freight and railroad industry. The panelists discussed the need for a new skill set as the industry moves towards electrification, requiring the hiring of people with electric or electrical engineering experience. They also highlighted the importance of training and partnerships with colleges and high schools to prepare the future workforce. The conversation also touched upon the potential for job growth in the industry, with a focus on attracting younger drivers and developing new products that could create several jobs.

Executive Director Ajise thanked the panel members for the thought-provoking discussion.

BUSINESS REPORT

Lucy Dunn, Business Representative, expressed her personal thanks to Dr. Gigi Moreno as it was her last day at SCAG. She thanked her for all the good work and noted that she enjoyed working with her from the business perspective. She reported that the next meeting of the GLUE Council was in April, and they would consider a recommendation for support of Connect SoCal. She also indicated that her business report was in the packet. She expressed that she found it fascinating that California last year, with a population of 35 million, issued 110,000 building permits, and yet the State of North Carolina, with a population of 11 million, issued 98,000 building permits. She indicated that these performance metrics just hit it home for her. She also noted that there was a paragraph that was missing in her report and wanted Regional Council Members and SCAG leadership to know that the climate change reporting information in the State of California was being challenged by national and regional business groups. She indicated that the U.S. Chamber, California Chamber, American Farm Bureau, BizFed LA, and BizFed Central Valley had all filed a lawsuit against the California Air Resources Board challenging the climate accountability package. She indicated it was a troubling measure for them among other issues in violation of the first amendment.

PRESIDENT'S REPORT

President Brown reported that registration opened last week for the 59th Annual Regional Conference and General Assembly taking place at the JW Marriott Desert Springs Resort and Spa in Palm Desert on May 2-3. He noted that the event brings together leaders from across Southern California to collaborate on the future of mobility, communities, the environment and the economy. He also reported that the 2024 SCAG Scholarship Program was still open for applications through March 22 and that up to nine \$4,000 scholarships were available for high school or community college students from the SCAG region interested in pursuing planning or public service-related careers. He also shared that he led a mobile workshop for Regional Council and Policy Committee members in San Bernardino County. He noted that their first stop was a tour of the Esri Headquarters in the City of Redlands, where they met with CEO and founder Jack Dangermond. He explained that Esri was the global market leader in geographic information systems mapping technology and had been a partner to SCAG over the past several years. He also noted that they received presentations from Metrolink and the San Bernardino County Transportation Authority on the new Metrolink Arrow Service. He thanked those who joined him on the tour. Lastly, he reminded the members that the next meeting of the Regional Council was scheduled for Thursday, April 4, 2024, at 12:00 p.m.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Ajise reported that the AQMD was required to file a contingency mitigation plan that was due for action by the EPA on July 1st of this year. He indicated that this plan covers Orange, Los Angeles, Riverside, and San Bernardino counties. He noted that on February 2nd the EPA published a notice of proposed disapproval of that plan, which meant that it would set in motion a 24-month highway sanction clock until AQMD can address the underlying issues in the plan. He indicated they would be impacted because this meant that they couldn't have Federal actions taken, approvals, or funding to projects in their region as a result of that highway sanctions clock that would take 24-months. He noted that at the end of the 24-months those approvals would go quiet on them, and it would have a negative impact and consequences on their region. He noted that they asked for an extension of the comment period on the EPA's action and indicated it was extended by a month to April 3rd. He shared that they have been working with the County Transportation Commissions to prepare a letter that would hopefully highlight some of the significant implications of this disapproval of the plan. He indicated that they were hoping to compel the EPA to either approve the plan, or at least conditionally approve it until meaningful partnerships can be set up to fix the things that need to be fixed. He noted the conversations were on going. He shared that he wanted to bring this to their attention in case they may have to come back to the Board with a more urgent manner if not resolved. He also provided a REAP status update and noted that the Governor's budget proposed a \$300 million dollar cut to the REAP program, which would result in approximately \$123 million dollars cut in the SCAG REAP program if it becomes budget law. He reemphasized that SCAG issued a hold on sub allocations as they did not want to spend money they didn't have. He noted that they expect to come back to the EAC in April to discuss some priorities and some principles of how they might reshape the program. He indicated that if they do end up doing cuts, they would be compelled to come back to the Regional Council with proposals on how they adjust the budget to recognize those cuts. He explained that in the meantime they would continue to work with their stakeholders and friends to advocate on behalf of the program. He emphasized that this was an advocacy priority for them as the budget process moves forward in Sacramento. Lastly, he took a moment to recognize Dr. Gigi Moreno's who was leaving to work for the California Energy Commission.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT



Immediate Past President Harnik indicated that she would like to adjourn the meeting in memory of Brian Nestande, a longtime friend of Riverside County who served in the Assembly and passed away. She indicated that his wife was a colleague of hers and Kathleen Kelly's on the Palm Desert City Council. She indicated that he gave a lot to the valley and was a relatively young man.

President Brown also concluded the meeting with a special tribute to SCAG Senior Regional Planner John Ascencion who passed away after a long heroic battle with cancer. He shared that John served the agency for more than 17 years and was a beloved member of the SCAG family. He expressed that their hearts went out to his family and colleagues at this difficult time.

There being no further business, President Brown adjourned the meeting of the Regional Council at 1:56 p.m. in memory Brian Nestande and John Ascencion.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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Regional Council Attendance Report																
2023-2024																
MEMBERS	Representing	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Total Mtgs Attended To Date		
Aitken, Ashleigh	OCTA	0	1		0	0	1			1	0			3		
Alexander, Damon L.	San Bernardino, RC District 7	1	1		1	1	0		0	0	0			4		
Allen, Cindy	Long Beach, RC District 30	1	1		1	0	1		1	0	1			6		
Amezcuca, Valerie	Santa Ana, RC District 16	1	1		0	0	0		0	0	0			2		
Andrade-Stadler, Adele	Alhambra, RC District 34	1	0		1	0	0		0	1	1			4		
Anthony, Konstantine	Burbank, RC District 42	1	0		0	0	0		0	0	0			1		
Barger, Kathryn	Los Angeles County	0	1		0	0	0		0	0	0			1		
Bass, Karen	Los Angeles, (Member at Large)	0	0		0	0	1		0	0	0			1		
Becerra, Elizabeth	Victorville, RC District 65	1	1		0	1	0		1	1	1			6		
Blumenfield, Bob	Los Angeles, RC District 50	0	0		0	0	0		0	0	0			0		
Boyer, Gary	Glendora, RC District 33	1	1		1	1	1		1	1	1			8		
Boyles, Drew	El Segundo, RC District 40	0	0		1	0	1		1	1	1			5		
Brown, Art	Buena Park, RC District 21	1	1		1	1	1		1	1	1			8		
Bucknum, Wendy	Mission Viejo, RC District 13	1	1	D	1	1	1	D	1	1	1			8		
Clark, Margaret	Rosemead, RC District 32	1	1		1	1	1		1	1	1			8		
Crosswhite, Jenny	Santa Paula, RC District 47	1	1		1	1	1		1	1	1			8		
de Leon, Kevin	Los Angeles, RC District 61	0	0		0	0	0		0	0	0			0		
Denison, Rick	Yucca Valley, RC District 11	0	1		0	0	0		0	0	1			2		
Dumitru, Jon	Orange, RC District 17	0	1		1	1	1		1	1	1			7		
Dunn, Lucy	Business Representative	1	1		1	1	0		1	1	1			7		
Eich, Keith	La Cañada Flintridge, RC District 36	1	0		1	1	1		1	1	1			7		
Finlay, Margaret E.	Duarte, RC District 35	1	1	A	0	1	1	A	1	1	1			7		
Frometa, Claudia M.	Downey, RC District 25	0	0		0	0	0		1	1	0			2		
Gabbard, John	Dana Point, RC District 12		1		1	0	0		0	1	0			3		
Gazeley, James	Lomita, RC District 39	1	1		1	1	1		0	1	1			7		
Goodman, Marshall	La Palma, RC District 18	1	0		1	1	1		1	1	1			7		
Hagman, Curt	San Bernardino County	1	1		1	1	0		0	1	1			6		
Harnik, Jan C.	RCTC	1	1		1	1	1		1	1	1			8		
Harris-Dawson, Marqueece	Los Angeles, RC District 55	0	0		0	0	0		0	0	0			0		
Henderson, Mark E.	Gardena, RC District 28	1	1		1	1	1		1	1	1			8		
Hernandez, Eunisses	Los Angeles, RC District 48	0	0		0	0	0		0	0	0			0		
Hernandez, Laura	Port Hueneme, RC District 45	1	1		1	1	0		1	1	1			7		
Hutt, Heather	Los Angeles, RC District 57	0	0	R	0	0	0	R	0	0	0			0		
Judge, Mike T.	Simi Valley, VCTC	1	1		1	1	1		1	1	1			8		
Kalmick, Joe	Seal Beach, RC District 20	1	1		1	1	0		1	1	1			7		
Kelley, Trish	TCA Representative	1	1		1	1	1		1	1	1			8		
Kelly, Kathleen	Palm Desert, RC District 2	1	1		1	1	1		1	1	1			8		
Kim, Tammy	Irvine, RC District 14	0	1		0	1	1		1	1	1			6		
Kleiman, Lauren	Newport Beach, RC District 15	1	1		1	1	1		0	1	1			7		
Krekorian, Paul	Los Angeles, RC District 49/Public Transit Rep	0	0		0	0	0		0	0	0			0		
Krupa, Linda	Hemet, RC District 3	1	1	K	1	1	1	K	1	1	1			8		
Lee, John	Los Angeles, RC District 59	0	0		0	0	0		0	0	0			0		
Leon, Carlos A.	Anaheim, RC District 19								1	1	1			3		
Lock Dawson, Patricia	Riverside, RC District 68	0	1		1	1	1		1	1	0			6		
Lopez, Vianey	Ventura County	1	1		1	1	1		1	0	1			7		
Lorimore, Clint	Eastvale, RC District 4	1	1		1	1	1		1	1	1			8		
Mann, Ken	Lancaster, RC District 43	1	1		0	1	1		1	1	1			7		
Manos, Steve	Lake Elsinore, RC District 63	1	1		1	1	1		1	1	1			8		
Marquez, Ray	Chino Hills, RC District 10	1	1		1	1	1		1	1	1			8		
Masiel, Andrew	Pechanga Band of Luiseno Indians Tribal Gov. Reg. Plng. Brd.	1	0		0	1	0		1	1	1			5		
McCallon, Larry	Air District Representative	0	0		0	1	1		1	1	1			5		
McKeon, Casey	Huntington Beach, RC District 64	1	1		1	0	1		1	1	1			7		
McOsker, Tim	Los Angeles, RC District 62	1	0		1	1	0		1	0	0			4		
Meister, Lauren	West Hollywood, RC District 41	1	1		1	1	1		1	1	1			8		
Michael, L. Dennis	Rancho Cucamonga, RC District 9	1	1		1	1	1		0	1	1			7		
Nava, Marisela	Perris, RC District 69	1	1		1	1	0		0	0	0			4		
Nava-Froelich, Maria	ICTC	1	1		1	1	1		1	1	1			8		
Navarro, Frank J.	Colton, RC District 6	0	0		1	1	0		1	1	1			5		
Ortiz, Oscar	Indio, RC District 66	1	1		1	0	1		1	1	1			7		
Padilla, Imelda	Los Angeles, RC District 53				0	0	0		0	0	0			0		

Attachment: RC Attendance Sheet 2023-24 (Minutes of the Meeting - March 7, 2024)

Park, Traci	Los Angeles, RC District 58	0	0	0	0	0	0	0	0	0	0	0
Plancarte, Luis	Imperial County	1	1	1	1	1	1	1	1	1	1	8
Price, Curren D.	Los Angeles, RCDistrict 56	0	0	0	0	0	0	0	0	0	0	0
Raman, Nithya	Los Angeles, RC District 51	1	0	0	0	0	0	0	0	0	0	1
Rebollar, Gil	Brawley, RC District 1	1	1	1	0	0	0	1	1	1	1	6
Rhodes, Rocky	Simi Valley, RC District 46	1	1	1	1	1	1	1	1	1	1	8
Robertson, Deborah	Rialto, RC District 8	0	1	1	1	1	1	0	1	0	0	5
Rodriguez, Celeste	San Fernando, RC District 67	1	1	1	1	0	0	1	1	1	1	7
Rodriguez, Monica	Los Angeles, RC District 54	0	0	0	0	0	0	0	0	0	0	0
Saleh, Ali	Bell, RC District 27	1	1	0	1	1	1	1	1	1	1	7
Sandoval, Tim	Pomona, RC District 38	1	1	1	1	1	1	1	0	1	1	7
Sarega, Andrew	La Mirada, RC District 31	1	1	0	0	0	0	0	0	0	0	2
Saro, Suely	Long Beach, RC District 29	1	1	1	1	1	1	1	1	0	0	7
Schwank, Zak	Temecula, RC District 5	1	1	1	1	1	1	1	1	1	1	8
Shapiro, David J.	Calabasas, RC District 44	1	1	1	1	1	1	1	1	1	1	8
Simonoff, Marty	Brea, RC District 22	1	0	1	1	1	1	1	1	1	1	7
Solache, José Luis	Lynwood, RC District 26	1	1	1	1	1	1	1	1	1	1	8
Solis, Hilda	Los Angeles County	0	0	0	0	0	0	0	1	1	1	2
Soto-Martinez, Hugo	Los Angeles, RC District 60	0	0	0	0	0	0	0	0	0	0	0
Spiegel, Karen	Riverside County	0	1	1	1	1	1	1	1	1	1	7
Tye, Steve	Diamond Bar, RC District 37	0	1	0	0	1	1	0	1	0	0	3
Wagner, Donald P.	Orange County	1	1	1	1	1	1	1	1	1	1	8
Wapner, Alan	SBCTA/SBCOG	1	1	1	1	1	1	1	0	1	1	7
Wood, Jeff	Lakewood, RC District 24			1	1	1	1	0	1	1	1	5
Yaroslavsky, Katy	Los Angeles, RC District 52	0	0	0	0	0	0	0	0	0	0	0
Yokoyama, Frank A.	Cerritos, RC District 23	1	1	1	1	1	1	1	1	1	1	8



AGENDA ITEM 5
REPORT

Southern California Association of Governments
April 4, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Contracts \$500,000 or Greater: Contract No. 24-024-C01, Last Mile
Project Assessment for the SCAG Region

RECOMMENDED ACTION:

Approve Contract No. 24-024-C01 in an amount not to exceed \$838,708 with Burns & McDonnell Engineering Company, Inc. (Burns & McDonnell), to conduct a Last Mile Project Assessment for the SCAG Region. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On June 29, 2023, the California Public Utilities Commission (CPUC) granted the Southern California Association of Governments (SCAG) \$996,058 through the Local Agency Technical Assistance (LATA) grant program to support broadband infrastructure assessments. Following this, SCAG enlisted the expertise of Burns & McDonnell to collaborate on a Broadband Last Mile Assessment across the SCAG region. This initiative aims to establish the groundwork for last-mile infrastructure services for specific local jurisdictions, aligning with SCAG’s commitment to bridging the digital divide as outlined in its Digital Divide Resolution and Digital Action Plan, as well as the strategies detailed in Connect SoCal 2024.

BACKGROUND:

Staff recommends executing the following contract \$500,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
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Burns &
McDonnell
24-024-C01

The Project will support local jurisdictions that are missing the necessary technical, staff, and financial resources to pinpoint and examine potential areas and create preliminary engineering designs for last-mile services. It will identify and design three shovel-ready projects within its region. This effort will produce conceptual designs and advanced engineering plans, establishing the groundwork for three shovel-ready initiatives aimed at providing speeds of at least 100/100 or 100/20 Mbps to communities that are currently unserved or underserved.

\$838,708

FISCAL IMPACT:

Funding of \$838,708 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) in Project Number 100.4901.02 and any unused funds are expected to be carried forward into future fiscal year budgets, subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 24-024-C01
2. Conflict of Interest Form 24-024-C01

CONSULTANT CONTRACT NO. 24-024-C01

Recommended Consultant:

Burns & McDonnell Engineering Company, Inc. (Burns & McDonnell)

Background & Scope of Work:

On June 29, 2023, the California Public Utilities Commission (CPUC) granted the Southern California Association of Governments (SCAG) \$996,058 through the Local Agency Technical Assistance (LATA) grant program to support broadband infrastructure assessments. Consistent with the requirements of the California Public Utilities Commission (CPUC) Local Agency Technical Assistance (LATA) Grant, and consistent with SCAG’s Digital Divide resolution and Digital Action Plan, the Consultant and strategies detailed in Connect SoCal 2024, the consultant shall assist SCAG to identify and design three shovel-ready projects within its region. This effort will produce conceptual designs and advanced engineering plans, establishing the groundwork for three shovel-ready initiatives aimed at providing speeds of at least 100/100 or 100/20 Mbps to communities that are currently unserved or underserved.

Project’s Benefits & Key Deliverables:

This project is designed to aid local jurisdictions that are currently lacking in technical expertise, staff, and financial resources, enabling them to identify and analyze potential areas for development and to create preliminary engineering designs for last-mile services. These services will be specifically directed towards areas in need, such as low-income households and communities of color, among others, to ensure equitable access to essential infrastructure.

Key deliverables include, but are not limited to:

- Special meetings with external stakeholders
- Regional infrastructure assessment of the SCAG Region
- ArcGIS File Geodatabase
- Gap analysis and Public Asset Inventory
- Market Assessment Report
- Technology Roadmap
- Last Mile Design

Strategic Plan:

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

Contract Amount:

Total not to exceed	\$838,708
Burns & McDonnell (prime consultant)	\$688,614
The Robert Group (subconsultant)	\$150,094

Contract Period:

Notice to Proceed through June 30, 2025

Project Number(s): Funding of \$838,708 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) in Project Number 100-4901.02 and any unused funds are expected to be carried forward into future fiscal year budgets, subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 20 firms from the Broadband bench contracts list of the release of RFP 24-024 via SCAG’s Solicitation Management System. A total of six (6) firms downloaded the RFP. SCAG received the following proposal in response to the solicitation:

Burns & McDonnell (1 subconsultant)

Note: This solicitation was conducted as an Architectural and Engineering (A&E) procurement and therefore as required by law each offeror was evaluated based on qualifications and not cost. The Proposal Review Committee ranked Burns & McDonnell as the qualified proposer and their cost proposal was kept sealed.

After receiving only one proposal, staff surveyed the six (6) firms that downloaded the RFP to determine why each did not submit a proposal. One firm responded to staff’s inquiry, which disclosed the main reason this firm did not respond was they did not have the bandwidth to respond to this RFP. Note staff advertised the RFP for 4 weeks, however, after receiving only 1 offer, staff extended the due date for another 14 days to allow more time for proposers. After the extension, SCAG still received only (1) proposal. Staff subsequently moved forward with reviewing the one (1) offer. Staff believes that soliciting for a third time would not likely yield a different result and needed to maintain the project’s schedule and therefore proceeded to evaluate the one (1) offer.

Selection Process: The Proposal Review Committee (PRC) evaluated the one proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposal, the PRC did not conduct interviews because the proposal contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

- Marisa Laderach, Senior Regional Planner, SCAG
- Roland Ok, Planning Supervisor, SCAG
- Maiten Mowreader, Senior Digital Equity Planner, SANDAG
- Randy Bowman, Program Manager – Transportation, Coachella Valley Association of Governments

Basis for Selection: The PRC recommended Burns & McDonnell for the contract award because the consultant:

- Provided a comprehensive proposal that showcased extensive knowledge of broadband infrastructure;
- Exhibited high-level comprehension of the project's vision and overarching objectives, particularly highlighting the critical connectivity deficit in local jurisdictions marked by high densities of low-income households and

communities of color, underscoring the urgency for enhanced broadband infrastructure to promote digital equity;

- Offered an effective technical strategy, detailing the development of an infrastructure assessment ArcGIS file Geodatabase, methodology for needs assessment, identification of priority areas, public outreach strategies, and high-level engineering design;
- Presented a feasible project management plan and timeline that aligns with the requirements and deadlines specified in the CPUC grant guidelines;
- Demonstrated extensive experience working with local jurisdictions and agencies within the SCAG region such as the City of Los Angeles, Los Angeles World Airports (LAWA), the San Pedro Bay Ports, LA Metro, and West Hollywood; and
- Demonstrated they are a nationally acclaimed leading firm known for its expertise and services in broadband planning.

**Conflict of Interest (COI) Form - Attachment
For April 4, 2024 Regional Council Approval**

Approve Contract No. 24-024-C01 in an amount not to exceed \$838,708 with Burns & McDonnell, to conduct a Last Mile Project Assessment for the SCAG Region. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Burns & McDonnell Engineering Company, Inc. (prime consultant)	No - form attached
The Robert Group (subconsultant)	No - form attached

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If “yes,” please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If “yes,” please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Matt Olson, **hereby declare that I am the (position or title)** Vice President **of (firm name)** Burns & McDonnell Engineering Company, Inc., **and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 11/16/2023 **is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.****



11/16/2023

Signature of Person Certifying for Proposer
(original signature required)

Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

These questions have been answered to the best of our knowledge.

SCAG CONFLICT OF INTEREST FORM

RFP 24-024

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under "GET INVOLVED", then "Contract & Vendor Opportunities" and scroll down under the "Vendor Contracts Documents" tab; whereas the SCAG staff may be found under "ABOUT US" then "OUR TEAM" then "Employee Directory"; and Regional Council members can be found under "MEETINGS", then scroll down to "LEADERSHIP" then select "REGIONAL COUNCIL" on the left side of the page and click on "Regional Council Officers and Member List."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Legal Division, especially if you answer "yes" to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: The Robert Group

Name of Preparer: Christine Robert

Project Title: Last Mile Project Assessment

RFP Number: 24-024 **Date Submitted:** 11/16/2023

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

Attachment: Conflict of Interest Form 24-024-C01 (Contracts \$500,000 or Greater: Contract No. 24-024-C01, Last Mile Project Assessment for

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

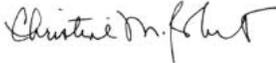
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Christine Robert, hereby declare that I am the (position or title) President of (firm name) The Robert Group, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated November 2, 2023 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



Signature of Person Certifying for Proposer
(original signature required)

November 2, 2023

Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

Attachment: Conflict of Interest Form 24-024-C01 (Contracts \$500,000 or Greater: Contract No. 24-024-C01, Last Mile Project Assessment for



AGENDA ITEM 6
REPORT

Southern California Association of Governments
April 4, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Resolution No. 24-664-3 Approving Amendment 2 to the FY 2023-24
Comprehensive Budget including Overall Work Program (OWP)

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee (EAC) recommend that the Regional Council (RC) adopt Resolution No. 24-664-3 approving a second amendment to the Fiscal Year 2023-24 Comprehensive Budget in the amount of \$9,652, including:

1. A second amendment to the Fiscal Year 2023-24 Overall Work Program (FY24 OWP) Budget in the amount of \$22,351 (including an \$8,245 increase in allocated indirect cost), increasing the FY24 OWP Budget from \$437,388,777 to \$437,411,128;
2. A second amendment to the Indirect Cost Budget, in the amount of \$6,146, increasing the Indirect Cost Budget from \$35,358,096 to \$35,364,242, and the net impact to the Comprehensive Budget due to the indirect cost budget change and allocated indirect cost change is (\$2,099); and
3. A second amendment to the General Fund Budget in the amount of (\$10,600), reducing the General Fund Budget from \$3,146,957 to \$3,136,357.

RECOMMENDED ACTION FOR RC:

That the Regional Council (RC) adopt Resolution No. 24-664-3 approving a second amendment to the Fiscal Year 2023-24 Comprehensive Budget in the amount of \$9,652, including:

1. A second amendment to the Fiscal Year 2023-24 Overall Work Program (FY24 OWP) Budget in the amount of \$22,351 (including an \$8,245 increase in allocated indirect cost), increasing the FY24 OWP Budget from \$437,388,777 to \$437,411,128;
2. A second amendment to the Indirect Cost Budget, in the amount of \$6,146, increasing the Indirect Cost Budget from \$35,358,096 to \$35,364,242, and the net impact to the Comprehensive Budget due to the indirect cost budget change and allocated indirect cost change is (\$2,099); and
3. A second amendment to the General Fund Budget in the amount of (\$10,600), reducing the General Fund Budget from \$3,146,957 to \$3,136,357.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Staff recommends that the EAC and RC adopt Resolution No. 24-664-3 approving a second amendment (Budget Amendment 2) to the Fiscal Year 2023-24 Comprehensive Budget in the amount of \$9,652, including:

- 1. A second amendment to the Fiscal Year 2023-24 Overall Work Program (FY24 OWP) Budget in the amount of \$22,351 (including an \$8,245 increase in allocated indirect cost), increasing the FY24 OWP Budget from \$437,388,777 to \$437,411,128;***
- 2. A second amendment to the Indirect Cost Budget, in the amount of \$6,146, increasing the Indirect Cost Budget from \$35,358,096 to \$35,364,242, and the net impact to the Comprehensive Budget due to the indirect cost budget change and allocated indirect cost change is (\$2,099); and***
- 3. A second amendment to the General Fund Budget in the amount of (\$10,600), reducing the General Fund Budget from \$3,146,957 to \$3,136,357.***

BACKGROUND:

On May 3 and 4, 2023, the EAC and RC, respectively, approved the FY 2023-24 Final Comprehensive Budget in the amount of \$350.34 million. Of which, the FY 2023-24 OWP budget was in the amount of \$342.25 million. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) subsequently approved SCAG's FY 2023-24 OWP on May 30, 2023.

On November 2, 2023, the EAC and RC approved Amendment 1 to the FY 2023-24 Comprehensive Budget, including the Overall Work Program (OWP), increasing the budget from \$350.34 million to \$445.56 million. The 2023-24 OWP budget was also increased from \$342.25 million to \$437.39 million. The changes were primarily due to adjustments to account for the actual grant balances certified by Caltrans and adjustments for other carryovers for various Federal, State, and Local funding sources.

DISCUSSION:**A. Budget Amendment**

Staff recommends that the EAC and RC approve Budget Amendment 2 to the FY 2023-24 Comprehensive Budget in the amount of \$9,652, increasing the FY 2023-24 Comprehensive Budget from \$445.56 million to \$445.57 million. Table 1 shows the changes to the FY 2023-24 Comprehensive Budget Funding Sources:



FUNDING SOURCES	FY24 Amend #1	Change	FY24 Amend #2
FHWA PL - Metropolitan Planning	30,246,010	(531,779)	29,714,231
FTA 5303 - Metropolitan Planning	19,301,042	38,240	19,339,282
Federal Other	4,365,489	110,000	4,475,489
State Other	9,174,511	505,000	9,679,511
State Highway Account (SHA)	299,959	-	299,959
SB 1 - Sustainable Communities Formula Grants	8,924,120	-	8,924,120
Regional Early Action Planning (REAP) 2019 Grants (REAP 2019)	12,221,469	-	12,221,469
Regional Early Action Planning (REAP) 2021 Grants (REAP 2.0)	239,697,681	-	239,697,681
MSRC Last Mile Freight Program (LMFP) Grant	16,697,495	-	16,697,495
TDA	5,725,773	(63,498)	5,662,275
In-Kind Commitments	6,039,118	(73,500)	5,965,618
Cash/Local Other	85,754,160	37,888	85,792,048
General Fund	3,146,957	(10,600)	3,136,357
Fringe Benefits Carryforward	1,130,592	-	1,130,592
Indirect Cost Carryforward	2,578,112	-	2,578,112
Indirect Cost Budget Change/Allocated Indirect Cost Change	256,740	(2,099)	254,641
TOTAL FUNDING SOURCES	445,559,228	9,652	445,568,880

i. Amendment 02 to the FY 2023-24 Overall Work Program (OWP)

Budget Amendment 2 to the FY 2023-24 Comprehensive Budget includes an increase to the FY 2023-24 OWP in the amount of \$22,351, increasing the FY 2023-24 OWP budget from \$437.39 million to \$437.41 million. Table 2 shows the changes to the FY 2023-24 OWP Funding Sources:

FUNDING SOURCES	FY24 Amend #1	Change	FY24 Amend #2
FHWA PL - Metropolitan Planning	30,246,010	(531,779)	29,714,231
FTA 5303 - Metropolitan Planning	19,301,042	38,240	19,339,282
Federal Other	4,365,489	110,000	4,475,489
State Other	9,174,511	505,000	9,679,511
State Highway Account (SHA)	299,959	-	299,959
SB 1 - Sustainable Communities Formula Grants	8,924,120	-	8,924,120
Regional Early Action Planning (REAP) 2019 Grants (REAP 2019)	12,221,469	-	12,221,469
Regional Early Action Planning (REAP) 2021 Grants (REAP 2.0)	239,697,681	-	239,697,681
MSRC Last Mile Freight Program (LMFP) Grant	16,697,495	-	16,697,495
TDA	4,975,391	(63,498)	4,911,893
In-Kind Commitments	6,039,118	(73,500)	5,965,618
Cash/Local Other	85,446,492	37,888	85,484,380
TOTAL FUNDING SOURCES	437,388,777	22,351	437,411,128

- 1) **(\$531,779)** decrease for FHWA PL and a **\$38,240** increase for FTA 5303 (Consolidated Planning Grants (CPG) funds) due to adjustments needed to reflect the Final FY 2023-24 CPG Allocation amount, consistent with the letter issued by Caltrans;
- 2) **\$110,000** increase in Federal Other funds to account for year four of the U.S. Department of Energy grant for Clean Cities Coalition Network – Outreach, Education, and Performance

Tracking Program. The renewal grant agreement is currently pending execution and is anticipated to be executed in Fiscal Year 2023-24;

- 3) **\$505,000** increase for State Other funds, including:
 - a. \$500,000 for programming the Sustainable Agricultural Lands Conservation Program (SALC) grant funding for a project to support the Natural & Agricultural Lands Economic and Resilience Benefits Study and Landscape Analysis White Paper. The grant agreement is currently pending execution and is anticipated to be executed in Fiscal Year 2023-24; and
 - b. \$5,000 for cash contribution provided by Caltrans to support the expert panel speaking engagement services for the Transportation User Fee project;
- 4) **(\$63,498)** decrease for Transportation Development Act (TDA), **(\$73,500)** decrease for In-Kind Commitments, and a **\$37,888** increase for Cash/Local Other contributions primarily due to match funding adjustments to support various transportation planning activities.

Table 3 shows the changes to the FY 2023-24 OWP expenditures in the amount of \$22,351:

OWP EXPENDITURES	FY24 Amend #1	Change	FY24 Amend #2
Salaries, Allocated Fringe Benefits and Indirect Costs	55,069,385	14,250	55,083,635
Consultants*	270,722,449	335,748	271,058,197
Non-Profits/IHL	-	-	-
In-Kind Commitments	6,039,118	(73,500)	5,965,618
Cash/Local Other	84,259,265	37,888	84,297,153
Other Costs	21,298,560	(292,035)	21,006,525
TOTAL EXPENDITURES	437,388,777	22,351	437,411,128

*Consultants included: Consultant, Consultant TC, Consultant TA, Consultant Admin REAP

- 1) **\$14,250** increase in Salaries, Allocated Fringe Benefits, and Indirect Costs due to reallocating the staff time from the Indirect Cost Budget to the OWP Budget;
- 2) **\$335,748** increase in consultants, primarily due to activities associated with the new SALC grant as well as adjustments to reflect the latest grant budget for special grants, incorporating any revisions made to date;
- 3) **(\$73,500)** decrease for In-Kind Commitments as a match to support various grant activities;
- 4) **\$37,888** increase for the Cash/Local Other to account for the partner agency contributions for the Last Mile Freight Program and
- 5) **(\$292,035)** decrease for Other Costs primarily due to adjustments made to the set-aside unprogrammed CPG for the FY 2024-25 OWP to account for the reduction in the Final FY 2023-24 CPG Allocation amount.

Attachment 2 includes a detailed list of FY 2023-24 OWP Budget changes. The updated FY 2023-24 OWP incorporating Amendment 2 changes will be submitted to Caltrans following the EAC and RC

approval and is available online at https://scag.ca.gov/sites/main/files/file-attachments/2_fy_2023-2024_owp_formal_amendment_2.pdf?1711126334.

ii. Indirect Cost Budget

This Budget Amendment results in an increase of \$6,146 to the Indirect Cost Budget. The proposed changes include:

- **(\$6,954)** reduction in Salaries and Allocated Fringe Benefits due to reallocating the staff time from the Indirect Cost Budget to the OWP Budget;
- **\$2,500** increase in Travel to support the Legal Division travel budget needs; and
- **\$10,600** increase in Professional Membership to reallocate the eligible professional membership budget from the General Fund Budget to the Indirect Cost Budget.

The amended Indirect Cost Budget includes \$35.36 million for staff salaries, fringe benefits, and other non-labor costs not attributable to an individual direct program. The increase in the allocated indirect costs under the OWP Budget offsets the increase to the Indirect Cost Budget, resulting in a net budget impact of (\$2,099) (\$6,146 Indirect Cost Budget increase less \$8,245 increase in allocated indirect costs).

iii. General Fund Budget

This Budget Amendment results in a reduction of **(\$10,600)** to the General Fund Budget, reducing the total budget from \$3.15 million to \$3.14 million. The reduction is to account for the Professional Membership budget shift from the General Fund Budget to the Indirect Cost Budget, as described in the Indirect Cost Budget section above.

FISCAL IMPACT:

Budget Amendment 2 increases the FY 2023-24 Comprehensive Budget in the amount of \$9,652 increasing the FY 2023-24 Comprehensive Budget from \$445.56 million to \$445.57 million, which includes an increase to the FY 2023-24 OWP in the amount of \$22,351, increasing the OWP budget from \$437.39 million to \$437.41 million. After approval by the EAC and RC, Amendment 2 to the FY 2023-24 OWP will be submitted to Caltrans for final approval.

ATTACHMENT(S):

1. List of Budget Changes - FY24 OWP Amendment 2
2. Resolution No. 24-664-3 - Approving Amendment 2 to the FY 2023-24 Comprehensive Budget Including Overall Work Program (OWP)

FY 2023-24 OWP Amendment 2
List of Budget Changes

Director	Project Task No.	Project Task Name	Category	Budget Change	CPG FHWA_PL	CPG FTA_5303	TDA	FY23 SB1 Formula	State Others	REAP AB 101	REAP 2021	FY24 OTS	DOE	IERS Grant	In-Kind Commitments	Justification
Sarah Jepson	010.0170.01	RTP Amendments, Management and Coordination	Staff	22,072	19,541										2,531	FTE Shifts
Sarah Jepson	010.0170.01	RTP Amendments, Management and Coordination	Other	-												Task manager update
Sarah Jepson	010.1631.02	Transportation Demand Management (TDM) Planning	Staff	(4,097)	(3,627)										(470)	FTE Shifts
Sarah Jepson	010.1631.02	Transportation Demand Management (TDM) Planning	Staff	238,408	211,063										27,345	FTE Shifts
Sarah Jepson	010.1631.04	Congestion Management Process (CMP)	Staff	(4,098)	(3,628)										(470)	FTE Shifts
Sarah Jepson	015.0159.01	RTP Financial Planning	Staff	42,772	-		42,772								-	FTE Shifts
Sarah Jepson	015.0159.01	RTP Financial Planning	Staff	10,158	8,993										1,165	FTE Shifts
Sarah Jepson	015.0159.01	RTP Financial Planning	Staff	67,719	59,952										7,767	FTE Shifts
Sarah Jepson	015.0159.02	Transportation User Fee - Planning Groundwork Project Phase II	Staff/Consultant	5,000					5,000							Reallocated the budget within the task and added funding for the speaking engagement services for the panelists.
Sarah Jepson	015.0159.02	Transportation User Fee - Planning Groundwork Project Phase II	Staff	(3,385)	(2,997)										(388)	FTE Shifts
Sarah Jepson	015.0159.02	Transportation User Fee - Planning Groundwork Project Phase II	Staff	(23,701)	(20,982)										(2,719)	FTE Shifts
Sarah Jepson	015.4907.01	Research Design Framework for Transportation Pricing and Incentives Pilots	Staff	21,385			21,385									FTE Shifts
Sarah Jepson	015.4909.01	Regional Transportation Plan Technical Support	Staff	24,155	21,385										2,770	FTE Shifts
Sarah Jepson	015.4909.01	Regional Transportation Plan Technical Support	Staff	(16,928)	(14,987)										(1,941)	FTE Shifts
Sarah Jepson	015.4909.01	Regional Transportation Plan Technical Support	Other	-												Task manager update
Sarah Jepson	015.4910.01	SB743 Mitigation Support	Staff	(24,158)	(21,387)										(2,771)	FTE Shifts
Sarah Jepson	015.4910.01	SB743 Mitigation Support	Staff	(27,087)	(23,980)										(3,107)	FTE Shifts
Sarah Jepson	020.0161.04	Environmental Compliance, Coordination & Outreach	Consultant	40,000			40,000									Increased the Consultant budget to support existing contract.
Sarah Jepson	020.0161.04	Environmental Compliance, Coordination & Outreach	Staff	94,049	83,262										10,787	FTE Shifts
Sarah Jepson	020.0161.04	Environmental Compliance, Coordination & Outreach	Staff	200,777	177,748										23,029	FTE Shifts
Sarah Jepson	020.0161.04	Environmental Compliance, Coordination & Outreach	Staff	22,819	20,201										2,618	FTE Shifts
Sarah Jepson	020.0161.04	Environmental Compliance, Coordination & Outreach	Staff	(127,990)	(113,309)										(14,681)	FTE Shifts
Sarah Jepson	025.0164.01	Air Quality Planning and Conformity	Staff	102,226	90,501										11,725	FTE Shifts
Sarah Jepson	025.0164.01	Air Quality Planning and Conformity	Staff	(200,775)	(177,746)										(23,029)	FTE Shifts
Sarah Jepson	025.0164.01	Air Quality Planning and Conformity	Other	-												Task manager update
Sarah Jepson	025.0164.01	Air Quality Planning and Conformity	Staff	(22,818)	(20,201)										(2,617)	FTE Shifts
Sarah Jepson	025.0164.01	Air Quality Planning and Conformity	Staff	127,989	113,309										14,680	FTE Shifts
Sarah Jepson	030.0146.02	Federal Transportation Improvement Program	Staff	18,442	16,326	-									2,116	FTE Shifts
Sarah Jepson	030.0146.03	Federal Project Selection, Monitoring, and Management	Staff	3,385	2,997	-									388	FTE Shifts
Julie Shroyer	045.0142.26	Regional ATDB Development and Enhancements	Other	-												Step and product date change.
Sarah Jepson	045.0142.26	Regional ATDB Development and Enhancements	Staff	(3)	(2)										(1)	Rounding adjustment
Sarah Jepson	045.0694.01	GIS Development and Applications	Staff	(11,186)	(9,903)										(1,283)	FTE Shifts
Sarah Jepson	045.0694.03	Professional GIS Services Program Support	Staff	(90,636)	(80,240)										(10,396)	FTE Shifts
Sarah Jepson	045.0694.04	GIS Modeling and Analytics	Staff	140,297	124,205										16,092	FTE Shifts
Sarah Jepson	050.0169.01	Complete Streets: RTP/SCS Active Transportation Dev. & Implementation	Staff	(87,626)	(77,575)										(10,051)	FTE shifts
Sarah Jepson	050.0169.10	RTP/SCS Active Transportation Dev. & Implementation	Staff	88,885	78,690										10,195	FTE shifts
Sarah Jepson	050.4920.01	Go Human Evolution	Staff	(61,464)	(54,414)										(7,050)	FTE Shifts
Sarah Jepson	055.4856.01	Regional Growth and Policy Analysis	Staff	-												Reallocated the budget within the task.
Sarah Jepson	065.0137.08	Sustainability Recognition Awards	Staff	(28,326)			(28,326)									FTE Shifts
Sarah Jepson	065.4092.01	Adaptation Analysis	Other	-												Steps/Products Update
Sarah Jepson	065.4876.01	Priority Agricultural Lands	Consultant	317,619	(132,797)	(30,688)	(18,896)		500,000							Programming a new grant and re-allocated the Consultant budget to another task
Sarah Jepson	065.4876.01	Priority Agricultural Lands	Other	-	-	-										Steps/Products change
Sarah Jepson	065.4878.01	Natural & Agricultural Lands Policy Development & Implementation	Consultant	182,381	132,797	30,688	18,896									Reallocated the Consultant budget from another task
Sarah Jepson	065.4878.01	Natural & Agricultural Lands Policy Development & Implementation	Other	-												Steps/Products/Objectives Update
Sarah Jepson	065.4918.01	Priority Development Area Strategy Implementation	Staff	(21,471)	(19,008)										(2,463)	FTE Shifts
Sarah Jepson	065.4918.01	Priority Development Area Strategy Implementation	Staff	28,326			28,326									FTE Shifts
Sarah Jepson	070.0130.10	Model Enhancement and Maintenance	Staff	(23,457)	(20,767)										(2,690)	FTE Shifts
Sarah Jepson	070.0130.12	Heavy Duty Truck (HDT) Model Update	Staff	(29,650)	(26,249)										(3,401)	FTE Shifts
Sarah Jepson	070.0130.13	Activity-Based Model (ABM) Development and Support	Staff	(46,916)	(41,535)										(5,381)	FTE Shifts
Sarah Jepson	070.0147.01	RTP/FTIP Modeling, Coordination and Analysis	Staff	(400,095)	(354,204)										(45,891)	FTE shifts
Sarah Jepson	070.0147.01	RTP/FTIP Modeling, Coordination and Analysis	Staff	55,891	29,688	19,792									6,411	FTE Shifts
Sarah Jepson	070.0147.01	RTP/FTIP Modeling, Coordination and Analysis	Staff	23,459	20,768										2,691	FTE Shifts
Sarah Jepson	070.0147.03	Special Planning Studies Modeling and Analysis	Staff	76,565	67,783										8,782	FTE Shifts
Sarah Jepson	070.2665.01	Scenario Planning and Modeling	Staff	48,471	29,708	13,204									5,559	FTE Shifts
Sarah Jepson	070.2665.02	Growth Forecasting - Development, Outreach, and Collaboration	Staff	(37,271)		(32,996)									(4,275)	FTE Shifts
Sarah Jepson	080.0153.05	Environmental Justice Outreach and Policy Coordination	Staff	(196,275)	(173,763)										(22,512)	FTE Shifts
Javier Cartagena	090.0148.02	Media Support for Planning Activities	Consultant	5,000			4,426	574								Reallocated the budget for Consultant expenditure
Javier Cartagena	090.0148.02	Media Support for Planning Activities	Staff	(5,648)			(5,000)								(648)	Reallocated the budget to Consultant expenditure
Sarah Jepson	095.1533.01	Regional Transportation Plan Outreach	Consultant TC	(75,470)		(75,470)										Reallocated the budget to another task
Sarah Jepson	100.4901.01	Broadband Planning	Staff	98,344	61,672		25,392								11,280	FTE Shifts
Sarah Jepson	100.4901.01	Broadband Planning	Staff	30,213	26,747										3,466	FTE Shifts
Sarah Jepson	100.4911.01	Smart Cities	Staff	66,223	48,002		12,002								6,219	FTE Shifts
Sarah Jepson	100.4937.01	SCAG Digital Equity Program	Other	-												Steps/Products Date Change
Sarah Jepson	100.4937.02	SCAG Digital Equity Program	Other	-												Steps/Products Date Change
Sarah Jepson	115.4912.01	Clean Technology Program	Staff	14,596	12,922										1,674	FTE Shifts
Sarah Jepson	115.4912.01	Clean Technology Program	Other	-	-										-	Task Manager Change
Sarah Jepson	115.4912.02	Supporting Infrastructure for Zero-Emission Medium and Heavy-Duty Truck Study	Other	-												Project Manager change

Sarah Jepson	115.4912.03	AI-Based Mobility Monitoring System and Analytics Demonstration Pilot	Other												Task Manager Change
Cindy Giraldo	120.0175.01	OWP Development & Administration	Staff	(45,043)	(78,691)	38,814								(5,166)	Adjusted the CPG revenue funding to match the allocated CPG
Cindy Giraldo	120.0175.01	OWP Development & Administration	Staff	(18,638)	(16,500)									(2,138)	Adjusted the CPG revenue funding to match the allocated CPG
Sarah Jepson	130.0162.18	Goods Movement Planning	Staff	(112,956)	(100,000)									(12,956)	Adjusted the CPG revenue funding to match the allocated CPG
Sarah Jepson	140.0121.01	Transit Planning	Staff	(68,117)	(60,304)									(7,813)	FTE Shifts
Sarah Jepson	140.0121.02	Passenger Rail Planning	Staff	(107,039)	(94,762)									(12,277)	FTE Shifts
Sarah Jepson	140.0121.08	Transit Performance Monitoring and Target Setting	Staff	(4,519)	(4,001)									(518)	FTE Shifts
Sarah Jepson	156.4939.01	The Soboba Tribal Climate Change Adaptation Plan	Other	-											Step and product date change.
Sarah Jepson	225.3564.19	FY24 OTS - Pedestrian and Bicycle Safety Program	Consultant	609									609		Reallocated the budget within the task based on the latest grant budget approved by the funding agency
Sarah Jepson	225.3564.19	FY24 OTS - Pedestrian and Bicycle Safety Program	Staff	(609)									(609)		Reallocated the budget within the task based on the latest grant budget approved by the funding agency
Sarah Jepson	225.3564.20	SCAG Transportation Safety Predictive Modeling and Analysis Platform	Consultant	(1,135)									(1,135)		Reallocated the budget within the task based on the latest grant budget approved by the funding agency
Sarah Jepson	225.3564.20	SCAG Transportation Safety Predictive Modeling and Analysis Platform	Staff	1,135									1,135		Reallocated the budget within the task based on the latest grant budget approved by the funding agency
Sarah Jepson	230.0174.05	Regional Aviation Program Development and Implementation in support of RTP/SCS	Staff	(22,074)	(19,542)									(2,532)	FTE Shifts
Sarah Jepson	235.4900.01	LIST - General Plan Technical Assistance, RDP Technical Assistance, or Local Data Exchange Technical Assistance	Staff	(49,661)	(43,965)									(5,696)	FTE Shifts
Sarah Jepson	267.1241.04	SCAG and DOE/NETL Clean Cities Coalition Coordination	Staff	110,000								110,000			Programming FY25 grant funds for the DOE grant
Sarah Jepson	275.4892.02	Sustainable Communities Program - 2020 Call 1 (ATP Cycle 5)	Staff	(14,421)				(14,421)							FTE Shifts
Sarah Jepson	275.4895.02	Sustainable Communities Program - 2020 Call 3 (FY23 SB1 Formula)	Staff	(25,392)				(25,392)							FTE Shifts
Sarah Jepson	275.4895.02	Sustainable Communities Program - 2020 Call 3 (FY23 SB1 Formula)	Staff	(12,002)				(12,002)							FTE Shifts
Sarah Jepson	275.4895.02	Sustainable Communities Program - 2020 Call 3 (FY23 SB1 Formula)	Staff	14,987				14,987							FTE Shifts
Sarah Jepson	290.4827.03	Mobility Innovations & Incentives Study	Consultant	(5,000)				(5,000)							Task manager update; reallocated the budget to Other Meeting Expense
Sarah Jepson	290.4827.03	Mobility Innovations & Incentives Study	Staff	5,000				5,000							Reallocated the budget from Consultant expenditure
Sarah Jepson	290.4827.03	Mobility Innovations & Incentives Study	Staff	(64,158)				(64,158)							FTE Shifts
Sarah Jepson	290.4827.03	Mobility Innovations & Incentives Study	Staff	(14,989)				(14,989)							FTE Shifts
Sarah Jepson	290.4862.04	Regional Advance Mitigation and Conservation Planning (FY 24 SB1 Formula)	Other	-											Step and product date change
Sarah Jepson	290.4869.02	Regional Resiliency Analysis (FY23 SB 1 Formula)	Other	-											Step and product date change
Sarah Jepson	290.4905.01	SB 743 VMT Mitigation Assistance Program (FY22 SB 1 Formula)	Consultant	825				825							Increased the consultant budget
Sarah Jepson	290.4915.01	Connect SoCal - Development of Land Use Strategies (FY23 SB 1 Formula)	Consultant	(75,000)				(8,603)	(66,397)						Reallocated the budget to a new task
Sarah Jepson	290.4915.01	Connect SoCal - Development of Land Use Strategies (FY23 SB 1 Formula)	Staff	(106,982)					(94,711)					(12,271)	Reallocated the budget to a new task
Sarah Jepson	290.4915.02	Connect SoCal - Development of Land Use Strategies (FY24 SB 1 Formula)	Other	-											Step and product date change
Sarah Jepson	290.4915.04	Connect SoCal-Development of 15-Minute Community Strategies (FY23 SB1 Formula)	Consultant	181,981				20,873	161,108						New task; FY23 SB1 funds shifted from 290.4915.01
Sarah Jepson	290.4919.01	Regional Advanced Mitigation Program Development (FY23 SB 1 Formula)	Other	-											Step and product date change
Sarah Jepson	290.4919.01	Regional Advanced Mitigation Program Development (FY23 SB 1 Formula)	Other	-											Step and product date change
Sarah Jepson	290.4919.01	Regional Advanced Mitigation Program Development (FY23 SB 1 Formula)	Other	-											Step and product date change
Sarah Jepson	290.4931.01	SCAG Regional Travel Survey (FY24 SB 1 Formula)	Other	-											Step and product date change
Sarah Jepson	300.4887.01	2020 Sustainable Communities Program (SCP) - Housing and Sustainable Development (HSD)	Consultant	(62,358)					(62,358)						Decreased Consultant budget for estimated FY24 CO
Sarah Jepson	300.4887.01	2020 Sustainable Communities Program (SCP) - Housing and Sustainable Development (HSD)	Staff	195,150					195,150						FTE Shifts; updated the budget based on the latest grant reconciliation document
Sarah Jepson	300.4887.02	TOD & PGA Work Programs - LA Metro	Staff	(15,660)					(15,660)						FTE Shifts
Sarah Jepson	300.4887.04	Priority Growth Area Strategies	Staff	58,498					58,498						FTE Shifts
Sarah Jepson	300.4888.01	Regional Housing Needs Assessment (RHNA) (AB 101)	Staff	(287,469)					(287,469)						Decreased legal services budget
Sarah Jepson	300.4889.01	Subregional Partnership Program (AB 101)	Consultant	(110,478)					(110,478)						Decreased Consultant budget for estimated FY24 Carryover
Sarah Jepson	300.4889.01	Subregional Partnership Program (AB 101)	Consultant	(2,964)					(2,964)						Decreased Consultant admin budget for estimated FY24 Carryover
Sarah Jepson	300.4889.01	Subregional Partnership Program (AB 101)	Staff	178,766					178,766						FTE Shifts; updated the budget based on the latest grant reconciliation document
Sarah Jepson	300.4890.02	Research/Policy Briefs, Honorariums, University Partnerships (AB 101)	Staff	(3,916)					(3,916)						FTE Shifts
Sarah Jepson	300.4891.01	Reporting and Invoicing (AB 101)	Staff	(45,614)					(45,614)						Reduced Misc Labor budget
Sarah Jepson	300.4891.01	Reporting and Invoicing (AB 101)	Staff	70,080					70,080						Increased Misc Labor budget
Sarah Jepson	300.4891.01	Reporting and Invoicing (AB 101)	Staff	54,414					54,414						FTE Shifts
Sarah Jepson	300.4891.02	REAP Grant Program Management	Staff	(28,449)					(28,449)						FTE Shifts
Sarah Jepson	303.4917.01	Economic Empowerment - New Funding and Partnerships	Staff	(117,164)				(117,164)							FTE Shifts
Sarah Jepson	305.4925.01	REAP 2.0 - Programs to Accelerate Transformative Housing (PATH)	Staff	(363,725)					(363,725)						FTE Shifts
Sarah Jepson	305.4927.01	REAP 2.0 - Early Program Initiatives	Other	-					-						Project Manager/Steps/Products update
Sarah Jepson	305.4927.01	REAP 2.0 - Early Program Initiatives	Staff	217,238					217,238						FTE Shifts



RESOLUTION NO. 24-664-3

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING AMENDMENT 2 TO THE FISCAL YEAR 2023-24 COMPREHENSIVE BUDGET, INCLUDING THE OVERALL WORK PROGRAM

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

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

REGIONAL COUNCIL OFFICERS

President Art Brown, Buena Park

First Vice President Curt Hagman, County of San Bernardino

Second Vice President Cindy Allen, Long Beach

Immediate Past President Jan C. Harnik, Riverside County Transportation Commission

WHEREAS, SCAG has developed the Fiscal Year (FY) 2023-24 Comprehensive Budget that includes the following budget components: the Overall Work Program (OWP); the FTA Discretionary and Formula Grant Budget; the TDA Budget; the General Fund Budget; the Indirect Cost Budget; and the Fringe Benefits Budget; and

WHEREAS, the OWP is the basis for SCAG's annual regional planning activities and budget; and

COMMITTEE CHAIRS

Executive/Administration Art Brown, Buena Park

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Tim Sandoval, Pomona

WHEREAS, in conjunction with the OWP Agreement and Master Fund Transfer Agreement, the OWP constitutes the annual funding contract between the State of California Department of Transportation (Caltrans) and SCAG for the Consolidated Planning Grant (CPG), and the Sustainable Transportation Planning Grants; and

WHEREAS, SCAG is also eligible to receive other Federal and/or State grant funds and/or local funds for certain regional transportation planning related activities. For such funding upon award, the funds are implemented through the OWP and, SCAG and the applicable Federal or State agency shall execute the applicable grant agreement(s); and

WHEREAS, SCAG's Regional Council approved the FY 2023-24 Comprehensive Budget including the OWP in May 2023, which was subsequently approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in May 2023. The Regional Council approved Amendment 1 to the FY 2023-24 Comprehensive Budget including the OWP in November 2023; and

WHEREAS, Amendment 2 to the FY 2023-24 Comprehensive Budget, including the OWP, will result in: an OWP budget increase of \$22,351, from \$437,388,777 to \$437,411,128; an Indirect Cost budget increase of \$6,146, from \$35,358,096 to \$35,364,242; a General Fund budget decrease of \$10,600, from \$3,146,957 to \$3,136,357; and

WHEREAS, Amendment 2 to the FY 2023-24 Comprehensive Budget including the OWP, along with its corresponding staff report and this resolution, has been reviewed and discussed by SCAG's Regional Council on April 4, 2024.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, that Amendment 2 to the FY 2023-24 Comprehensive Budget including the OWP, and as further described in the recitals above, is approved and adopted.

BE IT FURTHER RESOLVED THAT:

1. The Regional Council hereby authorizes the submittal of Amendment 2 to the FY 2023-24 OWP to the participating State and Federal agencies.
2. The Regional Council hereby authorizes the submittal of SCAG's approved FY 2023-24 Indirect Cost Rate Proposal (ICRP) to the participating State and Federal agencies.
3. SCAG pledges to pay or secure in cash or services, or both, the matching funds necessary for financial assistance.
4. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby designated and authorized to execute all related agreements and other documents on behalf of the Regional Council.
5. The SCAG Bylaws give the SCAG Executive Director authority to administer the Personnel Rules. In accordance with that authority, the SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby designated and authorized to make administrative amendments to the FY 2023-24 Comprehensive Budget including the OWP to implement the Personnel Rules.
6. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make and submit to the applicable funding agencies, the necessary work program, and budget amendments to SCAG's FY 2023-24 Comprehensive Budget including the OWP, based on actual available funds and to draw funds as necessary on a line of credit or other requisition basis.
7. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to submit grant applications and execute the applicable grant agreements and any amendments with the applicable Federal or State agency and to implement grant funds through SCAG's OWP, and this includes submittal and execution of the required Overall Work Program Agreement (OWPA) and the Master Fund Transfer Agreement (MFTA) with Caltrans, as part of the Caltrans Sustainable Transportation Planning Grant Programs, which includes a grant project entitled, "The Soboba Tribal Climate Change Adaptation Plan."
8. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2023-24 OWP that do not affect the delivery of regional transportation planning tasks, activities, steps, products, or the funding amounts listed on the OWPA.

9. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2023-24 General Fund Budget; the Indirect Cost Budget; the Fringe Benefit Budget; FTA Discretionary and Formula Grant Budget; and the TDA Budget that do not exceed the overall funding amounts approved by the SCAG Regional Council and the participating State and Federal agencies.
10. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2023-24 TDA Budget, including exceeding the TDA Budget approved by the Regional Council, for the purpose of allocating additional funding to projects that are included in the approved OWP, when such exceedance is necessary to execute or implement the OWP approved by the Regional Council.
11. The Executive Administration Committee, as authorized by the General Assembly through the General Fund budget adoption, and to be consistent with such delegation from the General Assembly, is delegated authority and authorized to make amendments to the FY 2023-24 General Fund Budget that do not impact the Membership Assessment Schedule, including amending the General Fund Budget approved by the General Assembly, when such exceedance is necessary to execute or implement the operational activities and the exceedance can be covered by the Unassigned General Fund balance.
12. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to negotiate and execute subrecipient agreements (e.g., memorandum of understanding) and related documents, on behalf of the Regional Council, involving the expenditure of funds programed under the FY 2023-24 Comprehensive Budget including the OWP.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 4th day of April, 2024.

Art Brown
President, SCAG
City of Buena Park

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel



AGENDA ITEM 7
REPORT

Southern California Association of Governments
April 4, 2024

To: Transportation Committee (TC)
Regional Council (RC)
From: Rachel Om, Senior Regional Planner
213-630-1550, om@scag.ca.gov
Subject: SCAG ATP Cycle 7 Regional Guidelines

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council adopt Resolution No. 24-664-4 approving the 2025 Active Transportation Program Regional Guidelines.

RECOMMENDED ACTION FOR RC:

Adopt Resolution No. 24-664-4 approving the 2025 Active Transportation Program Regional Guidelines.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On March 21, 2024, the California Transportation Commission (CTC) adopted the 2025 Active Transportation Program (ATP) Guidelines (Statewide Guidelines). Per the Statewide Guidelines, SCAG is responsible for adopting the 2025 ATP Regional Guidelines (Regional Guidelines) to direct the selection of projects receiving awards through the regional portion of the 2025 ATP. Approximately \$118 million is anticipated to be available in the SCAG region for programming through the 2025 ATP.

BACKGROUND:

On March 21, 2024, the CTC adopted the 2025 ATP Statewide Guidelines and announced the 2025 ATP call for projects. Statewide project applications are due on June 17, 2024. The 2025 ATP budget is approximately \$569 million and will cover fiscal years 2025/26 through 2028/29. Approximately sixty percent (60%) of the total funding awards will be recommended by the CTC through the Statewide Program and Small Urban/Rural Program components. Forty percent (40%) of the total funding awards will be recommended by Metropolitan Planning Organizations (MPOs) and included in regional programs. SCAG's share of the MPO component (SCAG Regional Program) is approximately \$118 million, fifty-two percent (52%) of the MPO component.

The proposed 2025 ATP Regional Guidelines outline the process by which SCAG, in collaboration with the CTC and the county transportation commissions within the SCAG region, will recommend funding awards for the 2025 ATP SCAG Regional Program. The draft 2025 ATP Regional Guidelines were developed by the SCAG ATP Subcommittee, which is comprised of SCAG staff and representatives from the six county transportation commissions. In preparation of sharing the guidelines with the SCAG Regional Council, these guidelines were reviewed by county transportation commission CEOs at their regular March 15, 2024 meeting. The Regional Guidelines retain many of the same funding policies as in previous cycles, including preserving population-based funding targets (see tables below) and dedicating 5% (\$5.9M) of the SCAG Regional Program resources for planning and capacity building projects (see below). Consistent with previous cycles, the SCAG Regional Program will award funding to two categories of projects: (1) Implementation Projects and (2) Planning & Capacity Building Projects.

Implementation Projects: No less than 95% of SCAG’s funding will be recommended to fund projects in this category, which include Infrastructure, Non-infrastructure, and Infrastructure with Non-infrastructure components projects. The selection process for Implementation Projects is consistent with previous ATP cycles and is predominately managed by the county transportation commissions. Eligible applicants must apply for these funds by submitting an application through the statewide ATP call for projects. Base scores are established through the statewide ATP review process. The Regional Guidelines allow county transportation commissions to prioritize projects by adding up to twenty (20) points, on a 120-point scale, to supplement the state-provided base scores. As in previous cycles, the Board of each county transportation commission shall approve the methodology for assigning the additional points, as well as approve the final project scores. Total funding available in each county is based on population-based funding targets.

