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SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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MEETING NO. 636 INCLUDING PUBLIC HEARING

REGIONAL COUNCIL

REMOTE PARTICIPATION ONLY
Thursday, October 7, 2021
12:30 p.m. – 2:00 p.m.

To Watch or View Only:
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Please see next page for detailed instructions on how to participate in the meeting.

PUBLIC ADVISORY

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

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

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

Instructions for Public Comments

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

1. **<u>In Writing</u>: Submit written comments via email to: ePublicComment@scag.ca.gov by 5pm on Wednesday, October 6, 2021.** You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

   All written comments received after 5pm on Wednesday, October 6, 2021 will be announced and included as part of the official record of the meeting.

2. **<u>In Real Time</u>: If participating in real time via Zoom or phone, during the Public Comment Period, use the "raise hand" function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.**

3. **A Public Hearing will be held to consider the SoCal Greenprint as noted on this agenda. For those that are attending the meeting and who want to speak at the scheduled hearing, please hold your comments until the hearing is opened. Once the public hearing is opened, you will be provided an opportunity to provide comment on the SoCal Greenprint.**

   If unable to connect by Zoom or phone and you wish to make a comment, you may submit written comments via email to: ePublicComment@scag.ca.gov.

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

Instructions for Participating in the Meeting

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3. Select "Join Audio via Computer."
4. The virtual conference room will open. If you receive a message reading, "Please wait for the host to start this meeting," simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the "raise hand" function located in the participants' window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
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    Cerritos, RC District 23

REGIONAL COUNCIL AGENDA

Southern California Association of Governments
Remote Participation Only
Thursday, October 7, 2021
12:30 PM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE
(The Honorable Clint Lorimore, President)

PUBLIC COMMENT PERIOD
Members of the public are encouraged, but not required, to submit written comments by sending an email to: ePublicComment@scag.ca.gov by 5pm on Wednesday, October 6, 2021. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Regional Council regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to aguilarm@scag.ca.gov. Written comments received after 5pm on Wednesday, October 6, 2021, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Regional Council in real time during the meeting will be allowed up to 3 minutes to speak, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. The total time period for all public comments related to items on the agenda and any other matter within the agency's subject matter jurisdiction (other than for the scheduled public hearing for which comment will be taken separately) is ten (10) minutes. The presiding officer retains discretion to extend the 10-minute general comment period so that all members of the public desiring to speak may do so.

For the public hearing identified below, the presiding officer will separately call for comment at the time of the public hearing once the hearing is opened. The presiding officer may establish or adjust time limits for public comment during the hearing, as necessary, to permit a reasonable amount of time to allow public comment, and to ensure efficient and orderly conduct of the hearing.

REVIEW AND PRIORITIZE AGENDA ITEMS

12:30 PM PUBLIC HEARING
Conduct a public hearing to consider, discuss and act on the SoCal Greenprint.

ACTION ITEM

1. SoCal Greenprint
(Kome Ajise, Executive Director)

RECOMMENDED ACTION:
Staff recommends that the Regional Council remove the pause on Greenprint implementation as directed on July 1, 2021, and direct staff to:

1. Proceed with developing the SoCal Greenprint as identified in Connect SoCal and its associated Program Environmental Impact Report (PEIR);
2. Include features in the SoCal Greenprint to convey limitations and foster its proper use, such as a disclosure statement and mandatory user acknowledgement feature;
3. Conduct an open advisory meeting for further review and revision of data layers;
4. Remove datasets for inclusion in the tool if they are not publicly available (i.e. layers are accessible for download online, or are downloadable via request and/or license to the author or custodian of the data);
5. Complete prospective user testing with at least ten stakeholders representing the diverse array of potential users to ensure that the tool is working and functional as developed with targeted audiences;
6. Engage in continued public outreach as described at the July 1, 2021 RC meeting; and
7. Return to the Regional Council and Energy & Environment Committee once prospective user testing is complete to demonstrate the tool and seek feedback prior to public launch.

REGULAR SESSION

ACTION ITEM

2. Subregional Sustainable Communities Strategies Framework and Guidelines
(Sarah Dominguez, Senior Regional Planner)

RECOMMENDED ACTION:
Adopt the proposed Subregional Sustainable Communities Strategy Framework and Guidelines for use in the development of the 2024 RTP/SCS.

CONSENT CALENDAR

<u>Approval Items</u>

3. Minutes of the Meeting – September 2, 2021

4. 2022 Meeting Schedule of the Executive Administration Committee, Policy Committees, and Regional Council

5. Contract Amendment Greater Than $75,000, Contract No. 18-040-C01 Amendment No. 3, Regional Data Platform

6. Contract Amendment Greater Than 30% of the Contract's Original Value, Contract No. 19-003A-C01, Amendment No. 6, Great Plains (GP) Enterprise Software Services

7. Contracts $200,000 or Greater: Contract No. 22-024-C01, ESRI Advantage Program

8. Resolution No. 21-636-1 Regarding Acceptance of Office of Traffic Safety Grant Funds to Support the Active Transportation Safety and Encouragement Campaign

9. Proposed 2023 Federal Transportation Improvement Program (FTIP) Guidelines

10. SB 9 (Atkins) – Status Update

Receive and File

11. June 24 Special EAC Strategic Work Plan

12. October 2021 State and Federal Legislative Update

13. Californians for Community Planning Voter Initiative

14. Connect SoCal CEQA Addendum No. 2 to Programmatic Environmental Impact Report (State Clearinghouse #2019011061)

15. Transportation Conformity Determination of Proposed Final Connect SoCal Amendment #1 and 2021 FTIP Consistency Amendment #21-05

16. Environmental Justice/Communities of Concern Update

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

18. CFO Monthly Report

INFORMATION ITEM

19. Pedestrian Safety Month: Highlighting Go Human's 2021 Outcomes
(Sarah Jepson, Planning Director)

BUSINESS REPORT
(Randall Lewis, Ex-Officio Member; Business Representative)

PRESIDENT'S REPORT
(The Honorable Clint Lorimore, President)

- Update on Strategic Work Plan
- Clean Air Day Proclamation

EXECUTIVE DIRECTOR'S REPORT
(Kome Ajise, Executive Director)

FUTURE AGENDA ITEM/S

ANNOUNCEMENT/S

ADJOURNMENT

AGENDA ITEM 1

REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

To: Energy & Environment Committee (EEC)
Regional Council (RC)

From: Jason Greenspan, Manager of Sustainability
(213) 236-1859, greenspan@scag.ca.gov

Subject: SoCal Greenprint Update

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR EEC:
Information Only – No Action Required

RECOMMENDED ACTION FOR RC:
Staff recommends that the Regional Council remove the pause on Greenprint implementation as directed on July 1, 2021, and direct staff to:

1. Proceed with developing the SoCal Greenprint as identified in Connect SoCal and its associated Program Environmental Impact Report (PEIR);
2. Include features in the SoCal Greenprint to convey limitations and foster its proper use, such as a disclosure statement and mandatory user acknowledgement feature;
3. Conduct an open advisory meeting for further review and revision of data layers;
4. Remove datasets for inclusion in the tool if they are not publicly available (i.e. layers are accessible for download online, or are downloadable via request and/or license to the author or custodian of the data);
5. Complete prospective user testing with at least ten stakeholders representing the diverse array of potential users to ensure that the tool is working and functional as developed with targeted audiences;
6. Engage in continued public outreach as described at the July 1, 2021 RC meeting; and
7. Return to the Regional Council and Energy & Environment Committee once prospective user testing is complete to demonstrate the tool and seek feedback prior to public launch.

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

EXECUTIVE SUMMARY:

SCAG is in the process of developing the SoCal Greenprint tool as an optional, flexible, and open regional conservation-focused data and mapping tool for the six counties in the SCAG region. The SoCal Greenprint provides information to support integrated planning to advance Connect SoCal's housing, transportation and conservation goals; its development is also a program-wide mitigation measure in the Connect SoCal PEIR.

On July 1st, 2021, the Regional Council voted to pause implementation of the SoCal Greenprint for at least 30 days and to hold a public hearing for further discussion, thus permitting staff to engage in additional outreach with stakeholders to understand their concerns with implementing the tool. The October 7, 2021 Regional Council meeting includes a noticed public hearing, which along with the public hearing conducted on August 24th, 2021, ensures that SCAG staff meets and exceeds the direction from Regional Council.

The additional outreach pursued since July 1 (including a data survey, public hearing and one-on-one meetings with various stakeholders and stakeholder groups) has focused on better understanding concerns related to the data shared through the tool and the tool's operability. Data is divided into six themes: Agriculture & Working Lands, Biodiversity & Habitat, Built Environment, Environmental Justice, Equity and Inclusion, Vulnerabilities and Ecological Resilience, and Water Resources, with specific data sets identified within each theme to address the information needs of developers, local planners, infrastructure agencies, community-based organizations, and conservation professionals. The feedback on the data layers themselves, while largely supportive, has also included specific concern relating to data types and data sources that has helped SCAG identify several data sets to remove or for reconsideration to ensure alignment with the goals of the project. However, the majority of the input received has been general in nature, either in support or opposition to the project.

To address concerns raised by stakeholders expressing concern with the project or its scope (including concerns relating to the tool's impacts on housing production and local agency planning efforts), staff has outlined a series of actions in the recommendation that staff will pursue once the pause is lifted and as the tool is developed. These changes to the tool and its development process were informed by additional analysis of feedback received from stakeholders. Further, in response to concerns expressed by some stakeholders, SCAG received outside legal opinion of, Margaret M. Sohagi, Esq., the principal of The Sohagi Law Group, an expert in counseling public agencies on CEQA. Per the attached analysis (ATTACHMENT F), Ms. Sohagi concludes that "the Greenprint does not disrupt the traditional CEQA process in any way, nor does it interfere with a public agency's exercise of discretion when evaluating projects under CEQA. Specifically, the Greenprint is not, by itself, evidence of new information that would trigger additional CEQA review."

Staff is recommending the pause be lifted (along with those other actions contained in the recommendation) to allow for the completion of the Greenprint tool to support integrated

planning and project delivery that advances Connect SoCal's housing, transportation and conservation goals, while also meeting the program-wide mitigation measure requirements in the Connect SoCal PEIR.

This staff report provides background on the SoCal Greenprint, an overview of outreach conducted prior to and after the July 1st Regional Council vote; a summary of feedback received from stakeholders; SCAG's response to common stakeholder concerns; and proposed next steps to address stakeholder concerns. A comprehensive report in response to the Regional Council's July 1 direction and actions pursued is included as ATTACHMENT A (which includes, among other things, responses to a number of concerns expressed during the public outreach process), along with ATTACHMENTS B, C, D, E, F and G as referenced in this report.

BACKGROUND:

Project Purpose & Goals

Development of the SoCal Greenprint tool commenced in January 2020 to provide information that can help a wide-range of stakeholders including developers, local planners, infrastructure agencies, community-based organizations, and conservation professionals integrate the protection of natural and agricultural resources into land use and infrastructure plans. The goals of the project are to:

- Balance regional growth with the multiple challenges affecting Southern California such as drought, climate change, and habitat loss;
- Better prioritize lands for mitigation that have regional conservation benefits;
- Accommodate infrastructure development while protecting important natural resources;
- Address the lack of consistent, regional data and tools that can be used across sectors to assess land use decisions transparently and objectively; and
- Help guide conservation investments and communicate the multiple benefits of natural resources, agricultural lands, and urban greening to people and communities.

Once completed, the SoCal Greenprint can serve as an optional, flexible, and open regional conservation-focused data and mapping tool for the six counties in the SCAG region. It can also expedite project delivery and reduce uncertainty by identifying potential environmental issues early in project development, which can be especially beneficial for under-resourced local agencies.

The SoCal Greenprint advances Connect SoCal's specified goals to "promote conservation of natural and agricultural lands and restoration of habitats" and to balance the region's need for increased housing production with environmental protection. Development of the SoCal Greenprint is also required by mitigation measures of Connect SoCal's Program Environmental Impact Report (PEIR), which state that SCAG shall develop and use the Greenprint to identify priority conservation areas in support of advanced mitigation efforts in the region (SMM AG-2) and that new regional tools like the Greenprint will provide an easily accessible resource to help municipalities, conservation

groups, developers and researchers prioritize lands for conservation based on the best available scientific data (SMM BIO-2).

Importantly, these mitigation measures apply only to SCAG, and nothing in the PEIR supersedes existing regulations and policies of individual jurisdictions. Since SCAG has no authority to impose mitigation measures, mitigation measures to be implemented by local jurisdictions in their own processing of projects are subject to a lead agency's independent discretion as to whether measures are applicable to projects in their respective jurisdictions. Lead agencies are under no obligation to use measures identified in the PEIR. The determination of significance and identification of appropriate mitigation under the California Environmental Quality Act (CEQA) is solely the responsibility of the lead agency.

Scope of Work & Project Deliverables

In 2019 SCAG entered into a contract with The Nature Conservancy (TNC) to secure assistance in developing the SoCal Greenprint based on their extensive experience and expertise in developing Greenprints in California. They have been actively involved in helping staff achieve project objectives including engaging stakeholders; work plan development; identification of themes; existing dataset collection; data framework development; web-based tool development; and identification of next steps and resources.

Stakeholder engagement has been a key component of tool development since the project launched in 2020 and has featured several rounds of feedback and input from a diverse group of stakeholders in the fields of planning, land development, transportation, infrastructure, conservation, and community services organizations. The project's first year entailed extensive, targeted outreach to stakeholders to gain insight on the tool's potential key stakeholders, uses, main themes, and the most useful datasets to include. More than 60 organizations, representing every county in the SCAG region, have participated in the development process. Eighteen science advisors from regional universities, conservation entities, and museums have also provided guidance to ensure that the best available scientific data is utilized in the tool.

This input has helped inform the data identified for potential inclusion available to view in the Greenprint. In addition, all data sources must meet all the following criteria:

- Data must be publicly available, meaning that existing datasets are available online or can be accessed if requested and/or licensed;
- Data was vetted for inclusion by the SoCal Greenprint Scientific Advisors; and
- Data would support decision-making from the five key user groups identified through the planning process (planners, infrastructure agencies, developers, community-based organizations, and conservation organizations) based on suggestions and feedback from Science and Strategic Advisors.

Importantly, stakeholder engagement helped match user needs with data availability. For example, developers and builders indicated that it would be useful to understand where existing infrastructure such as utility lines are located to make it easier to understand where it would be more efficient and affordable to build new development. Other data additions made by stakeholder input include data from CalEnviroScreen that helps local leaders understand the relationship between socioeconomic factors and environmental hazards. For additional information on the SoCal Greenprint's data vetting process, please refer to **ATTACHMENT G**.

Each dataset will be used in the same way on the SoCal Greenprint platform to view data by one of several methods: (1) webmaps with individual/combined layers, (2) multi-benefit asset maps that combine data layers by theme, and (3) summary reports that explain data outputs for a user-generated area. Further explanation of each feature is described as follows:

1. An interactive webmap function will allow users to view any individual data layer on its own, or a combination of layers. Users turn on and turn off layers, or can adjust transparency based on what's important to them. These layers are already publicly available and downloadable from existing resources, either online or via request to the author or custodian of the data. The map merely permits users to aggregate these available data sets in a customizable and easy to use fashion. Layers will be shown in their native versions, and will not be altered;
2. Multi-benefit asset maps combine data layers along a common theme, and are used for visualization purposes. The application of this data is flexible and priorities are user driven, as users can toggle transparencies to see how benefits within that data theme vary by area based on what's important to them. This enables users to view data based on their unique needs and perspectives; and
3. Users can access summary reports for an area by drawing boundaries in the application or adding a shapefile with boundaries. The tool will generate reports summarizing underlying data elements in the area, and users can compare two areas side-by-side if desired. Summary reports and the underlying data will be available for download.

Beyond sorting data sets into relevant themes (Agriculture & Working Lands, Biodiversity & Habitat, Built Environment, Environmental Justice, Equity and Inclusion, Vulnerabilities and Ecological Resilience, and Water Resources), there is no separate or special use for individual datasets and the "use" of the data to populate the maps or summary reports will be based on users' selections.

Regional Council Direction, Staff Activities and Findings

On July 1st, 2021 the Regional Council voted to pause implementation on the SoCal Greenprint for at least 30 days and to hold a public hearing at a future date for further discussion, permitting staff to engage in further outreach with stakeholders. In adherence to the Regional Council's direction, SCAG staff and the project consultant, TNC, have continued to engage stakeholders and have solicited feedback on the tool as well as the proposed datasets in multiple formats – principally,

through a stakeholder survey on the proposed data layer list, a public hearing on the tool, and one-on-one meetings with various stakeholder groups expressing concern and/or support for implementation of the tool.

Stakeholder Survey

On July 19, the SoCal Greenprint's Proposed Data Layer List **(ATTACHMENT C)** list was posted online, and stakeholders were invited to provide feedback on specific data layers through a survey. This data listing currently provides background information on the proposed individual data layers that draw from diverse sources, including public agencies, universities, non-profit organizations, amongst others. Data is divided into six themes: Agriculture & Working Lands, Biodiversity & Habitat, Built Environment, Environmental Justice, Equity and Inclusion, Vulnerabilities and Ecological Resilience, and Water Resources.

The survey was distributed widely and made publicly available between July 19 and August 13, 2021. SCAG sent the survey to more than 4,200 people, including all SoCal Greenprint advisors, city managers, clerks, council members, mayors, planning directors, planning staff, public works directors, representatives from the building industry, business councils, chambers of commerce, and others. The survey was also published on SCAG's website for any stakeholder or member of the public to access. Results of the survey show that:

- Thirty-three respondents submitted the survey. Users could comment on one or more layers, with 69 survey comments addressing 45 different data layers;
- Feedback on the data layers was generally positive: 75% of comments were supportive of the data layer(s), 13% offered suggestions to improve data layer(s) or consider additional data, 3% expressed a concern over the data layer(s), and no comments through the survey requested exclusion of specific data layer(s). Letters provided in lieu of the survey before the deadline identified less than five data layers with potential issues;
- When asked for feedback on concerns about the goal of the SoCal Greenprint, 53% of respondents reported no concerns about the goal and no respondents reported concerns. However, 12% of respondents expressed concerns over pausing or not completing the project and 18% of respondents expressed other concerns; and,
- When asked for feedback on general concerns about the SoCal Greenprint, 47% of respondents expressed concern over pausing or not completing the project, 27% expressed concern over the data content, 13% expressed other concern, and 13% expressed no concern.

Some stakeholders opted to provide written feedback on data layers independent of the survey. These letters frequently requested that data and layers generated by universities and non-profit entities be removed from the tool. A request was also made for the tool's function to be narrowed so that it would apply only to lands designated for open space or agricultural uses in local general

plans, and exclude lands where transportation projects have been included in Connect SoCal. Analysis and response to these concerns, along with a number of others identified below, is included in **ATTACHMENT A.**

August 24th Public Hearing
SCAG held the first of two planned public hearings on August 24th, 2021 from 4pm to 6pm. After a presentation on the SoCal Greenprint from SCAG Staff, stakeholders had the opportunity to provide verbal comments. Written comments were also accepted from July 28th through the close of the hearing. A recording of the hearing can be found on the SCAG website, and written comments can be found in **ATTACHMENT B**.

A total of 34 speakers participated in the public hearing. An equal number of comments expressed support for the project to those who expressed concerns. Specifically:

- 41% expressed support;
- 41% expressed concerns;
- 9% expressed support and concerns; and
- 9% had general feedback or questions

Additionally, a total of 39 comment letters were received. Of the 39 letters, there were 35 unique respondents/letters. A significant majority of the comment letters received were supportive of the project.

- Of the 35 letters, 74% of letters were supportive and 26% expressed concerns;
- Most letters did not address specific data layers and provided more general comments and/or concerns; and
- Of the 35 letters, 17% of letters addressed specific data layers and 2 letters requested including additional data layers.

Common general concerns included:

- Broken or inaccessible links to background information on the data layers, which were subsequently repaired and reposted by SCAG on September 14, 2021;
- Inclusion of non-governmental data sets;
- Data credibility and transparency;
- Process challenges such as CEQA litigation;
- Perceived conflicts with other regional development goals; and,
- Exclusion or inclusion of certain data.

Common general comments included: support for the inclusion of an equity section and data; reiteration of the SoCal Greenprint's goals and expectations; expected housing and transportation service needs; support to advance sustainable development and conservation amid environmental challenges (e.g., climate change); and the importance of including data on essential infrastructure, natural resources, and climate change impacts.

Stakeholder Meetings
SCAG staff made presentations on the SoCal Greenprint to the Technical Working Group (TWG) on July 15 and September 30, and hosted a special hour-long workshop for TWG members on July 29. At this workshop, participants were given an in-depth overview of the data and technical aspects of the tool and had an extended question and answer period with SCAG and TNC staff. SCAG staff also made a presentation on the SoCal Greenprint to the Global Land Use & Economic (GLUE) Council meeting on August 9, and included the topic on their October 4 meeting agenda. Members were invited to provide feedback.

SCAG staff and leadership have also been engaging in one-on-one meetings with stakeholders. On August 16, SCAG's Board Officers and staff met with representatives from the building industry, with a follow-up meeting on September 13. Building industry representatives expressed concerns about moving forward the Greenprint without reevaluating several of its proposed data layers and expressed concern in having the tool include lands designated for open space or agricultural uses in local general plans, and exclude lands where transportation projects have been included in Connect SoCal. On August 18, SCAG's Board Officers and staff met with representatives of environmental and architecture organizations, who emphasized the importance of removing the current pause on tool implementation and developing the Greenprint as identified in Connect SoCal and the PEIR.

TNC and SCAG staff have also met with stakeholders who responded to the survey to address any questions about the Proposed Data List and listen to comments and concerns about proposed data layers.

Proposed Next Steps in Response to Stakeholder Concerns
Staff is recommending the pause be lifted to allow the project team to pursue a series of activities in response to stakeholder concerns and complete the Greenprint tool, as further described below and contained in the staff recommendation:

Removal of Certain Data Layers
As previously noted, the complete list of proposed data layers has been made publicly available and SCAG collected feedback via survey on the inclusion of individual layers **(ATTACHMENT C & D).** The Proposed Data Layer List is not final, and SCAG staff is actively evaluating stakeholder comments and concerns about specific data sets. SCAG will consider removal or replacement of certain data layers with alternative datasets based on the recommendations and concerns raised by stakeholders. Ultimately, SCAG staff, in consultation with the SoCal Greenprint's Scientific and Strategic Advisory Committees, will determine which proposed data layers will be available in the Greenprint tool.

After hearing concerns from stakeholders and applying data vetting criteria, SCAG staff have decided to remove the Antelope Valley Regional Conservation Investment Strategy (AVRCIS) Cores

and Linkages dataset from consideration for the final list of data layers. This decision was made since the AVRCIS has not received approval from the California Department of Fish and Wildlife.

It is important to emphasize that over 50 data sets were removed from consideration prior to the release of the Proposed Data Layer List for a number of reasons, including but not limited to:

- Datasets did not meet the criteria listed above;
- Advisors noted concerns about limitations or incompleteness of the data; and
- Data elements could be replaced with a similar, but superior dataset

The full list of data sets removed from consideration for the Proposed Data Layer list can be found in **ATTACHMENT E**.

Expanded Stakeholder Engagement & User Testing

After revising the Proposed Data Layer List according to stakeholder feedback, SCAG staff will present the revised list to the Technical Working Group (TWG) for further consultation on revisions to data layers for inclusion in the tool. The Charter for the Technical Working Group can be found on SCAG's webpage at https://scag.ca.gov/technical-working-group. After receiving feedback from the TWG, SCAG will make recommendations for layer adjustments and subsequently seek feedback from project stakeholders and Scientific Advisors at an open project Advisory Committee meeting. From there, SCAG staff will determine the final list of data layers to include in the SoCal Greenprint.

SCAG will then conduct User Acceptance Testing (UAT), specifically live application beta testing, where at least 10 targeted stakeholders will test a draft version of the tool to identify any issues with functionality before it is completed and publicly launched. Included in the SoCal Greenprint's Scope of Work, User Acceptance Testing (UAT) is an important process necessary to draft the tool and engage with stakeholders on its refinement.

Development and Inclusion of Disclosure and User Acknowledgment Language

To emphasize to users that the SoCal Greenprint is a non-regulatory tool with no legal effect on land-use decisions made by local agencies or property owners, some stakeholders requested that SCAG include disclosure language in the tool. The final, publicly available version of the tool will include a pop-up screen displaying disclosure language. Prior to using the tool, users will be required to click an "I understand/acknowledge" box.

Recommendation

To ensure these activities can be completed, staff is recommending that Regional Council remove the pause on Greenprint implementation. Staff will then return to the Regional Council and Energy & Environment Committee once prospective user testing is complete to demonstrate the tool and seek feedback prior to public launch. Thereafter, regular updates will be provided to the Energy and Environment Committee.

FISCAL IMPACT:
This project is funded in SCAG's Fiscal Year 2021-2022 Overall Work Program under 290-4862.01 and 290-4862.02.

ATTACHMENT(S):
1. ATTACHMENT A - SoCal Greenprint Background and Analysis Report
2. ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing
3. ATTACHMENT C - SoCal Greenprint Proposed Data Layer List
4. ATTACHMENT D - Proposed Data Layers Survey Results
5. ATTACHMENT E - Datasets removed prior to posting of Proposed Data Layer List
6. ATTACHMENT F - Correspondence from Margaret Sohagi, Esq regarding CEQA
7. ATTACHMENT G - SoCal Greenprint Data Vetting Process
8. PowerPoint Presentation - SoCal Greenprint Hearing

ATTACHMENT A

SoCal Greenprint Background and Analysis Report Related to July 1, 2021 Board Directive

Report Contents:

Attachment: ATTACHMENT A - SoCal Greenprint Background and Analysis Report [Revision 2] (SoCal Greenprint Update)

Note: This Background and Analysis Report refers to, and incorporates, Attachments B, C, D, E, F and G as included in the associated Regional Council staff report prepared for October 7, 2021. This report is a part of and incorporated into the staff report by this reference.

1. REGIONAL POLICY FOUNDATION

1a. Connect SoCal and the Sustainable Communities Strategy (SCS)

Development and deployment of the SoCal Greenprint tool is part of SCAG's comprehensive efforts to provide cities, counties and transportation agencies with the best available scientific information and tools needed to implement the vision outlined in Connect SoCal, namely to advance the region's economic vitality, improve mobility options, and grow in a sustainable way that builds healthy and vibrant communities. The tool is intended to advance Connect SoCal's specified goal to "promote conservation of natural and agricultural lands and restoration of habitats."[1] It also is meant to balance Connect SoCal's housing production strategies with the conservation of natural and agricultural lands as well as the restoration of habitats, and support strategies to preserve existing affordable housing and avert displacement.[2]

Connect SoCal includes specific strategies to support implementing the region's adopted Sustainable Communities Strategy (SCS). Several strategies are directly tied to supporting related greenhouse gas (GHG) reductions while others support the broader plan goals. The SoCal Greenprint tool can provide important information to help implement several "Green Region" SCS strategies including:

- Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards;
- Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration;
- Integrate local food production into the regional landscape;
- Promote more resource efficient development focused on conservation, recycling and reclamation;
- Preserve, enhance and restore regional wildlife connectivity;
- Reduce consumption of resource areas, including agricultural land; and
- Identify ways to improve access to public park space.[3]

1b. Natural and Farm Lands Conservation and Climate Resolution 21-628-1

Connect SoCal includes a Natural and Farm Lands Conservation Technical Report that outlines an integrated land use and conservation planning approach that seeks to protect the environment and reduce GHG emissions while meeting the needs of current and future populations. Specific next steps are included to support further development of a regional conservation strategy, including the development of a regional greenprint to provide "the best available scientific data and scenario visualizations to help cities, counties and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farm lands."[4] Moreover, Resolution 21-628-1, which was adopted unanimously by the Regional Council on January 7, 2021, affirmed a climate emergency in the SCAG region

[1] Connect SoCal p. 9
[2] Connect SoCal p. 153
[3] Connect SoCal p. 50
[4] Connect SoCal Natural and Farm Lands Conservation Technical Report p. 22

Attachment: ATTACHMENT A - SoCal Greenprint Background and Analysis Report [Revision 2] (SoCal Greenprint Update)

and emphasized the SoCal Greenprint as a tool to highlight the benefits of natural lands, waters and agricultural lands, including access to parks and trails, habitat protection and connectivity, food production and increased resilience to climate change.

1c. Connect SoCal's PEIR

Development of the SoCal Greenprint fulfills required mitigation measures of Connect SoCal's Program Environmental Impact Report (PEIR), which state that SCAG shall develop and use the Greenprint to identify priority conservation areas in support of advanced mitigation efforts in the region (SMM AG-2) and that new regional tools like the Greenprint will provide an easily accessible resource to help municipalities, conservation groups, developers and researchers prioritize lands for conservation based on the best available scientific data (SMM BIO-2). Please refer to section 5l for additional information and language reflected in these measures. Importantly, this mitigation measure applies only to SCAG, and nothing in the PEIR supersedes existing regulations and policies of individual jurisdictions. Since SCAG has no authority to impose mitigation measures on other jurisdictions, mitigation measures to be implemented by local jurisdictions in their own processing of projects are subject to a lead agency's independent discretion as to whether measures are applicable to projects in their respective jurisdictions. Lead agencies are under no obligation, legal or otherwise, to use measures identified in the PEIR. The determination of significance and identification of appropriate mitigation under the California Environmental Quality Act (CEQA) is solely the responsibility of the lead agency.

2. SOCAL GREENPRINT PURPOSE AND SCOPE

The SoCal Greenprint will be an optional, flexible, and open regional conservation-focused data tool for the six counties in the SCAG region. It will allow users to convert more than 100 existing data sources into interactive maps and summary reports, making it easier to understand how to integrate nature into future planning and development at a user's discretion. The SoCal Greenprint tool itself will not be a policy document, report, plan, or manual and has not regulatory effect on any jurisdiction. Examples of the data that will be available to inform interactive maps and summary reports generated by user-derived priorities include locations of groundwater sources, wildlife corridors, areas at risk of experiencing wildfires, and places that will experience extreme temperatures threatening public health. Each map and summary report will include a thorough explanation of what the data is conveying, how the data was generated, data sourcing, and context for how the information may be used to integrate nature into project planning. For example, a data layer that highlights where groundwater sources are located can offer guidance for best management practices and designs that protect and reduce impacts to groundwater. Suggestions can be included on how to plan and mitigate for the impacts of climate change in support of Resolution # 21-628-1 adopted by the Regional Council on January 7, 2021.

The tool was built with five user groups in mind who are shaping the future of the region: developers, planners, infrastructure agencies, community-based organizations and conservation professionals. One of the project goals is to make it simpler for intended users to easily access information about natural resources so that planning and mitigation measures can be identified early in project development, thereby reducing overall project costs, expediting project-delivery, and making it possible to proactively address issues to help avoid potential litigation.

In 2019 SCAG contracted with The Nature Conservancy (TNC) to assist in developing the SoCal Greenprint. TNC has extensive experience and expertise in developing Greenprints in California that serve as easy-to-use resources to promote conservation and smart growth.

Attachment: ATTACHMENT A - SoCal Greenprint Background and Analysis Report [Revision 2] (SoCal Greenprint Update)

Overall, the SoCal Greenprint will be an important tool to identify environmental challenges and opportunities early in the planning process to help expedite and reduce risks to infrastructure project delivery and build healthy communities. It is important to understand the limitations of the tool and recognize that it is not a plan for future development.

A GREENPRINT IS	A GREENPRINT IS NOT
A data tool that can help to advance the pace and scale of voluntary conservation in a region.	A regulatory plan or acquisition map that puts constraints on land use for any public or private entity.
A data tool that identifies landscape features that are important to residents and communities, like recreation, habitat, water resources, habitat, climate change resiliency or community.	A required tool for use in project-level mitigation
A data tool that illustrates how conservation values may work in concert with each other and with other values, like climate resilience.	A complete inventory of everything important within an area or new data set, nor a comprehensive solution for natural resource protection.
A resource that helps stakeholders understand factors in a specific area to help facilitate collaboration.	A requirement that stakeholders engage in projects.
An information tool to support data-driven decision making for infrastructure investments.	An effort to subvert private property rights.

3. STAKEHOLDER OUTREACH PRIOR TO JULY 2021

Development of the SoCal Greenprint launched in 2020 and has featured several rounds of feedback and input from a diverse group of stakeholders in the fields of planning, land development, transportation, infrastructure, conservation, and community services organizations. The project's first year entailed extensive, targeted outreach to stakeholders to gain insight on the tool's potential key stakeholders, uses, main themes, and the most useful datasets to include. More than 60 organizations, representing every county in the SCAG region, have participated in the development process. Eighteen science advisors from regional universities, conservation entities, and museums have also provided guidance to ensure that the best available scientific data is utilized in the tool.

Additional information on project stakeholders, outreach, and how feedback informed the data vetting process for the selection of proposed layers for inclusion in the tool is included in **ATTACHMENT G.**

4. REGIONAL COUNCIL ACTION RECAP AND SUBSEQUENT ACTIVITIES

On July 1st, 2021 the Regional Council voted to pause implementation on the SoCal Greenprint for at least 30 days and to hold a public hearing at a future date for further discussion, permitting staff to engage in further outreach with stakeholders.

An initial hearing to solicit feedback from stakeholders was conducted on August 24, 2021. A recording of the meeting can be found on SCAG's website, and written comments received prior to the August 24th

meeting can be found in **ATTACHMENT B.** A noticed public hearing is also scheduled during the Regional Council's October 7, 2021 regularly scheduled meeting.

In adherence to the Regional Council's direction, SCAG staff and TNC continue to engage stakeholders and have solicited feedback on the tool as well as the proposed datasets for inclusion in multiple formats – principally, through a stakeholder survey on the proposed data layer list, a public hearing on the tool, and one-on-one meetings with various stakeholder groups expressing concern and/or support for implementation of the tool.

4a. Proposed Data Layer List and Survey

On July 19, the SoCal Greenprint's Proposed Data Layer List **(ATTACHMENT C)** list was posted online, and stakeholders were invited to provide feedback on specific data layers through a survey. This data listing currently provides background information on the proposed individual data layers that draw from diverse sources, including public agencies, universities, non-profit organizations, amongst others. Data is divided into six themes: Agricultural & Working Lands; Built Environment; Vulnerabilities & Resilience; Environmental Justice, Equity & Inclusion; Habitat & Biodiversity; and Water Resources.

SCAG staff was made aware of certain inoperable links to data on the Proposed Data Layer List. Staff determined that this was due to a technical error in converting the original Excel file into Portable Document Format (.pdf). All links were fully repaired and reposted by September 14, 2021.

The six themes and datasets were developed with robust stakeholder engagement throughout 2020 and during the first half of 2021 to ensure that the tool is crafted to address the information needs of developers, local planners, infrastructure agencies, community-based organizations, and conservation professionals. The SoCal Greenprint team has conducted regular engagements with over 60 advisors from these key user groups and other stakeholders through meetings with the project's Steering, Advisory, and Scientific committees, and have also completed interviews with 35 partners. Further, "Rapid Assessment" sessions have been conducted with a diverse array of organizations to identify their priorities and walk individual stakeholders through potential data outputs for inclusion in the SoCal Greenprint.

A survey was conducted to continue engagement with stakeholders and solicit additional feedback on individual data layers proposed to be included in the SoCal Greenprint. The survey builds on the project's continuous engagement process and was developed in response to the July 1, 2021 motion by SCAG's Regional Council to pause the implementation of the SoCal Greenprint and engage with stakeholders to consider and address concerns.

The survey was distributed widely and made publicly available between July 19 and August 13, 2021. SCAG sent the survey to more than 4,200 people, including all SoCal Greenprint advisors, city managers, clerks, council members, mayors, planning directors, planning staff, public works directors, representatives from the building industry, business councils, chambers of commerce, and others. The survey was also published on SCAG's website for any stakeholder or member of the public to access. Results of the survey show that:

- Thirty-three respondents submitted the survey. Users could comment on one or more layers, with 69 survey comments addressing 45 different data layers;
- Feedback on the data layers was generally positive: 75% of comments were supportive of the data layer(s), 13% offered suggestions to improve data layer(s) or consider additional data, 3%

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expressed a concern over the data layer(s), and no comments through the survey requested exclusion of specific data layer(s). Letters provided in lieu of the survey before the deadline identified less than five data layers with potential issues;

- When asked for feedback on concerns about the goal of the SoCal Greenprint, 53% of respondents reported no concerns about the goal and no respondents reported concerns. However, 12% of respondents expressed concerns over pausing or not completing the project and 18% of respondents expressed other concerns; and,
- When asked for feedback on general concerns about the SoCal Greenprint, 47% of respondents expressed concern over pausing or not completing the project, 27% expressed concern over the data content, 13% expressed other concern, and 13% expressed no concern.

Some stakeholders opted to provide written feedback on data layers independent of the survey. These letters requested that data and layers generated by universities and non-profit entities be removed from the tool. A request was also made for the tool's function to be narrowed so that it would apply only to lands designated for open space or agricultural uses in local general plans, and exclude lands where transportation projects have been included in Connect SoCal. SCAG's response to these concerns are included in section #5, SCAG RESPONSE TO COMMENTS.

4b. August 24th Public Hearing

SCAG held the first of two planned public hearings on August 24th, 2021 from 4pm to 6pm. After a presentation on the SoCal Greenprint from SCAG Staff, stakeholders had the opportunity to provide verbal comments. Written comments were also accepted from July 28th through the close of the hearing. A recording of the hearing can be found on the SCAG website, and written comments can be found in **ATTACHMENT B**.

A total of 34 speakers participated in the public hearing. An equal number of comments expressed support for the project to those who expressed concerns. Specifically:

- 41% expressed support;
- 41% expressed concerns;
- 9% expressed support and concerns; and
- 9% had general feedback or questions

Additionally, a total of 39 comment letters were received. Of the 39 letters, there were 35 unique respondents/letters. A significant majority of the comment letters received were supportive of the project.

- Of the 35 letters, 74% of letters were supportive and 26% expressed concerns;
- Most letters did not address specific data layers and provided more general comments and/or concerns; and
- Of the 35 letters, 17% of letters addressed specific data layers and 2 letters requested including additional data layers.

Common general concerns included:

- Broken or inaccessible links to background information on the data layers, which were subsequently repaired and reposted by SCAG on September 14, 2021;
- Inclusion of non-governmental data sets;
- Data credibility and transparency;

- Process challenges such as CEQA litigation;
- Perceived conflicts with other regional development goals; and,
- Exclusion or inclusion of certain data.

Common general comments included: support for the inclusion of an equity section and data; reiteration of the SoCal Greenprint's goals and expectations; expected housing and transportation service needs; support to advance sustainable development and conservation amid environmental challenges (e.g., climate change); and the importance of including data on essential infrastructure, natural resources, and climate change impacts.

4c. Stakeholder Meetings

SCAG staff made presentations on the SoCal Greenprint to the Technical Working Group (TWG) on July 15 and September 30, and hosted a special hour-long workshop for TWG members on July 29. At this workshop, participants were given an in-depth overview of the data and technical aspects of the tool and had an extended question and answer period with SCAG and TNC staff. SCAG staff also made a presentation on the SoCal Greenprint to the Global Land Use & Economic (GLUE) Council meeting on August 9, and included the topic on their October 4 meeting agenda. Members were invited to provide feedback.

SCAG staff and leadership have also been engaging in one-on-one meetings with stakeholders. On August 16, SCAG's Board Officers and staff met with representatives from the building industry, with a follow-up meeting on September 13. Building industry representatives expressed concerns about moving forward the Greenprint without reevaluating several of its proposed data layers and expressed concern in havening the tool include lands designated for open space or agricultural uses in local general plans, and exclude lands where transportation projects have been included in Connect SoCal. On August 18, SCAG's Board Officers and staff met with representatives of environmental and architecture organizations, who emphasized the importance of removing the current pause on tool implementation and developing the Greenprint as identified in Connect SoCal and the PEIR.

TNC and SCAG staff have also met with stakeholders who responded to the survey to address any questions about the Proposed Data List and listen to comments and concerns about proposed data layers.

5. SCAG RESPONSE TO COMMENTS

Since the project kicked-off in January 2020, SCAG has received multiple letters expressing concerns or support for the SoCal Greenprint, in addition to verbal comments made during the Public Hearing on August 24th. The following is an overview of frequently cited concerns, with SCAG's response:

5a. Is the SoCal Greenprint a plan that will dictate local land use decisions?

The SoCal Greenprint will not be a policy document, plan, regulation, manual, or report. As with the region's adopted 2020 Sustainable Communities Strategy (contained within the Connect SoCal plan), it will be non-regulatory, optional resource providing convenient access to multiple datasets that can help inform local land use decisions. The tool will provide access to existing data to inform interactive maps and summary reports generated by user-derived priorities. It will not be a regulatory document that is intended to limit or restrict land use decisions made by local jurisdictions. Consistent with the Connect SoCal PEIR mitigation measures referenced previously, the SoCal Greenprint is being developed as an optional GIS-based mapping tool that permits users at their own discretion to view and summarize data

related to agriculture and working lands, the built environment, vulnerabilities and resilience, environmental justice and equity, habitat and biodiversity, and water resources in a user-defined area. Nothing requires a local agency or governmental jurisdiction to use the SoCal Greenprint for land use planning.

5b. Will local jurisdictions need to align data used in general plans and environmental assessments with the SoCal Greenprint?

Foremost, local jurisdictions have land use authority and are therefore best equipped to make decisions on what data is utilized for local planning initiatives, including general plans and environmental assessments. The SoCal Greenprint tool is not a regulatory program or plan, and local jurisdictions have no obligation whatsoever to use or consult the SoCal Greenprint tool as part of their planning process. The SoCal Greenprint tool will make it easy for users to view a range of publicly available, existing data sets that may or may not be the same as those datasets used by local jurisdictions in their environmental assessments. Further, the SoCal Greenprint will be utilizing datasets that have regional coverage, and local jurisdictions may be better suited to identify datasets with more precision at smaller scales (e.g. parcel, neighborhood, and community levels). SCAG will convey to users that local jurisdictions are the authority on land use decisions and data selected for local planning in the tool through inclusion of disclosure language that users must acknowledge when using the tool (as discussed further in section 6e). The SoCal Greenprint tool returns data results based on user inputs, which will vary based on user interest. As a result, local jurisdictions may use data sets of their choosing when completing environmental assessments. Users will be able to turn map layers on and off in the web map portion of the tool to better understand the overlap of different environmental resources in their area of interest. As previously noted, the SoCal Greenprint tool will not be a policy document, plan, regulation, manual, or report that establishes a course of action for local agencies and other stakeholders. It will be a resource that aggregates data that is already open, existing, and public information into a mapping tool. If a selected area of interest is too small for certain data to support, the data will deprecate and not be reported. In such cases, the summary report will include language saying that the area of interest is below the tool's acreage thresholds.

5c. There is concern that some of the data sources in SoCal Greenprint do not just identify data, but simply propose a best management practice, as a future course of action.

SCAG has solicited input from a number of stakeholders on the Proposed Data Layer List and will continue to work with strategic advisors, scientific advisors, and members of the Technical Working Group. One layer that has been flagged as a concern from these stakeholders is the "Tree Equity Score" data produced by American Forests, which calculates a score for all 150,000 neighborhoods and 486 municipalities in urban America. Each score indicates whether there are enough trees for everyone to experience the health, economic and climate benefits that trees provide. The scores are based on how much tree canopy and surface temperature align with income, employment, race, age and health factors. SCAG will be examining this layer for inclusion based on feedback provided, and will be seeking guidance on its potential exclusion from strategic advisors, scientific advisors, and members of the Technical Working Group in fall 2021.

5d. Why are non-governmental data layers generated by non-governmental organizations and universities included? Are layers from these non-governmental institutions vetted?

Consistent with the Connect SoCal PEIR mitigation measures, the SoCal Greenprint must utilize the best available scientific data. Best available science and data enables sound decisions based on current conditions, which is critical in a region that is continually changing. The majority of data sources used for the SoCal Greenprint are government sources. Other data sources include academic sources, many which are either peer reviewed, based on peer reviewed methods, or are used for official government purposes and thus have been vetted. Many datasets are the result of collaboration between government agencies, non-governmental organizations, and/or academic institutions. These datasets are often hosted by government agencies. Excluding non-governmental layers from the SoCal Greenprint would reduce the comprehensiveness of the tool and ignores general tenets of sound planning.

In several instances, non-governmental organizations were contracted by governmental agencies to develop datasets due to their expertise in a particular area of science and geographic information systems. Of the layers included in the Proposed Data Layer List, more than 80% are developed by government institutions. Nearly 10% of layers in the Proposed Data Layer List are funded by governmental agencies, but authored by non-governmental organizations. The remaining layers that are produced by non-profit organizations and universities.

In many instances, non-governmental institutions are better equipped to develop data layers due to their scientific expertise and/or ability to collaborate across political boundaries. One example is the South Coast Missing Linkages data, which was developed by the non-profit organization SC Wildlands in collaboration with National Park Service, U.S. Forest Service, California State Parks, The Wildlands Conservancy, The Resources Agency, California State Parks Foundation, The Nature Conservancy (TNC), Santa Monica Mountains Conservancy, Resources Legacy Foundation, Conservation Biology Institute, San Diego State University Field Stations Program, Environment Now, Mountain Lion Foundation, and the Zoological Society of San Diego's Conservation and Research for Endangered Species, among others. Cross-border alliances were also formed with Pronatura, Universidad Autonoma de Baja California, Terra Peninsular, and Conabio. This layer was used for modeling purposes by SCAG in Connect SoCal is widely used by local governments and other actors to support decision-making on strategic conservation investments, and builds from a highly collaborative inter-agency effort to identify and conserve the highest priority linkages in the South Coast Ecoregion. Origination of the data layer by a non-governmental organization helped facilitate this collaboration between public and private entities.

5e. Will SoCal Greenprint be used or referenced by SCAG as part of the Intergovernmental Review Program (IGR)?

SCAG's Intergovernmental Review (IGR) Program is responsible for providing informational resources to regionally significant plans, projects, and programs per CEQA Guidelines Section 15206 to facilitate the consistency of these projects with SCAG's adopted regional plans, to be determined by the lead agencies. Informational resources include regional goals and policies, jurisdictional-level growth forecast and mitigation measures contained in the Program Environmental Impact Report. This process helps lead agencies to identify the project's impact on a regional scale and how the proposed project contributes to our region's plan and vision as SCAG is also the designated Regional Transportation Planning Agency under state law and is responsible for preparation of the Regional Transportation Plan (RTP) including the

Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. Informational resources such as SCAG's Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals, strategies and mitigations measures referenced in SCAG's comment letters during the Notice of Preparation (NOP) stage are provided as guidance for lead agencies for consideration during project development. Since the SoCal Greenprint is not an adopted plan, it will not be utilized for Intergovernmental Review.

5f. Are locally-approved General Plans included in the SoCal Greenprint?

Every four years, SCAG engages one-on-one with the 197 local jurisdictions in the region to develop a regional snapshot of general plan land uses, specific plan land uses, zoning, and existing land uses at the parcel-level for all areas in the SCAG region. Importantly, these layers include both local general plan codes and regional general plan standardized codes, and were shared with local jurisdictions for review and refinement in 2017 and 2018. These datasets are included for each county in the Proposed Data Layer List as items number 52 to 57, as described:

> *"This is SCAG's 2016 land use dataset developed for the Final Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including general plan land use, specific plan land use, zoning code and existing land use."*

5g. How will datasets be used in the tool?

Each dataset will be used in the same way on the SoCal Greenprint platform, to view data by one of several methods: (1) webmaps with individual/combined layers, (2) multi-benefit asset maps that combine data layers by theme, and (3) summary reports that explain data outputs for a user-generated area with more detail on each feature as follows:

1. An interactive **webmap function will allow users to view any individual data layer on its own, or a combination of layers**. Users turn on and turn off layers, or can adjust transparency based on what's important to them. These layers are already publicly available and downloadable from existing resources, either online or via request to the author or custodian of the data. The map merely permits users to aggregate these available data sets in a customizable and easy to use fashion. Layers will be shown in their native versions, and will not be altered;
2. **Multi-benefit asset maps** combine data layers along a common theme, and are used for visualization purposes. The application of this data is flexible and priorities are user driven, as users can toggle transparencies to see how benefits within that data theme vary by area based on what's important to them. This enables users to view data based on their unique needs and perspectives; and
3. Users can access **summary reports** for an area by drawing boundaries in the application or adding a shapefile with boundaries. The tool will **generate reports summarizing underlying data elements** in the area, and users can compare two areas side-by-side if desired. Summary reports and the underlying data will be available for download.

Beyond sorting data sets into relevant themes (Agriculture & Working Lands, Biodiversity & Habitat, Built Environment, Environmental Justice, Equity and Inclusion, Vulnerabilities and Ecological Resilience, and Water Resources), there is no separate or special use for individual datasets and the "use" of the data to populate the maps or summary reports will be based on users' selections.

Attachment: ATTACHMENT A - SoCal Greenprint Background and Analysis Report [Revision 2] (SoCal Greenprint Update)

5h. Planned High Quality Transit Areas (HQTAs) for year 2045 should be removed and the 2016 base year data should be utilized in its place.

SCAG will take this feedback and consider excluding planned HQTAs, with consultation from the Strategic and Scientific Advisors for the SoCal Greenprint as well as SCAG's Technical Working Group (TWG).

5i. Links to datasets are not working on the proposed data list that was posted online.

There were a handful of hyperlinks that were not working due to a technical error in converting the original Excel file into Portable Document Format (.pdf). The majority of the inoperable links were replaced with working ones on September 9, 2021. A few more were spotted subsequently, and the remainder were resolved on September 14, 2021.

5j. Is this project being rushed? What is the project schedule and delivery timeline?

Developing the SoCal Greenprint is a multi-year process and has included numerous opportunities for public input and involvement. The contract with TNC was approved at a public meeting of SCAG's Regional Council in June 2019 and the project kicked off in January 2020, with a planned launch of the tool during the first half of 2022, reflecting a more than two-year development process.

The Greenprint was included as a project feature and mitigation measure of the Connect SoCal plan, which was approved following numerous meetings and opportunities for stakeholder input. Since engaging in the project, SCAG has delivered multiple presentations and reports to policymakers and working group members including the Regional Council; Energy and Environment Committee; Community, Economic and Human Development Committee; Emerging Technologies Committee; Natural and Farm Lands Conservation Working Group; Technical Working Group; and the Global Land Use and Economic (GLUE) Council. Additionally, SCAG has continued the pause on project implementation for over 70 days to get more stakeholder feedback, well past the minimum 30 days. Timely completion and launch of the SoCal Greenprint is important to align with implementation of mitigation measures contained in the 2020 Connect SoCal PEIR and sufficiently in advance of the 2024 Connect SoCal Plan.

5k. Why was The Nature Conservancy Chosen as a Consultant for this Project?

The TNC has extensive experience and expertise in developing Greenprints in California that serve as easy-to-use resources to promote conservation. TNC is the only entity to have developed a large-scale regional web-based Greenprint tool specifically for use by local and transportation agencies. As a non-profit public charity, TNC's actions are designed to benefit the public.

5l. What are the SoCal Greenprint related Connect SoCal PEIR Mitigation Measures and what are SCAG's required actions?

As a mitigation measure for the Connect SoCal plan, the SoCal Greenprint will provide the best available scientific data to help local jurisdictions and transportation agencies make better land use and transportation infrastructure decisions that can support conservation of natural and farm lands.
Further, the SoCal Greenprint will help SCAG, municipalities, conservation groups, and developers to prioritize lands for future conservation to support advanced mitigation in established and forthcoming transportation measures as well as the development of advanced mitigation programs.

Attachment: ATTACHMENT A - SoCal Greenprint Background and Analysis Report [Revision 2] (SoCal Greenprint Update)

Regarding the comment that the SoCal Greenprint should apply only where the respective local jurisdiction has identified areas as permanent open space/agricultural land, and should exclude lands where transportation projects have been included in Connect SoCal, it is important to understand the precise language of the PEIR, and its call for advanced mitigation. The specific PEIR mitigation measures referencing the need to establish the SoCal Greenprint are included here:

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

Advanced mitigation is a "science-based approach to identify mitigation opportunities to support regional conservation priorities. By considering mitigation development early in the planning process prior to design and permitting phases, proponents can identify higher-quality mitigation opportunities" [5] Identifying mitigation opportunities early in the planning stages can reduce costs for projects, and can also reduce uncertainty in the CEQA process. Advanced mitigation involves identifying areas that are rich in habitat value that are not presently preserved for conservation. In supporting the future conservation of these lands elsewhere in the region, environmental impacts from a project in an immediate vicinity can be mitigated. In pursuing advanced mitigation, local stakeholders should use the best available scientific information to identify areas that are valuable for habitat value but are not presently conserved.

Limiting the utility of the SoCal Greenprint tool and/or narrowing its data accessibility or applicability to only select areas within the region (e.g. lands designated for open space or agricultural uses in local general plans, or excluding lands that cover Connect SoCal transportation projects) would effectively negate its utility for advanced mitigation purposes. Regional advanced mitigation opportunities would be hamstrung since users would not be able to identify areas apt for conservation using the tool – especially areas that would be in close proximity to transportation projects. Since the SoCal Greenprint could

[5] California Department of Fish and Wildlife

connect stakeholders across political boundaries, it can also be a strong tool to identify areas apt for conservation in one county when a project falls in another.

5m. Pertinence of California Environmental Quality Act (CEQA)

Concerns have been raised about how the use of the SoCal Greenprint's data sets and tool may impact a project's CEQA analysis. Please see the attached correspondence from Margaret Sohagi, Esq., the principal of The Sohagi Law Group, who has been retained to render an opinion on this matter **(ATTACHMENT F).**

5n. Data Vetting Criteria

After many rounds of consultation with the SoCal Greenprint Scientific and Strategic Advisors, as well as other stakeholders, data will be selected for potential inclusion by SCAG staff through ongoing consultation with stakeholders and the consultant team and must meet all the following criteria:

- Data must be publicly available, meaning that existing datasets are available online or can be accessed if requested and/or licensed;
- Data was vetted for inclusion by the SoCal Greenprint Scientific Advisors; and
- Data would support decision-making from the five key user groups identified through the planning process (planners, infrastructure agencies, developers, community-based organizations, and conservation organizations) based on suggestions and feedback from Science and Strategic Advisors.

Importantly, stakeholder engagement helped match user needs with data availability. For example, developers and builders indicated that it would be useful to understand where existing infrastructure such as utility lines are located to make it easier to understand where it would be more efficient and affordable to build new development. Other data additions made by stakeholder input include data from CalEnviroScreen that helps local leaders understand the relationship between socioeconomic factors and environmental hazards. For additional information on the SoCal Greenprint's data vetting process, please refer to **ATTACHMENT G.**

5o. Data Citation Requirements

The SoCal Greenprint will include an extensive glossary that cites the data sources, explains the data, and offers guidance on how the information can be used.

Consistent with SCAG's past and current practice, all data layers included in the SoCal Greenprint will feature individual background information on methods, limitations, sourcing, as well as guidance on their proper use, including:

- A narrative glossary definition explaining what the measure is in user-friendly terms;
- A description of the methodology used to include the data. If any more complex formulas were used, those will be detailed;
- Names, URLs, and last-updated date for data source(s). Usually a single source, but in rare instances one measure might draw on two data sources. In all cases, URLs will link back to the original source of the data; and
- Minimum reporting size. Where data is accurate at larger areas but not smaller, we will display the minimum reporting size alongside the glossary entry. (Note that this reporting threshold will

Attachment: ATTACHMENT A - SoCal Greenprint Background and Analysis Report [Revision 2] (SoCal Greenprint Update)

be used in the tool to hide reporting for measures that are not precise enough for a given area of interest report).

Further, layers will be combined in a single database for external use through an Automated Programming Interface (API), and the database will include metadata consistent with the Geospatial Metadata Standards and Guidelines established by the Federal Geographic Data Committee (FGDC), as such:

- Identification Information (originator, publication date, title, abstract, purpose, time period for content, currentness, progress, maintenance, etc.);
- Data Quality Information (attribute accuracy, completeness, positional accuracy, etc.);
- Spatial Data Organization Information (indirect spatial reference for locating data without using coordinates);
- Spatial Reference Information (geographic coordinate system, latitude and longitude, etc.);
- Entity and Attribute Information (detailed description of dataset, overview description, attribute domain values, etc.);
- Distribution Information (contact information for the individual or organization that distributes the data, a statement of liability assumed by the distributing individual or organization); and
- Metadata Reference Information (date metadata was written, contact information for the metadata author, metadata standard, metadata access constraints, metadata use constraints).

6. PROPOSED NEXT STEPS TO ADDRESS STAKEHOLDER CONCERNS

SCAG recommends the following steps and actions in order to address stakeholder concerns:

6a. Removal and/or replacement of data layers

As previously noted, the complete list of proposed data layers has been made publicly available and SCAG collected feedback via survey on the inclusion of individual layers **(ATTACHMENT C & D).** The Proposed Data Layer List is not final, and SCAG staff is actively evaluating stakeholder comments and concerns about specific data sets. SCAG will consider removal or replacement of data layers with alternative datasets based on the recommendations and concerns raised by stakeholders. Ultimately, SCAG staff, in consultation with the SoCal Greenprint's Scientific and Strategic Advisory Committees, will determine which proposed data layers will be available in the Greenprint tool.

After hearing concerns from stakeholders and applying data vetting criteria, SCAG staff have decided to remove the Antelope Valley Regional Conservation Investment Strategy (AVRCIS) Cores and Linkages dataset from consideration for the final list of data layers. This decision was made since the AVRCIS has not received approval from the California Department of Fish and Wildlife.

It is important to emphasize that over 50 data sets were removed from consideration prior to the release of the Proposed Data Layer List for a number of reasons, including but not limited to:

- Datasets did not meet the criteria listed above;
- Advisors noted concerns about limitations or incompleteness of the data; and
- Data elements could be replaced with a similar, but superior dataset

The full list of data sets removed from consideration for the Proposed Data Layer list can be found in **ATTACHMENT E**.

6b. Consultation with SCAG's Technical Working Group

After revising the Proposed Data Layer List according to stakeholder feedback, SCAG staff will present the revised list to the Technical Working Group (TWG) for further consultation on revisions to data layers for inclusion in the tool. The Charter for the Technical Working Group can be found on SCAG's webpage at https://scag.ca.gov/technical-working-group.

6c. Advisory Committee Meeting for final Data Layer List Review

After receiving feedback from the TWG, SCAG will make recommendations for layer adjustments and subsequently seek feedback from project stakeholders and Scientific Advisors at an open project Advisory Committee meeting. From there, SCAG staff will determine the final list of data layers to include in the SoCal Greenprint.

6d. User Acceptance Testing

Should the pause be lifted, SCAG will conduct User Acceptance Testing (UAT), specifically live application beta testing, where at least 10 targeted stakeholders will test a draft version of the tool to identify any issues with functionality before it is completed and publicly launched. Included in the SoCal Greenprint's Scope of Work, User Acceptance Testing (UAT) is an important process necessary to draft the tool and engage with stakeholders on its refinement.

6e. Development and Inclusion of Disclosure and User Acknowledgment Language

To emphasize to users that the SoCal Greenprint is a non-regulatory tool with no bearing on land-use decisions made by local agencies or property owners, stakeholders requested that SCAG include disclosure language in the tool. The final, publicly available version of the tool will include a pop-up screen displaying disclosure language. Prior to using the tool, users will be required to click an "I understand/acknowledge" box.

6f. Regular updates to SCAG Energy and Environment Committee

Should the pause be lifted, during the development process and after its release, SCAG staff will provide quarterly updates to the Energy and Environment Committee.

6g. Staff Recommended Action

To ensure these activities can be completed, staff is recommending that Regional Council remove the pause on Greenprint implementation as directed on July 1, 2021, and direct staff to:

1. *Proceed with developing the SoCal Greenprint as identified in Connect SoCal and its associated Program Environmental Impact Report (PEIR);*
2. *Include features in the SoCal Greenprint to convey limitations and foster its proper use, such as a disclosure statement and mandatory user acknowledgement feature;*
3. *Conduct an open advisory meeting for further review and revision of data layers;*

4. *Remove datasets for inclusion in the tool if they are not publicly available (i.e. layers are accessible for download online, or are downloadable via request and/or license to the author or custodian of the data);*
5. *Complete prospective user testing with at least ten stakeholders representing the diverse array of potential users to ensure that the tool is working and functional as developed with targeted audiences;*
6. *Engage in continued public outreach as described at the July 1, 2021 RC meeting; and*
7. *Return to the Regional Council and Energy & Environment Committee once prospective user testing is complete to demonstrate the tool and seek feedback prior to public launch.*

Attachment B

Written Comments from the August 24, 2021 Public Hearing

List of Organizations that Submitted Comment Letters
Active SGV
American Institute of Architects
Belinda Faustinos, Nature for All
Bowman Change, Inc.
Building Industry Association of Southern California
California Department of Transportation (Caltrans)
California League of Conservation Voters
Center for Demographic Research
Central Coast Alliance United for a Sustainable Economy
City of Mission Viejo
Coalition A (Climate Resolve, Endangered Habitats League, California YIMBY, Everyone In, Natural Resources Defence Council, Abundant Housing LA, Center for Biological Diversity, The Climate Reality Project Los Angeles Chapter, League of Women Voters of Los Angeles County)
Coalition B (Amigos de Bolsa Chica, Amigos de los Rios, Ballona Wetlands Land Trust, Banning Ranch Conservancy, Bolsa Chica Land Trust, California Chaparral Institute, California Cultural Resource Preservation Alliance, California Native Plant Society – Orange County Chapter, California Wildlife Foundation/California Oaks, Center for Biological Diversity, Coachella Valley Waterkeeper Defenders of Wildlife, Diamond Bar-Pomona Valley Task Force of the Sierra Club, Endangered Habitats League, Fallbrook Land Conservancy, Friends of Coyote Hills, Friends of Harbors, Beaches and Parks, Hills For Everyone, Hobo Aliso Task Force of the Sierra Club, Huntington Beach Tree Society, Inc., Inland Empire Waterkeeper, Laguna Ocean Foundation, League of Women Voters of Orange Coast, Los Angeles, Santa Monica Chapters of the California Native Plant Society, Los Cerritos Wetlands Land Trust, Natural Resources Defense Council, Naturalist For You – Santa Ana Mountains Wild Heritage Project, Orange Coast River Park, Orange County Interfaith Coalition for the Environment, Orange County League of Conservation Voters, Orange County Coastkeeper, Pomona Valley Audubon Society, Puente-Chino Hills Task Force of the Sierra Club, Residents for Responsible Desalination, Responsible Land Use (Diamond Bar), Rio Hondo Group of the Sierra Club, Rural Canyons Conservation Fund, Saddleback Canyons Conservancy, Sea and Sage Audubon Society, Surfrider – Newport Beach Chapter, Surfrider – South Orange County Chapter, Surfrider LA, The Trust for Public Land, Tri-County Conservation League, Ventura Land Trust, Wild Heritage Planners, Women 4 Orange County)
Coalition C (Southern California Leadership Council, Los Angeles County Business Federation (BizFed), Orange County Business Council, Inland Empire Economic Partnership, Los Angeles Area Chamber of Commerce, Rebuild SoCal Partnership, Engineering Contractors' Association Southern California, Contractors Association, San Gabriel Valley Economic Partnership, Santa Clarita Valley Chamber of Commerce, Hispanic 100, Long Beach Area Chamber of Commerce, Torrance Area Chamber of Commerce, Southern Orange County Economic Coalition, Ventura County Coalition of Labor, Agriculture and Business (CoLAB), Construction Industry Air Quality Coalition / Construction Industry Coalition on Water Quality, NAIOP SoCAL Chapter, North Orange County Chamber of Commerce)

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Coalition for Clean Air
Communities for a Better Environment
Construction Industry Air Quality Coalition
Council of Mexican Federations
Diamond Bar - Pomona Valley Sierra Club, Angeles Chapter
Endangered Habitats League
Friends of Harbors, Beaches, and Parks
Inland Empire Resource Conservation District
LA Conservation Corps
Los Angeles Alliance for a New Economy
Maria del Carmen Lamadrid
Mojave Desert Land Trust
Orange County Transportation Authority
Orange County Business Council
Peoples Collective for Environmental Justice
Pitzer College - Robert Redford Conservancy
Puvungna Wetlands Protectors; Sierra Club's Los Cerritos Wetlands Task Force
Santa Clara Valley Transportation Authority
Stephanie Pincetl, UCLA Institute of the Environment and Sustainability
Tejon Ranch Company
US Green Building Council Los Angeles
Warehouse Workers Resource Center

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

ADVISORY BOARD

Vincent Chang

David Diaz

Rafael Gonzalez

Yvette Martinez

Stepriane Ramirez

Wesley Reutimann

Chris Tran

August 19, 2021

Clint Lorimore
Regional Council President
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

RE: SUPPORT | SoCal Greenprint

Dear SCAG President Lorimore,

As a place-based community organization dedicated to realizing a more sustainable, equitable, and livable San Gabriel Valley, ActiveSGV supports the SoCal Greenprint to create a free, easy-to-use resource for community stakeholders like our organization.