Implementation Projects Category: Funding Targets (95% of Regional Funds)

County	Pop %*	Funding Amount** (\$1,000s)
Imperial	1%	\$1,081
Los Angeles	52%	\$58,775
Orange	17%	\$19,052
Riverside	13%	\$14,957
San Bernardino	12%	\$13,263
Ventura	5%	\$5,034
Total	100%	\$112,163

**Population estimates based on American Community Survey 2022 1-Year Estimates*
***Population distribution displayed as rounded percentages, but funding targets calculated using actual percentages.*

Planning & Capacity Building Projects: Five percent (5%) of SCAG’s funding will be recommended to fund projects in this category, which includes Planning, Non-Infrastructure, and Quick-Build projects. The projects considered for funding in this category shall include projects that are submitted through the statewide ATP call for projects using the state’s Planning, Non-infrastructure, and Quick-Build applications and Planning and Quick-Build projects submitted through SCAG’s supplemental call for projects, which is integrated with SCAG’s Sustainable Communities Program, under the Active Transportation & Safety component (SCP-ATS). The SCP-ATS aims to align planning and capacity building resources with regional planning priorities and opportunities outlined in Connect SoCal, SCAG’s Regional Transportation Plan/Sustainable Communities Strategy. The SCP-ATS call for projects provides a more seamless, consolidated process for local jurisdictions and eligible applicants to secure resources from the ATP and other funds programmed by SCAG. The SCP-ATS guidelines are currently under development and will be brought to SCAG’s Regional Council later this year. As with the Implementation category, Planning & Capacity Building ATP regional funds shall be allocated to projects in each county using population-based funding targets.

Planning & Capacity Building Projects Category: Funding Targets (5% of Regional Funds)

County	Pop %*	Funding Amount** (\$1,000s)
Imperial	1%	\$57
Los Angeles	52%	\$3,093
Orange	17%	\$1,003
Riverside	13%	\$787
San Bernardino	12%	\$698
Ventura	5%	\$265
Total	100%	\$5,903

**Population estimates based on American Community Survey 2022 1-Year Estimates*
***Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.*

The ATP regional funds for Planning & Capacity Building projects are bolstered by a federal Safe Streets and Roads for All (SS4A) grant, which provides \$4.515 million for quick-build projects by leveraging \$3 million of ATP regional funds as matching funds for a total of \$7.515 million for quick-build projects. The ATP regional matching funds will be provided by each county’s Planning &

Capacity Building ATP regional funding targets commensurate with the amount of quick-build project applications received and selected for funding. Therefore, if a county does not have any quick-build applications forwarded to the regional component from the statewide component or any quick-build applications submitted to the supplemental call for projects, then none of that county's ATP regional funds will be leveraged as matching funds for the SS4A grant funds.

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

Next Steps

SCAG staff will continue to work with the county transportation commissions in the SCAG region, the CTC, Caltrans and other partners to provide outreach to ensure eligible applicants are aware of the ATP funding opportunities and provide technical assistance, resources and support as requested to facilitate regional competitiveness through the application submission period ending on June 17, 2024. Upon Regional Council approval, the 2025 ATP Regional Guidelines will be submitted to the CTC for consideration of approval at the June 27-28, 2024 CTC meeting. Finally, the 2025 ATP Regional Program will be submitted to the Regional Council for approval in April 2025.

FISCAL IMPACT:

Funding for staff work on this effort is included in the FY24 Overall Work Program (OWP) in project 050.0169.06 Complete Streets: Active Transportation Program and 050.0169.11 Active Transportation Program.

ATTACHMENT(S):

1. Draft 2025 ATP Regional Guidelines
2. Resolution No. 24-664-4 - Approving the 2025 Active Transportation Program (ATP) Regional Guidelines
3. PowerPoint Presentation - ATP Cycle 7 Draft Regional Guidelines

2025 Active Transportation Program Regional Guidelines

Draft

March 2024

Southern California Association of Governments

Imperial County Transportation Commission

Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
2025 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES

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Introduction

Purpose

The intent of this document is to successfully implement the Metropolitan Planning Organization (MPO) component of the California Active Transportation Program (ATP). The following 2025 ATP Regional Guidelines (Regional Guidelines) outline the roles, responsibilities, and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2025 ATP. The Regional Guidelines also outline the requirements for programming, allocation, project delivery, project reporting, project administration and program evaluation related to the 2025 Regional Active Transportation Program (Regional Program). The Regional Guidelines may be revisited and modified in order to remain consistent with the latest ATP Statewide Guidelines (Statewide Guidelines) and to consider innovative concepts and best practices to improve the Regional Program's efficiency and effectiveness.

Background

- The goals of the ATP are to:
 - Increase the proportion of trips accomplished by biking and walking.
 - Increase the safety and mobility of nonmotorized users.
 - Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375 and SB 391.
 - Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
 - Ensure that disadvantaged communities (DACs) fully share in the benefits of the program.
 - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The [2025 Statewide Guidelines](#), adopted by the California Transportation Commission (CTC) on March 21, 2024, describe the policies, standards, criteria and procedures for the development, adoption and management of the ATP.
- Per Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and reflected in the 2025 Statewide Guidelines, 40% of the funds for the ATP must be distributed by MPOs in urban areas with populations greater than 200,000, with funds distributed to each MPO based on total MPO population.
- The funds distributed by the MPOs must be programmed and allocated to projects selected through a competitive process in accordance with the ATP Statewide Guidelines.

- An MPO choosing to use the same project selection criteria, weighting, minimum funding request amount, match requirement, and definition of a DAC as used by the CTC for the statewide competition may defer its project selection to the CTC.
- MPOs may also issue a separate, supplemental call for projects. If a call for projects is initiated, it will require development and approval of guidelines and applications. In administering a competitive selection process, an MPO must use a multidisciplinary advisory group to assist in evaluating project applications.
- Twenty-five percent (25%) of the regional funds must benefit DACs.
- The Statewide Guidelines allow for an MPO to make up to 2% of its 2025 ATP funding available for active transportation plans in DACs.
- The Statewide Guidelines establish five eligible project types:
 - Infrastructure Projects: Capital improvements that will further the goals of the ATP. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. Though the PSR or equivalent may focus on the project phases proposed for programming, it must provide at least a preliminary estimate of costs for all phases. PSR guidelines are posted on the State Transportation Improvement Program (STIP) page of the [Commission's website](#) under "Background Information." *Please note that a capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the Active Transportation Program.*
 - Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominantly located in a DAC.
 - Non-infrastructure Projects: Education and encouragement programs that further the goals of the ATP. Non-infrastructure projects are not limited to those benefiting school students. Non-infrastructure projects can be start-up programs or new components of existing programs. The CTC intends to focus non-infrastructure funding on start-up projects. A project is considered to be a start-up when no program currently exists. All non-infrastructure projects must demonstrate how the program is sustainable after ATP funding is exhausted. ATP funds cannot fund existing or ongoing program operations.
 - Infrastructure Projects with Non-infrastructure components: These are capital projects with education or encouragement components.
 - Quick-Build Projects: Interim capital infrastructure projects that further the goals of the ATP. The Statewide call for projects has up to \$7 million set aside for quick-build projects. These projects require minor construction and are built with durable, low to moderate cost materials, and last from one year to five years. These projects have

moderate design flexibility to anticipate adjustments that may occur based on community feedback. The purpose of a quick-build project is to immediately implement safety needs, allowing a community to benefit quickly from improvements made, and/or allow the people of a community affected by the project to provide input and test the project improvements before they are permanently constructed.

- Per Statewide Guidelines, the following requirements apply specifically to SCAG:
 - SCAG must consult with the county transportation commissions, the CTC, and Caltrans in the development of the competitive project selection criteria. The criteria should include consideration of geographic equity consistent with program objectives.
 - SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located.
 - SCAG must obtain concurrence from the county transportation commissions.
- The SCAG Regional Program will be developed through coordination of the ATP Subcommittee, which is comprised of SCAG staff and representatives from each of the six county transportation commissions. The ATP Subcommittee drafts the Regional Guidelines, the Regional Program and administers tasks associated with project delivery. The county transportation commissions approve the Regional Program as it pertains to their respective county. SCAG’s Regional Council approves the Regional Guidelines and Regional Program. The California Transportation Commission approves the Regional Guidelines and Regional Program.

Fund Estimates for 2025 Regional ATP

The 2025 ATP [total statewide fund estimate is \\$568.7M](#) (March 2024). Per the 2025 ATP Statewide Guidelines, the MPO share is 40% of the total budget with funding distributed by population; the SCAG share is 52% of the MPO share.

The SCAG region’s share of the 2025 ATP is \$118.066M, which includes funding in Fiscal Years 2025/26, 2026/27, 2027/28, and 2028/2029 to be programmed as follows:

Year (Fiscal)	Funds (\$1000s)
FY 25/26	20,761
FY 26/27	21,217
FY 27/28	37,816
FY 28/29	38,272
Total	118,066

Eligibility

SCAG intends to apply the eligibility requirements as adopted in the 2025 Statewide Guidelines to the Regional Program.

Regional Disadvantaged Communities Definitions

Per the Statewide Guidelines, MPOs, in administering a competitive selection process, have the option to use different criteria for determining which projects benefit disadvantaged communities. In addition, a regional definition may be considered for a project to qualify as benefitting a disadvantaged community. As part the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, Connect SoCal), SCAG established "Priority Equity Communities" (PECs) as disadvantaged communities through a robust public outreach process that included the input of community stakeholders. The PEC criterion is intended to complement existing disadvantaged communities definitions established through SB 535 and the ATP Statewide Guidelines.

- Priority Equity Communities: census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on a combination of the following socioeconomic factors: people of color, low-income households, limited vehicle and transit access, vulnerable ages, single parent households, people without a high school diploma, people with disabilities, housing cost burdened households, and people with limited English proficiency. See the [Connect SoCal 2024 Equity Analysis Technical Report](#) and [a map](#) of PECs in the SCAG region for additional details and to identify PECs.

Project Selection Process

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

Implementation Projects Category

Implementation projects include Infrastructure, Infrastructure projects with Non-infrastructure components, and Non-infrastructure projects as defined by the Statewide Guidelines and included in the Background above. No less than 95% of the total regional funds shall be dedicated to funding Implementation projects in the 2025 Regional ATP. Implementation funds shall be allocated to projects in each county using population-based funding targets (U.S. Census American Community Survey 2022 1-Year Estimates).

Implementation Projects Category: Funding Targets (95% of Regional Funds)

County	Pop %*	Funding Amount** (\$1,000s)
Imperial	1%	\$1,081
Los Angeles	52%	\$58,775
Orange	17%	\$19,052
Riverside	13%	\$14,957
San Bernardino	12%	\$13,263
Ventura	5%	\$5,034
Total	100%	\$112,163
<i>*Population estimates based on American Community Survey 2022 1-Year Estimates</i> <i>**Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.</i>		

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

The selection process shall occur as follows:

- Prior to scoring by the CTC, SCAG shall coordinate with each county transportation commission to ensure that all Implementation project applications submitted through the statewide call for proposals have been submitted to the county transportation commissions and SCAG.
- The county transportation commissions shall review the Implementation project applications and determine which projects are “consistent with plans adopted by local and regional governments within the county” per the requirements of SB 99. County transportation commissions may assign up to 20 points to each Implementation project application deemed consistent and meeting eligibility requirements.
- If a county transportation commission assigns additional points (up to 20) to a project for which they are the lead applicant, an explanation shall be provided to SCAG of how the scoring process resulted in an unbiased evaluation of the project.
- The board of each respective county transportation commission shall approve the scoring methodology/guidelines and point assignments, and staff will submit the methodology

and scores to SCAG for inclusion in the preliminary ranking of regional projects by February 5, 2025.

- SCAG shall establish a preliminary regional Implementation projects list based on the county transportation commissions' submissions that programs no less than 95% of the total regional funds and relies on population-based funding targets to achieve geographic equity.
- The county transportation commissions may also recommend funding for projects to be included on the Regional Program contingency list. Projects included on the Regional Program contingency list shall be included in the program reflecting the project score as detailed in the Fund Balance and Contingency List section below.

Planning & Capacity Building Projects Category

Planning & Capacity Building projects may include the development of Non-infrastructure projects, Quick-Build projects, and Plans, as defined by the Statewide Guidelines and included in the Background section of the Regional Guidelines (above). The Regional Guidelines call for no more than 5% (\$5.903M) of the total regional funds be allocated in this category with a maximum of 2% (\$2.361M) dedicated to Planning projects in DACs/PECs.

As in several previous cycles, the pool of projects considered for funding in this category shall include projects that are submitted through the CTC's Statewide ATP call for projects using the state's Planning, Non-infrastructure, and Quick-Build applications and Quick-Build projects and Plans submitted through the supplemental call (Sustainable Communities Program) for Planning & Capacity Building projects issued by SCAG. The supplemental call for projects is integrated with SCAG's Sustainable Communities Program, under the Active Transportation & Safety component (SCP-ATS), which aims to align planning and capacity building resources with regional planning priorities and opportunities outlined in Connect SoCal, SCAG's Regional Transportation Plan/Sustainable Communities Strategy. The SCP-ATS call for projects provides a more seamless, consolidated process for local jurisdictions and eligible applicants to secure resources from the ATP and other funds programmed by SCAG. As with the Implementation category, Planning & Capacity Building ATP regional funds shall be allocated to projects in each county using population-based funding targets (U.S. Census American Community Survey 2022 1-Year Estimates).

Planning & Capacity Building Projects Category: Funding Targets (5% of regional funds)

County	Pop %*	Funding Amount** (\$1,000s)
Imperial	1%	\$57
Los Angeles	52%	\$3,093
Orange	17%	\$1,003
Riverside	13%	\$787
San Bernardino	12%	\$698
Ventura	5%	\$265
Total	100%	\$5,903
<i>*Population estimates based on American Community Survey 2022 1-Year Estimates</i> <i>**Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.</i>		

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

For Planning & Capacity Building applications submitted through the statewide call for projects:

- SCAG will consider funding all unsuccessful Non-infrastructure, Quick-Build, and Plans applications submitted at the statewide level.
- The Non-Infrastructure, Quick-Build, and Plans applications submitted to the statewide competition will not be re-scored by SCAG. The initial score provided by the CTC shall be used in ranking the project against projects submitted through the supplemental call for projects.
- Non-infrastructure and Quick-Build projects awards will be capped at \$900k. If the funding request exceeds the \$900k cap, the project applicant will be required to provide matching funds to fully fund the project, or for Non-infrastructure projects, the project balance could be awarded through the Implementation projects category. Alternatively, the county transportation commission may fully fund the Non-infrastructure project as part of the Implementation projects category, if the project merits award through the process outlined above.
- Planning project awards will be capped at \$500,000. If the funding request exceeds \$500,000, the project applicant will be required to provide matching funds to fully fund the project. Since county transportation commissions may partially or fully fund Non-infrastructure projects through the Implementation projects category, the distribution of

funding for Plans is flexible across counties as long as funding for Plans does not exceed 2% of regional funds and Implementation projects account for at least 95% of regional funds.

Supplemental (Sustainable Communities Program) Call for Projects

The ATP regional funds for Planning & Capacity Building projects are bolstered by a federal Safe Streets and Roads for All (SS4A) grant, which provides \$4.515 million for quick-build projects by leveraging \$3 million of ATP regional funds as matching funds for a total of \$7.515 million for quick-build projects. The ATP regional matching funds will be provided by each county's Planning & Capacity Building ATP regional funding targets commensurate with the amount of quick-build project applications received and selected for funding. Therefore, if a county does not have any quick-build applications forwarded to the regional component from the statewide component or any quick-build applications submitted to the supplemental call for projects, then none of that county's ATP regional funds will be leveraged as matching funds for the SS4A grant funds.

The supplemental call for projects, administered through SCAG's Sustainable Communities Program Active Transportation & Safety (SCP-ATS) component will be developed as follows:

- SCAG will develop SCP-ATS Guidelines, in consultation with the ATP subcommittee, consistent with the parameters established by the Regional Guidelines.
- The SCP-ATS Guidelines will include the same definition of DACs as used by the CTC in the statewide planning selection process and PECs as used by SCAG in the regional component.
- All Planning projects funded by ATP shall satisfy the CTC's requirements for the use of planning funds, including DAC requirements.
- Consistent with the Planning & Capacity Building applications forwarded from the statewide competition, SCAG will cap funding requests to \$900,000 for Quick-Build applications and \$500,000 for Planning applications.
- The SCP-ATS scoring criteria and associated points available for all project and application types will be as follows:
 - Mobility Benefit—Potential to increase walking/biking (0-25 points)
 - Safety Benefit—Potential to reduce the number and risk of pedestrian and bicycle fatalities and injury (0-35 points)
 - Public Health (0-10 points)
 - Disadvantaged Communities (0-10 points)
 - Public Participation (0-15 points)
 - Cost Effectiveness (0-5 points)

- In consultation with the county transportation commissions and input from ATP stakeholders, such as SCAG’s Safe and Active Streets Working Group, SCAG will develop guidelines and applications for Quick-Build projects and Plans. Each application will be closely aligned with and aim to focus resources on the implementation of regional active transportation programs and strategies described in Connect SoCal 2024.

To establish a preliminary Planning & Capacity Building project list, applications from the supplemental call for projects and statewide call for projects will be ranked by county and prioritized by score. Funds will then be recommended to projects in consideration of the following principles:

- The total ATP funding recommended in this category will not exceed 5% of the total Regional Program.
- The total ATP funding for Planning projects, which shall be located in DACs/PECs, shall not exceed 2% of the total Regional Program.
- A minimum of \$7.515 million will be allocated for quick-build projects.
- Geographic equity shall be pursued and assessed programmatically across all funding sources programmed through the SCP-ATS with an effort to target investments in high need areas/communities.

Recommended Regional Program

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

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

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

- The lowest scoring project on the preliminary regional project list may be replaced with the highest scoring, funding-eligible DAC/PEC project within the same county. If the county has no other eligible DAC/PEC projects, the lowest scoring project on the preliminary regional project list shall be replaced with the highest scoring, funding-eligible DAC/PEC project(s) from the region.
- This process will be repeated until the 25% target is met.

- This process may lead to an outcome where a county receives less than its population-based share of the funding but is necessary to ensure the DAC requirements for the Regional Program are met.

For ease of administration, SCAG may, with the project sponsor's permission, consolidate one or more of the projects on the Planning & Capacity Building project list into a Regional Planning & Capacity Building project to be administered by SCAG on behalf of the sponsoring agencies. If sponsoring agencies choose to be part of the consolidated project, a five percent (5%) fee for administrative service will be included as a task in the project and SCAG will transfer the necessary project information to Caltrans for incorporation into the ATP project list.

The final recommended Regional Program will be reviewed by the county transportation commissions, Caltrans, and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional Program recommendations to the Chief Executive Officers (CEOs) of the county transportation commissions and boards, SCAG's Regional Council, and CTC for approval.

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

Programming

Fund Assignments

SCAG is required to recommend the funding assignments for all projects proposed for funding in the Regional Program. The programming years for the 2025 ATP are State Fiscal Years 2025/26 to 2028/29. Per the Statewide Guidelines, the ATP must be developed consistent with the fund estimate and the amount programmed by fiscal year must not exceed the amount identified in the fund estimate. SCAG will aim to program in a fiscally-constrained manner. SCAG is also required to recommend the funding source for each project, such that the program as a whole aligns with the fund estimate for each programming year. In meeting these requirements, SCAG will adhere to the following process and guiding principles:

- Funding assignments will be made by SCAG and the county transportation commissions through a collaborative decision-making process.
- Funding assignments will be made to best align the funding source with the project type, size, and sponsors' capacity for obligating federal funds; therefore, federal and state funds will not be equally distributed in each county.

- State funds will be programmed to address the following regional objectives, listed in order of priority:
 - Reduce administrative burden for Planning & Capacity Building projects and projects requesting less than \$3.5M.
 - Completion of California Environmental Quality Act (CEQA) priorities projects for state only funding.
 - Expedite delivery of pre-construction phases of projects to ensure timely delivery of projects funded for multiple phases.

Partial Awards

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

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

Fund Balance & Contingency List

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

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

- The recommended Regional Program will include a contingency list of Implementation and Planning & Capacity Building projects that will be in place until the next cycle of ATP funding. Implementation projects will be ranked in priority order based on the county transportation commission's evaluation scoring. Planning & Capacity Building projects will be ranked in priority order based on the project's statewide evaluation score. SCAG intends to fund projects on the contingency list should there be any project failures or savings in the Regional Program. When a contingency project is advanced for funding due to project failure from the Implementation list of projects, SCAG, in consultation with the county transportation commissions, will strive to replace the failed project with a project from the same county from the Implementation list. When a contingency project is advanced for funding due to project failure from the Planning & Capacity Building list of projects, SCAG, in consultation with the county transportation commissions, will strive to replace the failed project with a project from the same county from the Planning & Capacity Building list. In recommending replacement projects, SCAG and the county transportation commission may consider both project ranking and project readiness. If contingency projects are not amended into the program, they will remain unfunded and project sponsors may resubmit them for future ATP cycles.
- SCAG and/or the county transportation commissions are encouraged to review the initial project work schedule to determine timeline feasibility and propose revisions where necessary.

Program Amendments

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

- Program amendments may only take place after the adoption of the Regional Program and before the adoption of the subsequent Regional Program, as outlined in the Contingency section above.
- If project design, right-of-way, or construction are programmed before the implementing agency completes the environmental process and following completion of the environmental process, updated information indicates that a project is expected to accomplish fewer benefits or is less cost effective as compared with the initial project application, then future funding for the project may be deleted from the program. It is the responsibility of the county transportation commission to recommend to SCAG that the project be deleted from the program if warranted. The county transportation

- commission that recommends project deletion may, in a reasonable timeframe, recommend replacing the deleted project with a project on the Contingency List.
- If a county transportation commission recommends deletion of a project and has not identified a replacement project for the contingency list in a reasonable timeframe, then SCAG will collaborate with the county transportation commissions to identify a suitable replacement project from the region-wide contingency list and amend the project into the Regional Program.
 - In order to ensure the timely use of all program funds, the CTC will consider allocating funds to projects programmed in a future fiscal year on a first-come, first-served basis. SCAG will recommend approval of an advancement request if the project is:
 - A Planning project and SCAG deems the project ready for allocation (see Allocation, below); or
 - An Implementation project, and the county transportation commission recommends advancement of the project.

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

FTIP Amendments

All projects funded by the 2025 Regional Program must be amended into the Federal Transportation Improvement Program (FTIP).

- The county transportation commissions will be responsible for programming their respective Implementation and Planning & Capacity Building projects into the FTIP.
 - Projects that are regionally significant and Transportation Control Measures (TCM) must be individually listed in the FTIP by the county transportation commission.
 - Projects that are not regionally significant or TCMs may be entered as a group listing by project function, using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. For further information on Grouped Project Listings, please refer to the 2025 FTIP Guidelines ([2025 Federal Transportation Improvement Program \(FTIP\) Guidelines, November 2023 \(ca.gov\)](#), pages 99 – 120).
- SCAG shall be responsible for programming projects administered by SCAG into the FTIP.
- The county transportation commissions and SCAG shall aim to program all 2025 ATP projects, regardless of programming year, in the 2025 FTIP amendment cycle.

Allocation

The Statewide Guidelines defers to the Regional Guidelines for concurrence or recommendation letters for all allocation requests for projects funded in the MPO component. SCAG shall defer this responsibility to the county transportation commissions for all projects, except for those selected through the SCP-ATS and managed by SCAG, and delegates providing concurrence on project requests for allocations and time extensions and ensuring project are consistent with FTIP programming to respective county transportation commissions.

The CTC will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the ATP. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines were adopted in October 2017 and are on the [CTC's website](#).

Project Delivery

Per the Statewide Guidelines, ATP allocations are requested by project phase, and each allocation must be requested in the fiscal year that the phase is programmed. When funds are not allocated within the fiscal year they are programmed or within the time allowed by an approved extension, the funds will lapse, and the phase will be deleted from the ATP. Refer to the ATP Statewide Guidelines and the [Caltrans ATP Timely Use of Funds](#) resources for complete project delivery requirements.

Extension requests for a project in the SCAG Regional Program must include concurrence by county transportation commissions.

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

Project Scope Change

In the event that a project requires a scope change, the project sponsor shall submit a request for scope or budget change to SCAG and the responsible county transportation commission for review and approval. The request for scope change shall include:

- An estimate of the impact of the proposed scope change on benefits to disadvantaged communities, if applicable (increase or decrease in benefit).
- Evidence of public support for the new scope.
- Revalidation of the environmental document(s), if needed.

- How the scope change impacts the project schedule.
- For projects in which the original ATP scope has been or will be completed through a different project or funding source, the implementing agency must submit an explanation of the overlapping scopes of the projects and/or change in funding source. If the scope change is approved, the agency must continue to report on any items that were in the original ATP scope but were or will be completed through a different project or funding source.
- Identification of any funding sources used to complete the project that were not included in the project application.
- Identification of any savings expected due to a reduced or modified scope.
- An explanation of how the scope change affects the project budget, and how increases will be funded, or savings will be utilized.

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

Project Reporting

The ATP adheres to the program accountability requirements set forth in the SB 1 Accountability and Transparency Guidelines. The reporting provisions specified in the SB 1 Accountability and Transparency Guidelines apply to all projects programmed in the ATP. All implementing agencies must submit quarterly progress reports, a completion report, and a final delivery report to Caltrans. Implementing agencies should refer to the [Caltrans ATP Project Reporting website](#) for details, which provides links and guidance to CalSMART, the reporting platform for all projects except for Quick-Build projects, which require a separate reporting form (see under “Quarterly Progress Reporting”).

Schedule

Action	Date
CTC adopts ATP State Guidelines	March 22, 2024
Statewide call for projects opens	March 22, 2024
SCAG Regional Council (RC) adopts draft ATP Regional Guidelines	April 4, 2024
Draft Regional Guidelines submitted to CTC	May 10, 2024
SCAG RC adopts SCP-ATS guidelines	June 6, 2024
SCP-ATS call for projects opens	June 6, 2024
Statewide call for projects close (postmark date)	June 17, 2024
CTC approves or rejects Regional Guidelines	June 27, 2024
SCP-ATS call for projects closes	September 27, 2024
CTC shares recommendations for statewide and small urban and rural projects	November 1, 2024
CTC adopts statewide and small urban and rural projects	December 5, 2024
County transportation commissions' 20-point scoring methodology submitted to SCAG	February 5, 2024
County transportation commissions submit recommended project lists to SCAG	February 5, 2025
Project PPRs for partially funded projects due to SCAG	February 5, 2025
Draft Regional Program submitted to CTC	February 21, 2025
SCAG RC adopts SCAG Regional Program	April 3, 2025
Final Regional Program submitted to CTC	April 22, 2025
CTC adopts Regional Program	June 2025

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RESOLUTION NO. 24-664-4

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING THE 2025 ACTIVE TRANSPORTATION PROGRAM (ATP) REGIONAL GUIDELINES

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Energy & Environment Deborah Robertson, Rialto

Transportation Tim Sandoval, Pomona

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

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

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

WHEREAS, the Active Transportation Program Guidelines (Resolution G-24-31) requires the Commission to adopt a metropolitan planning organization's use of project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged communities when differing from the statewide guidelines adopted by the Commission on March 21, 2024;

WHEREAS, SCAG developed the Regional Program Guidelines with input from the six Southern California county transportation commissions to govern award of projects funded through the SCAG Regional Program;

WHEREAS, the Active Transportation Program Guidelines require metropolitan planning organizations to submit their ATP Regional Guidelines to the Commission by May 10, 2024;

WHEREAS, attached with this Resolution as Exhibit "A" is SCAG's 2025 Active Transportation Program Regional Guidelines; and

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, that it approves SCAG's 2025 Active Transportation Program Regional Guidelines.

BE IT FURTHER RESOLVED THAT:

1. The Regional Council authorizes SCAG staff to submit the 2025 Active Transportation Regional Guidelines to the California Transportation Commission for approval.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 4th day of April, 2024.

Art Brown
President, SCAG
City of Buena Park

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel



Cycle 7 Active Transportation Program (ATP): Regional Guidelines

Transportation Committee
April 4, 2024

WWW.SCAG.CA.GOV

Cycle 7 ATP: Funding

- Programs four years of funds: FY25/26 to FY28/29
- Approximately **\$569M** funding statewide
 - 50% Statewide
 - 10% to Small Urban & Rural
 - 40% to MPOs with 200,000+ population
- SCAG's regional share is approximately **\$118M** over four years

Cycle 7 ATP: Guidelines Development

- Regional guidelines developed by ATP subcommittee:
 - SCAG staff
 - Representatives from six county transportation commissions
- Shaped by State ATP guidelines and regional priorities

Cycle 7 ATP: Funding Distribution

- 95% of regional funds to Implementation Projects:
 - Infrastructure, Non-infrastructure, and Combination (I+NI)
 - Approximately \$112M over four years

County	Population	Funding Amount (\$1,000s)
Imperial	1%	\$1,081
Los Angeles	52%	\$58,775
Orange	17%	\$19,052
Riverside	13%	\$14,957
San Bernardino	12%	\$13,263
Ventura	5%	\$5,034

Cycle 7 ATP: Funding Distribution

- 5% of regional funds to Planning & Capacity Building Projects:
 - Planning, Non-infrastructure, and Quick-Build projects
 - Approximately \$5.9M over four years

County	Population	Funding Amount (\$1,000s)
Imperial	1%	\$57
Los Angeles	52%	\$3,093
Orange	17%	\$1,003
Riverside	13%	\$787
San Bernardino	12%	\$698
Ventura	5%	\$265

Cycle 7 ATP: Additional Federal Funding

- Planning & Capacity Building ATP regional funds bolstered by a federal Safe Streets and Roads for All (SS4A) grant
 - \$4.5M SS4A + \$3M ATP regional match = \$7.5M for quick-build projects
 - Each county's Planning & Capacity Building funds will provide match reflecting number of project applications submitted and selected for funding
- Quick-builds are interim capital improvement projects:
 - Use durable, low to medium cost elements
 - Address safety issues and needs in near-term
 - Test out project designs for feasibility, effectiveness, and community feedback

Quick-Build Examples



*El Monte Quick-Build
curb extension*



*Los Angeles Quick-Build
hardened center line, student valet*



*Ojai Quick Build
planter-protected bike lane*

Cycle 7 ATP: Sustainable Communities Program

- Under Planning & Capacity Building, SCAG will issue supplemental call for projects through Sustainable Communities Program Active Transportation & Safety component (SCP-ATS)
- SCP-ATS aims to align resources with Connect SoCal 2024 implementation
- SCP-ATS guidelines and call for projects will be brought to TC and RC later this year

ATP Cycle 7 Schedule: Key Dates

2024

- March 21 – June 17: Statewide ATP call for projects
- April 4: SCAG adopts Regional ATP Guidelines
- May 10: SCAG submits Regional ATP Guidelines to CTC
- June 6 (tentative): SCAG adopts SCP-ATS Guidelines
- June 6 – September 27 (tentative): SCP-ATS Call for Projects
- December 5: CTC adopts Statewide Projects

ATP Cycle 7 Schedule: Key Dates

2025

- February 21: SCAG submits draft recommended regional projects to CTC
- March: SCAG TC recommends approval of regional projects
- April: SCAG RC recommends approval of regional projects
- June: CTC adopts regional projects



THANK YOU!

For more information, please visit:
<https://scag.ca.gov/active-transportation>



AGENDA ITEM 8
REPORT

Southern California Association of Governments
April 4, 2024

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Marisa Laderach, Senior Regional Planner
(213) 236-1927, laderach@scag.ca.gov
Subject: Clean Cities Coalition Strategic Plan

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

Receive and File

RECOMMENDED ACTION FOR EEC:

Recommend the Regional Council approve the Southern California Clean Cities Coalition Strategic Plan.

RECOMMENDED ACTION FOR RC:

Approve the Southern California Clean Cities Coalition Strategic Plan.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

The Southern California Clean Cities Coalition was first designated by the U.S. Department of Energy (DOE) on March 22, 1996. In 2010, SCAG resumed direct administrative responsibility for the Coalition, which supports locally based government/industry partnerships in the expanding use of infrastructure and vehicles operating on alternative fuels. The DOE now requires all Clean Cities Coalitions to establish and maintain a Strategic Plan and staff has completed the first Coalition Plan and seeks approval from Regional Council. This plan, a multi-year guideline, must identify objectives and activities to achieve specific goals including a 16% increase in gasoline gallon equivalent (GGE) displaced and a 20% yearly reduction in greenhouse gas (GHG) emissions. Both targets are visionary and aspirational rather than mandated and enforced, and they were developed strategically to align with Connect SoCal 2024 projections. The Plan also aligns SCAG’s

Clean Transportation Technology Policy (Resolution No. 23-654-5¹) and Clean Technology Program, harmonizing federal, state, and regional objectives. This coordination aims to advance clean transportation technologies within SCAG's region, emphasizing a commitment to environmental sustainability.

BACKGROUND:

The United States (U.S.) consumes approximately 20 million barrels of petroleum per day,² with approximately three-fourths used for transportation.³ Transportation also has a significant economic impact on American businesses and families, accounting for nearly one-sixth of the average household's expenses (second only to housing). Improving efficiency and reducing costs in this sector can thereby make a notable impact on our economy.⁴ In addition, transportation is responsible for 27% of greenhouse gas (GHG) emissions in the U.S. Decarbonizing transportation is critical to reduce GHG emissions by 50-85% by 2050 to limit global warming to 4°F (2°C). Increasing the use of domestic alternative fuels and advanced vehicle technologies can also reduce the emissions that impact our air quality and public health.⁵

UNITED STATES CLEAN CITIES COALITION INITIATIVE

Launched by the U.S. Department of Energy in 1993, the Clean Cities Coalition Initiative is a proactive measure under the Energy Policy Act of 1992, featuring over 75 local coalitions across the U.S. These coalitions, comprising more than 20,000 public and private sector stakeholders, aim to boost the U.S.'s economic, environmental, and energy security. They focus on promoting affordable, domestically produced transportation fuels, developing energy-efficient mobility systems, and encouraging local adoption of fuel-saving technologies and practices.

ABOUT THE SOUTHERN CALIFORNIA CLEAN CITIES COALITION

The Southern California Association of Governments' (SCAG) Clean Cities Coalition, officially established in 1996, and recertified in August of 2023, encompasses a broad region covering five counties: Imperial, Los Angeles, Orange, San Bernardino, and Ventura. Within the SCAG region are additional local coalitions including the City of Los Angeles, City of Long Beach, Western Riverside County, and the Coachella Valley. The SCAG Clean Cities Coalition is a diverse group of stakeholders from various sectors, including municipalities, consumers, private vendors, transit providers, universities, and other public and private entities. Their collaborative efforts focus on developing strategies and solutions for transitioning to alternative fuels and alternative fuel vehicles (AFVs)

¹ Resolution No. 23-654-5, packet page 104: <https://scag.ca.gov/sites/main/files/file-attachments/tc040623fullpacket.pdf?1680213574>

² Frequently Asked Questions (FAQs), U.S. Energy Information Administration (EIA). Available at: <https://www.eia.gov/tools/faqs/faq.php?id=33&t=6>

³ U.S. energy facts explained, U.S. EIA. Available at: <https://www.eia.gov/energyexplained/us-energy-facts/>

⁴ Consumer Expenditures – 2022, U.S. EIA. Available at: <https://www.bls.gov/news.release/pdf/cesan.pdf>

⁵ Clean Cities: A Model of Collaborative Technology Innovation Built Over 30 Years, National Renewable Energy Laboratory. Available at: <https://cleancities.energy.gov/publications/>

across the region. This initiative aims to significantly reduce greenhouse gas emissions and mitigate air quality impacts, aligning with environmental sustainability goals.

SCAG'S CLEAN CITIES COALITION STRATEGIC PLAN

In the updated Statement of Project Objectives between the DOE and SCAG, a new directive requires Clean Cities Coalitions to develop a Strategic Plan. This plan, a multi-year guide with specific objectives and actions for stakeholders, aims for a 16% increase in gasoline gallon equivalent (GGE) displacement and a 20% reduction in greenhouse gas (GHG) emissions annually. These targets, aligned with Connect SoCal 2024, are aspirational rather than mandatory.

SCAG's Strategic Plan not only meets DOE's requirements but also aligns with its Clean Transportation Technology Policy, established by Regional Council Resolution No. 23-654-5 on April 6, 2023. This policy promotes the development and deployment of zero or near-zero emission transport systems to improve air quality, cut GHG emissions, achieve sustainability, and remain technology-neutral. The plan supports SCAG's Clean Technology Program, aligning federal, state, and regional goals and policies to advance clean transportation in SCAG's area, ensuring a unified strategy.

STRATEGIES AND PROPOSED ACTIONS

Specific strategies and actionable items are described in the Strategic Plan, and they focus on seven core activities, all central to SCAG's mission and role as a regional agency:

1. Maintain a robust Clean Technology Program that focuses on planning, research, evaluation, stakeholder support and advocacy.
2. Share information and provide technical assistance to local jurisdictions and operators on opportunities to upgrade their fleets and accelerate deployment of supporting infrastructure.
3. Investigate how zero-emission vehicles can strengthen resilience through vehicle-to-grid technologies or other opportunities where batteries can be used to enhance capacity of renewable energy sources.
4. Investigate opportunities to install charging stations that can be used by multiunit dwellers that don't have the same opportunities for charging as single-family homeowners.
5. Facilitate development of EV charging infrastructure through public-private partnerships.
6. Assist local jurisdictions in developing an incentive program to further adoption of zero-emission passenger vehicles.
7. Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the CARB innovative clean technology (ICT) rule.

Of those seven core activities, a variety of "SMART" goals were developed to guide these efforts, which are Specific, Measurable, Achievable, Relevant, and Time-Bound. They were developed to

align with planned work efforts for the implementation of Connect SoCal 2024 and to support the needs of the Clean Cities Coalition through realistic and achievable tasks. They represent the many critical functions that SCAG undertakes in shaping clean transportation in the region; collaboration, research, advocacy, outreach, and support, all activities that align with SCAG's typical responsibilities as the region's MPO.

STRATEGIC PLAN CONTENTS AND SUMMARY

The Strategic Plan contains the following sections, with high-level summaries:

- **Executive Summary:** Provides critical contextual information for the Strategic Plan.
- **Roadmap:** Details the planned actions and strategies SCAG's Clean Cities Coalition will undertake to meet and align DOE and SCAG goals. It includes:
 - Vision: Southern California aims to foster a sustainable transportation ecosystem through advanced infrastructure, technology, and policy, embracing technology neutrality for innovation and environmental stewardship.
 - Primary Goal: To achieve a 16% increase in gasoline gallon equivalent (GGE) displaced and a 20% annual reduction in greenhouse gas (GHG) emissions, aligning with California's climate goals and DOE targets.
 - Strategies and Actions: SCAG outlines strategies to address barriers like cost, infrastructure, and consumer knowledge, focusing on a portfolio of alternative fuel vehicles (AFVs) and infrastructure, including electric drive, natural gas, propane, ethanol, and hydrogen.
 - Proposed Actions: SCAG's plan includes technical assistance, outreach, and tracking, targeting seven core areas, and aligns with Connect SoCal 2024 implementation strategies, such as maintaining a Clean Technology Program and supporting clean transit initiatives.
 - System Preservation and Resilience: Emphasis is placed on preserving and enhancing transportation infrastructure while integrating new technologies to mitigate climate change impacts, particularly in transit and goods movement.
 - Implementation: A high-level summary of potential future work efforts that SCAG may pursue to deploy and support innovative technologies, subject to the availability of funding and resources.
- **Clean Cities Program:** Details the history of the Clean Cities Coalition network as well as the work clean cities coalitions conduct, strategies coalitions implement to advance affordable, efficient, and clean transportation fuels and technologies and the formal designation/redesignation process coalitions participate in.
- **About Southern California Clean Cities Coalition:** Provides background on the Southern California Clean Cities Coalition.
- **Strategic Plan Framework:** Provides context for SCAG's strategies aimed at achieving the key annual targets of a 16% increase in GGE displaced and a 20% annual reduction in GHG

emissions. Highlights existing conditions within the region, barriers that could impede progress towards goals, work undertaken by other entities and SCAG, and proposed work efforts.

- **Alternative Fuels, Vehicles, and Infrastructure:** Describes the status of air pollution, types of fuels in use, vehicle types, and the existing clean transportation infrastructure. Depicts the amount of emissions reductions by body styles and technology types. Provides the adoption rates of AFVs in California.
- **Emission Reductions:** Provides the amount of annual emissions reduced within the Southern California Clean Cities Coalition region through the use of AFVs as well as the percentage of annual emissions reductions by source and AFV project type.
- **Barriers to Adoption:** Categorizes the barriers of adopting clean transportation technology into five main areas: cost, technology readiness, infrastructure, consumer knowledge, and regulatory support. Provides context for each of the five areas.
- **Federal State Policies and Programs:** Describes the various policies and programs implemented by the federal and state of California governments to increase adoption of AFVs and associated technologies.
- **SCAG's Work Efforts:** Details SCAG's specific work efforts, such as the Zero Emission Truck Infrastructure Study, the Last Mile Freight Program, the Clean Technology Compendium Report, and ongoing partnerships with entities such as the Los Angeles Clean Tech Incubator (LACI) and the University of California, Irvine.
- **Ongoing Work Efforts for the Southern California Clean Cities Coalition:** Provides key project objectives the coalition participates in, including annual progress reports, alternative fuel price tracking and reporting, vehicle and station cost tracking and reporting, and coalition building and stakeholder engagement. Details key accomplishments of the coalition.

NEXT STEPS

Upon RC approval as recommended, the final Strategic Plan will be available on SCAG's website in early April and shall be updated annually in accordance with DOE requirements. Annual updates bring an increased flexibility to the planning process and helps to ensure this Strategic Plan remains a "living document," rather than a static plan. They offer the opportunity to improve on the planning process, including strengthening the outreach approach with increased stakeholder participation and partnerships. Upon approval of the Strategic Plan, Clean Cities staff will begin planning for a comprehensive update leading into FY25.

FISCAL IMPACT:

Work associated with this item is included in the FY23-24 Overall Work Program (OWP) Tasks 267.1241.04 SCAG and DOE/NETL Clean Cities Coalition Coordination and 115.4912.01 Clean Technology Program.



ATTACHMENT(S):

1. PowerPoint Presentation - Clean Cities Coalition Strategic Plan
2. SCAG Clean Cities Coalition Strategic Plan



Southern California Clean Cities Coalition Strategic Plan

April 4, 2024

Marisa Laderach, Clean Cities Coalition Director

WWW.SCAG.CA.GOV

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

1

About the Clean Cities Coalitions

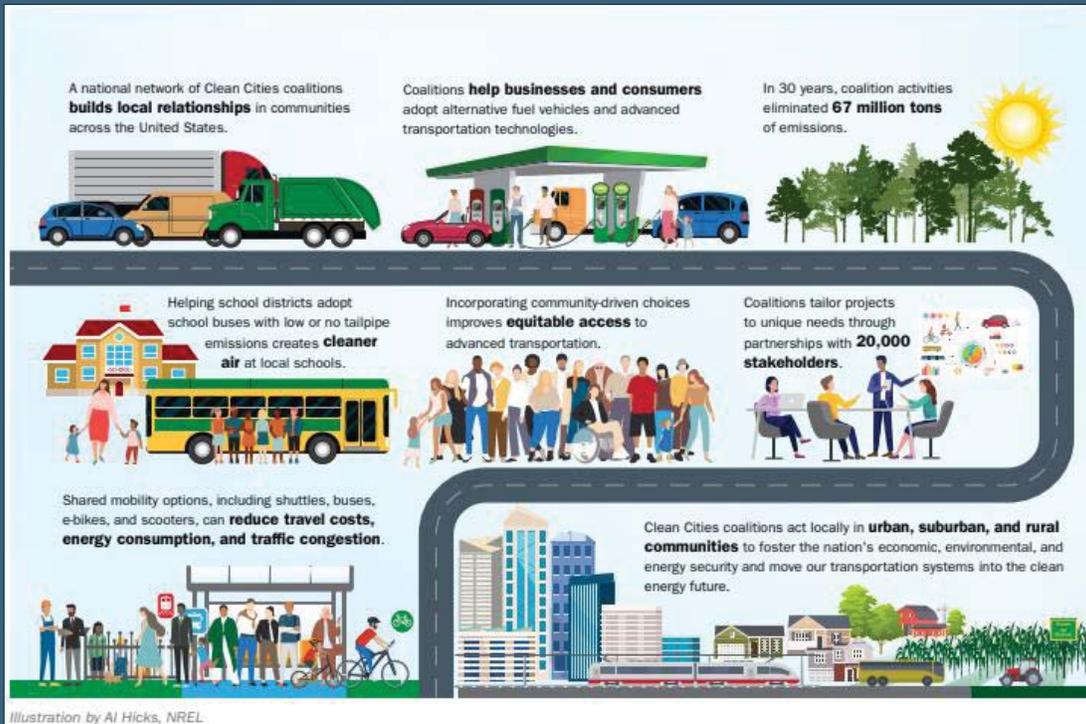
- Established by the U.S. Department of Energy (DOE) in 1993 in response to the Energy Policy Act of 1992
- 75+ Clean Cities coalitions within the U.S.
- Created active partnerships with 20,000 public and private stakeholders
- Periodically provides funding opportunities (exclusive to coalitions)
- **Mission:** Foster the economic, environmental, and energy security of the U.S. by working locally to advance affordable, domestic transportation fuels, energy efficient mobility systems, and other fuel-saving technologies and practices



Clean Cities Coalitions' Work

- Build partnerships
- Dispense objective information
- Empower stakeholders
- Collect and share best practices, data, and lessons learned
- Engage in technical assistance to support implementation
- Build relationships with industry partners, fleets, and communities
- Leverage people and resources to encourage private-sector investment





About the Southern California Clean Cities Coalition

- Also referred to as the “SCAG Clean Cities Coalition”
- Officially designated on March 1, 1996
- SCAG's redesignation received **August 2023**
- Covers the SCAG region but excludes areas covered by other independent Clean Cities Coalitions
 - Los Angeles, Long Beach, Coachella Valley, Western Riverside all have respective Coalitions
- Stakeholders include Cities, consumers, vendors, public agencies, transit providers, and universities

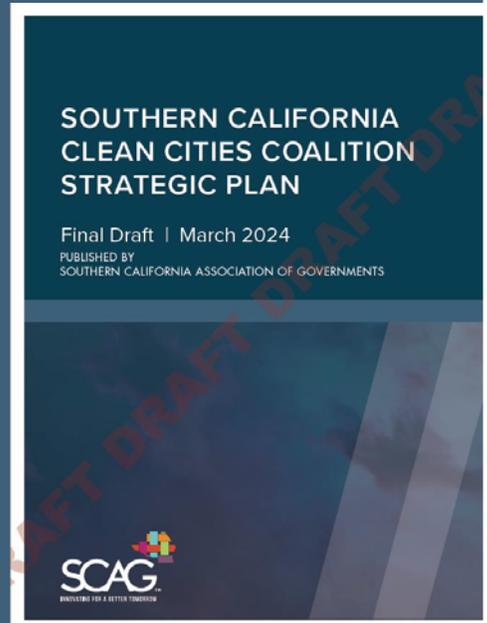


SCAG Clean Cities Coalition Responsibilities

- Clean Cities Annual Progress Report:** Track metrics related to alternative fuel, advanced technology vehicle, and transportation energy efficiency
- Quarterly Alternative Fuel Price Reports:** Track retail alternative fuel pricing information fuel in the coalition's designated territory on a quarterly basis
- Alternative Fuels Data Center Station Openings/Closings Updates:** Identify and track alternative fuel station opening/closing information and verify continuity of alternative fuel stations
- Vehicle and Station Cost Tracking:** Collect actual incurred costs of alternative fuel, advanced technology vehicle and equipment costs, and alternative fuel stations
- Clean Cities Strategic Plan**

Clean Cities Coalitions Strategic Plan

- U.S. DOE requires each Clean Cities coalition to prepare a strategic plan **NEW**
- Multi-year plan that specifies objectives and activities to be undertaken by coalition stakeholders to achieve a 16% increase in gasoline gallon equivalent (GGE) displaced and 20% reduction in GHG emissions annually
- U.S. DOE has a Clean Cities Five-Year Strategic Plan that was released in January 2011



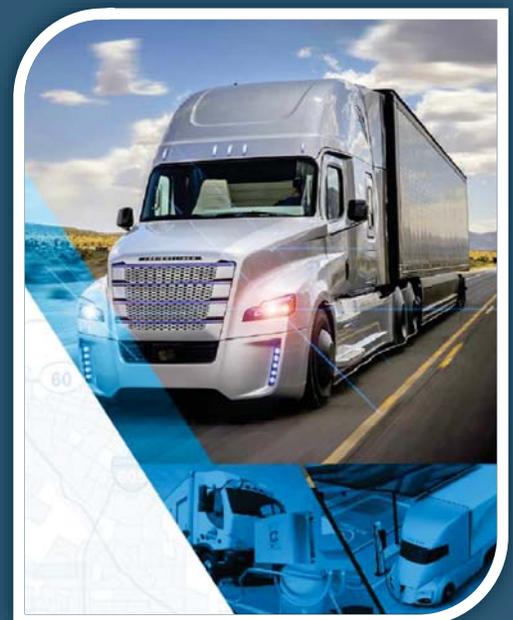
SCAG's Clean Technology Program/Policy

- SCAG's Clean Transportation Technology Policy Resolution
 - Adopted by SCAG's Regional Council on April 6, 2023
 - Defines **Clean Transportation Technology**
 - "zero- and near zero- emission vehicles, their supporting infrastructure, and facilitating technologies that reduce environmental impact over their life cycle."
 - Reaffirms SCAG's position on **Technology Neutrality**
 - "stance that does not give preference to a particular technology as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets."



Strategic Plan Topics Covered

- Strategic Framework
- Clean Transportation Transition
- Alternative Fuels
 - Both Vehicles and Supporting Infrastructure
- Emission Reductions
- Barriers to Adoption
- Federal and State Policies and Programs
- SCAG's Work Efforts
- SCAG's Clean Cities **Strategic Plan Roadmap**



Connect SoCal: Aligned Implementation Strategies

- Maintain a **robust Clean Technology Program** that focuses on planning, research, evaluation, stakeholder support and advocacy.
- Share information and **provide technical assistance to local jurisdictions and operators** on opportunities to upgrade their fleets and accelerate deployment of supporting infrastructure.
- Investigate **how zero-emission vehicles can strengthen resilience through vehicle-to-grid technologies** or other opportunities where batteries can be used to enhance capacity of renewable energy sources.
- Investigate opportunities to **install charging stations that can be used by multiunit dwellers** that don't have the same opportunities for charging as single-family homeowners.
- Facilitate development of EV charging infrastructure through **public-private partnerships**.
- Assist local jurisdictions in **developing an incentive program to further adoption** of zero-emission passenger vehicles.
- Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the **CARB innovative clean technology (ICT) rule**

Strategic Plan Roadmap

Actions to displace GGE and reduce GHG

- Generalized calculations and targets that align with Connect SoCal projections and existing GHG reduction efforts (see next page)
- Targets are visionary and aspirational rather than mandated and enforced
- Actions are categorized into seven core SMART Goals:
 - **Infrastructure Deployment, Technology Deployment, Policy Advocacy, Community Engagement, Performance Monitoring and Reporting, Collaboration and Partnerships, Barrier Mitigation**

Further development of SCAG's Clean Tech Program (TBD)

- Potential ideas include Multi-Unit Dwelling EV Charging Program, evaluation of other alternative fuels (e.g., hydrogen), EV Weight Impact Study, PEV Incentive Program for Low-Income Households

Program	Strategy	GHG Decrease or GGE Displaced	
		GHG Reduced (tons of CO2e)	GGE Displaced (gallons)
Last Mile Freight Program	Implementation of 200+ ZE/NZE trucks by 2024 (underway)	17,000 tons, 53% total	1.8M gallons, 8.3% total
Clean Technology Program	Continue with program activities and apply for grant opportunities to fund implementation of more ZE/NZE vehicles (if awarded)	3,400 tons, 10.2% total	342k gallons, 1.6% total
UCI Automated Intersection Monitoring for EVs Pilot	Implementation of EV sensors in the study area and the associated reduction in idling (underway)	n/a	3.65M gallons 16% total
EV Charging Infrastructure Expansion and ZETI Implementation	Assumes SCAG programs that help increase EV infrastructure will correspond to an additional ~3% increase in EV sales regionally	7,900 tons, 23% total	3.79M gallons and 17% total
Smart Cities Vision Plan and AFV Pilot Implementation	Continue with program activities and apply for grant opportunities to fund clean transportation technologies and AFV deployments (if awarded)	2,700 tons, 8.2% total	274k gallons, 1.3% total
Passenger Vehicle Incentives Program	Explore incentive programs to support EV/AFV adoption and apply for grant opportunities to fund (if awarded)	2,000 tons, 6.1%	999k gallons, 4.6% total

Timeline





THANK YOU!

For more information, please visit:

<https://scag.ca.gov/clean-cities>

<https://cleancities.energy.gov/coalitions/southern-california>

SOUTHERN CALIFORNIA CLEAN CITIES COALITION STRATEGIC PLAN

Final Draft | April 2024

PUBLISHED BY
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



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About SCAG

Founded in 1965, the Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments (COGs).¹

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans including sustainable communities’ strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans. SCAG’s governing body consists of an 86-member Regional Council to help accommodate new responsibilities mandated by the federal and state governments, as well as to provide more broad-based representation of Southern California’s cities and counties.²

In addition to the six counties and 191 cities that make up the SCAG region, there are six county transportation commissions with primary responsibility for programming and implementing transportation projects, programs, and services in their respective counties. Additionally, SCAG bylaws provide for representation of Native American tribes and air districts in the region on the Regional Council and policy committees.³

¹ About SCAG, SCAG. Available at: <https://scag.ca.gov/about-us>

² About SCAG, SCAG. Available at: <https://scag.ca.gov/about-us>

³ About SCAG, SCAG. Available at: <https://scag.ca.gov/about-us>

Executive Summary

The Southern California Clean Cities Coalition was first designated by the U.S. Department of Energy (DOE) on March 22, 1996. In 2010, SCAG resumed direct administrative responsibility for the coalition, which supports locally based governments and industry partnerships in the expanding use of infrastructure and vehicles operating on alternative fuels. The broader network of clean cities coalitions brings together expertise from federal agencies, national laboratories, and other institutions to create tailored clean transportation solutions for communities across the country. They establish networks with stakeholders, providing hands-on support to address local fleet challenges, and build partnerships. Each coalition is guided by key objectives to offer data-driven tools, empower stakeholders, share best practices, engage in technical assistance, and leverage resources to encourage private-sector investment in advanced transportation and infrastructure projects.

The clean cities coalitions are required by the DOE to establish and maintain a strategic plan, which serves as a multi-year guideline to identify objectives and activities to achieve specific goals, including a 16 percent increase in gasoline gallon equivalent (GGE) displaced and a 20 percent yearly reduction in greenhouse gas (GHG) emissions. This Southern California Clean Cities Strategic Plan addresses the elements requested by DOE and these specific targets but additionally it summarizes the activities of the Southern California Clean Cities Coalition, links to SCAG's Connect SoCal Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) and synergistically aligns with other regional policies and planning initiatives at SCAG. The Strategic Plan is intended to span a four-year period (2024-2028) alongside the Connect SoCal update cycle.

The targets contained in this Southern California Clean Cities Strategic Plan are visionary goals, to be updated annually and "ad hoc," and help to align SCAG's efforts with DOE requirements. They directly align with Connect SoCal 2024 projections, targets, and strategies. The strategic plan was also drafted to align with SCAG's Clean Transportation Technology Policy, established by Regional Council Resolution No. 23-654-5, which provides a guiding framework for the development of zero or near-zero emission transportation systems. Additionally, the strategic plan supports SCAG's Clean Technology Program, harmonizing the federal, state, and regional objectives. This coordination aims to advance clean transportation technologies within SCAG's region, emphasizing a commitment to environmental sustainability.

The Southern California Clean Cities Strategic Plan details the various actions and strategies that SCAG and the Southern California Clean Cities Coalition can undertake to support the advancement of affordable, efficient, and clean transportation technologies. It lays the foundation to promote the shift to efficient, clean energy sources such as biodiesel, electricity, ethanol, hydrogen, natural gas, propane, and renewable diesel, as well as the innovative technologies and infrastructure needed to support this transition. It also underscores the importance of a comprehensive, multi-dimensional approach to policies and regulations to bolster the widespread adoption of clean transportation technologies and ultimately transform Southern California's transportation ecosystem.

The Southern California Clean Cities Strategic Plan encompasses a range of content, including an overview of the current state, covering air pollution status, fuel types, vehicle types, and the existing clean transportation infrastructure. It also reviews SCAG's recently completed work, including studies like the Electric Vehicle Charging Site Suitability Study and the Plug-in Electric Vehicle Atlas Update, and outlines specific, ongoing efforts, such as the Zero Emission Truck Infrastructure Study, Last Mile Freight Program, and collaborations with entities like the Los Angeles Clean Tech Incubator and the University of California, Irvine. The Strategic Plan Roadmap details the immediate steps for the Southern California Clean Cities Coalition, addressing GGE displacement and GHG reduction targets, and provides a high-level summary of potential future efforts contingent on funding and resources.

This plan was crafted to meet the objectives, visions, and strategies of both SCAG and DOE, functioning simultaneously as a SCAG Clean Technology Plan and a Clean Cities Plan. It adopts a holistic approach aimed at harmonizing federal, state, regional and local policies to address any existing gaps and provide a cohesive framework. This is intended to facilitate the efficient implementation of projects that mitigate air quality and greenhouse gas emissions, thus promoting a more sustainable and environmentally friendly outcome.

As the SCAG Clean Cities Coalition is situated within the larger Clean Technology Program, which encompasses projects that extend beyond the requirements set by the DOE, SCAG is committed to investigating possibilities for broadening the Clean Cities initiative within our current programs wherever feasible and applicable. Additionally, SCAG aims to explore co-branding opportunities that can enhance the visibility and impact of these initiatives. This effort reflects our dedication to integrating the Clean Cities mission more comprehensively within our portfolio, thereby maximizing the environmental benefits and fostering greater synergy among our programs.

In conclusion, the Southern California Clean Cities Strategic Plan not only charts a course for the future of clean transportation activities at SCAG but also serves as a strategic alignment of past, present, and future initiatives with regional, state, and federal requirements. Through this holistic approach, the strategic plan underscores a commitment to environmental sustainability and comprehensive conformity with SCAG's long-term planning objectives and goals.

Southern California Clean Cities Strategic Plan Roadmap

SOUTHERN CALIFORNIA CLEAN CITIES VISION

Our vision for Southern California is to cultivate a sustainable and environmentally conscious transportation ecosystem. Central to this vision is the integration of advanced infrastructure, cutting-edge technologies, and forward-thinking policies, underpinned by a principle of technology neutrality. This approach ensures that all potential solutions are considered on their merits, promoting innovation and adaptability in our pursuit of environmental stewardship. We are committed to building an actively engaged community dedicated to eco-friendly transportation practices. Our strategy involves transparent reporting, effective collaboration, and strategic partnerships, establishing a resilient, innovative, and environmentally compatible transportation network. By embodying these principles, we strive to set a benchmark in Southern California for a balanced and sustainable transportation system, aspiring to inspire and guide local, regional, statewide, and nationwide initiatives.

PRIMARY GOAL

The numerical targets for greenhouse gas (GHG) reduction and gasoline gallon equivalent (GGE) displacement are critical for helping California meet its respective climate goals. Specifically, the main goals of the Clean Cities program are a 16 percent increase in GGE displaced and a 20 percent annual reduction in GHG emissions. The DOE established these metrics by examining coalition performance across the country and then passed them down to each coalition. They are intended for the entire coalition network as well as each individual coalition across the nation.