California is in the midst of unprecedented wildfires, extreme drought conditions, worsening air quality, and other serious health and safety challenges. Faced with these crises it is imperative that we advance efforts to accelerate sustainable development and environmental best practices. SoCal Greenprint has the potential to help Southern California along this path. By compiling more than 100 sources of publicly-available data into a tool that helps stakeholders visualize how to build healthier communities, the project can help us make smarter, more cost-effective decisions at the local, regional, and state level.

Given the time-sensitive nature of the challenges facing us, ActiveSGV urges SCAG to keep the SoCal Greenprint on track for a Fall 2021 launch. Time is of the essence. The impacts of the climate crisis are already being felt more severely than forecasted across the state. Improving access to data and information is a simple step SCAG can take to help key stakeholders across southern California make better decisions in the months and years ahead. As a place-based organization focused on some of the most pollution-burdened communities in California, which deals with the outcomes of discriminatory land-use and transportation planning on a daily basis, ActiveSGV finds special value in the inclusion of an equity section that focuses on the unique challenges and needs of these communities. This is especially important as these very communities are also the most susceptible to the impacts of global warming and the least prepared to mitigate its effects at the local level.

We encourage SCAG to advance the SoCal Greenprint project and support cities in making sustainable, equitable development the new norm in southern California.

Thank you,

David Diaz, MPH
Executive Director

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

From: Will Wright [redacted]
Sent: Tuesday, August 24, 2021 2:04 PM
To: SCAG Green Region
Subject: Support for SoCal Greenprint Initiative

Follow Up Flag: Follow up
Flag Status: Completed

Honorable Clint Lorimore
President, Regional Council
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: SUPPORT for SoCal Greenprint Initiative

Dear Hon. Clint Lorimore and the Board of Directors,

As the Director of Government & Public Affairs for the Los Angeles Chapter of the American Institute of Architects, I am writing to share strong support for the SoCal Greenprint Initiative.

With investment and implementation from SCAG, the SoCal Greenprint will serve as an important tool for policymakers and civic officials to gain insight into specific information about the land-sue strategies.

The SoCal Greenprint provides the information and resources we need for the region to make smarter and more reliable decisions that will improve the sustainability of our environment and economic systems while planning for growth. Given the challenges that lie ahead, we know that our planning has to be smarter and focused on protecting our treasured natural resources.

Data can help us make better decisions and Southern California has no time to waste in proactively building for a better future. Heat waves, wildfires and chronic poor air quality have made it clear that climate change is a challenge that requires data, action, and visionary leadership.

I encourage you to support this initiative and to invest in additional strategies and tools that will allow all of us to have greater access to information about our region.

Very truly yours,

Will Wright, Hon. AIA LA
Director, Government & Public Affairs
American Institute of Architects, Los Angeles Chapter
Architecture for Communities Los Angeles
3780 Wilshire Blvd, Suite 701, Los Angeles (Yaangna), CA 90010
[redacted]
www.aialosangeles.org

instagram: @aia_la
twitter: @AIALosAngeles

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

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Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

August 19, 2021

Honorable Clint Lorimore
President, Regional Council
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: SoCal Greenprint

Dear SCAG President Lorimore,

I have been honored to serve on the SoCal Greenprint Advisory Committee and applaud the efforts of SCAG in undertaking this effort which will substantively benefit regional planning for all stakeholders. The advisory committee represents a broad range of interest groups who have been actively engaged in providing input on development of this GIS tool.

Therefore I am deeply concerned about the July 1 discussion about the future of the SoCal Greenprint, I urge the SCAG Regional Council to keep the project on track and ensure that the free, interactive, easy-to-use resource is completed in time to make it possible to plan for the sustainable growth needed to build a healthy and vibrant Southern California.

The SCAG Regional Council's efforts to ensure that there is rigorous debate and substantive public input for the launch of the informational resource tool welcomed, clearly this needs to be a tansparent process. However, it is essential that the plan move forward in order to make more than 100 publicly available data sources available via interactive maps to make it easier to integrate nature into the future growth and development of the region.

The data layers chosen were selected based on feedback provided on what information is essential to the five primary stakeholders that will be building the future of the region: developers, planners, government agencies, community organizations and conservation professionals. Data such as the location of essential infrastructure like sewage lines, where wildfires have historically occurred, groundwater sources and where tree canopies are located are among the maps that will make it clear what the most efficient locations are for building new housing, what natural resources need to be protected and the climate change impacts that need to be considered to build resilient communities.

Access to information will make it easier to build the housing needs required to sustain an economically dynamic region, and that is what the SoCal Greenprint offers. It does not establish new rules, create new regulations or alter existing data, as some opponents have claimed. It was built by experts on environmental stewardship and data, with transparent input from a diverse number of stakeholders, including the building industry, to make it a free, useful and optional resource to protect the environmental assets of the region.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

I enthusiastically support the project and agree that it is important to listen to other stakeholders who may have additional feedback to strengthen the usefulness of the tool. However, I hope that the Aug. 24 public hearing and subsequent action serve as a way to improve the tool and process and not derail it. At a time when the threats of climate change – including drought, wildfire, environmental degradation and air quality – are clearer than ever, now is not the time to ignore the information that will empower us to make smarter decisions.

Thank you,

Belinda Faustinos
Retired Executive Director
Nature for All

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

bowman.change

August 20, 2021

Honorable Clint Lorimore
President, Regional Council
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: SoCal Greenprint Initiative

Dear SCAG President Lorimore,

As a local business, we are reaching out to thank the Southern California Association of Governments for its visionary move to sponsor the development of the SoCal Greenprint project. We strongly urge the organization to keep the project on track for a Fall 2021 launch.

There is no question that Southern California as a region will continue to expand and develop in the years to come. Southern California needs additional housing and transportation services to help it continue to be an economically vibrant region. Bowman Change, Inc. is a supporter of the SoCal Greenprint because it elevates existing data to help decision makers and stakeholders like ourselves understand how to best integrate nature into the future growth and development of the region.

The SoCal Greenprint is a tool that is in line with SCAG and the region's leadership in ensuring that our continued growth is done so in a sustainable way that prepares our communities for the climate challenges that lie ahead. As a region, Southern California is connected by watersheds, wildlife corridors, air quality issues and economic activity that is not constrained by jurisdictional boundaries. The SoCal Greenprint will help our organization and others overcome those boundaries to promote smart regional planning that also makes sense locally. We appreciate the opportunity to leverage the SoCal Greenprint's data to understand how to better plan and prepare for a collective future of growth and environmental leadership.

We appreciate the opportunity to express our support for the continued development of the SoCal Greenprint as part of the August 24 public hearing. We urge you to take the feedback collected to strengthen the tool and develop the resource we need for sustainable growth in Southern California.

Thank you,

Tom Bowman
President

283 Argonne Avenue
Long Beach, California 90803
562-572-3317
bowmanchange.com

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Greenprint Survey Response
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: SoCal Greenprint Themes and Data Survey

On behalf of the Building Industry Association of Southern California (BIASC), thank you for the opportunity to continue our conversation on the SoCal Greenprint. Our concerns with the Themes and Data proposed for the SoCal Greenprint span generally across all data sets and in an effort to reduce repetitive survey submissions, we submit the following comment:

1. **Require Transparency.** The planned content of Greenprint must be fully disclosed, inclusive of all "factors" chosen to "map" what SCAG's Greenprint team has concluded is a "constraint" on development in the region, along with the agency, academic, NGO, or other "open source" which developed either the factor, the mapping criteria to measure the factor, or the actual maps that apply each factor. On July 28, 2021 an email was sent that offered the first disclosure of the proposed data list that will be used to create the SoCal Greenprint's interactive maps. This was an important first step that must be continued, in real time, as changes are made to data points proposed for inclusion within the SoCal Greenprint.

2. **Require Accountability.** As stated on the SoCal Greenprint website, once developed, the SoCal Greenprint will be an "online mapping tool to help stakeholders prioritize lands for growth and conservation based on the best available scientific data." The July 28th Proposed Data Layer List includes multiple sources that offer data from private organizations and/or data that has not been peer reviewed or credibly vetted, preventing it from being called scientific data. Inclusion of such data sets in the SoCal Greenprint impart the credibility of the SCAG organization to it and as such, create significant new information that can be used in CEQA challenges. To avoid this concern, all data points included in the SoCal Greenprint must, at a minimum, be from official Government sources.

3. **Right-Size Scope.** Unless otherwise directed by Regional Council Resolution, "Greenprint" shall be applied only to lands designated for open space or agricultural uses in local General Plans, excluding such lands for which transportation projects have been included in the SCAG Regional Transportation Plan (2020). The proposed boundaries of "Greenprint" mapping shall be disclosed within 30 days of the Regional Council direction, and the full draft content of Greenprint shall be disclosed no later than 60 days prior to Regional Council action to approve the final version of Greenprint for its use, as required by Connect SoCal's Program EIR Agricultural and Biological Resource Mitigation Measures, to identify which of the open space and agricultural lands designated in locally-approved General Plans can also provide agricultural and biological resource mitigation for implementation of the Regional Transportation Plan, and local General Plans.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

From: Appiah, Francis O@DOT [redacted]
Sent: Tuesday, August 24, 2021 4:40 PM
To: SCAG Green Region
Subject: Supporting the Greenprint

Hello,
My name is Francis Appiah, Senior Environmental Planner and Mitigation Specialist with Caltrans. I am here to express my support for the SoCal Greenprint project and underscore the importance of data in planning for the future transportation needs of the state and region.

As Connect SoCal made clear, the future of the region's vitality and continued economic prowess depends on building enough homes and ensuring that the transportation network supports the region's mobility needs. That will mean increasing transportation options, continuing to expand the region's transit network and ensuring that roads and highways are safe and maintained.

Transportation projects and smart environmental planning go hand-in-hand. At Caltrans, we understand that any transportation project must consider how to best integrate nature and protect essential natural resources. A tool like the SoCal Greenprint will provide essential information to give us a baseline view of how projects can impact the natural environment and how to be efficient in our planning and development.

Access to information will make it easier for us to identify early challenges, proactively work with community members to build awareness and support, and better understand how to make our projects sustainable. We currently rely on many of the data sources that will be available in the SoCal Greenprint and making them publicly available in one easy-to-navigate location will be an invaluable resource to any planner, transportation agency or developer building any development project in the region.

We urge you to complete the SoCal Greenprint and make the resource widely available to all stakeholders.

Thank you,

Francis Appiah
Mitigation Specialist
Department of Transportation
Division of Environmental Planning
100 S. Main Street, Los Angeles, CA 90012
[redacted]

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

From: Appiah, Francis O@DOT [redacted]
Sent: Tuesday, August 24, 2021 5:08 PM
To: SCAG Green Region
Subject: Greenprint Support

Hello,
As a Senior Environmental Planner and Mitigation Specialist with Caltrans; I am here to express my support for the SoCal Greenprint project and underscore the importance of data in planning for the future transportation needs of the state and region.

1. As a State Transportation Agency in a busy SCAG Region, having a Greenprint in this region will assist us to plan future projects within the region by considering resources available within the region either to improve the resources or protect them using our best management practice that will bring benefits to these highlighted by this Greenprint.

2. Future Caltrans projects must consider the current issues such sea level rise, adaptation, and resiliency within the SCAG's Region. Having Greenprint in the region will help us to prioritize and address these issues during project planning stages before implementation.

3. Greenprints will allow Caltrans to plan for multiple benefits projects within the region, and as a result, we can create partnerships among practitioners, unlock different funding sources, inform smart growth, and lead to durable and lasting results at many levels and in many sectors.

4. A transportation agency within a data driven Region like ours, A tool like the SoCal Greenprint will provide essential information to give us a baseline view of how projects can impact the natural environment and how to be efficient in our planning and development.

Therefore, we urge you to complete the SoCal Greenprint and make the resource widely available to all stakeholders.

Francis Appiah
Mitigation Specialist
Department of Transportation
Division of Environmental Planning
100 S. Main Street, Los Angeles, CA 90012
[redacted]

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

From: Appiah, Francis O@DOT [redacted]
Sent: Tuesday, August 24, 2021 5:59 PM
To: SCAG Green Region
Subject: Favor the SoCal Greenprint

Hello,

After listening to many people talk with my coworker, I heard Housing shortage, but no affordable housing.
They did not mention capacity increase on roads and highways when these expensive houses are built.
As a staff to transportation agency, I am worry about our infrastructure network such Highways, freeways, bridges and more. Also, water crisis: The Developers and their associations who have concerns did not see water crisis in the SCAG region. One person was bold enough to say there is no shortage of open spaces, but we have seen wildlife such as mountain lions, bobcats, coyotes, to name few coming to residential areas. This means there is a shortage in open spaces, so we need to preserve the existing ones and make that information available for all SCAG citizens and our visitors. Think about future for all. We support the SoCal Greenprint. It has not new laws and it does not against development.
Lastly should SCAG tagged UCLA, or USC or UCSB or UCI or any of the institution in the SCAG Region, would the Developers accept or favor the Greenprint?
Thank you,

Francis Appiah
Mitigation Specialist
Department of Transportation
Division of Environmental Planning
100 S. Main Street, Los Angeles, CA 90012
Mobile: [redacted]

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

August 20, 2021

Honorable Clint Lorimore
President, Regional Council
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: SoCal Greenprint Initiative

Dear SCAG President Lorimore,

As an environmental organization, the California League of Conservation Voters writes to express our thanks to the Southern California Association of Governments for its visionary move to sponsor the development of the SoCal Greenprint project. We strongly urge the organization to keep the project on track for a Fall 2021 launch.

The California League of Conservation Voters represents over 130,000 members, with a mission to protect and enhance the environment and the health of all California communities by electing environmental champions, advancing critical priorities, and holding policymakers accountable.

There is no question that Southern California as a region will continue to expand and develop in the years to come. Southern California needs additional housing and transportation services to help it continue to be an economically vibrant region. The California League of Conservation Voters is a supporter of the SoCal Greenprint because it elevates existing data to help decision makers and stakeholders like ourselves understand how to best integrate nature into the future growth and development of the region.

The SoCal Greenprint is a tool that is in line with SCAG and the region's leadership in ensuring that our continued growth is done so in a sustainable way that prepares our communities for the climate challenges that lie ahead. The tool also ensures the legacy of development in Southern California is about advancing science and data in ways that will guide the development of healthy cities and places for all. As a region, Southern California is connected by watersheds, wildlife corridors, air quality issues and economic activity that is not constrained by jurisdictional boundaries. The SoCal Greenprint will help our organization and others overcome those boundaries to promote smart regional planning that also makes sense locally. We appreciate the opportunity to leverage the SoCal Greenprint's data to understand how to better plan and prepare for a collective future of growth and environmental leadership.

We appreciate the opportunity to express our support for the continued development of

california league of conservation voters / www.ecovote.org
▫ 350 Frank H. Ogawa Plaza, Suite 1100, Oakland, California 94612 / phone: 510.271.0900 / fax: 510.271.0901
▫ 6310 San Vicente Boulevard, Suite 425, Los Angeles, California 90048 / phone: 323.939.6790 / fax: 323.939.6791
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the SoCal Greenprint as part of the August 24 public hearing. We urge you to take the feedback collected to strengthen the tool and develop the resource we need for sustainable growth in Southern California.

Thank you,

Melissa Romero
Legislative Affairs Manager
California League of Conservation Voters

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

From: Diep, Deborah [redacted]
Sent: Monday, August 9, 2021 1:04 PM
To: Kimberly S. Clark <Clark@scag.ca.gov>
Cc: [redacted]
Subject: Greenprint feedback

Hi Kim,
As follow up to my phone message, I haven't been able to dedicate much time to the Greenprint, but I did notice in the attached document something that I've commented on in regard to other data elements.

The document attached lists SCAG as the source for multiple data points but doesn't differentiate between what the original source data was and how SCAG modified/aggregated/manipulated the data. An example is the land use data. These layers may be the land use categories that SCAG aggregated and standardized from the original source data from the jurisdictions, but the source or description should indicate that. The "SCAG Open Data Portal" isn't actually a source; it is the location of where the data can be found.

Original categories in attached document:
Source: SCAG Open Data Portal
Description: This is SCAG's 2016 landuse dataset developed for the Final Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including general plan landuse, specific plan landuse, zoning code and existing landuse.
Additional Information: …website link…

Recommended:
Source: 197 SCAG local jurisdictions' General Plan, specific plan, zoning and existing land use databases from ~2016-2017.
Description: This land use dataset was aggregated and standardized by SCAG from local jurisdiction land use information developed for SCAG's Final 2020 Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which includes general plan land use, specific plan land use, zoning code and existing land use (year 2016).
Additional Information/Location: SCAG Open Data Portal …website link…

BTW- the whole document needs to be proofed, e.g., land use is not one word, but is used as "landuse" throughout.

Let me know if you have any questions.
Thanks for the consideration.
Deborah

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Deborah S. Diep
Director
Center for Demographic Research
1121 N. State College Blvd., Suite 238
Fullerton, CA 92831-3014
[redacted]
www.fullerton.edu/cdr

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Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Central Coast Alliance United for a Sustainable Economy
CAUSE regional power in action

BOARD OF DIRECTORS
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Zuleth Lucero

Policy Advocates
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Frank Rodriguez
Rebeca Garcia
Maria Navarro

August 24, 2021

Honorable Clint Lorimore
President, Regional Council
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: SoCal Greenprint

Dear SCAG President Lorimore,

CAUSE is an organization that works to support environmental restoration efforts to enhance equitable access to green space in "park-poor" communities like Oxnard and Santa Paula facing severe health and environmental disparities. Accessing data about existing green space access in our communities is vital to our work. Furthermore, as a community in Ventura County which has been hard-hit by wildfires in recent years, engaging our residents to understand risk and build resilience to natural disasters is more important than ever.

Following the July 1 discussion about the future of the SoCal Greenprint, we urge the SCAG Regional Council to keep the project on track and ensure that the free, interactive, easy-to-use resource is completed in time to make it possible to plan for the sustainable growth needed to build a healthy and vibrant Southern California.

We appreciate the SCAG Regional Council's efforts to ensure that there is rigorous debate and substantive public input for the launch of the informational resource tool that will make more than 100 publicly available data sources available via interactive maps to make it easier to integrate nature into the future growth and development of the region. We represent one of the more than 60 organizations from across the six counties that have provided feedback and input to get the SoCal Greenprint to where it is today.

The data layers chosen were selected based on feedback provided on what information is essential to the five primary stakeholders that will be building the future of the region: developers, planners, government agencies, community organizations and conservation professionals. Data such as the location of essential infrastructure like sewage lines, where wildfires have historically occurred, groundwater sources and

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

where tree canopies are located are among the maps that will make it clear what the most efficient locations are for building new housing, what natural resources need to be protected and the climate change impacts that need to be considered to build resilient communities.

Access to information will make it easier to build the housing needs required to sustain an economically dynamic region, and that is what the SoCal Greenprint offers. It does not establish new rules, create new regulations or alter existing data, as some opponents have claimed. It was built by experts on environmental stewardship and data, with transparent input from a diverse number of stakeholders, including the building industry, to make it a free, useful and optional resource to protect the environmental assets of the region.

We are eager for the opportunity to reiterate our support for the project and listen to other stakeholders who may have additional feedback to strengthen the usefulness of the tool. However, we hope that the Aug. 24 public hearing and subsequent action serve as a way to improve the tool and process and not derail it. At a time when the threats of climate change – including drought, wildfire, environmental degradation and air quality – are clearer than ever, now is not the time to ignore the information that will empower us to make smarter decisions.

Thank you,

Maricela Morales, Executive Director
CAUSE (Central Coast Alliance United for a Sustainable Economy)

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

City of Mission Viejo

Community Development Department

Trish Kelley
Mayor

Wendy Bucknum
Mayor Pro Tem

Brian Goodell
Council Member

Greg Raths
Council Member

Ed Sachs
Council Member

Electronic Transmittal:
scaggreenregion@scag.ca.gov

August 13, 2021

Ms. Sarah Jepson
Planning Director
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, California 90017

Subject: City of Mission Viejo Comments: SoCal Greenprint

The City of Mission Viejo appreciates the opportunity to review and provide initial comments on the proposed data layers for SCAG's SoCal Greenprint project, and our key comments are enclosed. We sincerely hope that SCAG's exploration and SCAG's responses to the provided questions and comments, will help the targeted stakeholders – including local jurisdictions and the building community – better understand the proposed scope and application of SoCal Greenprint.

We also appreciate the assistance that SCAG staffmembers Kimberly Clark and India Brookover have provided to us on requested background information on SoCal Greenprint.

Should you have any questions on the City's comments, please do not hesitate to contact our consultant, Gail Shiomoto-Lohr.

Respectfully,

E. Lister

Elaine Lister,
Director of Community Development
City of Mssion Viejo

200 Civic Center • Mission Viejo, California 92691
http://cityofmissionviejo.org

949/470-3053
FAX 949/951-6176

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Attachment: City of Mission Viejo Comments: SoCal Greenprint

cc: Mayor Pro Tem Wendy Bucknum, SCAG Regional Council District 13 Representative
Mayor Trish Kelley, SCAG Transportation Committee Representative
Councilmember Greg Raths, SCAG Energy & Environment Committee Representative
Dennis Wilberg, City Manager
Mark Chagnon, Public Works Director
Larry Longenecker, Planning Manager
Rich Schlesinger, City Engineer
Jason Greenspan, SCAG, greenspan@scag.ca.gov
India Brookover, SCAG, brookover@scag.ca.gov
Kimberly Clark, SCAG, clark@scag.ca.gov
Marnie O'Brien Primmer, OCCOG Executive Director, marnie@occog.com
Nate Farnsworth, OCCOG TAC Chair, City of Yorba Linda, nfarnsworth@yorbalindaca.gov
Justin Equina, OCCOG TAC Vice-Chair, City of Irvine, jequina@cityofirvine.org
Warren Whiteaker, OCTA, wwhiteaker@octa.net

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Attachment
City of Mission Viejo Comments: SCAG SoCal Project Greenprint

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Technical Accuracy of Data Layer; Appropriateness of Including Additional Non-Resource Data Points in Any Proposed Data Layer

Question/Comment:
Does SoCal Greenprint consist of published data alone, or does it also apply published data to suggest a best management practice or mitigation action? If a SoCal Greenprint data layer proposes recommendations that result from the application of a published data layer, it is critical that the origin data be vetted for accuracy, to avoid incorrect or misrepresented conclusions. Further, the City of Mission Viejo questions the appropriateness of including non-resource data points in any proposed data layer. These topics are illustrated in the discussion of the proposed Tree Equity Score Data Layer (Data Layer #166), as outlined below:

Tree Equity Score Data Layer: #166 and Application to the City of Mission Viejo:
SoCal Greenprint includes Data Layer #166: Tree Equity Score, developed by American Forests (see Exhibit A). The SCAG data layer description says "The Tree Equity Score tool *calculates* a score for all 150,000 neighborhoods and 486 municipalities in urban America. Each score indicates whether there are enough trees for everyone to experience the health, economic and climate benefits that trees provide. The scores are based on how much tree canopy and surface temperature align with *income, employment, race, age and health factors*." [emphasis added].

The website for the Tree Equity Score explains its use of a 0 to 100 point system to identify how a community fares on the number of trees in the geographic census block group area, with a score of 100 representing tree equity. The first release of scores was conducted in June 2021, and includes cities and towns that have at least 50,000 people.

The City of Mission Viejo is included in the Tree Equity database. There is not a citywide tree score. The City's Tree Equity Score is based on a specific census block designation. The City's tree score ranges from a high of 94 for Census Tract 320.27 that also includes the City of Lake Forest, to a low of 36 for Census Block Group 320.223 that includes Saddleback Community College and the Arroyo Trabuco Golf Club. As illustrated in Exhibit B – a print out of the Tree Equity tool – for Census Block Group 320.223, the surface temperature is identified to be 100 degrees, with a current canopy cover of 14% and a recommended canopy cover goal of 48%. In addition, other indicators besides surface temperature have been factored into the development of the tree equity score. These additional indicators include Unemployment, a Health Index, a People in Poverty percentage, a Seniors (65+) percentage, a Children (0-17) percentage, and a People of Color percentage, as illustrated in Exhibit B.

City of Mission Viejo Comments:

1) Socioeconomic Data Points Used in Developing the Tree Equity Score: One of the stated objectives of SoCal Greenprint is to map and identify natural resources from already published data. Such a tool allows stakeholders, such as local jurisdictions and project applicants, to understand and achieve an early identification of the location of natural resources in the project study area, and from this inventory, to better plan a project with such natural resources in mind.

   The City of Mission Viejo expresses several concerns with the SoCal Greenprint Tree Equity Score data layer, as detailed below:

   a) In developing a Tree Equity Score for a census area, the data layer goes beyond just the identification of natural resources data (i.e., how much tree canopy cover is in the area and what is the reported surface temperature of that area), to also include additional, non-resource data points such as Unemployment, a Health Index, a People in Poverty percentage, a Seniors (65+) percentage, a Children (0-17) percentage, and a People of Color percentage. This tool appears to reach beyond the factual presentation of resource data, to include an application of non-resource related, socioeconomic data points that are weighted and used in the calculation of a community's Tree Equity Score. The City of Mission Viejo expresses concern that this approach seems to delve into a grey, policy area where there has not been any evaluation or acceptance of the approach that uses socioeconomic data points such as unemployment or age cohort data, to not only calculate a community's tree score, but also suggest a proposed percentage of how much more the tree canopy should be increased. The City would suggest that there needs to be a robust vetting and determination to accept any approach that uses more than just natural resource data to compile a community index, in SoCal Greenprint.

   b) Regarding the socioeconomic data points used in the Tree Equity Score Tool, the City of Mission Viejo consulted with the Center for Demographic Research at CSU Fullerton on the non-resource, socioeconomic score indicators that were used. The data points of Unemployment, a People in Poverty percentage, a Seniors (65+) percentage, a Children (0-17) percentage, and a People of Color percentage, largely mirror data points in the U.S. Census American Community Survey (ACS) data. However, in further examining some of the ACS data points, two issues surface:

      (1) Frequency of Data Layer Updates: The socioeconomic data points in the Tree Equity Score Tool seem to be derived from the 2014 – 2018 ACS, but there is also a more recent and published 2015 – 2019 ACS dataset. Aside from the larger issue of whether non-resource, socioeconomic data should be used in the calculation of a community's tree score, there is the technical question of why the more current 2015 – 2019 ACS dataset is not used, especially when this tool was released in June 2021. How often should we expect any of the data layers to be updated in SoCal Greenprint?

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

(2) Accuracy of data points: One of the data points used in the Tree Equity Score Tool, is the percentage of People In Poverty. In looking at the two census block groups in Mission Viejo that have the lowest tree equity scores, there seems to be a disconnect with the percentages reported in the Tree Equity Tool versus what is reported in the ACS. For example, as illustrated in Exhibit B, the Tree Equity Score Tool identifies that Census Block Group 320.223 is reported to have 32% of said census group's population in poverty. However, the 2014 – 2018 ACS data, which is the year of ACS data used for the other socioeconomic data points, identifies that 15% of the population is reported to be in poverty, versus 32%. The current 2015 – 2019 ACS data reports that 17% of the population is reported to be in poverty. Is the Tree Equity Score data point on poverty accurate, or does it use other considerations besides the ACS poverty data information to arrive at the percentage of population in poverty?

c) Reported Surface Temperatures: Surface temperature represents the heat energy given off by land, buildings and other surfaces. According to the Tree Equity Score Tool methodology, the reported surface temperature is based on USGS Earth Explorer Landsat 8 imagery and thermal bands. However, CalEPA has also been assessing Urban Heat Island Impacts, as a result of AB 296 adopted in 2012. CalEPA's efforts is summarized at:

https://calepa.ca.gov/climate/urban-heat-island-index-for-california/understanding-the-urban-heat-island-index/

Of particular interest is the identification that CalEPA is defining and examining the characteristics of the urban heat island for each census tract in and around most urban areas in the State of California. The City of Mission Viejo suggests that the CalEPA effort be examined by SCAG staff, to better understand the status of this effort and if there has been any public outreach on this effort, especially if any of the CalEPA data is planned to be incorporated or applied to other statewide efforts. It would be helpful to know if the CalEPA effort is comparable or compatible with the approach used in the national Tree Equity Tool, especially since CalEPA also identifies that its urban heat index could be used for prioritizing urban greening.

Compatibility of SoCal Greenprint Data Layers with Local General Plan and Project CEQA Analyses

Question/Comment:
How is the information in SoCal Greenprint, envisioned to be used or not used, for project mitigation assessment and mitigation? How do the SoCal Greenprint data layers align with data used by local jurisdictions in their environmental assessments? Are there definitive, recognized data sources for certain subject areas, such as Noise?

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

City of Mission Viejo Comments:
SoCal Greenprint proposes to include data on noise levels for Aviation, Passenger Rail, and Road Noise, using 2018 Noise data from the U.S. Bureau of Transportation Statistics (BTS). This is identified in Proposed Data Layer #13: 2018 Noise Data (See Exhibit C).

From a project analysis perspective, conducting a Noise assessment and mitigating Noise impacts is a requirement of both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). From a General Plan perspective, noise analyses and assessment are conducted to develop a jurisdiction's required General Plan Noise Element, to ensure that the noise contours are used as a guide to establish a pattern of land uses in the Land Use Element to minimize exposure to excessive noise.

The City of Mission Viejo did not know if the use of the U.S. Bureau of Transportation Statistics (BTS) is the definitive data source to measure noise data, and sought the counsel of environmental consultants for their input on this issue. There was consensus that there is no one, individual data source for noise. Further, there was recognition that the BTS data source may have been used because of the large scale of the SCAG region, and the difficulty to consolidate the individual noise contour maps from local jurisdiction General Plans into one map. However, one key concern that was raised, is the level of detail in the BTS source data, and whether it is too generalized to be useful for the SCAG region.

One of the environmental consultants contacted the BTS to better understand what populates the BTS map and the detail level of the data. The U.S. Department of Transportation responded to this inquiry with the following caveat:

"*Please note that the National Transportation Noise Map and associated data were developed for national level analysis and includes simplified noise modeling. It is intended for the tracking of trends and should not be used to evaluate noise levels in individual locations and/or at specific times. There are potential differences in the data sources and the complexity of the models used for noise modeling depending on type of analysis. The term "potential to be exposed" is used because there are several conservative assumptions that go into the analysis. If any one of those assumptions were to change, the noise exposure numbers could also change. For example, the documentation states "Shielding is not considered (i.e. attenuation due to barriers and terrain are not considered)"; for areas that have shielding, the noise levels may be overestimated. The average implies that sound levels could be both higher and lower, depending upon time of day, season of the year, etc. Additionally, sounds from transportation sources other than aviation and road (e.g. rail and maritime) as well as non-transportation sources are not considered. Sounds from things such as construction sites, rock quarries, power plants, etc., could dampen some of the transportation noise.*"

The consultant further noted that there could be conflict or inconsistency between local noise assessment data and the BTS noise data. It is recommended that one area that should be further examined, is the BTS's use of a 24-hour L_{eq} noise measurement. The consultant noted that L_{eq} data might not provide any nighttime noise weighting that is used for the L_{dn} measurement in California or the evening weighting for the CNEL metric, which would be important for land use siting decisions in the SCAG region.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

The City of Mission Viejo respectfully requests that the use of the 2018 Noise data from the U.S. Bureau of Transportation Statistics be further examined with the input provided by the U.S. Department of Transportation and local environmental consultants consulted.

Related to SoCal Greenprint, the larger key issue is to clearly understand and explain how any data in SoCal Greenprint is to be used for local planning efforts, including environmental assessment and mitigation, and to address the potential that data in SoCal Greenprint may conflict with local planning data, adopted policies and adopted plans.

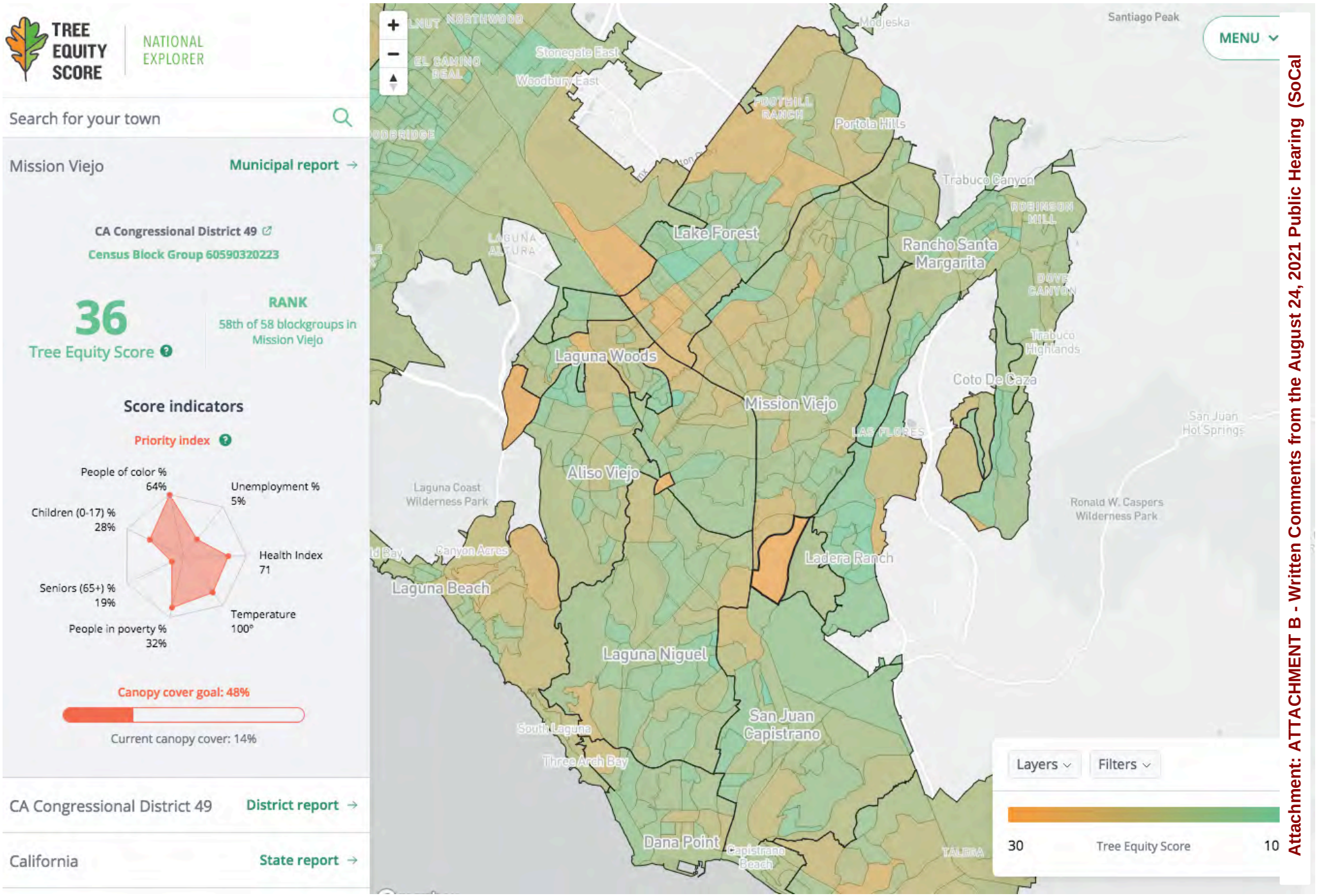
Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

SoCal Greenprint | Proposed Data Layers for Inclusion | July 2021 Version

#	Theme	Data Name	Source	Description	Additional Information
166	Environmental Justice, Equity, and Inclusion	Tree Equity Score	American Forests	The Tree Equity Score tool calculates a score for all 150,000 neighborhoods and 486 municipalities in urban America. Each score indicates whether there are enough trees for everyone to experience the health, economic and climate benefits that trees provide. The scores are based on how much tree canopy and surface temperature align with income, employment, race, age and health factors.	https://www.americanforests.org/our-work/tree-equity-score/

*

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)



Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal

#	Theme	Data Name	Source	Description	Additional Information
11	Built Environment	Light pollution	1) Falchi, Fabio; Cinzano, Pierantonio; Duriscoe, Dan; Kyba, Christopher C. M.; Elvidge, Christopher D.; Baugh, Kimberly; Portnov, Boris; Rybnikova, Nataliya A.; Furgoni, Riccardo (2016): Supplement to: The New World Atlas of Artificial Night Sky Brightness. GFZ Data Services. http://doi.org/10.5880/GFZ.1.4.2016.001 2) Falchi F, Cinzano P, Duriscoe D, Kyba CC, Elvidge CD, Baugh K, Portnov BA, Rybnikova NA, Furgoni R. The new world atlas of artificial night sky brightness. Science Advances. 2016 Jun 1;2(6):e1600377.	www.lightpollutionmap.info is a mapping application that displays light pollution related content over Microsoft Bing base layers (road and hybrid Bing maps). The primary use was to show VIIRS/DMSP data in a friendly manner, but over the many years it received also some other interesting light pollution related content like SQM/SQC measurements, World Atlas 2015 zenith brigtness, almost realtime clouds , aurora prediction and IAU observatories features.	https://www.lightpollutionmap.info/
12	Built Environment	Desert Renewable Energy Conservation Plan (DRECP) Development Focus Areas & Variance Lands	Bureau of Land Management	Zones where renewable energy development is permitted.	https://www.blm.gov/programs/planning-and-nepa/plans-in-development/california/desert-renewable-energy-conservation-plan#:~:text=The%20Desert%20Renewable%20Energy%20Conservation,San%20Bernardino%2C%20and%20San%20Diego ; https://navigator.blm.gov/data?keyword=DRECP
13	Built Environment	2018 Noise Data	Bureau of Transportation Statistics	Data within the National Transportation Noise Map represent potential noise levels across the nation for an average annual day for the specified year. This dataset is developed using a 24-hr equivalent A-weighted sound level (denoted by LAeq) noise metric. The results represent the approximate average noise energy due to transportation noise sources over a 24-hour period at the receptor locations where noise is computed. Layers include Aviation, Passenger Rail (prototype), and Road Noise for the Lower 48 States as well as Alaska and Hawaii.	https://data-usdot.opendata.arcgis.com/datasets/2018-noise-data
14	Built Environment	Local Area Transportation (vehicle miles traveled)	Bureau of Transportation Statistics	Average weekday household Vehicle Miles Traveled (VMT) is the estimated miles traveled by a household. The estimate is derived using data from the National Household Transportation Survey and the American Community Survey. Data is available at the census tract level.	https://www.bts.gov/latch/latch-data
15	Built Environment	Sewer network - LA county	LA County	Los Angeles Public Works Sanitary Sewer System includes sewer lines, manholes, pump stations, treatment plants and SMD Operations grid.	https://egis-lacounty.hub.arcgis.com/datasets/lacpw-sanitary-sewer-network

*

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

COALITION A LETTER – COALITION MEMBERS

Climate Resolve
Endangered Habitats League
CA YIMBY
Abundant Housing LA
Natural Resources Defense Council
Everyone In
Center for Biological Diversity
The Climate Realty Project, Los Angeles Chapter
League of Women Voters of Los Angeles County

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Climate Resolve

EHL

CALIFORNIA YIMBY

EVERYONE IN
ENDING HOMELESSNESS ACROSS LA COUNTY
POWERED BY UNITED WAY

NRDC
NATURAL RESOURCES DEFENSE COUNCIL

ABUNDANT HOUSING LA
HOUSING FOR ALL

CENTER for BIOLOGICAL DIVERSITY
Because life is good.

The Climate Reality Project
LOS ANGELES CHAPTER

LWV LEAGUE OF WOMEN VOTERS® OF LOS ANGELES COUNTY

Southern California Association of Governments (SCAG) Regional Council
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

August 23, 2021

RE: The SoCal Greenprint Tool - Support

Dear SCAG Regional Councilmembers,

The SoCal Greenprint will compile more than one hundred existing data sources into interactive maps that help stakeholders visualize how to better integrate nature into future growth and development. The Greenprint will be an immense help for local jurisdictions, transportation agencies, developers, non-profits and other stakeholders in advancing the policies adopted in Connect SoCal.

This project is not only crucial in implementing various SCAG policies, but will also be of monumental benefit to organizations across the region as we work on a broad range of projects, issues, and goals. The layers with information on agriculture and working lands, built environment, vulnerabilities and resilience, environmental justice, equity and inclusion, habitat and biodiversity, and water resources will be elucidating for many organizations that don't have access to this information. Providing a centralized hub for this data will help greatly to expedite important work in the interest of the public good.

As such, we, the below signed organizations, would like to express our strong support of the SoCal Greenprint tool's implementation.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Sincerely,

Bryn Lindblad Deputy Director Climate Resolve	Dan Silver Executive Director Endangered Habitats League	Louis Mirante Legislative Director CA YIMBY	Leonora Camner Executive Director Abundant Housing, LA

Carter Rubin
Mobility & Climate Advocate
NRDC

Tommy Newman
Vice President,
Engagement & Activation
Everyone In

Elizabeth Reid-Waistcoat
Urban Wildlands Campaigner
Center for Biological Diversity

Tara Barauskas and Andy Hattala
Chapter Co-Chairs
The Climate Reality Project, Los Angeles Chapter

Fatima Malik
President
League of Women Voters of Los Angeles County

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

COALITION B LETTER – COALITION MEMBERS

Amigos de Bolsa Chica
Amigos de los Rios
Ballona Wetlands Land Trust
Banning Ranch Conservancy
Bolsa Chica Land Trust
California Chaparral Institute
California Cultural Resource Preservation Alliance
California Native Plant Society – Orange County Chapter
California Wildlife Foundation/California Oaks
Center for Biological Diversity
Coachella Valley Waterkeeper
Defenders of Wildlife
Diamond Bar-Pomona Valley Task Force of the Sierra Club
Endangered Habitats League
Fallbrook Land Conservancy
Friends of Coyote Hills
Friends of Harbors, Beaches and Parks
Hills For Everyone
Hobo Aliso Task Force of the Sierra Club
Huntington Beach Tree Society, Inc.
Inland Empire Waterkeeper
Laguna Ocean Foundation
League of Women Voters of Orange Coast
Los Angeles, Santa Monica Chapters of the California Native Plant Society
Los Cerritos Wetlands Land Trust
Natural Resources Defense Council
Naturalist For You – Santa Ana Mountains Wild Heritage Project
Orange Coast River Park
Orange County Interfaith Coalition for the Environment
Orange County League of Conservation Voters
Orange County Coastkeeper
Pomona Valley Audubon Society
Puente-Chino Hills Task Force of the Sierra Club
Residents for Responsible Desalination
Responsible Land Use (Diamond Bar)
Rio Hondo Group of the Sierra Club
Rural Canyons Conservation Fund
Saddleback Canyons Conservancy
Sea and Sage Audubon Society
Surfrider – Newport Beach Chapter
Surfrider – South Orange County Chapter
Surfrider LA
The Trust for Public Land
Tri-County Conservation League
Ventura Land Trust
Wild Heritage Planners
Women 4 Orange County

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

August 23, 2021

Submitted via email to: *SCAGGreenRegion@scag.ca.gov*

Attn: SoCal Greenprint Team
Southern California Association of Governments (SCAG)
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

RE: Comments on the SoCal Greenprint

Dear SCAG Greenprint Team:

Thank you for the opportunity to comment on the SCAG SoCal Greenprint. In 2020, a coalition of nearly 50 organizations that spanned the six-countywide region supported the 2020 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) called Connect SoCal because of its inclusive vision to find the "and" between housing, transportation, and conservation. We are writing to support this vision *once again*—even as others can only see value in their interests.

By way of background, this coalition has grown in size, geography, and interest since it first formed in 2012. In the 2012 RTP/SCS, the coalition focused on the inclusion of natural lands mitigation and associated policies within the SCAG plans. Later, in January 2020, we were pleased to see SCAG advancing the preservation of natural and farmlands by including it as one of the 10 goals for the plan. This was the *first time in your organization's then 55-year history* that conservation was a plan goal.

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We believed at that time, as we do now, that including conservation of natural and farmlands was a step in the right direction. Because of the very public process around the adoption of the RTP/SCS at that time, we were not aware that SCAG's goals would be challenged a year later in such a way that SCAG would even consider rescinding on its promise to develop the SoCal Greenprint. If this occurred, SCAG would be in breach of its promises made in environmental documents since it is a twice listed mitigation measure. **Consequently, we support completing the Greenprint and launching it this in Fall 2021—as promised.**

To be quite direct, SCAG and the conservation community had not had a robustly positive relationship until Friends of Harbors, Beaches and Parks began following and participating in the RTP/SCS process in 2012. Through its leadership, our organizations were brought along and actively engaged in the process. It would be a terrible shame if, after three RTP/SCS cycles, SCAG ignores the voices of regional conservation partners because one very loud voice, the Building Industry Association (BIA) and its members, delayed its engagement on this topic and is suddenly not happy.

PUBLIC PROCESS HAS BEEN TRANSPARENT & INCLUSIVE

For the last five years, SCAG staff has shepherded a Natural and Farmlands Working Group in quarterly meetings—all of which are appropriately noticed and open to the public. Numerous presentations on the SoCal Greenprint and Conservation Module were given in the Working Group meetings. The Greenprint has been discussed at workshops and the Natural Lands Working Group a minimum of nine times (3/9/17, 9/28/17, 4/19/18, 7/19/18, 12/11/19, 5/28/20, 10/15/20, 2/25/21, and 5/27/21).

Further, the Greenprint was regularly highlighted multiple times at the Energy and Environment Committee; the Community, Economic, and Human Development Committee; and Regional Council meetings. This is why it comes as such a shock to see such fierce opposition stemming from one constituent-base toward the Greenprint now. What happened? We've been engaged in this process for five years—the Greenprint has been an ongoing, sustained project of SCAG's for years. It was also highlighted in the SCAG Work Plans as well.

MULTIPLE DOCUMENT REVIEWS/APPROVALS OCCURRED

Not only did the SCAG Regional Council approve the RTP/SCS and all other mitigation measures in the Program Environmental Impact Report/Statement (PEIR/S) at its May 2020 meeting, but it reaffirmed that approval at its September 2020 meeting after a tightening up and refinement of the mitigation measures. Two reviews of the documents and its mitigation measures occurred and were approved by majority vote of the Regional Council.

Members from the conservation community commented *at every single meeting* where the Natural and Farmlands Appendix was or could be discussed during this review. Why didn't the BIA raise concerns then? This is the third Natural and Farmlands Appendix created in an RTP/SCS by SCAG, so it shouldn't come as any surprise that it was again included in the 2020 documents. The Greenprint was a natural progression from the 2016 commitments.

GREENPRINT INCLUDED IN NATURAL AND FARM LANDS APPENDIX

Contrary to the letter submitted by the BIA on May 12, 2021, the Greenprint is, in fact, listed in the Natural and Farmlands Appendix as something SCAG is developing (page 22). It is described as:

> *"SCAG is developing a Regional Greenprint, which is a strategic web-based conservation tool that provides the best available scientific data and scenario visualizations to help cities, counties and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farm lands. Specifically, the Regional Greenprint will serve as an online mapping platform illuminating the multiple benefits of natural and agricultural lands through data related to key topics such as habitat*

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connectivity, biodiversity, clean water, agriculture, and greenhouse gas sequestration."

This tool was included in the Appendix. The Appendix is part of Connect SoCal. Therefore, the tool is part of the RTP/SCS.

Further, language incorporated in the 2016 Plan states:

> *"[SCAG will] Continue to gather spatial and other data to better inform regional policies regarding natural/ farm lands, such as the 2014 data gathering efforts to provide coarse and fine scale habitat assessment data for the SCAG region."* (Data Sharing header, page 6)

And,

> *"Expanding on the Natural Resource Inventory Database and Conservation Framework & Assessment by incorporating strategic mapping layers to build the database and further refine the priority conservation areas."* (Strategies and Next Step Recommendations, page 7)

THE GREENPRINT IS A MITIGATION MEASURE

SCAG is fully aware that not only is the Greenprint a goal within the Natural and Farmlands Appendix, but it is also a twice-listed mitigation measure in the PEIR/S. Specifically, SCAG Mitigation Measure Agricultural Resources AG-2 (SMM AG-2) expressly requires development of a Greenprint, and SCAG Mitigation Measure Biological Resources BIO-2 (SMM BIO-2) also expressly requires the development of new regional tools, like the Greenprint.

Eliminating a mitigation measure in an approved document will simply mean that SCAG will be required to start the mitigation measure over again from scratch, and the last 18 months will have been a complete waste of time and taxpayer dollars to fund the work a second time, especially when the existing Greenprint is nearly completed.

TRANSPORTATION CONFORMITY AT RISK

Further, the Connect SoCal document received its transportation conformity determination on June 5, 2020 from the Federal Highway Administration and the Federal Transit Administration. Stopping the Greenprint, and functionally eliminating a mitigation measure, would unnecessarily risk approvals and the determination.

THE GREENPRINT IS WELL SUPPORTED

As noted in our letter from January 2020, which was conveniently not referenced in the BIA letter, the Coalition believes this Greenprint "is a great next step to the 2016 Plan and we support this policy as is." Part of the reason this Coalition supported the Natural and Farmlands Appendix and associated environmental documents for Connect SoCal is because it included this and other ways to meet the regional greenhouse gas emission and vehicle miles traveled reduction goals *set by the State*. Conservation is one tool to reduce both. We cannot build our way to a better climate. We can conserve our way to it. We are facing immediate and dire consequences from the climate crisis—right now. Any lands protected would be through a willing seller acquisition—land is never taken through eminent domain for conservation purposes.

Further, did we not just learn the value of open space close to neighborhoods during the pandemic? Natural lands and access to them was a saving grace for many families and individuals that had no other safe space to visit.

As indicated in the PowerPoint from July 2021 to the Regional Council, the Greenprint integrates nature into the built environment.

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GREENPRINT SURVEY COMPLETED

While many of us completed the online survey to support the Greenprint layers, we'd like to acknowledge the thoughtful nature, inclusion, and separation by topic of the data layers into relevant categories. All of the layers have our full support. Each and every master category sheds light onto an important topic that is relevant to both the natural *and* built environment. We hope the BIA paid particular attention to this commenting opportunity so that SCAG can appropriately respond to its concerns.

Further, these layers are already publicly available. No new information was created for this Greenprint. Consequently, the Greenprint is simply synthesizing what already exists. This type of tool can, for example, benefit the development community in that they can find mitigation locations and understand site constraints or future impacts related to climate change. Planning in a vacuum is never a good idea. The inclusivity of this information makes the tool valuable to many types of stakeholders.

Thank you for the opportunity to comment and provide substantive input. We hope that SCAG leaders, and even the BIA, recognize the value of collaboration, tools that cross multiple sectors, and that an all-or-nothing approach does more harm than good.

Should you have any questions, please reach out to this coalition coordinator, Melanie Schlotterbeck of Friends of Harbors, Beaches and Parks at 714-779-7561.

Sincerely,

Amigos de Bolsa Chica · Amigos de los Rios · Ballona Wetlands Land Trust · Banning Ranch Conservancy · Bolsa Chica Land Trust · California Chaparral Institute · California Cultural Resource Preservation Alliance · California Native Plant Society - Orange County Chapter · California Wildlife Foundation/California Oaks · Center for Biological Diversity · Coachella Valley Waterkeeper · Defenders of Wildlife · Diamond Bar-Pomona Valley Task Force of the Sierra Club · Endangered Habitats League · Fallbrook Land Conservancy · Friends of Coyote Hills · Friends of Harbors, Beaches and Parks · Hills For Everyone · Hobo Aliso Task Force of the Sierra Club · Huntington Beach Tree Society, Inc. · Inland Empire Waterkeeper · Laguna Ocean Foundation · League of Women Voters of Orange Coast · Los Angeles, Santa Monica Chapters of the California Native Plant Society · Los Cerritos Wetlands Land Trust · Natural Resources Defense Council · Naturalist For You - Santa Ana Mountains Wild Heritage Project · Orange Coast River Park · Orange County Interfaith Coalition for the Environment · Orange County League of Conservation Voters · Orange County Coastkeeper · Pomona Valley Audubon Society · Puente-Chino Hills Task Force of the Sierra Club · Residents for Responsible Desalination · Responsible Land Use (Diamond Bar) · Rio Hondo Group of the Sierra Club · Rural Canyons Conservation Fund · Saddleback Canyons Conservancy · Sea and Sage Audubon Society · Surfrider - Newport Beach Chapter · Surfrider - South Orange County Chapter · Surfrider LA · The Trust for Public Land · Tri-County Conservation League · Ventura Land Trust · Wild Heritage Planners · Women 4 Orange County

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COALITION C LETTER – COALITION MEMBERS

Southern California Leadership Council
Los Angeles County Business Federation (BizFed)
Orange County Business Council
Inland Empire Economic Partnership
Los Angeles Area Chamber of Commerce
Rebuild SoCal Partnership
Engineering Contractors' Association
Southern California Contractors Association
San Gabriel Valley Economic Partnership
Santa Clarita Valley Chamber of Commerce
Hispanic 100
Long Beach Area Chamber of Commerce
Torrance Area Chamber of Commerce
Southern Orange County Economic Coalition
Ventura County Coalition of Labor, Agriculture and Business (CoLAB)
Construction Industry Air Quality Coalition / Construction Industry Coalition on Water Quality
NAIOP SoCAL Chapter
North Orange County Chamber of Commerce

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August 24, 2021

President Clint Lorimore and Regional Council Members
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

RE: Comments on the SoCal Greenprint and Request that the SCAG Regional Council Redirect the Development of Greenprint to be Consistent with Local Control and the Authorizing Language in Connect SoCal

Dear President Lorimore and Regional Council Members:

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On behalf of the business, industry and community organizations subscribing to this letter, we write today as a Business Coalition to express our further concerns about SCAG staff's thus far very problematic development of the SoCal Greenprint. On April 30, 2021, a diverse coalition of business and community interests submitted a letter to then-President Rex Richardson outlining several serious concerns with the early stages of the development of the Greenprint. On June 29, 2021, a similar group of signatories wrote to ask the Regional Council to undertake a special hearing to discuss, better oversee, and steer the Greenprint effort. Soon afterward, the Regional Council voted to pause work on the Greenprint so that the Regional Council could grasp and debate the concerns about the path on which the Greenprint development was headed.

As we indicated previously, we do not oppose – and instead support – SCAG's determination to develop a Greenprint. We recognize, in light of two mitigation measures that SCAG formally adopted in connection with last year's Connect SoCal (SMM BIO-2 and SMM AG-2), that SCAG is committed to developing a Greenprint following an appropriate amount of research, investigation, and consideration. What we oppose is any hasty and poorly-managed Greenprint development process like the one that is presently underway, which seems sure to result in a problematic Greenprint. Importantly, a problematic Greenprint would undercut our collective efforts to provide sufficiently robust job, infrastructure, and housing opportunities in the years and decades ahead. The Regional Council should not stand by and permit such a result. Especially in light of our region's great need for more housing production and the present demand on our 197 local governments to accommodate over 1.3 million housing units under the Regional Housing Needs Assessment (RHNA) process. A wrongheaded approach to the Greenprint will make our local governments' challenges even more daunting, and could inadvertently hand housing opponents the ammunition to delay and prevent greatly needed housing projects.

When SCAG adopted Connect SoCal last year, it concurrently approved an addendum to the accompanying program environmental impact report (PEIR) which included the adoption of two mitigation measures specifically pertaining to the development of the Greenprint.[1] One of the two mitigation measures, denominated SMM BIO-2, reads as follows (with emphasis added below):

> **SCAG shall continue to develop a regional conservation strategy** in coordination with local jurisdictions and other stakeholders, including the county transportation commissions. **The conservation strategy will <u>build upon existing efforts including</u>**

[1] When SCAG's Regional Council approved the programmatic environmental impact report (PEIR) that pertains to the later-approved Connect SoCal, it approved an accompanying addendum containing both (i) final alterations to promised Connect SoCal mitigation measures, and (ii) an appendix containing SCAG's responses to public comments. SCAG is legally bound by the contents of the former (i.e., SCAG is legally obligated to adhere to the terms of the promised mitigation measures *per se*).

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those at the sub-regional and local levels to identify potential priority conservation areas. SCAG will also collaborate with stakeholders to establish a new Regional Advanced Mitigation Program (RAMP) initiative to preserve habitat. The RAMP would establish and/or supplement regional conservation and mitigation banks and/or other approaches to offset the impacts of transportation and other development projects.

To assist in defining the RAMP, SCAG shall lead a *multi-year effort* to develop new regional tools, like the Regional Data Platform and **Regional Greenprint that will provide an easily accessible resource to help municipalities, conservation groups, developers and researchers prioritize land for conservation *based on best available scientific data*.** The Regional Greenprint effort shall also produce a white paper on the RAMP initiative, which includes approaches for the RAMP in the SCAG region, needed science and analysis, models, challenges and opportunities and recommendations.

The other mitigation measure concerning the Greenprint, which is denominated SMM AG-2, reads as follows (with emphasis added below):

> SCAG shall develop a Regional Greenprint, which is a strategic web-based conservation tool that provides the best available scientific data and scenario visualizations to help cities, counties and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farm lands. **SCAG shall use the Greenprint to identify priority conservation areas** and work with CTCs to develop advanced mitigation programs or include them in future transportation measures by (1) funding pilot programs that encourage advance mitigation including data and replicable processes, (2) participating in state-level efforts that would support regional advanced mitigation planning in the SCAG region, and (3) supporting the inclusion of advance mitigation programs at county level transportation measures.

We have many concerns about the missteps that SCAG's staff has already taken in deviation from the mitigation measures set forth above. Briefly, our concerns are as follows:

- Although SCAG tasked itself with undertaking a "multi-year effort" to develop a Regional Greenprint "to help prioritize land conservation *based on best available scientific data*[,]" SCAG's staff then delegated the developmental responsibilities to The Nature Conservancy, which is an organization whose sole mission and business model is the

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management of lands placed in conservancies and trusts. Thus, they are the beneficiaries of dedicated open spaces and are naturally inclined to limit and preclude land development. SCAG's staff thus chose as the leader of the Greenprint effort an entity that is inherently biased when it comes to marshalling and balancing the many competing factors that must be carefully weighed in any sound land use decision-making. SCAG's choice of the The Nature Conservancy to lead the Greenprint effort is impolitic and has the appearance of prejudicing the Greenprint process. ***SCAG's staff must now employ a higher standard of care to assure that all other interests and stakeholders are heard and respected, that land use data sets in Greenprint are balanced, and that data is properly vetted, especially for scientific valididty and acceptance, before proceeding to a final Greenprint.***

- Although the mitigation measure denominated SMM BIO-2 calls for a "multi-year effort" to marshal "best available scientific data," four weeks ago, SCAG's staff reported out to stakeholders interested in the Greenprint process that it and The Nature Conservancy have already gathered 166 different data sets which they propose should all potentially overlie land use planning in the SCAG region. Generally (ignoring specifics at this point), the sources and qualities of many of these data sets are problematic by degree. Many of them are products of neither meaningful public processes nor the careful balancing that realistically must adhere to sound land use decision-making. Concerning the 166 data sets, a quick review indicates that 21 were compiled by non-governmental organizations (having their own agendas and biases), 14 were compiled by academics (potentially the same), and 38 reflect various constraints and data sets compiled over time by SCAG's staff. Concerning the latter, some are the products of SCAG's ad hoc working groups, which are typically populated through self-selection and often by single-issue advocates having different levels of real-world land use policy expertise. Such products cannot serve as substitutes for the kind of informed factual analysis and careful balancing that takes place within the respective local jurisdictions when they undertake land use decision-making. That is why it is particularly troubling that the 166 different data sets currently proposed to populate the Greenprint do not include locally-approved general plans and land use designations, which are perhaps the most important and relevant data of all. This cannot be regarded as consistent with SCAG's often-repeated pledge to respect and adhere to local control in land use planning.

  Therefore, we urge SCAG to consider several options that should be pursued concerning the further development and ultimate use of the Greenprint, as follows:

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- First, Greenprint can and should be appropriately limited in terms of its spatial applicability. Specifically, within the SCAG region, ***Greenprint should apply only where the respective local jurisdiction has identified areas as open space/agricultural land***. Such a spatial limitation in terms of the Greenprint's applicability is consistent with the evolution of the relevant mitigation measures (SMM BIO-2 and SMM AG-2) which led to its formal adoption in connection with Connect SoCal last year.[2]

- Stating the same solution differently, ***the Greenprint should have no applicability to areas where the relevant local jurisdiction has identified land as suitable for development***. Specifying such a limitation on the applicability of the Greenprint is needed so that local governments will be free to redesignate developable land for housing, infrastructure, and other appropriate uses. Such latitude is needed, given that local governments must work to meet RHNA allocation mandates, and otherwise take ongoing steps to address the housing shortage crisis in the region. Similarly, Greenprint should have no applicability where further land use approvals can and should be readily anticipated, such as within spheres of influence, where local governments may have dormant, but foreseeable, land use discretion.

- If the above-stated option (limiting the spatial applicability of the Greenprint) is not adopted, then the Greenprint foreseeably can and will be abused by the opponents of growth, infrastructure, and housing to attack general plans and projects under the California Environmental Quality Act (CEQA), which requires consideration and discussion (rationalization) of the consistency of approvals with regional plans.[3] In other words, SCAG should not elevate each of the 166 potential data sets thus far identified by SCAG's staff to constitute 166 separate points of contention for vexatious litigants to grasp upon and advance. Nor should local governments be forced to marshal substantial evidence to counter each of the potentially 166 or more data sets, or their countless respective underpinnings in order to amend or even to maintain and reconfirm or effectuate their existing land

[2] Prior to being finalized and approved by the Regional Council, the penultimate draft of SMM BIO-2, in particular, expressly discussed using the Greenprint to identify infill and redevelopment opportunities, thus implying that the Greenprint might overlie developable areas and even already developed areas other than areas theretofore identified by the local jurisdiction as open space and agricultural lands. The implication was removed from SMM BIO-2 as ultimately expressed.

[3] CEQA Guidelines section 15125(d) generally requires local jurisdictions acting as lead agencies to discuss and rationalize "any inconsistencies between the project and regional plans."

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use plans and designations. Unless an appropriate spatial limitation on the Greenprint's applicability is put in place to protect local jurisdictions' existing, approved plans and visions, the Greenprint will be used by foes of land uses to undermine and negate plans and approvals based on an endless kitchen sink of considerations, some of which by degree are dubious or merely arguable.

- If the development and applicability of Greenprint is properly constrained and its underlying data is limited to that which is appropriate for its purpose, then additional data sets that were not appropriate for inclusion in Greenprint may still be made available by SCAG for strictly informational purposes through its online mapping and data sets. In this way, additional data could be made available, but without any prejudicial effect under CEQA. The data sets that are being proferred by various non-governmental organizations and academics for potential inclusion should be excluded, however, if and to the extent they were compiled and published without undergoing the kinds of public participation processes that governmental agencies must administer.

If SCAG were ultimately to refuse to qualify and limit the Greenprint as recommended above, then the Greenprint will constitute a radical expansion of SCAG's level of detailed prescription over local land use decisions, undertaken under the guise of conserving habitat and agricultural lands. This is easily understood when one considers SCAG's 2016 RTP/SCS, and particularly Appendix 10 thereto, entitled "Natural and Farm Lands." In that 2016 technical appendix, SCAG adopted a delineation of the SCAG region wherein they designated all privately owned, undeveloped land as one of three types: low, medium, or high value habitat.[4] Importantly, even where SCAG labeled land as "high value habitat" back in 2016, any such labeling could be dealt with very easily and locally by undertaking or having in hand a local or project-specific habitat study, whereby superior local knowledge based on presence would speedily prevail. Therefore, SCAG's 2016 RTP/SCS delineations and the labeling of natural lands by their supposed habitat value did not create any Herculean CEQA challenges that might undermine, hamstring, or reverse local land use decision-making. For the reasons discussed above, however, if our concerns stated above were to fall on deaf ears, then the Greenprint as it is now unfolding, with its 166 potential data sets (so far), and with SCAG's staff seemingly intent upon applying these many data sets to every speck of land in the region, will create an infinite number of potential CEQA challenges to development, infrastructure, and housing.