GGE is defined by the National Institute of Standards and Technology as the amount of alternative fuel equivalent to the energy content of one liquid gallon of gasoline. With GGE, consumers can compare the energy content of alternative fuels in relation to gasoline, a fuel that is widely known.⁴ **Exhibit 32, Energy Use Impact and GHG Reduction**, illustrates the reductions in GHG and GGE dependent on the type of technology used.

To achieve this goal, a portfolio of alternate fuel vehicles (AFVs) and supporting infrastructure should be considered.

Alternative fuels include but are not limited to:

- Electric Drive
- Compressed Natural Gas
- Propane
- Renewable Natural Gas/Biomethane
- Ethanol/E85
- Biodiesel/B20
- Hydrogen

Vehicle types include but are not limited to:

- Light-Duty Vehicles
- Commercial Medium- and Heavy-Duty Vehicles
- Buses
- Rail

⁴ Price Verification Tops Technical Program At NCWM 79th Annual Meeting, National Institute of Standards and Technology. Available at: <https://www.nist.gov/news-events/news/1994/05/price-verification-tops-technical-program-ncwm-79th-annual-meeting>

Supporting infrastructure include but are not limited to:

- Electric Vehicle Charging Infrastructure
- Hydrogen Fueling Infrastructure
- Natural Gas Fueling Infrastructure

SCAG has designed a set of strategies and actions to support the displacement of GGE and reduction of GHG, drafted to also address regional barriers referenced in this report. Existing barriers include cost, technology readiness, lack of charging and fueling infrastructure, consumer knowledge, and regulatory support. The strategies and actions outlined in this plan are intended to mitigate and minimize these barriers to improve the clean technology transition. Infrastructure and technology deployment are crucial for supporting the transportation network.

STRATEGIES AND PROPOSED ACTIONS

Each clean cities coalition is responsible for providing technical assistance, targeted outreach, tracking, and reporting. Fostering a greater understanding of alternative fuels and accelerating advanced vehicle technologies are central to the clean cities mission. The following goals, strategies, and actions were carefully developed to align with the clean cities coalition program requirements and simultaneously with the Connect SoCal 2024 implementation strategies. They represent seven core areas and are subject to funding availability.

Connect SoCal 2024 includes the following implementation strategies that focus on clean transportation and align with those contained in this strategic plan:

1. Maintain a robust Clean Technology Program that focuses on planning, research, evaluation, stakeholder support and advocacy.
2. Share information and provide technical assistance to local jurisdictions and operators on opportunities to upgrade their fleets and accelerate deployment of supporting infrastructure.
3. Investigate how zero-emission vehicles can strengthen resilience through vehicle-to-grid technologies or other opportunities where batteries can be used to enhance capacity of renewable energy sources.
4. Investigate opportunities to install charging stations that can be used by multiunit dwellers who don't have the same opportunities for charging as single-family homeowners.
5. Facilitate development of EV charging infrastructure through public-private partnerships.
6. Assist local jurisdictions in developing an incentive program to further adoption of zero-emission passenger vehicles.
7. Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the CARB innovative clean technology (ICT) rule.

System preservation and resilience, particularly for evaluating system performance targets, is emphasized in this roadmap. The complete streets strategy supports the integration of new technologies, including those that mitigate climate change impacts. Within the context of transit and multimodal integration, a special focus is given to the role technology can play when improving the transit network. Actions proposed in this strategic plan also align with Connect SoCal 2024 implementation strategies related to goods movement, as many of SCAG's current projects in this space support the decarbonization of the transportation system and help satisfy short-term GHG and GGE goals. Lastly, the plan directs SCAG to provide technical assistance grants for innovative technology solutions that reduce GHG emissions and test the deployment of clean technologies. These critical strategies that implement Connect SoCal 2024 simultaneously support the goals established by the DOE and will similarly help implement this strategic plan.

Exhibit 1 Southern California Clean Cities Coalition Strategies and Proposed Actions

SMART Goals	Barriers Addressed	Actions	Measure of Success	Tracking Frequency	Alignment with Connect SoCal 2024 Implementation Strategies
Infrastructure Deployment					
Support alternative fuel and advanced technology vehicle infrastructure.	<ul style="list-style-type: none"> Lack of Charging and Fueling Infrastructure 	<ul style="list-style-type: none"> Collaborate with public and private sector partners to obtain funding and support the construction of new infrastructure. 	<ul style="list-style-type: none"> 5% increase in EV charging infrastructure between 2024 and 2028 (see Exhibit 2, SCAG’s Guiding Metrics for the 2024-2025 Plan Cycle) 	Annual	Clean Transportation Implementation Strategy 5
Increase the number and accessibility of fueling and charging stations, especially in key transportation corridors.		<ul style="list-style-type: none"> Identify key transportation corridors for the strategic placement of additional alternative fueling and charging stations. Conduct feasibility studies to determine optimal locations and technology choices for infrastructure expansion as needed, building upon SCAG’s Plug-in Electric Vehicle Atlas and EV Site Suitability projects, and Zero Emission Infrastructure Study. 		Quarterly	Clean Transportation Implementation Strategy 5
Technology Deployment					
Promote the adoption of clean and sustainable transportation technologies.	<ul style="list-style-type: none"> Technology Readiness Cost 	<ul style="list-style-type: none"> Seek out opportunities to establish a permanent source of program funding (subject to availability) to support the research and development of local, innovative, clean transportation technologies. 	<ul style="list-style-type: none"> 200+ (226) zero emission (ZE)/near-zero emission (NZE) trucks adopted by 2024 (see Exhibit 2, SCAG’s Guiding Metrics for the 2024-2025 Plan Cycle) 	Annual	Clean Transportation Implementation Strategy 1
Facilitate the deployment of alternative fuel vehicles and advanced technology vehicles.		<ul style="list-style-type: none"> Establish new partnerships with automotive manufacturers to promote the availability and affordability of clean vehicles. 		Quarterly	Clean Transportation Implementation Strategy 1

SMART Goals	Barriers Addressed	Actions	Measure of Success	Tracking Frequency	Alignment with Connect SoCal 2024 Implementation Strategies
		<ul style="list-style-type: none"> •Research model incentive programs to encourage businesses and individuals to adopt advanced technology vehicles. 			
Policy Advocacy					
Advocate for standardized policies and regulations that support clean transportation.	<ul style="list-style-type: none"> •Regulatory Support •Cost 	<ul style="list-style-type: none"> •Explore tax credits, grants, and regulatory incentives for clean transportation initiatives. •Advocate for consistent regulations and permitting processes across jurisdictions to address the current lack of standards. 	<ul style="list-style-type: none"> •Adoption of Strategic Plan and associated resolution •Expansion of recently adopted policies 	Biannual	Clean Transportation Implementation Strategies 1 and 6
Collaborate with policymakers to incentivize alternative fuels and cleaner technologies through regulations and financial incentives.		<ul style="list-style-type: none"> •Collaborate with environmental advocacy groups and community-based organizations (CBOs) to strengthen support for policies promoting sustainable transportation. •Participate in public hearings and policy forums to provide expert input and promote the adoption of supportive regulations. 		Biannual	Clean Transportation Implementation Strategies 1 and 6
Community Engagement					
Increase public awareness and involvement in clean transportation initiatives.	<ul style="list-style-type: none"> •Consumer Knowledge 	<ul style="list-style-type: none"> •Support public awareness through various media channels to educate the community on the benefits of clean transportation. 	<ul style="list-style-type: none"> •Increased participation via greater number of public events •Participation in the Inland Empire ZEV Working Group with WRCOG 	Biannual	Clean Transportation Implementation Strategy 1
Align outreach efforts to educate the public and foster partnerships with community organizations.		<ul style="list-style-type: none"> •Attend community events, workshops, and webinars to engage residents and solicit their input on sustainable transportation initiatives. •Bolster partnerships with academic institutions to support clean 		Biannual	Clean Transportation Implementation Strategy 1

SMART Goals	Barriers Addressed	Actions	Measure of Success	Tracking Frequency	Alignment with Connect SoCal 2024 Implementation Strategies
		transportation education and collaboration.			
Performance Monitoring and Reporting					
Track and report progress toward established targets.	•Technology Readiness	•Explore new reporting mechanisms and continue with existing, regular reporting mechanisms to share progress updates with stakeholders and the public.	•Performance metric definitions? •Improved monitoring system or options	Annual	Clean Transportation Implementation Strategy 2
Explore the feasibility of a monitoring system for displacement of gasoline equivalents and reduction in greenhouse gas emissions.		•Define performance metrics, such as key performance indicators, to regularly monitor and share real-time or frequently updated data. •Research interactive monitoring systems to track GGE displacement and GHG emission reductions.		Annual	Clean Transportation Implementation Strategy 2
Collaboration and Partnerships					
Foster collaboration, including with other clean cities coalitions, and other entities to build on past and ongoing initiatives.	•Regulatory Support •Consumer Knowledge	•Attend and/or convene regular stakeholder meetings to foster collaboration and share best practices. •Form strategic partnerships with private companies, research institutions, and non-profit organizations to leverage expertise and resources.	•Development of a bimonthly new stakeholder or technical working group •Recurring collaborative calls and efforts with other local Coalitions in the SoCal area •New partnerships with academic institutions	Annual	Clean Transportation Implementation Strategies 2, 3, and 7
Collaborate with government, private sector, and nonprofit organizations to leverage resources and share best practices.		•Explore opportunities for joint initiatives with neighboring regions to share knowledge and coordinate efforts for broader impact. Consider alignment on emissions targets, strategies, etc. •Assess the feasibility of establishing a technical advisory committee for critical clean technology priorities.			
Barrier Mitigation					

SMART Goals	Barriers Addressed	Actions	Measure of Success	Tracking Frequency	Alignment with Connect SoCal 2024 Implementation Strategies
Identify and address barriers hindering clean transportation progress.	•All	<ul style="list-style-type: none"> •Survey among local partners to identify specific technological, economic, regulatory, and public perception barriers. 	<ul style="list-style-type: none"> •Seek funding for \$5M to deploy 50 additional ZE/NZE trucks deployed between 2024 and 2028 (see Exhibit 2, SCAG’s Guiding Metrics for the 2024-2025 Plan Cycle) •Seek funding for \$5M to deploy 40 vehicles across clean transportation and/or AFV pilots between 2024 and 2028 (see Exhibit 2, SCAG’s Guiding Metrics for the 2024-2025 Plan Cycle) 	Annual	Clean Transportation Implementation Strategy 4
Review current barriers and assess strategies to overcome them, including pilot programs and public awareness campaigns.		<ul style="list-style-type: none"> •Develop a pilot program framework to test innovative solutions and strategies for overcoming identified barriers. •Align public relations efforts among SCAG initiatives to address public perception issues and build support for clean transportation initiatives. 			

ACTIONS TO DISPLACE GGE AND REDUCE GHG

The Southern California Clean Cities Coalition targets include an increase in 16 percent GGE displaced and 20 percent GHG reduction. Through a combination of current projects and ongoing strategies, SCAG aims to exceed those figures and developed a set of guiding metrics for the 2024-2025 plan cycle to measure the region’s progress. Through SCAG’s long-term implementation of Connect SoCal, the agency’s efforts coincide with DOE targets and align without duplication or creation of additional efforts.

As stated previously, Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) sets forth strategies to achieve SCAG’s per capita GHG emission reduction target of 19 percent below 2005 levels by 2035, consistent with SB 375 and other regional goals. However, as part of the strategies outlined in Connect SoCal 2024, the Southern California Clean Cities Coalition and its partners can undertake actions that achieve the DOE goals and Connect SoCal 2024’s SB 375 goals concurrently. The primary mechanisms for implementing Connect SoCal 2024 and meeting the agency’s long-term GHG goals directly support and align with the GGE displacement and GHG reduction goals prescribed by the DOE. The metrics described herein are intended to be high-level estimates with simple calculations for ease of update and replicability.

Exhibit 2 SCAG’s Guiding Metrics for the 2024-2025 Plan Cycle

Project or Program	Metric	Calculation/Impact	GHG Reduction	GGE Displacement	Responsible Agency/Partners
Goods Movement Fleet Conversion (Last Mile Freight Program) Goals Addressed: <ul style="list-style-type: none"> • Technology Deployment • Collaborations and Partnerships • Barrier Mitigation 	Number of medium- and heavy-duty vehicle adoptions implemented in the Last Mile Freight Program (LMFP)	<ul style="list-style-type: none"> • 200+ (226) zero emission (ZE)/near-zero emission (NZE) trucks adopted by 2024 	53% 17k tons CO2e total	8.3% 1.8M GGE total	<ul style="list-style-type: none"> • SCAG • Mobile Source Air Pollution Reduction Review Committee (MSRC) • Fleet partners
Clean Technology Program Outreach and Collaboration Goals Addressed: <ul style="list-style-type: none"> • Technology Deployment • Collaborations and Partnerships • Barrier Mitigation 	Number of medium- and heavy-duty vehicle adoptions estimated to be implemented in the region during the 2024-2028 RTP/SCS cycle and post-LMFP	<ul style="list-style-type: none"> • Seek funding for \$5M to deploy 50 additional ZE/NZE trucks 	10.2% 3.4k tons CO2e total	1.6% 342k GGE total	<ul style="list-style-type: none"> • SCAG • Fleet partners • Funding agencies
UC Irvine Automated Intersection Monitoring for EVs Pilot Goals Addressed: <ul style="list-style-type: none"> • Infrastructure Deployment • Collaborations and Partnerships • Performance Monitoring and Reporting 	Reduction of idling by passenger vehicles in the pilot study area via traffic sensors at key intersections	<ul style="list-style-type: none"> • Estimated 50,000 daily drivers in the study area • Optimized sensor systems can save one-fifth of one GGE per car • Could annually save 10,000 GGE per day 	n/a	16% 3.65M GGE total	<ul style="list-style-type: none"> • SCAG • UC Irvine • Technology partners • City of Irvine

Project or Program	Metric	Calculation/Impact	GHG Reduction	GGE Displacement	Responsible Agency/Partners
EV Charging Infrastructure Expansion and Zero Emission Truck Infrastructure (ZETI) Implementation Goals Addressed: <ul style="list-style-type: none"> • Infrastructure Deployment • Collaborations and Partnerships • Performance Monitoring and Reporting 	Number of charging stations or related infrastructure projects, estimated to be implemented over the 2024-2028 RTP/SCS cycle	<ul style="list-style-type: none"> • Estimated 5% increase in EV charging infrastructure and 3% increase in EV sales • 7,899.2 tons for EV charging infrastructure increase (799 stations) and 3.79M GGE for drivers 	23% 7.9k tons CO2e total	17% 3.79M GGE total	<ul style="list-style-type: none"> • SCAG • Technology partners • Private vendors • Local operators and governments
Smart Cities Vision Plan and AFV Pilot Implementation Goals Addressed: <ul style="list-style-type: none"> • Technology Deployment • Collaborations and Partnerships • Community Engagement • Performance Monitoring and Reporting 	Pilot program for clean transportation technology and AFV deployments, estimated to be implemented over the 2024-2028 RTP/SCS cycle	<ul style="list-style-type: none"> • Seek funding for \$5M to deploy 40 vehicles across clean transportation and/or AFV pilots • Mix of fuel types and vehicle types including compressed natural gas (CNG), EV, and ZE/NZE, and medium- and heavy-duty vehicles 	8.2% 2.7k tons CO2e total	1.3% 274k GGE total	<ul style="list-style-type: none"> • SCAG • Technology partners • Private vendors • Local operators and governments • Funding agencies • Transit Operators

Project or Program	Metric	Calculation/Impact	GHG Reduction	GGE Displacement	Responsible Agency/Partners
California Air Resources Board (CARB) Innovative Clean Transit (ICT) Regulation: Zero Emission Bus (ZEB) Implementation Requirements Goals Addressed: <ul style="list-style-type: none"> • Technology Deployment • Collaborations and Partnerships • Community Engagement • Performance Monitoring and Reporting 	Mandatory upcoming transition to ZEB for all new bus purchases in the region by 2029	<ul style="list-style-type: none"> • Region averages approximately 75 new bus purchases annually • Using figures provided by the DOE and annual estimates of 13k GGE per bus 	6.1% 2k tons CO2e total	4.6% 999k GGE total	<ul style="list-style-type: none"> • SCAG • CARB • Regional/Local Transit Agencies

DEVELOPMENT OF SCAG'S CLEAN TECHNOLOGY PROGRAM

SCAG is currently developing a detailed Clean Technology Program for potential initiatives with a strong focus on technology neutrality. These initiatives align with and complement the broader objectives and vision of the Clean Cities Program, acknowledging areas of overlap. SCAG plans to coordinate program efforts with other clean cities coalitions in the region to calculate regional benefits and to ensure work efforts and strategies are aligned. In addition, programs will be coordinated to align with the GHG emission reduction targets set by the DOE, Federal Highway Administration, and SCAG. Depending on the availability of resources, SCAG may pursue efforts in the following key areas:

PLUG-IN ELECTRIC VEHICLE INCENTIVE PROGRAM FOR LOW-INCOME HOUSEHOLDS

SCAG is evaluating the potential for developing a plug-in electric vehicle (PEV) incentive program offering incentives for trading in used vehicles for new PEVs, designed to complement, not replace, existing federal, state, or district incentive programs. Such a program could also prioritize the needs of low-income households in communities of concern.

PUBLIC EDUCATION & OUTREACH INITIATIVE

SCAG can help boost the adoption of PEVs by enhancing public knowledge through educational campaigns, workshops, seminars, and stakeholder/public gatherings. This initiative would disseminate information on PEV technologies, available governmental incentives, and the benefits of shifting to cleaner transportation, both environmentally and economically.

PEV-READY BUILDING CODE GUIDELINES

SCAG may consider developing or evaluating guidelines for local building codes to enhance PEV infrastructure within high-density housing zones, with a special emphasis on multi-unit dwellings (MUDs). This initiative would yield a strategic framework that would propose recommendations for PEV-ready parking requirements, PEV-exclusive zones, and the integration of PEV charging amenities into current building standards. The guidelines would not only facilitate the installation of charging infrastructure in both new and retrofitted MUDs but also advocate for environmentally responsible building practices. The overarching goal of the initiative would be to significantly enhance charging accessibility, remove barriers to PEV use in dense living situations, and catalyze a marked increase in PEV uptake, thereby contributing to a cleaner, more sustainable urban future.

PEV SUPPORTIVE ZONING GUIDELINES

SCAG may consider conducting studies that would provide concise guidelines to assist local jurisdictions in revising land use and zoning policies that facilitate PEV infrastructure, focusing on optimizing public land use, updating regulations to accommodate charging stations across zones, streamlining permit processes, and incentivizing developers to include PEV charging options.

PEV TRANSITION GOALS

SCAG will work with local governments to assist in setting regional objectives for transitioning local government fleets to PEVs, exemplifying a commitment to clean technology ahead of state mandates. This action can validate PEV efficacy and stimulate market growth for new technologies. Additionally, integrating these goals into strategic planning and supporting local jurisdictions in establishing and revising their PEV adoption benchmarks could encourage widespread uptake.

EV WEIGHT IMPACT STUDY

SCAG may consider initiating a comprehensive study to examine the impacts of the increased weight of PEVs on road infrastructure, emphasizing potential asset management implications. The study would compare the infrastructure repair costs necessitated by the heavier build of PEVs versus traditional vehicles. It would also explore various strategies to mitigate these impacts, potentially leading to updated infrastructure design standards and policy initiatives to reduce overall vehicle use. The goal of this study would be to provide actionable insights for the development of durable, cost-efficient infrastructure that supports escalating EV adoption.

As SCAG pursues avenues to enhance PEV adoption, SCAG will maintain its commitment to assisting local partners with PEV integration. This includes ongoing provision of resources, strategic planning support, best practices sharing, and policy advocacy assistance.

DOE & CLEAN CITIES TRAININGS

SCAG will provide various DOE-specific and/or Clean Cities trainings through future Toolbox Tuesdays virtual training sessions hosted by SCAG to provide a range of planning knowledge and technical skills to a variety of elected officials, local planners, community organizers, students, and community members. Toolbox Tuesdays include training on various tools and resources on emerging planning topics such as equity, environmental justice, traffic safety, housing, transportation, sustainability, spatial analytics, programming language, and data literacy.⁵

COLLABORATION WITH THE NATIONAL CLEAN FLEETS PARTNERSHIP

SCAG previously focused on public sector fleets, but more recent efforts have included private sector fleets. SCAG will work with contacts from the DOE's National Clean Fleets Partnership Program, which establishes strategic alliances with large fleets to help them explore and adopt alternative fuels and fuel economy measures to cut petroleum use. Collaboration is subject to the status and activity level of the national partnership. The partnership builds on the established success of DOE's Clean Cities Program and provides fleets with top-level support, technical assistance, robust tools and resources, and public acknowledgement to help meet and celebrate fleets' petroleum-use reductions.⁶

IDLE REDUCTION

SCAG may consider pursuing opportunities related to school buses and idle reduction efforts, such as providing technical support. The agency may additionally expand upon the anticipated findings from the Automated Intersection Monitoring for Electric Vehicles Partnership with the University of California, Irvine (UCI). The artificial intelligence pilot offers insight into idle reduction benefits associated with this type of project and provides an opportunity for further exploration. This item is a low priority relative to SCAG's key focus areas and subject to funding availability.

MULTI-UNIT DWELLING (MUD) EV CHARGING PROGRAM

SCAG seeks to implement an MUD EV charging project, like the Greater Washington Clean Cities Coalition, within the region. The Greater Washington Clean Cities Coalition is providing technical assistance to the Vehicle Charging Innovations for a MUD project, which is designed to implement cost-effective options for EV charging at MUDs. The project includes engaging stakeholders across the United States, determining barriers to MUD and curbside residential EV charging, educating stakeholders about charging technologies, and assisting stakeholders with on-site

⁵ Toolbox Tuesday, SCAG. Available at: <https://scag.ca.gov/toolbox-tuesday>

⁶ National Clean Fleets Partnership, U.S. DOE. Available at: <https://afdc.energy.gov/files/u/publication/ncfp.pdf?44c46ae68b#:~:text=The%20National%20Clean%20Fleets%20Partnership%20is%20open%20to%20fleets%20that,its%20operations%20and%20fuel%20use.>

installations. The project is also developing a comprehensive MUD Charging Toolkit for building managers/owners, residents, electric utilities, and local governments to better understand the opportunities and rewards of EV charging.⁷

INNOVATIVE CLEAN TRANSIT

SCAG will support the deployment of clean transit and technologies as part of CARB’s Innovative Clean Transit (ICT) Program. The goal of the ICT Program is to continue CARB’s partnership with transit agencies to maximize benefits while providing flexibility and sufficient time for transit agencies to address potential challenges and utilize available funds. This regulation strives to maintain as well as enhance transit service through increased mobility options and has built-in technological and financial safeguards to ensure transit service or fares are not adversely impacted by the transition.⁸ SCAG intends to calculate program benefits and incorporate them into the next iteration of the Southern California Clean Cities Strategic Plan.

STAKEHOLDER SUPPORT, TRAINING, OUTREACH, AND ENGAGEMENT

SCAG will continue to provide support, training, outreach, and engagement to its stakeholders at various events, including the AltCar Expo, SCAG’s ZETI Technical Advisory Committee, Toolbox Tuesday trainings, Money Monday newsletters, and various clean transportation events that occur. Special consideration will be given to ensure critical clean cities updates are incorporated into SCAG’s board and policy committee meetings for transparency and engagement.

REGIONAL ACCOMPLISHMENTS

SCAG will continue to showcase regional accomplishments related to clean technology at SCAG’s board and policy committee meetings as well as SCAG’s General Assembly. The agency will explore additional opportunities to highlight accomplishments in potential online tools such as dashboards and web applications.

Exhibit 3 Summary of Projects

Project	Description	Responsible Agency/Partners
Connect SoCal Plan	SCAG’s Connect SoCal RTP/SCS encompasses a comprehensive set of planned transportation investments, policies, and strategies designed to meet the region’s goals and performance requirements. The strategies within this plan are aimed at achieving reductions in greenhouse gas emissions, promoting investments in clean technologies, and facilitating the transition to a clean-energy economy.	SCAG
Clean Technology Program	Established after SCAG’s Connect SoCal 2020, the Clean Technology Program is dedicated to advancing efforts that underscore the importance of PEVs and other AFVs, along with the necessary infrastructure. These initiatives play a pivotal role in mitigating GHG emissions in the SCAG region, a priority highlighted in SCAG’s Connect SoCal 2024 Plan.	SCAG

⁷ Multi-Unit Dwelling (M.U.D) EV Charging Program, Greater Washington Region Clean Cities Coalition. Available at: <https://gwrccc.org/multi-unit-dwelling-m-u-d-ev-charging-program/>

⁸ Innovative Clean Transit, CARB. Available at: <https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/about>

Project	Description	Responsible Agency/Partners
Southern California Clean Cities Coalition	SCAG continues to lead with the Southern California Clean Cities Coalition as part of its cooperative agreement with the DOE. These ongoing efforts contribute to the broader objectives of the national Clean Cities Coalition Network.	SCAG, DOE
Electric Vehicle Charging Station Study (EVCSS) and Associated Regional Plug-in Electric Vehicle (PEV) Plan	The EVCSS includes tailored policy guidance to the 18 study partner cities; a regionwide Site Suitability Analysis to target areas for future EV charging infrastructure, with a focus on increasing EV infrastructure in traditionally underserved and hard-to-reach communities including MUDs and DACs; EV site evaluations; and a PEV Infrastructure Plan that informs on the need and tools available for cities to spur development of charging stations and support EV adoption across Southern California.	SCAG
Plug-In Electric Vehicle (PEV) Atlas Update	The PEV Atlas contains 198 pages of maps, charts, and data at the subregional and COG level that illustrate factors that influence demand for charging equipment at specific locations.	SCAG
Clean Transportation Technology Compendium	Required by Resolution No. 23-654-5, the Clean Transportation Technology Compendium supports the development of SCAG’s Connect SoCal 2024 and offers an in-depth look at zero- and near-zero emission transportation technologies, including their charging and fueling infrastructure, and other supporting products. The compendium highlights essential features, identifies knowledge gaps, and suggests strategies for the deployment of clean technologies in the region, serving as a key resource for both public and private sector entities during procurement and investment deliberations.	SCAG
Zero Emission Truck Infrastructure (ZETI) Study	SCAG’s ZETI Study includes a phased blueprint and action plan toward realizing a regional network of zero emission transportation infrastructure for battery electric and hydrogen fuel cell trucks.	SCAG
Last Mile Freight Program (LMFP)	SCAG has partnered with the MSRC to establish the LMFP. Phase 1 of the program involves focusing on the commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy- and/or medium-duty on-road trucks (including ZE/NZE equipment and supporting infrastructure).	SCAG, MSRC

Attachment: SCAG Clean Cities Coalition Strategic Plan (Clean Cities Coalition Strategic Plan)

Project	Description	Responsible Agency/Partners
<p>Partnership with UCI on Automated Intersection Monitoring for Electric Vehicles</p>	<p>SCAG has partnered with HIMaC at UCI to research artificial intelligence (AI) and transportation energy efficiency in the city of Irvine. Twenty-five traffic intersections in the city are being used to conduct research and create a public road network platform. In addition to the 25 intersections, the project is using three fleets of vehicles operating in distinct modes within the public roadways to demonstrate the benefit of AI-powered sensors.</p>	<p>SCAG, UCI</p>
<p>Partnership with LACI on Testing and Evaluation of Curb Management and Integrated Strategies to Catalyze Market Adoption of Electric Vehicles</p>	<p>SCAG has partnered with the Los Angeles Clean Tech Incubator (LACI) to develop and validate open-source curb management tools and approaches to increase total urban area dedicated to zero emission curb zones by 50% or more in three or more locations. The project aims to accelerate adoption of zero emission transportation, provide health outcomes for communities, and provide more efficient transportation and energy systems that benefit local residents and businesses as well as delivery operations at the curb.</p>	<p>SCAG, LACI</p>

U.S. Department of Energy Clean Cities Program

As part of the U.S. Department of Energy's (DOE) Vehicle Technologies Office (VTO), clean cities coalitions foster the nation's economic, environmental, and energy security by working locally to advance affordable, domestic transportation fuels, energy efficient mobility systems, and other fuel-saving technologies and practices.⁹ Coalitions provide the technical expertise local decision-makers and fleets need to understand and implement alternative and renewable fuels, electric vehicles (EVs), idle-reduction measures, fuel economy improvements, new mobility choices, and emerging transportation technologies.¹⁰ Since beginning in 1993, clean cities coalitions have achieved a cumulative impact in energy use equal to nearly 13 billion gasoline gallon equivalents (GGEs) through the implementation of diverse transportation projects,¹¹ and have eliminated 67 million tons of carbon dioxide emissions through projects that use alternative fuels and fuel-efficient technologies. Together, the coalitions create a compounding impact nationwide that advances United States energy independence and reduces vehicle emissions while supporting regional economic development and job growth.¹²

HISTORY

The Clean Cities Coalition network dates to the Alternative Motor Fuels Act of 1988 and the Clean Air Act Amendments of 1990. These laws, which encouraged the production and use of alternative fuel vehicles (AFVs) and the reduction of vehicle emissions, led to the creation of the Alternative Fuels Data Center (AFDC) in 1991. The AFDC's initial objective was to collect, analyze, and distribute data used to evaluate alternative fuels and vehicles.¹³

The 1992 enactment of the Energy Policy Act of 1992 (EPAAct) required certain vehicle fleets to acquire AFVs. Subsequently, DOE created the Clean Cities network in 1993 to provide informational, technical, and financial resources to EPAAct-regulated fleets and voluntary adopters of alternative fuels and vehicles.¹⁴ The Clean Cities Coalition Network has built bipartisan support, made deep connections within the transportation industry, and created active partnerships with 20,000 public and private stakeholders.¹⁵

Since its creation, the Clean Cities Coalition Network, facilitated by support from the National Renewable Energy Laboratory (NREL), has expanded considerably to include over 75 active coalitions that cover nearly every state and 84 percent of the U.S. population.¹⁶ Coalitions are comprised of businesses, fuel providers, vehicle fleets, state and local government agencies, and community organizations. These stakeholders share experiences, information, and resources, educate the public, collaborate on transportation projects, and help identify research needs.¹⁷ Each coalition is led by an on-the-ground coalition director who tailors projects and activities to capitalize on unique regional opportunities. Stakeholders gain access through the coalition to a wide array of resources, including individualized technical assistance, informational publications and tools, networking opportunities with fleets and industry partners, workshops, funding opportunities, and outreach support. Deeply engaged stakeholders also receive

⁹ About Clean Cities, U.S. DOE. Available at: <https://cleancities.energy.gov/about/>

¹⁰ Clean Cities Coalitions Overview, U.S. DOE. Available at: <https://cleancities.energy.gov/publications/>

¹¹ About Clean Cities, U.S. DOE. Available at: <https://cleancities.energy.gov/about/>

¹² Clean Cities Coalitions Overview, U.S. DOE. Available at: <https://cleancities.energy.gov/publications/>

¹³ Why We're Here, U.S. DOE. Available at: <https://cleancities.energy.gov/about/>

¹⁴ Why We're Here, U.S. DOE. Available at: <https://cleancities.energy.gov/about/>

¹⁵ Clean Cities Coalitions Overview, U.S. DOE. Available at: <https://cleancities.energy.gov/publications/>

¹⁶ Clean Cities: A Model of Collaborative Technology Innovation Built Over 30 Years, National Renewable Energy Laboratory (NREL). Available at: <https://cleancities.energy.gov/publications/>

¹⁷ Clean Cities Coalitions Overview, U.S. DOE. Available at: <https://cleancities.energy.gov/publications/>

public recognition, highlighting their accomplishments and success. Furthermore, coalitions host events for stakeholders to share information, work with fleets to evaluate their fuel or technology options and collaborate on projects that implement these fuels and technologies.¹⁸

Exhibit 4 National Clean Cities



Source: U.S. DOE, 2023. Clean Cities Coalitions Overview:
https://afdc.energy.gov/files/u/publication/clean_cities_coalitions_overview.pdf?b558c85ca2

¹⁸ Clean Cities Coalitions Overview, U.S. DOE. Available at: <https://cleancities.energy.gov/publications/>

Exhibit 5 Clean Cities Roadmap



Source: U.S. DOE, 2023. Clean Cities Coalitions Overview: https://afdc.energy.gov/files/u/publication/clean_cities_coalitions_overview.pdf?b558c85ca2

CLEAN CITIES WORK

Clean cities coalitions leverage expertise from federal agencies, national laboratories, and their fellow coalitions. VTO's Technology Integration Program and DOE's national laboratories offer technical assistance, information resources, online training, and an array of data and analysis tools. Coalitions then bring this expertise directly to the communities they serve and develop community-driven solutions based on a unique understanding of local needs, opportunities, and markets. The coalitions build networks of community stakeholders and provide hands-on problem-solving support to fleets.¹⁹

Clean cities coalition work includes:²⁰

- Building partnerships with public- and private-sector transportation stakeholders.
- Dispensing objective information, data-driven online tools, and a suite of resources to fleets and local decision-makers.
- Empowering stakeholders to evaluate and implement the best strategy to achieve their goals;

¹⁹ Clean Cities Coalitions Overview, U.S. DOE. Available at: <https://cleancities.energy.gov/publications/>

²⁰ Clean Cities Coalitions Overview, U.S. DOE. Available at: <https://cleancities.energy.gov/publications/>

- Collecting and sharing best practices, data, and lessons learned to inform local decisions and build a strong national network.
- Engaging technical assistance to help fleets and end users implement alternative fuels, advanced vehicles, and fuel-saving practices.
- Building relationships with industry partners, fleets, and communities to solve problems and identify and address technology barriers.
- Leveraging people and resources to encourage private-sector investment, resulting in successful implementation of advanced transportation, fueling infrastructure, and charging equipment development projects.

To advance affordable, efficient, and clean transportation fuels and technologies, coalitions employ the following strategies:²¹

- **Evaluate transportation needs and energy choices** to determine the most impactful and cost-effective vehicle options, fuels, technologies, and best practices that make sense for their stakeholders.
- **Shift to efficient and clean energy sources** through alternative and renewable fuels such as biodiesel, electricity, ethanol, hydrogen, natural gas, propane, and renewable diesel.
- **Improve fuel efficiency** through state-of-the-art technologies and strategies.
- **Reduce greenhouse gas emissions** and local pollutants through transition to low- and no-emission vehicles, idle reduction, and other fuel-saving technologies and practices.
- **Demonstrate and assess new mobility choices** that maximize the return on investment for mobility systems in terms of time, cost, energy, and opportunity.

Coalition activities, project results, and estimated energy impacts are summarized in an annual report. This gives coalitions the ability to track accomplishments, inform stakeholders of their coalition's progress, and devise strategies for the future. Moreover, access to this data allows coalitions to identify points of mutual interest with other coalitions and jointly develop projects for larger impact.²²

DOE and the national laboratories require that coalitions are held to the following standards and requirements to ensure minimum levels of engagement: formal designation and redesignation, cooperative agreements with DOE, and annual reports, along with other expectations guiding their participation in clean cities activities.²³

Formal designation is the process of becoming an official DOE-designated clean cities coalition, whereby a multi-year plan is agreed upon and a regional manager is made available to support a coalition through this multi-year process. To become designated and join the Clean Cities Coalition Network, a coalition must have:²⁴

- An active network of public and private stakeholders who meet regularly and have defined roles.
- A clear organizational structure.
- A director to lead the coalition.

²¹ Clean Cities Coalitions Overview, U.S. DOE. Available at: <https://cleancities.energy.gov/publications/>

²² Clean Cities Coalitions Overview, U.S. DOE. Available at: <https://cleancities.energy.gov/publications/>

²³ Clean Cities: A Model of Collaborative Technology Innovation Built Over 30 Years, NREL. Available at: <https://cleancities.energy.gov/publications/>

²⁴ Clean Cities: A Model of Collaborative Technology Innovation Built Over 30 Years, NREL. Available at: <https://cleancities.energy.gov/publications/>

- Reliable funding for the director position.
- Specific, attainable goals and a strategic plan for achieving them.
- Strong partnerships with air quality officials, energy officials, and other decision-makers who control resources and help guide policy.

Coalitions must renew their formal designation every four years by showing active stakeholder networks, engagement, and coalition impacts and presenting to VTO staff on their progress, creating a minimum standard for inclusion in the Clean Cities Coalition Network and access to the resources, tools, and support provided by DOE and national labs.²⁵

Exhibit 6 Clean Cities Process



Source: NREL, 2023. *Clean Cities: A Model of Collaborative Technology Innovation Built Over 30 Years*. Available at: https://afdc.energy.gov/files/u/publication/clean_cities_a_model_of_collaborative_technology_innovation_built_over_30_years.pdf?1f77c74cb1

²⁵ Clean Cities: A Model of Collaborative Technology Innovation Built Over 30 Years, NREL. Available at: <https://cleancities.energy.gov/publications/>

About Southern California Clean Cities Coalition

The Southern California Clean Cities Coalition, also referred to as the “SCAG Clean Cities Coalition,” was formally designated on March 1, 1996. The coalition covers the six counties within the SCAG region: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, but excludes areas covered by other independent Clean Cities coalitions. Four independent coalitions are located within the SCAG region:

- Western Riverside County Clean Cities Coalition²⁶
- Los Angeles Clean Cities Coalition²⁷
- Long Beach Clean Cities Coalition²⁸
- Clean Cities Coachella Valley Region.²⁹

Coalition activities are reported to the DOE/NREL on a quarterly and annual basis and critical updates are periodically shared with SCAG’s policy committees and Regional Council. As a program of SCAG, the governing structure, policies, goals, and resources are the same. Pursuant to DOE program requirements, the coalition received redesignation in August 2023. The Coalition at SCAG aims to strategically align with other Coalitions in Southern California and actively support regional planning initiatives.

One of the primary objectives of the coalition is to align efforts between private and public sector entities supporting AFVs. These entities include the 197 stakeholders of the region’s local municipalities (six counties and 191 cities), six county transportation commissions, other regional regulatory agencies, air quality management districts, and various transit operators. Private stakeholders include technology vendors, local businesses, transportation experts, nonprofit agencies, and research institutions.

Aligning these agencies and efforts helps create a platform for stakeholders to identify shared interests, collaborate on public policy initiatives, explore joint project opportunities, optimize resource utilization, and collectively advocate for the advantages of AFVs across the region. The coalition is dedicated to advancing the use of alternative fuels, AFVs, and fuel blends; enhancing fuel efficiency; promoting hybrid vehicles; and advocating for idle reduction practices.

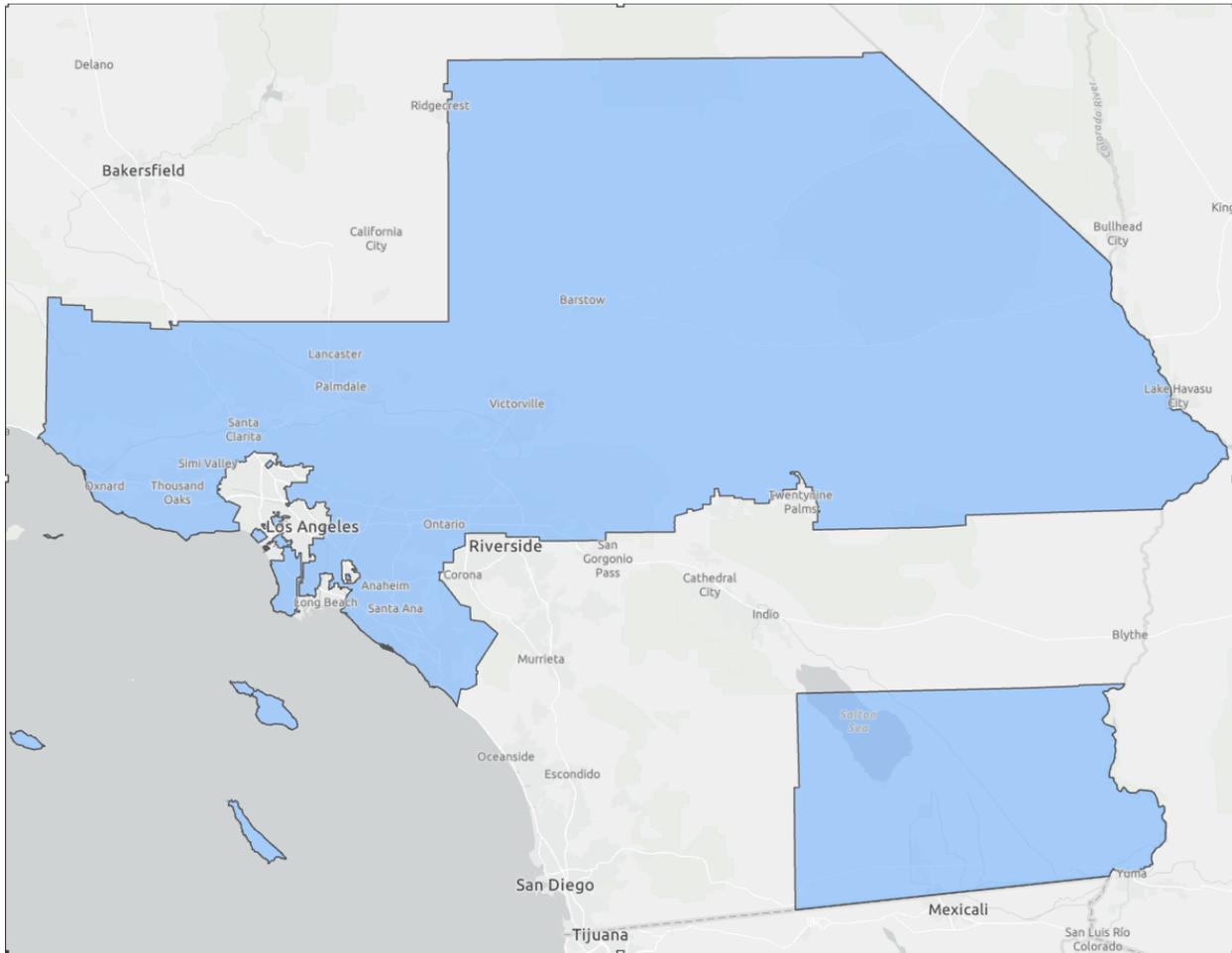
²⁶ Western Riverside County Clean Cities Coalition, Western Riverside Council of Governments. Available at: <https://wrcog.us/175/Clean-Cities-Coalition>

²⁷ Los Angeles Clean Cities Coalition, LA Sanitation & Environment. Available at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-es/s-lsh-es-si/s-lsh-es-si-cc?_afLoop=21042558626501464&_afWindowMode=0&_afWindowId=null&_adf.ctrl-state=1a60h8h1ub_1#!%40%40%3F_afWindowId%3Dnull%26_afLoop%3D21042558626501464%26_afWindowMode%3D0%26_adf.ctrl-state%3D1a60h8h1ub_5

²⁸ About Us, Long Beach Clean Cities. Available at: <https://cleancitieslongbeach.org/about-us/>

²⁹ About Clean Cities Coachella Valley, Clean Cities Coachella Valley Coalition. Available at: <https://cleancitiescv.org/>

Exhibit 7 Southern California Clean Cities Coalition Map



Source: U.S. DOE, 2024. Southern California Clean Cities Coalition: <https://cleancities.energy.gov/coalitions/southern-california>

Southern California Clean Cities Coalition Strategic Plan

The transportation sector in the SCAG region, encompassing cars, trucks, buses, trains, and associated infrastructure, is a major contributor to air pollution and greenhouse gas emissions (GHG). These emissions adversely affect air quality and lead to negative health outcomes in the area. Southern California's unique meteorological conditions further exacerbate these issues, making it one of only two regions in the United States designated as an "extreme" nonattainment area for the 2015 Ozone National Ambient Air Quality Standards (NAAQS). Additionally, the region faces threats from climate change, including heatwaves, droughts, and wildfires, which are potentially intensified by emissions from transportation.

Reducing transportation emissions in Southern California is challenging and complex, due to the region's heavy freight and port activity, large metropolitan population, and a predominantly car-dependent urban layout. SCAG is actively tackling this issue through various strategies, including land use and transportation planning that promotes multiple travel choices like transit and active transportation, advocating policies aimed at reducing vehicle miles traveled (VMT), and transitioning to a zero-emission transportation system through the adoption of clean transportation technologies.

To combat air quality and climate change issues stemming from the transportation sector, the SCAG Regional Council adopted the Clean Transportation Technology Policy via adopted Regional Council Resolution No. 23-654-5 on April 6, 2023. This policy defines clean transportation technology as encompassing alternative fuel vehicles (AFV) along with their supporting infrastructure and other products that diminish environmental impact throughout their lifecycle.

AFVs which include zero-emission vehicles (ZEVs) and near-zero-emission vehicles (NZEVs), including battery-electric vehicles (BEVs), plug-in hybrid electric vehicles (PHEVs), fuel cell electric vehicles (FCEVs), and low NOx natural gas vehicles (NGVs), are seen as key technological solutions for substantial emissions reductions in transportation. Electricity, hydrogen, or renewable natural gas as fuels, particularly in California, have the potential to drastically lower overall vehicle emissions and, in many cases, completely or significantly reduce tailpipe emissions.

Equally important are the supportive products for ZEV and NZEV. These include any systems, hardware, or software solutions, or services that facilitate the efficient deployment, maintenance, and operation of ZEVs and NZEVs and their respective infrastructures. The primary goal of these supportive products is to provide an integrated solution in the deployment and adoption of clean transportation technologies to mitigate or eliminate environmental impacts associated with these technologies while also improving the user experience.

The U.S. Department of Energy (DOE) recently introduced a new mandate for all clean cities coalitions, including the Southern California Clean Cities Coalition, to craft a strategic plan as part of their annual Statement of Project Objectives (SOPO) update. This directive provides a structured, multi-year roadmap for coalition stakeholders, detailing specific objectives and activities that support the transition to AFVs. The ultimate goals outlined by the DOE include a 16 percent increase in gasoline gallon equivalent (GGE) displaced and a 20 percent annual reduction in greenhouse gas (GHG) emissions.

Responding to this requirement, the Southern California Clean Cities Coalition has formulated the Southern California Clean Cities Strategic Plan. This plan is not just a response to the DOE's new requirement but also an essential guide for the coalition's activities over the next five years. It focuses on accelerating the deployment of alternative fuel and advanced technology vehicles and expanding the necessary infrastructure to minimize petroleum use.

This strategic plan is designed to be adaptable and emphasizes technology deployment. It aligns closely with SCAG's Clean Transportation Technology Policy and the strategies set forth in Connect SoCal 2024. Furthermore, it supports the initiatives of SCAG's Clean Technology Program, ensuring a synchronized approach to achieving the coalition's objectives at federal, state, and regional levels.

By aligning with these broader policies and strategies, the Southern California Clean Cities Coalition Strategic Plan demonstrates a robust commitment to addressing environmental challenges. It underlines the importance of innovative and sustainable transportation solutions in creating a cleaner, more efficient transportation future for Southern California. The plan represents a significant stride in fostering collaboration across various levels of government and sectors, crucial for meeting the set targets and advancing towards a more sustainable future.

SOUTHERN CALIFORNIA CLEAN CITIES VISION

Our vision for Southern California is to cultivate a sustainable and environmentally conscious transportation ecosystem. Central to this vision is the integration of advanced infrastructure, cutting-edge technologies, and forward-thinking policies, underpinned by a principle of technology neutrality. This approach ensures that all potential solutions are considered on their merits, promoting innovation and adaptability in our pursuit of environmental stewardship. We are committed to building a community actively engaged in and dedicated to eco-friendly transportation practices. Our strategy involves transparent reporting, effective collaboration, and strategic partnerships, establishing a resilient, innovative, and environmentally compatible transportation network. By embodying these principles, we strive to set a benchmark in Southern California for a balanced and sustainable transportation system, aspiring to inspire and guide local, regional, statewide, and nationwide initiatives.

GOALS AND STRATEGIES

Our primary goal is to work in tandem with stakeholders and the DOE to achieve two critical targets, which are standard requirements for all clean cities coalitions: an annual 16 percent reduction in GGE usage and a 20 percent decrease in GHG emissions. Our approach to these objectives is structured around seven key focus areas, with particular attention on the development and implementation of infrastructure and advanced technologies, such as the installation of EV charging stations.

SCAG's involvement is primarily in supporting the DOE, focusing on advocating for effective policies and legislation, and encouraging active collaborations, partnerships, and research initiatives. This includes enhancing efforts through established Southern California Clean Cities Coalition efforts, the Clean Technology Program, and the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy. SCAG's contributions are a critical part of the collective effort, which is directed toward seven key areas. Each of these areas is essential in achieving our broad objectives, which reinforces our commitment to advancing a sustainable and environmentally aware future.

The seven key areas include:

1. Infrastructure Deployment
2. Technology Deployment
3. Policy Advocacy
4. Community Engagement
5. Performance Monitoring and Reporting
6. Collaboration and Partnerships
7. Barrier Mitigation

Strategic Framework of the Southern California Clean Cities Strategic Plan

To fully appreciate the objectives and strategies of the Southern California Clean Cities Strategic Plan, it's essential to grasp the context and foundation upon which it is built. This overview sets the stage for SCAG's strategies aimed at achieving the key annual targets of a 16 percent increase in gasoline gallon equivalent (GGE) displaced and a 20 percent annual reduction in greenhouse gas (GHG) emissions.

The plan begins by outlining the existing conditions, providing a baseline understanding of the current situation in the region, including an assessment of current infrastructure, usage patterns, and the status of alternative fuel and advanced technology vehicle deployment. Then the plan addresses various barriers, including technological challenges, economic factors, regulatory hurdles, or public perception issues that could impede progress toward goals.

Next, the plan highlights work undertaken by other entities as well as SCAG's own contributions, including past and ongoing initiatives, collaborations, and achievements that laid the groundwork for the current strategic plan.

Finally, the plan culminates in a detailed presentation of the proposed work efforts. These efforts align with the overarching objectives of increasing GGE displacement and reducing GHG emissions. This encompasses a range of strategies, from the deployment of new technologies and infrastructure to policy advocacy and community engagement.

By providing this structured and detailed overview, SCAG aims to ensure that stakeholders are well-informed and equipped to engage with and contribute to the strategic plan's successful implementation. This approach reflects SCAG's commitment to transparency, collaboration, and informed decision-making in its pursuit of a more sustainable and environmentally friendly transportation future in Southern California.

The Need to Transition to Clean Transportation

The transition to clean transportation technologies is driven by the urgent need to address environmental and public health challenges posed by traditional transportation methods. Currently, the transportation sector is a significant contributor to global greenhouse gas emissions, air pollution, and reliance on non-renewable energy sources. Transportation not only exacerbates climate change but also leads to detrimental health effects, particularly in densely populated urban areas. AFVs and supporting infrastructure offer a sustainable solution. By reducing emissions, using clean energy, and minimizing pollution, transitioning to clean transportation will promote environmental sustainability, improve public health, and ensure a viable future for coming generations. This shift is not just an environmental imperative but also an opportunity to foster innovation, create green jobs, and lead the global economy toward a more sustainable path.

NATIONAL

Nationally, the United States encompasses a vast transportation network of approximately 4.25 million miles and represents approximately 27 percent of greenhouse gas (GHG) emissions.

Despite ongoing efforts to decarbonize the electricity grid, the United States consumes approximately 20 million barrels of petroleum per day, with approximately three-fourths used for transportation. Transportation also has a significant economic impact on American businesses and families, accounting for nearly one-sixth of the average household's expenses (second only to housing). Improving efficiency and reducing costs in this sector can thereby make a notable impact on our economy.

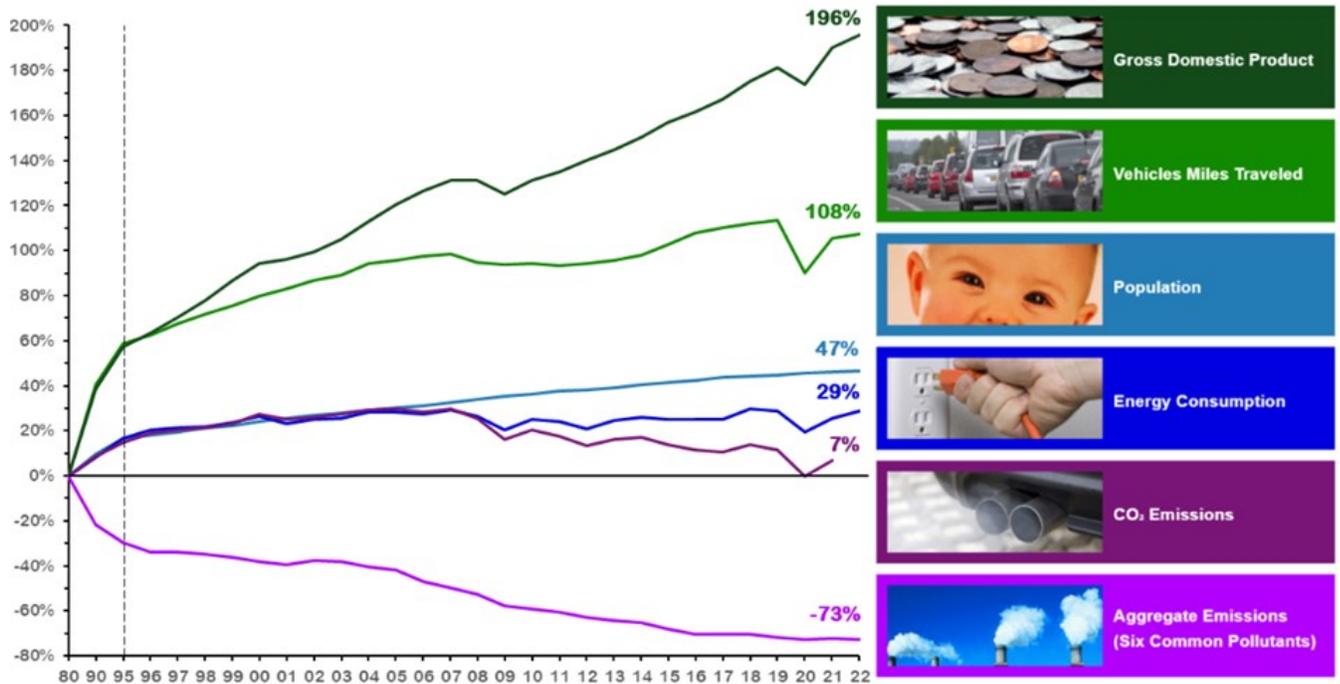
In 2022, approximately 66 million tons of pollution were emitted into the atmosphere in the United States. These emissions mostly contribute to the formation of ozone and particles, the deposition of acids, and the impairment of visibility.³⁰

As shown below in **Exhibit 8, Comparison of Growth Areas and Emissions, 1980-2022**, between 1980 and 2022, gross domestic product increased 196 percent, vehicle miles traveled increased 108 percent, energy consumption increased 29 percent, and United States population grew by 47 percent. During the same period, total emissions of the six principal air pollutants dropped by 73 percent. **Exhibit 5** also shows that CO₂ emissions, after having risen gradually for decades, have decreased since 2007, but in 2021 were 7 percent higher than 1980 levels.³¹

³⁰ Air Quality – National Summary, EPA. Available at: <https://www.epa.gov/air-trends/air-quality-national-summary#:~:text=In%202022%2C%20about%2066%20million,of%20acids%2C%20and%20visibility%20impairment.>

³¹ Air Quality – National Summary, EPA. Available at: <https://www.epa.gov/air-trends/air-quality-national-summary#:~:text=In%202022%2C%20about%2066%20million,of%20acids%2C%20and%20visibility%20impairment.>

Exhibit 8 Comparison of Growth Areas and Emissions, 1980-2022

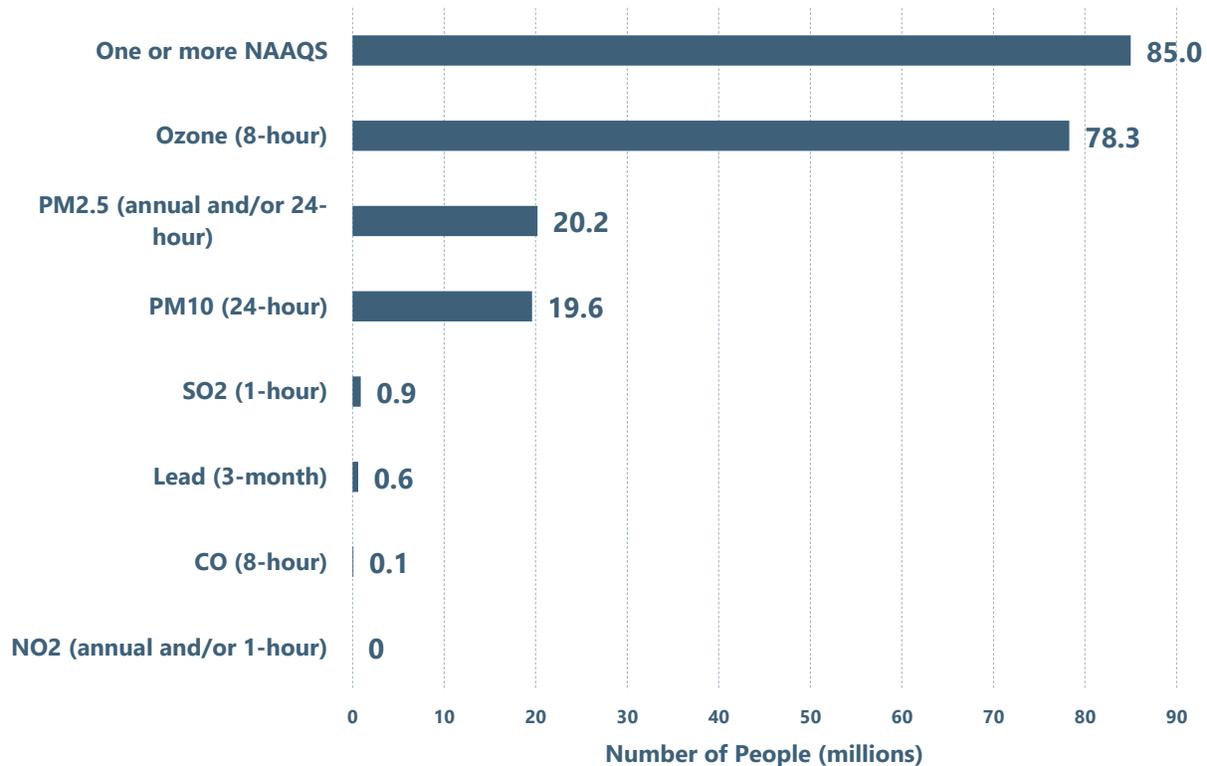


Source: U.S. EPA, 2023. Air Quality – National Summary: <https://www.epa.gov/air-trends/air-quality-national-summary#:~:text=In%202022%2C%20about%2066%20million,of%20acids%2C%20and%20visibility%20impairment>

Despite great progress in air quality improvement, as shown in Exhibit 9, **Number of People Living in Counties with Air Quality Concentrations Above the Level of the NAAQS in 2022**, approximately 85 million people nationwide lived in counties with pollution levels above the primary NAAQS in 2022. In addition, from 1990 to 2017, emissions of air toxics declined by 74 percent, largely driven by federal and state implementation of stationary and mobile source regulations.³²

³² Air Quality – National Summary, EPA. Available at: <https://www.epa.gov/air-trends/air-quality-national-summary#:~:text=In%202022%2C%20about%2066%20million,of%20acids%2C%20and%20visibility%20impairment>.

Exhibit 9 Number of People Living in Counties with Air Quality Concentrations Above the Level of the NAAQS in 2022



Source: U.S. EPA, 2023. Air Quality – National Summary: <https://www.epa.gov/air-trends/air-quality-national-summary#:~:text=In%202022%2C%20about%2066%20million,of%20acids%2C%20and%20visibility%20impairment>

The American Lung Association’s “State of the Air” 2023 report found that nearly 119.6 million people (36 percent of Americans) still live in places with failing grades for unhealthy levels of ozone or particle pollution. Overall, this is 17.6 million fewer people breathing unhealthy air compared to the 2022 report. Improvements included falling levels of ozone in many places throughout the United States, continuing a positive trend that reflects the success of the Clean Air Act. However, the number of people living in counties with failing grades for daily spikes in deadly particle pollution was 63.7 million, the most ever reported under the current national standard.³³

More than 64 million Americans live in counties with “F” grades for spikes in daily particle matter (PM) pollution. Among those cities ranked the worst 25, the average number of days residents were exposed to high levels of fine particle pollution increased by almost 2 days, to a weighted average of 18.3 days, up from 16.5 days in the 2022 report. Wildfires in the western United States are a major contributing factor to the increasing number of days and places with unhealthy levels of PM. Additionally, wildfires are increasing the severity of pollution, resulting in a sharp rise in the number of days designated as either purple or maroon, which are the levels on the Air Quality Index that carry the strongest health warnings.

Additionally, nearly 18.8 million Americans live in counties with “F” grades for year-round particle pollution. Cities most affected by high concentrations of year-round PM often experience drought conditions, have high power plant

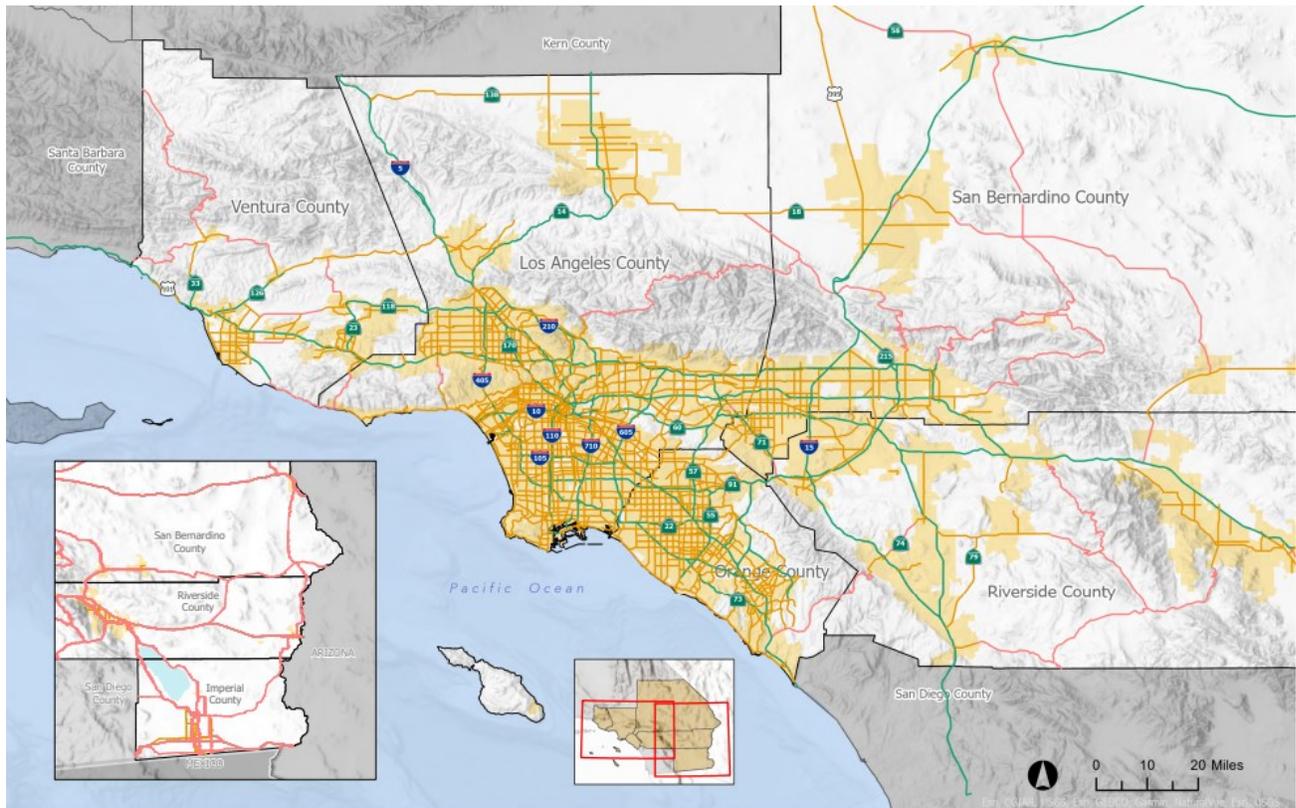
³³ State of the Air – Key Findings, American Lung Association. Available at: <https://www.lung.org/research/sota/key-findings>

emissions as well as industrial and mobile source pollution. The highest concentration of year-round particle pollution includes eight locations in California, three in Oregon, and three others in Alaska, Arizona, and Washington.³⁴

SCAG REGION

The six-county SCAG region encompasses 38,000 square miles of area (almost 25 million acres) and is home to approximately 19 million people. The current transportation network within the SCAG region includes more than 73,000 miles of streets and freeways. The transportation network within the SCAG region supports the largest container complex in the United States, the ports of Los Angeles and Long Beach, and helps people and goods move to and from eight commercial airports, seven government/military airfields, and over 30 reliever and general aviation airports.

Exhibit 10 SCAG Region Existing Highways and Arterials



MAP 2.4 Existing Arterials and Highways

- Freeway
- SCAG Region
- City Boundary
- Highways
- Arterials

Source: SCAG 2023

Source: SCAG, 2023. Connect SoCal 2024. Available at: <https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-draft-complete-110223.pdf?1698262706>

³⁴ Year-Round Particle Pollution Trends, American Lung Association. Available at: <https://www.lung.org/research/sota/key-findings/year-round-particle-pollution>

While the state of California is a leader in the national and global reduction in climate pollutants and deployment of clean technologies and fuels, the state represents a sizable portion of the nation’s air quality and GHG impacts.

In California, transportation is responsible for 38 percent of total emissions in the state, a plurality of statewide emissions. As estimated for 2022, mobile sources are projected to account for 81 percent of nitrogen oxide (NOx) emissions and 25 percent of fine particulate matter (PM2.5) emissions in the South Coast Air Basin.

PM poses a significant air quality challenge in the SCAG region, with contributions from various sources such as vehicle emissions, power generation, industrial facilities, residential fireplaces, wood stoves, construction activities, agriculture, wildfires, and atmospheric reactions. The SCAG region includes four air basins: the South Coast Air Basin (SCAB), Mojave Desert Air Basin (MDAB), Salton Sea Air Basin (SSAB), and South-Central Coast Air Basin (SCCAB). Each basin’s air quality is influenced by its unique topography, climate, population, and land use. Despite improvements since the 1970s, Southern California still ranks among the worst in the nation for air quality. The American Lung Association’s “State of the Air” 2023 report lists the Los Angeles–Long Beach metropolitan area as ninth worst for 24-hour PM2.5 exposure, fourth worst for annual PM2.5, and the worst for ozone pollution.³⁵

Furthermore, the American Lung Association consistently gives failing grades to counties within the SCAG region for ozone and particulate pollution levels (See **Exhibit 11, American Lung Association Report Card for SCAG Region**). For 2023, all six counties in the region received a failing grade for ozone, indicating a significant number of unhealthy air days relative to the ozone standard. The grading system, based on a weighted average of air quality index levels, also shows stringent criteria for PM2.5, with the association using a more restrictive limit than the national standard to protect public health from short-term pollution spikes.

Exhibit 11 American Lung Association Report Card for SCAG Region

County	Ozone Grade	Particle Pollution Grade
Imperial	F	D
Los Angeles	F	F
Orange	F	F
Riverside	F	F
San Bernardino	F	F
Ventura	F	D

Source: American Lung Association, 2023. State of the Air 2023. Available at: <https://www.lung.org/research/sota/city-rankings/msas/los-angeles-long-beach-ca>

The California Air Resources Board (CARB) compiles GHG inventories for the State of California. Based on the 2019 GHG inventory data, California emitted 404.5 MMTCO2e including emissions resulting from imported electrical power in 2019.³⁶ Based on the GHG inventories compiled by the World Resources Institute, California’s total statewide GHG emissions rank second in the United States (Texas is the highest emitter of GHG).³⁷

The primary contributors to GHG emissions in California are transportation, electric power production from both in-state and out-of-state sources, industry, agriculture and forestry, and commercial and residential activities.³⁸ **Exhibit**

³⁵ State of the Air 2023, American Lung Association. Available at: <https://www.lung.org/research/sota/city-rankings/msas/los-angeles-long-beach-ca>

³⁶ California Greenhouse Gas Inventory for 2000-2020 — by Category as Defined in the 2008 Scoping Plan, CARB. Available at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/ghg_inventory_scopingplan_sum_2000-20.pdf

³⁷ 8 Charts to Understand U.S. State Greenhouse Gas Emissions, World Resources Institute. Available at: <https://www.wri.org/insights/8-charts-understand-us-state-greenhouse-gas-emissions>

³⁸ California Greenhouse Gas Inventory for 2000-2020 — by Category as Defined in the 2008 Scoping Plan, CARB. Available at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/ghg_inventory_scopingplan_sum_2000-20.pdf

12, **Greenhouse Gas Emissions in California (1990 and 2019)**, provides a summary of GHG emissions reported in California in 1990 and 2019 by categories. Similarly, the primary contributors to GHG emissions in the United States are transportation, electric power production from both in-state and out-of-state sources, industry, agriculture and forestry, and commercial and residential activities.³⁹

Exhibit 12 Greenhouse Gas Emissions in California (1990 and 2019)

Source Category	Total 1990 Emissions (MMTCO2E)	Percent of Total 1990 Emissions	Total 2019 Emissions (MMTCO2E)	Percent of Total 2019 Emissions
Transportation	150.6	35%	162.4	40%
Electric Power	110.5	26%	60.2	15%
Commercial	14.4	3%	14.5	4%
Residential	29.7	7%	25.9	6%
Industrial	105.3	24%	80.4	20%
Recycling and Waste ^a	–	–	8.8	2%
High-GWP/Non-Specified ^b	1.3	<1%	20.7	5%
Agriculture/Forestry	18.9	6%	31.4	8%
Forestry Sinks ^c	-6.7	–	–	–
Net Total^d	431	100%	404.5	100%

Source: CARB, 2022. California Greenhouse Gas Inventory for 2000-2020 — by category as defined in the 2008 Scoping Plan. Last updated October 26, 2022. Available at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/ghg_inventory_scopingplan_sum_2000-20.pdf

a. Included in other categories for the 1990 emissions inventory.

b. High-Global Warming Potential (GWP) gases are not specifically called out in the 1990 emissions inventory.

c. Revised methodology under development (not reported for 2019).

d. CARB revised the state’s 1990 level GHG emissions using GWPs from the Intergovernmental Panel on Climate Change (IPCC) AR4. (IPCC, 2007. Climate Change 2007: Synthesis Report. Contribution of Working Groups I, II and III to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change. Pachauri, R.K and Reisinger, A. (eds.). IPCC, Geneva, Switzerland.)

According to Connect SoCal 2024, Total SCAG emissions in 2020 were estimated to be 216 MMTCO2e (2019 was not a projection year). Transportation emissions are most prevalent relative to all other sectors in California and specifically in the SCAG region. Transportation emissions accounted for approximately 38 percent of total emissions in the SCAG region, compared to 26 percent of total emissions in the United States in 2008.⁴⁰ Fossil fuel carbon dioxide emissions (FFCO2) for 2011 were calculated across the Los Angeles metropolitan area, which includes Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The total FFCO2 emissions for the Los Angeles metropolitan area, which covers the complete geographic extent of the previously mentioned five counties, were calculated to be approximately 53.4±5.9 MMT CO2e/year, with transportation emissions accounting for approximately 50.4 percent of these emissions.⁴¹ Los Angeles County contributed approximately 55 percent of the total FFCO2 emissions, followed by San Bernardino, Orange, Riverside, and Ventura counties. These results are consistent with SCAG estimates of GHG

³⁹ Greenhouse Gas Inventory Data Explorer, EPA. Available at: <https://cfpub.epa.gov/ghgdata/inventoryexplorer/>

⁴⁰ Regional Greenhouse Gas Inventory and Reference Case Projections, 1990-2035, SCAG. Available at: https://scag.ca.gov/sites/main/files/file-attachments/05-30-12_scag_revised_if_report_final.pdf

⁴¹ The Hestia fossil fuel CO2 emissions data product for the Los Angeles megacity (Hestia-LA), Earth System Science Data. Available at: <https://essd.copernicus.org/articles/11/1309/2019/essd-11-1309-2019.pdf>

emissions for 2019 (see Exhibit 13, Greenhouse Gas Emissions (CO2e) from All On-Road and Other Transportation Sources in the SCAG Region (million metric tons per year)).

Exhibit 13 Greenhouse Gas Emissions (CO2e) from All On-Road and Other Transportation Sources in the SCAG Region (million metric tons per year)

	2019 Base Year	2030 (Connect SoCal 2024)	2045 (Connect SoCal 2024)	2050 (Connect SoCal 2024)
Total GHG Emissions from On-Road Vehicles in CO2e	64.35	50.87	43.52	44.64
Total GHG Emissions from Other Transportation Sources in CO2e*	2.07	2.51	3.03	3.21
All Transportation Sector (On-Road and Other Sources) in CO2e	66.42	53.38	46.55	47.84
2030, 2045, 2050 Connect SoCal 2024 vs. 2019 Base Year		-19.6%	-29.9%	-28.0%
Source: SCAG Modeling (2023)				
Notes: CO2 was converted to CO2e based on the Global Warming Potential (CARB GHG Global Warming Potentials. Available at: https://ww2.arb.ca.gov/ghg-gwps).				
* Emission sources include rail, aviation, ground support equipment, and ocean-going vessels. Rail, aviation, and ocean-going vessels are regulated at the federal level. Airport Ground Support sources are regulated at the state level.				

HEALTH EFFECTS

Climate change and pollution in the SCAG region are causing significant health risks. Ozone pollution, a result of reactions between sunlight and emissions such as NOx, VOCs, and CO, leads to various health issues. These include respiratory and cardiovascular harm, early death, and potential impacts on the central nervous system and reproductive health. High ozone levels are associated with increased mortality, stroke, respiratory problems, asthma attacks, and a higher likelihood of hospitalizations and emergency visits for respiratory and cardiovascular conditions. Long-term exposure to ozone can result in chronic respiratory diseases, hospitalization for asthma, asthma development, lower birth weights, and reduced lung function in newborns.

Similarly, fine particulate matter (PM), specifically PM2.5, has been linked to serious health impacts. The EPA's December 2009 finding highlighted the association of PM2.5 with early death, cardiovascular and respiratory harm, cancer, and reproductive and developmental issues. Short-term exposure can impair lung function and increase emergency room visits and hospitalizations for respiratory and cardiovascular diseases, sometimes leading to death on days with high pollution levels. Asthma rates in the SCAG region, an indicator of sensitivity to environmental stressors, vary widely, ranging from 28 to 80 per 10,000 people (See Exhibit 14, Population-Weighted Asthma Rate per 10,000).

Exhibit 14 Population-Weighted Asthma Rate per 10,000

County	Asthma Rate per 10,000
Imperial	79.8
Los Angeles	53.4
Orange	27.9

County	Asthma Rate per 10,000
Riverside	49.6
San Bernardino	60.9
Ventura	36.8
SCAG Region	49.3
<i>Source: CalEnviroScreen4.0, 2021. Age-adjusted rate of emergency department visits for asthma per 10,000. 2021 Update. Available at: https://oehha.ca.gov/media/downloads/calenviroscreen/report/calenviroscreen40reportf2021.pdf#page=151</i>	

Climate change exacerbates these health risks through its effects on temperature, air quality, wildfires, and droughts. Extreme heat days, when temperatures exceed the 98th percentile of the maximum for a location, lead to heat-induced illnesses such as heat stroke, heat exhaustion, dehydration, and premature death due to cardiovascular or respiratory disease. These effects are amplified by the urban heat island effect in densely populated areas. Extreme heat also contributes to longer and more severe droughts, drying of soil and vegetation, and melting of the Sierra Nevada snowpack. Additionally, sea level rise poses a threat, particularly in areas like Orange County, where 3.6 percent of the population is in an inundation zone. In Los Angeles and Ventura counties, 1.6 percent and 0.17 percent of the population, respectively, face similar risks. Flooding from sea level rise can lead to contaminated drinking water and health issues such as respiratory problems from mold in flood-damaged homes.

Alternative Fuels

Over the past few decades there have been great strides made to develop alternative fuels to improve air quality and reduce greenhouse gas emissions.

ELECTRIC DRIVE

There are two types of plug-in electric vehicles (PEVs)—battery electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs). BEVs use electricity stored within batteries and use an electric motor instead of a gasoline engine. PHEVs use a battery pack that is plugged into an electric source (e.g., wall outlet) to recharge and an internal combustion engine that utilizes gasoline.⁴²

Hybrid electric vehicles (HEVs) are powered by an internal combustion engine in combination with one or more electric motors that use energy stored in batteries.⁴³

COMPRESSED NATURAL GAS

Compressed natural gas (CNG) is an alternative to gasoline and diesel fuel that consists mostly of methane. The gas is extracted from the source then compressed to a high pressure where it can then be stored in a vehicle fuel tank.

Natural gas vehicles (NGVs) were first introduced in the United States in the 1980s with the goal of extending petroleum supply and lowering exhaust emissions. However, for a variety of reasons, NGVs were initially a commercial failure. The absence of a business case for fleets, liberalization of the natural gas market, high cost of infrastructure development, scarcity of public refueling stations, and restricted options available for natural gas engines and cars have all been major obstacles. However, a new generation of NGVs has recently emerged and has enormous growth potential.⁴⁴

PROPANE

The most utilized alternative fuel for vehicles is propane, with more than 13 million vehicles worldwide. Propane is noncarcinogenic, non-toxic, and does not pose risks to groundwater, surface water, or soil. Propane can reduce GHG emissions by 15-20 percent compared to gasoline.⁴⁵

Propane is a byproduct created by natural gas processing and refining crude oil. Propane is not widely used for transportation. It is primarily used for home and water heating, cooking, and refrigerating food, clothes drying, and powering farm and industrial equipment. As an alternative fuel, propane's benefits include its domestic availability, high-energy density, clean-burning condition, and reduced cost. It is the world's third most common transportation fuel, behind gasoline and diesel.

Two classes of propane vehicles exist: dedicated and bi-fuel. Dedicated propane vehicles can only run on propane, while bi-fuel vehicles operate using two separate fueling systems which allow the vehicles to use propane or gasoline. This provides the flexibility of using either fuel, which typically provides bi-fuel vehicles a greater range than dedicated propane or gasoline vehicles. Extra storage tanks can increase range, but the tank size and additional weight affect payload capacity. Propane vehicles tend to require less maintenance, which explains their popularity as

⁴² Alternative Fuels & Vehicles, SCAG. Available at: <https://scag.ca.gov/alternative-fuels-vehicles>

⁴³ Hybrid Electric Vehicles, AFDC. Available at: https://afdc.energy.gov/vehicles/electric_basics_hev.html

⁴⁴ U.S. Department of Energy Clean Cities Five-Year Strategic Plan, U.S. DOE. Available at: https://cleancities.energy.gov/files/pdfs/strategic_plan.pdf

⁴⁵ U.S. Department of Energy Clean Cities Five-Year Strategic Plan, U.S. DOE. Available at: https://cleancities.energy.gov/files/pdfs/strategic_plan.pdf

light- and medium-duty vehicles. Moreover, propane's low carbon and low oil contamination can contribute to a longer engine lifespan.⁴⁶ Another influential factor in the use of propane vehicles is the fuel's performance in cold weather conditions compared to diesel.

RENEWABLE FUELS

RENEWABLE NATURAL GAS/BIOMETHANE

Renewable natural gas/biomethane is an economical alternative fuel, supplied by large amounts of organic materials, such as landfills, farms, food, and agricultural waste. As of 2014, 525 landfills, 125 dairies, and 115 wastewater treatment plants recoup energy from biogas in the United States. Due to economic and regulatory benefits, most biogas recovered from these sources are turned into electricity. RNG/biomethane are beneficial as a vehicle fuel for reasons similar to CNG, such as increasing energy security and lowering vehicle emissions. Moreover, RNG/biomethane can replace fossil fuel-derived natural gas, gasoline, and diesel, with the added quality of reducing GHG emissions by 75-90 percent over petroleum.

ETHANOL/E85

E85 is a mixture of 85 percent ethanol and 15 percent gasoline that can be used as an alternative fuel for vehicles. The ethanol content of E85 changes depending on the time of year and geographical location. More than 98 percent of United States gasoline contains ethanol to oxygenate the fuel. Typically, gasoline contains E10 (10 percent ethanol, 90 percent gasoline), which reduces air pollution.

Depending on the volume quantity of ethanol in the blend, ethanol yields less energy per gallon than gasoline. Per gallon, denatured ethanol (98 percent ethanol) has roughly 30 percent less energy than gasoline. The amount of ethanol in the fuel and whether an engine is designed to run on gasoline or ethanol determines how much of an influence ethanol has on fuel economy. Vehicles that can use a combination of ethanol and gasoline up to 83 percent are referred to as flexible fuel vehicles (FFV).⁴⁷

When ethanol is used by a vehicle, the carbon dioxide released is balanced by the carbon dioxide that is sequestered throughout the feedstock crop's growth. This is not the same as gasoline or diesel, which come from refined petroleum mined from the earth.

BIODIESEL/B20

Biodiesel is a renewable fuel made from soybeans or restaurant grease. It does not contain any petroleum. However, biodiesel can be mixed with petroleum diesel to form a biodiesel blend that can be incorporated into diesel engines without significant changes.

This alternative fuel's performance in cold weather is dependent on the combination of biodiesel, the feedstock, and the petroleum diesel composition. Typically, blends that contain smaller percentages of biodiesel perform better in cold weather. Additionally, biodiesel in its pure, unblended form is less damaging than petroleum diesel if spilled or released to the environment. It is a safer fuel than petroleum diesel because it is less combustible.

Diesel and biodiesel vehicles are the same. Although, different types (e.g., light-, medium-, and heavy-duty) are not defined as alternative fuel vehicles, they are almost all able to utilize biodiesel blends.

⁴⁶ Propane Benefits and Considerations, U.S. DOE. Available at: https://afdc.energy.gov/fuels/propane_benefits.html

⁴⁷ Flexible Fuel Vehicle Availability, U.S. DOE. Available at: https://afdc.energy.gov/vehicles/flexible_fuel_availability.html

HYDROGEN

Hydrogen's energy content by volume is low. This makes storing hydrogen a challenge because it requires high pressures, low temperatures, or chemical processes. Overcoming this challenge is important for light-duty vehicles because they often have limited size and weight capacity for fuel storage.

Hydrogen can be derived from domestic resources (e.g., natural gas, coal, solar energy, wind, and biomass) and has the potential for near-zero GHG emissions. When produced, hydrogen creates power in a fuel cell, only emitting water vapor and warm air. This alternative fuel has great promise for the transportation energy sector.

Fuel cell EVs can be powered by hydrogen, and hydrogen technology is advancing with the expectation this alternative fuel will become more prevalent. As of 2023, California is leading the country in building hydrogen fueling stations, with 52 retail hydrogen stations open to the public.⁴⁸

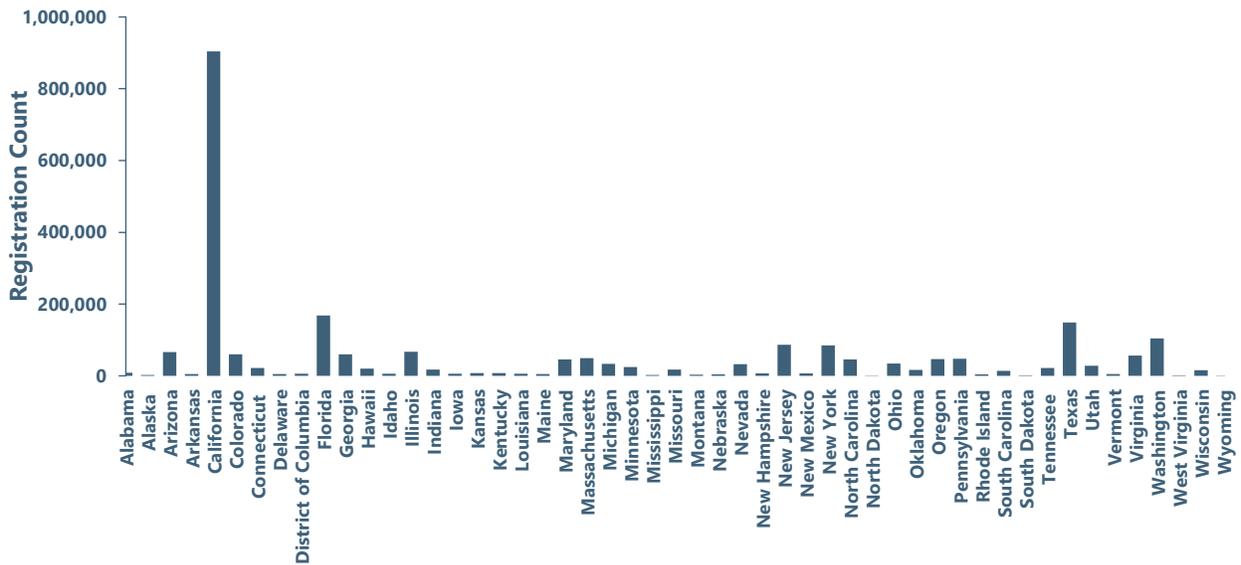
⁴⁸ Hydrogen Basics, U.S. DOE. Available at: https://afdc.energy.gov/fuels/hydrogen_basics.html

Types of Alternative Fuel Vehicles, Supporting Infrastructure and Adoption Rates

CALIFORNIA

In 2022, there were a total of 4,327,300 AFVs registered in the United States, including 903,600 BEVs, 361,100 PHEVs, 1,514,000 HEVs, 183,900 biodiesel vehicles, 1,338,000 ethanol/flex (E85) vehicles, 10,300 CNG vehicles, 1,500 propane vehicles, and 14,900 hydrogen vehicles.⁴⁹ As shown in **Exhibit 15, Electric Vehicle Registrations by State**, California had the greatest number of EVs in the United States in 2022, representing 37 percent of EVs nationwide.⁵⁰ In addition, as shown in **Exhibit 16, Vehicle Registrations in California from 2021-2022**, between 2021 and 2022, EV purchases in the state increased 60.5 percent, much faster than gasoline vehicle purchases (1.8 percent). Other AFV purchases increased from 2021 to 2022, including PHEVs (14.5 percent), HEVs (11.7 percent), biodiesel (12.4 percent), and hydrogen (26.3 percent). Ethanol/ flex (E85) and CNG vehicle purchases decreased by 0.4 percent and 18.3 percent, respectively, while diesel vehicle purchases increased by 2.1 percent. No additional propane vehicles were purchased from 2021 to 2022.

Exhibit 15 Electric Vehicle Registrations by State



Source: AFDC, 2023. *Electric Vehicle Registrations by State*. Available at: <https://afdc.energy.gov/data/10962>
 Note: Last Updated July 2023

⁴⁹ Vehicles Registered in 2022, AFDC. Available at: <https://afdc.energy.gov/states/ca>

⁵⁰ Electric Vehicle Registrations by State, AFDC. Available at: <https://afdc.energy.gov/data/10962>

Exhibit 16 Vehicle Registrations in California from 2021-2022

Vehicle Type	Number of Registered Vehicles in 2021	Number of Registered Vehicles in 2022	Percent Change
Electric	563,100	903,600	60.5%
Plug-in Hybrid Electric	315,300	361,100	14.5%
Hybrid Electric	1,355,900	1,514,000	11.7%
Biodiesel	163,600	183,900	12.4%
Ethanol/Flex (E85)	1,343,200	1,338,000	-0.4%
Compressed Natural Gas (CNG)	12,600	10,300	-18.3%
Propane	1,500	1,500	0%
Hydrogen	11,800	14,900	26.3%
Gasoline	30,512,600	31,059,000	1.8%
Diesel	710,500	725,300	2.1%

Source: AFDC, 2024. TransAtlas. Available at: <https://afdc.energy.gov/transatlas/#/?state=CA&fuel=ELEC>

There are a total of 51,541 alternative fuel stations, of which 48 are biodiesel, 291 are CNG, 49,877 are electric, 369 are ethanol (E85), 65 are hydrogen, 39 are liquified natural gas, 255 are propane, and 597 are renewable diesel.⁵¹

AFV TECHNOLOGY TYPES WITHIN THE SCAG REGION

LIGHT-DUTY VEHICLES

Light-duty vehicles (LDVs) encompass a diverse range of vehicles, including passenger cars, SUVs, minivans, light-duty pickup trucks, and utility vans. They can use various advanced technologies like battery electric vehicles (BEV), hybrid electric vehicles (HEV), plug-in hybrid electric vehicles (PHEV), and fuel cell electric vehicles (FCEV). Currently, BEV and PHEV technologies are predominant due to ongoing improvements in battery technology.

FCEVs, although less varied, offer an alternative for longer trips requiring quick refueling. Many automakers are investing in FCEV technology. As of December 2022, consumers in California had access to 50 BEV models, 51 PHEV models, and 3 FCEV models for purchase.⁵²

PHEVs are considered zero emission vehicles (ZEVs) when running solely on battery power but switch to a gasoline engine when the battery is depleted. The electric range of PHEVs has increased from 20.5 miles in 2012 to 38.5 miles by 2021.⁵³

ZEV adoption in the SCAG region began around 2010, initially concentrated in densely populated and affluent areas. Most ZEVs in the region are in Los Angeles and Orange counties, with Los Angeles County having over 50 percent and Orange County over 25 percent of the total ZEVs.⁵⁴

Before 2010, there were only 122 ZEVs in the SCAG region. By the end of 2022, this number had surged to approximately 525,000, constituting about 3.9 percent of the total LDV fleet in the region. ZEVs now represent around

⁵¹ Fueling Stations, AFDC. Available at: <https://afdc.energy.gov/states/ca>

⁵² Clean Technology Compendium, SCAG. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

⁵³ Evolution of average range of electric vehicles by powertrain, 2010-2021, International Energy Agency. Available at: <https://www.iea.org/data-and-statistics/charts/evolution-of-average-range-of-electric-vehicles-by-powertrain-2010-2021>

⁵⁴ Clean Technology Compendium, SCAG. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

25 percent of LDV sales as of the second quarter of 2023. BEVs and PHEVs dominate the market, while FCEVs make up a minimal 0.06 percent of ZEVs in the region.⁵⁵

Most BEVs in the region (88 percent) offer an electric range exceeding 200 miles.⁵⁶ The region is making significant progress toward the state’s goal of having 100 percent ZEV sales in California by 2035.

Despite higher upfront costs, ZEVs, including BEVs and FCEVs, offer cost savings over their lifetime when considering total cost of ownership (TCO). BEVs are particularly cost-effective in terms of TCO, while FCEVs may require additional investment to achieve cost parity with their diesel counterparts. Overall, ZEVs prove to be financially advantageous choices due to reduced operating and maintenance costs in the long term.

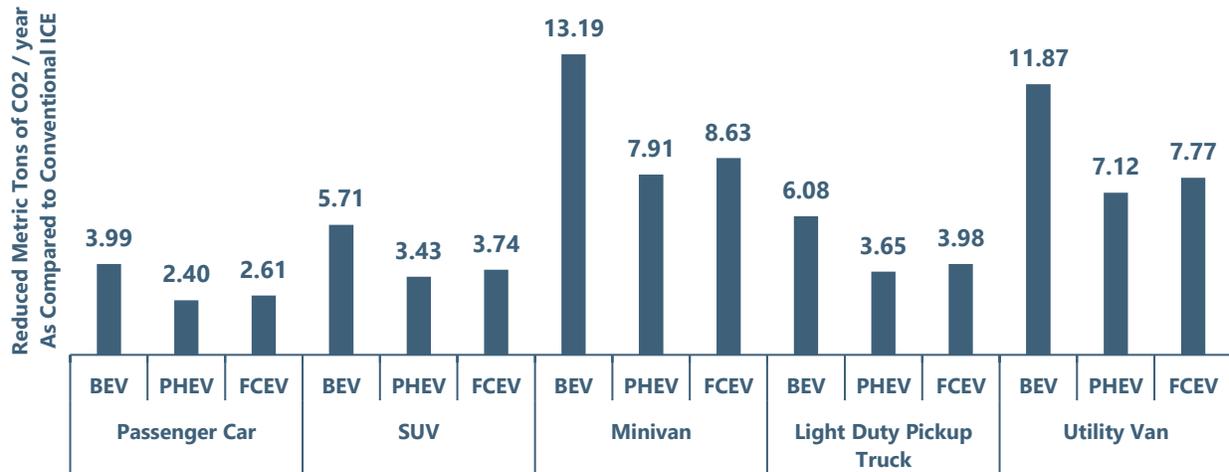
Exhibit 17 Light Duty Vehicle Body Styles Descriptions

Vehicle Type	Description
Passenger Car	A passenger car, also known as an automobile, is a four-wheeled vehicle primarily designed for the transportation of passengers. It typically seats four to five people, with a separate enclosed area for passengers and a designated trunk space for cargo.
SUV	An SUV combines elements of both a passenger car and an off-road vehicle. It typically features higher ground clearance, a more spacious interior, and the ability to accommodate more passengers. SUVs often offer optional four-wheel drive for improved off-road capability.
Minivan	A minivan, also known as a multi-purpose vehicle (MPV), is a spacious vehicle designed to transport multiple passengers, typically with three or more rows of seating. Minivans provide ample interior space, versatile seating configurations, and often have sliding doors for convenient access to the rear passenger area.
Light-Duty Pickup Truck	A light-duty pickup truck is a type of light-duty vehicle characterized by an open cargo bed at the rear, separate from the passenger compartment. Pickup trucks are designed for both passenger transportation and hauling cargo. They often offer towing capabilities and are available in various sizes, from compact to full-size models
Utility Van	A utility van, also known as a cargo van or commercial van, is a light-duty vehicle primarily designed for carrying goods, equipment, or tools. Utility vans typically have a fully enclosed cargo area without rear passenger seating. They offer ample space and security features for efficient transportation and storage of cargo or supplies
<i>Source: SCAG, 2023. Clean Technology Compendium. Available at: https://scag.ca.gov/post/clean-technology-compendium</i>	

⁵⁵ Clean Technology Compendium, SCAG. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

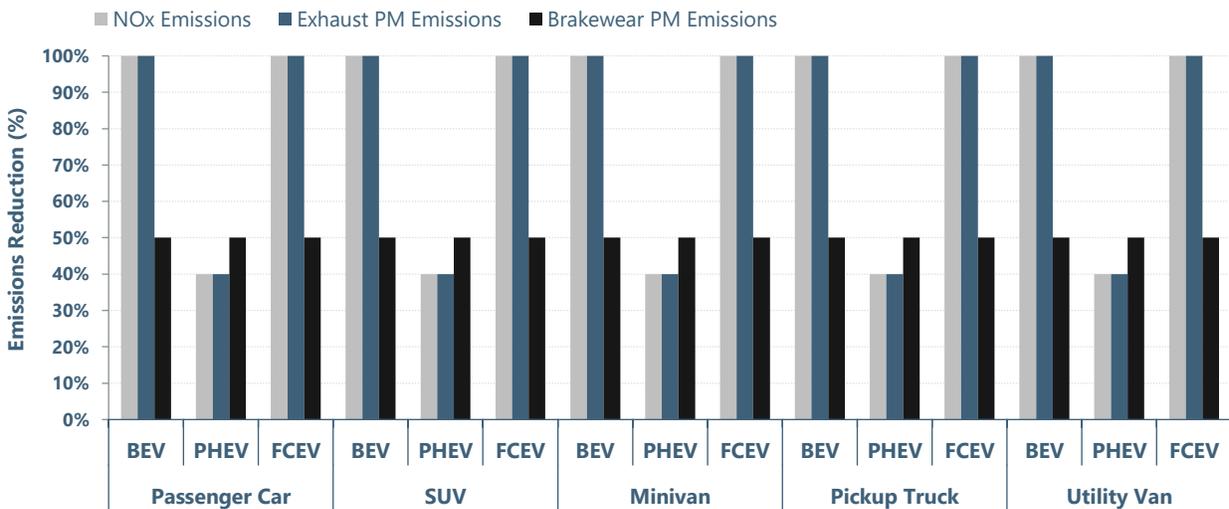
⁵⁶ Clean Technology Compendium, SCAG. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

Exhibit 18 GHG Emissions (Well to Wheel) Reductions of LDV Body Style and Technology Types



Source: SCAG, 2023. Clean Technology Compendium. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

Exhibit 19 Percentage of NOx Emissions Reductions, Exhaust PM Emissions Reductions, and Brake Wear PM Emissions Reductions by Body Style and Technology Type



Source: SCAG, 2023. Clean Technology Compendium. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

COMMERCIAL MEDIUM- AND HEAVY-DUTY VEHICLES

Medium-duty vehicles (MDVs) range from Class 2 to 7 with a weight rating of 8,501 to 33,000 lbs. MDVs include pickup trucks, cargo vans, passenger vans, step vans, box trucks, and cab & chassis. They can use different technologies like battery electric vehicles (BEV), plug-in hybrid electric vehicles (PHEV), fuel cell electric vehicles (FCEV), and natural gas vehicles (NGVs).

Heavy-duty vehicles (HDVs) are Class 8 trucks weighing over 33,000 lbs. and include straight trucks, semi-tractors, and refuse trucks. They can also utilize similar technologies.

The commercial medium and heavy-duty vehicle (MHDV) sector is transitioning from fossil fuels to cleaner options like electric and hydrogen fuel cell technologies. These technologies can reduce greenhouse gas emissions and

improve air quality, particularly regarding nitrogen oxides and diesel particulate matter. Leading manufacturers now offer electric and hydrogen-powered MHDVs for applications such as delivery trucks and semi-tractors. According to CALSTART, 134 zero-emission MHDV models are available in North America, including nine FCEVs and 125 BEVs. However, PHEVs are less common in the MHDV sector.⁵⁷

In the SCAG region, the adoption of zero-emission MHDVs is in early stages, with only 178 MHDVs currently in use (58 heavy-duty and 120 medium-duty).⁵⁸ This is significantly below the state's target of achieving 100 percent new zero-emission vehicle sales by 2036. Most of these vehicles are concentrated in Los Angeles and Orange counties.

In addition to zero-emission vehicles (ZEVs), the use of natural gas vehicles (NGVs), including compressed or renewable natural gas (CNG/RNG), is growing in the MHDV sector. NGVs are considered cost-effective alternatives to diesel trucks due to lower and more stable natural gas prices. CARB has implemented strict emissions regulations for on-road heavy-duty vehicles, driving the development of low-NOx CNG trucks, which can reduce GHG and NOx emissions. However, continued research and development of cleaner technologies like BEVs and FCEVs is crucial.

Overall, ZEV and NGV MHDVs can provide cost savings compared to traditional diesel vehicles, except for FCEVs.

Exhibit 20 MDV and HDV Descriptions by Body Style

Vehicle Type	Body Type	Description
Medium-Duty Vehicles	Medium-Duty Pickup Truck	A medium-duty pickup truck is a type of medium-duty truck with an open cargo bed at the rear designed to carry both passengers and cargo. It typically has a separate cabin for passengers and a rear bed for hauling goods or materials.
	Cargo Van	A cargo van is a commercial vehicle primarily designed for transporting goods or cargo. It typically features a closed cargo area without rear passenger seating, offering ample space for loading and transporting goods securely.
	Passenger Van	A passenger van, also known as a passenger minivan, is a vehicle designed to transport multiple passengers. It typically has several rows of seating, accommodating a higher number of passengers compared to standard cars, and may include additional features for passenger comfort.
	Step Van	A step van, also referred to as a walk-in delivery van, is a vehicle primarily used for delivery or mobile service purposes. It usually has a tall and boxy body design, allowing drivers to easily step in and out of the vehicle, often without the need to climb up or down.
	Box Truck	A box truck, also known as a cube truck or box van, is a medium-duty commercial truck characterized by a fully enclosed cargo area. It typically has a separate cabin for the driver and a rectangular-shaped cargo area with a rigid and enclosed box structure, providing secure storage and transportation for various goods or materials.
	Cab & Chassis	Cab & chassis refers to a vehicle configuration where the manufacturer provides only the cab and the chassis frame, without any additional cargo area or specialized body. This configuration allows for customization by adding different types of bodies or equipment according to specific needs, such as a flatbed, dump bed, or utility body.

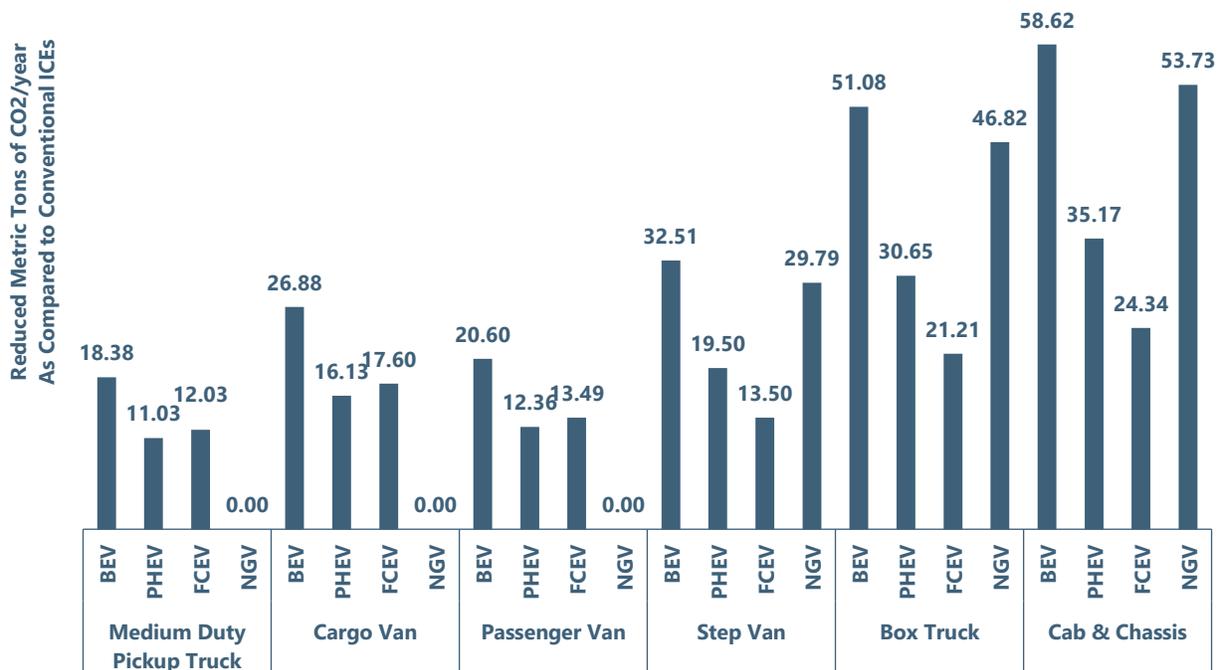
⁵⁷ ZETI Data Explorer, CALSTART. Available at: <https://globaldrivetozero.org/tools/zeti-data-explorer/>

⁵⁸ Clean Technology Compendium, SCAG. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

Vehicle Type	Body Type	Description
Heavy-Duty Vehicles	Straight Truck	A straight truck, also known as a box truck or straight-bodied truck, is a class 8 vehicle consisting of a single rigid frame. It typically has a cab for the driver and a cargo area directly behind it. The cargo area is usually enclosed and designed to transport goods or materials securely. Straight trucks are commonly used for local deliveries or as moving trucks.
	Semi-Tractor	A semi-tractor, also known as a semi-truck or tractor-trailer, is a class 8 truck designed to tow semi-trailers. It consists of a powerful engine, a large cab for the driver, and a fifth-wheel coupling at the rear to attach and tow trailers. Semi-tractors are commonly used for long-haul transportation of goods over significant distances.
	Refuse Trucks	Refuse vehicles, also known as garbage trucks or waste collection vehicles, are class 8 vehicles specifically designed for collecting and transporting solid waste or refuse. They are equipped with mechanisms for loading and compacting garbage, such as front loaders, rear loaders, or side loaders. Refuse vehicles play a crucial role in waste management systems, ensuring the efficient collection and disposal of waste materials.

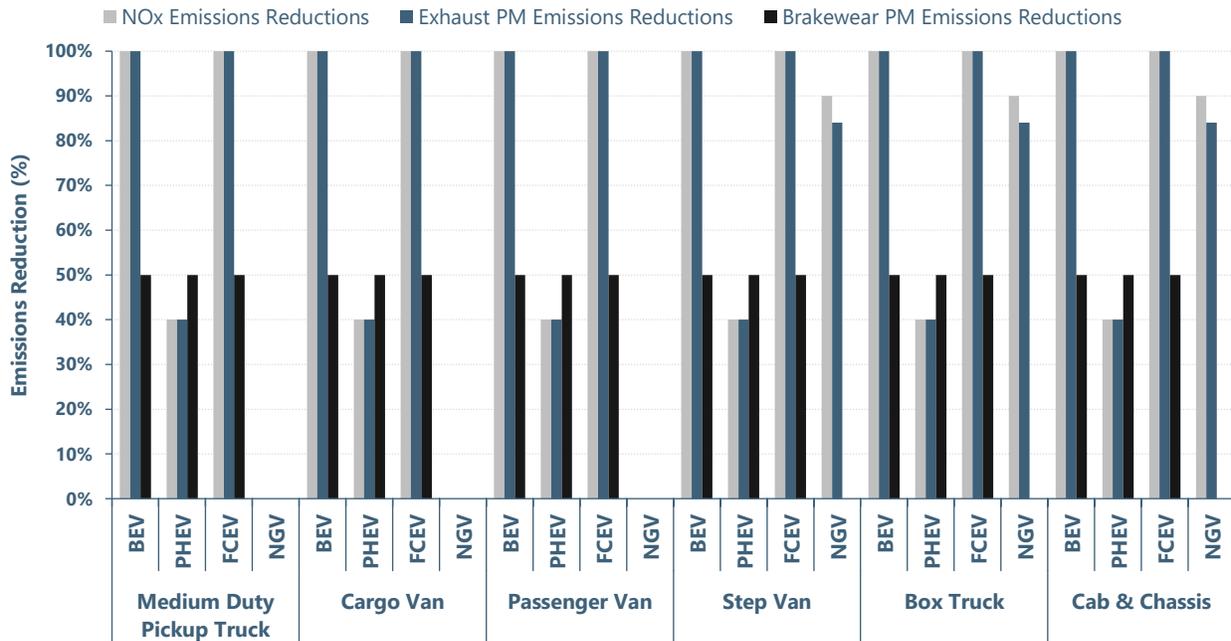
Source: SCAG, 2023. Clean Technology Compendium. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

Exhibit 21 GHG emissions (Well to Wheel)R (Metric Tons of CO2 per Year) of MDVs by Body Style and Technology Type



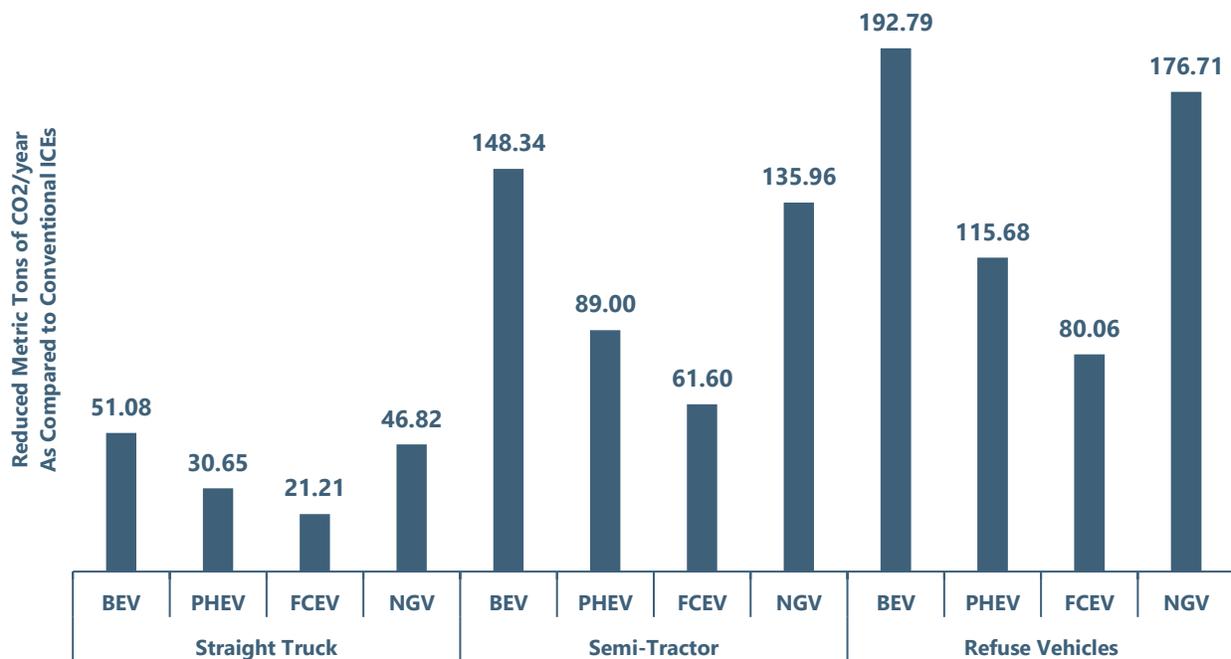
Source: SCAG, 2023. Clean Technology Compendium. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

Exhibit 22 Percentage of NOx Emissions Reductions, and Exhaust PM Emissions Reductions by Body Style and Technology Type



Source: SCAG, 2023. Clean Technology Compendium. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

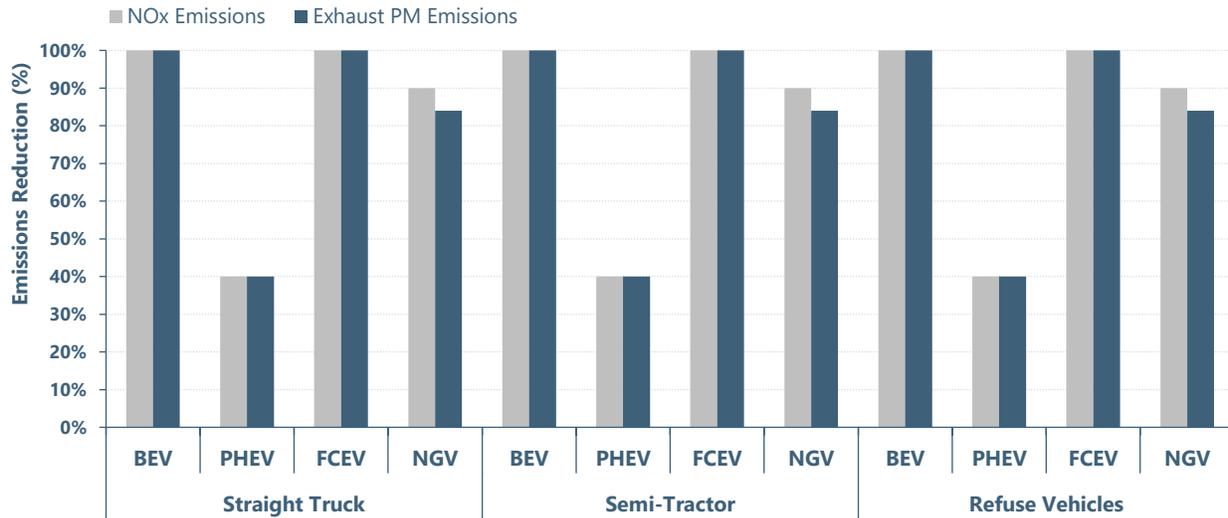
Exhibit 23 GHG Emissions (Well to Wheel) Reductions (Metric Tons of CO2 per Year) of HDVs by Body Style and Technology Type



Source: SCAG, 2023. Clean Technology Compendium. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

Attachment: SCAG Clean Cities Coalition Strategic Plan (Clean Cities Coalition Strategic Plan)

Exhibit 24 Percentage of NOx Emissions Reductions, and Exhaust PM Emissions Reductions by Body Style and Technology Type



Source: SCAG, 2023. Clean Technology Compendium. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

BUSES

Buses classified as Class 4 or heavier vehicles weighing 14,001 lbs. or more, are designed primarily for passenger transportation in public transit systems, school transport, and private charter services. They come in various styles, including single- and double-deck buses, articulated buses, school buses, shuttles, and cutaways. Buses come in various technological classifications, such as battery electric buses (BEBs), plug-in hybrid electric buses (PHEBs), fuel cell electric buses (FCEBs), and natural gas buses (NGBs).

Clean technology for buses has evolved significantly, with BEBs and FCEBs gaining traction. These technologies substantially reduce GHG and pollutant emissions compared to diesel and natural gas-powered buses. BEBs have become more prevalent due to advances in battery technology, while FCEBs offer a clean alternative, especially for long-range routes. Currently, there are over 60 models of zero-emission buses available in North America, with 57 BEBs and three FCEBs, according to CALSTART's Zero Emission Technology Inventory.⁵⁹

In the SCAG region, zero-emission transit buses make up the largest number of heavy-duty zero-emission vehicles, with a total of 476 ZEBs, including 449 BEBs and 27 FCEBs. Transit buses account for the majority, with 378 ZEBs, while 90 are school buses, and eight are coach buses. The Los Angeles County Metropolitan Transportation Authority and the Antelope Valley Transit Authority have the largest fleets in the region, with the latter having the most zero-emission transit buses. Other operators in the region have varying numbers or no zero-emission buses. The current adoption rate of transit ZEBs is approximately 5 percent of the total transit buses in the region,⁶⁰ falling short of the state's target of achieving 100 percent ZEBs by 2040 established by the state's Innovative Clean Transit regulation.⁶¹

Despite higher upfront costs, ZEBs, including BEBs and FCEBs, offer cost savings over their lifetime when considering total cost of ownership (TCO). BEBs are particularly advantageous in terms of TCO, while FCEBs may require additional

⁵⁹ ZETI Data Explorer, CALSTART. Available at: <https://globaldrivetozero.org/tools/zeti-data-explorer/>

⁶⁰ Clean Technology Compendium, SCAG. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

⁶¹ Innovative Clean Transit, CARB. Available at: <https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit>

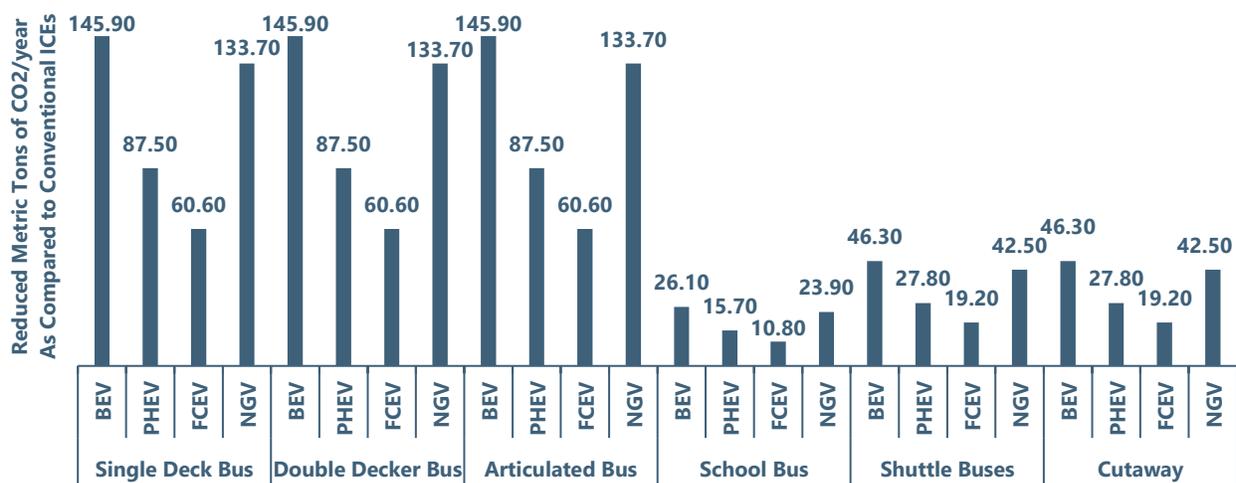
investment to reach cost parity with diesel or NGV counterparts. Overall, ZEBs prove to be cost-effective choices for bus fleets due to reduced operating and maintenance expenses over their lifespan.

Exhibit 25 Bus Product Descriptions by Body Style and Technology Type

Vehicle Type	Description
Single-Deck Bus	A single-deck bus is a type of bus with only one level or floor for passenger seating. It typically has a single entrance and exit, with a uniform seating arrangement on the same level throughout the bus.
Double-Decker Bus	A double-decker bus is a bus with two levels or floors for passenger seating. The upper level is accessed via stairs located at the rear or front of the bus. Double-decker buses provide increased seating capacity and are often used in urban areas or for tourist transportation.
Articulated Bus	An articulated bus, also known as a bendy bus or articulated coach, is a bus with a joint or flexible section that allows the vehicle to bend in the middle. This design enables better maneuverability and increased passenger capacity. Articulated buses are commonly used in urban transit systems
School Bus	A school bus is specifically designed to transport students to and from educational institutions. School buses usually have specific safety features such as high seat backs, flashing lights, and a distinctive yellow color. School buses adhere to specific regulations and guidelines to ensure the safety of students during transportation.
Shuttle Buses	Shuttle buses are small- to mid-sized buses used for short-distance transportation, typically within a specific area or between designated locations. They are often used for airport transfers, hotel shuttles, or corporate transportation services.
Cutaway	A cutaway, also known as a cutaway van chassis, refers to a vehicle configuration where the manufacturer provides a cab and chassis with the rear portion of the vehicle left unfinished. It allows for customization by adding different types of bodies or structures, such as shuttle bus bodies, motorhomes, or delivery vans, according to specific needs.

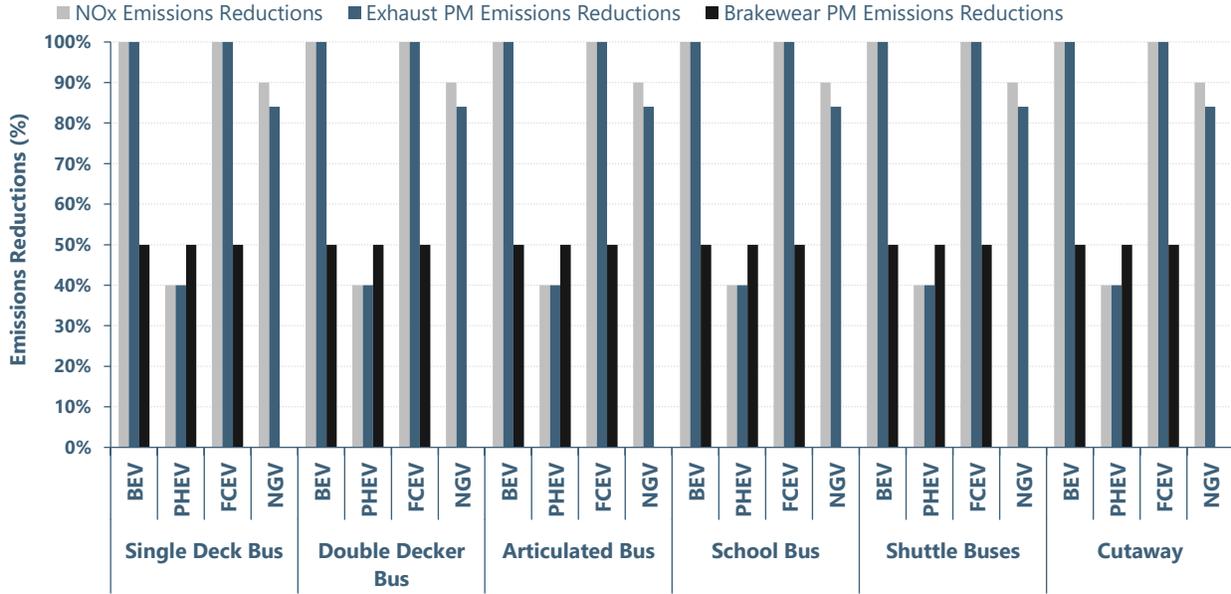
Source: SCAG, 2023. Clean Technology Compendium. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

Exhibit 26 GHG Emissions (Well to Wheel) Reductions (Metric Tons of CO2 per Year) of Buses by Body Style and Technology Type



Source: SCAG, 2023. Clean Technology Compendium. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

Exhibit 27 Percentage of NOx Emissions Reductions, and Exhaust PM Emissions Reductions by Body Style and Technology Type



Source: SCAG, 2023. Clean Technology Compendium. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

RAIL

Rail technology includes battery electric vehicles (BEVs), fuel cell electric vehicles (FCEVs), and natural gas vehicles (NGVs), and it includes passenger locomotives, freight locomotives, and switchers.