[4] SCAG's 2016 Natural and Farm Lands technical appendix, at page 3, explained that SCAG's habitat delineation was based on its own, internal analysis of "more than 70 GIS databases." The discussion and context suggest that these were mostly data sets published by the California Department of Fish and Wildlife and the United States Fish and Wildlife Service – which constitute data that are routinely applied to local land use decisions.

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In light of the concerns stated above, we respectfully request that SCAG Leadership and the Regional Council take charge of the Greenprint process. In doing so, we ask the Regional Council to move the Greenprint forward in a manner and scope that is consistent with SCAG's mitigation measures (SMM BIO-2 and SMM AG-2) that call for its establishment. Through the Regional Council's involvement, SCAG must assure that the Greenprint will not conflict with local governments' existing land use plans and prerogatives. The result should be a Greenprint that is focused appropriately on the natural and agricultural lands most suitable for conservation and preservation.

We greatly appreciate SCAG's attention to the issues raised in this letter. We look forward to working with you over the weeks and months ahead to ensure that the SoCal Greenprint is appropriately crafted.

Sincerely,

Richard Lambros, Managing Director
Southern California Leadership Council

Tracy Hernandez, Chief Executive Officer
Los Angeles County Business Federation (BizFed)

Lucy Dunn, President & CEO
Orange County Business Council (OCBC)

Paul Granillo, President & CEO
Inland Empire Economic Partnership (IEEP)

Maria Salinas, President & CEO
Los Angeles Area Chamber of Commerce

Jon Switalski, Executive Director
Rebuild SoCal Partnership

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Ray Baca, Executive Director
Engineering Contractors' Association (ECA)

Bradley Kimball, Executive Vice President
Southern California Contractors Association (SCCA)

William R. Manis, President & CEO
San Gabriel Valley Economic Partnership

Ivan Volschenk, President & CEO
Santa Clarita Valley Chamber of Commerce

Mario Rodriguez, Chairman
Hispanic 100

Jeremy Harris, President & CEO
Long Beach Area Chamber of Commerce

Donna Duperron, President & CEO
Torrance Area Chamber of Commerce

Barbara Thomas, Executive Director
South Orange County Economic Coalition

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Louise Lampara, Executive Director
Ventura County Coalition of Labor, Agriculture and Business (CoLAB)

Mike Lewis, Senior Vice President
Construction Industry Air Quality Coalition (CIAQC) and Construction Industry Coalition on Water Quality (CICWQ)

Timothy Jemal, Chief Executive Officer
NAIOP SoCal

Andrew W. Gregson, President & CEO
North Orange County Chamber of Commerce

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COALITION FOR CLEAN AIR

August 23, 2021

The Honorable Clint Lorimore
President, Regional Council
Southern California Association of Governments (SCAG)
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: SoCal Greenprint Initiative

Dear SCAG President Lorimore,

On August 9th, the International Panel on Climate Change announced new findings that climate disruptions are widespread, rapid, and intensifying. While the report's findings were dire, the message was clear: immediate proactive action is needed to mitigate the increasing threats of the climate crisis. Meanwhile, disadvantaged communities – which consist primarily of low-income earners and people of color, continue to suffer disparate impacts from health-harming pollutants. The twin threats of climate and dirty air puts the quality of life, health and lives of California's most vulnerable residents in peril.

We urge you to keep the SoCal Greenprint project on track as it is an important asset in the effort to build an economically vibrant and sustainable region. The SoCal Greenprint provides the information and resources needed to make smarter and more equitable decisions, improving the sustainability of our environment and economic systems while planning for growth. Given the challenges that lie ahead, planning has to be smarter and focused on protecting community health and our treasured natural resources.

The SoCal Greenprint does not create new data or regulations. Instead, it makes it easier to understand how to best integrate the environment and into future growth and development. By understanding where existing infrastructure, such as sewage lines, are located, developers can see where it is cheaper and more efficient to build new projects. Knowing where groundwater sources are located can help developers understand how to incorporate water quality features into project designs, resulting in community support for projects and ensuring vital natural resources are protected. City officials can use the data on tree canopies and the urban heat island effect to better understand where more trees are needed.

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Los Angeles, California 90017
(213) 223-6860

1107 Ninth Street, Suite 440
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Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Many of the disproportionate impacts facing disadvantaged communities are rooted in both poor land use decisions and historical discrimination. As local governments and developers design the future of our communities, data can help us make better and more equitable decisions. Southern California has no time to waste in proactively building for a better future. Heat waves, wildfires and chronic poor air quality have made it clear the climate crisis is a challenge that requires data, action, and visionary leadership.

We urge you to continue moving the SoCal Greenprint along and make this invaluable resource available for all who are responsible for building a vibrant, healthier future for our region.

Thank you,

Chris Chavez
Deputy Policy Director

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August 20, 2021

COMMUNITIES FOR A BETTER ENVIRONMENT
established 1978

Honorable Clint Lorimore
President, Regional Council
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: SoCal Greenprint Initiative

Dear SCAG President Lorimore,

Communities for a Better Environment (CBE) is pleased to submit this letter of support for the completion of the SoCal Greenprint. CBE is a nationally recognized environmental justice (EJ) organization that works to defend the rights of low-income communities of color most impacted by environmental contamination and pollution in California. For more than three decades CBE has organized families from the Harbor Area, South East Los Angeles, East Oakland and Richmond communities to ensure that local and state agencies address efforts in pollution prevention-reduction and building green sustainable communities. CBE provides technical, legal, storytelling, civic engagement, and organizing resources to fully equip community members to create policy and long-lasting change.

We support the SoCal Greenprint and applaud the Southern California Association of Governments for developing a free, interactive, and easy-to-use resource for constituents like ourselves. The SoCal Greenprint is an important project that will help Southern California continue to be a leader and develop a vision for the future of the region that is committed to both economic vibrancy and environmental stewardship. We strongly urge SCAG to keep the project on track for a Fall 2021 launch.

Access to data and information is essential in making smart decisions about the future of our communities. As potential users of the SoCal Greenprint, we applaud SCAG's leadership for taking more than 100 sources of already publicly-available data and converting them into a useful tool that helps stakeholders visualize how to build healthier communities. As extreme weather, air quality, wildfires and drought become increasingly daily challenges, we expect our local leaders to seek the best tools to ensure that Southern California is prepared and resilient for the challenges that we know lie ahead. The SoCal Greenprint can be one of those crucial tools to help us prepare for these challenges.

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We especially find value in the addition of an equity section that will allow us to understand how to best plan for growth that addresses the environmental injustices certain communities have disproportionately faced for far too long, such as challenges that threaten health and safety. A vibrant future for these communities is coupled with our ability to prepare for the effects of climate change. The SoCal Greenprint can help us do so in a way that makes it possible for every Southern Californian to thrive.

We want to reiterate our support for the completion of the SoCal Greenprint. We encourage SCAG to continue its leadership in demonstrating that growth and sustainability are not incompatible, but essential for a vibrant future.

Thank you,

Milton Nimatuj
Southern California Program Director

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Construction Industry Air Quality Coalition
Comments on SCAG GreenPrint Program
Michael Lewis
August 24, 2021

I want to express our serious concerns about the construction of the GreenPrint data and its ultimate use.

A great deal of land is held in this region as AG land. It is not used for that purpose, but it becomes a holding zone for land until it is acquired for other uses designated and consistent with community and general plans.

Applying layer, upon layer, upon layer of limitations is not going to help us meet our housing, employment, transportation, or open space goals.

Trying to apply it to some properties and not others is not a realistic application of the data and that is not how it will ultimately be used despite SCAG's disclaimers.

These layers of data are weaponizing the land use process to impede any alternative use of these lands. That will be the real effect of this exercise and it is the goal of some of the advocates.

Shouldn't this data have to meet some minimal test for accuracy or veracity?

Shouldn't there have been some peer review?

Shouldn't it have been subjected to some public review and vetting process?

Accepting raw data from a reasonably biased source is not a sustainable planning process.

Applying these limitations and burdens, and that is what they are—not one of these layers represents an opportunity—to private property without the owner's knowledge or opportunity to refute the accuracy seems entirely unfair and well beyond the scope of SCAG's authority and responsibility.

It also tramples all over the rights of property owners.

Everyone of these layers was created by someone for a specific purpose. Not one of those purposes was more housing, more jobs, more mobility or more recreation.

Where are the priorities in this effort?

Shouldn't all this data be weighted and counterbalanced with the needs of the region?

Elevating the wants of a few special interests without considering the needs of the region and its residents is not providing a useful service or tool for policy makers.

I hope you'll pause this effort and let's step back to the purpose for this effort and craft some objectives that will help the region meet all its goals; not just the narrow objectives of a small group of advocacy organizations looking for a hammer to use in their pursuit of limiting development throughout the region.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

COFEM
Council of Mexican Federations
Educating today's Latino Families to be Tomorrow's Leaders

Affiliated Federations

ANÁHUAK Youth Soccer Association

Federación de Clubes y Asociaciones de Michoacán (FEDECAMIN)

Federaciones Colima USA (FEDECOL)

Federación Duranguense USA

Federación de Guanajuatenses

Federación de Hidalguenses en California

Federación de Nayaritas en Estados Unidos (FENAY-USA)

Federación Sonora USA

Fraternidad Sinaloense de California, INC (FSC)

Mujeres Unidas Sirviendo Activamente (MUSA)

Organización Regional de Oaxaca (ORO)

Los Ángeles Main Office
125 Paseo de la Plaza
Suite 101
Los Ángeles, CA. 90012
T: 213.417.8390

Coachella Office
1515 Sixth St.
Coachella, CA 92236
T: 760.464.8015

www.cofem.org

August 24, 2021

Honorable Clint Lorimore
President, Regional Council
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: SoCal Greenprint Initiative

SCAG President Lorimore,

We support the SoCal Greenprint and applaud the Southern California Association of Governments for developing a free, interactive, and easy-to-use resource for constituents like ourselves. The SoCal Greenprint is an important project that will help Southern California continue to be a leader and develop a vision for the future of the region that is committed to both economic vibrancy and environmental stewardship. We strongly urge SCAG to keep the project on track for a Fall 2021 launch.

Access to data and information is essential in making smart decisions about the future of our communities. As potential users of the SoCal Greenprint, we applaud SCAG's leadership for taking more than 100 sources of already publicly-available data and converting them into a useful tool that helps stakeholders visualize how to build healthier communities. As extreme weather, air quality, wildfires and drought become increasingly daily challenges, we expect our local leaders to seek the best tools to ensure that Southern California is prepared and resilient for the challenges that we know lie ahead. The SoCal Greenprint can be one of those crucial tools to help us prepare for these challenges.

We especially find value in the addition of an equity section that will allow us to understand how to best plan for growth that addresses the environmental injustices certain communities have disproportionately faced for far too long, such as challenges that threaten health and safety. A vibrant future for these communities is coupled with our ability to prepare for the effects of climate

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

change. The SoCal Greenprint can help us do so in a way that makes it possible for every Southern Californian to thrive.

We want to reiterate our support for the completion of the SoCal Greenprint. We encourage SCAG to continue its leadership in demonstrating that growth and sustainability are not incompatible, but essential for a vibrant future.

Best,

Sendy Barrows
Conservation Program Assistant
1515 Sixth St. Coachella, CA 92236
sbarrows@cofem.org
(760) 984-2724

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

From: Diamond Bar-Pomona Valley Sierra Club Task Force [redacted]

Sent: Tuesday, August 24, 2021 5:40 PM
To: SCAG Green Region
Subject: Public Comment Aug. 24, 2021 Greenprint Hearing

TO: Southern California Association of Governments

RE: Receive Written Public Comments for Public Hearing: Greenprint

To Whom It May Concern ---

My name is Cynthia Robin Artish Smith. I am the chair of the Diamond Bar - Pomona Valley Sierra Club, Angeles Chapter. We are part of the Natural and Farmlands Coalition that supported SCAG's Connect SoCal.

Our support occurred, in part, because of *your* prioritization of conservation in the solutions to achieving sustainable communities. I am here today to support the SoCal Greenprint because of the many benefits it offers the public, decision makers, developers, and planners.

The geography we work with in our area, straddles the Los Angeles and San Bernardino County line. Unfortunately, planners typically only look at the geography they are in and not the entire picture. For example, Diamond Bar's planning stays in Diamond Bar and Los Angeles County—even though some of the connected natural lands here are in Chino Hills, in San Bernardino County.

The regional context of this tool will provide immeasurable value to those of us working in geographies that span multiple jurisdictions.

It is also critically important to provide the entire picture for the SCAG region—not just what's already been conserved or the "what's left" picture.

Even if lands are entitled for a land use other than conservation, the decision to build can *change*. For example, look no further than Orange County, where The Irvine Company chose to donate 20,000 acres of its land, some of which was entitled in Anaheim for housing. This land became the Irvine Ranch Open Space owned and managed by OC Parks.

This is why it is important to keep the entire suite of lands (developed/undeveloped, natural and not) on the map. The context of preserved lands, development, transportation corridors, and possible opportunities for infill or conservation is critically important for the regional view.

Many of us completed the online survey to support the Greenprint layers, and again I offer my full support. Each and every master category sheds light onto an important topic that is relevant to both the natural *and* built environments. We hope the Building Industry Association paid particular attention to this commenting opportunity, which was offered because of its concerns.

In conclusion, planning in a vacuum is *never* a good idea. The inclusivity, accessibility, and regional nature of this information makes the tool valuable to many types of stakeholders.

Thank you for your time and for listening to the many stakeholders that have been engaged in this project for years.

Respectfully Submitted,
--

C. Robin Smith, Chair
324 S. Diamond Bar Blvd. #230
Diamond Bar, CA 91765
[redacted]
Host Website: http://www.diamondbarisbeautiful.com
https://angeles.sierraclub.org/conservation
Find Us on Facebook

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

ENDANGERED HABITATS LEAGUE
DEDICATED TO ECOSYSTEM PROTECTION AND SUSTAINABLE LAND USE

August 20, 2021

Honorable Clint Lorimore
President, Regional Council
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

RE: SoCal Greenprint Initiative - *Support*

Dear President Lorimore and Members of the Regional Council:

Endangered Habitats League (EHL) supports the Greenprint. We are a Southern California regional conservation group dedicated to ecosystem protection, sustainable land use, and collaborative conflict resolution.

Over 30 years, we have been part of many endeavors to reconcile environmental and economic interests, particularly housing. Examples are the General Plan in Riverside and Los Angeles Counties, multiple species conservation plans in Orange, Riverside, and Los Angeles Counties, and advanced mitigation for the Orange County Transportation Authority. Currently, we co-chair the San Bernardino County Environment Element, along with the BIA.

In all efforts, stakeholders have reached remarkable consensus on accommodating housing and infrastructure and protecting the environment. The foundation for this consensus has always been in mutually accepted, good information, whether that be biological information or housing projections. The Greenprint is such a source of information. It can provide input for decision-making so that better planning results.

The Greenprint will serve all interests well, and will help identify the best locations for needed housing development. Thank you for your consideration.

Yours truly,

Dan Silver
Executive Director

8424 SANTA MONICA BLVD SUITE A 592 LOS ANGELES CA 90069-4267 ♦ WWW.EHLEAGUE.ORG ♦ PHONE 213.804.2750

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

August 23, 2021

Submitted via email to: SCAGGreenRegion@scag.ca.gov

Attn: SoCal Greenprint Team
Southern California Association of Governments (SCAG)
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

RE: Comments on the SoCal Greenprint

Dear SCAG Greenprint Team:

Friends of Harbors, Beaches and Parks (FHBP) has been engaged with SCAG for many years. In 2012, we formed a coalition that promoted natural lands policies and regional advance mitigation programs (RAMPs) at the SCAG level. These policies were ultimately adopted by SCAG leadership in the 2012 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). We advanced support of the RTP/SCS again in 2016 with a bigger coalition. In 2020, we were able to gain a broader, more inclusive, and geographically diverse coalition for Connect SoCal. The Coalition is submitting its own Greenprint support letter. This letter serves to communicate FHBP's concerns about delaying the development of this web-based tool.

We are deeply concerned about the recent attempts to end the development and release of the SCAG Greenprint for the following reasons:

1. The Greenprint is included in the Program Environmental Impact Report and Environmental Impact Statement. This is a legally binding commitment made by SCAG to reduce the impacts of the RTP/SCS.
2. The Greenprint has been envisioned since the 2016 RTP/SCS and has broad support. The concerns of the Building Industry Association (BIA) should have been raised in 2016 or in 2020 when this document was being considered and/or during any of the nine meetings held by the Natural and Farmlands Working Group.
3. Conservation of natural lands (parks/open space) is a designated land use and zone. Housing and infrastructure are also designated land uses and zones. These are not conflicting positions; they are all included on the map and belong there *together*.
4. The existing SCAG HELPR tool looks for potential infill or refill sites for the 6th cycle of the Regional Housing Needs Assessment. The conservation community didn't attempt to end this tool when it was released. We recognize housing and natural land preservation must co-exist. Why can't the BIA understand this?
5. We cannot build our way to a better climate, smarter cities, and more transit friendly neighborhoods. Natural lands and farmland preservation *can* help achieve a more sustainable future. Habitat and soil both sequester carbon and protect the land from future

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

conversion to urban uses that increase greenhouse gas emissions and vehicle miles traveled.

6. All of Southern California's landscapes (developed/undeveloped and preserved/unpreserved) must be included in the map. The context of preserved lands, development, transportation corridors, and possible opportunities for infill or conservation is critically important for the comprehensive view. Ensuring the entirety of the region is included *is the regional context necessary for cross jurisdictional evaluation*. Without it, you are simply back to siloed planning with cities and counties.

For these reasons and more, **we again support the SoCal Greenprint**.

Further, having a representative on the Greenprint Steering Committee has been extremely beneficial for Orange County, our Green Vision Coalition, and the broader region. We thank you for the opportunity to serve.

To conclude, we urge SCAG to continue the commitments made and finish the Greenprint this fall.

Thank you,

Michael Wellborn
President

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

INLAND EMPIRE RESOURCE CONSERVATION DISTRICT

Phone | (909) 799-7407
Fax | (909) 478-5501
25864-K Business Center Drive, Redlands, CA 9237
www.iercd.or

August 23, 2021

Honorable Clint Lorimore
President, Regional Council
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: **SoCal Greenprint Initiative**

Dear SCAG President Lorimore,

As a natural resources conservation organization, we are reaching out to thank the Southern California Association of Governments for its visionary move to sponsor the development of the SoCal Greenprint project. We strongly urge the organization to keep the project on track for a Fall 2021 launch.

There is no question that Southern California as a region will continue to expand and develop in the years to come. Southern California needs additional housing and transportation services to help it continue to be an economically vibrant region. The Inland Empire Resource Conservation District (IERCD) is a supporter of the SoCal Greenprint because it elevates existing data to help decision makers and stakeholders like ourselves understand how to best integrate nature into the future growth and development of the region. As a public agency that works to promote conservation of natural resources in partnership with residents, municipalities, and other organizations, this tool would be a great asset in our efforts to identify projects that would increase our region's fire resiliency, food security, habitat connectivity, and opportunities to access open space.

The SoCal Greenprint is a tool that is in line with SCAG and the region's leadership in ensuring that our continued growth is done so in a sustainable way that prepares our communities for the climate challenges that lie ahead. As a region, Southern California is connected by watersheds, wildlife corridors, air quality issues and economic activity that is not constrained by jurisdictional boundaries. The SoCal Greenprint will help our organization and others overcome those boundaries to promote smart regional planning that also makes sense locally. We appreciate the opportunity to leverage the SoCal Greenprint's data to understand how to better plan and prepare for a collective future of growth and environmental leadership.

We appreciate the opportunity to express our support for the continued development of the SoCal Greenprint as part of the August 24 public hearing. We urge you to take the feedback collected to strengthen the tool and develop the resource we need for sustainable growth in Southern California.

Sincerely,

Susie Kirschner, Conservation Programs Manager
Inland Empire Resource Conservation District
skirschner@iercd.org
(909) 307-4934

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

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LA CONSERVATION CORPS
Transforming Youth. Enhancing Communities.

Mailing Address
P.O. BOX 861658, LOS ANGELES, CA 90086-1658

August 20, 2021

Honorable Clint Lorimore
President, Regional Council
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: SoCal Greenprint Initiative

Dear SCAG President Lorimore,

We support the SoCal Greenprint and applaud the Southern California Association of Governments for developing a free, interactive, and easy-to-use resource for constituents like ourselves. The SoCal Greenprint is an important project that will help Southern California continue to be a leader and develop a vision for the future of the region that is committed to both economic vibrancy and environmental stewardship. We strongly urge SCAG to keep the project on track for a Fall 2021 launch.

Access to data and information is essential in making smart decisions about the future of our communities. As potential users of the SoCal Greenprint, we applaud SCAG's leadership for taking more than 100 sources of already publicly-available data and converting them into a useful tool that helps stakeholders visualize how to build healthier communities. As extreme weather, air quality, wildfires and drought become increasingly daily challenges, we expect our local leaders to seek the best tools to ensure that Southern California is prepared and resilient for the challenges that we know lie ahead. The SoCal Greenprint can be one of those crucial tools to help us prepare for these challenges.

We especially find value in the addition of an equity section that will allow us to understand how to best plan for growth that addresses the environmental injustices certain communities have disproportionately faced for far too long, such as challenges that threaten health and safety. A vibrant future for these communities is coupled with our ability to prepare for the effects of climate change. The SoCal Greenprint can help us do so in a way that makes it possible for every Southern Californian to thrive.

We want to reiterate our support for the completion of the SoCal Greenprint. We encourage SCAG to continue its leadership in demonstrating that growth and sustainability are not incompatible, but essential for a vibrant future.

Thank you,

DocuSigned by:
Wendy Butts
3430E70CC0CD419...

Wendy Butts
Chief Executive Officer

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

August 24, 2021

SCAG Board/Committee,

Thank you to SCAG for the opportunity to provide feedback and voice support for the continuation of the SoCal Greenprint project. My name is Brittany Rivas, Community Organizer with the Los Angeles Alliance for a New Economy.

At LAANE, we believe that data is the foundation of smart decision making that makes the stakes, opportunities and benefits clear. Access to information is especially important as we embark on the important effort to shape the future of a six-county region. We need to make decisions about where housing growth will occur, where we will place parks and green space so that people have the resources they need for healthy living, and amid a drought, how we will protect valuable resources like clean water. The SoCal Greenprint will be an invaluable asset in getting a baseline understanding of the issues that need to be considered as the region grows and develops amid what we know will be increasingly concerning climate change challenges.

For our campaigns, we use data to understand how to maximize the public good and ensure that underserved communities get a fair chance to succeed and thrive. That is why we are especially eager to see the completion of the equity section that puts an important lens on how our most impacted residents are experiencing environmental injustices and threats from climate change.

We encourage SCAG to finalize the SoCal Greenprint and make this important resource available to the stakeholders who will be shaping the intertwined future of our region.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

From: Maria del C Lamadrid [redacted]
Sent: Tuesday, August 24, 2021 5:09 PM
To: SCAG Green Region
Subject: Public comment in support of the SoCal Greenprint

Hello,

Thank you for giving the public the opportunity to provide comments on the SoCal Greenprint. My name is María Lamadrid, a concerned citizen who previously had the pleasure and joy of supporting community members along the LA River as the area developed in the City of Los Angeles.

During my time working to understand the impact of urban renewal as part of the Northeast Los Angeles Riverfront Collaborative Visioning Plan team, I can attest that the SoCal Greenprint is the kind of tool that would have truly helped promote access to affordable housing, increase transportation options while also protecting the natural ecosystem of our community.

We had the resources, time and interest to drive an effective holistic process. Yet a tool like the SoCal Greenprint would have really lower the threshold of participation for many in the community to advocate for and participate in the urban planning process. Do not leave other small community groups without the resources to steer effective urban growth.

We must take immediate action to continue the vital work of releasing the SoCal Greenprint. Thinking that development and conservation are mutually exclusive is an antiquated idea that will bring harm now and to future generations. If the Covid-19 crisis has made even more clear is that we live in a period of constant change where not inaction has grave consequences.

Housing, transportation, public health, and climate are intersectional issues that, when not addressed holistically, impact those at the margins. Not continuing forward with the commitment to complete the SoCal Greenprint as envision is truly an equity and self-realization injustice.

I urge the council to publicly back the SoCal Greenprint.

Maria del Carmen Lamadrid

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

August 24, 2021

Honorable Clint Lorimore
President, Regional Council
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: SoCal Greenprint Initiative

Dear SCAG President Lorimore,

As a 5013c desert conservation organization which has to date conserved over 100,000 acres of fragile and unique desert lands within the California Desert Conservation Area, we are reaching out to thank the Southern California Association of Governments for development of the SoCal Greenprint project.

As potential users of the SoCal Greenprint, we applaud SCAG's leadership for taking more than 100 sources of already publicly-available data and converting them into a useful tool that helps stakeholders visualize how to conserve and protect our invaluable desert ecosystems and landscapes. As development pressures, wildfires and climate change become increasingly greater threats, we expect our local leaders to seek the best tools to ensure that Southern California is prepared and resilient for the challenges that we know lie ahead. The SoCal Greenprint can be one of those crucial tools to help us prepare for these challenges. Specifically, we would request map layers to include boundaries for the California Desert Conservation Area; wildlife corridors and habitat; and desert landscapes that have been identified as having high biological diversity and importance for conservation.

As a region, Southern California is connected by National Parks and wilderness areas, wildlife corridors, conservation areas and economic activity. The SoCal Greenprint will help to promote smart regional planning that also makes sense to promote environmental conservation.

We urge you to take the feedback collected to strengthen the tool and develop the resources we need for sustainable growth in Southern California.

Thank you,

Susy Boyd
Public Policy Coordinator
Mojave Desert Land Trust

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

ORANGE COUNTY BUSINESS COUNCIL

2 Park Plaza, Suite 100 | Irvine, CA 92614 | P 949.476.2242 | F 949.476.0443 | www.ocbc.org

August 13, 2021

Mr. Kome Ajise
Executive Director
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

RE: SoCal Greenprint Comments

Dear Executive Director Ajise,

Orange County Business Council (OCBC), the leading voice of business in Orange County, appreciates the opportunity to comment on the development of the SoCal Greenprint. OCBC thanks the Regional Council for responding to feedback from experts in the business and development community and other key stakeholders in Southern California and allowing for additional time to review the Greenprint and provide feedback to SCAG. Amendments are needed to ensure the Greenprint is a successful land use tool without hindering housing production.

As you know, Southern California is suffering from a housing crisis. OCBC's "2019-20 Workforce Housing Scorecard" found that Orange County has an existing shortfall of 58,000 units. This shortfall will likely grow to over 114,000 units unless housing production can meet new job growth and population growth. Given the severity of the region's housing needs, it is crucial that new obstacles to housing production are not introduced—whether intentional or unintentional.

The Greenprint is described as a "strategic conservation mapping tool" to "protect, restore, and enhance natural lands, public greenspace, working lands, and water resources." While OCBC supports this goal, it must be balanced with the SCAG region's dire housing needs. As currently drafted, Greenprint's Proposed Data Layer List includes multiple data sources that lack the credibility to be considered scientific, yet by adding them to Greenprint, they could be seen as more legitimate than they are. As expressed from multiple speakers who are experts in this field during SCAG's Regional Council meeting on July 1, 2021, this data could be used in California Environmental Quality Act (CEQA) litigation resulting in detrimental, unintended consequences for housing or transportation projects. CEQA litigation abuse is already significant roadblocks for developers; adding another way for housing opponents to bolster CEQA lawsuits by citing the Greenprint's data as scientific would be counterproductive to SCAG's Regional Housing Needs Assessment (RHNA) and the region's holistic housing efforts. Instead, OCBC recommends SCAG only include data from official government sources in the Greenprint. OCBC also urges SCAG to continue notifying all stakeholders of all changes to data, maps and constraints within the Greenprint and their sources in real time. OCBC supports these and other recommendations provided by the building industry and encourages SCAG to continue working with Orange County stakeholders to ensure our shared goals for housing, transportation, and sustainability are mutually achievable.

Thank you for your consideration and we look forward to revising the Greenprint further to create a tool that has the support of housing, business, transportation, conservation and local government stakeholders.

Sincerely,

Jennifer Ward
Senior Vice President of Advocacy and Government Affairs

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

From: Warren Whiteaker [redacted]
Sent: Friday, August 13, 2021 11:12 AM
To: SCAG Green Region <scaggreenregion@scag.ca.gov>
Subject: Comments on Proposed Data Layer List

Please see comments below on data layers. Most comments note a broken link.

#	Theme	Data Name	Comment
1	Agriculture and Working Lands	Farmland Mapping and Monitoring Program	Both URLs listed in "Additional Information" are broken links
5	Agriculture and Working Lands	Community Gardens	Consider additional instructions on how to access community gardens layer. Unclear if the layer is available from provided link
6	Agriculture and Working Lands	Agritourism Locations	Only cheese and wine links work
19	Built Environment	Riverside County eRED	Second URL is broken link
20	Built Environment	Imperial Overlay	URL is broken link
21	Built Environment	San Bernardino Renewable Energy Element	URL requires access; returns 403 error
31	Vulnerabilities and Resilience	Fire Hazard Severity Zone	URL is broken link
36	Vulnerabilities and Resilience	Alquist-Priolo Faults	Requires ArcGIS login to access site
49	Context/Water Resources	Water Service Districts	URL is broken link
70	Context	County Boundaries	URL is broken link
80	Environmental Justice, Equity, and Inclusion	Trails - CA State Parks	Link returns a runtime error; potential broken link
91	Environmental Justice, Equity, and Inclusion	National Historic Trails	Second and third URLs are broken links
92	Environmental Justice, Equity, and Inclusion	Trails - Orange County	URL is broken link
94	Environmental Justice, Equity, and Inclusion	Priority growth areas	First URL requires ArcGIS login to access site
104	Environmental Justice, Equity, and Inclusion	Urban Displacement	URL is broken link
106	Environmental Justice, Equity, and Inclusion	Trails - Ventura County	Requires ArcGIS login to access site
125	Habitat and Biodiversity	Resilient Connected Network (All)	Middle URL is broken link

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Thanks,
Warren

Warren Whiteaker | he/him
Principal Transportation Analyst
Long-Range Planning & Corridor Studies
Orange County Transportation Authority
[redacted]

Together, We Move Orange County Forward

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Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

August 23, 2021

Honorable Clint Lorimore
President, Regional Council
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: SoCal Greenprint Initiative

Dear SCAG President Lorimore,

We support the SoCal Greenprint and applaud the Southern California Association of Governments for developing a free, interactive, and easy-to-use resource for constituents like ourselves. The SoCal Greenprint is an important project that will help Southern California continue to be a leader and develop a vision for the future of the region that is committed to both economic vibrancy and environmental stewardship. We strongly urge SCAG to keep the project on track for a Fall 2021 launch.

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We want to reiterate our support for the completion of the SoCal Greenprint. We encourage SCAG to continue its leadership in demonstrating that growth and sustainability are not incompatible, but essential for a vibrant future.

Thank you,

Andrea Vidaurre
Peoples Collective for Environmental Justice

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Robert Redford
CONSERVANCY
for Southern California Sustainability
PITZER COLLEGE

August 23, 2021

Honorable Clint Lorimore
President, Regional Council
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: SoCal Greenprint Initiative

Dear SCAG President Lorimore,

As a climate justice and sustainability organization, the Robert Redford Conservancy for Southern California Sustainability (RRC) would like to thank the Southern California Association of Governments for its visionary move to sponsor the development of the SoCal Greenprint project. We strongly urge the organization to keep the project on track for a Fall 2021 launch.

We support the SoCal Greenprint and applaud the Southern California Association of Governments for developing a free, interactive, and easy-to-use resource for constituents like ourselves. The SoCal Greenprint is an important project that will help Southern California continue to be a leader and develop a vision for the future of the region that is committed to both economic vibrancy and environmental stewardship. We strongly urge SCAG to keep the project on track for a Fall 2021 launch.