The adoption of zero-emission technologies in the rail sector is still in early stages in North America, with Europe and Asia being more advanced. Battery-electric technology suits passenger locomotives with predictable routes and charging options for shorter routes. Fuel cell technology provides flexibility for longer routes with less frequent refueling. Caltrans has identified hydrogen locomotives as suitable for Amtrak intercity operations and aims for 100 percent zero-emission rail fleet by 2035.⁶²

Metrolink aims to fully electrify its rail fleet by 2028,⁶³ and the San Bernardino County Transportation Authority plans to introduce hydrogen locomotives in 2024.⁶⁴ CARB's In-Use Locomotive Regulation requires passenger locomotives manufactured after 2030 to operate in a zero-emission configuration in California.⁶⁵

While zero-emission locomotives offer environmental benefits and long-term cost savings, their higher upfront costs compared to diesel locomotives remain a barrier. However, as technology advances and economies of scale are realized, zero-emission locomotives are expected to become more financially viable and contribute to decarbonization in the rail sector.

Exhibit 28 Rail by Body Type

Vehicle Type	Description
Passenger Locomotive	A passenger locomotive, also known as a passenger train engine or passenger train locomotive, is a powerful rail vehicle specifically designed for pulling passenger trains. It provides the necessary traction and power to haul passenger cars, ensuring safe and efficient transportation of passengers over long distances or within urban transit systems.
Freight Locomotive	A freight locomotive, also known as a freight train engine or freight train locomotive, is designed for hauling freight or cargo trains. It is typically optimized for pulling heavy loads and is commonly used in the transportation of goods, materials, or containers over long distances or for industrial purposes.
Switchers	Switchers, also referred to as shunting locomotives or switcher locomotives, are used primarily for maneuvering or shunting railcars within a railway yard or industrial facility. They are designed to handle low-speed operations, including coupling and uncoupling of railcars, sorting, and assembling trains in a rail yard.
<i>Source: SCAG, 2023. Clean Technology Compendium. Available at: https://scag.ca.gov/post/clean-technology-compendium</i>	

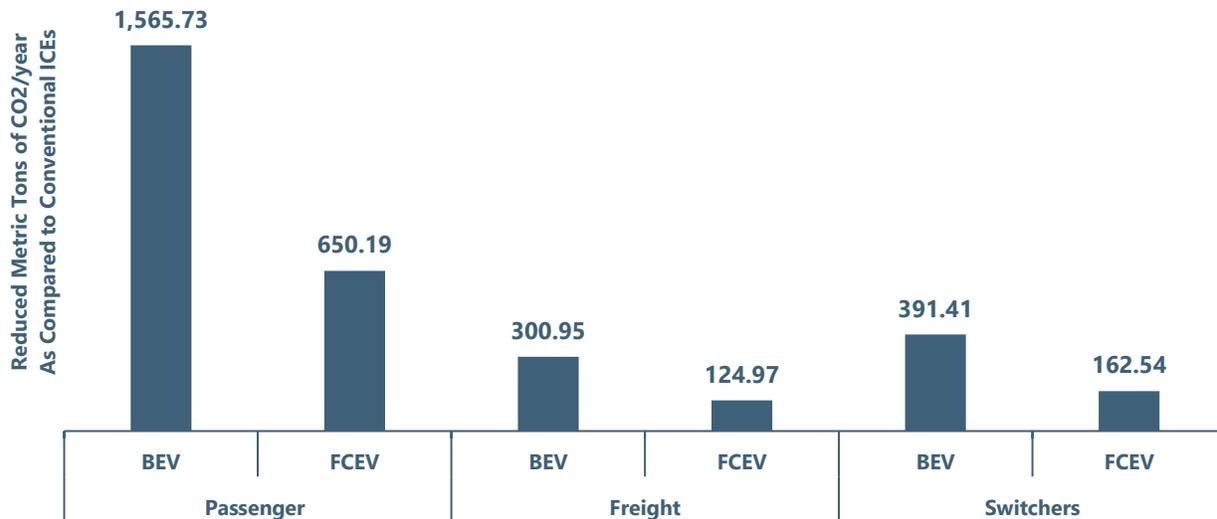
⁶² Clean Technology Compendium, SCAG. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

⁶³ Clean Technology Compendium, SCAG. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

⁶⁴ Zero Emission Rail Technology, SBCTA. Available at: <https://www.gosbcta.com/wp-content/uploads/2022/12/ZEMU-Technology-Fact-Sheet-ENG-120522.pdf>

⁶⁵ CARB passes a new In-Use Locomotive Regulation estimated to yield over \$32 billion in health benefits, CARB. Available at: <https://ww2.arb.ca.gov/news/carb-passes-new-use-locomotive-regulation-estimated-yield-over-32-billion-health-benefits-0?ref=frontline-observer.com>

Exhibit 29 GHG Emissions (Well to Wheel) Reductions (Metric Tons of CO2 per Year) of Locomotives by Passenger or Freight Use and by Technology Type



Source: SCAG, 2023. *Clean Technology Compendium*. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

SUPPORTING INFRASTRUCTURE WITHIN THE SCAG REGION

Within the Southern California Clean Cities Coalition Region, there are a total of 13,160 alternative fuel stations, of which 12,779 are electric, 153 are ethanol, 107 are natural gas, 81 are propane, 23 are hydrogen, and 11 are biodiesel.⁶⁶ In addition, the annual energy use impact was a total of 21,929,461 GGEs with savings of the following alternative fuel types: natural gas (CNG) (97.1 percent), propane (LPG) (0.8 percent), electric and plug-in vehicles (0.5 percent), hydrogen (0.7 percent), and hybrid vehicles (0.9 percent).⁶⁷

EV CHARGING INFRASTRUCTURE

Electric vehicle (EV) charging infrastructure encompasses three main components: Level 2 charging, direct current fast charging (DCFC) stations, and innovative charging solutions.

Level 2 charging stations provide moderate charging rates and can operate either as stand-alone units or within a networked system. DCFC stations offer faster charging speeds at various power levels, from low power to ultra-high power. Innovative charging solutions encompass wireless charging systems, pantograph charging systems, and solar charging canopies. Level 2 chargers are the most used, while DCFC stations are better suited for heavy-duty vehicles with higher power demands.

Currently, the region boasts approximately 33,000 Level 2 chargers and 3,700 DCFC chargers. Los Angeles County leads the region with 76 percent of all Level 2 chargers and 50 percent of DC fast chargers.⁶⁸ This reflects the county's large population and high EV adoption rates. San Bernardino and Riverside counties also have substantial charger numbers, indicating their commitment to expanding charging infrastructure. In contrast, the more rural Imperial

⁶⁶ Southern California Clean Cities Coalition, U.S. DOE. Available at: <https://cleancities.energy.gov/coalitions/southern-california>

⁶⁷ Southern California Clean Cities Coalition, U.S. DOE. Available at: <https://cleancities.energy.gov/coalitions/southern-california>

⁶⁸ Clean Technology Compendium, SCAG. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

County has the fewest chargers in the region. This disparity underscores the need for a more equitable distribution of resources to support widespread adoption of zero-emission vehicles.

The capital cost of EV charging infrastructure varies depending on the type of charging system. For stand-alone Level 2 charging stations, capital costs typically range from \$2,500 to \$4,500. Networked Level 2 stations may have additional costs related to central management systems. DCFC stations, owing to their faster charging capabilities, have higher capital costs. Low-power DCFC stations (50 – 100 kW) typically range from \$29,500 to \$59,500. Medium-power DCFC stations (> 100 – 250 kW) have a capital cost of \$59,500 to \$115,000. High-power DCFC stations (> 250 – 350 kW) fall in the range of \$115,000 to \$139,000. Ultra-high-power DCFC stations (up to 1 MW) come with higher capital costs, usually ranging from \$400,000 to \$500,000.⁶⁹

HYDROGEN FUELING INFRASTRUCTURE

Hydrogen fueling stations are crucial for clean energy transportation with fuel cell electric vehicles (FCEVs). However, building this infrastructure comes with challenges, including high costs and technical complexities. Despite these hurdles, investing in hydrogen stations has environmental benefits.

FCEVs store hydrogen as compressed gas in high-pressure tanks. There are different ways to transport hydrogen, like trucks and pipelines, and on-site production. Various types of stations, such as slow and fast fill, on-site production, and others, are considered based on costs and availability.

Southern California has one of the world's largest hydrogen station networks. As of January 2023, there are 39 stations, mainly in Los Angeles and Orange counties.⁷⁰ San Bernardino, Riverside, and Ventura counties have fewer. Currently, there are 34 light-duty retail stations, with 20 more planned.⁷¹ In the heavy-duty sector, there are five operational stations and one more is on the way.

Setting up hydrogen stations is complex and costly. Hydrogen is typically made from natural gas or water, requiring a lot of energy. Its low energy density and flammability make transport and storage challenging. The initial investment is high, ranging from \$400,000 to \$8,000,000, with yearly maintenance costs around \$142,000.⁷² Regulatory hurdles and the 'chicken-and-egg' problem—consumers hesitant due to limited stations and providers unwilling to invest without demand—add to the difficulties.

NATURAL GAS FUELING INFRASTRUCTURE

Natural gas is a cleaner fuel compared to traditional petroleum-based options, emitting fewer GHGs, particulate matter, and smog-forming pollutants. Its availability and existing infrastructure, including pipelines, and refueling stations, make it easy to integrate into transportation systems. Many fleet operators, including transit agencies and delivery companies, have adopted natural gas as a fuel choice.

Renewable natural gas (RNG) is a low-carbon alternative to natural gas, produced by capturing and refining biogas emitted from various sources. RNG undergoes a purification process to remove impurities and increase its methane content, making it a renewable fuel derived from organic waste materials. However, it's not completely carbon-neutral, as methane emissions can occur during production and distribution.

Natural gas can power vehicles as compressed natural gas (CNG) or liquefied natural gas (LNG). LNG is created by cooling natural gas to a liquid state, reducing its volume for more efficient storage and transportation. LNG requires specialized equipment for handling cryogenic temperatures. CNG involves compressing natural gas to high pressures and storing it in cylinders or tanks at the fueling station. CNG fueling infrastructure requires compressors and dispensers.

⁶⁹ Clean Technology Compendium, SCAG. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

⁷⁰ Clean Technology Compendium, SCAG. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

⁷¹ Clean Technology Compendium, SCAG. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

⁷² Clean Technology Compendium, SCAG. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

There are two types of CNG refueling stations: time-fill and fast-fill. Time-fill stations are for overnight or prolonged refueling, often used in fleet operations. They fill CNG tanks slowly, optimizing infrastructure use. Fast-fill stations are similar to conventional fueling stations, providing quick refueling suitable for vehicles with higher fuel consumption.

In the SCAG region, natural gas fueling infrastructure is evenly distributed across four of the six counties. Los Angeles has 34 stations, followed by Riverside and San Bernardino with 19 each, and Orange County with 13. Ventura County has two stations, and Imperial County has one.⁷³ Costs vary based on station size, ranging from starter stations at \$45,000 to \$75,000, small stations at \$400,000 to \$600,000, medium stations at \$700,000 to \$900,000, to large stations at \$1.2 million to \$1.8 million.⁷⁴ These costs cover equipment, installation, and construction.

⁷³ Clean Technology Compendium, SCAG. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

⁷⁴ Clean Technology Compendium, SCAG. Available at: <https://scag.ca.gov/post/clean-technology-compendium>

Emission Reductions

Overall, within the region, use of AFVs reduced annual emissions by 20,829 tons of carbon dioxide equivalent (CO₂e). **Exhibit 30, Annual Emissions Reduced in the Southern California Clean Cities Coalition Region by Source**, provides a breakdown of the percentage of annual emissions reductions by source, and **Exhibit 31, Annual Emissions Reduced in the Southern California Clean Cities Coalition Region by AFV Project Type**, provides a breakdown of the percentage of annual emissions reductions by AFV project type.

Exhibit 30 Annual Emissions Reductions in the Southern California Clean Cities Coalition Region by Source

Source	Percent of Emissions Avoided
Natural Gas (CNG), Propane (Liquified Petroleum Gas), Hydrogen, Renewable Natural Gas, and Renewable Diesel Vehicles	70%
Idle Reductions	0%
Battery Electric Vehicles	10.4%
Hybrid Electric and Plug-In Hybrid Electric Vehicles	19.5%

Source: U.S. DOE, 2023. 2022 Transportation Technology Deployment Report: Southern California Clean Cities Coalition.

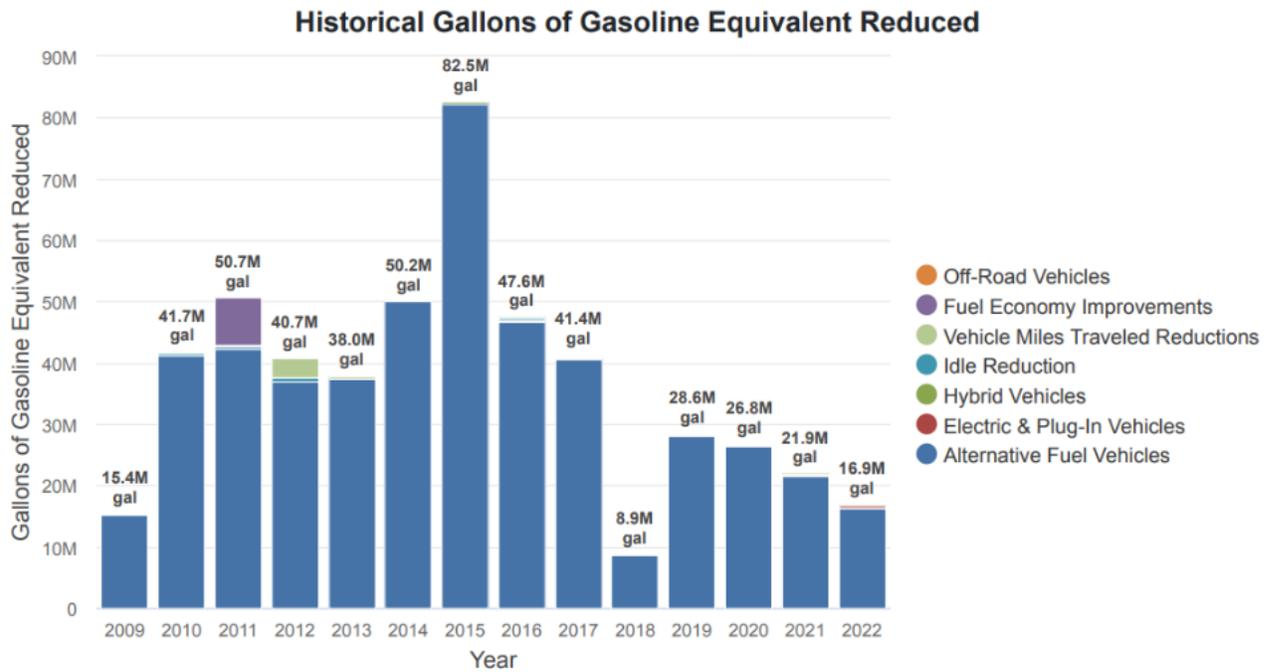
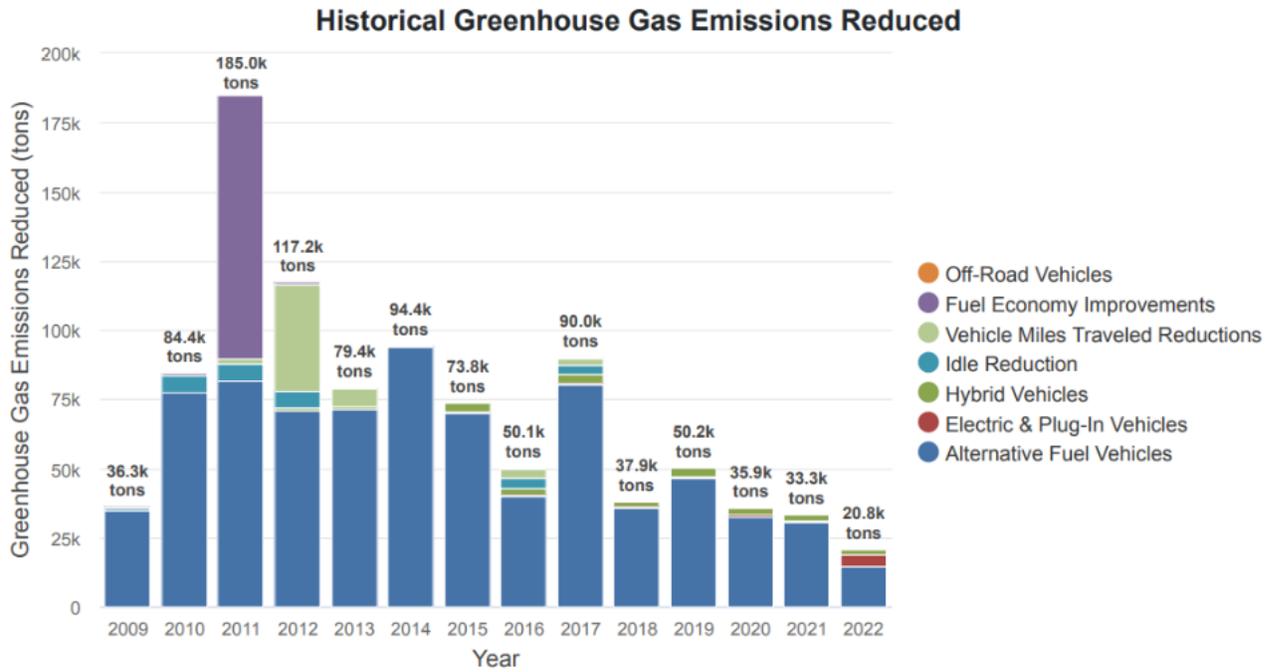
Exhibit 31 Annual Emissions Reduced in the Southern California Clean Cities Coalition Region by AFV Project Type

AFV Project Type	Percent of Emissions Avoided
Natural Gas (CNG)	68.3%
Renewable Natural Gas	0%
Hybrid Electric	10.4%
Battery Electric	19.5%
Hydrogen	0%
Renewable Diesel	0%
Propane (LPG)	1.7%
Plug-In Hybrid Electric	0.1%

Source: U.S. DOE, 2023. 2022 Transportation Technology Deployment Report: Southern California Clean Cities Coalition.

Exhibit 32, Energy Use Impact and GHG Reduction, depicts the historical GHG emissions and GGE reduced from 2009 to 2022 in the Southern California Clean Cities Coalition region. As shown in the figure, GHG emissions have been decreasing since 2020, with 20,828 tons of GHG emissions avoided in 2022 resulting from hybrid and alternative fuel vehicles. GGE has also been decreasing since 2020, with 16.9 million GGE avoided in 2022 resulting from AFVs.

Exhibit 32 Energy Use Impact and GHG Reduction



Attachment: SCAG Clean Cities Coalition Strategic Plan (Clean Cities Coalition Strategic Plan)

One of the primary goals of the Clean Cities Strategic Plan is related to emission reductions, as the DOE sets forth GGE and GHG targets for the Clean Cities Coalition Network, and as each coalition is responsible for quantifying and monitoring on an annual basis. DOE has determined the 16 percent GGE and 20 percent GHG targets by examining coalition performance across the country and passing these targets down to the coalitions. Strategies and actions planned to meet these targets are described in the "Roadmap" section of the Clean Cities Strategic Plan.

In addition to the GHG and GGE reduction strategies outlined in this strategic plan, SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as "Connect SoCal," identifies a variety of strategies designed to reduce GHG emissions over the 20-year plan horizon. Targets identified in this strategic plan align with Connect SoCal to support SCAG's strategies, both in the near- and long-term.

Barriers to Adoption

Despite the rapid adoption of clean transportation technology, the SCAG region faces significant challenges and concerns in implementing these technologies. These barriers can be categorized into five main areas: cost, technology readiness, infrastructure, consumer knowledge, and regulatory support.

- **Cost:** The high initial costs associated with ZEV and NZEV technologies create a significant obstacle, especially for individuals with limited financial resources. According to a recent report from Kelley Blue Book, the average price of a passenger ZEV exceeds that of a typical vehicle with an internal combustion engine vehicle by \$18,000. This cost disparity becomes even more pronounced in heavier applications. For example, a conventional passenger locomotive costs around \$2.5 million, while its BEV counterparts range from \$10 to \$12 million. These high costs are attributed to research and development expenses, specialized components, and limited production scale. Additionally, compliance with various performance standards and regulatory requirements adds to the overall expense, potentially limiting accessibility to these technologies.
- **Technology Readiness:** The readiness of clean technologies is a significant hurdle to their widespread adoption. Many of these emerging technologies are still in early development stages and lack the reliability and performance levels seen in conventional vehicles and equipment. The limited availability of dependable and commercially viable clean technology solutions hinders their acceptance in the market and slows the transition toward a cleaner and more sustainable transportation sector.
- **Lack of Charging and Fueling Infrastructure:** The absence of accessible charging and hydrogen refueling infrastructure poses a major barrier to adoption. For instance, approximately 1,700 fueling stations will be required to support the deployment of 1.8 million FCEVs in California. Constructing such infrastructure demands significant investment and coordination among various stakeholders. Without a robust and conveniently located charging and refueling network, consumers may hesitate to adopt clean technologies due to concerns about accessibility and range limitations.
- **Consumer Knowledge:** Limited consumer knowledge and awareness about clean transportation options can impede adoption rates. Many potential buyers are not well-informed about the benefits, availability, and operation of AFVs and associated technologies. Educating consumers about the advantages and practicalities of clean transportation is essential for increasing adoption.
- **Regulatory Support:** The absence of robust regulatory support can hinder the adoption of clean technologies. Clear and consistent regulations, incentives, and policies can motivate consumers and businesses to transition to cleaner transportation options. A lack of supportive measures may discourage investment and innovation in the clean technology sector.

Federal and State Policies and Programs

To boost the adoption of AFVs and associated technologies, the federal and state of California governments have implemented numerous policies and programs.

FEDERAL

Federal and state governments have passed mandates and implemented policies and programs to establish ambitious goals for reducing greenhouse gas (GHG) emissions, transitioning to alternative fuel vehicles (AFVs), and upgrading transportation infrastructure to support these vehicles. These initiatives reflect a concerted effort to address environmental concerns and promote sustainable transportation solutions.

The United States has set comprehensive goals for reducing greenhouse gas (GHG) emissions in the transportation sector, focusing on transitioning to zero emission vehicles (ZEVs). Key targets include a 50 percent goal for ZEVs in new light-duty vehicle sales by 2030,⁷⁵ complemented by a target of establishing 500,000 EV charging stations by the same year.⁷⁶ Additionally, there's a goal for 100 percent of federal light-duty fleet procurement to be ZEVs by 2027, extending to 30 percent for new medium and heavy-duty vehicles (MHDVs) sales by 2030, and 100 percent by 2040.⁷⁷ In the rail sector, the emphasis is on developing technologies for emission reduction.

To support these goals, the United States Departments of Energy, Transportation, Housing and Urban Development, and the Environmental Protection Agency released the "Blueprint to Decarbonize America's Transportation Sector" in January 2023.⁷⁸ The blueprint outlines a strategy for nationwide decarbonization, building on significant investments in transportation infrastructure.

Key legislative actions include the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA). The IIJA, signed in November 2021, allocates \$660 billion over five years for transportation systems and technologies, focusing on climate crisis mitigation. The IRA, signed in August 2022, is projected to reduce economy-wide emissions by over 40 percent by 2030.⁷⁹ These acts facilitate substantial funding for transit, rail, EV charging, and sustainable fuel infrastructure, including tax credits and rebates.

Specifically, the IIJA provides \$7.5 billion for EV charging stations, with California's estimated share totaling \$384 million over five years. The IRA introduces tax credits and incentives for alternative fuel infrastructure, commercial electric and fuel cell vehicles, and clean heavy-duty vehicle replacements, aiming to boost the ZEV and near-zero

⁷⁵ Executive Order on Strengthening American Leadership in Clean Cars and Trucks, The White House. Available at: <https://www.whitehouse.gov/briefing-room/presidential-actions/2021/08/05/executive-order-on-strengthening-american-leadership-in-clean-cars-and-trucks/>

⁷⁶ National Electric Vehicle Infrastructure (NEVI) Program, FHWA. Available at: <https://www.fhwa.dot.gov/environment/nevi/>

⁷⁷ FACT SHEET: President Biden Signs Executive Order Catalyzing America's Clean Energy Economy Through Federal Sustainability, The White House. Available at: <https://www.whitehouse.gov/briefing-room/statements-releases/2021/12/08/fact-sheet-president-biden-signs-executive-order-catalyzing-americas-clean-energy-economy-through-federal-sustainability/>

⁷⁸ The U.S. National Blueprint for Transportation Decarbonization: A Joint Strategy to Transform Transportation; U.S. DOE, U.S. DOT, U.S. EPA, U.S. HUD. Available at: <https://www.energy.gov/sites/default/files/2023-01/the-us-national-blueprint-for-transportation-decarbonization.pdf>

⁷⁹ The U.S. National Blueprint for Transportation Decarbonization: A Joint Strategy to Transform Transportation; U.S. DOE, U.S. DOT, U.S. EPA, U.S. HUD. Available at: <https://www.energy.gov/sites/default/files/2023-01/the-us-national-blueprint-for-transportation-decarbonization.pdf>

emission vehicle (NZEV) markets. These measures are designed to ease the transition to cleaner transportation for individuals and businesses.⁸⁰

Exhibit 33 Tax Credits and Incentive Programs Offered Through the IIJA and IRA

Incentive Program	Description
National Electric Vehicle Infrastructure Program (NEVI)	The NEVI is a \$5 billion federal program to reduce GHG emissions by funding clean transportation and energy programs across the United States. California's Department of Transportation (Caltrans) and the California Energy Commission (CEC) created a deployment plan for NEVI, which will allocate \$384 million in federal funds to build a network of modern, high-powered direct current fast chargers along Interstates and National Highways throughout California. The deployment plan was submitted in August 2022. NEVI-funded charging stations will have a minimum of four 150 kW combined charging system (CCS) connectors and total station power of 600 kW, located no more than 50 miles apart and no more than 1 mile from a freeway exit or highway roadway. At least 40 percent of NEVI benefits will go to disadvantaged, low-income, rural, and Tribal communities, and the CEC will manage funding solicitations on behalf of the state.
Electric Vehicle (EV) and Fuel Cell Electric Vehicle (FCEV) Tax Credit	The IRA has updated the Clean Vehicle Credit, formerly known as the Qualified Plug-in Electric Drive Motor Vehicle Credit, effective August 17, 2022, with additional requirements starting January 1, 2023. The Clean Vehicle Credit now includes both EVs and FCEVs, requires a traction battery with at least 7 kWh, and establishes sourcing requirements for critical mineral extraction, processing and recycling and battery component manufacturing and assembly. Vehicles meeting these requirements are eligible for a tax credit of up to \$7,500. The percentage of the battery's critical minerals and components that are extracted, processed, recycled, manufactured, or assembled in North America must increase annually to qualify for the tax credit. Eligibility is also subject to a final MSRP limit and modified adjusted gross income threshold.
Alternative Fuel Infrastructure Tax Credit	Alternative fueling equipment for various fuels can receive a tax credit of 30% of the cost up to \$30,000 until December 31, 2022. After that date, the credit is 30% or 6% for depreciable property up to \$100,000, with specific requirements. Additionally, residential fueling equipment purchased between January 1, 2023, and December 31, 2032, can receive up to a \$1,000 tax credit.
Commercial Electric Vehicle (EV) and Fuel Cell Electric Vehicle (FCEV) Tax Credit	Starting January 1, 2023, businesses can receive a tax credit for purchasing new electric or fuel cell vehicles, with amounts based on the vehicle's battery capacity and purchase price, not exceeding \$7,500 for vehicles under 14,000 lbs. and \$40,000 for vehicles over 14,000 lbs. The tax credit cannot be combined with the Clean Vehicle Tax Credit.
Clean Heavy-Duty Vehicle Program	The IRA allocated \$1 billion toward replacing polluting heavy-duty vehicles with clean, zero-emission vehicles, supporting zero-emission vehicle infrastructure, and providing workforce development and training. Additionally, funds will be provided for planning and technical activities to promote the adoption and deployment of zero-emission vehicles. The U.S. Environmental Protection Agency (U.S. EPA) will distribute the funding between now and 2031, with \$400 million going to communities in nonattainment areas.

Attachment: SCAG Clean Cities Coalition Strategic Plan (Clean Cities Coalition Strategic Plan)

⁸⁰ President Biden, USDOT and USDOE Announce \$5 Billion over Five Years for National EV Charging Network, Made Possible by Bipartisan Infrastructure Law, FHWA. Available at: <https://highways.dot.gov/newsroom/president-biden-usdot-and-usdoe-announce-5-billion-over-five-years-national-ev-charging>

Incentive Program	Description
Clean Ports Program	The U.S. EPA has launched a \$3 billion program to fund grants and rebates for the purchase or installation of zero-emission port equipment or technology, planning and permitting for such equipment, and the development of qualified climate action plans that reduce emissions of GHGs, criteria air pollutants, and hazardous air pollutants at one or more ports. \$750M of total funding will be spent in nonattainment areas, and eligible funding recipients include port authorities, state, regional, local or tribal agencies, air pollution control agencies, and private entities that own or operate port-related facilities. The funding expires on September 30, 2027.
<p><i>Source: SCAG, 2023. Clean Technology Compendium. Available at: https://scag.ca.gov/sites/main/files/file-attachments/23-3130-clean-technology-compendium-sep-2023.pdf?1698687619</i></p>	

Beyond the incentives offered by the IJIA and IRA, the United States government has implemented key regulations for clean technology adoption. In December 2021, the U.S. EPA set the most stringent federal GHG emissions standards to date for passenger cars and light trucks for model years 2023-2026,⁸¹ aiming for a 5-10 percent annual increase in stringency and an average fuel economy of 40 mpg. Concurrently, the Clean Truck Plan targets GHG and pollutant emissions reductions in medium- and heavy-duty trucks by enhancing fuel efficiency and introducing new standards for diesel, gasoline, electric, and fuel cell-powered trucks for model years 2027-2030.⁸²

In December 2022, the U.S. EPA enacted the Heavy-Duty NOx rule, further tightening emission standards for heavy-duty trucks and engines to reduce NOx emissions.⁸³ Additionally, the U.S. EPA grants California waivers to set its own vehicle emissions standards under the Clean Air Act, allowing the state to implement standards that surpass federal ones, provided they are protective of public health and welfare. Other states can adopt California's standards without EPA approval as long as they are identical to those granted a waiver.

STATE OF CALIFORNIA

To address climate change and enhance air quality, California has taken several steps to boost the adoption of zero-emission vehicles (ZEVs) and near-zero emission vehicles (NZEVs). This includes mandates for automakers to produce a set percentage of ZEVs, financial incentives for purchasing such vehicles, and investments in charging and fueling infrastructure. In September 2020, Governor Newsom signed Executive Order No. N-79-20, requiring all new passenger vehicles to be zero-emission by 2035 and transitioning all medium- and heavy-duty vehicles to ZEVs by 2045. The order also focuses on expanding charging infrastructure, incorporating more ZEVs into public fleets, and promoting EV adoption among consumers.⁸⁴ This executive order paves the way for implementing policies to meet these goals, with regulations already in place covering various vehicle types including light-, medium-, heavy-duty, transit, and rail.

⁸¹ Regulations for Greenhouse Gas Emissions from Passenger Cars and Trucks, EPA. Available at: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/regulations-greenhouse-gas-emissions-passenger-cars-and>

⁸² Clean Trucks Plan, EPA. Available at: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/clean-trucks-plan>

⁸³ Final Rule and Related Materials for Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards, EPA. Available at: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-and-related-materials-control-air-pollution>

⁸⁴ EXECUTIVE ORDER N-79-20, State of California. Available at: <https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf>

Exhibit 34 California Regulations Supporting ZEV Deployment

Regulation	Description
Advanced Clean Cars II	The Advanced Clean Cars II regulations will reduce light-duty passenger car, pickup truck, and SUV emissions from the 2026 model year through 2035. The regulations amend the Zero-Emission Vehicle Regulation to require an increasing number of ZEVs, including battery-electric, hydrogen fuel cell electric, and plug-in hybrid electric-vehicles. By 2035, the regulation requires 100% of new passenger vehicles sold in the state to be ZEV. These amendments support California Governor Newsom’s executive order that all new passenger vehicles sold in California must have zero emissions by 2035. The Low-Emission Vehicle Regulations were also amended to include increasingly stringent standards for gasoline cars and heavier passenger trucks.
Advanced Clean Trucks (ACT) Regulation	The ACT regulation requires manufacturers of medium- and heavy-duty vehicles to sell increasing percentages of ZEVs in California, culminating in a requirement for 100% ZEV sales by 2045.
Advanced Clean Fleets Regulation	The regulation requires fleets operating in California to transition to zero emission technology with the goal of transitioning all drayage trucks to zero emission by 2035 and the rest of the medium- and heavy-duty vehicles to zero emission by 2045. Starting in 2036, manufacturers can only sell zero-emission medium- and heavy-duty vehicles. From January 1, 2024, trucks participating in drayage activities in California must be registered with the CARB Online System, with only zero-emission trucks allowed to register from 2024 onwards. All drayage trucks must be zero-emission by 2035. High-priority and federal fleets must either follow the Model Year Schedule, buying only ZEVs from 2024 and phasing out internal combustion vehicles that have passed their useful life starting in 2025, or the optional ZEV Milestones Option, meeting phased-in ZEV targets. State and local government fleets must have 50% ZEV purchases from 2024 and 100% by 2027, although small government fleets and certain counties can start their ZEV purchases in 2027.
Low NOx Omnibus Regulation	The HD Omnibus Regulation requires heavy-duty engines of model year 2024-2026 to meet a 0.05 g/bhp-hr NOx standard, with more stringent standards for subsequent model years, aimed at ensuring real-world emissions performance critical for attaining federal health-based air quality standards for ozone in 2031. Despite the regulation being adopted in 2020 and set to be implemented in 2024, as the 2024 model year certification approached, CARB staff became aware through manufacturer product plans that some truck categories in California would not be able to produce Omnibus-compliant diesel engines. To ease the transition, CARB recently proposed amendments offering flexibility, ensuring engine availability while preserving projected emissions reductions. ⁸⁵
Innovative Clean Transit (ICT) Regulation	The ICT regulation, adopted in December 2018, requires public transit agencies to transition to a 100% zero-emission bus fleet by 2040. All transit agencies that own, operate, or lease buses with a gross vehicle weight rating (GVWR) greater than 14,000 lbs. must comply with the regulation. The ZEV purchase requirements vary depending on the transit agency’s size.

Attachment: SCAG Clean Cities Coalition Strategic Plan (Clean Cities Coalition Strategic Plan)

⁸⁵ Notice of Public Comment Period on Proposed Amendments to the Heavy-Duty Engine and Vehicle Omnibus Regulation, CARB. Available at: <https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2023/hdomnibus2023/notice.pdf>

Regulation	Description
In-Use Locomotive Regulation	The proposed in-use locomotive regulation would require locomotive operators in California to fund a spending account based on emissions and use the funds to purchase or upgrade to the cleanest locomotives. Starting in 2030, only locomotives less than 23 years old and those with an original engine build date of 2030 or newer would be allowed to operate in California, and by 2035, all Class I line haul locomotives with an original engine build date of 2035 or newer would need to operate in a zero-emission configuration.
Zero-Emission Truck Measure	This measure, as proposed in the 2022 State SIP Strategy, would seek to accelerate the number of zero-emission (ZE) trucks beyond existing measures (including the proposed Advanced Clean Fleets regulation). The measure seeks to upgrade the remaining heavy-duty combustion trucks to new or used ZE trucks rather than cleaner combustion engines. CARB has committed to implementing regulatory strategies to achieve this goal, such as differentiated registration fees, restrictions and fees for combustion trucks entering low and ZE zones, or indirect source rules (ISR). Alternatively, the measure could require combustion truck fleets to be scrapped and replaced with ZE trucks at the end of their useful lives. The measure would potentially be heard by CARB in 2028 as part of the comprehensive strategy to achieve zero-emissions medium- and heavy-duty vehicles by 2045.

Source: SCAG, 2023. Clean Technology Compendium. Available at: <https://scag.ca.gov/sites/main/files/file-attachments/23-3130-clean-technology-compendium-sep-2023.pdf?1698687619>

To support the shift on-road and rail transportation toward zero and near-zero emissions, the state has introduced various incentive programs, including rebate schemes, vehicle replacement initiatives, point-of-sale incentives, and infrastructure support measures. **Exhibit 35, California Incentive Program for Clean Technology Adoption**, details the current incentive programs actively promoting the growth of Zero Emission Vehicles (ZEVs) and related infrastructure in the SCAG region.

Exhibit 35 California Incentive Program for Clean Technology Adoption

Regulation	Description
Clean Vehicle Rebate Project (CVRP)	The CVRP provides rebates to California residents who purchase or lease eligible clean vehicles. The amount of the rebates offered by CVRP varies depending on the type of vehicle and its all-electric range, but they generally range from \$1,500 to \$7,000 for most eligible vehicles. The CVRP rebate can be combined with federal, state, or local agency incentives as well as administrator match funding, if available, to help further buy down an eligible vehicle's cost
Clean Cars 4 All	Clean Cars 4 All provides incentives to low-income individuals to retire their older, high-emitting vehicles and replace them with clean, electric or hybrid vehicles. The funding amount that applicants receive varies depending on the individual's income, the type of vehicle being purchased or leased, and other factors, but it generally ranges from \$2,500 to \$9,500 per participant.
California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)	HVIP is a point-of-sale incentive program that provides a voucher up to \$120,000 for zero-emission trucks. At the time of writing this report, the program has supported the purchase of 2,400 natural gas and 1,800 battery-electric trucks since 2010 (redeemed vouchers), and over half of all voucher requests have come from disadvantaged communities seeking diesel particulate matter reductions.

Regulation	Description
California Energy Commission Clean Transportation Program	The program provides funding for a range of projects, including research and development, pilot projects, and infrastructure deployment. The amount of funding each applicant receives from the program varies depending on the specific project and the type of funding requested. Generally, applicants can receive funding for up to 100% of their project costs, although some funding programs require a cost share or matching funds from the applicant. The maximum award amount for some programs can be up to several million dollars, while others may provide smaller grants or loans. The specific funding amount for each project is determined through a competitive application process, with awards granted based on project feasibility, environmental benefits, and other factors.
Low Carbon Fuel Standard (LCFS)	The LCFS is a California regulation that creates a market mechanism that incentivizes low carbon fuels. The regulation requires the carbon intensity of California’s transportation fuels to decrease by 20 percent through the 2030 timeframe and maintain the standard afterwards. The number of credits that a fleet generates is based on the amount of electricity used to charge and the carbon intensity of that electricity. Fleets that strategically use renewable electricity for charging, or purchase renewable energy certificates, can further increase their LCFS revenue streams. In addition to generating LCFS credit for dispensed fuel, the eligible hydrogen station or direct current fast charger can generate infrastructure credits based on the capacity of the station or charger minus the quantity of dispensed fuel. Currently stations intended for light duty vehicles (<1,200 kg/day for hydrogen stations and <350 kW per charger for charging stations) are eligible for the capacity credits. As more ZEVs use the station and the station utilization increases, the site will generate more LCFS fuel credits and fewer infrastructure credits.
<p><i>Source: SCAG, 2023. Clean Technology Compendium. Available at: https://scag.ca.gov/sites/main/files/file-attachments/23-3130-clean-technology-compendium-sep-2023.pdf?1698687619</i></p>	

SCAG's Work Efforts

SCAG has a history of successful initiatives, collaborations, and achievements that align with the goals of the U.S. Department of Energy's Clean Cities Program. These efforts include:

- **Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy:** Adopted by SCAG every four years, Connect SoCal encompasses a comprehensive set of planned transportation investments, policies, and strategies designed to meet Southern California's goals and performance requirements. Connect SoCal strategies aim to reduce greenhouse gas emissions, invest in clean technologies, and transition to a clean-energy economy.
- **Clean Technology Program:** Established after Connect SoCal 2020, the Clean Technology Program is dedicated to advancing efforts that underscore the importance of plug-in electric vehicles (PEVs) and other alternative fuel vehicles, along with the necessary infrastructure. These initiatives play a pivotal role in mitigating greenhouse gas emissions in the SCAG region, a priority highlighted in Connect SoCal 2024.
- **Southern California Clean Cities Coalition:** SCAG continues to lead with the Southern California Clean Cities Coalition as part of its cooperative agreement with the U.S. Department of Energy. These ongoing efforts contribute to the broader objectives of the national Clean Cities Coalition network.

SCAG's commitment to these initiatives underscores its dedication to promoting sustainable transportation, reducing emissions, and fostering clean technology adoption in the Southern California region. The descriptions of activities related to work efforts outlined in **Exhibit 2, SCAG's Guiding Metrics for the 2024-2025 Plan Cycle**, are provided below.

CONNECT SOCIAL

Connect SoCal is a crucial long-range plan designed to shape the multi-modal transportation system in the SCAG region. SCAG is mandated by both federal and state law to prepare this regional transportation plan (RTP), which involves long-term forecasting (at least 20 years ahead) for the region's transportation needs. To secure federal and state funding for various transportation projects, including public transit, road infrastructure, and cycling and pedestrian enhancements, SCAG must adopt and regularly update its RTP every four years.

In 2008, California enacted the Sustainable Communities and Climate Protection Act, commonly known as Senate Bill 375 (SB 375). This legislation mandates metropolitan planning organizations (MPOs), such as SCAG, to incorporate a sustainable communities strategy (SCS) into their RTP updates. The SCS identifies policies and strategies for reducing per capita greenhouse gas (GHG) emissions from automobiles and light-duty trucks. Key elements of the SCS include specifying land use patterns, residential densities, transportation networks, housing, and farmland considerations, along with a forecasted development plan for the region. The goal is to align these elements with the Clean Air Act of 1970 to achieve GHG emission reduction targets set by the California Air Resources Board (CARB).

Connect SoCal 2020 was approved and adopted by SCAG's Regional Council on September 3, 2020. Connect SoCal 2020 provided a combination of transportation and land use strategies that outlined how the SCAG region would achieve the State's GHG reduction goals and federal Clean Air Act requirements. Connect SoCal 2020⁸⁶ acknowledged the integral role that technology will play in the solutions to the region's problems and included the following strategies related to leveraging technology innovations:

- Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space.

⁸⁶ Connect SoCal 2020, SCAG. Available at: <https://scag.ca.gov/read-plan-adopted-final-connect-social-2020>

- Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based system for storing transit and other multi-modal payments.
- Identify ways to incorporate “micro-power grids” in communities, for example, solar energy, hydrogen fuel cell power storage and power generation.

Connect SoCal 2024 builds on the forward-thinking strategies of Connect SoCal 2020, acknowledging the transformative potential of emerging technologies and mobility innovations, particularly clean technology. These innovations enhance mobility, reduce emissions, generate new revenue streams for regional development, influence land use for improved quality of life, and support economic development, recovery, resilience planning, and equity goals.

Connect SoCal 2024⁸⁷ includes various strategies related to clean technology and transportation:

- Maintaining a robust Clean Technology Program that focuses on planning, research, evaluation, stakeholder support, and advocacy.
- Sharing information and offering technical assistance to local jurisdictions and operators for fleet upgrades and infrastructure deployment.
- Exploring the role of zero-emission vehicles in strengthening resilience through vehicle-to-grid technologies and other applications.
- Investigating opportunities for charging stations to serve multiunit dwellers without the same access as single-family homeowners.
- Facilitating the development of EV charging infrastructure through public-private partnerships.
- Assisting local jurisdictions in creating incentive programs to promote zero-emission passenger vehicles.
- Supporting the deployment of clean transit and technologies to reduce greenhouse gas emissions in line with the CARB Innovative Clean Technology (ICT) rule.

These strategies collectively advance the region's commitment to sustainable transportation and emissions reduction while fostering innovation and resilience.

Beyond the goals set forth by the U.S. Department of Energy for clean cities coalitions, SCAG has established distinct goals and strategies within Connect SoCal to reach state-mandated requirements to reduce regional vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions. With the passage of SB 375, CARB set regional targets for GHG reductions for the years 2020 and 2035. By the year 2035 the SCAG region will have reduced emissions by 19.96 percent. Achieving the reduction in emissions is dependent on multiple actions, such as land use strategies, pricing/user fees, transit and shared mobility, active transportation, and other incentives.

In Connect SoCal 2024, SCAG outlines each goal that drives the strategies used to achieve the GHG emissions reduction target:⁸⁸

- **Goal #1: Build and maintain a robust transportation network.** Beyond supporting the investments for maintenance and operation, achieving this goal will improve air quality and minimize GHG emissions. Additionally, promoting investments in complete streets allows for the implementation of curb space management strategies that increase new technologies, such as micro-mobility devices and optimize first/last mile connections to transit and last-mile connections for deliveries. Encouraging the development

⁸⁷ Draft Connect SoCal 2024 Plan, SCAG. Available at: <https://scag.ca.gov/connect-social-2024-read-draft-plan>

⁸⁸ Draft Connect SoCal 2024 Plan, SCAG. Available at: <https://scag.ca.gov/connect-social-2024-read-draft-plan>

of transportation projects that can provide affordable and safe alternatives to single-occupancy vehicle travel, such as by traveling via transit, will add to this strategy.

- **Goal #2: Develop, connect and sustain livable and thriving communities.** This goal sets out to communities centered around humans in all settings to increase mobility options and reduce travel distances. Strategies used to enact this goal are developing priority areas with existing urban infrastructure that will allow for multiple mobility options.
- **Goal #3: Create a healthy region for the people of today and tomorrow.** Developing resilient communities will allow for mitigation and adaptation of chronic and acute stresses, such as climate change. The focus on creating a healthier region by integrating the development pattern and transportation network allows for an improvement in air quality, reduction in GHG emissions and better conservation of the region's resources.
- **Goal #4: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region.** Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.

CLEAN TECHNOLOGY PROGRAM

SCAG's Clean Technology Program has been instrumental in promoting the significance of plug-in electric vehicles, other alternative fuel vehicles, and their necessary infrastructure. This effort is a critical strategy for reducing GHGs in the SCAG region, a key focus outlined in SCAG's Connect SoCal 2020 and Connect SoCal 2024. Although currently operating independently from the Southern California Clean Cities Coalition, SCAG aims to integrate these initiatives in its strategic plan, ensuring cohesive progress in both programs.

CLEAN TRANSPORTATION TECHNOLOGY POLICY

On April 6, 2023, SCAG's Regional Council passed Resolution No. 23-654-5, establishing SCAG's Clean Transportation Technology Policy. This policy creates a structured approach for SCAG to foster the growth, commercialization, and implementation of a transportation system that is either zero or near zero emission. Clean transportation technology encompasses vehicles with zero or near zero emissions, their necessary infrastructure, and other related products that minimize environmental impacts throughout their lifecycle, including production and disposal. The objective of this policy is to improve air quality, decrease GHG emissions, and fulfill sustainability objectives while maintaining a technology-neutral approach. SCAG's definition of technology neutrality refers to an impartial attitude toward specific technologies, focusing instead on any technology that contributes to achieving a zero-emission transportation system in line with federal and state standards.

ELECTRIC VEHICLE CHARGING STATION STUDY AND ASSOCIATED REGIONAL PLUG-IN ELECTRIC VEHICLE PLAN

SCAG's Electric Vehicle Charging Station Study (EVCSS) was completed in February 2023. For the study, SCAG partnered with 18 cities within the SCAG region to assist with promoting the development and deployment of electric vehicle (EV) charging infrastructure to accelerate transportation electrification. The study included tailored policy guidance to study partner cities; a regionwide Site Suitability Analysis to target areas for future EV charging infrastructure, focusing on increasing EV infrastructure in traditionally underserved and hard-to-reach communities including multi-unit dwellings and disadvantaged communities; EV site evaluations; and a Plug-In Electric Vehicle Infrastructure Plan that explains the need and tools available for cities to spur development of charging stations and support EV adoption across Southern California.⁸⁹

⁸⁹ Southern California Electric Vehicle Charging Station Study, SCAG. Available at: <https://scag.ca.gov/alternative-fuels-vehicles>

PLUG-IN ELECTRIC VEHICLE READINESS ATLAS UPDATE

SCAG developed the “Southern California Plug-in Electric Vehicle Readiness Atlas” Atlas 2012, and most recently adopted the atlas in 2023. The atlas contains 198 pages of maps, charts, and data at the subregional and council of governments level that illustrate factors that influence demand for charging equipment at specific locations.⁹⁰ Information in the atlas assists planners with municipal reform by identifying where plug-in electric vehicles (PEVs) are currently owned and operated and where PEV adoption is likely to occur.⁹¹

CLEAN TECHNOLOGY COMPENDIUM

Resolution No. 23-654-5, which established SCAG’s Clean Transportation Technology Policy, also mandated the creation of a “Clean Technology Compendium.” This compendium supports the development of SCAG’s Connect SoCal 2024 and offers an in-depth look at zero- and near-zero emission transportation technologies, including charging and fueling infrastructure and other supporting products. It covers a range of sectors such as passenger, medium- and heavy-duty vehicles, transit, and rail. The document highlights essential features, identifies knowledge gaps, and suggests strategies for the deployment of clean technologies in the region, serving as a key resource for both public and private sector entities during procurement and investment deliberations.

The compendium assists public agencies and local governments in formulating policies that encourage the adoption of these technologies. It provides stakeholders with information necessary for making decisions that align with sustainability objectives. While the compendium is comprehensive in terms of the overall technology landscape, it does not delve into the specifics of individual vendor technologies. Due to the diverse range of options available in the market, stakeholders are advised to conduct their own research on each vendor’s unique offerings to ensure they meet their specific operational and logistical requirements.

ZERO EMISSION TRUCK INFRASTRUCTURE STUDY

In January 2023, SCAG began preparing a study to help envision a regional network of zero emission transportation infrastructure for battery electric and hydrogen fuel cell trucks. The resulting “Southern California Zero-Emission Truck Infrastructure Study” includes a phased blueprint and action plan toward realizing this goal and answering key questions about how stations in the region can operate to serve different truck markets and business functions. The study includes engagement with various stakeholders, including truck drivers, fleet operators and warehouse operators, developers, operators of terminals and intermodal facilities, and community organizations, and is guided by a technical advisory committee of key stakeholders instrumental in implementing zero-emission truck infrastructure.⁹²

The study considers existing public and private sector plans from around the region and includes a truck market study to calculate the expected energy demand for charging and fueling stations. The study also details, to the extent possible, the quantity, distribution and characteristics of charging and fueling stations to help visualize and plan for infrastructure needs and investments. Study findings and products will also feed into the Electric Truck Research and Utilization Center (eTRUC) Project, funded by the California Energy Commission (CEC) Research Hub for Electric Technologies in Truck Applications Program and led by the Electric Power Research Institute.⁹³

The study investigates where and how charging stations may be deployed to facilitate charging and fueling for different markets, to estimate market share and demand for different technologies, and to show how a combination

⁹⁰ Southern California Plug-In Electric Vehicle Atlas, SCAG. Available at: <https://scag.ca.gov/southern-california-pev-readiness-atlas>

⁹¹ Southern California Plug-in Electric Vehicle Readiness Atlas: 2017 Update, SCAG. Available at: https://scag.ca.gov/sites/main/files/file-attachments/pev_atlas_2017_2.pdf?1620074492

⁹² Southern California Zero Emission Truck Infrastructure Study, SCAG. Available at: <https://scag.ca.gov/socalzeti>

⁹³ Southern California Zero Emission Truck Infrastructure Study, SCAG. Available at: <https://scag.ca.gov/socalzeti>

of technologies can work together to support regional zero emission goals. Ten to 12 sites will be selected to provide a closer look at the needs of deploying an individual station and create high-level plans.⁹⁴

LAST MILE FREIGHT PROGRAM

SCAG has partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish the Last Mile Freight Program (LMFP). The LMFP is a component of a larger goods movement emission reduction effort established by MSRC. Last mile freight activity is a critical component of supply chains for both consumers and intermediary businesses dealing with physical goods. E-commerce has had a profound impact on last mile delivery growth, and in 2020, the COVID-19 pandemic increased the frequency of deliveries, adding further stress to global supply chains, while air quality challenges continue to impact the public health of the region.⁹⁵ The LMFP serves as an initial step toward implementing freight-related clean vehicles/equipment and infrastructure to support cleaner air goals.⁹⁶

SCAG has developed a two-phased approach for the LMFP:

- Phase 1: (Projects have been selected and are currently in implementation phase) Focusing on the commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy- and/or medium-duty on-road trucks (including ZE/NZE equipment and supporting infrastructure).
- Phase 2: Further expanding Phase 1 projects through coordination with both public and private sector stakeholders to deploy broader innovative technologies currently being demonstrated by leading last mile delivery companies, particularly in e-commerce use cases.

The LMFP aims to:

- Achieve immediate GHG emission and criteria air pollutant (for NO_x and PM_{2.5}) reductions from commercially deployed vehicles/equipment and facilitate supporting infrastructure.
- Inform both industry and the public regarding ZE/NZE vehicle/equipment and supporting infrastructure performance, and how this information can be used to scale emission reductions to contribute to regional air quality goals;
- Provide private operators and the public with information on return on investment (ROI) and cost-effectiveness insights into ZE/NZE vehicle/equipment and infrastructure operations, maintenance, and reliability;
- Create greater transparency regarding the need for public versus private ZE/NZE supporting infrastructure;
- Inform the needs and/or help address the challenges to significantly scale ZE/NZE vehicles/equipment and infrastructure in the region; and
- Achieve geographic funding diversity and ensure that the LMFP provides economic and environmental benefits across the entire region.

Additionally, the LMFP is guided by the following core principles:⁹⁷

- Creating transparency as to critical barriers impeding the transformation of the last mile freight market;

⁹⁴ Southern California Zero Emission Truck Infrastructure Study, SCAG. Available at: <https://scag.ca.gov/socialzeti>

⁹⁵ Last Mile Freight Program, SCAG. Available at: <https://scag.ca.gov/last-mile-freight-program>

⁹⁶ Last Mile Freight Program Fact Sheet, SCAG, Available at: https://scag.ca.gov/sites/main/files/file-attachments/2822_lastmilefreightprogram_2022_r1.pdf

⁹⁷ Last Mile Freight Program, SCAG. Available at: <https://scag.ca.gov/last-mile-freight-program>

- Measuring success for both public and private entities;
- Optimizing where investments can generate the strongest benefits for further growth; and
- Achieving air quality reduction targets.

PARTNERSHIP WITH THE UNIVERSITY OF CALIFORNIA, IRVINE (UCI) ON AUTOMATED INTERSECTION MONITORING FOR ELECTRIC VEHICLES

SCAG has partnered with The HORIBA Institute for Mobility and Connectivity (HIMaC) at UCI to research artificial intelligence (AI) and transportation energy efficiency in the city of Irvine. 25 traffic intersections in the city are being used to conduct research and create a public road network platform. At the Twenty-five intersections, researchers have installed light detection and ranging (LiDAR) sensors to better understand how AI can positively affect air quality, traffic, and safety.⁹⁸

In addition to the 25 intersections, the project is using three fleets of vehicles operating in distinct modes (independent, driving, and shared-use driving) on public roadways to demonstrate the benefit of AI-powered sensors. Each vehicle receives messages from the infrastructure to act in a cooperative manner. The data collected will then be scaled up in simulation to evaluate how these tools and systems can perform at a county level.⁹⁹

Through this research and piloting this technology, the team aims to develop a research testbed for cooperative driving automation through new AI transportation infrastructure tools, revealing important information to help the U.S. Department of Energy meet their goals related to mobility energy productivity and estimating how AI tools would work at different scales, demonstrating at least a 15 percent improvement in energy efficiency.¹⁰⁰

PARTNERSHIP WITH THE LOS ANGELES CLEANTECH INCUBATOR ON TESTING AND EVALUATION OF CURB MANAGEMENT AND INTEGRATED STRATEGIES TO CATALYZE MARKET ADOPTION OF ELECTRIC VEHICLES

SCAG has partnered with Los Angeles Cleantech Incubator (LACI) to develop and validate open source curb management tools and approaches to increase total urban area dedicated to zero emission curb zones by 50 percent or more in three or more locations, with 25 percent or more located in disadvantaged communities and environmental justice areas, while increasing electric vehicle (EV) adoption by 5 percent or more, increasing mobility energy productivity by 10 percent or more, and increasing curb utilization by 5 percent or more when compared to the baseline as well as a blueprint of recommended technical, policy, behavioral incentive, and data-driven curb management strategies for cities and governments.

The project aims to accelerate adoption of zero-emission transportation, improve public health outcomes for communities, and provide more efficient transportation and energy systems that benefit residents and businesses as well as delivery operations at the curb by:

⁹⁸ AI-Based Intersection Monitoring Listening Session Hosted By SCAG And University Of California – Irvine, SCAG. Available at: <https://scag.ca.gov/alternative-fuels-vehicles>

⁹⁹ AI-Based Intersection Monitoring Listening Session Hosted By SCAG And University Of California – Irvine, SCAG. Available at: <https://scag.ca.gov/alternative-fuels-vehicles>

¹⁰⁰ AI-Based Intersection Monitoring Listening Session Hosted By SCAG And University Of California – Irvine, SCAG. Available at: <https://scag.ca.gov/alternative-fuels-vehicles>

- Increasing EV utilization of the curb;
- Increasing mobility energy productivity from curb use efficiency (number of people and goods per unit of consumption);
- Reducing GHG emissions and air pollutants; and
- Supporting socio-economic outcomes, including more equitable access to the curb and EVs and deployments in underserved communities.

SCAG's specific roles in this project include supporting the project's equity goals and engaging public interest groups, environmental justice advocates, and community-based organizations to participate in the project's equity and communications committee; leveraging connections made through related SCAG projects and engaging relevant delivery companies, transportation network companies, and other key business stakeholders; and utilizing the Southern California Clean Cities Coalition as a forum to share highlights and exchange learnings throughout the project.

Ongoing Work Efforts for the Southern California Clean Cities Coalition

Clean cities coalitions sign annual cooperative agreements, referred to as the Statement of Project Objectives (SOPO). The SOPO outlines tasks that coalition members will be responsible for over the following year that will contribute to the objectives of the national Clean Cities Coalition network. Below is a summary of key project objectives and some notable achievements:

KEY PROJECT OBJECTIVES

ANNUAL PROGRESS REPORT

The Southern California Clean Cities Coalition's activities and accomplishments from the previous year are described in detail in an annual progress report. This information is submitted online through a reporting tool managed by the National Renewable Energy Laboratory (NREL). The coalition provides organizational data, such as membership, funding, projects, activities (outreach events and trainings), and the number of individuals reached, particularly underserved groups. Voluntary data about the volume of alternative fuels used, the number of alternative fuel vehicles including EVs and hybrid EVs, idle reduction initiatives, fuel economy improvements, and programs to reduce vehicle miles traveled is also collected from stakeholders for inclusion in the annual report.¹⁰¹

The report acts as an important indicator of the coalition's impact and allows the coalition and its stakeholders to track progress over time. NREL compiles this annual report with those of the other clean cities coalitions to analyze national impacts and determine how energy use in the United States has shifted because of the activities of the Clean Cities network.¹⁰²

ALTERNATIVE FUEL PRICE TRACKING AND REPORTING

The Southern California Clean Cities Coalition assists the U.S. Department of Energy (U.S. DOE) with tracking retail alternative fuel pricing information fuel in the coalition's region every quarter. This process includes contacting stations within the region via phone call or email to verify the current price of fuels offered. The U.S. DOE requires that at least five prices are submitted for each alternative fuel. Once complete, the report prices are updated within the online reporting system specified by the U.S. DOE.

ALTERNATIVE FUELING STATION REPORT

The Southern California Clean Cities Coalition assists the U.S. DOE annually with updating the list of alternative fueling stations in the Alternative Fuels Data Center (AFDC) fueling stations database. The coalition focuses on existing stations within its region. Stations are verified via phone call, email, or online research and submitted to the online reporting system specified by the U.S. DOE.

VEHICLE AND STATION COST TRACKING AND REPORTING

The Southern California Clean Cities Coalition assists the DOE annually with collecting cost information for alternative fuel vehicles (propane, compressed natural gas, electric vehicle, plug-in hybrid electric vehicle, hydrogen) and stations

¹⁰¹ Clean Cities: A Model of Collaborative Technology Innovation Built Over 30 Years, NREL. Available at: <https://cleancities.energy.gov/publications/>

¹⁰² Clean Cities: A Model of Collaborative Technology Innovation Built Over 30 Years, NREL. Available at: <https://cleancities.energy.gov/publications/>

(propane, compressed natural gas, electric, and hydrogen) to include in the vehicle and station cost reporting tool. The U.S. DOE requires that a minimum of one data point is provided.

PEER-TO-PEER INFORMATION SHARING

The Southern California Clean Cities Coalition participates in peer-to-peer sharing at monthly California Clean Cities Coalition regional calls, national clean cities meetings, and at other official clean cities workshops and trainings.

COALITION BUILDING AND STAKEHOLDER ENGAGEMENT

The Southern California Clean Cities Coalition continues to strengthen and grow by retaining and engaging stakeholders, attracting new stakeholders, and establishing strategic partnerships. Coalition activities include holding stakeholder meetings; maintaining a coalition website; conducting targeted outreach; providing services to stakeholders, potential stakeholders, end-users, and potential end-users; and providing services to entities in undesignated areas outside of the coalition's current territory.

ACHIEVEMENTS

The Southern California Clean Cities Coalition, a dynamic collaboration of cities, consumers, vendors, public agencies, transit providers, and universities, is a champion of eco-friendly transportation initiatives. This coalition has not only fostered partnerships with local transportation agencies and private sector projects, but has also played a pivotal role in securing funding for alternative fuel vehicle and electric vehicle infrastructure programs in the region. Key accomplishments are as follows:

- Foothill Transit was granted \$7,942,200 to facilitate the acquisition of zero-emission buses, aimed at replacing older models that were no longer efficient. This significant investment has led to enhanced air quality for the residents of the San Gabriel and Pomona valleys in Los Angeles County. Additionally, this initiative has ensured continued service reliability and maintained the transit system in good operational condition.¹⁰³
- The Riverside Transit Agency (RTA) received a grant of \$8,787,846 to establish hydrogen filling stations at its Riverside and Hemet divisions, along with funding for training its maintenance personnel. This strategic investment supports the RTA's transition to an electric bus fleet powered by hydrogen fuel cells, significantly contributing to its climate objectives and enhancing air quality in the region.¹⁰⁴
- The city of Norwalk, through its Norwalk Transit System, was awarded \$3,530,822 to acquire zero-emission, battery electric buses. This grant also supports the replacement of older buses that have surpassed their service life, along with the development of the necessary charging infrastructure. This initiative plays a crucial role in enhancing air quality, ensuring service reliability, and keeping the transit system well-maintained and in excellent operational condition.¹⁰⁵
- The city of Cerritos received a substantial grant of \$4,378,140, allocated for the procurement of electric buses. This funding enables the city to phase out older, inefficient buses, thereby bolstering its commitment to environmental sustainability. The project significantly enhances air quality, particularly through the city's fixed-route transit program, "Cerritos on Wheels." This nine-mile network connects residential neighborhoods with important regional destinations such as workplaces, schools, and healthcare facilities.

¹⁰³ Fiscal Year 2021 Buses and Bus Facilities Projects, FTA. Available at: <https://www.transit.dot.gov/funding/grants/fiscal-year-2021-buses-and-bus-facilities-projects>

¹⁰⁴ Fiscal Year 2021 Buses and Bus Facilities Projects, FTA. Available at: <https://www.transit.dot.gov/funding/grants/fiscal-year-2021-buses-and-bus-facilities-projects>

¹⁰⁵ Fiscal Year 2021 Buses and Bus Facilities Projects, FTA. Available at: <https://www.transit.dot.gov/funding/grants/fiscal-year-2021-buses-and-bus-facilities-projects>

The introduction of electric buses into this network marks a progressive step in promoting cleaner, greener urban transportation.¹⁰⁶

- SCAG successfully assisted Zeco Systems Inc, operating as Greenlots, in securing a \$2,000,000 grant from the California Energy Commission. This funding was for a collaborative project focused on expanding charging access to support reliable, on-demand transportation services. A key aspect of this project was the installation of direct current fast-charging stations at various strategic points throughout the Los Angeles area. The primary objective is to encourage the adoption of electric vehicles (EVs) within the transportation network company industry, while also benefiting disadvantaged communities through the provision of essential charging infrastructure and reducing reliance on gasoline vehicles. The implementation of this initiative plays a crucial role in aiding California's efforts to meet its emission reduction targets and enhances the availability of EV charging facilities in the Los Angeles region.¹⁰⁷

¹⁰⁶ Fiscal Year 2021 Buses and Bus Facilities Projects, FTA. Available at: <https://www.transit.dot.gov/funding/grants/fiscal-year-2021-buses-and-bus-facilities-projects>

¹⁰⁷ Notice of Proposed Awards- Clean Transportation Program, CEC. Available at: https://www.energy.ca.gov/sites/default/files/2022-02/GFO-21-601_NOPA_Cover_Letter_2022-02-14_ADA.pdf

Conclusion

SCAG's efforts to transform Southern California's transportation system are holistic and multi-dimensional. The organization focuses on enhancing infrastructure to accommodate alternative fuel and advanced technology vehicles, driving widespread adoption of clean transportation technologies and advocating for supportive policies and regulations. Integral to this strategy is community engagement, aimed at increasing awareness and fostering partnerships for a collective movement towards sustainable practices.

SCAG's commitment to transparency and innovation is highlighted by collaboration with a diverse range of stakeholders and strategic efforts to identify and address barriers. These initiatives are pivotal in shaping a sustainable and environmentally friendly transportation future for the region.

As part of the regular maintenance of the Strategic Plan, SCAG will continue to coordinate with the other Clean Cities Coalitions within the six-county SCAG region to help ensure the Plan strategies are complementary and mutually supportive of their efforts. SCAG will also continue to refine its methodology for calculating the performance metrics. Additionally, SCAG will continue to advance its Connect SoCal implementation strategies and Clean Technology Program in alignment with both state and federal requirements pertaining to GHG reduction. In addition to the SB 375 per capita GHG reduction targets established for the SCAG region by the California Air Resources Board, and the DOE GHG targets established for the Clean Cities Coalition, the FHWA has issued a GHG performance measure final rule, effective January 8, 2024, that requires MPOs such as SCAG to establish four-year GHG emissions reductions targets and report on progress toward the achievement of those targets.¹⁰⁸

Looking forward, SCAG's alignment with the U.S. Department of Energy's Clean Cities Program helps shape its future clean transportation initiatives. SCAG plans to pursue initiatives that advance AFV adoption and infrastructure development within the region, with a strong focus on technology neutrality. These initiatives will assist SCAG with meeting the Clean Cities Coalition targets of a 16 percent increase in gasoline gallon equivalent (GGE) displaced and a 20 percent yearly reduction in greenhouse gas (GHG) emissions.

SCAG's dedication to innovation, inclusivity, and environmental stewardship positions it as a key regional leader in promoting sustainable transportation solutions. The commitment to cleaner technologies, evident in both current projects and proactive future endeavors, signals a move toward a more sustainable future for Southern California.

¹⁰⁸ GHG Performance Measure, FHWA. Available at: https://www.fhwa.dot.gov/environment/ghg_measure/

GLOSSARY

AB 32 – Assembly Bill 32 – Signed into law on September 26, 2006, it requires the state’s global warming emissions be reduced to 1990 levels by 2020. This reduction will be accomplished through an enforceable, statewide cap on global warming emissions that will be phased in starting in 2012, in addition to other measures. To effectively implement the cap, AB 32 directs the California Air Resources Board (CARB) to develop appropriate regulations and establish a mandatory reporting system to track and monitor global warming–emissions levels. Please also see “CARB – California Air Resource Board.”

AB 617 – Assembly Bill 617 – In 2017, California Governor Jerry Brown signed Assembly Bill 617 (C. Garcia, Chapter 136, Statutes of 2017) to develop a new, community-focused program that could more effectively reduce exposure to air pollution and preserve public health. AB 617 is a companion bill to AB 398, which extends California’s Cap-and-Trade program for greenhouse gas emissions. The most significant criteria and toxic air-quality legislation passed in California in the last three decades, AB 617 directs the California Air Resources Board (CARB) and all local air districts throughout California to take measures to protect communities disproportionately impacted by air pollution.

- There are five central components to the AB 617 mandate:
- Community-level air monitoring
- A state strategy and community-specific emission-reduction plans
- Accelerated review of retrofit pollution control technologies on industrial facilities subject to cap-and-trade
- Enhanced emission-reporting requirements
- Increased penalty provisions for polluters CARB may also direct additional grant funding to communities determined to have the highest air-pollution burden.

Active Transportation – A mode of transportation that includes human-powered transportation and low-speed electronic assist devices. Examples include, but are not limited to, walking (includes any person walking, skateboarding and using a wheelchair or other personal mobility device) or use of a bicycle, electric bicycle (e-bike), tricycle, scooter, skates, push scooter, trailer or hand cart.

AFV – Alternative Fuel Vehicles – A dedicated, flexible fuel, or dual-fuel vehicle designed to operate on at least one alternative fuel.

AQMP – Air Quality Management Plan – Regional plan for air-quality improvement in compliance with federal and state air-quality-planning requirements, including attaining applicable federal and state ambient air-quality standards.

Automated Vehicle – The U.S. Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) has defined five increasing levels of vehicle automation:

- Level 0 – No-Automation: The driver is in complete and sole control and performs all driving tasks.
- Level 1 – Driver Assistance: The vehicle is controlled by the driver, but some driving assist features may be included in the vehicle design.
- Level 2 – Partial Automation: The vehicle has combined automated functions, such as acceleration and steering, but the driver must remain engaged with the driving task and monitor the operating environment at all times.
- Level 3 – Conditional Automation: The driver is a necessity but is able to cede the performance of driving tasks to the vehicle. However, the driver must be ready to take control of the vehicle at all times.
- Level 4 – High Automation: The vehicle is capable of performing all driving functions under certain conditions and within certain operating environments. The driver may or may not have the ability to control the vehicle.

- **Level 5 – Full Automation:** The vehicle is capable of performing all driving functions under all conditions. The driver may or may not have the ability to control the vehicle.

Base Year – The year that is used in the RTP/SCS performance analysis as a reference point for current conditions. For Connect SoCal 2024, the base year is 2019.

Baseline – Defined in the U.S. Environmental Protection Agency’s Transportation Conformity Regulations, the Baseline is the future transportation system that will result from current programs, including the following (except that exempt projects listed in Section 93.126 and projects exempt from regional emissions analysis as listed in Section 93.127 need not be explicitly considered):

- All in-place regionally significant highway and transit facilities, services and activities
- All ongoing travel demand management or transportation system management activities
- Completion of all regionally significant projects, regardless of funding source, which are currently under construction or are undergoing right-of-way acquisition (except for hardship acquisition and protective buying); come from the first year of the previously conforming transportation plan and/or TIP; or have completed the NEPA process

For Connect SoCal 2024, the baseline represents the projected future (2050) regional transportation system that will result from the continuation of current programs, including projects currently under construction or undergoing right-of-way acquisition, those transportation plans and projects programmed and committed to in the 2023 Federal Transportation Improvement Program (FTIP), and/ or transportation projects that have already received environmental clearance.

BEV – Battery Electric Vehicle – An electric-drive vehicle powertrain that is powered by an onboard battery. A BEV is a sub-class of a Plug-in Electric Vehicle (PEV).

Bus – A transit mode comprised of rubber-tired passenger vehicles operating on fixed routes and schedules over roadways.

CAA – Federal Clean Air Act – The federal law that authorized the U.S. EPA to establish national ambient air quality standards (NAAQS) to limit levels of pollutants in the air. The EPA has promulgated NAAQS for six criteria pollutants: sulfur dioxide (SO₂), nitrogen dioxide (NO₂), carbon monoxide (CO), ozone, lead and particulate matter (PM₁₀). All areas of the United States must maintain ambient levels of these pollutants below the ceilings established by the NAAQS. Any area that does not meet these standards is a “nonattainment” area. States must develop State Implementation Plans (SIPs) to explain how they will comply with the CAA.

The last major change in the law, the Clean Air Act Amendments of 1990, was enacted by Congress in 1990. Legislation passed since then has made several minor changes. The Clean Air Act, like other laws enacted by Congress, was incorporated into the United States Code as Title 42, Chapter 85. The House of Representatives maintains a current version of the U.S. Code, which includes Clean Air Act changes enacted since 1990.

Caltrans – California Department of Transportation – State agency responsible for the design, construction, maintenance and operation of the California State Highway System, as well as portions of the Interstate Highway System within the state’s boundaries.

Cap-and-Trade – A market-based regulation that is designed to reduce greenhouse gases (GHGs) from multiple sources. Cap-and-Trade sets a firm limit, or cap, on GHGs and minimizes the compliance costs of achieving California’s AB 32 goals. The cap will decline approximately 3 percent each year beginning in 2013. Trading creates incentives to reduce GHGs below allowable levels through investments in clean technologies. With a carbon market, a price on carbon is established for GHGs. Market forces spur technological innovation and investments in clean energy.

CARB – California Air Resources Board – California state agency responsible for attaining and maintaining healthy air quality through setting and enforcing emissions standards, conducting research, monitoring air quality, providing education and outreach, and overseeing/assisting local air-quality districts within California. The CARB is also

responsible for implementing AB 32 and establishing regional greenhouse gas emission reduction targets for automobile and light trucks under SB 375. CARB is a part of the California Environmental Protection Agency, an organization that reports directly to the Governor's Office in the executive branch of the State of California.

Carbon Sequestration – The ability of natural elements, such as forests, soils and oceans to store carbon instead of releasing it into the atmosphere, preventing GHG emissions.

CBO – Community-Based Organization – Public or private nonprofit group that works at a local level to address community needs.

Clean Transportation Technologies – These include zero- and near-zero-emission vehicles, their supporting infrastructure and other facilitating products that reduce environmental impacts over their full life cycle, including upstream production and end-of-life.

Climate Change Mitigation – Consists of actions to limit the magnitude of climate change and its related effects. Mitigation addresses the cause of climate change.

CO – Carbon Monoxide – A colorless, odorless, poisonous gas formed when carbon in fuels is not burned completely and can be harmful when inhaled in large amounts. The greatest sources of CO to outdoor air are cars, trucks and other vehicles or machinery that burn fossil fuels. A variety of items in your home, such as unvented kerosene and gas space heaters, leaking chimneys and furnaces, and gas stoves also release CO and can affect air quality indoors. CO is one of six "criteria air pollutants" for which the U.S. EPA sets national standards pursuant to CAA.

COG – Council of Governments – Under state law, a single or multicounty council created by a joint powers agreement.

Complete Streets – Streets designed and operated to support the safety, comfort and mobility of all road users. They provide for people of all ages and abilities, regardless of whether they are driving, walking, bicycling, rolling or riding transit/rail. Complete Streets approaches vary based on community context, but elements often include comfortable sidewalks, bicycle lanes, transit priority lanes and signals, high-quality transit stops, frequent and safe crosswalks, median islands, accessible signals, curb extensions, modified vehicle travel lanes, and streetscape and landscape treatments.

Connected/Automated Vehicles – Refers to the interrelated nature of connectivity and automation in new vehicle technology. Connected vehicles may use any number of different communication technologies to communicate with the driver, other cars on the road (vehicle-to-vehicle [V2V]), roadside infrastructure (vehicle-to-infrastructure [V2I]) and the "cloud" to improve safety, user experience and collision avoidance. Please also see "automated vehicles."

Corridor – In planning, a broad geographical band that follows a general directional flow or connects major sources of trips. It may contain a number of streets and highways, as well as transit lines and routes.

EPA or U.S. EPA – The United States Environmental Protection Agency – Federal agency established to develop and enforce regulations that implement environmental laws enacted by Congress to protect human health and safeguard the natural environment.

EV – Electric Vehicle – A vehicle fully or partially powered by an electric engine. In common use, it is synonymous with Plug-In Electric Vehicle (PEV); however, hydrogen-fuel-cell vehicles are also electric vehicles.

EV Charging Station – A location where a vehicle can be parked and the electric storage or battery can be recharged. EV charging stations can be private or publicly accessible and can be free to the user or used for a fee.

FCV – Fuel Cell Vehicle – Electric vehicles that are powered by hydrogen fuel cells.

FHWA – Federal Highway Administration – Federal agency responsible for administering the Federal-Aid Highway Program, which provides federal financial assistance to the states to construct and improve the National Highway System, urban and rural roads, and bridges.

First-Last Mile – Strategies designed to increase transit/rail usage by making it more convenient and safer to walk, bicycle or roll to and from transit/rail stations. Strategies include wayfinding, bikeways, station amenities, new crosswalks, sidewalk improvements, shared mobility services and bike sharing.

FTA – Federal Transit Administration – The federal agency responsible for administering federal transit funds and assisting in the planning and establishment of area-wide urban mass-transportation systems. As opposed to FHWA funding, most FTA funds are allocated directly to local agencies rather than to Caltrans.

FY – Fiscal Year – The 12-month period on which the budget is based and planned. The state fiscal year begins July 1 and ends June 30 of the following year. The federal fiscal year begins October 1 and ends September 30 of the following year.

GHG – Greenhouse Gas – Components of the atmosphere that contribute to the greenhouse effect. The principal greenhouse gases that enter the atmosphere because of human activities are carbon dioxide, methane, nitrous oxide and fluorinated gases.

HDT – Heavy-Duty Truck – Truck with a gross vehicle weight of 8,500 pounds or more.

HEV – Hybrid Electric Vehicle – Vehicles that are powered by an internal combustion engine in combination with one or more electric motors that use energy stored in batteries.

HUD – U.S. Department of Housing and Urban Development – Federal agency charged with increasing homeownership, supporting community development, and increasing access to affordable housing free from discrimination.

ICE – Internal Combustion Engine – Refers to traditional vehicle engines that are powered by the burning of fuel sources, including gasoline, diesel and natural gas.

IJA – The Infrastructure Investment and Jobs Act – Also referred to as the Bipartisan Infrastructure Law, is a federal transportation authorization package, signed into law in November 2021, that provides \$550 billion over fiscal years 2022 through 2026 in new federal investment in infrastructure, including roads, bridges, transit, water infrastructure, resilience and broadband.

Infrastructure – The basic facilities, equipment, services and installations needed for the growth and functioning of a community. This may refer to transportation infrastructure, such as rail stations or roadways, as well as other civic infrastructure, such as electrical and water systems.

JPA – Joint Powers Authority – Two or more agencies that enter into a cooperative agreement to jointly wield powers that are common to them. JPAs are a vehicle for the cooperative use of existing governmental powers to finance and provide infrastructure and/or services in a cost-efficient manner.

LACMTA – Los Angeles County Metropolitan Transportation Authority, also referred to as “Metro” – Agency responsible for planning and funding countywide transportation improvements, administering the county’s transportation sales-tax revenues, and operating bus and rail transit service.

MDAB – Mojave Desert Air Basin – Area defined by state law as comprising the desert portions of Los Angeles, Kern, Riverside and San Bernardino Counties.

Metrolink – Regional commuter rail system connecting Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties and operated by the Southern California Regional Rail Authority (SCRRA).

Micromobility – Personal vehicles that typically are designed to carry one passenger. Devices include, but are not limited to, bicycles, electronic bicycles (e-bikes) and electronic scooters (e-scooters). Micromobility is often linked to bike and scooter sharing.

Mode – A particular form of travel (e.g., walking, traveling by automobile, traveling by bus, or traveling by train).

MPO – Metropolitan Planning Organization – A federally required planning body responsible for transportation planning and project selection in a region.

Multimodal – A mixture of several modes of transportation, such as transit, highways, non-motorized, etc.

NAAQS – National Ambient Air Quality Standards – The federal Clean Air Act requires the U.S. EPA sets National Ambient Air Quality Standards (NAAQS) for six criteria air pollutants. These common air pollutants can harm human health and the environment and cause property damage. Please see “CAA-Federal Clean Air Act” for more information on NAAQS.

NGV – Natural Gas Vehicle – Vehicles that are powered by internal combustion engines that burn compressed or liquid natural gas.

NOx – Nitrogen oxides – A group of highly reactive gases, all of which contain nitrogen and oxygen in varying amounts. NOx is a major component of ozone and smog. NOx also can be a major component of particle air pollution.

PEV – Plug-in Electric Vehicle – Refers to all vehicles that can be plugged into an external source of electricity in order to recharge an onboard battery that provides some or all power to an electric engine.

PHEV – Plug-in Hybrid Electric Vehicle – A vehicle powertrain that combines an electric engine with a traditional, internal combustion engine. The two engines can operate in parallel with the electric engine operating at certain speeds, or the engines can operate sequentially, with all power being provided by the electric engine until the battery power is exhausted.

PM10 – Particulate matter with diameters that are generally 10 micrometers and smaller – A mixture of inhalable solid particles and liquid droplets found in the air that are 10 micrometers or less in size. (A micrometer is one-millionth of a meter. The average human hair is about 70 micrometers in diameter.) These coarse particles are generally emitted from sources such as vehicles traveling on unpaved roads, materials handling, crushing and grinding operations, and windblown dust.

PM2.5 – Particulate matter with diameters that are generally 2.5 micrometers and smaller – A mixture of fine, inhalable solid particles and liquid droplets found in the air that are 2.5 micrometers or less in size. (A micrometer is one-millionth of a meter. The average human hair is about 70 micrometers in diameter.) These fine particles result from fuel combustion in motor vehicles, power generation and industrial facilities, as well as from residential fireplaces and wood stoves.

RC – Regional Council – Conducts the affairs of SCAG; implements the General Assembly’s policy decisions; acts upon policy recommendations from SCAG policy committees and external agencies; appoints committees to study specific problems; and amends, decreases or increases the proposed budget to be reported to the General Assembly.

Resilience – The capacity of the SCAG region’s built, social, economic and natural systems to anticipate and effectively respond to changing conditions, acute shocks and chronic stressors by creating multiple opportunities for a sustainable, thriving and equitable future.

RTP – Regional Transportation Plan – A federally required, 20-year plan prepared by metropolitan planning organizations and updated every four years. Includes projections of population growth and travel demand, along with a specific list of proposed projects to be funded.

SB 375 – Senate Bill 375 (Chapter 728, Steinberg) – Established to implement the state’s greenhouse gas (GHG) emission-reduction goals, as set forth by AB 32, in the sector of cars and light trucks. This mandate requires the

California Air Resources Board to determine per-capita, GHG emission-reduction targets for each metropolitan planning organization (MPO) in the state at two points: 2020 and 2035. In turn, each MPO must prepare a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its GHG emission-reduction target through integrated land use, housing and transportation planning.

SBCTA – San Bernardino County Transportation Authority – The council of governments and transportation planning agency for San Bernardino County. SBCTA is responsible for cooperative regional planning and developing an efficient, countrywide multimodal transportation system.

SCAB – South Coast Air Basin – Comprises the non–Antelope Valley portion of Los Angeles County, Orange County, western Riverside County and the non-desert portion of San Bernardino County.

SCAG – Southern California Association of Governments – The metropolitan planning organization (MPO) for six counties including Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

SCAQMD – South Coast Air Management District – The air-pollution control agency for all of Orange County and the urbanized portions of Los Angeles, Riverside and San Bernardino Counties in Southern California. This area of 10,743 square miles is home to more than 17 million people—about half the population of the whole state of California. It is the second-most populated urban area in the United States and one of the smoggiest. South Coast AQMD is responsible for controlling emissions, primarily from stationary sources of air pollution within its jurisdiction. These can include anything from large power plants and refineries to the corner gas station.

SCCAB – South Central Coast Air Basin – Comprises San Luis Obispo, Santa Barbara and Ventura counties.

SCS – Sustainability Communities Strategy – As part of SB 375, which was established to implement the state’s greenhouse gas (GHG) emission reduction goals as set forth by AB 32, each California metropolitan planning organization (MPO) is required to prepare a SCS as part of their regional transportation plan. The mandate requires the California Air Resources Board to determine per capita GHG emission-reduction targets for each MPO in the state at two points: 2020 and 2035. In turn, each MPO must prepare an SCS that demonstrates how the region will meet its GHG through integrated land use, housing and transportation planning.

SIP – State Implementation Plan – Comprehensive state plan that describes how an area will attain national, ambient air-quality standards. The federal Clean Air Act requires that transportation activities, including regional transportation plans, programs and projects conform to, or are consistent with the purpose of the applicable SIP.

SOV – Single-Occupant Vehicle – Privately operated vehicle that contains only one driver or occupant.

SOx – Sulfur oxide – Any of several compounds of sulfur and oxygen formed from burning fuels, such as coal and oil.

SSAB – Salton Sea Air Basin – Comprises the Coachella Valley portion of Riverside County and all of Imperial County.

Sustainability – The practice of analyzing and accounting for the impact of decisions, policies, strategies and development projects on the Economy, the Environment and Social Equity (commonly referred to as the three E’s). In the 2017 SCAG Strategic Plan, SCAG adopted the following objective: “Cultivate dynamic knowledge of the major challenges and opportunities relevant to sustainability and quality of life in the region.”

Technology Neutrality – A stance that does not give preference to a particular technology, as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets.

Urban Areas – Urban Areas in the SCAG region represent densely developed territory and encompass residential, commercial and other nonresidential urban land uses where population is concentrated over 2,500 people in a given locale.

U.S. DOT – U.S. Department of Transportation – Federal agency responsible for the development of transportation policies and programs that contribute to providing fast, safe, efficient and convenient transportation at the lowest cost consistent with those and other national objectives—including the efficient use and conservation of the resources of the United States. US DOT is comprised of 10 operating administrations, including FHWA, FTA, FAA and FRA.

VMT – Vehicle Miles Traveled – On roadways, a measurement of the total miles traveled by all vehicles in the area for a specified time period. It is calculated by the number of vehicles times the miles traveled in a given area or on a given roadway during the time period. In transit, it is the number of vehicle miles operated on a given route or line or network during a specified time period.

ZEV – Zero Emissions Vehicles – Vehicles that produce no tailpipe emissions of criteria pollutants. Generally, ZEVs feature electric powertrains. Technically, ZEVs are still responsible for some greenhouse gas emissions, as the GHG content from the electricity generation must be accounted for. ZEVs include battery electric vehicles (BEV), plugin electric hybrids (PHEV) when powered by the electric engine and hydrogen fuel cell vehicles (FCV).

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AGENDA ITEM 9
REPORT

Southern California Association of Governments
April 4, 2024

To: Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Javiera Cartagena, Chief Government and Public Affairs Officer
(213) 236-1980, cartagena@scag.ca.gov

Subject: April 2024 State and Federal Legislative Update

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

STATE

SCAG’s Hosts Annual Sacramento Summit

President Art Brown led a delegation of SCAG leaders to Sacramento for the agency’s annual Sacramento Summit on Tuesday and Wednesday, March 19 and 20, 2024. The annual Summit is SCAG’s signature “lobby day” and this year the trip focused on three important themes: 1) Protect the Regional Early Action Planning (REAP) 2.0 grant program from proposed budget cuts, 2) Support Assembly Bill (AB) 2485, authored by Assemblymember Juan Carrillo (D-Palmdale) that would increase transparency and accuracy in the development of the RHNA determination, and 3) honor promises made to the Active Transportation Program (ATP) and Infill Infrastructure Grant (IIG) program that fund local infrastructure needs to support region’s climate, housing, and vision zero goals.

President Brown was joined by 1st Vice President Curt Hagman (County of San Bernardino), 2nd Vice President Cindy Allen (Long Beach), Immediate Past President Jan Harnik (Riverside County Transportation Commission), Legislative/Communications and Membership Committee Chair and Vice Chair Patricia Lock Dawson (Riverside) and Jose Luis Solache (Lynwood), Community, Economic, and Human Development Committee Chair Frank Yokoyama (Cerritos), and RC Members Wendy Bucknum (Mission Viejo), Jenny Crosswhite (Santa Paula), Clint Lorimore (Eastvale), Ray Marquez (Chino Hills). Tracy Hernandez, Founding CEO of the Los Angeles County Business Federation, represented the GLUE Council.

The Summit started off with a Legislative Dinner featuring Senator Ben Allen (D-Santa Monica), Chair of the Senate Committee on Environmental Quality, who shared his thoughts on the steps California could take for a more sustainable future, and Assemblymember Juan Carrillo (D-Palmdale), Chair of the Assembly Committee on Local Government and a former Member of the Regional Council, who provided keynote remarks on his efforts to promote housing development. Chair Carrillo also addressed AB 2485, a bill he authored at the request of SCAG.

The Summit continued the next day with an Administrative Breakfast featuring Gabe Petek, the Legislature's non-partisan Legislative Analyst, who shared his Office's perspectives on the State's financial condition and Tomiquia Moss, Secretary to the Business, Consumer Services, and Housing Agency. Secretary Moss shared numerous opportunities for local cities and counties to pursue funding for housing projects, the State's projected budget deficit notwithstanding.

At the lunch hour, the SCAG delegation was joined by State Treasurer Fiona Ma, who discussed her Office's important role in financing schools, roads, housing, recycling and waste management, hospitals, public facilities, and other crucial infrastructure projects for Californians.

In the Capitol Swing Space, the SCAG delegation met with the following members: Senator Catherine Blakespear (D-Encinitas), Maria Elena Durazo (D-Los Angeles), Caroline Menjivar (D-Van Nuys), Anthony Portantino (D-Burbank), Susan Rubio (D-Baldwin Park), Kelly Seyarto (R-Murrieta) and Assemblymembers Laurie Davies (R-Laguna Niguel), Diane Dixon (R-Newport Beach), Eduardo Garcia (D-Coachella), Luz Rivas (D-North Hollywood), Pilar Schiavo (D-Chatworth), Chris Ward (D-San Diego), and Lori Wilson (D-Suisun City).

The delegation also met with legislative staff in the offices of Assemblymembers Steve Bennett (D-Ventura), Mike Fong (D-Alhambra), Laura Friedman (D-Glendale), Jesse Gabriel (D-Encino), Jacqui Irwin (D-Thousand Oaks), Sharon Quirk-Silva (D-Fullerton), Blanca Rubio (D-Baldwin Park), Miguel Santiago (D-Los Angeles), Avelino Valencia (D-Anaheim), Buffy Wicks (D-Oakland) and with legislative staff in the offices of Senators Anna Caballero (D-Salinas), Dave Cortese (D-San Jose), Rosilic Ochoa-Bogha (R-Yucaipa), and Steve Padilla (D-San Diego).

Because SCAG's legislative priorities are significant lifts this year, and because there are many members of the Southern California legislative delegation whom the SCAG representatives were unable to visit on this trip, SCAG leadership will coordinate two additional "Stike Teams" on April 10 and 24, 2024.

Governor Newsom and State Legislature Strike Agreement to Cut Budget Deficit

In January, Governor Gavin Newsom and the Legislative Analyst's Office (LAO) released projections of a state budget deficit estimated to be between \$38 billion and \$73 billion.

On Wednesday, March 20, 2024, Governor Newsom announced that his office and leaders of the state Senate and Assembly reached an agreement to take early action in April to reduce California's budget shortfall dramatically. The agreement will help reduce the deficit by \$12 billion to \$18 billion, with details to be discussed and disclosed in the coming weeks. This deal is a positive step towards reconciling the State's monumental deficit, as lawmakers will be forced to cut critical programs that affect millions of Californians.

As part of California's annual budget process, the Governor will release the May budget revision by May 15. The legislature must pass the final budget bill by June 15, and the Governor will have until July 1, the start of the new fiscal year, to sign the budget bill into law.

Governor Newsom announces new Reconnecting Communities Pilot Program

The State of California has initiated a pilot program aimed at transforming and reconnecting underserved communities historically divided by highways. Governor Newsom announced the Reconnecting Communities: Highways to Boulevards grant program, selecting Arcata, South San Francisco, and southeast San Diego/National City for the pilot. Reconnecting Communities seeks to increase access and transportation options in these neglected neighborhoods, aiming to rectify past policies that separated these neighborhoods by public infrastructure.

California State Transportation Agency Secretary Toks Omishakin highlighted the initiative's focus on community-driven vision and the conversion of underused highways into vibrant public spaces. Caltrans will collaborate closely with selected communities to develop and implement projects that address historic transportation inequities, facilitating connectivity between transit, housing, jobs, and open spaces. The effort aims to advance health and equity outcomes by removing barriers associated with transportation infrastructure.

FEDERAL

President Biden Signs Fiscal Year 2024 Appropriations Bills into Law

On March 9, 2024, President Joe Biden signed a \$460 billion Fiscal Year (FY) 24 appropriations "minibus" package containing six of 12 annual appropriations bills to avoid a partial government shutdown, including the FY24 Transportation, Housing and Urban Development, and Related Agencies (THUD) bill. This comes after months of delays and disagreements between the two chambers of Congress. The remaining six appropriations bills must be finalized by March 22, 2024, to avoid a partial government shutdown. With the passing of THUD, key agencies like the Department of Transportation and the Department of Housing and Urban Development will know their budgets for FY24 expenses.

While the THUD saw an overall budget increase, cuts were made to specific programs, including the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant program, the Consolidated Rail Infrastructure and Safety Improvements (CRISI)

Program, the Port Infrastructure Development Program (PIDP), and the Regional Infrastructure Accelerator (RIA) demonstration program. Congressionally Directed Spending, otherwise known as “earmarks,” did see a budget increase.

The following offers a greater analysis of the approved FY24 THUD appropriations bill:

- Total FY24 THUD funding provides \$106 billion to the Department of Transportation, including \$27.4 billion in discretionary funding.
- Community Project Funding/Congressionally Directed Spending, otherwise referred to as “earmarks,” for FY24 amounts to \$2.8 billion, including \$1.9 billion in highway infrastructure program funding, \$99 million in CRISI funding, and \$70.5 million in PIDP funding. This is an increase of \$200 million compared to FY23 appropriations.
- The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant program was allocated \$345 million in FY24 appropriations in addition to the \$1.5 billion provided by the Biden Administration’s Bipartisan Infrastructure Law (BIL). This amounts to a reduction of \$455 million of appropriations funding compared to FY23.
- The Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program was awarded \$199 million in annual appropriations funding in addition to the \$1 billion made available by the BIL for FY24. Of the \$199 million in funding, \$99 million is reserved for earmarks. However, this also represents a reduction of \$361 million in annual appropriations.
- The Port Infrastructure Development Program (PIDP) was allocated \$120.5 million in appropriations in addition to the \$450 provided by the BIL for FY24 PIDP grants. This is a reduction of \$91.5 million from FY23.
- THUD appropriates \$250 million for a new discretionary program, separate from the discretionary bridge funding included in the BIL, instead of providing additional bridge funding for formula distribution. Funding is limited to states with a population density of 115 individuals per square mile, which is lower than the average population density in the State of California. Thus, SCAG members are not able to apply for this new discretionary program.
- The Regional Infrastructure Accelerator (RIA) demonstration program was appropriated \$10 million, which is a reduction of \$2 million from FY23. RIA assists entities in developing improved infrastructure priorities and financing strategies for the accelerated development

of a project that is eligible for funding under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.

Biden-Harris Administration Releases Budget Request for FY25

President Biden signed the Fiscal Year (FY) 24 appropriations into law on Saturday, March 9, 2024. Although the FY24 cycle is only now coming to a close, the Biden-Harris Administration must prepare for the next appropriations cycle. On Monday, March 11, 2024, the Administration released its budget request for FY25. These appropriations would fund the Department of Transportation in addition to annual funding provided by the Bipartisan Infrastructure Law (BIL).

A summary comparing enacted FY24 and the proposed FY25 funding is as follows:

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program: The Administration requests \$800 million in appropriations. Rather than requesting new discretionary appropriations, the budget proposes to repurpose \$800 million in unobligated balances from the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. By comparison, the FY24 appropriations bill included \$345 million for the RAISE program.
- The Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program: The Administration proposes \$250 million in FY25 appropriations, which is a \$51 billion increase from the recently approved FY24 appropriations.
- The Port Infrastructure Development Program (PIDP): The Administration proposes \$80 million in appropriations for FY25, a decrease of \$40.5 million from FY24.

EPA Releases New Automobile Emissions Regulations

The Biden Administration unveiled new regulations for automobile emissions on March 20, 2024. The regulations are described as the most ambitious plan to date to reduce emissions from passenger vehicles. The rules relax initial tailpipe limits proposed last year but eventually align closely with strict Environmental Protection Agency (EPA) standards. Under the final rule, it is projected that 56% of new vehicle sales will need to be electric by 2032, along with other partially electric cars and more fuel-efficient gasoline-powered vehicles. These standards are expected to prevent over seven billion tons of carbon emissions over the next three decades and provide substantial economic benefits, including reduced healthcare costs and fuel expenses. The EPA's rule aims significantly to cut greenhouse gases and other air pollutants from new vehicles, promoting cleaner vehicle technologies. Changes were made to address industry opposition and public reluctance towards electric vehicles, alongside potential legal challenges.

Senator McConnell to step down as Senate Republican leader

Senator Mitch McConnell (R-Kentucky) will step down as Senate Republican Leader after the November 2024 election. Senator McConnell is the longest-serving Senate leader in U.S. history, holding power for almost two decades. Though he is relinquishing his leadership position, Senator McConnell plans to serve the remainder of his term in the Senate, which expires on January 3, 2027. Though it is unclear who will replace the Senator as Minority Leader, Senate Minority Whip John Thune (R-South Dakota) and Senator John Cornyn (R-Texas) have publicly stated their interest in the leadership position.

Housing Secretary Marcia Fudge to Retire

Housing and Urban Development (HUD) Secretary Marcia Fudge will retire from her role on March 22, 2024. Secretary Fudge has served in the role since the beginning of the Biden Administration. Before joining Biden’s cabinet, Secretary Fudge was the mayor of Warrensville Heights, Ohio, and served in Congress from 2008 to 2020. Deputy HUD Secretary Adrienne Todman will serve as acting secretary upon Fudge’s departure.

Federal Notices of Funding Opportunities (NOFOs) Update

In 2021, President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. This bipartisan infrastructure law provides \$1.2 trillion in total spending over five years, \$110 billion of which is made available through competitive grant funding. These historic levels of investment in transportation grant programs have allowed areas in the SCAG region to apply for funding for critical infrastructure improvement projects.

Below is a current list of open NOFOs issued for transportation and sustainability-related competitive programs:

Program	Deadline	Agency
Safe Streets and Roads for All (SS4A): Planning & Demonstration	April 4, 2024	Office of the Secretary
Congestion Relief Program	April 22, 2024	Federal Highway Administration
Low or No Emission (Bus) Grants	April 25, 2024	Federal Transit Administration
Buses and Bus Facilities Program	April 25, 2024	Federal Transit Administration
Safe Streets and Roads for All (SS4A): Planning & Demonstration	April 4, 2024	Office of the Secretary
Port Infrastructure Development Program	May 10, 2024	Maritime Administration
Safe Streets and Roads for All (SS4A): Implementation	May 16, 2024	Office of the Secretary



Additionally, the Consolidated Rail Infrastructure Safety Improvements (CRISI), Active Transportation Infrastructure Investment Program, National Infrastructure Project Assistance (MEGA), Nationally Significant Freight & Highway Projects, and the Pilot Program for Transit Oriented Development Planning are all expected to open sometime this month.

FISCAL IMPACT:

Work associated with the April 2024 State and Federal Legislative Update is within the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 10
REPORT

Southern California Association of Governments
April 4, 2024

To: Energy & Environment Committee (EEC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Rongsheng Luo, Planning Supervisor
(213) 236-1994, luo@scag.ca.gov

Subject: Transmittal to South Coast Air Quality Management District of
Transportation Control Measure Reasonably Available Control Measures
Analysis for Inclusion in Draft 2024 Coachella Valley Extreme Ozone
Nonattainment Area State Implementation Plan

RECOMMENDED ACTION:

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:

The South Coast Air Quality Management District (AQMD) is developing the 2024 Coachella Valley Extreme Ozone Nonattainment Area State Implementation Plan (SIP) to meet federal Clean Air Act (CAA) requirements for Coachella Valley under the federal 2008 8-hour ozone standard. The Draft 2024 Coachella Valley SIP is scheduled to be released for public review in July 2024. As requested by AQMD staff, SCAG staff has prepared the Draft Reasonably Available Control Measures (RACM) Analysis of Transportation Control Measures (TCMs) for the Coachella Valley to be included in the Draft 2024 Coachella Valley SIP for public review. The Draft 2024 Coachella Valley TCM RACM Analysis is a technical update to the Coachella Valley TCM RACM Analysis included in the South Coast AQMD's Final 2022 Air Quality Management Plan (AQMP), which was previously presented to the Regional Council. After the public review, any public comments received on the Draft Coachella Valley TCM RACM Analysis will be responded to and incorporated into the Final Coachella Valley TCM RACM Analysis, as appropriate. Subsequently, the EEC and the RC will be notified of the transmittal to the AQMD of the Final Coachella Valley TCM RACM Analysis for inclusion in the Final 2024 Coachella Valley SIP for adoption by the AQMD Governing Board anticipated in September 2024.

BACKGROUND:

Effective April 7, 2023, the United States Environmental Protection Agency (US EPA) granted a request by the California Air Resources Board (ARB) to voluntarily reclassify the Coachella Valley

ozone nonattainment area from “Severe-15” to “Extreme” for the 2008 8-hour Ozone National Ambient Air Quality Standards (NAAQS). The approved reclassification was a critical action in fully resolving the region-wide transportation conformity lockdown in the SCAG region last year. In connection with the reclassification, US EPA established a schedule of no later than 18 months from the effective date of reclassification (i.e., no later than October 7, 2024) for the South Coast AQMD to submit a SIP addressing Extreme ozone nonattainment area requirements for Coachella Valley through the California Air Resources Board (ARB).

The 2024 Coachella Valley Extreme Ozone Nonattainment Area SIP is being jointly prepared by three responsible agencies: the South Coast AQMD, the lead agency, ARB, and SCAG. SCAG’s role in the Coachella Valley SIP development process includes providing the socio-economic growth forecast and regional transportation demand model output data to the AQMD for use in estimating and forecasting emission inventories and airshed modeling; and vehicle activity data to ARB for use in developing on-road emissions. Because the adopted 2020 RTP/SCS was the applicable RTP/SCS when the AQMD initiated the development of the SIP, the 2024 Coachella Valley Ozone SIP uses the same socio-economic growth forecast and travel activity projection data that SCAG previously provided the AQMD for the 2022 AQMP.

In addition to the technical data, at the request of AQMD staff, SCAG staff also writes a portion of the 2024 Coachella Valley SIP as they relate to TCMs and the Clean Air Act required RACM analysis for TCMs. It is a technical update to Attachment VI-A-4 Coachella Valley TCM RACM Analysis of the AQMD’s Final 2022 AQMP which was presented to the RC by Dr. Sarah Rees, AQMD Deputy Executive Officer, in January 2023. The Draft TCM RACM analysis for Coachella Valley is attached to this staff report.

The Draft 2024 Coachella Valley SIP, including the Draft TCM RACM analysis, is anticipated to be released by the AQMD in July 2024 for a 30-day public review. After the public review, the Draft TCM RACM analysis will be revised based on comments received as appropriate. Subsequently, the EEC and the RC will be notified of the transmittal to the AQMD of the Final Coachella Valley TCM RACM Analysis for inclusion in the Final 2024 Coachella Valley Extreme Ozone Nonattainment SIP. The Final Coachella Valley SIP is anticipated to be adopted by the AQMD Governing Board in September 2024 and subsequently approved by the ARB Board. The Final Coachella Valley SIP is due to US EPA for review and approval by October 7, 2024.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2023-24 Overall Work Program (23-025.0164.01: Air Quality Planning and Conformity).

ATTACHMENT(S):

1. Draft 2024 Coachella Valley Extreme Ozone Nonattainment Area SIP TCM RACM Analysis

DRAFT 2024 COACHELLA VALLEY EXTREME OZONE NONATTAINMENT AREA STATE IMPLEMENTATION PLAN

TRANSPORTATION CONTROL MEASURE (TCM) REASONABLY AVAILABLE CONTROL MEASURES (RACM) ANALYSIS

Background

The Coachella Valley Planning Area is defined as the desert portion of Riverside County in the Salton Sea Air Basin (SSAB) and is part of the South Coast Air Quality Management District (South Coast AQMD) jurisdiction. The Coachella Valley is the most populated area in this desert region, which encompasses several communities, including Palm Springs, Desert Hot Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio, Coachella, Thermal, and Mecca.

Ozone pollution has improved in Coachella Valley (CV) over the last several decades. Due to South Coast AQMD's stationary and mobile source emission reduction programs both in the South Coast Air Basin and in Coachella Valley, ground level ozone in the Coachella Valley has continued to decrease. However, the Coachella Valley still experiences high levels of ozone and fails to meet either the 2008 (75 ppb) or the 2015 (70 ppb) 8-hour federal and State ozone standards.¹ Most of the emissions forming ozone in the Coachella Valley comes from the South Coast Air Basin. Figure VI-A-1 illustrates the processes influencing ozone concentrations in the Coachella Valley. NO_x is generated from combustion processes whereas VOCs are emitted from a wide variety of sources such as consumer products, mobile sources, and vegetation. NO_x emissions from passenger cars account for less than 5% of the Coachella Valley's total NO_x emissions in 2037 business-as-usual condition (baseline). Wildfires generate both NO_x and VOCs. However, the chemical reactions that form ozone are highly complex and depend not only on NO_x and VOC levels, but also on the ratio of VOC to NO_x concentrations, temperature, the amount of sunlight, and other meteorological conditions.

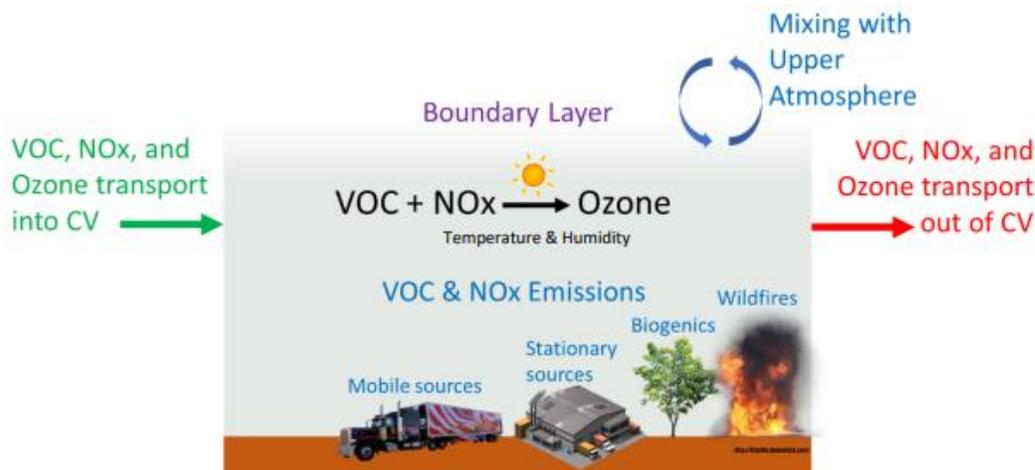


FIGURE VI-A-1

Schematic of Processes Influencing Ozone Concentrations in the Coachella Valley

Ozone is formed photochemically from NO_x and VOCs and transported from the Basin to the Coachella Valley. The Basin's prevailing sea breeze causes polluted air to be transported inland. As the air is being transported inland, ozone is formed, with high concentrations occurring in the inland valleys of the Basin, extending from

¹ The Coachella Valley officially attained the revoked 1-hour ozone NAAQS (120 ppb) in 2015.

eastern San Fernando Valley through the San Gabriel Valley into the Riverside-San Bernardino area and the adjacent mountains. Coachella Valley’s ozone depends on the ozone levels in the Basin and local emissions have limited impact on the Coachella Valley’s ozone levels. The photochemical modeling system used in the attainment demonstration indicates that even if all man-made emissions from the Coachella Valley were removed, Coachella Valley is not going to attain the ozone standard without emission reductions placed in the South Coast Air Basin.

Transportation Control Measures (TCMs)

Transportation Control Measures (TCMs) are strategies that reduce motor vehicle emissions by reducing vehicle trips, vehicle use, vehicle miles traveled (VMT), vehicle idling, and traffic congestion. TCMs are either one of the types listed in CAA section 108, or any other measures for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Pursuant to U.S. EPA’s Transportation Conformity Regulations, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs.

In the Coachella Valley, the following three categories of TCM projects and programs are developed by the Riverside County Transportation Commission (RCTC) and included in SCAG’s 2020 Connect SoCal and 2023 Federal Improvement Program (FTIP):

1. Transit and non-motorized modes;
2. High Occupancy Vehicle (HOV) Lanes their pricing alternatives; and
3. Information-based Transportation Strategies.

TCM Reasonably Available Control Measure Analysis

The federal CAA requires a Reasonably Available Control Measure (RACM) analysis for TCMs during the AQMP development and must be included as part of the overall control strategy in the ozone SIP to ensure that all potential control measures are evaluated for implementation and that justification is provided for those measures that are not implemented. For TCMs to be RACM, TCMs must be both technologically and economically feasible and must advance the nonattainment area’s projected attainment date of the NAAQS by at least one year.

Through an extensive project development and selection process, RCTC is the agency charged with recommending transportation projects including TCM projects within the Riverside County including the Coachella Valley for funding under SCAG’s long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is updated every four years, and 2020 Connect SoCal is the currently adopted RTP/SCS.

In addition, the TCM projects in the Coachella Valley are programmed and updated through and as part of SCAG’s short-term FTIP development process. The FTIP is updated every two years, and the 2023 FTIP is the currently adopted FTIP.

Therefore, the TCM RACM process relies predominantly on the respective continuous regional transportation planning and programming processes of updating and adding TCMs in the Coachella Valley by RCTC and SCAG.

For illustrative purpose, Attachment VI-A-4A is a list of completed 2023 FTIP TCM projects in the Coachella Valley and Attachment VI-A-4B is a list of TCM projects currently being implemented in the Coachella Valley.

Coachella Valley is under the South Coast AQMD’s jurisdiction and thus subject to the AQMD’s regulations and control measures. Coachella Valley is also within the jurisdiction of RCTC and SCAG and, as a result, TCM projects are being proposed, implemented, and updated through and as part of the continuous regional transportation planning and programming processes. Therefore, in terms of assembly and review of candidate TCM, both the process and the conclusion of determining the TCM reasonably available control measures and the reasoned justification as documented in the 2022 AQMP Appendix IV-C² for the South Coast Air Basin generally apply to the Coachella Valley.

CAA Section 172(c)(1) requires SIPs to provide for the implementation of all TCM RACM as “expeditiously as practicable.” U.S. EPA and related court decisions have maintained that TCMs considered RACM must be measures that 1) advance the attainment date, typically by at least one year and 2) are technologically and economically feasible. Measures must pass both the advance attainment and technical/economic feasibility tests to be deemed RACM.

Based on the comprehensive review of TCMs in other Serious or worse ozone nonattainment areas under the 2008 8-hour ozone standard as documented in the 2022 AQMP Appendix IV-C for the South Coast Air Basin and the updated review of TCMs in the other Serious or worse ozone nonattainment areas under the 2015 8-hour ozone standard and developed since the 2022 AQMP listed in Table 1 on the next page, it is determined that the TCMs being implemented in the Coachella Valley are inclusive of all TCM RACMs. None of the candidate measures reviewed that have not been implemented meet the criteria for RACM implementation.

SCAG and RCTC have established a comprehensive, formal process for identifying, evaluating, and selecting TCMs. The regular RTP, FTIP, and AQMP/SIP public update processes ensure that TCM identification and implementation is a routine consideration that helps SCAG and the South Coast AQMD in the effort to demonstrate attainment of applicable NAAQS in Coachella Valley.