Access to data and information is essential in making smart decisions about the future of our communities. Access to a resource like this is indispensable for our students who are researching and innovating on sustainable and balanced approaches to solve complex problems. As potential users of the SoCal Greenprint, we applaud SCAG's leadership for taking more than 100 sources of already publicly-available data and converting them into a useful tool that helps stakeholders visualize how to build healthier communities. As extreme weather, air quality, wildfires and drought become increasingly daily challenges, we expect our local leaders to seek the best tools to ensure that Southern California is prepared and resilient for the challenges that we know lie ahead. The SoCal Greenprint can be one of those crucial tools to help us prepare for these challenges.

We especially find value in the addition of an equity section that will allow us to understand how to best plan for growth that addresses the environmental injustices certain communities have disproportionately faced for far too long, such as challenges that threaten health and safety. A vibrant future for these communities is coupled with our ability to prepare for the effects of climate change. The SoCal Greenprint can help us do so in a way that makes it possible for every Southern Californian to thrive.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

We want to reiterate our support for the completion of the SoCal Greenprint. We encourage SCAG to continue its leadership in demonstrating that growth and sustainability are not incompatible, but essential for a vibrant future.

Sincerely,

Susan A. Phillips, Ph.D.
Professor of Environmental Analysis
Interim Director, Robert Redford Conservancy
susan_phillips@pitzer.edu

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

From: Anna Christensen [redacted]
Sent: Tuesday, August 24, 2021 4:37 PM
To: SCAG Green Region
Subject: SO CAL Greenprint comment

To: SCAG
Re: So Cal Greenprint
From: Puvungna Wetlands Protectors, Sierra Club's Los Cerritos Wetlands Task Force

SCAG needs to:
1. Include significant tribal sites on the SoCal Greenprint
Tribal reservations
Sacred sites - consult Native American Heritage Commission(NAHC)
Tribal Traditional Properties, Tribal Traditional Landscapes
Names of major original tribal community/village sites

Examples:

1. Puvungna Village National Register Site on the campus of CSULB and at Rancho Los Cerritos, also registered as a Sacred Site with the NAHC
2. The Los Cerritos Wetlands (part of the Traditional Tribal Landscape of Puvungna)
3. The Ballona Wetlands
4. Bolsa Chica Mesa and Wetlands
5. Kuruvungna spring on the campus of University High School, Los Angeles

2. Ensure California Native American representation, input, and outreach
In creating, reviewing, promoting, and implementing SC Greenprint, SCAG must ensure California Native American representation on staff, on Steering, Advisory, and Scientific committees, and in partnerships and rapid assessments. Outreach to tribal communities through governmental agencies and other organizations representing tribal peoples, especially those indigenous to Southern California. Taking direction from indigenous peoples is also far more intelligent and respectful than simply allowing comment ("consultation") on plans designed by, and primarily for, non-natives.

3. Prioritize preservation of natural open spaces and tribal sites over development, including erase and replace "restoration" projects
The preservation of existing natural open spaces is aligned with the protection of California Native American culture, Sacred Sites, tribal lands, and indigenous plants and animals. Prioritizing preservation over restoration may seem counter intuitive until one realizes that restoration projects are increasingly likely to include remove and replace strategies that erase both existing ecosystems and California Native American history.

4.Decolonize
Implement measures ensure that SCAG representatives and staff embrace their responsibilities as caretakers and unlearn mainstream assumptions about land as property, ownership of land/mineral and water rights, right to exploit/pollute air, water, land, and prioritizing expanding the human footprint at the expense of other species and the natural world.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Santa Clara Valley Transportation Authority

August 19, 2021

Honorable Clint Lorimore
President, Regional Council
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Dear Mr. Lorimore,

I am writing to confirm my positive experience with and practical utility of the Pajaro Compass framework, its resources, and online tools, which are similar to what is being developed for the SoCal Greenprint Project, when planning transportation infrastructure projects.

I oversee the environmental clearance of two major transportation projects in the Pajaro River Watershed, which includes an area of approximately 1,300 square miles in Southern Santa Clara County and San Benito County. These projects are the U.S.101 Improvement Project (Monterey Road to State Route 129) and State Route 152 Trade Corridor Project. The US 101 Improvement Project consists of widening US 101 from Gilroy to State Route 129, a distance of approximately 7 miles, and reconstructing the U.S. 101/State Route 25 Interchange. The State Route 152 Trade Corridor Project consists of constructing a new 4-lane freeway between U.S. 101 and State Route 156 and providing eastbound truck climbing lanes over Pacheco Pass. Both these projects are located in rural areas with considerable environmental resources including sensitive habitats, special status species, agricultural lands, floodplains, cultural resources, and so on.

When planning such large projects, notable resources such as the Pajaro Compass Network and Pajaro Compass Webmap have proven to be extremely valuable tools. The Network itself provides access to key stakeholders in order to understand public concerns and design constraints during the project planning and engineering phases. I appreciate this engagement as it helps VTA develop the best project possible while considering the concerns of those for whom a project directly or indirectly affects. The Pajaro Compass Webmap includes multiple layers to identify sensitive resources, other environmental concerns, and potential mitigation opportunities. While ground-truthing in formal technical analysis is required during project development, the Webmap provides an excellent overview and starting point to identify these resources at both the local and regional scale.

VTA is an independent special district that provides sustainable, accessible, community-focused transportation options that are innovative, environmentally responsible, and promote the vitality of our region. VTA fully supports the Pajaro Compass Network and use of the Webmap and other resources developed as part of the overall framework. The development and implementation of the SoCal Greenprint Project should provide equivalent benefits to planners, designers, and decision-makers of public and private projects in the region for which the Greenprint serves.

Sincerely,

Ann Calnan (electronically signed)

Ann Calnan
Manager, VTA Environmental Programs
(408) 321-5976

3331 North First Street
San Jose, CA 95134-1927
Administration 408-321-5555
Customer Service 408-321-2300

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Honorable Clint Lorimore
President, Regional Council
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: SoCal Greenprint Initiative
August 17, 2021

Dear SCAG President Lorimore,

Southern California is a region that needs additional housing and public transportation services. The SoCal Greenprint is an additional tool that enables understanding the region's resources and their importance to human well-being and thus an important planning guide. Southern California will likely add population growth, the SoCal Greenprint provides the resources necessary to ensure this development happens in a way that is more socially, environmentally, and economically sustainable. The tool helps to assist the Southern California Association of Governments and California to guide the development of healthy cities and places for all.

The SoCal Greenprint can help provide the analysis such that proposed projects are built to mitigate some of the environmental challenges we know lie ahead and protect the region's many resources. To date, development has occurred largely with little forethought of impacts. The development, for example, on the region's alluvial fans, has exposed people to fire and flood, as well as having reduced ground water infiltration. Extensive development in the wildland/urban interface has unnecessarily exposed people to danger and fire fighting has cost all of us an enormous amount of money and stress. There is plenty of land remaining in the urbanized areas for further housing, ensuring the region can meet its AB 32 goals and enable people to commute effectively and less expensively. Intelligent development policy is a matter of political will and foresight by our elected officials. To continue to permit sprawl as usual is increasingly socially, environmentally, and economically. The Greenprint can point out such impacts of proposed developments such that policy makers can make more thoughtful decisions.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

At a time when environmental conditions related to drought, wildfire, earthquakes, and pollution in Southern California are apparent, I urge SCAG to continue to move the Greenprint project along, it is benign enough, a map. In the end, its simply another tool that the region can use to build better into the future.

Sincerely,
Stephanie Pincetl,
Professor, UCLA Institute of the Environment and Sustainability.
Author: *Transforming California, a Political History of Land Use in the State*; *Energy Use in Cities, a Roadmap for Urban Transformation* and over 100 additional articles on land use development, habitat conservation planning, water and energy management.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

TEJON RANCH
COMPANY

August 18, 2021

Via Electronic Mail
(scaggreenregion@scag.ca.gov.)
Southern California Association of Government
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

RE: Comments to SoCal Greenprint

Dear Members of Board, Committee Members, and Staff:

Tejon Ranch Company, on behalf of itself and its subsidiary/affiliated entities Tejon Ranchcorp and Centennial Founders, LLC (collectively, the "Tejon Ranch"), submit this comment letter objecting to the inclusion of the Antelope Valley Regional Conservation Investment Strategy (AVRCIS) as a data source in the SoCal Greenprint. The October 2019 Public Draft AVRCIS is fatally flawed both substantively and procedurally, and as such SCAG must take no further action to incorporate the AVRCIS into the Greenprint.

Beginning as far back as the AVRCIS's Steering Committee's comment period in the fall of 2017, Tejon Ranch has consistently and repeatedly requested to both the Desert and Mountain Conservation Authority ("DMCA"), the nominal public agency sponsor of the AVRCIS, and the California Department of Fish and Wildlife ("DFW"), the approving government agency, to not be included in the study or modeling on which the AVRCIS is based. This position is based on the fact that Tejon Ranch lands do not promote the primary stated purposes of the AVRCIS and the modeling used in the AVRCIS is not based upon the best available science.

The AVRCIS's primary purpose to aid in identifying "areas for compensatory mitigation for impacts to species and natural resources" and to "support mitigation needs" for various large-scale infrastructure, energy and development projects. To that end, Tejon Ranch has already availed itself of, and is presently implementing the statutory purpose behind the AVRCIS legislation as (1) Tejon Ranch had already agreed to conserve 90% of its 270,000 acres in exchange for the ability to engage in development on the remaining 10%, pursuant to the landmark 2008 Tejon Ranch Conservation and Land Use Agreement and (2) the 2008 agreement, which was entered with various environmental groups and with the endorsement of California governmental resource agencies, identified land for development based on scientific analysis demonstrating the areas for development would occur in less environmentally sensitive parts of Tejon Ranch.

As to the second point, Tejon Ranch has submitted to both DMCA and DFW that recent project level environmental analysis conducted for Tejon Ranch lands is more specific than the modeling used for the AVRCIS. Specifically, project level environmental documents, which are publicly available, provide more sophisticated, higher accuracy localized ecological mapping and analysis which represents better

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Tejon Ranch Co. (NYSE:TRC)—a diversified real estate development and agribusiness company.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

available scientific information than relied on by the AVRCIS's modeling. In fact, the AVRCIS itself recognizes there are deficiencies and gaps in its modeling.

Notwithstanding Tejon Ranch's request to be removed, and the compelling basis for this request, the AVRCIS Steering Committee nonetheless opted to include Tejon Ranch lands within the study area – without even notifying Tejon Ranch Company that its property was so included. Only after continuous and repeated requests that the Tejon Ranch lands be excluded from the AVRCIS study area and modeling did Tejon Ranch finally receive written representation from DMCA representatives stating that after consulting with the AVRCIS Steering committee that Tejon Ranch lands would be removed from the AVRCIS study area as well as the AVRCIS would be removing any references to Tejon Ranch lands, including narrative analysis, mapping overlay and other modeling. However, upon publication of a later AVRCIS draft, Tejon Ranch learned that notwithstanding Tejon Ranch lands being removed from the AVRCIS study area, Tejon Ranch lands still remain within the modeling used for the AVRCIS. Since this discovery of this intentional omission, Tejon Ranch has strongly urged DFW, DMCA and those preparing the AVRCIS to consider taking immediate steps to remove all mapping, depiction, visualization and other analysis or narrative from Tejon Ranch lands during its deliberation of its Final approval process. As of the date of this letter, DFW has not approved the final form of the AVRCIS, but instead continues to deliberate its completeness and substance.

Inclusion of the October 2019 draft AVRCIS as a data source in creation of the SoCal Greenprint would be both premature and potentially misleading to the public, as the final version of AVRCIS, once approved by DFW, has the potential to materially deviate from the October 2019 draft version which is now proposed to be made part of the Greenprint.

Additionally, it is Tejon Ranch's belief that the draft AVRCIS (and its inaccurate conclusions) are now being used by certain members of the environmental community, including Center for Biological Diversity, Natural Resources Defense Council, Endangered Habitats League, California Native Plant Society and others to name a few (all members of the AVRICS Advisory Committee), to challenge approvals of Tejon Ranch's Centennial master plan community in Los Angeles County, specifically, and Tejon Ranch development of its lands at large, as evidence by several lawsuits against Tejon Ranch which remain in various stages of litigation. It is of significant concern from a conflict of interest standpoint that these environmental groups have played central roles in the AVRCIS process that has been managed by DMCA and have been and continue to use the AVRCIS process to block the Centennial project and Tejon Ranch land use development in general, on the other hand. It is a grave concern how current litigants such as CBD and the other environmental groups mentioned in this paragraph can serve in an independent, non-biased capacity to craft a resource conservation program, where the program covers the very area where they have filed suit and continue to try and challenge Tejon Ranch projects. These blatant conflicts of interest do not appear to have been disclosed to DMCA or DFW. Governmental decisions, such as DMCA's decision to act as the "public agency" submitting the AVRCIS or its decision to approve a draft AVRCIS, or such as DFW's decision to approve an RCIS should not involve the participation of such heavily self-interested individuals or groups. It is apparent to Tejon Ranch that the same conflicted environmental groups now are engaged in weaponizing and hijacking SCAG's Greenprint program for its own purposes, by championing as part of Greenprint's underlying data source, a known unsanctioned and controversial resource conservation program, the AVRCIS, which will be utilized by municipalities, planners, infrastructure agencies, community based organizes and other to guide and shape regional development and land use decisions for the foreseeable future.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

As an additional point of interest to you, The Nature Conservancy, who SCAG has engaged to consult on Greenprint was also a member of the AVRCIS team. This fact raises yet another conflict of interest with the submission of the AVRCIS for inclusion in the Greenprint effort. This appears to be a coordinated effort by several conflicted participants in the AVRCIS process to give legitimacy to this self-serving and deeply flawed draft document by having it adopted by SCAG as best available science. Further, submittal of the draft AVRCIS is inappropriate as it is still under review and not approved by CDFW. These facts should give rise for grave concern to SCAG in considering the inclusion of the AVRCIS data in its Greenprint process.

To assist SCAG on our historic involvement with this effort, I am attaching two of several letters reflective of our constant ongoing objections to this process and the draft document, one of which includes correspondences authored by LA County as to their objections at the time.

Given that the AVRCIS is flawed for the reasons described above, SCAG must remove the AVRCIS for the data source of its Greenprint program. Inclusion of the draft AVRCIS is highly problematic and unjustly favors the self-serving interest of environmental groups, who are active insider participants in the AVRCIS and Greenprint process.

Very Truly Yours,

Marc W. Hardy
Senior Vice President, General Counsel

Attachments

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

TEJON RANCH
COMPANY

February 6, 2020

Via Overnight Courier & Electronic Mail (diane.sacks@mrca.ca.gov)
Desert & Mountain Conservation Authority
Attn.: Diane Sacks
44811 N. Date Ave., Suite G
Lancaster, CA 93534

Via Overnight Courier & Electronic Mail (rcis@wildlife.ca.gov)
California Department of Fish and Wildlife
Habitat Conservation Planning Branch
Attn.: Antelope Valley RCIS Comments
1010 Riverside Parkway
West Sacramento, CA 95605

Re: Antelope Valley Regional Conservation Investment Strategy ("AVRCIS") October 2019 Public Draft

To Whom It May Concern:

Tejon Ranch Co., on behalf of itself and its subsidiary/affiliated entities Tejon Ranchcorp and Centennial Founders, LLC (collectively, the "Tejon Ranch"), submits the comments contained in this letter pursuant to California Fish & Game Code section 1854(c)(2).[1] The comments contained in this letter pertain to the October 2019 Public Draft AVRCIS. We understand that the Desert & Mountain Conservation Authority ("DMCA") is statutorily obligated to respond to the comments contained in this letter. However, this letter should be independently considered and responded to by the California Department of Fish & Wildlife ("DFW") as part of any determination to issue a final approval of the AVRCIS because the concerns expressed herein relate to the DMCA's compliance with several statutory requirements contained in Sections 1850–1861 (hereafter, the "RCIS Statute") and DMCA's compliance with the *Regional Conservation Investment Strategies Program Guidelines (September 2018)* (hereafter, the "2018 Guidelines"), all of which are applicable to the AVRCIS.

I. Background and Summary of Comments

Tejon Ranch is proud of the continuing role it plays in conserving land with ecological value. In 2008, Tejon Ranch voluntarily entered the Tejon Ranch Conservation and Land Use Agreement (the "Ranchwide Agreement"), which to date is the largest private land conservation commitment in California history.[2] At the time, DFW expressed strong policy level support for

[1] All references to code sections in this letter are to the California Fish & Game Code unless otherwise noted.
[2] The Ranchwide Agreement is available at: https://www.sec.gov/Archives/edgar/data/96869/000119312508138009/dex1028.htm. Signatories to the Ranchwide Agreement include the Tejon Ranch Conservancy, along with the Natural Resources Defense Council, the National Audubon Society, the Sierra Club, the Endangered Habitats League and the Planning and Conservation League (collectively, "resource groups"). Most of the resource groups participated in preparing the AVRCIS, with representatives serving on the Steering Committee and/or Advisory Committee. Also, several of AVRCIS's leaders (such as Terry Watt, Graham Chisholm, Dan Silver and Gary George) are either current or past board members of the Tejon Ranch Conservancy. These facts, which raise serious conflict of interest concerns, are addressed below.

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Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Tejon Ranch's commitment, as evidenced in a May 1, 2008 letter signed by the California Department of Fish and Wildlife. (*See* Attachment 1.) Pursuant to the Ranchwide Agreement, Tejon Ranch agreed to conserve 240,000 of its 270,000 acres (almost 90% of its landholdings) in perpetuity. To date, over 110,000 acres have been conserved through the recordation of conservation easements (including approximately 61,000 acres that were conserved with funding from the Wildlife Conservation Board). While Tejon Ranch is highly concerned with how the AVRCIS has been developed, and with the scientific modeling used to create it (especially in light, as discussed below, of the extensive ecological studies that underly the Ranchwide Agreement), Tejon Ranch's commitment to voluntarily conserve its land in perpetuity is consistent with some of the aspirational goals DFW seeks to achieve with the RCIS program.

Throughout the entirety of the AVRCIS process, Tejon Ranch has repeatedly requested that its lands not be included in the study area or in the scientific modeling on which the AVRCIS is based. Our request is based on well-reasoned (and previously articulated) justifications. Foremost among these reasons is that the inclusion of Tejon Ranch lands does not promote the primary stated purpose of the AVRCIS. This rationale is further discussed in Heading II.A below. Second, as explained in Heading II.B below, the scientific modeling underlying the AVRCIS is not even the best available science (insofar as AVRCIS modeling overlaps Tejon Ranch lands and other areas where project-level or planning-level ecological analysis have been conducted). On this point, as detailed further below, the RCIS Statute requires that the DMCA and DFW recognize recent project-level environmental analysis conducted for Tejon Ranch lands, and project-level and planning level analysis for other areas, is far more reliable than the scientific modeling used for the AVRCIS.

Separate from the rationale summarized in the previous paragraph, it is also appropriate to remove Tejon Ranch lands entirely from the scientific modeling because those preparing the AVRCIS previously committed on numerous occasions that this would occur, and doing so is consistent with the fact that Tejon Ranch lands are not located in the AVRCIS study area. Notwithstanding Tejon Ranch's numerous requests (which began in 2016 and have been re-made as recently as October 10, 2019), and notwithstanding promises by those preparing the AVRCIS,[3] Tejon Ranch lands were included in an early June 2017 "Administrative Draft" version of the AVRCIS. It was only after additional communication with the AVRCIS's preparers that Tejon Ranch lands were removed from the study area, consistent with the reasons expressed below in Section II. (*See* Attachment 2, email exchanges with AVRCIS preparers.) However, on October 11, 2019 Tejon Ranch representatives learned that those preparing the AVRCIS decided not to remove Tejon Ranch lands from the scientific modeling used for the AVRCIS because re-running the modeling would be "costly." The failure of those preparing the AVRCIS to re-run the scientific modeling contradicts express assurances made to Tejon Ranch that the AVRCIS would be revised so that "modeling results are not extended beyond the RCIS boundary." (*See* Attachment 2, quoting June 30, 2019 email response from Mr. Chisholm.) Therefore, Tejon Ranch lands should be removed entirely from the scientific modeling because assurances were made by those preparing the AVRCIS, and Tejon has relied on those assurances to its detriment. (*See HPT IHG-2 Properties Trust v. City of Anaheim* (2015) 243 Cal.App.4th 188.)

[3] In a July 17, 2016 email, Ms. Terry Watt stated that "Tejon Ranch ownership has been taken out of the RCF [Regional Conservation Framework, the precursor to the AVRCIS] plan area . . . ."

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Finally, as explained in Heading III below, the AVRCIS's preparers have ignored several statutory requirements. These deficiencies were previously brought to the attention of both the AVRCIS preparers and DFW. Furthermore, because AVRCIS preparers are operating under the incorrect assumption that the AVRCIS process was initiated by DMCA prior to January 1, 2017 (a point that is analyzed in more detail below and clearly refuted by documentary evidence), the AVRCIS does not conform to recommendations contained in the 2018 Guidelines. With respect to the comments made in Heading III, it seems clear that the AVRCIS process must start over and that DFW is not even able to approve the AVRCIS without the process beginning anew.

II. Tejon Ranch Lands Were Properly Excluded from the Study Area and Should Be Removed from the Scientific Modeling

The AVRCIS study area appropriately does not include Tejon Ranch lands. To be consistent with that determination, to comply with requirements in the RCIS Statute and to honor the promises made by preparers of the AVRCIS that the AVRCIS would be revised so that "modeling results are not extended beyond the RCIS boundary," the AVRCIS's scientific modeling should not include Tejon Ranch lands.

A. Including Tejon Ranch Lands in the AVRCIS's Modeling is Contrary to Both the RCIS Statute and AVRCIS's Stated Purpose Because Tejon Ranch Lands are Already Subject to a Comprehensive Conservation Plan.

The RCIS Statute identifies the legislative intent of the RCIS program: To "identify species and habitat conservation initiatives at a regional scale . . . in order to guide voluntary investments in conservation, and compensatory mitigation for impacts to ecological resources . . . ." (§ 1850(a) (emph. supp.), *see also* subdiv. (b).) The AVRCIS is supposedly drafted to implement this statutory purpose and is intended to "guide voluntary conservation actions and mitigation actions . . . in conjunction with public infrastructure and forest management." (AVRCIS at p. 1-1.) In this regard, the AVRCIS's stated primary purpose is to aid in identifying "areas for compensatory mitigation for impacts to species and natural resources" and to "support mitigation needs" for various large-scale infrastructure, energy and development projects. (AVRCIS at p. 1-3; *see also* p. 4-1.) Said another way, the purpose of the AVRCIS is to provide a basis for voluntary investments in conservation and to encourage mitigation agreements in furtherance of development projects.

Notwithstanding the primary purpose for which the AVRCIS is being developed (and the legislative purpose identified in Section 1850), Tejon Ranch already has availed itself of, and is presently implementing, a comprehensive and binding mitigation and conservation strategy for its land. To this point and as mentioned above, the Ranchwide Agreement obligates Tejon Ranch to preserve approximately 240,000 acres of specifically identified land through the phased dedication of conservation easements. Identifying the location of the easements was subject to significant and detailed biological analysis and negotiation between Tejon Ranch and the resource groups during preparation of the Ranchwide Agreement.[4] Further, as noted in Section I above, of the total 240,000 acres that will be conserved, approximately 110,000 acres is already subject to recorded

[4] Several of the AVRCIS's primary preparers and leaders (most notably Terry Watt and Graham Chisholm) were directly involved in the process of reviewing biological analysis and identifying the exact locations of land to be conserved at Tejon Ranch as part of developing the Ranchwide Agreement.

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conservation easements (including approximately 61,000 acres preserved with funding from the Wildlife Conservation Board). Specific to the reasoned explanation for why Tejon Ranch lands should be entirely excluded from both the study area and the scientific modeling, the Ranchwide Agreement expressly states that the "commercial operation of a mitigation bank, or the sale or other transfer of mitigation 'credits'" within conservation easements is prohibited. (*See* Ranchwide Agreement, Exh. M, § 2(a)(11).) As a result of this prohibition in the Ranchwide Agreement, there is no land on Tejon Ranch within which the primary purpose of the RCIS Statute or the AVRCIS can be achieved. Importantly, as reflected elsewhere in this letter, the unavailability of Tejon Ranch for commercial operation of mitigation banking is known to a primary preparer of the AVRCIS – Graham Chisholm was a signatory to the Ranchwide Agreement and a former director of the Tejon Ranch Conservancy.

Simply put, the Ranchwide Agreement (i) already establishes a binding and comprehensive framework on Tejon Ranch for mitigating impacts of development,[5] (ii) creates the funding mechanism by which such preservation will be maintained in perpetuity and (iii) prohibits operation of commercial mitigation banks or sale of mitigation credits. For these reasons, Tejon Ranch's land was properly excluded from the AVRCIS study area and must be removed from the scientific modeling.

B. The AVRCIS's Scientific Modeling Fails to Include Best Available Science for Land Within the Modeling Area.

The RCIS Statute requires that the AVRCIS incorporate and rely on "the best available scientific information regarding the strategy area **and** the surrounding ecoregion . . . ." § 1852(b)(14) (emph. supp.). The AVRCIS does not reflect best available science for Tejon Ranch lands. On this basis, the AVRCIS's modeling must either entirely exclude Tejon Ranch lands or be re-run to include best available scientific information.

The AVRCIS states that it is "based on the best available biological land use planning information." (*See* AVRCIS at p. 1-4.) This is not accurate. In fact, there is no demonstrable proof provided in the AVRCIS that this claim is correct. The AVRCIS also asserts it was "developed in concert with other key planning efforts that overlap in the RCIS area. Primarily it builds on existing information provided in the State Wildlife Action Plan (SWAP), DRECP, California Desert Biological Conservation Framework, and the Significant Ecological Areas identified in the *Los Angeles County 2035 General Plan*." (*Ibid.*) This is also inaccurate. Several facts contradict these statements and demonstrate the scientific modeling's deficiency:

- The AVRCIS's scientific modeling includes Tejon Ranch lands, but the modeling fails to utilize project-level habitat data from documents that were prepared pursuant to the California Environmental Quality Act ("CEQA") for the Centennial Specific Plan. The Centennial Specific Plan was approved by the Los Angeles County Board of Supervisors in April of 2019, following certification of a Final

[5] The DFW's 2008 letter supporting the Ranchwide Agreement (*see* Attachment 1) acknowledges that Tejon Ranch's commitment to conserve the vast majority of Tejon Ranch's property was done for the purpose and with the intent to "meet the land conservation and corresponding natural resource mitigation requirements for the planned development and other activities within the Developed Areas," including development in the Los Angeles portion of Tejon Ranch known as the Centennial Specific Plan that is adjacent to the AVRCIS study area.

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Environmental Impact Report (SCH No. 2004031072), which documentation had been released for public comment in 2017.

- The AVRCIS modeling and study area includes lands within the State Route 138 right of way, but neglects to utilize project-level habitat data from publicly-available documents that were prepared pursuant to CEQA for the California Department of Transportation ("CalTrans") project to widen State Route 138 (SCH No. 2013111016).
- The AVRCIS modeling and study area includes lands that were subject to the Antelope Valley Area Plan ("AVAP"), but does not utilize planning-level habitat data from CEQA documents that were prepared for the AVAP, including a certified Final Environmental Impact Report (SCH No. 2014061043).

These three environmental documents – two of which are project-level and all of which are publicly available– provide the best available science for those projects. They are more refined, have higher accuracy and (as to the project level documents) offer localized ecological mapping and analysis. These documents, therefore, collectively provide better available scientific information than the information relied on for the AVRCIS's modeling. As a result, not only are statements contained in the AVRCIS that its modeling represents "best available science" inaccurate, but such statements impact other characterizations and conclusions made in the AVRCIS. For instance:

- Statements made on AVRCIS page 1-5 in Items 3, 5 and 7 relating to the comprehensiveness and quality of AVRCIS analysis inaccurately suggest the AVRCIS's modeling is the most reliable. In fact, the analysis and mapping contained in the environmental documents for Centennial, AVAP and the State Route 138 widening are more specific and more accurate.
- AVRCIS Section 2.1.4.3 (at p. 2-32) states that notwithstanding limitations inherent in species modeling, "[s]pecies habitat distribution modeling improves the RCIS planning process in the following ways [¶] • Extrapolates habitat distribution across areas lacking adequate data from field surveys." However, in the project-level cases noted above there are field surveys that provide data and these studies are publicly available. The AVRCIS proponent, DMCA, must justify why such data is not being used given the statutory requirement that an RCIS rely on best available science.
- AVRCIS Section 2.1.4.3 (at p. 2-34) states that "We created an additional dataset called *species focal areas* to emphasize modeled species habitat that overlaps with known occupied habitat. . . . Species focal areas were created by buffering known point occurrences (since 2000) by distances that estimated the species' primary activity areas (Table 2-5)." (Emph. supp.) However, there is no explanation in the AVRCIS of how occurrence data was vetted for species that can be observed in habitat that is not considered suitable (i.e., migration versus breeding habitat). Examples of species requiring explanation include the willow flycatcher and Swainsons hawk.
- AVRCIS Section 3, which describes the methodology and depicts areas of high conservation value, is not based on best available scientific information because the analysis does not include project-level data that is publicly available, including the

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data identified above for Centennial and the State Route 138 expansion, nor does it include data derived from the planning-level analysis of the AVAP.

- AVRCIS Appendices F (Focal Species Habitat Models) and G (Modeling Methodology) suffer from similar infirmity as a result of the AVRCIS failing to use data from project-level environmental documents for Centennial and the State Route 138 widening and the planning-level analysis from the AVAP.

To its credit, the AVRCIS recognizes there are deficiencies and gaps in the modeling. (*See* AVRCIS at p. 2-36.) However, in the case of the data for the Centennial Specific Plan, the State Route 138 project and the AVAP, noted above, the omission of this information appears to be intentional. For example, at the June 15, 2016 meeting of the DMCA governing board (which is the public agency sponsor of the AVRCIS), a staff report notes that a privately funded "regional conservation framework" known as the Antelope Valley Conservation Framework (or "AVRCF", which appears to be an early version of the AVRCIS) was in the process of being planned and prepared by Conservation Strategy Group, ICF, Conservation Biology Institute and Terry Watt Consulting. (Attachment 3, June 15, 2016 DMCA Staff Reports.) With respect to this early version of the AVRCIS, the DMCA staff report notes "very little new data will need to be collected or generated, with perhaps the exception of a number of additional species models." (*Id.* at p 3.) This statement made by DMCA staff is alarming. At the time, several of the entities preparing this early version of the AVRCIS had specific knowledge of the project-level approvals identified above, either because some of the preparers were litigants against the projects described above[6] or because some of the preparers owed fiduciary duties to parties that would benefit from the projects.[7] Thus, it would be expected that information related to the Centennial Specific Plan, the State Route 138 widening and the AVAP would be used instead of the less-specific modeling data described in the June 15, 2016 staff report. Yet, project-level data was not considered in the draft modeling.

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[6] The Center for Biological Diversity participated in preparing the AVRCIS (*see* AVRCIS at pp. 6-2 – 6-3) and unsuccessfully sued Los Angeles County to challenge its approval of the AVAP. Presently CBD and the California Native Plant Society (also a participant in preparing the AVRCIS, *see* AVRCIS at p. 6-3 and *see also* June 2017 Administrative Draft AVRCIS at p. 6-4) are challenging Los Angeles County's approval of the Centennial Specific Plan. CBD and CNPS also misused the June 2017 Administrative Draft AVRCIS to negatively comment on the Centennial Specific Plan's EIR. The Endangered Habitats League participated in preparing the AVRCIS (*see* June 2017 Administrative Draft AVRCIS at p. 6-3) and challenged the State Route 183 widening. The involvement of litigants of projects within the AVRCIS study in the AVRCIS process is just one example of a process tinged with conflicts of interest. As reflected above, that is especially the case where these litigant/AVRCIS participants then use the AVRCIS in the litigation they file.