² <https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan>

Table 1 Serious or Worse Ozone Nonattainment Area SIPs under 2015 8-hour Ozone Standard and Developed since South Coast AQMD’s 2022 AQMP

Nonattainment Area	Designation	Applicable SIP
San Joaquin Valley, California	Extreme	2022 Plan for the 2015 Ozone Standard ³
Western Mojave Desert	Severe 15	MDAQMD Federal 70 PPB Ozone Attainment Plan ⁴ AVAQMD Federal 70 PPB Ozone Attainment Plan ⁵
Eastern Kern	Serious	2023 Ozone Attainment Plan for the 2008 & 2015 8-hour Ozone National Ambient Air Quality Standards (NAAQS) ⁶
Western Nevada County	Serious	Ozone Attainment Plan for Western Nevada County – State Implementation Plan for the 2015 70 ppb Ozone Standard ⁷
Sacramento Region	Serious	Sacramento Region 2015 NAAQS 8-hour Ozone Attainment & Reasonable Further Progress Plan ⁸
Ventura County	Serious	2022 Ventura County Air Quality Management Plan ⁹

³ <https://ww2.valleyair.org/rules-and-planning/air-quality-plans/ozone-plans/2022-ozone-plan-for-the-san-joaquin-valley/>

⁴ <https://www.mdaqmd.ca.gov/home/showpublisheddocument/9589/638084392297570000>

⁵ <https://avaqmd.ca.gov/files/020b4aec1/70+ppb+Ozone+Plan+Final+Draft+AV+01.04.2023.pdf>

⁶ http://www.kernair.org/Documents/Rules/2023%20Attainment%20Plan/EKAPCD_2023_Ozone_Plan_Draft_3-31-23.pdf

⁷ <https://myairdistrict.com/wp-content/uploads/2024/01/1.a-NSAQMD-WNNA-Ozone-SIP-FINAL.pdf>

⁸ <https://www.airquality.org/ProgramCoordination/Documents/Sacramento%20Regional%202015%20NAAQS%208%20Hour%20Ozone%20Attainment%20and%20Reasonable%20Further%20Progress%20Plan.pdf>

⁹ <http://www.vcapcd.org/pubs/Planning/AQMP/2022/Final-2022-AQMP-without-appendices.pdf>

**ATTACHMENT VI-A-4A
LIST OF COMPLETED 2023 FTIP TCM PROJECTS IN COACHELLA VALLEY**

LEAD AGENCY	TIP ID	PROJECT DESCRIPTION	COMPLETION DATE
COACHELLA	RIV140816	IN EASTERN RIVERSIDE COUNTY FOR THE CITY OF COACHELLA - INSTALL 8.2 MILES OF CLASS II BIKE LANES ON CITY ARTERIALS TO FACILITATE RESIDENTIAL TO COMMERCIAL CONNECTIVITY (\$52.76 OF TC TO MATCH CMAQ IN FY 16/17)(PM 2.5 BENEFITS .816 KG/DAY)	3/31/2019
COACHELLA	RIV151217	IN EASTERN RIVERSIDE COUNTY IN THE CITY OF COACHELLA - WIDENING OF AVENUE 48 FROM 2 TO 6 LANES (1 LN EA DIR TO 3 LNS EA DIR) FROM JACKSON RD TO VAN BUREN ST INCLUDING TRAFFIC SIGNAL MODIFICATIONS, STREET LIGHTING, DRAINAGE IMPROVEMENTS INCLUDING SIDEWALK AND BICYCLE LANES AND LANDSCAPING	12/31/2019
COACHELLA	RIV140842	IN EASTERN RIVERSIDE COUNTY FOR THE CITY OF COACHELLA - ATP IMPROVEMENTS CYCLE 1: ADD 7 MI. OF CLASS II BIKE LANES & CLASS III BIKEWAYS W/SHARROWS, ASPHALT BIKE PATH, PED XING, & CONSTRUCTION OF 2 MI. OF SIDEWALKS AT DIFFERENT LOCATIONS & LANDSCAPED MEDIANS ALONG AVE 50 & AVE 52 FROM WESTERN CITY LIMITS TO CV LINK. TC USED TO MATCH ATP	9/30/2019
DESERT HOT SPRINGS	RIV181004	IN COACHELLA VALLEY IN THE CITY OF DESERT HOT SPRINGS: PALM DR BIKE AND PED. IMPROVEMENTS: CONSTRUCT 2-MI CLASS II BIKE LANES & .65-MI SIDEWALK GAP CLOSURES ALONG PALM DR B/W CAMINO AVENTURA TO TWO BUNCH PALMS TR; INCL BUFFERED BIKE LANE STRIPING, NARROWED TRAFFIC LANES, ADA RAMPS, BUS WARNING SIGNS AND LIGHTS, REDUCED SPEED LIMIT, STREET LIGHTS, & RAISED MEDIAN (ATP-3 AUGMENTATION-STATEWIDE)	6/29/2020
INDIO	RIV140848	IN EASTERN RIVERSIDE COUNTY IN THE CITY OF INDIO: ANDREW JACKSON ELEM PED IMPROVEMENTS: ON TEN STREETS WITHIN THE ANDREW JACKSON ELEM SCHOOL COMMUNITY, INSTALL SIDEWALKS, UPGRADE PED ACCESS RAMPS AND DRIVEWAY APPROACHES, THREE ENHANCED CROSSWALKS, AND TWO SPEED FEEDBACK SIGNS. TC USED TO MATCH ATP	12/31/2019
PALM SPRINGS	RIV140818	IN CITY OF PALM SPRINGS-6.25 MI. CLASS II & III BIKE LNS ON:SAN RAFAEL DR FR PALM CYN TO SUNRISE WY;SAN RAFAEL DR FR VIRGINIA RD TO INDIAN CYN;FARRELL DR FR RAMON RD TO TAHQUITZ CYN;MESQUITE AV FR SUNRISE WY TO COMPADRE RD;LA VERNE WY FR S. PALM CYN TO E. PALM CYN;CAMINO REAL FR E. PALM CYN TO LA VERNE WY;CROSSLEY RD FR RAMON TO 341 AV;AVE CABALERROS FR ALEJOS RD TO TAHQUITZ CYN(PM2.5=.018 KG/DAY)	3/30/2019
SUNLINE TRANSIT AGENCY	RIV140822	IN COACHELLA VALLEY FOR SUNLINE TRANSIT AGENCY: PURCHASE OF TWO NEW BUSES AND OPERATIONS OF NEW BUS SERVICE THAT WILL DIRECTLY LINK DESERT HOT SPRINGS AND PALM DESERT. SERVICE TO OPERATE ON WEEKDAYS AND WILL INCLUDE FOUR TRIPS IN THE MORNING (HOURLY) FROM DESERT HOT SPRINGS TO PALM DESERT AND FOUR TRIPS IN THE AFTERNOON (HOURLY) FROM PALM DESERT TO DESERT HOT SPRINGS.	6/30/2017
SUNLINE TRANSIT AGENCY	RIV150615	IN THE COACHELLA VALLEY FOR SUNLINE TRANSIT: TRANSIT ENHANCEMENTS INCLUDING BUT NOT LIMITED TO THE PURCHASE AND INSTALLATION OF 25 SHELTERS, INCLUDING CONCRETE WORK AND OTHER IMPROVEMENTS FOR ADA COMPLIANCE AND IMPROVED SAFETY. (FY15 5307) (UZA: INCCPS)	11/2/2017

**ATTACHMENT VI-A-4A
LIST OF COMPLETED 2023 FTIP TCM PROJECTS IN COACHELLA VALLEY**

LEAD AGENCY	TIP ID	PROJECT DESCRIPTION	COMPLETION DATE
DESERT HOT SPRINGS	RIV210629	IN COACHELLA VALLEY IN THE CITY OF DESERT HOT SPRINGS - PALM DRIVE IMPROVEMENTS - PIERSON BLVD. TO MISSION LAKES BLVD. CONSTRUCTION OF 1 MILE OF BUFFERED CLASS II BIKE LANES, 2,700 FEET OF NEW SIDEWALK, 47 ADA CURB RAMPS, 10 HIGH-VISIBILITY CROSSWALKS, STREET LIGHTS AND RAPID FLASHING BEACONS.	5/19/2023
INDIO	RIV181008	IN COACHELLA VALLEY IN CITY OF INDIO: HERBERT HOOVER ELEM PED. IMPROVEMENTS: CONSTRUCT 5.5-MI OF SIDEWALK, CROSSWALKS AND ADA IMPROVEMENTS ALONG 14 SEGMENTS BOUNDED BY INDIO BLVD IN THE NE, MONROE ST TO THE WEST, AND REQUA AVE TO THE SOUTH AND DEGLET NOOR ST TO THE EAST TO CLOSE EXISTING SIDEWALK GAPS; INCL EDUCATIONAL OUTREACH TO STUDENTS & FAMILIES. (ATP-3 AUG STATE) TC UTILIZ FOR FY17/18, 19/20, 20/21, 22/23.	6/15/2023

**ATTACHMENT VI-A-4B
LIST OF TCM PROJECTS CURRENTLY BEING IMPLEMENTED IN COACHELLA VALLEY**

LEAD AGENCY	TIP ID	PROJECT DESCRIPTION	COMPLETION DATE
CATHEDRAL CITY	RIV210628	IN COACHELLA VALLEY FOR CATHEDRAL CITY - INSTALL BIKE LANES ON E PALM CNYN DR FRM WEST CITY LIMITS TO CATHEDRAL CNYN DR; BIKE LANE AND MULTI-USE PATH ON CATHEDRAL CNYN DR FROM DINAH SHORE DR TO CANYON SHORES DR; BIKE LANE ON DATE PALM DR FROM PEREZ RD TO E PALM CANYON DR; ADDITIONALLY HIGH-VISIBILITY CROSSWALKS, PEDESTRIAN HYBRID BEACON, MID-BLOCK CROSSING, ADA CURB RAMPS, AND BRIDGE WIDENING WILL BE INSTALLED. OVERALL TOTAL OUTPUT: BIKE LNS 18,760 FT; SIDEWALK 4,330 FT; MULTI-USE PATH 3,450 FT.	2/15/2027
COACHELLA	RIV030901A	IN COACHELLA VALLEY IN THE CITY OF COACHELLA: EXTEND AVE 50 FROM FILLMORE STREET TO INTERSTATE 10 INTERCHANGE PROJECT (FTIP ID: RIV030901). EXTEND AVE 50 BY ADDING 6 LANES AND CONSTRUCT BRIDGE OVER AMERICAN CANAL.	6/1/2029
COACHELLA	RIV210635	IN THE COACHELLA VALLEY IN THE CITY OF COACHELLA: WIDEN AVE 50 FROM TYLER STREET TO FILLMORE STREET. WIDEN FROM 2-6 LANES. INCLUDES TRAFFIC SIGNALS AND TURNING LANES AT POLK STREET AND FILLMORE STREET INTERSECTIONS.	12/31/2030
COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV140820	IN EASTERN RIVERSIDE COUNTY FOR CVAG: REGIONAL SIGNAL SYCHRONIZATION PROGRAM THROUGH THE COACHELLA VALLEY (HIGHWAY 111, WASHINGTON ST, RAMON RD) INCLUDING BUT NOT LIMITED TO SIGNAL UPGRADES, COMMUNICATION SYSTEMS, HARDWARE AND SOFTWARE. (PM 2.5 BENEFITS)	12/31/2024
COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV131005C	IN EAST RIVERSIDE CO. FOR CVAG: CONSTRUCT SEGMENT 2, 6, AND 7, A 13.72 MILE OF CVLINK PH 1. CVLINK IS A NEW BICYCLE, PED AND LOW SPEED ELECTRICAL VEHICLE PATH ROUGHLY ALONG THE WHITEWATER RIVER.	12/31/2025
COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV211101	IN EAST RIVERSIDE COUNTY FOR CVAG WITHIN THE CITIES OF INDIO, LA QUINTA, COACHELLA, AND THE COUNTY: CONSTRUCTION OF THE COACHELLA VALLEY ARTS AND MUSIC LINE - NEARLY 9 MILES OF PROTECTED BICYCLE FACILITIES PRIMARILY ALONG AVENUE 48, AND DILLON RD. AND VARIOUS SPUR CONNECTIONS TO SCHOOLS AND OTHER RECREATION FACILITIES WITH A BIKE TO SCHOOL PROGRAM.	4/30/2027
COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV131005A	IN EAST RIVERSIDE CO. FOR CVAG: CONSTRUCT SEGMENT 1, A 13.47 MILE OF CVLINK PH 1. CVLINK IS A NEW BICYCLE, PED AND LOW SPEED ELECTRICAL VEHICLE PATH ROUGHLY ALONG THE WHITEWATER RIVER. (PPNO 1226). TC FY 19/20 ATP & STIP CON.	12/31/2024
COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV131005B2	IN EAST RIVERSIDE CO FOR CVAG: CONSTRUCT SEGMENT 4 OF CVLINK PH 1. CVLINK IS A BICYCLE, PED AND LOW SPEED ELECTRICAL VEHICLE PATH ROUGHLY ALONG THE WHITEWATER RIVER.	12/31/2025
COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV131005	IN EAST RIVERSIDE CO. FOR CVAG: CONSTRUCT IN SEGMENTS PHASE 1 OF CVLINK, A 41.11 MILE MULTI PURPOSE TRAIL CONSISTING OF NEW BICYCLE, PED AND LOW SPEED ELECTRICAL VEHICLE PATH FROM PALM SPRINGS TO COACHELLA (PPNO 1019). SEGMENT 1: RIV131005A. SEGMENTS 3, 4 & 5: RIV131005B. SEGMENTS: 2, 6 & 7: RIV131005C.	12/31/2025

Attachment: Draft 2024 Coachella Valley Extreme Ozone Nonattainment Area SIP TCM RACM Analysis

**ATTACHMENT VI-A-4B
LIST OF TCM PROJECTS CURRENTLY BEING IMPLEMENTED IN COACHELLA VALLEY**

LEAD AGENCY	TIP ID	PROJECT DESCRIPTION	COMPLETION DATE
COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV131005B3	IN EAST RIVERSIDE CO FOR CVAG: CONSTRUCT SEGMENT 5 OF CVLINK PH 1. CVLINK IS A BICYCLE, PED AND LOW SPEED ELECTRICAL VEHICLE PATH ROUGHLY ALONG THE WHITEWATER RIVER.	12/31/2025
COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV131005B1	IN EAST RIVERSIDE CO FOR CVAG: CONSTRUCT SEGMENT 3 OF CVLINK PH 1. CVLINK IS A BICYCLE, PED AND LOW SPEED ELECTRICAL VEHICLE PATH ROUGHLY ALONG THE WHITEWATER RIVER.	12/31/2025
COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV140820A	IN EASTERN RIVERSIDE COUNTY FOR CVAG: REGIONAL SIGNAL SYNC PH II ON 18 CORRIDORS (MONTEREY, COOK, PALM DR, BOB HOPE, FRED WARING, DINAH SHORE, GENE AUTRY, DATE PALM, INDIO BLVD, JEFFERSON, PALM CANYON, VISTA CHINO, COUNTRY CLUB, MONROE, AVE 48, SUNRISE, INDIAN CYN, JACKSON) TO INCLUDE SIGNAL UPGRADES, COMMUNICATION SYSTEMS, HARDWARE AND SOFTWARE.	12/31/2026
DESERT HOT SPRINGS	RIV200709	IN COACHELLA VALLEY IN THE CITY OF DESERT HOT SPRINGS - HACIENDA AVE. SRTS IMPROVEMENTS: CONSTRUCT NEW SIDEWALKS, BIKE LANES, ADA RAMPS, AND STREET LIGHTS ALONG HACIENDA AVE FROM WEST DRIVE TO FOXDALE AVENUE.	1/30/2026
DESERT HOT SPRINGS	RIV230303	IN THE CITY OF DESERT HOT SPRINGS: ON PALM DRIVE BETWEEN CAMINO AVENTURA AND I-10 CONSTRUCT BUFFERED NEW TRAFFIC SIGNAL, MEDIANS, SIDEWALKS, CROSSWALKS, STREETLIGHTS, ADA CURB RAMPS, CURB AND GUTTERS, CLASS II BIKE LANE, AND FLASHING BEACONS AT BUS STOPS.	2/25/2026
DESERT HOT SPRINGS	RIV230302	IN THE CITY OF DESERT HOT SPRINGS: CONSTRUCTION OF NEW SIDEWALKS, BUFFERED CLASS II BIKE LANES, RAISED CENTER MEDIANS, ADA CURB RAMPS, CROSSWALKS & STREET LIGHTS ALONG HACIENDA AVE FROM TAMAR DR TO LONG CANYON RD.	3/11/2026
INDIO	RIV210623	IN COACHELLA VALLEY IN THE CITY OF INDIO, WIDEN AVENUE 50 FROM MONROE STREET TO JACKSON STREET FROM 3 TO 4 LANES INCLUDING A CENTER MEDIAN/LEFT TURN LANE. THE IMPROVEMENTS INCLUDE INSTALLING A NEW SIDEWALK ALONG THE SOUTHSIDE AND BIKE LANES ALONG THE BOTH SIDES OF AVENUE 50.	12/30/2030
INDIO	RIV210622	IN COACHELLA VALLEY IN THE CITY OF INDIO: WIDEN AVENUE 50 FROM MADISON STREET TO MONROE STREET FROM 2 TO 4 LANES INCLUDING A CENTER MEDIAN/LEFT TURN LANE. THE IMPROVEMENTS INCLUDE INSTALLING A NEW SIDEWALK AND BIKE LANE ALONG AVENUE 50.	12/30/2030
INDIO	RIV210621	IN COACHELLA VALLEY IN THE CITY OF INDIO: WIDEN JACKSON STREET FROM APPROX. 0.5 MILES N/O AVENUE 50 TO APPROX. 0.25 MILES S/O AVENUE 52 FROM 3 TO 4 LANES. IMPROVEMENTS INCLUDE ADDING SIDEWALK ALONG THE EAST SIDE OF JACKSON STREET AND BIKE LANES ALONG BOTH SIDES. NEW TRAFFIC SIGNALS WILL BE INSTALLED AT AVENUE 50, AVENUE 51, AND AVENUE 52.	12/31/2025

**ATTACHMENT VI-A-4B
LIST OF TCM PROJECTS CURRENTLY BEING IMPLEMENTED IN COACHELLA VALLEY**

LEAD AGENCY	TIP ID	PROJECT DESCRIPTION	COMPLETION DATE
INDIO	RIV210620	IN COACHELLA VALLEY IN THE CITY OF INDIO: WIDEN THE NORTHSIDE OF AVENUE 50 FROM JEFFERSON TO MADISON STREET FROM 1 TO 2 LANES INCLUDING A CENTER MEDIAN/LEFT TURN LANE. THE IMPROVEMENTS INCLUDE INSTALLING A NEW SIDEWALK AND BIKE LANE ALONG THE NORTHSIDE OF AVENUE 50.	12/30/2030
LA QUINTA	RIV210624	IN COACHELLA VALLEY, IN THE CITY OF LA QUINTA: WIDEN THE SOUTHSIDE OF AVENUE 50 FROM 1 TO 2 LANES BETWEEN VERANO DRIVE TO MADISON STREET, INCLUDING CLASS II BIKE LANES AND SIDEWALK BETWEEN JEFFERSON STREET TO VERANO DRIVE.	12/31/2030
RANCHO MIRAGE	RIV221002	IN THE CITY OF RANCHO MIRAGE - TRAFFIC SIGNAL INTERCONNECT AND CONTROLLER CABINET UPGRADES AT 18 INTERSECTIONS: RAMON RD, DA VALL DR, RATTLER RD, LOS ALAMOS RD, DINAH SHORE DR, MISSION HILLS DR (NORTH), MISSION HILLS DRIVE/LINCOLN PL, WESTIN MISSION HILLS RESORT, BOB HOPE DR, DEAN MARTIN DR, GINGER ROGERS DR, INVERNESS DR/LOS ALAMOS DR, VICTORIA FALLS DR, VERSAILLES DR, GERALD FORD DR, MORNINGSIDE DR/THOMPSON DR, AND FRANK SINATRA DR.	10/1/2028
RIVERSIDE COUNTY	RIV200701	IN EASTERN RIVERSIDE CO. FOR THE UNINCORPORATED COMMUNITIES OF THERMAL AND OASIS: INSTALLATION OF APPROX. 62,304 LF OF MULTI-MODAL TRAILS (10 FOOT WIDE PATH), 12,144 LF OF PEDESTRIAN INFRASTRUCTURE (5 FOOT CONCRETE SIDEWALK WITH CURB AND GUTTER) AND 10 BENCHES. TC TO MATCH ATP. (SB1 FOR ENG AND FEDERAL FUNDS FOR CON).	12/30/2024
SUNLINE TRANSIT AGENCY	RIV190606	IN THE COACHELLA VALLEY FOR SUNLINE TRANSIT AGENCY - NEW OPERATING SERVICE FOR QUICK BUS (ROUTE 1) LIMITED STOP SERVICE THAT WILL OPERATE EVERY 60-MIN IN TWO MAJOR SEGMENTS: B/W PALM CANYON AT STEVENS IN PALM SPRINGS AND THE SUNLINE TRANSIT HUB AT TOWN CTR IN PALM DESERT; AND B/W THE TOWN CTR IN PALM DESERT & THE TRANSIT CTR AT 5TH & VINE STREETS IN COACHELLA.	12/31/2025
SUNLINE TRANSIT AGENCY	RIV190607	IN THE COACHELLA VALLEY FOR SUNLINE TRANSIT AGENCY - NEW 'SUNRIDE' RIDESHARE PROGRAM TO INCLUDE PURCHASE OF 4 VANS AND OPERATING ASSISTANCE TO PROVIDE FIRST AND LAST MILE CONNECTIONS.	12/31/2023



AGENDA ITEM 11
REPORT

Southern California Association of Governments
April 4, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Regional Early Action Planning Grant Program of 2021 (REAP 2.0) Update
& Prioritization Principles

Kome Ajise

RECOMMENDED ACTION FOR EAC:

Information Only – No Action Required

RECOMMENDED ACTION FOR RC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

On January 10, 2024, Governor Newsom released the draft FY2025 Budget which included a fifty percent reduction to the Regional Early Action Planning Grant Program of 2021 (REAP 2.0) across the State. For SCAG, this would reduce the \$246,024,084 SCAG REAP 2.0 allocation to approximately \$123M. SCAG's REAP 2.0 program is designed to implement Connect SoCal, our regional vision to address transportation and land use strategies that help the region achieve sustainability goals. The program was developed based on Core Program Objectives and Guiding Principles (see Attachment A), which were approved in the REAP 2 Program Development Framework by the Regional Council on July 7, 2022 after an extensive outreach process. Based on the Program Development Framework, SCAG has fully budgeted its entire award to eligible projects, expended approximately 11.1M to date and committed \$193M to subrecipients through formula-based and competitive programs.

SCAG continues to urge the Governor to reconsider the budget reduction and remains committed and confident in our advocacy efforts. However, the disruption and uncertainty has forced a delay of at least six months, compromising our ability to deliver the full program by June 2026 (the REAP 2.0 deadline). In order to facilitate a restart of the program amid budget uncertainty, SCAG staff is

preparing a revised and phased four-year expenditure plan that will allow some work to restart as soon this summer with Regional Council approval.

The staff report presents initial concepts for revising the Guiding Principles to inform a phased expenditure plan. Projects programmed in Phase 1 will be prioritized for funding and those projects programmed in Phase 2 will be awarded if full funding is restored in this year's or future state budget cycles. The initial concepts to be discussed with the EAC as a means for prioritization include:

- *Prioritize reimbursement of eligible expenses*
- *Prioritize sub-allocated programs*
- *Prioritize competitively awarded projects over formula based programs*
- *Prioritize funding to jurisdiction to meet 6th cycle RHNA goals while ensuring all Core Program Objectives are met*
- *Optimize funding to the region by giving preference within prioritized programs to projects that have matching funds that will expire*
- *Defer to Phase 2 any regional studies or technical assistance resources not competitively awarded*

Based on EAC input on the initial concepts, staff will draft and release Revised Guiding Principles and seek input from stakeholders during a listening session and public comment period initiated in mid-April. Based on this feedback, staff plans to return to the EAC and Regional Council this summer with Revised Guiding Principles, a detailed expenditure plan that aligns with the Core Programs Objectives and Revised Guiding Principles; and a request to approve projects recommended in Phase 1.

BACKGROUND:

The REAP 2.0 program was established as part of the 2021 California Comeback Plan under AB 140. REAP 2.0 builds on the success of Regional Early Action Planning Grant Program of 2019 (REAP 1.0) and expands the program focus by integrating housing and climate goals, and allows for broader planning and implementation investments, including infrastructure investments supporting infill development to facilitate housing supply, choice, and affordability.

Major investments in program development and prioritization of projects have resulted in SCAG's development of a comprehensive REAP 2.0 program that combines coordinated and transformative actions aligning transportation and housing development by investing in innovative finance, land use, and transportation strategies.

SCAG's REAP 2.0 program is designed to implement Connect SoCal, our regional vision to address transportation and land use strategies that help the region achieve sustainability goals. The program was developed based on Core Program Objectives and Guiding Principles (see Attachment A), which were approved in the REAP 2 Program Development Framework by the Regional Council on July 7, 2022 after an extensive outreach process. Based on the Program Development Framework and as authorized by the California Department of Housing and Community Development through a fully executed agreement, SCAG has budgeted its entire award to eligible projects, expended approximately 11.1M to date and committed \$193M to subrecipients through formula-based and competitive programs. The full list of sub-allocated projects is attached (See Attachment B: REAP 2 Investments by County).

On January 10, 2024 Governor Gavin Newsom announced a proposed budget that would cut \$1.2 billion in funding for housing programs, including \$300 million for the Regional Early Action Plan (REAP 2.0) program. SCAG issued a hold on suballocation programs and executed advocacy efforts with partners across the region.

Advocacy Efforts

Governor Newsom's January 10, 2024, budget proposal served as the first step of a lengthy budget process that can last through September 30, 2024. There are many more steps that the Governor and the Legislature must take before finalizing the fiscal year 2024-25 budget. Legislative budget hearings will continue through the May 14 deadline, mandated by state law, for the Governor to issue an updated budget proposal, known as the "May Revision."

Before the State Legislature reaches a deal with the Governor, both chambers must work together to reach a budget agreement and pass a balanced budget bill by midnight on June 15, 2024, as mandated by the state constitution. The Governor will then have a June 27, 2024, deadline to sign into law, veto, or line-item veto the budget bill. However, the budget process is usually far from over at this point. The Legislature will be able to pass budget bill juniors and budget trailer bills until August 31, 2024, the last day on which any bill may be passed. Then, the Governor will have until September 30, 2024, to sign or veto any remaining bills, including budget-related bills, on his desk.

SCAG encouraged Governor Newsom to reconsider these cuts and submitted an official letter to state legislators and the Senate Budget and Fiscal Review Committee. SCAG advocated to preserve REAP 2.0 at the 2024 Legislative Summit in Sacramento and will continue to advocate during the state budget process. SCAG has also prepared a grantee toolkit, with template letters and other shareable information, for partners to assist in this advocacy.

PHASED 4-YEAR EXPENDITURE PLAN

SCAG remains committed and confident in our advocacy efforts. However, the disruption and uncertainty has forced a delay of least six months, compromising our ability to deliver a full program

by June 2026 (the original REAP 2.0 deadline). In order to facilitate a smooth restart of the program amid budget uncertainty, SCAG staff is preparing a revised and phased expenditure plan. The four-year expenditure plan will include two, 2-year phases. Each phase will program fifty percent of the remaining funds in SCAG's \$246,024,084 grant. Projects programmed in Phase 1 will be prioritized for funding and those projects programmed in Phase 2 will be awarded only if full funding is restored in this year's or future state budget cycles. An extended schedule is anticipated to result in a reduction in annual staffing needs to maximize Phase 1 funding for sub-recipient projects. The legislature would need to authorize this extension, however, SCAG is confident an extension would be granted given the tremendous program disruption resulting from proposed cuts and the state's interest in optimizing state funding.

SCAG staff is proposing the Core Program Objectives and Guiding Principles (see Attachment A), which were approved by the Regional Council on July 7, 2022 after an extensive outreach process, serve as the basis for developing the phased expenditure plan. Staff anticipates the core program objectives can be retained and achieved in Phase 1 with fifty percent of SCAG's remaining allocation, however, the guiding principles would need to be further refined to help prioritize more limited resources.

Initial Concepts for Revising and Supplementing the Guiding Principles:

- Prioritize reimbursement of eligible expenses
- Prioritize sub-allocated programs
- Prioritize competitively awarded projects over formula based programs
- Prioritize funding to jurisdiction to meet 6th cycle RHNA goals while ensuring all Core Program Objectives are met
- Optimize funding to the region by giving preference within prioritized programs to projects that have matching funds that will expire
- Defer to Phase 2 any regional studies or technical assistance resources not competitively awarded

NEXT STEPS

Staff is seeking input from the EAC on these initial concepts as a starting point for drafting and releasing Revised Guiding Principles later this month. Following the release of the draft Revised Guiding Principles, staff anticipates hosting a listening session and public comment period to solicit feedback from stakeholders. REAP 2.0 awardees will be directly notified of staff's intention to develop a phased expenditure plan and invited to provide comment during this time. Additional feedback may be requested of current grantees on leveraged funding and project delivery schedules and constraints. Based on feedback from the EAC and public comment, staff plans to return to the EAC and Regional Council this summer with staff proposed final Revised Guiding Principles, a detailed expenditure plan and request to approve projects recommended in Phase 1.

FISCAL IMPACT:

Work associated with this item is included in the FY 23-24 Overall Work Program (305.4928.01 – REAP 2.0 – Program Development and Outreach).

ATTACHMENT(S):

1. Attachment A_REAP 2 Core Program Objectives and Guiding Principles
2. Attachment B REAP 2 Investments by County

Attachment A: REAP 2: Core Program Objectives and Guiding Principles (Adopted July 7, 2022)

Core Program Objectives

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

Guiding Principles

1. Funding shall be allocated to three programmatic areas focused on Early Program Initiatives to implement Connect SoCal 2020 and realize 6th Cycle RHNA goals, Housing Supportive Infrastructure (*renamed as Programs to Accelerate Transformative Housing (PATH)*) and a County Transportation Commission Partnership Program.
2. Funding opportunities within each program area will balance formula allocations with competitive programs ensure funding supports critical planning and implementation activities across the region while also prioritizing the most regionally impactful projects.
3. Early Program Initiatives shall seek to provide immediate benefit to the region through support for transformative planning activities that can be implemented quickly to advance strategies in Connect SoCal 2020 and inform the 2024 plan update, and to meet the region's 6th Cycle RHNA commitments. Early Program Initiatives shall comprise no more than 15% of the full program budget.
4. The Housing Supportive Infrastructure Program (PATH) and the County Transportation Commission Partnership Program shall serve as the primary vehicles for awarding REAP 2.0 funds focused on Connect SoCal 2020 implementation either through the deployment of pilot projects or support for the creation and/or expansion of new funding programs that directly support housing and mobility solutions. The Programs shall include regional initiatives and technical assistance led by SCAG and/or subregional partners to advance regionally coordinated and significant solutions as well as county-specific or geographically targeted programs that advance best practices reflecting the unique opportunities in the region.
5. The Housing Supportive Infrastructure Program (PATH) and the County Transportation Commission Partnership Program shall include SCAG-led projects as well as the sub-allocation of resources to implementing agencies.

6. Funding guidelines will be developed specific to the Housing Supportive Infrastructure Program (PATH) and County Transportation Commission Partnership Program or for any subprograms, including, but not limited to, the Subregional Partnership 2.0 (SRP 2.0) and the Sustainable Communities Program (SCP) for which SCAG may award resources to a partner agency via formula allocations or competitive programs. Funds available to each program shall be specified in the program guidelines, which will each be submitted to the Regional Council for approval.
7. At least 80% of the REAP 2.0 funding in the full application will be directed to suballocated or partner-led projects, both formula-based and competitive, across all three programmatic areas to ensure efficient and effective delivery of REAP 2.0 and limit administrative costs to SCAG.
8. SCAG will work to balance funding allocation according to a number of equity considerations; ensuring that under-resourced jurisdictions are not left out due to lack of capacity and that geographic balance, equity, and need are all considerations in the suballocation of funding across all program areas.
9. No resources beyond those approved to support outreach and program development shall be expended until the application is approved by the State Partners.

REGIONAL EARLY ACTION PLANNING (REAP) 2.0 INVESTMENTS BY COUNTY

Last Revised: March 2024

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS





ABOUT SCAG

SCAG is the nation's largest metropolitan planning organization, representing six counties, 191 cities and nearly 19 million residents. SCAG undertakes a variety of planning and policy initiatives to encourage a more sustainable Southern California now and in the future.

VISION

Southern California's Catalyst for a Brighter Future

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.

REGIONAL EARLY ACTION PLANNING (REAP) 2.0 INVESTMENTS BY COUNTY

LAST REVISED: MARCH 2024

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FULFILLING THE REGIONAL NEED

SCAG is uniquely positioned to support communities across Southern California to address the climate and housing needs in the region.

Building on the success of the state's REAP 2019 program, REAP 2.0 provides \$246M to SCAG to fund and implement projects that will support achieving our housing and climate goals.

SCAG's REAP 2.0 program implements Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy, by supporting integrated and transformative planning that realizes the region's mobility, land use, housing and environmental goals.

The governor's proposed state budget for next year would cut REAP 2.0 in half. This would have a dire impact across the state and the region in providing jurisdictions and other partners the resources that are critical to rising to the challenge of meeting our state housing and climate goals.

The following project lists summarize SCAG's investment across the region, by county, under the REAP 2.0 Program.



IMPERIAL COUNTY

INVESTMENTS

- SCAG is sub-allocating nearly **\$2.7 million** to support three partner-led projects in Imperial County.
- The Subregional Partnership 2.0 program allocates **\$274,133** to the Imperial County Transportation Commission to support member cities and counties in implementing Housing Element plans.
- The County Transportation Commission Partnership Program provides **\$1 million** to the Imperial County Transportation Commission to implement high-impact and transformative transportation plans, policies and projects.
- Through the Regional Utilities Supporting Housing Program, **\$1.5 million** will support utility infrastructure improvements to accelerate housing production.



PROJECT LIST

COUNTY TRANSPORTATION COMMISSION PARTNERSHIP PROGRAM

City of Calexico Intermodal Transportation Center

\$1 million

The project will construct a new intermodal transportation center in downtown Calexico to consolidate public and private transportation providers in one facility to improve mobility and safety of passengers, increase transit ridership, accommodate zero-emission transit vehicles, reduce vehicle emissions, and enhance the Downtown Business District.

REGIONAL UTILITIES SUPPORTING HOUSING PILOT PROGRAM

City of Calipatria, Delta Street Pump Station

\$1.5 million

This project will design and construct necessary repairs to the Delta Street Pump Station to promote existing and future affordable residential development in the Calipatria Eastside Specific Plan, which can accommodate up to 736 units. Improvements include the installation of an updated electrical control system, a new blower system to remove corrosive gases, upgraded centrifugal pumps and rehabilitation of the wet well concrete and steel support members.

SUBREGIONAL PARTNERSHIP PROGRAM 2.0

ICTC Regional Housing Element Implementation Assistance Program

\$274,133

The project's main goal is to provide technical support to local agencies with housing planning and to facilitate housing production. The goal is to create higher-density housing in infill areas, which will spur revitalization and help improve affordability.

LOS ANGELES COUNTY



INVESTMENTS

- SCAG is sub-allocating nearly **\$90.6 million** to support 44 partner-led projects in Los Angeles County.
- The Subregional Partnership 2.0 program allocates **\$14.1 million** to the City of Los Angeles, Los Angeles County and subregional councils of governments to support member cities and counties in implementing Housing Element plans.
- The County Transportation Commission Partnership Program provides **\$41.2 million** to LA Metro to implement high-impact and transformative transportation plans, policies and projects.
- Through the Programs to Accelerate Transformative Housing Program, **\$34.7 million** in funding will support investments in financing solutions, infrastructure and land use planning to accelerate housing production.
- The Sustainable Communities Program provides **\$427,350** to support housing and land use strategies benefiting historically disadvantaged communities.

PROJECT LIST

COUNTY TRANSPORTATION COMMISSION PARTNERSHIP PROGRAM

North Hollywood Transit Center \$15 million

The project will result in an expanded North Hollywood Transit Center that increases and improves multi-modal transportation options for area residents and transit riders. The new Transit Center design improves the third busiest station in the Metro system and will accommodate increased transit demand from future bus rapid transit services and a planned mixed-use development project.

Metro Bike Share Infill Expansion \$7.5 million

The project installs new Metro Bike Share stations in Metro-defined Equity Focus Communities to fill in a service gap between the currently disconnected Metro Bike service areas on the Westside and Downtown/Central Los Angeles.

Connecting Communities with Stress Free Connections \$5.2 million

The project will deliver safety and connectivity investments in Mid City West, South Los Angeles, and Central Los Angeles by designing and constructing 10 innovative Toucan traffic signals that prioritize crossings for people walking and biking. This project will connect more than 20 miles of streets that currently are bisected by high-stress intersections without safe crossing points.

Mobility Wallets Pilot 2.0: Challenge and Low-Income \$4 million

The project will use an integrated wallet of shared transportation to incentivize non-drive-alone trips and provide access to opportunity (including housing) through mobility.

Countywide Signal Priority Cloud Based Solution \$4 million

The project will deploy innovative cloud-based transit signal priority improving transit service for riders throughout Los Angeles County.

Enhanced GoSGV E-Bike Share Program \$2.6 million

The program expands the San Gabriel Valley's innovative regional electric bike share program that is focused on replacing driving trips. The program expansion will focus on extending the program's engagement, subsidies, and resources to disadvantaged communities.

LOS ANGELES COUNTY PROJECT LIST (CONTINUED)

COUNTY TRANSPORTATION COMMISSION PARTNERSHIP PROGRAM

First Last Mile Revolution: Transforming Metro Connections to Housing \$1 million

The project will fund designs for improved transit and active transportation connections to 10 priority Metro stations to create safe, connected, and reliable transportation to access jobs, schools, and opportunities.

Traffic Reduction Study \$1 million

The study will develop a plan for a congestion pricing pilot in Los Angeles County that improves roadway travel, reinvests in high-quality transportation alternatives and includes assistance programs to address equity and fairness concerns.

Developing Neighborhood Mobility Hub Pilot Projects in Disadvantaged Communities in the South Bay \$404,250

The project develops an implementation plan for Neighborhood Mobility Hub Pilot Projects in South Bay disadvantaged and senior communities. The planned Neighborhood Mobility Hubs will serve as a place where individuals can access micro-transit, as well as shared mobility options that may include e-bikes, neighborhood electric vehicles or other personal mobility options.

Urban Wilderness Access Feasibility Plan \$372,000

The plan will create a comprehensive park access strategy to increase access and improve circulation to Griffith Park and surrounding parklands in the Hollywood Hills with a specific focus on improving access for disadvantaged communities.

HOUSING INFILL ON PUBLIC & PRIVATE LANDS PILOT PROGRAM

City of Los Angeles, Scaling up Housing Development on City-Owned Land \$2.9 million

This project will re-envision how the city uses assets and partners with other public agencies to maximize housing production on public lands.

City of San Fernando, San Fernando Housing Infill \$791,818

This project will evaluate opportunities for streamlined infill housing development on private and public lands through a comprehensive approach to increase capacity and affordability.

City of Culver City, Fox Hills Specific Plan \$505,000

The updated plan will guide the redevelopment and transformation of approximately 330 acres of existing suburban office park, surface parking and underutilized commercial lands into walkable, high-density mixed residential uses with transit access.

City of Long Beach, Inclusionary Housing Program \$250,000

This project will update the city's existing Inclusionary Housing Program with expanded program boundaries, and new unit requirements and incentives to increase affordable housing development.

City of South Pasadena, Missing Middle Housing Program \$57,000

This project will establish a floating zone with objective design and development standards and a ministerial approval process for certain housing types in infill low-density residential zones within high-quality transit areas.

LOS ANGELES COUNTY PROJECT LIST (CONTINUED)

SUSTAINABLE COMMUNITIES PROGRAM - CIVIC ENGAGEMENT, EQUITY & ENVIRONMENTAL JUSTICE

City of Lancaster, Transit Oriented Development Zones Plan Update & Environmental Analysis \$499,036

The proposed project is a comprehensive update to the underutilized 2015 form-based TOD Zones Plan that aims to encourage development, especially housing projects, near the Lancaster Metrolink Station. A major goal of the plan update is to provide a streamlined process for new housing development that makes most residential projects permitted by-right. The plan would also establish minimum density requirements to support and encourage greater housing density and housing types in the plan area. This project is jointly funded through the Subregional Partnership Program 2.0.

City of La Puente, Mixed Use Development for Underutilized Commercial Zones \$427,350

This project will encourage infill development by initiating an amendment to the General Plan and Zoning Code to include a new mixed-use zoning program that can be applied to existing underutilized commercial properties. Active SGV, a community-based organization, is co-awardee.

LASTING AFFORDABILITY PROGRAM

Gateway Cities Affordable Housing Trust, Gateway Cities Pre-Development Loan Program \$5 million

The Gateway Cities Pre-Development Loan Fund offers low-interest loans for pre-development expenses to identify, entitle and secure construction and permanent financing for affordable housing development projects. This proposal includes a match doubling the REAP 2.0 investment. Anticipated outcomes of the funding award include seven affordable housing developments with 679 affordable housing units by 2028.

San Gabriel Valley Regional Housing Trust, Revolving Loan Fund \$5 million

The award will expand an existing revolving loan program offering short-term pre-development funding for affordable housing projects. As structured, the loans are repaid as projects receive construction or permanent financing, making those funds available for future projects. The anticipated outcomes from expanding the revolving loan fund include an increase of up to three projects and 75 to 100 affordable housing units.

Century Affordable Development Inc., Catalytic Development Fund \$5 million

Century Affordable Development Inc. will create a zero-interest short-term pre-development loan program as a means of reducing development costs for affordable housing projects by reducing soft debt. The anticipated outcomes from creating the fund include six projects and 568 affordable housing units.

Los Angeles County Metropolitan Transportation Authority, Environmental Remediation Housing Acceleration Fund \$5 million

The project will develop a revolving fund for assessing surplus available transit lands and completing remediation to ready sites for affordable and mixed-income development. Twenty-one sites will be assessed initially, with anticipated outcomes from the fund contributing to the goal of achieving 10,000 new housing units by 2031, of which 5,000 units will be affordable.

Housing on Merit (HOM), Affordable Housing Catalyst Fund \$700,000

The project will create a fund, supported by private philanthropic contributions, to develop affordable housing without tax credits or public subsidies. The anticipated outcomes from the fund include 750 new affordable housing units by 2028.

Los Angeles County Affordable Housing Solutions Agency (LACAHS), Strategic Plan & Program Design \$660,000

The funding will support LACAHS in creating a program model and strategic plan for this Joint Powers Authority in Los Angeles County, which is focused on increasing housing supply and affordability.

LOS ANGELES COUNTY PROJECT LIST (CONTINUED)

LASTING AFFORDABILITY PROGRAM

City of Montebello, Transformative Corridors Project \$200,000

The City of Montebello will study the feasibility of and establish an Enhanced Infrastructure Financing District (EIFD) to facilitate several community and economic development strategies associated with affordable housing development. The anticipated outcome of the EIFD will be to advance beneficial improvements for affordable housing and economic growth.

City of West Hollywood, Feasibility Study for Community Land Trust Creation \$150,000

The City of West Hollywood will study the feasibility of, and take actions to, create a community land trust (CLT) to expand the approaches for achieving affordable housing and affordable homeownership. The anticipated outcome of forming the CLT includes 500 new affordable housing units by 2029.

REGIONAL UTILITIES SUPPORTING HOUSING PILOT PROGRAM

Housing Authority of the City of Los Angeles, One San Pedro Redevelopment Infrastructure \$4 million

This capital project will help expand the electrical capacity at the One San Pedro Specific Plan site and 327 Harbor Site. The development will replace 478 units of low-density housing and a vacant site with over 1,500 units of new, accessible and higher-density mixed-income housing in a transit-oriented location.

Los Angeles Department of Water and Power, Project Powerhouse, Supporting Affordable Housing Development in the City of Los Angeles \$3.7 million

This project will eliminate costs for routing power and expedite needs determination and Los Angeles Department of Water and Power approvals for 100 percent affordable or supportive housing projects by building out public right of way utility infrastructure needed to provide reliable electricity to these facilities.

City of Santa Fe Springs, New Downtown Residential Infrastructure Study and Plans \$800,000

This grant award will help the city complete construction plans for public utility and green infrastructure within 98.7 acres recently rezoned from industrial to mixed-use. The project will allow the continuation of low- and moderate-income residential projects in an area that can accommodate nearly 1,600 new housing units.

City of Torrance, Housing Corridor Utility Infrastructure Study \$100,000

This planning project will identify green and sustainable utility infrastructure to support new housing development within the city's existing Housing Corridor Overlay (HCO). The HCO, approved in 2023 for the city's 6th Cycle Housing Element, allows housing and mixed-use development at a variety of income levels to be permitted by-right in seven areas throughout the city.

SUBREGIONAL PARTNERSHIP PROGRAM 2.0

City of Los Angeles, Fair Share Growth Strategy \$2.3 million

The City of Los Angeles will build on previous work to incorporate 2021-2029 housing goals into the citywide growth strategy. This project will launch the more public-facing aspects and the early environmental analysis.

City of Los Angeles, Housing Element Implementation \$1.9 million

The City of Los Angeles will pursue various 6th Cycle Housing Element implementation activities: including developing ADU, Low Rise Missing Middle Guidebook and standard plan and rezoning implementation.

LOS ANGELES COUNTY PROJECT LIST (CONTINUED)

SUBREGIONAL PARTNERSHIP PROGRAM 2.0

City of Los Angeles, Community Plan (Land Use) Updates \$1.9 million

The City of Los Angeles is proposing to utilize REAP 2.0 funding to support the update of 12 Community Plans, clustered in the Southwest Valley, Southeast Valley, Westside and Central Los Angeles. These plans will be the blueprints that guide development in neighborhoods by establishing the community’s vision for the future, outlining policies to implement that vision and designating land uses and zoning.

San Gabriel Valley Council of Governments, Housing Incubator \$1.4 million

The “Housing Incubator” will allow the San Gabriel Valley Council of Governments to establish a bench of consultants in several disciplines that member cities could access to implement programs or projects in their housing elements. This would relieve constraints associated with insufficient staff, time, or technical support. Each project would incorporate some element that can be shared across the region to reduce the administrative burden on cities and maximize economies of scale.

County of Los Angeles, Regional Sewer Model \$1.4 million

The County of Los Angeles will develop a regional sewer model that determines the capacities and deficiencies of the county’s sewer system to handle the demand of existing and built-out conditions within the focus areas. The model will be utilized to streamline the project approval process within the focused areas. It would create a mechanism to collect fair-share fees from developers and/or search for applicable grants/funds to improve the deficient infrastructures within the focus areas.

City of Los Angeles, Design for Housing and Mobility \$940,000

The City of Los Angeles will initiate a comprehensive revision of the city’s Street Design Manual that will create a more centralized resource hub for housing developers seeking development approvals from the city (Program 57, Improvements to Development Processing, of the Housing Element) and further the Housing Element’s third goal: a city in which housing creates healthy, livable, sustainable and resilient communities that improve the lives of all Angelenos.

Gateway Cities Council of Governments, Technical Assistance Team \$813,619

The Gateway Cities Council of Governments Technical Assistance Team will provide the technical resources to support Gateway Cities’ need to implement the goals, policies and programs included in their 6th cycle housing elements.

Gateway Cities Council of Governments, Affordable Housing Trust Management \$385,000

This project will support the management of the Gateway Cities Affordable Housing Trust Fund, a new Joint Powers Authority formed in January of 2023, with 17 of the 27 Gateway Cities as Members. This project will ensure that the over \$4 million the council of governments has raised in seed funding for the Trust, from the council of governments’ allocation of LA County Measure H funding, can be used to support capital funding for new affordable housing units.

South Bay Cities Council of Governments, Commercial Redevelopment into Housing: Extension and Expansion \$334,281

This project will offer all South Bay incorporated cities the opportunity to evaluate commercially zoned parcels on arterials for potential redevelopment into housing. The intent of this project and the Other-To-Residential Toolkit is to help cities evaluate the feasibility of redeveloping commercially zoned sites that each city can designate for housing development to meet Regional Housing Needs Assessment assignments.

LOS ANGELES COUNTY PROJECT LIST (CONTINUED)

SUBREGIONAL PARTNERSHIP PROGRAM 2.0

San Fernando Valley Council of Governments, City of San Fernando Zoning Code and Specific Plan Update \$333,182

The City of San Fernando will update its Zoning Code and San Fernando Corridors Specific Plan to allow residential use in currently restricted areas, aiming to increase new housing units on underutilized or vacant infill sites. The focus is on implementing mixed-use housing and removing governmental constraints and incentivizing density bonuses for affordable housing to meet Regional Housing Needs Assessment allocation.

City of Los Angeles, Inclusive Engagement (CBO Small Grants) \$300,000

The City of Los Angeles will partner with local CBOs to host targeted outreach efforts with the intention of overcoming immediate barriers and defray the cost of public participation for historically disadvantaged, underserved, underrepresented, and under-resourced areas. The outreach plan will include the development of educational and promotional material with incentives for public feedback/engagement with targeted communities.

South Bay Cities Council of Governments, South Bay Regional Housing Trust \$251,575

The South Bay Cities Council of Governments will form the South Bay Regional Housing Trust (SBRHT) as a joint powers authority. SBRHT would fund planning and finance construction of affordable and permanent supportive housing. SBRHT’s programs would make construction of affordable housing more appealing to housing developers.

San Fernando Valley Council of Governments, City of Santa Clarita. Objective Design and Development Standards \$250,000

The City of Santa Clarita will establish Objective Design and Development Standards for multi-family and mixed-use projects and integrate the standards conditions of approval currently applied through the development review process. This will implement a portion of the city’s 6th cycle Housing Element, which will aid in reducing constraints to the entitlement process for housing projects.

Westside Cities Council of Governments, WSCCOG Regional Housing Trust Implementation Plan \$198,213

This project will further explore the formation of a regional housing trust that will support cities in the Westside Cities Council of Government (WSCCOG) subregion to meet the need of producing 9,621 units of affordable housing by 2031. The WSCCOG will develop an implementation plan that will result in the formation of the Trust and membership recruitment by December 2025.

Westside Cities Council of Governments, Housing Element Implementation On-Call Technical Assistance \$132,142

The WSCCOG will offer a team of consultants for an on-call technical assistance program to support cities in addressing specific challenges, questions, and/or needs related to the 6th cycle housing element.

ORANGE COUNTY



INVESTMENTS

- SCAG is sub-allocating nearly **\$21.1 million** to support 17 partner-led projects in Orange County.
- The Subregional Partnership 2.0 program allocates **\$3.1 million** to the Orange County Council of Governments to support member cities and counties in implementing Housing Element plans.
- The County Transportation Commission Partnership Program provides **\$13.29 million** to the Orange County Transportation Authority to implement high-impact and transformative transportation plans, policies and projects.
- Through the Programs to Accelerate Transformative Housing Program, **\$4 million** in funding will support investments in financing solutions to accelerate housing production across the region.
- The Sustainable Communities Program will fund projects, totaling **\$669,700**, that support housing and land use strategies benefiting historically disadvantaged communities.

PROJECT LIST

COUNTY TRANSPORTATION COMMISSION PARTNERSHIP PROGRAM

First Street Multimodal Boulevard Design \$4.3 million

The project will complete planning and design work to advance bicycle, pedestrian, and transit improvements such as protected bike lanes, transit signal priority, and bus stops shelters on a four-mile stretch of First Street in Santa Ana.

McFadden Avenue Transit Signal Priority Pilot \$3.7 million

The project will complement planned bicycle improvements for McFadden Avenue by providing funding to design and install innovative transit improvements including transit signal priority and real-time arrival signage, which in turn will improve service on one of the highest ridership bus routes in Orange County, Route 66.

Next Safe Travels Education Program 2.0 \$1.2 million

The project will deliver Safe Routes to School education to encourage safe active transportation behavior for students and families. It will involve engaging with the community to conduct walk audits and develop conceptual recommendations and cost estimates to install active transportation safety improvements around schools.

Reconnecting Communities through Complete Streets \$550,000

The project will reconnect communities in Orange County by improving pedestrian and bicycle connections at ten interchanges selected based on equity and crash data.

Bikeways Connectivity Study \$500,000

The planning study builds on the Orange County Transportation Authority's Master Plan for Arterial Highways Complete Streets Assessment report to utilize advanced data analytics and robust community engagement to identify opportunities in Orange County for additional bicycle lane connections and routes.

Fullerton Park and Ride Transit Oriented Development Site Design Concepts \$500,000

The project will develop a comprehensive solution for developing a mixed-use residential building with affordable housing and multimodal transportation options at the Fullerton Park-and-Ride Facility.

Active Transportation Outreach and Engagement Support \$400,000

The Orange County Transportation Authority will deliver a range of education, engagement, and encouragement activities aimed at fostering a better environment for residents to use bicycling and walking as a means of transportation. Work will include fun engagement events such as bicycle rodeos and distributing quality bike safety equipment to residents.

ORANGE COUNTY PROJECT LIST (CONTINUED)

COUNTY TRANSPORTATION COMMISSION PARTNERSHIP PROGRAM

Harbor Boulevard Cloud-Based Transit Signal Priority Stage I \$400,000

The project will improve reliability and speed for transit riders by advancing transit signal priority improvements for the highest ridership bus routes in Orange County, OC Bus Route 43 and Bravo! 543 Rapid Bus.

Harbor Boulevard Cloud-Based Transit Signal Priority Stage II \$1 million

The project will complete the second phase of work initiated by the Harbor Boulevard Cloud-Based Transit Signal Priority Stage 1 project bringing improved reliability and speed for transit riders on Orange County's busiest bus routes, OC Bus Route 43 and Bravo! 543 Rapid Bus.

Orange County Cyclic Counts 2024-2025 \$400,000

The project involves robust active transportation data collection for Orange County, including information on volumes, contraflow riding, sidewalk riding, and electric/non-electric bicycles. This project will greatly expand the Orange County Transportation Authority's active transportation database shared with agencies throughout Orange County.

Orange County Mobility Hubs Pilot Concept of Operations \$300,000

The project will develop a concept design and operation plan for installing a network of mobility hubs in Orange County. The Mobility hub network will provide the community with access to multiple travel options and amenities.

SUSTAINABLE COMMUNITIES PROGRAM - CIVIC ENGAGEMENT, EQUITY & ENVIRONMENTAL JUSTICE

City of Santa Ana, Transformative Engagement for Zoning Code Update \$469,700

This project will include extensive and inclusive grassroots community engagement to inform a comprehensive update to the City's zoning code, which will accelerate infill, mixed-use, affordable housing, and/or commercial development in major transit corridors. The Kennedy Commission and Charitable Ventures are community-based organization co-awardees.

City of Laguna Beach, Environmental Impact Report – Downtown Specific Plan Phase II \$200,000

This project will result in an Environmental Impact Report (EIR) for Phase II of the city's Downtown Specific Plan to expand opportunities for infill housing, allow nearly unlimited housing density, increase maximum allowable building heights and allow parcel mergers for affordable housing projects in certain areas. The Kennedy Commission, a community-based organization, is a co-awardee.

LASTING AFFORDABILITY PROGRAM

Orange County Housing Finance Trust, Affordable ADU Loan Program \$4 million

The award will expand an existing loan program that provides low-to-no interest, partially forgivable loans to homeowners to construct an Accessory Dwelling Unit (ADU) in exchange for a 10-year affordability term. The anticipated outcomes from expanding the program include 34 ADUs and, over the next 20 years as loans are repaid, an additional 240 ADUs.

SUBREGIONAL PARTNERSHIP PROGRAM 2.0

Orange County Council of Governments, Housing Technology Tools \$1.4 million

Orange County Council of Governments (OCCOG) will continue offering ArcUrban GIS-based tools and 3-D renderings using Unreal Engine, as well as the Housing SoCal website, ADU How-To Toolkit, and Housing OC video series under REAP 1.0. OCCOG will introduce new tools, such as innovative public outreach, land use and vehicle miles traveled model tools, and developing anti-displacement policies and programs.

Orange County Council of Governments, Housing-Related Technical Assistance \$1.3 million

OCCOG will provide technical assistance and staff augmentation to expedite housing-related actions, including public outreach and assist jurisdictions with housing element implementation.

Orange County Council of Governments, Missing Middle Pre-Approved Plans \$210,000

This project aims to develop a gallery of missing middle housing pre-reviewed plans. Missing middle housing units are defined as small-scale multifamily housing that can range from duplexes to townhouses to smaller apartment buildings compatible with walkable neighborhoods.

RIVERSIDE COUNTY

INVESTMENTS

- SCAG is sub-allocating nearly **\$39.3 million** to support 16 partner-led projects in Riverside County.
- The Subregional Partnership 2.0 program allocates **\$2.3 million** to the County of Riverside and the Western Riverside Council of Governments to support member cities and counties in implementing Housing Element plans.
- The County Transportation Commission Partnership Program provides **\$11 million** to the Riverside County Transportation Commission to implement high-impact and transformative transportation plans, policies and projects.
- Through the Programs to Accelerate Transformative Housing Program, **\$25.4 million** will support investments in financing solutions, infrastructure and land use planning to accelerate housing production.
- The Sustainable Communities Program provides **\$478,894** to support housing and land use strategies benefiting historically disadvantaged communities.



PROJECT LIST

COUNTY TRANSPORTATION COMMISSION PARTNERSHIP PROGRAM

Riverside County Transportation Commission Core Capacity Innovative Transit Study **\$3 million**

The study will evaluate transit potential along Interstate 15, Interstate 215 and along the San Jacinto Branch rail line in western Riverside County. The long-term vision of the study is a fully integrated transportation network that allows for multimodal access while leveraging advanced technology.

Riverside Transit Agency GoMicro Microtransit Pilot Program Extension **\$2.3 million**

This project funds the GoMicro Microtransit Pilot Program that serves the Hemet-San Jacinto area with on-demand shared ride service. RTA will prepare a Best Practices Summary to serve as a foundational document to implement similar on-demand transit service in other areas of the SCAG region.

Vehicle Miles Traveled Study **\$2 million**

The study will provide local jurisdictions in the Coachella Valley with a framework to utilize vehicle miles traveled as the primary transportation evaluation metric by establishing screening criteria, analysis methodologies, calculation tools, and mitigation strategies.

Coachella Rail Station Feasibility Study and Integrated Land Use and Transit Network **\$2 million**

The study will create a vision and implementation plan for the multimodal transit-supportive rail station district in the City of Coachella, including a land use-focused development strategy, infrastructure investments, active transportation projects, and placemaking amenities to increase housing and jobs in a walkable and transit-accessible environment.

Coachella Valley (CV) Link Community Connectors Analysis **\$1.7 million**

The project builds upon CV Link, a \$118 Million multimodal transportation facility that connects various cities, tribal nations, and unincorporated areas in the region, by developing design plans for connector routes to this important regional active transportation route.

HOUSING INFILL ON PUBLIC & PRIVATE LANDS PILOT PROGRAM

City of Riverside, Missing Middle Prototype Plans for Infill Housing Sites **\$500,000**

This project will expand mid-scale housing stock through prototype plans for infill development sites.

SUSTAINABLE COMMUNITIES PROGRAM - CIVIC ENGAGEMENT, EQUITY & ENVIRONMENTAL JUSTICE

City of Jurupa Valley: Pedley Town Center Plan – Implementation **\$478,894**

This project will result in the development of mixed-use zoning in the Pedley Town Center Plan area, accelerating infill, mixed-use, affordable and/or commercial development near a Metrolink station, reducing vehicle miles traveled.

RIVERSIDE COUNTY PROJECT LIST (CONTINUED)

LASTING AFFORDABILITY PROGRAM

Lift to Rise, We Lift: the Coachella Valley Housing Catalyst Fund **\$5 million**

The award will expand an existing regional catalyst fund providing flexible, low-interest loans for community-prioritized affordable housing projects that are stalled due to a gap in financing. The fund includes a match that will double the REAP 2.0 investment. The anticipated outcomes from expanding the expanded fund include fully funding nine projects with 1,150 affordable housing units.

City of Murrieta, Murrieta Housing Authority Revolving Loan Program **\$4.1 million**

The City of Murrieta will create a revolving loan program offering gap financing for affordable housing projects. Significant community engagement will be included to support affordable housing development in Western Riverside County. The anticipated outcomes from the new fund include loans to fully fund six to eight affordable housing projects.

City of Desert Hot Springs, Downtown Infill Tax Increment Financing Program for Housing Supportive Infrastructure **\$190,000**

The City of Desert Hot Springs will study the feasibility of and establish an Enhanced Infrastructure Financing District (EIFD) to fund infrastructure improvements, including water, sewer, and streetscape and open space improvements that accelerate housing development. The anticipated outcome of the project is the establishment of the EIFD.

REGIONAL UTILITIES SUPPORTING HOUSING PILOT PROGRAM

City of Palm Desert, Flood Control Infrastructure for Housing Need **\$8 million**

This project will expand the city's utility capacity to mitigate future severe flooding impacting future and existing housing developments along the I-10 corridor in an area that has experienced recent flood disasters. The project will support the development of 3,386 units currently approved and 1,663 units under review.

Soboba Band of Luiseño Indians, Stormwater Drainage Project **\$6.1 million**

This capital project will construct a stormwater collection system to collect runoff resulting from rain flow from the foothills of the Soboba Indian Reservation. Catastrophic flood events have impacted existing homes and stopped future home development from continuing in the area.

County of Riverside, Cabazon Infrastructure Plan **\$997,500**

The county will conduct an infrastructure assessment for the unincorporated community of Cabazon to help coordinate the expansion of utility infrastructure necessary for up to 1,484 housing units of high-density residential development.

City of Desert Hot Springs, Downtown and Palm Dr. Corridor Infill Development Sewer Area Study **\$500,000**

This grant award will fund a sewer area study for Downtown Desert Hot Springs and Palm Drive to support new infill development of local affordable housing while promoting connectivity and sustainability. The study's boundaries include newly zoned mixed-use and high-density residential vacant land, as well as the Green Day Village project recently approved for a 608-unit multi-family housing development.

SUBREGIONAL PARTNERSHIP PROGRAM 2.0

Western Riverside Council of Governments (WRCOG), Jurisdictional Technical Assistance **\$1.5 million**

Western Riverside Council of Governments (WRCOG) will offer support to their member cities with programs and activities that implement local housing element programs and support infill development, this could include a wide variety of projects that include but are not limited to: rezonings, General Plan, Specific Plan and municipal code amendments, meetings or convenings of regional partners to strategize and discuss homelessness solutions, affirmatively further fair housing programs, plans and strategies, site preparations and environmental clearance, infrastructure capacity enhancing projects and energy efficiency programs.

County of Riverside, Promoting Affordable Housing in High Opportunity Areas **\$670,603**

This two-pronged strategy will incorporate both robust community engagement and policy change to implement three housing supply, affordability and infrastructure-focused programs under the 6th Cycle Housing Element.

SAN BERNARDINO COUNTY



INVESTMENTS

- SCAG is sub-allocating nearly **\$27.1 million** to support 9 partner-led projects in San Bernardino County.
- The Subregional Partnership 2.0 program allocates **\$2.3 million** to the San Bernardino Council of Governments to support member cities and counties in implementing Housing Element plans.
- The County Transportation Commission Partnership Program provides **\$9.5 million** to the San Bernardino County Transportation Authority to implement high-impact and transformative transportation plans, policies and projects.
- Through the Programs to Accelerate Transformative Housing Program, **\$15.2 million** will support investments in financing solutions, infrastructure, and land use planning, to accelerate housing production.

PROJECT LIST

COUNTY TRANSPORTATION COMMISSION PARTNERSHIP PROGRAM

Countywide Multi-Modal Complete Streets Program **\$6.5 million**

The project will fund portions of several multi-modal projects in the cities of Fontana, Ontario, Rancho Cucamonga, Rialto, Twentynine Palms, and Upland. These projects will lay the groundwork for developing efficient mobility hubs and addressing infrastructure needs related to affordable housing development.

San Bernardino County Vehicle Miles Traveled Mitigation Bank **\$3 million**

The project will establish a new and innovative San Bernardino County Vehicle Miles Traveled Mitigation Bank; using proceeds from the Vehicle Miles Traveled Bank, the San Bernardino County Housing Trust will be able to target funding to affordable housing and supportive infrastructure projects located in disadvantaged communities.

HOUSING INFILL ON PUBLIC AND PRIVATE LANDS PILOT PROGRAM

San Bernardino County Transportation Authority/San Bernardino Council of Governments, Public Land-to-Residential Project–Inventory, Analysis & Toolkit for Workforce and Teacher Housing **\$720,000**

This project includes a comprehensive assessment of public lands in San Bernardino County to identify sites available for residential development. It also includes a toolkit to help public agencies use the Surplus Land Act to make sites available for affordable housing development with a focus on educators and the regional workforce.

City of Rialto, Catalytic Housing Initiative for Downtown Rialto **\$193,875**

This project will accelerate development of affordable housing on public and private lands in Rialto’s downtown by identifying site-specific constraints and solutions for utilities, financing and residential and mixed-use development.

LASTING AFFORDABILITY PROGRAM

San Bernardino Council of Governments, San Bernardino Regional Housing Trust **\$5 million**

The project will establish the San Bernardino Regional Housing Trust, a joint powers authority serving the San Bernardino area, and will create an initial loan program that provides gap funding for affordable housing projects. The anticipated outcomes from the project include formation of the trust and loans for two affordable housing projects.

SAN BERNARDINO COUNTY PROJECT LIST (CONTINUED)

REGIONAL UTILITIES SUPPORTING HOUSING PILOT PROGRAM

San Bernardino County, Bloomington Sewer Extension **\$6.5 million**

This project will extend existing sewer infrastructure and increase capacity for recently upzoned areas. Bloomington, San Bernardino County’s most populated unincorporated community, has minimal active service connections and several parcels not currently supported by the local sanitation district.

City of Rialto, Water Supply Well City 3A for Regional Housing Project **\$2.5 million**

This project will equip an existing unused water well with a treatment system to provide an additional local water source. When completed, the system will pump treated water into an existing water distribution pipeline and provide water to the entire Rialto Water Service Area, including 4,994 newly-zoned housing units identified in Rialto’s 6th Cycle Housing Element.

City of Upland, Affordable Housing Utilities Planning **\$303,500**

This project will produce design and engineering plans for two utility projects needed for the development of 174 affordable housing units in Historic Downtown Upland.

SUBREGIONAL PARTNERSHIP PROGRAM 2.0

San Bernardino County Transportation Authority, Accelerating Housing Element Implementation **\$2.3 million**

San Bernardino County Transportation Authority (SBCTA) will provide on-demand jurisdictional support for 6th Cycle Housing Element implementation and assist jurisdictions with California Department of Housing and Community Development pro-housing designation.

VENTURA COUNTY



INVESTMENTS

- SCAG is sub-allocating nearly **\$11.7 million** to support 11 partner-led projects in Ventura County.
- The Subregional Partnership (SRP) 2.0 program allocates **\$419,127** to the Ventura County Council of Governments to support member cities and counties in implementing Housing Element plans.
- The County Transportation Commission Partnership Program provides **\$3.7 million** to the Ventura County Transportation Commissions to implement high-impact and transformative transportation plans, policies and projects.
- Through the Programs to Accelerate Transformative Housing Program, **\$7 million** will support investments in financing solutions, infrastructure and land use planning to accelerate housing production.
- The Sustainable Communities Program provides **\$499,991** to support housing and land use strategies benefiting historically disadvantaged communities.

PROJECT LIST

COUNTY TRANSPORTATION COMMISSION PARTNERSHIP PROGRAM

Santa Paula Branch Line Active Transportation - Master Plan Update & Connections **\$1.6 million**
 This project is led by the Ventura County Transportation Commission and will advance the Santa Paula Branch Line Trail Master Plan which will improve active transportation connections to housing, transit, and job centers in the Santa Clara River Valley.