[7] The Sierra Club, Audubon California, the Natural Resources Defense Council and the Endangered Habitats League are parties to the Ranchwide Agreement, and each had representatives that participated in preparing the AVRCIS. *See* June 2017 Administrative Draft AVRCIS at pp. 6-2 – 6-4. Several of the individuals representing these organizations were, or are currently, Board members of the Tejon Ranch Conservancy and owe fiduciary duties to that organization. Several of the primary leaders of the AVRCIS process are either current or past board members of the Tejon Ranch Conservancy. For instance, Terry Watt, who was a primary author and consultant of the AVRCIS until she "resigned" from the process (due to the objection by Tejon Ranch that she had conflicts of interest and her involvement was contrary to her fiduciary duties as a Conservancy director), is identified in the June 2017 Administrative Draft AVRCIS as a lead consultant and member of the Steering Committee. *See* June 2017 Administrative Draft AVRCIS at pp. 6-1 and 6-2. Likewise, Graham Chisholm, who is a signatory to the Ranchwide Agreement and a former Tejon Ranch Conservancy director, is leading preparation of the AVRCIS and its processing through DFW. *See* AVRCIS at p. 6-2.

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Failure to use more recent, more refined and publicly available project-level data (and planning-level data as to the AVAP) is not excusable given the statutory mandate contained in Section 1852(b)(14) that an RCIS "shall include . . . best available scientific information regarding the strategy area **and** the surrounding ecoregion." Inclusion of such data is not discretionary, it is mandatory. Here, not only is use of the project level data for the Centennial Specific Plan and the CalTrans State Route 138 expansion required (as is the planning level data for the AVAP), but failure to do so renders DFW unable to approve the AVRCIS. Doing so would be contrary to law and an abuse of discretion by DFW.

The simplest solution, therefore, is for Tejon Ranch lands to be removed from the AVRCIS's scientific modeling. Removal from both the study area and the scientific modeling is what Tejon Ranch representatives were led to believe would occur and would be consistent with express promises made by those preparing the AVRCIS. *See* Attachment 2. Removal would also be consistent with the reasoning for omitting Tejon Ranch lands from the AVRCIS study area (which reasoning is explained above). Statements by those preparing the AVRCIS that doing so is too "costly" is, frankly, irrelevant given the statutory mandate requiring inclusion of project-level data as "best available scientific information." Removal from the modeling to match the study area is likely less costly than revising the AVRCIS to account for this project-level and/or planning-level data.

III. Those Preparing the AVRCIS Failed to Comply with Applicable Law and the 2018 Guidelines

To date, the AVRCIS process has been run almost entirely by private entities and conflicted individuals, not by a public agency that maintains responsibility for and control of the study. (*See* AVRCIS, Appendix C, at pp. C-2 – C-4.) Yet, Section 1852(a) only identifies two types of entities that are authorized to prepare and propose an RCIS – DFW or a public agency.

A. The RCIS Statute Only Authorizes Public Agencies to Prepare an RCIS.

Only the DFW or a public agency has statutory authority to "propose", "develop", "create" or "submit" an RCIS for DFW's consideration. (§§ 1852(a), 1854(c).) The statute does not authorize a private party to prepare an RCIS (at least not without a public agency being "in control" of or "responsible" for the process).[8] Nor does the RCIS Statute contemplate, let alone authorize, the preparation of an RCIS by private parties who, at some later date and time, then "forum shop" an RCIS to a public agency that then enters the process to merely serve as the titular public agency

[8] The 2018 Guidelines provide some elaboration on who may be an "RCA or RCIS proponent", which these guidelines define to include a "public agency or group of public agencies developing an RCA or RICS for review and approval by CDFW and who is responsible for the technical and administrative updates of an RCA or RCIS." 2018 Guidelines at p. 2-11, emph. supp. Additionally, the 2018 Guidelines acknowledge that and RCIS proponent (i.e., a public agency) can "prepare an RCIS collaboratively with other public agencies or other stakeholders, including non-profit organizations or other interested parties." *See* 2018 Guidelines at 4-43. While this language does permit third parties to participate in the development of an RCIS, to comply with and not violate the RCIS Statute, such participation must be (as the 2018 Guidelines state) "collaborative" and maintain the public agencies ultimate responsibility for the process and documentation prepared. As reflected in this comment letter (which provides DMCA documents as support), the AVRCIS process not only started prior to DMCA's involvement, but was well underway as to planning and preparation of a draft document prior to that time. The record fails to show that DMCA "initiated" the process, "led" the process or "prepared" the AVRCIS.

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sponsor. Such a charade not only contradicts the RCIS Statute, but such dishonest maneuvering runs afoul of, if not is a blatant affront to, basic principles of governmental transparency, open record keeping, conflicts of interest and due process that apply to public agency operations.

As discussed below, the AVRCIS process did not involve the required public agency sponsorship until September 13, 2017 – at which time DMCA's governing body acted, for the first time, to officially become the "public agency" proponent of the AVRCIS. (*See* Attachment 4, September 13, 2017 Staff Report.) Prior to this September 13, 2017 meeting, the DMCA governing board only received two briefings on the AVRCF, the early version of the AVRCIS. At no time did the DMCA governing board, prior to September 13, 2017, take any action that could remotely be viewed as authorizing the initiation, sponsorship, creation or preparation of the AVRCIS. As reflected below, prior to September 13, 2017, the DMCA was "invited" to participate in an already formed "Steering Committee" that, with authorship of private individuals and entities, and with funding from private sources, was already well underway in planning and preparing an early version of the AVRCIS. As quoted below, one of the two DMCA staff reports from June 15, 2016 makes it clear that DMCA's role would have little influence, given major work and conclusions regarding the study's modeling were already complete. (*See* Attachment 3.) The September 13, 2017 DMCA staff report is even more clear as to the timing and nature of DMCA's involvement: (i) private consultants without any governmental oversight "produced all of the draft documentation and mapping to date and has run Steering Committee and Advisory Committee meetings" and (ii) prior DMCA discussion in June of 2016 was not to take action to be the proponent of the AVRCIS, rather it was "a discussion item about the evolving Antelope Valley Regional Conservation Investment Framework." (*See* Attachment 4, emph. supp.)

1. The AVRCIS Process Has Been Led Almost Entirely by Private Entities and Conflicted Individuals, Not a Public Agency.

Prior to a September 13, 2017 meeting of DMCA's governing board, there was no official action by DMCA to authorize preparation or initiation of the AVRCIS process. This is evident from the staff report for the September 13, 2017 DMCA meeting. Additionally, records from DMCA meetings prior to that date demonstrate that the AVRCIS process began well before DMCA's involvement. One of the staff reports prepared in conjunction with the June 15, 2016 DMCA governing board meeting indicates that DMCA did not "initiate" the process but, rather, was "invited to be on the AVRCF steering committee" preparing the AVRCF, a precursor and early version of the AVRCIS. (*See* Attachment 3.)

The "Steering Committee" mentioned in the two June 15, 2016 staff reports was comprised of numerous entities and individuals that used the AVRCIS process for their own individual interests, not the public's interest (which is the statutory rational for having a public agency initiate and prepare an RCIS). The conflicts of interest of the AVRCIS Steering Committee, Advisory Committee and Technical Subcommittee membership was previously communicated to DMCA and DFW. These concerns are now reiterated by attachment of Tejon Ranch's May 21, 2019 letter (which letter is incorporated by this reference for DMCA's response and DFW's consideration). (*See* Attachment 5, May 21, 2019 Tejon Ranch letter to DFW re conflicts.) At the very least, and to prevent further violation of public ethics and conflict of interest laws, those individuals with conflicts of interest in the outcome of the AVRCIS (including, without limitation, those individuals identified in footnotes 6 and 7) must not participate further in the AVRCIS process in any manner,

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including as members of the Steering Committee, Advisory Committee or Technical Subcommittee.[9]

Since September 13, 2017, when the DMCA officially determined it would prepare and sponsor the AVRCIS, there has been virtually no official action or public process undertaken by DMCA in furtherance of the AVRCIS process. Records demonstrate the AVRCIS process was – and continues to be – run almost entirely by private consultants and entities (with funding from private entities) that have no contractual obligation to DMCA. This means that DMCA cannot really be deemed to be the entity preparing or initiating the AVRCIS. These facts are evidenced by the public agenda and agenda material from the DMCA meetings between 2016 and 2019[10] and the audio recording of the September 13, 2017 DMCA governing board meeting.

Preparation of the AVRCIS by private entities and individuals without the meaningful oversight or control of a public agency is not what the RCIS Statute contemplates (or allows). Yet, as reflected in statements by Mr. Edelman, an executive officer of DMCA (who himself was involved in the AVRCIS process), that is exactly what the private entities and conflicted individuals who prepared the AVRCIS desired. The result was a process that lacked transparency, accountability and the real opportunity for the public, property owners and other stakeholders to have input, contrary to the intent of the RCIS Statute.

During the September 13, 2017 governing board meeting, staff for DMCA stated that (a) the AVRCIS process to that date had been purely private in nature and (b) it was the intention of those actually preparing the AVRCIS to avoid public scrutiny of their work product until it was submitted to DFW. A copy of the audio recording of the September 13, 2017 DMCA governing board meeting, which was provided by DMCA to Tejon Ranch in response to a Public Records Act request, is included as Attachment 6 to this letter. Statements made at the September 13, 2017 meeting demonstrate an intentional desire to sugarcoat a public process and maintain secrecy:

> Mr. Edelman: "It's really a decision of . . . Well, I guess it's ultimately . . . ***If*** the DMCA sponsors the regional conservation investment strategy, the DMCA will have some say in that. ***But right now, it's a private document*** that's moving forward through this planning team hired by Bechtel and the Windward Foundation." (Minute 21:58, emph. supp.)

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[9] Tejon Ranch presumes that several of the individuals or entities listed in Chapter 6 of the AVRCIS will comment on the AVRCIS. This will only serve to highlight Tejon Ranch's concern that conflicts of interest have and continue to permeate the AVRCIS process. Insofar as Steering Committee, Advisory Committee or Technical Advisory Committee members or their organizations comment on the AVRCIS, it is wholly inappropriate for these individuals and entities to provide input into any "response" to their own comments. It is also inappropriate for such individuals or entities to assist in responding to the comments contained in this letter.

[10] The DMCA governing board did not meet at all in 2015 and only met twice in 2016 – on June 15, 2016 and on September 9, 2016. (*See* http://dmca.ca.gov/agenda_archive.asp [agenda and agenda material hyperlinks].) Furthermore, neither of the meetings held in 2016 by the DMCA governing board created a "DMCA Steering Committee" or took any action to authorize or "initiate" preparation of the AVRCIS. In fact, the two staff reports for the June 15, 2016 meeting are both admissions that an early version of the AVRCIS was already in the process of being planned and prepared by private individuals and entities. *See* Attachment 3. DMCA's governing board met only once in 2017, did not meet at all in 2018 and met only once in 2019 (http://dmca.ca.gov/agenda_archive.asp). At some point one must question whether the private individuals and entities preparing the AVRCIS (including those with conflicts of interest) intentionally chose to use a nominal government agency that hardly ever meets. Doing so certainly makes public input with decisionmakers virtually impossible.

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> Unknown Speaker: "And part of the process around the work that we're doing is having a team of advisors from different nonprofits and conservation entities, and to take it entirely out of their hands by letting every landowner opt in or opt out I think would be difficult to do without including these nonprofits and organizations to weigh in on how we exclude or include land, when the main goal is to the conservation priorities not landowner priorities. (Minute 22:22, emph. supp.)
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> ***
>
> Mr. Edelman: "And this process has been going on for a year and a half, and the staff has been involved in it, and Chair Olesh is involved in it through the Transition Habitat Conservancy. . . . It [the AVRCIS] even got going ***before*** the legislation occurred." (Minute 32:08, emph. supp.)[11]
>
> ***
>
> Mr. Edelman: "So, our recommendation is after this discussion is to take that role [to become the proponent], and go with the momentum of the program, and show the flag, and become authorized, becoming a sponsor, and potentially one thing we talked about internally was that if . . . Since you haven't seen the final draft of it, and that the people who are preparing it don't want that final draft to go public until it goes to the Department of Fish and Wildlife, that you could make it so that the chair could get final approval of it, potentially to... Before it gets submitted to Fish and Wildlife. . . . . But that the planning team really thought it would be better, and move the process along farther, if it could go to that stage without being widely distributed public wide." (Minute 34:40, emph. supp.)

What is evident from the AVRCIS process, as reflected above in statements of DMCA's own executive staff, is the intentional failure of those preparing the AVRCIS to comply with several requirements in the RCIS Statute that are intended to provide a transparent process. What is also obvious is (i) that September 13, 2017 was the first time that the DMCA's governing body actually considered and discussed its formal involvement in the AVRCIS process and (ii) prior to that time, private entities and conflicted individuals, and not DMCA as the "public agency" proponent, had been conducting all work and making all decisions relative to the AVRCIS.

Further, it is evident (as demonstrated by the quotations above) that DMCA staff urged the DMCA governing board to continue shielding the AVRCIS from public light by (i) not reviewing a final draft before submittal to DFW and (ii) authorizing the DMCA Chair, who himself had personal conflicts as a director of one of the private entities preparing the AVRCIS, to give final approval of any submittal to DFW. This suggestion was ultimately what the DMCA governing board approved, thus carrying on its legacy of inaction and inattention to the AVRCIS, which continues to this day to be controlled by private individuals and entities.

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[11] This is yet another example of conflicts of interest that are inherent in the AVRCIS process. Mr. Olesh is a public official (and is the Chair of DMCA's governing board). Yet in this case, DMCA's staff admits that Mr. Olesh has participated in the AVRCIS process in his private capacity as a director of the Transition Habitats Conservancy. "Wearing two hats" is a classic conflict of interest. While Mr. Olesh is unable to correct any past actions, going forward it is inappropriate for him to continue participating in the AVRCIS process.

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2. The AVRCIS Was Not "Initiated" by DMCA and DMCA Was Not Involved Until Long After the AVRCIS Was Drafted.

The AVRCIS makes several factual statements that would lead DFW to believe that the document has been initiated, prepared and proposed by a public agency in compliance with Sections 1852(a) and 1854(c). For example, the AVRCIS states:

- "The Antelope Valley RCIS development process began in March 2016. The process was initiated by the Desert and Mountain Conservation Authority (DMCA) in collaboration with the California Energy Commission." (*See* AVRCIS at p. 1-6, emph. supp.)
- "As the RCIS applicant, DMCA led preparation of this RCIS with generous funding from the Stephen D. Bechtel, Jr. Foundation." (*Id.* at 1-7, emph. supp.)
- "The coordination and development of this Antelope Valley RCIS was guided by a Steering Committee. The Steering Committee, led by DMCA, was composed of representatives from DMCA, the Nature Conservancy, California Department of Transportation, California Energy Commission, U.S. Fish and Wildlife Service (USFWS), and Transition Habitat Conservancy." (*Ibid.*, emph. supp.)
- "[T]he effort is being led by a Steering Committee, convened by the Desert and Mountains Conservation Authority, and comprised of . . . ." (*Id.* at Appendix C-1 [Notice of Public Meeting on the Proposed Antelope Valley Regional Conservation Investment Strategy], emph. supp.)

None of these statements are accurate. Audio recordings of the September 13, 2017 DMCA governing board meeting (which are quoted above) make that abundantly clear. (*See*, Attachment 6 *and* quotations above.) Additionally, both DMCA staff reports, dated June 15, 2016, relating to DMCA involvement in the AVRCF (the early version of the AVRCIS) note that private entities and individuals, with private funding support, had organized a group to prepare the AVRCF document and that DMCA was being "invited" to participate in a process that was already underway. (*See* Attachment 3.) One of these staff reports goes on to indicate that "Staff will know a lot more about the potential DMCA roles and timing after the June 13th meeting." (*Ibid.*) The remainder of this staff report consists of a consultant-prepared summary of the AVRCF. The two staff reports for June 15, 2016 and the consultant-prepared summary indicate that planning and preliminary preparation of the AVRCF was already underway – obviously long before DMCA's governing board considered on June 15, 2016 whether to even participate in the precursor to the RCIS pilot program. This was also nearly 18 months before the September 13, 2017 DMCA meeting where, for the first time, DMCA's governing board determined it would become the public agency that is supposed to prepare an RCIS as provided in Section 1852(a) and 1854(c).

These facts demonstrate that DMCA was "invited" into a process that was not only well underway, but had already (i) resulted in the planning and decision to prepare an early version of the AVRCIS and (ii) made conclusions on the nature of the scientific modeling that would be used. In sum, DMCA's role has been minimal, lacking in oversight of those preparing the AVRCIS, and devoid of independent review of the work product prepared by the private individuals and entities submitting the AVRCIS. In fact, in taking the only and last recorded action on the AVRCIS, the DMCA Board moved to become the public agency applicant and authorized the body's chair (who also happened to be participating in the AVRCIS process in his personal capacity as a member of

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the Transition Habitat Conservancy, *see* footnotes 10 and 11 above) to conduct any necessary final review and sign off for submittal to DFW because "the people who are preparing it don't want that final draft to go public." (*See* Attachment 6, at min. 34:40.) It is evident that DMCA's Board was not interested in engaging in any meaningful control or oversight of the AVRCIS process, mainly because (to date) it has been driven by private entities and individuals.

For the reasons in Section III.A, it is improper for DFW to take any action to approve the AVRCIS. Action by DFW to approve the AVRCIS would do nothing more than condone a secretive process.

B. Those Preparing the AVRCIS Have Not Complied with Provisions of the RCIS Statute Meant to Ensure Public Participation.

In order for there to be sufficient public input, at a minimum, there must be compliance with provisions of the RCIS Statute that are designed to afford the public and interested parties the opportunity to participate.

The RCIS Statue requires that, unless a public agency initiated an RCIS before January 1, 2017, the public agency must publish a notice of intent to create an RCIS and file such notice with the Office of Planning and Research and the county clerk of counties where the RCIS is found. (§ 1854(c)(1); *see also* Gov. Code § 6040 [specifying method of publication applicable to all public agency publication obligations].) The AVRCIS concedes that the DMCA did not publish a notice of intent "[b]ecause development of this Antelope Valley RCIS began in June 2016." (*See* AVRCIS at p. 1-15.) While it is true that there were entities preparing what later became the AVRCIS prior to January 1, 2017, those entities were private organizations and conflicted individuals who were not authorized, directed or approved by DMCA's governing board to do so. Even the June 15, 2016 action by DMCA does not render the AVRCIS's statement accurate because, as noted in the June 15, 2016 staff reports, at that time a private group was already in the process of planning and preparing the AVRCF (an early version of the AVRCIS). Indeed, it was this private group that was "inviting" DMCA in June of 2016 to sit on a steering committee as one member among many other participants. It was only on September 13, 2017, at the end of this closed group process that DMCA's governing board took official action to become the public agency sponsor of the AVRCIS.

This notice of intent is required by the RCIS Statute. It was not published by DMCA or those actually preparing the AVRCIS. As a result, the AVRCIS may not move forward absent compliance with this requirement.

C. Those Preparing the AVRCIS Have Not Complied with the 2018 Guidelines.

DFW promulgated the 2018 Guidelines to provide guidance to public agencies preparing RCIS. There have been several prior iterations of DFW guidance, including guidelines published in June of 2017. The 2018 Guidelines govern an RCIS if it was initiated on or after January 1, 2017 or if a public agency published a notice of intent for an RCIS after September 13, 2018. (*See* Guidelines at p. 4-1, fn. 117.) An RCIS initiated prior to January 1, 2017 is exempt from the Guidelines (as would be an RCIS for which a public agency published a notice of intent prior to September 14, 2018), in which case the RCIS may use DFW guidelines adopted in June of 2017.

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In order to avail itself of the June 2017 guidelines, a public agency "must provide CDFW with adequate written documentation that they have met either one of the criteria." In this case, DMCA is unable to provide the written documentation that is required by the 2018 Guidelines. As discussed above, all action taken by DMCA relative to the AVRCIS occurred exclusively at the June 15, 2016 and September 13, 2017 governing board meetings. As part of the June 15, 2016 meeting documentation, the staff reports demonstrate that DMCA did not initiate the AVRCIS process (or AVRCF process, for that matter) – private entities and conflicted individuals initiated the process and were already underway planning and preparing the draft study. It was only at the September 13, 2017 DMCA governing board meeting that DMCA, for the first time, took official action to become the "public agency" proponent of the AVRCIS. Accordingly, the 2018 Guidelines – not earlier DFW guidance – are applicable to the AVRCIS.

The AVRCIS proponents fail to comply with provisions in Section 4.2.4 of the 2018 Guidelines. The record does not indicate any outreach by AVRCIS proponents to "tribes with cultural interests in the RCIS area," as is recommended in the 2018 Guidelines. (*See* Guidelines at p. 4-6.) This omission also contradicts the DFW's adopted Tribal Communication and Consultation Policy. (*See* Department Bulletin 2014-07.) Oddly, the various committees that comprised the AVRCIS's "decisionmakers," which were mainly environmental organizations, individuals from government agencies and public utilities, could have easily communicated with and included the cultural perspective of other communities and valued stakeholders, such Native American tribes. Unfortunately, AVRCIS preparers appear not to have conducted this important consultation and good faith outreach.

IV. Conclusion

Tejon Ranch lands should be removed from the AVRCIS's scientific modeling, as those preparing the AVRCIS indicated would occur and as Tejon Ranch representatives were led to believe would happen. Removal from the modeling is consistent with the reasoning for removing Tejon Ranch lands from the AVRCIS study area. The cost of doing so is irrelevant given the statutory mandates that require inclusion of project-level data as "best available scientific information". If the AVRCIS's preparers will not remove Tejon Ranch lands from the modeling (as previously promised), then the scientific modeling must be re-run because it does not include the best available scientific information, which as demonstrated by this letter is contained in publicly-available project level environmental documentation.

Regardless of the points above, the AVRCIS's preparers failed to comply with various aspects of the RCIS Statute, including most notably, the failure of a public agency to initiate the AVRCIS and to publish a notice of intent. These infirmities are highly problematic because DMCA is unable to demonstrate its compliance with the RCIS Statute and the 2018 Guidelines. As a result, it is difficult for DFW to approve the AVRCIS.

Sincerely,

Michael R.W. Houston,
Senior Vice President, General Counsel & Secretary

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Attachments:
1. May 1, 2008 Letter supporting the Ranchwide Agreement
2. Email excerpts regarding removal of Tejon Ranch lands
3. June 15, 2016 DMCA Staff Reports regarding AVRCF (two staff reports)
4. September 13, 2017 DMCA Staff Report regarding AVRCIS
5. May 21, 2019 Letter from Tejon Ranch to DFW re conflicts (with attachments)
6. Audio recording of September 13, 2017 DMCA meeting (Thumb-drive)

cc: Nathan Voegeli, Esq., DFW Tribal Liaison (*via email, nathan.voegeli@wildlife.ca.gov*)
Tejon Ranch Conservancy Board of Directors (*via email by way of Conservancy counsel*)
Graham Chisholm (*via email*)
Note: Audio file appended as Attachment 6 only sent to primary recipients

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Attachment 1

May 1, 2008 Letter supporting the Ranchwide Agreement

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EXHIBIT R

Resource Agency Letter re Mitigation

California Environmental Protection Agency

STATE OF CALIFORNIA resources AGENCY

May 1, 2008

Mr. Robert A. Stine
President & CEO
Tejon Ranch Company
4436 Lebec Road
Lebec, CA 93243

Dear Mr. Stine:

As you know, representatives of the Tejon Ranch Company (TRC) have had a number of meetings with California Resources Agency staff to discuss TRC's long-term plans for conservation and development of the 270,000-acre Tejon Ranch (Ranch). TRC has also met with the California Environmental Protection Agency to discuss the outline of TRC's project plans. Because of the exceptional natural resource values of the Ranch, both of our agencies have been delighted to learn that you have worked with various environmental groups (Resource Groups) to develop a conservation and land use agreement (Ranchwide Agreement) that identifies and designates planned conservation areas (Conserved Areas), planned development areas (Developed Areas) and the permitted activities within those areas. As it has been described to us, the Ranchwide Agreement would foster the orderly conservation and development of the Ranch and provide for the permanent conservation of almost 90 percent of the Ranch. We understand that the Ranchwide Agreement is at a conceptual level at this time, but that you expect to have final agreement with environmental groups sometime in early May.

In connection with the proposed Ranchwide Agreement, we understand that TRC is seeking policy level recognition of this historic accord from State and Federal agencies and departments. The purpose of this letter is to provide that policy recognition exclusively in relation to this planned transaction for the Ranch.

Because of the unique factors involved in this project, this policy recognition is not intended to, and does not, serve as precedent for lands other than those within the Ranch.

To that end, we offer the following policy statements in support of the Ranchwide Agreement:

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- Based on your description of the Ranchwide Agreement, we understand that of the approximately 270,000 acres comprising the Ranch, the Ranchwide Agreement would provide for the permanent preservation of at least 178,000 acres and for the option to preserve an additional 62,000 acres through the purchase of conservation easements, or potentially fee title, for an anticipated total of approximately 240,000 acres, or almost 90 percent of the total Ranch acreage. Because of the many unique factors noted above, including the sheer magnitude of this conservation effort and the significant resource values attributed to this property, and in viewing the 240,000 acres in the Conserved Areas in a holistic manner, we expect that TRC will be allowed to use those Conserved Areas and corresponding natural resource values associated with these Conserved Areas to meet the land conservation and corresponding natural resource mitigation requirements for and the planned development and other activities within the Developed Areas, including the designated planned development projects of Tejon Mountain Village, Centennial and Grapevine, subject to potential limitations for Conserved Areas acquired using public funds as described below.

- Though actual mitigation requirements for the planned development and other activities within the Developed Areas cannot be known prior to regulatory review, given the large amount and high natural resource values in these Conserved Areas, we do not anticipate that TRC would be required to acquire or use lands outside of Ranch property to satisfy natural resource mitigation requirements. Only after a full evaluation of these lands, and a determination is made that the required mitigation can not be found on the Ranch, would we look outside the Ranch for mitigation.

- For portions of the Conserved Areas that are permanently preserved by conservation easements, or potentially fee title, acquired using public funds, the use of these lands for mitigation purposes would not be allowed unless the potential mitigation use of these lands is taken into account in the price paid and unless mitigation uses are allowed by applicable laws including those governing the public funding source(s) used to fund the acquisition.

- In order to provide an integrated and comprehensive approach to the management of lands and resources within the Conserved Areas, we understand that the parties have agreed to create an independent conservancy (Tejon Conservancy) as part of the Ranchwide Agreement. Provided that the Tejon Conservancy meets applicable legal requirements for holding mitigation land and conservation easements and assuming corresponding long-term mitigation monitoring and other mitigation obligations, the Tejon Conservancy could serve as the appropriate and preferred entity to hold conservation easements and/or title to mitigation lands granted by TRC, and to manage those lands, subject to regulatory requirements imposed pursuant to project permitting for the Developed Areas.

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- We appreciate the commitment of TRC and the Resource Groups to work with California State Parks and other stakeholders toward creation of a State Park within the Ranch. A large park, extending from the Mojave Desert, across the Tehachapi Mountains, and into the grasslands of Tejon Valley, would be an extraordinary addition to California's state park system, providing meaningful public access to the Tehachapi Mountains. The Tejon Conservancy would be a valued partner in planning and supporting this State Park.

This letter is intended to set forth policy statements in support of the Ranchwide Agreement. As specific projects are proposed, TRC and other parties engaged in the planned development or other activities on the Ranch will be required to apply for and obtain all permits, licenses and approvals required under applicable law, including compliance with the California Environmental Quality Act and all other state laws. Final determinations regarding permit and mitigation requirements for those activities will be decided by the appropriate agencies and departments as part of, and in accordance with, those processes.

The policy statements in this letter presume that the terms of the final Ranchwide Agreement are substantially consistent with the above description and will in fact be reached. If, for some reason, TRC and the environmental groups are unable to reach a final agreement, we expect that TRC will notify us. Again, we applaud the Tejon Ranch Company for working to reach such a significant and historic agreement to address the long-term future of Tejon Ranch.

Sincerely,

Mike Chrisman, Secretary for Resources

Linda Adams, Secretary for Environmental Protection

Ruth Coleman, Director
California State Park

Tam Doduc, Chair, State Water Resources Control Board

John Donnelly, Director
Wildlife Conservation Board

Don Koch, Director
Department of Fish and Game

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Attachment 2

Email excerpts regarding removal of Tejon Ranch lands

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

From: Graham Chisholm <graham.chisholm@gmail.com>
Sent: Tuesday, August 20, 2019 3:28 PM
To: Greg Medeiros <gmedeiros@tejonranch.com>
Cc: Hunt Gary <ghunt@calstrat.com>; Michael Houston <mhouston@tejonranch.com>
Subject: [External] Re: Fwd: AVRCIS

Greg, I double checked dates, and wanted to clarify that I mean Thursday, Oct. 10th (not the 11th).

Thanks. Graham

On Wed, Aug 14, 2019 at 8:55 AM Graham Chisholm <graham.chisholm@gmail.com> wrote:

Greg, thanks for the follow up. We would propose October 11th (Thursday). Scott Fluery (ICF) is the only one of us based in southern California and at this point we'd propose that we either meet in person in Sacramento/San Francisco or convene a call with web access to carefully go over maps that will indicate how we will have addressed the concerns that have been raised about the display of model results. Obviously in person is preferable.

Due to the prior experience, we will not be circulating a copy of the revised draft to any stakeholders prior to resubmission, but are happy to walk through in specific detail the issues the Tejon Ranch Company has raised.

Thanks. Graham

On Tue, Aug 6, 2019 at 5:38 PM Greg Medeiros <gmedeiros@tejonranch.com> wrote:

Hello Graham,

Thank you for the follow up email. The dates you propose are fine with my schedule. However, I would prefer to move the meeting to the Los Angeles area. Also, to make the meeting as productive and efficient as possible. I would like a copy of the draft AVRCIS Report for my review prior to the meeting. Do you have a preferred date during the week of October 7?

Greg

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Greg Medeiros

Vice President of Community Development - Centennial

TEJON RANCH
COMPANY

27220 Turnberry Lane, Suite 190

Valencia, CA 91355

(661) 705-4460 Direct

www.TejonRanch.com

From: Graham Chisholm <graham.chisholm@gmail.com>
Sent: Tuesday, August 6, 2019 5:27 PM
To: Hunt Gary <ghunt@calstrat.com>; Michael Houston <mhouston@tejonranch.com>; Greg Medeiros <gmedeiros@tejonranch.com>
Subject: [External] Fwd: AVRCIS

Greg, Gary and Michael, confirming that you received my email regarding getting together to review how the draft was reviewed prior to our next submission. Thanks. Graham

---------- Forwarded message ---------
From: **Graham Chisholm** <graham.chisholm@gmail.com>
Date: Tue, Jul 30, 2019 at 11:57 AM
Subject: Re: AVRCIS
To: Greg Medeiros <gmedeiros@tejonranch.com>
Cc: Paul Edelman <edelman@smmc.ca.gov>, ronald.unger@wildlife.ca.gov <ronald.unger@wildlife.ca.gov>, Beale Chris <cbeale@resourceslawgroup.com>, Gary Hunt <ghunt@calstrat.com>, Michael Houston <mhouston@tejonranch.com>

Dear Greg,

Following up on my earlier email, I wanted to see if we can organize a meeting to discuss the Antelope Valley draft RCIS that is being revised. Given the challenge of schedules, I wanted to see if one of the follow dates would work for a meeting in Sacramento: Oct. 7, 10, or 11 (Mon, Thurs, Friday). The ICF team would describe the draft and share maps that will indicate how the modeling results are not extended beyond the RCIS boundary (which exclude TRC lands). Unfortunately, Chris Beale will not be able to join on those dates.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Let me know if those dates would work for you and anyone else you'd like to have join the meeting.

Thanks. Graham

On Tue, Jun 18, 2019 at 1:51 PM Graham Chisholm <graham.chisholm@gmail.com> wrote:

Dear Greg, thanks for your email, once the technical consultant completes the work and before we are prepared to resubmit, we will set up a time to do a webinar to review. Chris Beale also confirmed this with Jennifer Hernandez. I don't expect that that will occur until at least mid-August due to work flow.

Thanks. Graham

On Tue, Jun 18, 2019 at 1:48 PM Greg Medeiros <gmedeiros@tejonranch.com> wrote:

Hello Graham,

In response to your offer to meet to confirm removal of Tejon Ranch from maps and the scientific re-modeling in the draft AVRCIS, as noted in the attached email exchange between our general counsel and you, I am writing to touch base on the status of your update and revision of the AVRCIS.