Ventura Countywide Transit Stops Inventory & Accessibility Assessment/ Capital Improvements Grant Program **\$1.5 million**
 The Ventura County Transportation Commission will conduct an inventory of all bus stops and train stations in Ventura County and fund capital improvements at transit stops and stations. Capital improvements that result from this project can be paired with future affordable housing investments within Ventura County to foster inclusive development and boost accessibility and mobility for historically disadvantaged communities.

Ventura Countywide Paratransit Integration Study **\$300,000**
 The Ventura County Transportation Commission will evaluate and provide recommendations for consolidation of all demand-response (paratransit and dial-a-ride) operations into a new countywide agency with a single call/dispatch center. By improving paratransit service, Ventura County will be able to more effectively and efficiently serve more locations enabling residents to maintain their mobility and independence while remaining connected to their community.

Community Traffic Calming & Pedestrian and Bicycle Safety Program **\$300,000**
 The Ventura County Transportation Commission will establish a Community Traffic Calming Program in Ventura County. The program will target areas with excessive vehicle speeds, identify concepts for permanent infrastructure improvements, and develop and implement a comprehensive traffic calming program incorporating the SCAG *Go Human* Kit of Parts.

VENTURA COUNTY PROJECT LIST (CONTINUED)

HOUSING INFILL ON PUBLIC AND PRIVATE LANDS PILOT PROGRAM

City of Oxnard, Transit Oriented Development/High-Quality Transit Corridors (TOD/HQTC) Program **\$1 million**
 This project will create a TOD/HQTC Specific Plan to support future growth around transit improvements, the plan is anticipated to reduce the cost of housing production and increase a significant amount of affordable housing units by incentivizing deeper affordability for very low, extremely low and acutely low-income households in proximity to transit.

County of Ventura, Unlocking Land for Housing **\$756,500**
 This collaboration between the County of Ventura, cities and school districts aims to develop a pipeline of available public lands for housing/mixed use.

City of Moorpark, Downtown Specific Plan **\$250,000**
 This project will advance the city's Downtown Specific Plan, with a focus on increased density, mixed-use areas, objective development standards, permit streamlining, and potential incentives for affordability in infill areas, leading to additional residential and mixed-use capacity on at least 285 infill sites in the downtown area.

SUSTAINABLE COMMUNITIES PROGRAM - CIVIC ENGAGEMENT, EQUITY & ENVIRONMENTAL JUSTICE

County of Ventura, Resources Management Agency, Planning Division. Farmworker Housing Study and Action Plan **\$499,991**
 This project will develop a Farmworker Housing Study and Action Plan for county and city governments, affordable housing providers, farmworker advocates and other public and private stakeholders, including those in the healthcare, transportation, finance and education sectors. House Farm Workers! is a community-based organization co-awardee..

LASTING AFFORDABILITY PROGRAM

Ventura County Housing Trust Fund Revolving Long-Term Loan Program **\$5 million**
 The project will establish a long-term loan program and will increase the capacities of the Housing Trust Fund and Land Trust Fund to attract additional capital. The anticipated outcomes from the fund include 656 affordable housing units by 2031.

SUBREGIONAL PARTNERSHIP PROGRAM 2.0

Ventura County Council of Governments, Affirmatively Further Fair Housing Technical Assistance **\$364,127**
 This project provides technical assistance to the Ventura County Council of Governments (VCOG) jurisdictions to implement 6th Cycle Housing Element affirmatively further fair housing programs and the Countywide 2020 Analysis of Impediments to Fair Housing and 5-Year Regional Consolidated Plan.

Ventura County Council of Governments, Multi-Region Accessory Dwelling Unit Program **\$45,000**
 This project will support the joint Accessory Dwelling Unit (ADU) efforts of VCOG and Orange County Council of Governments by continuing the HousingSoCal website that provides the public detailed jurisdiction-specific ADU opportunity and development information for all jurisdictions in the three council of governments areas.



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Tel: (213) 236-1967

ORANGE COUNTY

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600 S. Main St., Ste. 1143
Orange, CA 92868
Tel: (213) 630-1548

RIVERSIDE COUNTY

3403 10th St., Ste. 805
Riverside, CA 92501
Tel: (951) 784-1513

SAN BERNARDINO COUNTY

1170 W. Third St., Ste. 140
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VENTURA COUNTY

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Ventura, CA 93012
Tel: (213) 236-1960

LEARN MORE

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AGENDA ITEM 12
REPORT

Southern California Association of Governments
April 4, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Purchase Orders, Contract and Amendments below Regional Council's
Approval Threshold

Kome Ajise

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

BACKGROUND:

SCAG executed the following Purchase Orders (POs) for more than \$5,000 but less than \$500,000:

<u>Consultant/Contract #</u>	<u>Description</u>	<u>Amount</u>
South Bay Workforce Investment Board	Honorarium, Advisory Group	\$6,440
Progress Software	DevCraft License Renewal	\$9,055
CALCOG	Leadership Training	\$9,900
CVENT, Inc.	Event Registration Equipment	\$10,035
Pinnacle Business Solutions, Inc.	VEEAM Renewal	\$21,000
BB2 Technology Group, Inc.	VEEAM Data Platform License	\$23,984
Daily Journal Corporation	Public Notices Draft PEIR	\$34,045

SCAG executed the following Contracts for more than \$25,000 but less than \$500,000:

<u>Consultant/Contract #</u>	<u>Description</u>	<u>Amount</u>
Accent on Languages, Inc. 24-017-C01	The consultant will provide translation and interpretation services of technical and standard content to support the development and adoption process of agency programs.	\$52,620
BB2 Technology Group, Inc.	This contract is for the purchase of Microsoft	\$114,048



<u>Consultant/Contract #</u>	<u>Description</u>	<u>Amount</u>
24-006-C01	Windows Server Datacenter Edition - Licenses & Software Assurance in support of SCAG's 250+ enterprise servers.	
Third Wave Corporation 23-029-C01	The consultant will evaluate current HR processes and define a comprehensive implementation strategy for an integrated HRIS solution.	\$123,451
Intertwined, Inc. 24-026-C01	The consultant will provide event coordinator services, and logistical and stage management support for SCAG signature events, such as the General Assembly and the Economic Summit.	\$129,845
Acuprint, DBA Ink and Color 24-032-C01	This contract is to provide comprehensive printing services for reports, brochures, fact sheets, and other materials in support of SCAG plans and projects.	\$137,811
Estolano Advisors 24-014-C01	The consultant will support the implementation of SCAG's Water Action Resolution and conduct research, stakeholder interviews, and landscape analysis of water management practices, and make recommendations on SCAG's potential role to help address water issues regionally.	\$187,329
Dalberg Consulting-U.S., LLC 24-020-C01	The consultant will support the development of a region-wide report with recommendations and best practices that address barriers to economic opportunities, such as job training and employment, with an emphasis on lower-income communities and communities of color.	\$243,409
Carahsoft Technology Corp. 24-005-C01	This contract is for the implementation of ServiceNow, an integrated platform that provides IT service management solutions i.e. Ideas, Service Requests, Incidents, Projects, Portfolio, Release, and Change Management.	\$271,898



<u>Consultant/Contract #</u>	<u>Description</u>	<u>Amount</u>
Circulate Planning 24-023-C01	The consultant will support the implementation of SCAG’s Go Human Community Streets Grant Program, including approximately twelve (12) non-profit community-based organization sub-recipients throughout the grant period, coordinate five (5) Kit of Parts deployments for temporary safety demonstration projects, and produce and distribute Go Human safety advertisements.	\$311,131

SCAG executed the following Contract Amendments for more than \$5,000 but less than \$150,000 and 30% of the initial contract value:

<u>Consultant/Contract #</u>	<u>Amendment’s Purpose</u>	<u>Amount</u>
KOA Corporation 21-015-C01, Amend. 5	The consultant will continue to provide project evaluation for the four (4) quick-build demonstration projects for the cities of El Monte, Calexico, Glendale, and Pasadena under the ATP Cycle 4 grant program.	\$49,041
Fehr and Peers 21-058-C01, Amend. 2	The consultant will continue to support SCAG’s Heavy-Duty Truck (HDT) model, specifically revising Task 5 to enhance the truck model components and develop a framework for a new establishment-based freight survey.	\$89,310
AECOM Technical Services 21-047-MRFP-14, Amend. 2	The consultant will continue to support SCAG’s Regional Resilience Framework and stakeholders in preparing applications for funding under the EPA’s Climate Pollution Reduction Grant (CPRG) program.	\$107,703

ATTACHMENT(S):

1. Contract Summary 24-017-C01
2. Contract Summary 24-006-C01
3. Contract Summary 23-029-C01
4. Contract Summary 24-026-C01
5. Contract Summary 24-032-C01
6. Contract Summary 24-014-C01
7. Contract Summary 24-020-C01
8. Contract Summary 24-005-C01



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9. Contract Summary 24-023-C01
 10. Contract Summary 21-015-C01 Amend. 5
 11. Contract Summary 21-058-C01 Amend. 2
 12. Contract Summary 21-047-MRFP 14 Amend. 2

CONSULTANT CONTRACT 24-017-C01

Recommended Consultant:	Accent on Languages, Inc.											
Background & Scope of Work:	The consultant shall provide translation and interpretation services of technical and standard content to support the development and adoption process of agency programs and services, including Connect SoCal, SCAG’s Regional Transportation Plan/Sustainable Communities Strategy.											
Project’s Benefits & Key Deliverables:	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> • Provide written translation for various key documents in Spanish, Chinese, Korean and Vietnamese; and • Provide interpretation services, including American Sign Language, for public events as needed. 											
Strategic Plan:	This item supports SCAG’s Strategic Plan Goal 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.											
Contract Amount:	<p>Total not to exceed \$52,620</p> <p>Accent on Languages (prime consultant) Bubel Consulting (subconsultant)</p> <p>Contract amount is inclusive of all foreseen expenses for delivering translation and interpretation services. Consultant will be reimbursed by their labor hourly rates on an as needed basis.</p>											
Contract Period:	February 23, 2024 through January 31, 2027											
Project Number(s):	090-0148B.01 \$52,620 Funding source(s): Consolidated Planning Grant (CPG) – Federal Transit Administration (FTA 5303).											
Request for Proposal (RFP):	<p>Funding of \$7,650 is available in the FY 2023-24 Overall Work Program (OWP) budget and \$44,970 is expected to be available in future fiscal years.</p> <p>SCAG staff notified 84 firms of the release of RFP 23-022 via SCAG’s Solicitation Management System website. A total of 25 firms downloaded the RFP.</p> <p>SCAG received the following five (5) proposals in response to the solicitation. Note: the amounts below were derived using the same assumptions for a 3-year period (estimated number of documents to be translated per language and standard interpreter hourly fee):</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;">Accent on Languages (1 subconsultant)</td> <td align="right">\$41,190</td> </tr> <tr> <td>Advance OC. (disqualified, DBE not met)</td> <td align="right">N/A</td> </tr> <tr> <td>Focus Language International; (no subconsultants)</td> <td align="right">\$30,440</td> </tr> <tr> <td>Language Bank, Inc. (no subconsultants)</td> <td align="right">\$58,650</td> </tr> <tr> <td>Leken Translations (disqualified, DBE not met)</td> <td align="right">N/A</td> </tr> </table>		Accent on Languages (1 subconsultant)	\$41,190	Advance OC. (disqualified, DBE not met)	N/A	Focus Language International; (no subconsultants)	\$30,440	Language Bank, Inc. (no subconsultants)	\$58,650	Leken Translations (disqualified, DBE not met)	N/A
Accent on Languages (1 subconsultant)	\$41,190											
Advance OC. (disqualified, DBE not met)	N/A											
Focus Language International; (no subconsultants)	\$30,440											
Language Bank, Inc. (no subconsultants)	\$58,650											
Leken Translations (disqualified, DBE not met)	N/A											

Attachment: Contract Summary 24-017-C01 (Purchase Orders, Contract and Amendments below Regional Council’s Approval Threshold)

The proposed amounts do not include minimum interpreter and translation fees, equipment, technician, and set up fees which differ between firms. The selected firm has the lowest technician hourly fee, the most reasonable rush service fee, and the minimum charge per assignment.

Selection Process:

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC conducted two (2) interviews of the highest ranked proposals.

The PRC consisted of the following individuals:

Margaret de Larios, Communications Supervisor, SCAG
Francesca Ramos, Public Affairs Specialist II, SCAG
Tom Vo, Principal Regional Planner, SCAG

Basis for Selection:

The PRC recommends Accent on Languages because the consultant team:

- Provided detailed information on how the consultant team conducts translation and interpretation services which showcased a streamlined process that entails rigorous reviews and translations that are both system and person based.
- Provided a “glossary management” system within their technical approach that highlighted their endeavor to provide consistency, especially when it comes to translations with highly technical content. This will provide streamlining of translations and will make for a more efficient review of documents and their translations.
- Provided an in-depth summary of the interpretation skills and role of the interpreter and the Code of Ethics that they must adhere to. This portion of the technical approach was distinctive from the other proposals.
- Provided an extensive Quality Control Plan that included the various industry standards that they adhere to and a Multi-dimensional Quality Metrics Model which is a system that allows Accent to assess translation quality based on SCAG’s expectations and needs.
- Has a highly qualified team of experts with comparable experiences which add content knowledge that will assist with the “glossary management” system. Relevant experience includes work with Alameda County, AC Transit, BART, and San Diego County.
- Provided reasonable rates that are in with a standard industry range and are in line with the projected cost estimate for the contract.
- Provided a thoughtful and detailed presentation during the interview period which showcased systems and processes within their organization.

CONSULTANT CONTRACT NO. 24-006-C01

Recommended Consultant:	BB2 TECHNOLOGY GROUP INC
Background & Scope of Work:	This contract is for the purchase of Microsoft Windows Server Datacenter Edition - Licenses & Software Assurance in support of SCAG’s 250+ enterprise servers. These servers support daily operations, business functions, and communications across the agency and with our partner agencies and local jurisdictions. The licenses and software assurance helps SCAG keep business technologies up to date, secure, and responsive to business needs.
Project’s Benefits & Key Deliverables:	The project’s benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none">• Enterprise server licenses and updates necessary to run business applications for SCAG;• Scalability and high availability of SCAG’s large data warehouses and line-of-business applications; and• Software assurance which keeps critical systems up to date, secure, and configured on best practices for the agency.
Strategic Plan:	This item supports SCAG’s Strategic Plan Goal No. 3: Be the foremost data information hub for the region.
Contract Amount:	Total not to exceed \$114,048
Contract Period:	July 1, 2023 through June 30, 2024
Project Number(s):	811-1163.17 \$114,048 Funding source(s): Indirect Cost Program Funding of \$114,048 is available in the Fiscal Year (FY) 2023-24 Indirect Cost Program Budget in Project Number 811-1163.17.
Basis for Selection:	In accordance with SCAG’s Procurement Manual (January 2021) Section 9.3, to foster greater economy and efficiency, SCAG’s federal procurement guidance (2 CFR 200.318 [e]) authorizes SCAG to procure goods and services by using an Intergovernmental Agreement (Master Service Agreement – MSA, also known as a Leveraged Purchase Agreement – LPA). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially “piggy-backing” on the agreement.) SCAG utilized an MSA with the Omnia Partners Contract: NCPA 01-97 that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted pricing for Electronic Signatures

CONSULTANT CONTRACT NO. 23-029-C01

Recommended Consultant:

Third Wave Corporation

Background & Scope of Work:

This project aims to evaluate our current HR processes (as-is) and define a comprehensive implementation strategy for an integrated HRIS solution (to-be). This strategy will guide the selection and implementation of a new HRIS that streamlines workflows, improves data accuracy and accessibility, and empowers data-driven HR practices.

The consultant will perform the following key tasks:

- **Discovery and Needs Analysis:** This involves conducting workshops and interviews to assess current HR processes, identify pain points, and define user needs.
- **Requirements Development:** Functional and technical requirements for the new HRIS will be documented based on the needs analysis.
- **HRIS Evaluation and Selection:** The consultant will assist in evaluating potential HRIS solutions based on our defined requirements and develop a shortlist of qualified vendors.
- **Implementation Strategy:** A comprehensive implementation plan will be developed outlining system configuration, data migration strategies, user training, and change management activities.

Project's Benefits & Key Deliverables:

Implementing a modern, integrated HRIS solution will yield significant benefits for our organization, including:

- Optimization of HR processes, leverage technology to improve efficiency, and gain a competitive edge in talent acquisition and retention.
- Improved data accuracy and consistency across all HR functions.
- Enhanced reporting capabilities to support data-driven decision-making.
- Streamlined onboarding and talent management processes.
- Improved employee self-service capabilities.
- Reduced administrative burden and costs.
- Enhanced compliance with relevant HR regulations.

The consultant will deliver the following key outputs:

- As-Is Process Maps
- To-Be Process Recommendations
- Functional and Technical Requirements for a new HRIS
- ERP Integration Strategy
- Shortlist of qualified HRIS Vendors with detailed evaluations
- Recommendation for the optimal HRIS solution

Strategic Plan:

This item supports SCAG's Strategic Plan Goal No. 5: Recruit, support, and develop a world-class workforce and be the workplace of choice; and Goal No. 3 Be the foremost data information hub for the region.

Contract Amount: Total not to exceed **\$123,451**

Contract Period: January 29, 2024 through June 30, 2025

Project Number(s): 810-0120.08 \$75,000
 Funding source(s): Indirect Cost Program

Funding of \$75,000 is available in the Fiscal Year (FY) 2023-24 Indirect Cost Program Budget in Project Number 810-0120.08, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 5,080 firms of the release of RFP 23-029-C01 via SCAG's Solicitation Management System website. A total of 89 firms downloaded the RFP. SCAG received the following five (5) proposals in response to the solicitation:

Third Wave Corporation	\$123,451
Berry Dunn	\$135,625
Soft Resources	\$431,800
Guidehouse	\$1,328,254
McCullough	\$1,644,435

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the three (3) highest ranked offerors.

The PRC consisted of the following individuals:

- Sana Gautam, IT PMO Supervisor, SCAG
- Beatriz Valdez, Department Manager – Accounting, SCAG
- Erika Bustamante, Deputy Director – Finance, SCAG
- James Ramirez, Principal Human Resources Analyst, SCAG
- Jonathan Holt, Department Manager – Application Development & Support, SCAG

Basis for Selection: The PRC recommended Third Wave Corporation for the contract award because the consultant:

- Demonstrated the most technical and comprehensive proposal;
- Demonstrated the most years of in-depth experience in ERP advisory and project management;
- Demonstrated the most innovative approach with their adaptive change management plan; and
- Provided the best overall value for the level of effort proposed.

CONSULTANT CONTRACT NO. 24-026-C01

Recommended Consultant:

Intertwined Inc.

Background & Scope of Work:

The consultant shall manage various tasks, working alongside SCAG’s Media & Public Affairs team to create successful signature events. The consultant shall provide the services of an event coordinator to provide logistical and stage management support and overall program execution to ensure that the events run smoothly. The consultant services shall include, but not be limited to, the following:

- Developing a Master Event and Production schedule detailing staging, audio-visual and room set-ups, staff roles, and other meeting details;
- Utilizing experience from past events to anticipate and plan for potential issues and difficulties;
- Working with SCAG’s Special Events Producer and staff to develop protocols and staff responsibilities to ensure a smooth program, such as where and when to meet and greet speakers, etc.;
- Working with SCAG’s Special Events Producer and staff to actively monitor the various meeting spaces within the hotel venue to foresee, troubleshoot and alert appropriate staff of any potential issues, including, but not limited to, audio-visual difficulties, signage changes, temperature problems, and schedule changes;
- Providing support with logistical program preparation and coordination, scheduling speaker preparation meetings, sending pre-event instructions to speakers and providing on-site coordination on the event day;
- Coordinating with SCAG staff to pre-position and assemble program speakers and session timekeepers; and
- Providing logistical support and stage management to ensure a smooth conference event from start to finish.

Project’s Benefits & Key Deliverables:

The project’s benefits and key deliverables include, but are not limited to:

- Developing a Master Event and Production schedule detailing staging, audio-visual room setups, staff roles, and other meeting details to maintain organization throughout the event;
- Providing support in developing the Master Script for a smooth-running program, including but not limited to providing stage direction and meeting locations for speakers; and
- Providing logistical and stage management support to SCAG’s Special Events Producer and staff to develop protocols and staff responsibilities to ensure SCAG signature events run smoothly and achieve their goals.

Strategic Plan:

This item supports SCAG’s Strategic Plan Goal 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Contract Amount:

Total not to exceed

\$129,845

Intertwined Inc (prime consultant)

Note: Intertwined Inc. originally proposed \$176,250, but staff negotiated the price down to \$129,845 without reducing the scope of work.

Contract Period: March 1, 2024 through December 31, 2026

Project Number(s): 800-0160.06 \$129,845
Funding source(s): General Fund

Funding of \$37,392 is available in the Fiscal Year (FY) 2023-24 General Fund Budget in Project Number 800-0160.06, and the remaining balance will be requested in future fiscal year budgets, subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 1,777 firms of the release of RFP 24-026 via SCAG's Solicitation Management System. A total of 45 firms downloaded the RFP. SCAG received the following five (5) proposals in response to the solicitation:

Intertwined Inc. (No subconsultant)	\$129,845
Utopia Worldwide Inc (no subconsultant)	\$102,829
Verdugal Group (no subconsultant)	\$109,796
Modern Times (no subconsultant)	\$239,215
Fruition Consulting (no subconsultant)	\$762,400

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the three (3) highest-ranked offerors. The PRC consisted of the following individuals:

- Perla Lopez, Special Events Producer, SCAG
- Ana Vallianatos, Manager, Media and Public Affairs, SCAG
- Margaret de Larios, Communications Supervisor, SCAG
- Jennifer Martinez, Sr. AV Technician, SCAG

Basis for Selection: The PRC recommended Intertwined Inc. for the contract award because the consultant:

- Provided the best technical approach and the most thorough and concise explanation of the way they would approach SCAG signature events, such as the General Assembly and the Economic Summit; and
- Was not only focused on ensuring an excellent execution of event production, but on growth as well which is an added benefit to SCAG as SCAG's signature events are growing and expanding each year with great success.

Although other firms proposed a lower price, the PRC did not recommend these firm(s) for contract award because these firms:

- Utopia did not provide the level of detail during their interview. Specifically, they did not provide detail about how and why they would be best suited or qualified as event consultants to execute SCAG's signature events. During the Q&A, their responses were very short, and lacked details in their answers and did not give us a clear understanding of how the tasks listed in the scope of work would be executed. They did not mention how they could support the different areas or teams involved in the event planning process

or how they could help us improve the planning process. During the interview, Utopia seemed more interested in speaking about items they could offer, most of them were neither listed on the scope of work nor relevant to the SCAG conferences; they were more entertainment focused.

- Utopia also spent most of the interview focused on event components of their entertainment projects, like fireworks and complex outdoor video projections on city buildings not part of this RFP. This was not a good use of the PRC's time and made it seem like Utopia's interest didn't align with the needs of the SCAG's signature events, such as the General Assembly and Economic Summit.
- Verdigal did not give specific examples or outline specific tactics of how the tasks on the scope of work would be successfully executed. Their responses to the interview questions were vague and repetitive, which made it difficult to identify how they would plug into the SCAG staff work. They focused more on sharing how they've worked with SCAG partners and less on how familiar they were with SCAG events which demonstrated a lack of preparation.
- Further, Verdigal staff did not provide sufficient details on their experience with event planning and coordinating logistics. They focused primarily on sharing their experience with programming and sponsorship outreach, which didn't capture the needs listed on the scope of work in those specific areas. They did not demonstrate sufficient knowledge or experience on the tasks that would be required of them during the SCAG events.

CONSULTANT CONTRACT NO. 24-032-C01

**Recommended
Consultant:**

Acuprint, DBA Ink and Color

**Background &
Scope of Work:**

The Southern California Association of Governments (SCAG) is the largest Metropolitan Planning Organization in the nation, serving six counties, 191 cities and nearly 19 million residents. The agency authors a regional plan, Connect SoCal, and supports its implementation with a variety of planning work, resources, and tools for jurisdictions to do local planning and a robust legislative advocacy program. The agency is also responsible for allocating regional housing targets and organizing transportation infrastructure projects to bring federal dollars into the region.

In order to fulfill its mission of creating and implementing a regional plan, effective communication is paramount, and printing services are one of SCAG's most essential tools. Printed materials serve as a powerful medium to inform and engage our diverse audiences. We prepare reports, brochures, fact sheets, and other materials to:

- Disseminate information about our plans and projects: We want everyone to understand our vision for the future of Southern California. Printed materials provide clear and accessible explanations of our initiatives, fostering awareness and support;
- Facilitate engagement: We actively seek the input of our communities through workshops, meetings, and hearings. Printed materials serve as valuable tools to inform stakeholders about these opportunities; and
- Comply with legal requirements: Public transparency is crucial to our operations. We utilize printed materials to ensure compliance and foster trust with our stakeholders.

In our commitment to shaping a vibrant and sustainable future for Southern California, SCAG recognizes the invaluable role of printing services. By disseminating information, facilitating public engagement, and complying with legal requirements, we ensure informed decision-making, strong community collaborations, and ultimately, a better tomorrow for all residents of our region.

The scope of work includes, but is not limited to:

- Digital printing: This includes printing documents such as brochures, flyers, postcards, and business cards;
- Offset printing: This includes printing large quantities of documents, such as report books and conference programs;
- Large format printing: This includes printing posters, banners, and other signage;
- Specialty printing: This includes printing documents that require special finishing techniques, such as embossing, foil stamping, and die-cutting; and
- Binding and finishing: This includes services such as folding, stapling, binding, and laminating.

Acuprint, DBA Ink and Color will be a key partner in helping us achieve our goals of informing our communities, fostering engagement, and shaping a vibrant and sustainable future for Southern California.

Project’s Benefits & Key Deliverables:

The project’s benefits and key deliverables include, but are not limited to:

- Increased public awareness: Clear and concise printed materials ensure that everyone understands our plans and projects, leading to greater public participation and support;
- Improved communication: Printed materials provide a tangible way to communicate with diverse audiences, overcoming language barriers and ensuring accessibility for all; and
- Enhanced stakeholder engagement: By providing readily available information through print, we foster a more informed and engaged public, leading to better decision-making and outcomes for our region.

Key Deliverables – Printing of:

- Program Books
- Plan/Report Documents
- Brochures
- Envelopes and Note Cards
- Business Cards
- Mailing Labels
- Folders
- Event Signage
- Surface Graphic Vinyl
- Other items not scoped on an as-needed basis

Strategic Plan:

This item supports SCAG’s Strategic Plan Goal:

- Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians
- Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy
- Goal 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration
- Goal 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning

Contract Amount:	Total not to exceed	\$137,811
	Acuprint, DBA Ink and Color (prime consultant)	\$137,811
Contract Period:	Notice to Proceed through March 2025	

Project Number(s): 810-0120.06 \$5,269
700-4743E.05 \$21,330

Funding source(s): Transportation Development Act (TDA) and Indirect Cost (IC)

Funding of \$26,599 is available in the Fiscal Year (FY) 2023-24 Indirect Cost Program Budget/TDA Budget in Project Number(s) 810-0120.06 and 700-4743E.05 and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 5,573 firms of the release of RFQ 24-032-C01 via SCAG's PlanetBids website. A total of three (3) firms downloaded the RFP. SCAG received the following three (3) quotes in response to the solicitation:

Acuprint, DBA Ink and Color (no subconsultants)	\$137,811
MK Printing (no subconsultants)	\$88,931
Crisp Imaging (no subconsultants)	\$92,257

*Please note pricing for firms not selected reflects pricing that did not provide costs for items required/listed in the RFQ's Scope of Work. Acuprint provided catalog pricing for all items required in the RFQ's Scope of Work.

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the three (3) highest ranked offerors.

The PRC consisted of the following individuals:

Ludlow Brown, Senior Creative Designer, SCAG
Stephanie McGrath, Communications Supervisor, SCAG
Diana Chamberlain, Senior Creative Designer, SCAG
Daniela D'Elia, Creative Designer, SCAG

Basis for Selection: The PRC recommended Acuprint, DBA Ink and Color for the contract award because the consultant:

- Demonstrated the best understanding of the project, which included a well put together equipment list that suggests they are able to accomplish every task listed in the proposal onsite. Their onsite equipment further illustrated their ability to facilitate the volume and quality needed to provide SCAG event attendees as well as our stakeholders and other valued constituents;
- Provided the best technical approach given the following:
 - Demonstrated capabilities and services in being a diversely skilled and fast-moving team of professionals, excelling in customer communication;
 - Had the ability in providing high-quality products in a timely manner and at a competitive price;

- Offered a wide range of printing services, including program books, reports, brochures, business cards, folders, and signage, with the ability to complete projects within 5-7 working days; and
- Furthermore, the selected vendor is prepared to work on a rush basis if needed, demonstrating flexibility and responsiveness to client needs;
- Recognized by highly valued organizations such as, Public Interest Network, Skechers and Cal State University Northridge. All of the listed references provided high praises for Acuprint as being a vendor who is:
 - Easy to work with, flexible, responsive, and reliable
 - Routinely provided quick turnaround, great quality, willingness to work with the client to meet their needs; and
 - Excellent in communicating the status of a given project and accurately foreseeing the time/date in delivering the requested work; and
- Provided the best overall value for the level of effort proposed. Their comprehensive approach showcases the company's commitment to meeting client challenges and delivering high-quality printing services efficiently.

Although, other firm(s) proposed a lower price(s), the PRC did not recommend this/these firm(s) for contract award due to the following:

- Other vendors proposed lower prices but did not propose a technical approach that fully met the RFP scope;
- The other vendors indicated they were not able to deliver on some of the items required as listed in the RFP's Scope of Work;
- Pricing was flagged as an area of concern;
- There were several items missing from the cost proposal, suggesting they may not have the capability to deliver those items for SCAG's public events;
- Failed to clearly articulate their process in producing the required items; and
- Did not demonstrate the familiarity and breadth of experience as the selected vendor illustrated in their technical proposal.

CONSULTANT CONTRACT NO. 24-014-C01

**Recommended
Consultant:**

Estolano Advisors

**Background &
Scope of Work:**

On October 6, 2022, the Southern California Association of Governments (SCAG) formally affirmed the drought and water shortage emergency in Southern California and called on local and regional partners to join together to adopt an “all of the above” approach to addressing the region’s water challenges and catalyzing opportunities across a six-county region that’s home to more than 19 million people. Clean, safe, affordable, and reliable water supply is central to Southern California’s people, economy, and natural systems and necessary to support the region’s Forecasted Development Pattern at the center of Connect SoCal, and the associated sustainable transportation and land use strategies that help to reduce greenhouse gas emissions in accordance with requirements under SB 375. Further, SB 375 calls for reduced water usage and avoidance of flood hazards as a key requirement for transportation priority projects, and also that flood hazards (among other resource areas) shall be a factor in the development of SCAG’s Sustainable Communities Strategy. The resilience of the region’s water systems and supply is key to supporting the continuation of Southern California’s quality of life, as well as the heartiness of current and future transportation investments that are often impacted by floods and extreme weather events, such as hurricanes or heavy downpours. To support partners in tackling the region’s deepening water crisis, SCAG’s Regional Council unanimously adopted the following Resolution:

- To reduce water use;
- Improve water conservation, reuse, and efficiency;
- Enhance water systems’ health and resilience;
- Pursue and potentially implement new water supply and storage opportunities; and
- Support investments in water infrastructure and conservation practices that support the region’s economic and population growth and foster planning for the region’s housing needs.

In implementing the Resolution, SCAG is seeking a consultant to conduct research, stakeholder interviews, conduct a landscape analysis of water management practices and actors impacting Southern California, and make recommendations on SCAG’s potential role to help address water issues regionally.

**Project’s Benefits
& Key Deliverables:**

This project will help identify current and emerging issues related to water supply and storage constraints, data availability, water quality and pollution, climate change impacts, policy limitations, regulatory and funding considerations – including flooding, technological advancements, and equity considerations, amongst other topics. Deliverables include:

- Recommendations on SCAG’s potential role in supporting water management;
- Water data landscape analysis; and
- Water stakeholder mapping, interviews, and matrix of actors in the water ecosystem.

Strategic Plan: This item supports SCAG’s Strategic Plan Goal #1 – innovative solutions that improve the quality of life for Southern Californians, and Goal #4 – provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Contract Amount:	Total not to exceed	\$187,329
	Estolano Advisors (prime consultant)	\$92,314
	Better World Group Advisors (subconsultant)	\$30,771
	Geosyntext Consultants (subconsultant)	\$64,244

Contract Period: Notice to Proceed Through February 28, 2025

Project Number(s):	290-4914UB.01	\$165,846
	290-4914E.01	\$21,483

Funding source(s): Senate Bill 1 (SB 1) and Transportation Development Act (TDA)

Funding of \$187,329 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) Budget in Project Number(s) 290-4914UB.01 and 290-4914E.01, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 5,648 firms of the release of RFP 24-014-C01 via SCAG’s PlanetBids website. A total of 33 firms downloaded the RFP. SCAG received the following four (4) responsive proposals in response to the solicitation:

Estolano Advisors (2 subconsultants)	\$187,329
RAND (no subconsultants)	\$174,064
BEAR (no subconsultants)	\$178,925
Raftelis (1 subconsultant)	\$192,010

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations.

The PRC consisted of the following individuals:

Kim Clark, Planning Supervisor, SCAG
 Ryan Wolfe, Manager of Sustainable & Resilient Development, SCAG
 Sebastian Shetty, Associate Regional Planner, SCAG
 Jessica Reyes Juarez, Associate Regional Planner, SCAG

Basis for Selection: The PRC recommended Estolano Advisors for the contract award because the consultant:

- Demonstrated the best understanding of the project, and specifically had the strongest background in water policy and analysis;

- Provided the best technical approach, by proposing a multi-disciplinary team that included infrastructure analysis from registered professional engineers who have experience in stormwater infrastructure, as well as water equity and data analysis;
- Provided the best overall value for the level of effort proposed as the selected consultant had the lowest hourly rate, and the PRC scored the consultant the highest on a cost basis; and
- Other firms proposed a lower price, but the winning firm's proposal was within the range of what the PRC determined it would take to meet the deliverables, and provided the most hours with the lowest cost per hour per staff person.

Although other firms proposed lower prices, the PRC did not recommend these firm(s) for contract award because these firms:

- Did not comply with SCAG's proposed schedule;
- Did not include a dedicated team member for outreach to stakeholders in the water resources space (including disadvantaged communities);
- Did not put a strong enough emphasis on equity aspects of the project; or
- Had limited experience in water-related work products.

CONSULTANT CONTRACT NO. 24-020-C01

Recommended Consultant:

Dalberg Consulting-U.S., LLC

Background & Scope of Work:

Consistent with the requirements of the Inclusive Economic Recovery Strategy Implementation Grant that funds this project, the consultant shall support SCAG in the development of a region-wide report with recommendations and best practices that address barriers to economic opportunities, such as job training and employment, with an emphasis on lower-income communities and communities of color. Consultant shall conduct a literature review on the barriers workers in the SCAG region face related to accessing employment and training opportunities. Consultant shall conduct community engagement to ground the truth of this research and identify the community’s top priority areas. Consultant shall also convene working groups of experts to develop recommendations and best practices to address the top priority areas. Consultant shall produce a report that addresses barriers to economic opportunities for workers in Southern California.

Project’s Benefits & Key Deliverables:

The project’s benefits and key deliverables include, but are not limited to:

- Document common barriers to training and employment opportunities in the SCAG region, with an emphasis on communities of color and low-income communities, through research and community engagement;
- Develop a report with recommendations and best practices for addressing intersectional barriers to economic opportunities in the SCAG region;
- Tie recommendations to existing funding resources where applicable, and identify where new or different funding resources are needed; and
- Support a more dynamic and inclusive regional economy by addressing barriers to economic mobility.

Strategic Plan:

This item supports SCAG’s Strategic Plan Goal:

- Produce innovative solutions that improve the quality of life for Southern Californians.
- Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.
- Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

Contract Amount:

Total not to exceed	\$243,409
Dalberg Consultant-U.S., LLC (prime consultant)	\$243,409

Note: Dalberg originally proposed \$248,126, but staff negotiated the price down to \$243,409 without reducing the scope of work.

Contract Period:

February 23, 2024 through September 30, 2024

Project Number(s): 320-4902Y2.01

Funding source(s): California Workforce Development Board (CWDB-IERS)

Funding of \$243,409 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) Budget in Project Number 320-4902Y2.01, and any unused funds are expected to be carried forward into future fiscal year budget(s).

Request for Proposal (RFP): SCAG staff notified 4,401 firms of the release of RFP 24-020 via SCAG’s Solicitation Management System website. A total of 73 firms downloaded the RFP. SCAG received the following eight (8) proposals in response to the solicitation:

Dalberg Consulting -U.S., LLC (no subconsultants)	\$243,409
Charles Communications Group (no subconsultants)	\$126,907
Berkeley Economic Advisory and Research, LLC (no subconsultants)	\$245,649
Estolano Advisors (no subconsultants)	\$316,978
Guidehouse Inc. (no subconsultants)	\$348,500
Public Works LLC (no subconsultants)	\$352,456
Deloitte Consulting LLP (no subconsultants)	\$456,474
Abt Associates (Non Responsive)	

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. Abt Associates was declared nonresponsive for not providing a cost proposal in the manner outlined in the RFP; the proposal was not given to the PRC for review. After evaluating the seven (7) responsive proposals, the PRC did not conduct interviews because the proposals contained sufficient information to base a contract award.

The PRC consisted of the following individuals:
Alisha James, Sr. Public Affairs Specialist, SCAG
Victor Negrete, Department Manager, Inclusive Economic Growth, SCAG
Anna Van, Associate Regional Planner, Inclusive Economic Growth, SCAG

Basis for Selection: The PRC recommended Dalberg Consulting-U.S. LLC for the contract award because the consultant:

- Demonstrated the best understanding of the project, specifically the proposal accomplishes the RFP objectives while making key recommendations and additions that demonstrate the firm’s expertise, thoughtfulness, and willingness to make suggestions that improve the overall success of SCAG’s project. Though other firms referenced SCAG’s Inclusive Economic Recovery Strategy (IERS) and Racial Equity Baseline Conditions Report, Dalberg’s proposal went a step further and discussed how the “Addressing Barriers to Economic Opportunities” report will build upon SCAG’s existing work, which demonstrated a better understanding of why SCAG is doing this work and the message we want to communicate to the public, and this is critical to the successful completion of this project. Dalberg demonstrates a strong understanding of equity and workforce development, as well as the SCAG region and opportunities to create impact.

- Provided the best technical approach. For example, the consultant team proposed a collaborative, community-led approach to developing the report. The technical approach is meant to be additive to SCAG's existing work on transportation and land use as a metropolitan planning organization. The approach specifically outlined goals and objectives for each working group session and considered additional community engagement meetings to ensure coverage of the Southern California region. In addition to providing the best technical approach, Dalberg provided a reasonable schedule to complete the work within six months and clearly walked through the timeline and foreseeable challenges. The project team embedded strategies within the project approach to optimize the project schedule, such as concurrently drafting the report during the working group convening phase and building relationships with stakeholders during interviews for literature review.
- Provided the best overall value for the level of effort proposed. Though Dalberg did not propose the lowest price, the PRC selected the firm's proposal because of the value the firm will bring to this project. The firm with the lowest price did not demonstrate a sufficient level of effort, primarily in the form of staff hours, to satisfactorily complete the tasks in the Scope of Work. The low number of hours and lack of relevant team members needed for the literature review and data analysis piece of the project demonstrate the firm's lack of understanding of the Scope of Work. Meanwhile, another firm proposed a lower price than Dalberg's proposal but did not demonstrate experience to fully meet the RFP scope of work. Though the proposed team had strong analytical skills, they did not have a lot of experience facilitating community outreach and engagement. As so, the PRC determined the firms that proposed lower prices than Dalberg did not provide the best value for SCAG's needs at this time.
- The consultant team highlighted their analytical and outreach capabilities that can support the research and engagement needs. Dalberg also demonstrated their extensive experience in helping public and private institutions develop workforce development policies, which the other firms with lower prices did not demonstrate. Based on this extensive experience, Dalberg's cost proposal included the cost of payment to community organizations and members for participating in engagement meetings. This was not considered for firms that proposed lower prices. With this consideration, Dalberg presents the best overall value for SCAG.

CONSULTANT CONTRACT NO. 24-005-C01

Recommended Consultant:

CARASOFT TECHNOLOGY CORP

Background & Scope of Work:

To manage IT operations and project delivery efficiently, SCAG is in partnership with ServiceNow through our authorized partner, Carahsoft. ServiceNow is an integrated platform that provides IT service management (ITSM) solutions i.e. Ideas, Service Requests, Incidents, Projects, Portfolio, Release, and Change Management.

The implementation of ServiceNow through Carahsoft represents a strategic investment in improving IT operations, project management capabilities, and overall organizational efficiency. Through this contract, SCAG gains access to a comprehensive suite of ServiceNow applications, IT staff training, and ongoing support, empowering employees and fostering collaboration across divisions. By streamlining processes, improving decision-making, and increasing productivity, ServiceNow will contribute significantly to achieving SCAG’s organizational goal of developing a world-class workforce and be the workplace of choice.

Project’s Benefits & Key Deliverables:

Project Benefits:

- Enhanced IT Service Delivery through streamlined incident, problem, change, and release management through a centralized platform.
- Improved self-service capabilities for IT request submission and tracking through the portal.
- Increased transparency and visibility into IT operations for stakeholders.
- Improved resource allocation and prioritization through portfolio analytics and demand management functionalities.
- Automation of routine tasks through ServiceNow workflows will free up IT staff to focus on more strategic initiatives.

Key Deliverables

- Access to a comprehensive suite of ServiceNow applications for managing IT services, project portfolios, and software development lifecycles. It includes:
- Training resources for IT support staff on the various ServiceNow applications.
- Regular platform upgrades to ensure access to the latest features and security patches.

Strategic Plan:

This item supports SCAG’s Strategic Plan Goal No. 3: Be the foremost data information hub for the region.

Contract Amount:

Total not to exceed

\$271,898

Contract Period:

July 1, 2023 through June 30, 2028

Attachment: Contract Summary 24-005-C01 (Purchase Orders, Contract and Amendments below Regional Council’s Approval Threshold)

Project Number(s): 811-1163.14 \$68,254
Funding source(s): Indirect Cost Program

Funding of \$68,254 is available in the Fiscal Year (FY) 2023-24 Indirect Cost Program Budget in Project Number 811-1163.14, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

Basis for Selection: In accordance with SCAG’s Procurement Manual (January 2021) Section 9.3, to foster greater economy and efficiency, SCAG’s federal procurement guidance (2 CFR 200.318 [e]) authorizes SCAG to procure goods and services by using an Intergovernmental Agreement (Master Service Agreement – MSA, also known as a Leveraged Purchase Agreement – LPA). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially “piggy-backing” on the agreement.) SCAG utilized an MSA with the Omnia Partners EDU Contract: R191902 that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted pricing for Electronic Signatures

CONSULTANT CONTRACT NO. 24-023-C01

Recommended Consultant:

Circulate Planning

Background & Scope of Work:

Consistent with the requirements of the California Office of Traffic Safety (OTS) Grant that funds this project, the Consultant shall manage the needs of approximately twelve (12) non-profit community-based organization subrecipients throughout the grant period, coordinate five (5) Kit of Parts deployments for temporary safety demonstration projects, produce and distribute Go Human safety advertisements to a minimum of twelve (12) local jurisdiction or community-based organization partners, and facilitate the development of training materials from community expert training services. This project supports a regional transportation nexus by implementing neighborhood- and community-level engagement strategies focused on traffic safety across each of the region’s six counties.

Project’s Benefits & Key Deliverables:

The project’s benefits and key deliverables include, but are not limited to:

- Final reports and documentation for approximately twelve (12) projects funded through the Community Streets Grant Program;
- Coordination of five (5) deployments of the *Go Human* Kit of Parts to support temporary demonstrations of traffic safety infrastructure;
- Co-branded safety advertisements for a minimum of twelve (12) partners;
- A minimum of six (6) training opportunities by Traffic Safety Community Experts; and
- Draft and final report.

Strategic Plan:

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

Contract Amount:

Total not to exceed	\$311,131
Circulate Planning (prime consultant)	\$311,131

Contract Period:

February 20, 2024 through September 30, 2024

Project Number(s):

225-3564J9.19 \$311,131
Funding source(s): Office of Traffic Safety (OTS) Grant

Funding of \$311,131 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) Budget in Project Number 225-3564J9.19, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.

Request for Proposal (RFP):

SCAG staff notified 3,188 firms of the release of 24-023-C01 via SCAG’s Solicitation Management System website. A total of 46 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:

Circulate Planning (no subconsultants)	\$311,131
Sensis, Inc. (no subconsultants)	\$316,204
Mark Thomas & Company (no subconsultants)	\$320,899

Selection Process:

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) highest ranked offerors.

The PRC consisted of the following individuals:
Alina Borja, Associate Regional Planner, SCAG
Julia Lippe-Klein, Planning Supervisor, SCAG
Andres Carrasquillo, Principal Regional Planner, SCAG

Basis for Selection:

The PRC recommended Circulate Planning for the contract award because the consultant:

- Proposed the lowest price that included a value-added demonstration project to Task 3, and proposed a feasible completion of the scope of work with appropriate timeliness, adequate staff, and thoughtful considerations for community engagement work;
- Demonstrated the best understanding of the project, specifically a strong understanding of the importance of equity and creative community engagement to the project goals, demonstrated by enhancements to the temporary demonstration process, experience with community-based organizations, and past storytelling projects related to traffic safety;
- Demonstrated strong, relevant experience with SCAG and the Office of Traffic Safety (OTS) project goals and timelines, by detailing their successful projects using the same funding source; and
- Proposed the most cost-effective approach by expanding the impact of the project by reaching additional participants and engaging an additional jurisdiction.

CONSULTANT CONTRACT 21-015-C01 AMENDMENT NO. 5

Recommended Consultant: KOA Corporation

Background & Scope of Work: Consistent with the requirements of the California Active Transportation Program (ATP) Cycle 4 funding, the Consultant shall plan and support the implementation of four (4) quick build demonstration projects for four local agencies. Local agencies include the Cities of El Monte, Calexico, Glendale, and Pasadena. The Consultant shall plan, support the implementation, and evaluate the performance of four (4) quick build projects and produce a final report documenting the outcomes for each local jurisdiction.

Project’s Benefits & Key Deliverables: The project’s benefits and key deliverables include, but are not limited to:

- Engaging local communities in planning processes through demonstrating infrastructure elements;
- Conducting robust community engagement to receive public input and engaging local stakeholders in the planning process;
- Supporting the implementation of SCAGs Connect SoCal goal to, “support healthy and connected communities,” through demonstrating safe active transportation infrastructure; and
- Delivering a final report detailing community feedback, project performance, and support for future grant applications for permanent improvements.

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

Amendment Amount:	Amendment 5	\$49,041.42
	Amendment 4 (administrative- no change to contract’s value)	\$0
	Amendment 3	(\$20,510.00)
	Amendment 2 (administrative- no change to contract’s value)	\$0
	Amendment 1 (administrative- no change to contract’s value)	\$0
	Original contract value	<u>\$1,246,862.52</u>
	Total contract value not to exceed	\$1,275,393.94

Contract Period: September 22, 2021 through June 30, 2025

Project Number(s): 225-3564E.14
Funding source: TDA

Funding of \$49,041.42 is available in the Fiscal Year (FY) 2023-2024 Overall Work Program (OWP) in Project Number 225-3564E.14

Basis for the Amendment: This Amendment enables the project evaluation to occur approximately six months to one year post implementation, which will be no later than June 30, 2025. The evaluation was not feasible under the existing contract as projects were implemented shortly before the original contract expiration date of January 31, 2024, and the ATP grant expiration date of February 29, 2024.

CONSULTANT CONTRACT NO. 21-058-C01 AMENDMENT NO. 2

Consultant: Fehr and Peers

Background & Scope of Work: On November 8, 2021, SCAG awarded Contract 21-058-C01 to Fehr and Peers to review, enhance, and validate the Heavy-Duty Truck (HDT) model and provide a framework for future HDT model enhancements.

This amendment also increases the contract value from \$303,747.31 to \$393,057.35 (\$89,310.04) and extends the contract term from 6/30/23 to 6/30/24.

This increase is due to Scope of Work revisions to Task 5 to prepare a memorandum recommending the best practice to use GPS data to enhance the truck model components and develop a framework for a new establishment-based freight survey. This amendment herein requires the development of survey questionnaires and a contact list to send the survey.

Project's Benefits & Key Deliverables: The project's benefits and key deliverables include, but are not limited to:

- Providing a comprehensive HDT model that can analyze various transportation improvements and policies for SCAG's plans and programs in support of the 2024 RTP/SCS;
- Providing technical assistance on model estimation and validation to enhance staff's technical and analytical skills;
- Providing future HDT model strategic framework to further advance HDT model
- SCAG Heavy Duty Truck Model Software;
- Technical documents; and
- Framework for future HDT model enhancements.

Strategic Plan: This item supports SCAG's Strategic Plan Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective: a) Develop and maintain planning models that support regional planning.

Amendment	Amendment 2	\$89,310.04
Amount:	Amendment 1 (administrative - no change to contract's value)	\$0
	Original contract value	\$303,747.31
	Total contract value is not to exceed	\$393,057.35

Contract Period: November 8, 2021 through June 30, 2024

Project Number: 070-0130B.12 \$393,057.35

Funding sources: Consolidated Planning Grant – Federal Transit Administration (FTA)

Funding of \$129,824 is available in the Fiscal Year 2023-24 Overall Work Program (OWP) Budget in Project Number(s) 070-0130B.12.

**Basis for the
Amendment:**

To revise the Scope of Work, Task 5 (Model Framework and Data Plan for Future Enhancement) to prepare a memorandum recommending the best practice to use Global Positioning System (GPS) data to enhance the truck model components and develop a framework for a new establishment-based freight survey. This amendment provides the development of survey questionnaires and a contact list to send the survey that is needed to complete the deliverables in Task 5.

CONSULTANT CONTRACT NO. 21-047-MRFP-14 AMENDMENT NO. 2

Consultant: AECOM Technical Services, Inc.

Background & Scope of Work: On May 12, 2022, SCAG awarded Contract 21-047-MFP-14 to AECOM Technical Services, Inc. to develop a “Regional Resilience Framework” (Resilience Framework) to identify, understand, and prioritize the degree of shocks and stressors across the myriad settings and jurisdictions in the SCAG region.

Amendment 1 was an administrative amendment with no change to the contract value.

Amendment 2 increases the contract value from \$504,954 to \$612,657.29 and extends the contract term from 1/31/24 to 12/31/24.

This increase is due to the addition of tasks to the project’s scope of work to address engagement needs related to SCAG’s support for regional partners participating in the Environmental Protection Agency’s (EPA’s) Climate Pollution Reduction Grant (CPRG) program, along with an increase in costs related to the project’s delay from the originally proposed timeframe.

Amendment 3 was a funding amendment with no change to the contract value. The cumulative funding available under this contract is \$414,130.23.

Project’s Benefits & Key Deliverables: The project’s benefits and key deliverables include, but are not limited to:

- Regional Resilience Outreach and Engagement Strategy;
- Matrix of Resilience Shocks, Stressors, Indicators, and Performance Metrics;
- Resilience Exploratory Scenario Analyses;
- Resilience Toolkit for Local and Regional Jurisdictions;
- Resilience Financing and Funding Report and Matrix and Resilience Case Studies;
- Community-based organization (CBO) focus groups to gather stakeholder input on CPRG implementation projects.

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

Amendment Amount:

Amendment 3 (funding amendment – no change to contract value)	\$0
Amendment 2	\$107,703.29
Amendment 1 (administrative - no change to contract’s value)	\$0
Original contract value	<u>\$504,954</u>
Total contract value is not to exceed	\$612,657.29

Contract Period: May 12, 2022 through December 31, 2024

Project Number:	290-4896UA.01	\$61,971 (expired 2/29/24)
	290.4896E.01	\$8,029 (expired 2/29/24)
	290-4896UB.02	\$159,353
	290-4896E.02	\$20,647
	290-4913UC.02	\$37,182
	290-4913E.02	\$4,817.40

Funding sources: FY23 SB 1 Sustainable Communities (SC) Formula, FY24 SB 1 Sustainable Communities (SC) Formula, Transportation Development Act (TDA)

Funding of \$292,000 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) Budget in Project Numbers 290-4896UA.01, 290-4896E.01, 290-4896UB.02, 290-4896E.02, 290-4913UC.02 and 290-4913E.02 and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

Basis for the Amendment:

Staff is supporting regional stakeholders, including LA, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties; LA Metro; OCTA; and South Coast AQMD in preparing documentation and applications for funding under the EPA’s CPRG program. The additional funding provided by this contract amendment allows SCAG to provide critical support on public engagement and regional coordination for this effort, which will ultimately result in local jurisdictions in Southern California receiving federal funds for climate action priorities. This program, and the projects to be funded as a result, are consistent with the resilience goals established for the region in Connect SoCal.



AGENDA ITEM 13
REPORT

Southern California Association of Governments
April 4, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: CFO Monthly Report

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

ACCOUNTING:

Membership Dues

As of February 29, 2024, 188 cities, 6 counties, 7 commissions, and 8 tribal governments have paid their FY2024 membership dues. SCAG has collected \$2.46M out of \$2.48M billed. This represents 99.29% of the membership assessment.

Investments & Interest Earnings

As required by SCAG's investment policy adopted by the Regional Council in July 2018, staff will provide a monthly report of investments and interest earnings. During FY 2022-23, SCAG transferred all funds invested in the Los Angeles County Investment Pool to the Local Agency Investment Fund (LAIF) account, except any outstanding interest gains received in July 2023. The Los Angeles County Investment Pool account was closed in August 2023. SCAG has invested \$28.91M in the LAIF account as of February 29, 2024, and has earned \$251,559.66 interest income from LAIF. The interest earnings are distributed on a quarterly basis, with an average interest rate of 4.00%. Additionally, SCAG has also earned \$59.80 interest from the Los Angeles County Investment Pool prior to closing that account in August 2023.

BUDGET & GRANTS (B&G):

Staff completed the development of the FY 2024-25 Draft Comprehensive Budget, including the Overall Work Program (OWP). The proposed Comprehensive Budget of \$377.42 million was approved by the Executive Administration Committee (EAC) on March 6, 2024 and the Regional Council (RC) on March 7, 2024. The Draft OWP was released for a 30-day public comment period ending April 8, 2024. The Final Budget will be presented to the EAC and RC for approval in May.

Staff also completed preparing Amendment 2 to the FY 2023-24 Comprehensive Budget including the OWP. After approval by the EAC and RC in April 2024, Amendment 2 to the FY2023-24 OWP will be submitted to Caltrans for final approval.

CONTRACTS ADMINISTRATION:

The Contracts Administration Department staff are currently supporting 20 active procurements and 217 active contracts. In February 2024, the staff issued one (1) request for proposals to qualify agencies capable of providing temporary worker services to SCAG. The proposals are due on April 2, 2024. Additionally, Contracts Administration staff awarded four (4) contracts, executed three (3) contract amendments, and processed 39 Purchase Orders to support ongoing business and enterprise operations. Furthermore, the staff continued to negotiate better pricing as well as reduced costs for services, and so far, this fiscal year staff negotiated a total of \$145,988 in savings.

Finally, progress has been made on the Request for Information and Qualifications (RFIQ) for REAP 2.0 On-Call Services. The six (6) Proposal Review Committees (one for each discipline) completed their review of the proposal and recommended 30 consultants for the on-call services bench. On March 22, 2024, Contracts Administration staff issued a Notice of Intent to Award to the 30 successful consultants and will begin the contract negotiation process shortly.



To: Regional Council (RC)

From: Lucy Dunn, Ex-Officio Member; Business Representative

Subject: Business Report – April 2024

Here are some highlights from top Southern California business and industry leaders during this past month.

1. **SCAG’s GLUE Council to Consider Connect SoCal April 1.** The Global Land Use and Economics Council—SCAG’s business advisory group—will consider business support for Connect SoCal at its next meeting. In addition, a number of GLUE members have signed on to protect REAP funding for cities.
 2. **Tracy Hernandez of BizFed Joins SCAG for Legislative Summit.** While Rich Lambros and I nursed some pretty nasty illness. Thank you, Tracy. She also was featured supporting the Governor’s press conference on the passage of Proposition 1.
 3. **Dunn’s Opinion Editorial: “A call to halt OC Tax Assessor Claude Parrish’s foolish “rent tax” proposal.** On March 21, OC Register published my op ed calling for the end of “rent tax” on workforce housing projects created by public Joint Powers Authorities and local governments, and improved and managed by the private sector. Typical property tax exemptions for the JPAs are the only subsidy for the rent savings passed on to working folks. A “rent tax” on this program would eliminate the program which has benefitted over 8,000 middle income households in Orange County alone: [A call to halt OC Tax Assessor Claude Parrish's foolish "rent tax" proposal.](#)
 4. **Housing News from Randall Lewis.**
 - New homes sales continue pretty strong in Southern California with strong demand, almost no supply of resale homes, and builders subsidizing mortgage rates, typically to near 5.5%.
 - Realtors were dealt a big blow with recent national court rulings on commissions. The standard 6% commission is going away and it’s not clear at all how this will play out. Real estate salespeople who are already challenged by online listings and other ways of selling homes are likely to be even more challenged by this change of commission structure. It’s likely a good number of people with careers selling resale homes will leave the industry. News link here: <https://www.ocregister.com/2024/03/17/realtors-settlement-brings-confusion-relief-to-southern-californias-real-estate-industry/>.
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- Troubles in the office market continue. There has not been a big move back to the office by many employers. There are many financial institutions with troubled loans on office buildings and, to date, there is no resolution except a strong feeling that sometime in the next six to nine months, there are going to be some real problems with loans on offices. Some offices may be planned for residential, and others will be re-purposed, but there is a feeling that it is more complicated than most people understand, with very few offices likely being converted to residential.
- The apartment market is seeing a lot of new supply in the Inland Empire. Rents seem to be stabilizing and in some parts of Southern California have actually gone down a bit which is good news for renters.

5. **California's Insurance Market Continues to Implode.** State Insurance Commissioner Ricardo Lara issued this recent [press release](#), announcing his [catastrophe modeling regulation](#), which aims to expand the use of models to include wildfire, terrorism, and flood lines for homeowners and commercial insurance lines. The Department of Insurance will hold a [public workshop](#) on April 23, 2024, to gather input on the proposed regulation.

Rex Frazier of the Personal Insurance Federation of California states: "It's a positive step forward and an important component of the Commissioner's larger sustainable insurance strategy to restore a healthy and competitive market. All the pieces, including reinsurance and timely approvals, are important to make it successful. We look forward to reviewing the details of this cat model proposal and working with the department to make sure it's implemented in a way that achieves the greater goals of broad insurance availability and a more stable market."

When asked if this will fix the market immediately and are insurers ready to come back, he responded: "This is the first step of a multi-part reform effort. Other steps are to allow the use of reinsurance cost, and to make the actual approval times close to the promise of Proposition 103, with 60-day review times. The CDI may have mentioned the testimony of Allstate during a previous workshop on modeling, where Allstate outlined the possibility of them growing in California with this multi-part strategy implemented..."

And on the heels of this, State Farm announced March 21 that it will discontinue 72,000 policies, about 2% of its portfolio, in California; but will remain engaged in the year-long process of reform by Commissioner Lara.

Nothing will happen quickly.

6. **Taxpayer Protection and Government Accountability Act launches its campaign March 13 for a November 2024 ballot approval.** According to proponents, the Act will:



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- Empower voters with the right to approve or reject all new state and local taxes.
 - Increase accountability and transparency so politicians spend our tax dollars more efficiently.
 - Stop government agencies from using “hidden taxes” disguised as fees to drive up the cost of government services.

It is supported by a coalition of businesses, homeowners and taxpayers and strongly opposed by the Governor, Attorney General, CalCities and the Legislature, among other government agencies, who have filed a court case to seek its removal from voter consideration. For more info visit www.taxpayerprotection.com.

For more info on the litigation now before the CA Supreme Court, the case is Legislature v. Weber, S281977 and an opinion and judgment may be made anytime as to whether or not it will be removed from the ballot.