When do you think you will be in a position to share the changes to the maps and scientific re-modeling that you have offered to implement to fully remove Tejon Ranch from the AVRICS (consistent with the removal of the Ranch from the study area)? As we understand it from your attached email, and as is our expectation, the study will be revised to update the mapping and scientific re-modeling to not have Tejon Ranch land included. I am available at a time that is convenient for both of us to discuss this and to review the updated draft.

Thank you,

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Greg Medeiros

Greg Medeiros

Vice President of Community Development - Centennial

TEJON RANCH COMPANY

27220 Turnberry Lane, Suite 190

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Graham Chisholm

c. 510-409-6603

e. graham.chisholm@gmail.com

--

Graham Chisholm

c. 510-409-6603

e. graham.chisholm@gmail.com

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Michael Houston

From: Michael Houston
Sent: Friday, May 24, 2019 10:33 AM
To: Graham Chisholm
Cc: Paul Edelman; ronald.unger@wildlife.ca.gov; Beale Chris; Gary Hunt
Subject: RE: Letter pertaining to Antelope Valley Regional Conservation Investment Strategy
Attachments: FW: Call Status; Fwd: Letter pertaining to Antelope Valley Regional Conservation Investment Strategy

Mr. Chisolm,

I think our most significant concern regarding the lack of communication to date relates to the fact that Tejon Ranch had no prior understanding of what had been done in the most recent AVRCIS submittal, given that we'd previously been told that the study area and modeling would exclude Tejon Ranch (and really should exclude all area outside the study area) and for all the reasons raised in my prior letters. As reflected in Gary Hunt and Jennifer's responses (both attached), our awareness occurred only after the May 7th DMCA meeting and both have no record of being contacted.

Having said that, I appreciate your willingness to implement changes that are consistent with the fact that Tejon Ranch is outside the study area, as noted in your email below. Since you've offered, it probably would be appropriate at some point for us to evaluate the changes to modeling in depictions or narrative to ensure that your commitments are being lived up to.

Of course, we reserve all our rights and remain concerned about the AVRCIS process in general.

Thank you,
Mike

Michael R.W. Houston
Senior Vice President and General Counsel
TEJON RANCH COMPANY
P.O. Box 1000 | 4436 Lebec Road
Tejon Ranch, CA 93243
(661) 663-4230 Direct
www.TejonRanch.com
www.TejonOutlets.com
Bio: http://tejonranch.com/company-executives/senior-vice-president-general-counsel/

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From: Graham Chisholm <graham.chisholm@gmail.com>
Sent: Wednesday, May 22, 2019 10:50 AM
To: Michael Houston <mhouston@tejonranch.com>
Cc: Paul Edelman <edelman@smmc.ca.gov>; ronald.unger@wildlife.ca.gov; Beale Chris <cbeale@resourceslawgroup.com>; Gary Hunt <ghunt@calstrat.com>
Subject: Re: Letter pertaining to Antelope Valley Regional Conservation Investment Strategy

Mr. Houston,

Thanks for your response, I will discuss with those involved in preparing the next revised draft.

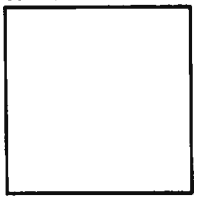
To correct and update your message indicating the lack of response, please note that I did not reach out to Mr. Hunt, please see my email on May 14th (below). I would have to go through phone records to find the date/time when I left Mr. Hunt a message seeking to discuss the Antelope Valley RCIS earlier this year. Further, Chris Beale left Ms. Hernandez a voice on the afternoon of May 17, 2019 and did not receive a response as of today.

Further to my message, we'd be happy to meet with you or representatives to walk through how we intend to revise the draft, otherwise we will move forward and ensure that the depiction of the modeling results only cover the RCIS area.

Regards, Graham Chisholm

Graham Chisholm <graham.chisholm@gmail.com>

to Hunt



Gary, hopefully you haven't lost my number, I left you a message regarding Antelope Valley several months ago, a d never heard back.

Please let me know if you like to speak.

Thanks.

On Wed, May 22, 2019 at 10:26 AM Michael Houston <mhouston@tejonranch.com> wrote:

Mr. Chisolm and Mr. Edelman,

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Initially, thank you both for the responses you provided. I've included an email that Mr. Edelman separately sent me yesterday, as an attachment to this email chain, for ease of communication. As reflected in my correspondence over the past year and a half (primarily directed to DMCA, and most recently to the Department of Fish & Wildlife), the most concerning aspect of this process has been attempting to understand what is occurring. I'll let my earlier correspondence speak for itself, in regard to what I think has been a less than clear or transparent process, but I pin that concern on the fact that nominally private entities have been managing and preparing a study that should really be undertaken through a governmental process (as statutorily required). I sincerely hope that your respective recent responses are an indication that the commitment made to us in 2017 will, in fact, be honored.

Permit me to clarify several points and raise them in a manner that is responsive to each of your comments.

1. As mentioned in my letter yesterday to Mr. Unger, we are aware that the current AVRCIS study area does not include Tejon Ranch. The concern, however, as expressed in my letter, is that the mitigation priority modeling and visualizations depicting this modeling extend beyond the study area and such depictions include Tejon Ranch and other lands outside the boundary. The letter sent to Mr. Unger included several examples from the February 2019 Draft AVRCIS that demonstrate this point (which are also attached to this email). The August – September 2017 correspondence from Mr. Beale and Mr. Chisolm and our September 2017 follow-up (all of which were noted and attached to our letter to DFW) made it clear that our expectation was not just to be removed from the formal study area, but to ensure that any graphical or textual discussion of mitigation modeling also excluded Tejon Ranch. Indeed, it makes sense to delimit the modeling to the study area, and our letters have provided several reasoned and practical reason to do so.
2. As a result, the current February 2019 Draft AVRCIS includes graphical depictions that can and should be modified so as not to extend the modeling beyond the study area. As Mr. Chisolm notes below, this is likely a "relatively easy solution" that probably involves modification to the multiple figures and depictions throughout the draft AVRCIS. I will defer to those that prepared the document as to whether any text or tables also need modification.
3. Bear in mind that we understood this issue was being resolved and it was only after we received notice of the May 7th DMCA meeting, attended that meeting, made a public records request to both DMCA and DFW, and received the February 2019 Draft AVRCIS that we thereafter learned the commitment made to us in 2017 was not entirely followed through. In that regard, and for clarity, let me correct Mr. Chisolm's comments below that (1) Jennifer Hernandez did not hear from anyone on this topic since the May 7th meeting and (2) only after Mr. Hunt reached out to others who have been involved in the AVRCIS process did Mr. Chisolm indicate on May 15th he was going to contact Mr. Hunt (which did not happen, although it bears mentioning that Mr. Hunt was out of the country for the past two weeks). At no point prior to our attending the May 7th DMCA meeting did we hear from any representatives preparing the AVRCIS before the AVRCIS's submittal to DFW in February.

I am happy to discuss further how you intend to implement the "relatively easy solution" you think can be accomplished. I do believe the solution is an easy one that involves revising the depictions so that modeling is only depicted within the AVRCIS boundary.

Sincerely,

Mike

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Michael R.W. Houston

Senior Vice President and General Counsel

P.O. Box 1000 | 4436 Lebec Road

Tejon Ranch, CA 93243

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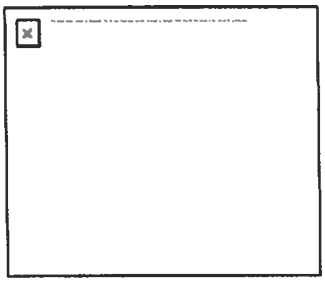
Bio: http://tejonranch.com/company-executives/senior-vice-president-general-counsel/



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From: Graham Chisholm <graham.chisholm@gmail.com>
Sent: Tuesday, May 21, 2019 1:27 PM
To: Michael Houston <mhouston@tejonranch.com>; Hunt Gary <ghunt@calstrat.com>
Cc: ronald.unger@wildlife.ca.gov; Beale Chris <cbeale@resourceslawgroup.com>; Paul Edelman

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

<edelman@smmc.ca.gov>
Subject: Re: Letter pertaining to Antelope Valley Regional Conservation Investment Strategy

Dear Mr. Houston, thank you for copying me on your letter addressed to Ron Unger. In initial review it seems like there could be a relatively easy solution to addressing the concern related to underlying modeling data that appears outside the RCIS boundary.

In the past week, we have reached out to Gary Hunt and Jennifer Hernandez without response, but we'd be happy to work with you to arrange a time to meet either in person or by phone to see if your issue of concern can be resolved.

Please let me know what would be most convenient for you.

Regards,

Graham Chisholm

On Tue, May 21, 2019 at 9:57 AM Michael Houston <mhouston@tejonranch.com> wrote:

Mr. Unger,

Please see the attached letter of today's date.

Thank you,

Michael R.W. Houston

Senior Vice President and General Counsel

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Michael Houston

From: Graham Chisholm <graham@csgcalifornia.com>
Sent: Monday, September 18, 2017 7:46 AM
To: jennifer.hernandez@hklaw.com; ghunt@calstrat.com
Cc: Michael Houston; Paul Edelman; Spencer Eldred; elemke@counsel.lacounty.gov; scoleman@counsel.lacounty.gov
Subject: Tejon Ranch & the Antelope Valley RCIS

Jennifer and Gary,

This follows up on our August 14th call, on which we shared that we would be taking a recommendation to remove the Tejon Ranch from the RCIS to the RCIS steering committee and that Chris Beale would let Jennifer know the recommended action.

Chris Beale confirmed with me that he spoke with Jennifer on August 18th and let her know that the steering committee was comfortable with the recommendation to remove Tejon Ranch from the draft Antelope Valley Regional Conservation Investment Strategy (AVRCIS). ICF International is modifying the draft AVRCIS in order to implement the recommendation, including removing references to the Tejon Ranch from the draft AVRCIS' narrative analysis and maps.

When the draft AVRCIS is submitted to CDFW for review it will not include the Tejon Ranch.

Thanks and with regards,

Graham Chisholm

Cc:

Paul Edelman

Elain Lemke

Starr Coleman

Michael Houston

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Michael Houston

From: CBeale@resourceslawgroup.com
Sent: Tuesday, August 15, 2017 1:57 PM
To: Jennifer.Hernandez@hklaw.com
Subject: AV RCIS study area

Jennifer, after consulting with the AV RCIS steering committee, ICF will be removing Tejon Ranch from the AV RCIS study area, as requested by Tejon Ranch.

Chris Beale
RESOURCES LAW GROUP, LLP
555 CAPITOL MALL, SUITE 1090
SACRAMENTO, CA 95814
916.442.4880
916.442.4193 (FAX)
cbeale@resourceslawgroup.com
www.resourceslawgroup.com

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Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Attachment 3

June 15, 2016 DMCA Staff Reports regarding AVRCF (two staff reports)

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

DESERT AND MOUNTAIN CONSERVATION AUTHORITY

MEMORANDUM

TO: The Governing Board

FROM: Joseph T. Edmiston, FAICP, Hon. ASLA, Executive Officer

DATE: June 15, 2016

SUBJECT: **Agenda Item XIII: Discussion and possible action regarding the Antelope Valley Regional Conservation Framework (RCF) project and official Desert and Mountain Conservation Authority involvement.**

Staff Recommendation: That the Governing Board receive a briefing on the proposed Antelope Valley Regional Conservation Framework (RCF) project and provide any direction to staff.

Background: The California Department of Fish and Wildlife (CDFW) working with other State agencies and private groups is working on pilot projects called Regional Conservation Frameworks (RCF). This working group has determined that the Antelope Valley is an ideal location for such a project. A grant from the Windward Fund to a company called ICF has funded the preparation of an Antelope Valley Regional Conservation Framework. The study area will include most of Antelope Valley but the initial plan most likely would concentrate on the southwest corner of the valley. A Regional Conservation Assessment (RCA) will be part of the RCF.

The DMCA has been invited to be on the AVRCF steering committee that will meet for the first time on June 13th. Staff will be attending that meeting. On the June 22nd a meeting for an advisory committee will be held in Lancaster. Staff will be attending that meeting. The tentative schedule calls for the submittal of a draft RCF to CDFW in January 2017.

The DMCA is positioned to play a key role in the implementation of the RCF as an entity to hold and acquire properties and conservation easements. Staff will know a lot more about potential DMCA roles and timing after the June 13th meeting. The text on the following page was prepared by the consultants as a brief project description.

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Antelope Valley Regional Conservation Framework Description

The Antelope Valley Regional Conservation Framework (RCF) is part of a state-wide effort to pilot a new flexible conservation planning tool, to identify high priority conservation areas within a region that can be proactively protected, restored, and managed. These RCFs will identify wildlife, fisheries, and habitat conservation needs including conservation actions needed to address climate change and protect wildlife corridors on a regional scale. The RCFs will be an important tool to guide and coordinate public and private investments in habitat conservation, wildlife and fisheries recovery strategies, infrastructure planning and development, and compensatory mitigation for impacts to threatened and endangered species and other natural resources.

The RCFs are voluntary, non-regulatory tools that will serve a number of beneficial purposes, including support proactive conservation planning in advance of development pressures, which will help reduce potential conflicts that may arise at the individual project stage. In addition, RCFs may guide conservation investments by state, federal, local and private entities and provide a basis for the development of advance mitigation agreements.

Regional Conservation Frameworks can also be used as a foundation for future action for communities that want to develop more comprehensive plans such as Natural Community Conservation Plans (NCCPs) or regional Habitat Conservation Plans (HCPs).

With private foundation support and coordination by the Conservation Strategy Group, ICF has teamed with the Conservation Biology Institute (CBI) and Terry Watt Consulting to develop the draft Antelope Valley Regional Conservation Framework. CBI will provide support on key technical tasks including management of GIS data; providing consultant team, client, and stakeholder access to GIS information; an assessment of climate change vulnerability; and general advisory support on conservation issues in the Antelope Valley and greater West Mojave Desert. CBI will manage all relevant existing data and any new data in Data Basin, an online mapping interface that provides visual tools so that stakeholders and technical participants are able to easily interpret the data being used in the planning process. Terry Watt Consulting will lead stakeholder facilitation for the Antelope Valley RCF, with logistical support from ICF public outreach staff.

The Antelope Valley RCF will build on the data, analyses, and conservation strategies that were developed as part of the Desert Renewable Energy Conservation Plan (DRECP). This RCF will also dovetail with the stakeholder engagement that has been so important to the DRECP process. This RCF will distill the information in the DRECP for the RCF study area and create a framework that will expand the utility of that information beyond its current application for renewable energy planning. An important driver in the

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development of an RCF is the information contained in a Regional Conservation Assessment (RCA). The DRECP along with other regional assessments such as the Mojave Desert Ecoregional Assessment (TNC 2010) will provide the key information for the RCA, and will be integrated into the Antelope Valley RCF. ICF assumes that very little new data will need to be collected or generated, with perhaps the exception of a limited number of additional species models. Where possible we attempt to identify presumed gaps in data that will need to be filled. In some cases, those gaps may not be apparent until the RCF is under development.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

DESERT AND MOUNTAIN CONSERVATION AUTHORITY

MEMORANDUM

TO: The Governing Board

FROM: Joseph T. Edmiston, FAICP, Hon. ASLA, Executive Officer

DATE: June 15, 2016

SUBJECT: **Agenda Item XIV: Consideration of resolution authorizing: 1) an application for, and acceptance of, a Windward Fund grant for staff involvement in the Antelope Valley Regional Conservation Framework project, and 2) entering into a contract with the Mountains Recreation and Conservation Authority for staff services.**

Staff Recommendation: That the Governing Board adopt the attached resolution authorizing: 1) an application for, and acceptance of, a Windward Fund grant for staff involvement in the Antelope Valley Regional Conservation Framework project, and 2) entering into a contract with the Mountains Recreation and Conservation Authority for staff services.

Background: The California Department of Fish and Wildlife (CDFW) working with other State agencies and private groups is working on pilot projects called Regional Conservation Frameworks (RCF). This working group has determined that the Antelope Valley is an ideal location for such a project. A grant from the Windward Fund to a company called ICF has funded the preparation of an Antelope Valley Regional Conservation Framework.

The DMCA has been invited to be on the AVRCF steering committee that will meet for the first time on June 13th. On the June 22nd a meeting for an RCF advisory committee will be held in Lancaster. The tentative schedule calls for the submittal of a draft RCF to CDFW in January 2017.

The DMCA is positioned to play a key role in the implementation of the RCF as an entity to hold and acquire properties and conservation easements. Staff will know a lot more about potential DMCA roles and timing after the June 13th and 22nd meetings.

The working group desires to provide DMCA with a $20,000 grant to fund staff involvement in the preparation of the RCF. To provide such staff services the DMCA would contract with the Mountains Recreation and Conservation Authority.

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Attachment 4

September 13, 2017 DMCA Staff Report regarding AVRCIS

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

DESERT AND MOUNTAIN CONSERVATION AUTHORITY

MEMORANDUM

TO: The Governing Board

FROM: Joseph T. Edmiston, FAICP, Hon. ASLA, Executive Officer

DATE: September 13, 2017

SUBJECT: Agenda Item VII: Consideration of resolution authorizing public agency sponsorship and submission of an Antelope Valley Regional Conservation Investment Strategy (RCIS) to the California Department of Fish and Wildlife for review and approval.

Staff Recommendation: That the Governing Board adopt the attached resolution authorizing both public agency sponsorship and submission of an Antelope Valley Regional Conservation Investment Strategy (RCIS) to the California Department of Fish and Wildlife for review and approval.

Background: At the Governing Board's last meeting in June 2016, there was a discussion item about the evolving Antelope Valley Regional Conservation Investment Framework. Since that time staff has been an active member of the nine entity Steering Committee for the Antelope Valley Regional Conservation Investment Strategy planning effort. The RCIS program evolved out recently approved State legislation to create comprehensive pilot conservation planning programs for specific areas in the State. The program is run through the California Depart of Fish and Wildlife (CDFW). The CDFW project web home page and recently released RCIS guidelines are attached. The Antelope Valley was selected as one of the initial projects.

A private foundation has generously funded ICF Corporation to prepare the Antelope Valley RCIS. ICF has a dedicated planning team that has produced all of the draft documentation and mapping to date and has run Steering Committee and Advisory Committee meetings. The team includes experienced biologists and a GIS specialist that has worked extensively on the compilation and creation of data layers for the subject area. The ICF team has done an incredible job to date and continues to work on the project using the best available science and substantial public stakeholder input.

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The planning team's goal was to submit a draft RCIS to CDFW this August. Currently, CDFW is reviewing a draft Santa Clara County RCIS. The planning team has wisely decided to wait for CDFW comments on that document to improve the efficiency of producing the first AV RCIS draft submitted to CDFW. The program requires a public agency sponsor for each RCIS. As discussed at the 2016 DMCA meeting, for a host of reasons the DMCA appears to be the best positioned agency to be the public sponsor. To avoid any delay in the progress of the Antelope Valley RCIS program, staff brings before the Governing Board the opportunity to authorize the DMCA as the public agency sponsor for the program.

To date, the RCIS Advisory and Steering committees have had multiple meetings to shape the RCIS approach and draft documents. In March the DMCA convened a publicly noticed meeting in Lancaster. Materials are on the DMCA website AND attached. In April the RCIS planning team, held a public meeting with the Association of Rural Town Councils. The planning team has incorporated over 700 comments to date. The public meeting presentation and an overview presentation of the current administrative draft are attached for background. Additional draft figures showing the project methodologies, mapping, and processes are also attached.

Once the planning team submits the first draft to CDFW, there will be a minimum 30 day public comment period. Following that period, the planning team and CDFW will work to improve the document. It must be emphasized that this is a science based planning document with no regulatory authority. It will be a guide to both development and mitigation efforts. Participation is one hundred percent voluntary and any individual or entity can participate or not The first step--of getting CDFW to approve the AV RCIS--does not involve any mitigation agreements, credits, deals, or anything of that nature. After an approved RCIS is in place, any entity can work with CDFW on Mitigation Credit Agreements that must be consistent with the RCIS.

Having had access to the most recent administrative draft, staff is confident that the document submitted to CDFW will be of high caliber and reflective of the missions of the DMCA and most stakeholders. The Steering Committee will continue to provide input on the document. The Steering Committee is composed of the DMCA, Transition Habitat Conservancy, Conservation Strategies Group, California Energy Commission, Los Angeles County Regional Planning, SoCal Edison, LA Metro, The Nature Conservancy, and the Sierra Club.

The planning team's desire is to submit the first complete draft to CDFW and let public comment shape the document at that juncture. Staff concurs with the importance of moving the document forward so that the important scientific and planning information is available and recognized by CDFW. The staff recommendation is for the Governing Board to authorize the DMCA being the official public sponsor agency for the AV RCIS and

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to potentially submit the document. However, more likely the planning team will submit the document.

Both Los Angeles County and the Tejon Ranch, Corporation have submitted objections on the inclusion of areas in the RCIS. The County wanted designated Economic Opportunity Areas be excluded. That request has been rejected because it would completely warp the scientific modeling and outright exclude critical habitat areas. Some of those EOAs are in County-designated Significant Ecological Areas. The planning team has not made a decision (to staff's knowledge) as of yet about Tejon Ranch's request. Item 6(e) on this agenda addresses Tejon Ranch's concerns both about the RCIS and the DMCA's participation in the RCIS process.

The RCIS process is entirely new. The guidelines regarding implementation are not detailed. Much of how the RCIS program will actually work must be flushed out over time. Without question it will provide an unparalleled level of scientific and land use data on a single platform. Without question it will provide a powerful science based tool to expand the quality and quantity of biological mitigation in the study area. All of this must occur with the approval of the CDFW. Apprehensions about exactly how the implementation will play out should be outweighed by the above guaranteed advantages. In perspective, the existing process and available planning and mitigation tools are woefully inadequate to protect one of the most unique ecosystems in California.

The planning team and committees are shouldering the burden and expense of the work. To get through the CDFW RCIS approval process will not strain DMCA staff. All projected RCIS submission fees will be paid through other sources. The extent to which the DMCA gets involved in the preparation of Mitigation Credit Agreements can be determined in the future. There are no DMCA obligations involved. The RCIS will require scientific updating in ten years to remain valid. Hopefully the success of the program will make that update effort a non-issue at that juncture.

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Attachment 5

May 21, 2019 Letter from Tejon Ranch to DFW re conflicts (with attachments)

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

TEJON RANCH
COMPANY

May 21, 2019

Via Electronic Mail (ronald.unger@wildlife.ca.gov)
California Department of Fish and Wildlife
Attn.: Ron Unger, Environmental Program Mgr.
Habitat Conservation Planning Branch
Landscape Conservation Planning Program
1416 9th Street, 12th Floor
Sacramento, CA 95814

Re: Antelope Valley Regional Conservation Investment Strategy ("AVRCIS")

Dear Mr. Unger,

Tejon Ranch Company, on behalf of itself and its subsidiary/affiliated entities Tejon Ranchcorp and Centennial Founders, LLC (collectively, the "Tejon Ranch"), sends this letter to insist that the California Department of Fish & Wildlife ("DWF") take no further action on the AVRCIS until such time as those involved in its preparation unequivocally and entirely remove lands owned by Tejon Ranch not just from the AVRCIS study area (as has already been done in the most recent draft of the AVRCIS), ***but also from all purported scientific modeling and/or mitigation prioritization descriptions or visualizations contained in the AVRCIS.***

As will be explained below, removing Tejon Ranch's lands from the study area, while retaining mapping and descriptions in the AVRCIS that continue to overlay purported scientific modeling and/or mitigation prioritization descriptions or visualizations on Tejon Ranch lands (as well as surrounding areas) confounds not just the purpose of the RCIS statute, but also effects demonstrable harm and damage to Tejon Ranch, other property owners, and public agencies that are outside of the study area. Retaining Tejon Ranch lands in such visualizations and descriptions also is contrary to the written commitments that the AVRCIS preparers have given us, and on which we have relied, as we continue to pursue our entitlements and development of the Centennial project in Los Angeles County. DFW should not countenance such conduct.

Sending this correspondence is not taken lightly by Tejon Ranch. Indeed, we have undertaken significant effort with those preparing the AVRCIS to avoid sending this correspondence. We very much value and appreciate the longstanding relationship that Tejon Ranch shares with the DFW. This correspondence is sent in that spirit of partnership because, unfortunately, Tejon Ranch feels that its concerns as a stakeholder in the AVRCIS process have not been heard by those preparing the document that is being presented to DFW for consideration.

1. <u>The AVRCIS is Unnecessary on Tejon Ranch Lands and Contradicts Contractual Requirements</u>

It bears noting that when Tejon Ranch voluntarily agreed to conserve 90% of its 270,000 acre landholdings pursuant to the Tejon Ranch Conservation and Land Use Agreement (the "Ranchwide

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

Tejon Ranch Co. (NYSE:TRC) – a diversified real estate development and agribusiness company.

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Agreement"), it did so with the support of DFW. At the time, DFW joined other state agencies to acknowledge and support Tejon Ranch's actions. (See Attachment 1.) The Ranchwide Agreement itself involved countless hours of on-site biological study, analysis and consensus between Tejon Ranch and five well-respected environmental organizations.[1] The result of this extensive study was the development of a conservation plan that protected areas of Tejon Ranch with some of the highest conservation priorities, while identifying the remaining 10% as areas where development would be more appropriate.

The Ranchwide Agreement obligates Tejon Ranch to preserve and conserve approximately 240,000 acres of its property through the phased dedication of conservation easements to the independent Tejon Ranch Conservancy; to date over 100,000 acres have been put under conservation easements in furtherance of the Ranchwide Agreement. Locating these easements was the subject to significant analysis and negotiation between Tejon Ranch and the resource groups during preparation of the Ranchwide Agreement. Additionally, and specific to Tejon Ranch's request for exclusion from ***both*** the AVRCIS study area and from any mapping of mitigation priorities undertaken by the AVRCIS, the Ranchwide Agreement states that the "commercial operation of a mitigation bank, or the sale or other transfer of mitigation 'credits'" within conservation easements is prohibited. (*See* Ranchwide Agreement, Exh. M, § 2(a)(11).)

As a result of the Ranchwide Agreement, there is no land on Tejon Ranch to achieve the AVRCIS's primary purpose – nor does it therefore make sense to include purported scientific modeling and/or mitigation prioritization descriptions or visualizations that extend beyond the AVRCIS boundary. Simply put, the Ranchwide Agreement (i) already establishes a binding and comprehensive framework on Tejon Ranch for mitigating impacts of development, (ii) creates the funding mechanism by which such preservation will be maintained in perpetuity and (iii) does not authorize conservation on Tejon Ranch lands as described in the proposed draft AVRCIS.

For this reason alone, Tejon Ranch's land must be ***entirely*** excluded from both the AVRCIS study area (as has already occurred) ***and*** from purported scientific modeling and/or mitigation prioritization descriptions or visualizations from the AVRCIS.

2. The AVRCIS Process is Plagued by Conflicts of Interest, Precluding its Consideration by DFW

The AVRCIS has been prepared by a number of non-governmental organizations and a nominal governmental agency known as the Desert & Mountain Conservation Authority ("DMCA"). It bears noting that several of the organizations involved in preparing the AVRCIS, such as the Center for Biological Diversity and the California Native Plant Society, are presently litigating or will soon be litigating against Tejon Ranch. These (and other) conflicts of interest permeate the AVRCIS process and caution against DFW considering further the AVRCIS.

As referenced in the prior paragraph, the Center for Biological Diversity and California Native Plant Society have both played an active role in development of the AVRCIS, as reflected in Appendix C of the most recent draft AVRCIS (the "February 2019 Draft AVRCIS"). Appendix C of the February 2019 Draft AVRCIS indicates that, as members of the AVRCIS Advisory Committee, these organizations were heavily involved in preparing the draft versions of the AVRCIS by providing information on "ecological resources" and reviewing and commenting on interim AVRCIS work product. This Advisory Committee

[1] See https://www.sec.gov/Archives/edgar/data/96869/000119312508138009/dex1028.htm. Signatories to the Ranchwide Agreement include the Tejon Ranch Conservancy, along with the Natural Resources Defense Council, the National Audubon Society, the Sierra Club, the Endangered Habitats League and the Planning and Conservation League (collectively, "resource groups").

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met at least four times, as noted in Appendix C. In addition, the representative of the California Native Plant Society also served on the AVRCIS Technical Subcommittee. As reflected in Appendix C, the Technical Subcommittee met seven times and appears to have been heavily involved in decisions on how resources were characterized and prioritized in the AVRCIS. This record indicates that these organizations were able to influence the preparation of the AVRCIS in its earlier as well as current iterations, which documentation was eventually used and acted on in a governmental capacity by DMCA.

Unsurprisingly, the Center for Biological Diversity turned its participation in the AVRCIS process to its advantage by submitting to Los Angeles County a June 2017 "administrative draft" AVRCIS as part of a comment letter that was critical of Tejon Ranch's Centennial Specific Plan.[2] Effectively, the Center for Biological Diversity weaponized an administrative draft document ***that it participated in creating*** for its self-serving purpose of opposing a development project within the draft document's initial study area – a study area that now nominally does not include Tejon Ranch. It should not be surprising, then, ***having used a draft document it helped create***, that the Center for Biological Diversity has mentioned multiple times since the Los Angeles County Board of Supervisor's December 11, 2018 approval that it intends to file suit over approval of the Centennial project. The Center for Biological Diversity is also presently a named plaintiff in two other suits against Tejon Ranch projects.

Separately, the California Native Plant Society has also been vocally critical of the Centennial project and has submitted written comments to Los Angeles, indicating its intention to file suit on approval of the Centennial project. The individual representative of the California Native Plant Society who has participated in the AVRCIS process and is listed in Appendix C of the most recent draft AVRCIS, Greg Suba, has sought to influence other state agencies to oppose Centennial. See Attachment 2.

Separately, each of the resource groups (who are signatories to the Ranchwide Agreement) participated in preparing the draft AVRCIS. Members of these resource groups served either on the AVRCIS Steering Committee or the AVRCIS Advisory Committee at some point during the process. Subsequently, many of these resource groups resigned from these committees when confronted with the evident conflict of interest in (i) serving in a governmental or quasi-governmental capacity to approve the AVRCIS, on one hand, and (ii) the potential that their service in preparing the AVRCIS constituted a breach of their fiduciary and contractual obligations under the Ranchwide Agreement, on the other hand.

One example of an obvious conflict was the participation and leadership of Ms. Terry Watt in the development of the AVRCIS. While there is only one reference to Ms. Watt in the most recent draft of the AVRCIS, her leadership in the AVRCIS is extensively documented in the June 2017 administrative draft AVRCIS (including multiple references in Section 6 of that document). During the timeframe Ms. Watt was providing consulting services to DMCA and those preparing the AVRCIS, she concurrently served a member of the Board of Directors of the Tejon Ranch Conservancy ***and, further,*** shortly before such activity regarding the AVRCIS she had received reimbursement for professional services from Tejon Ranch for her work with the Tejon Ranch Conservancy. Only after Tejon Ranch objected to these obvious conflicts of interest does it appear Ms. Watt recused herself (belatedly and without legal effect to

[2] The County of Los Angeles responded to these comments, and specifically addressed and contradicted the analysis of the mitigation and prioritization concepts contained in the June administrative draft AVRCIS. This contradiction is even more forceful in light of the fact there is no pending draft AVRCIS, let alone a complete and approved study. Further, Los Angeles County has similarly objected multiple times to inclusion of "economic opportunity areas" within the approved Antelope Valley Area Plan (AVAP), adopted by the Los Angeles County Board of Supervisors. The AVAP was challenged by the Center for Biological Diversity, but Los Angeles prevailed entirely, resulting in an appellate court decision upholding the AVAP and its environmental analysis. Most recently, Los Angeles County submitted a letter to DMCA reiterating its objections, which is included with this letter as Attachment 4.

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the prejudice already created and which permeates the AVRCIS process to this date, we might add). Recent correspondence from Ms. Watt is an admission of this conflict. See Attachment 3.

These blatant conflicts of interest do not appear to have been disclosed to the DMCA, DFW or others. Governmental decisions, such as DMCA's decision to act as the "public agency" submitting the AVRCIS or its decision to approve a draft AVRCIS, or such as DFW's decision to approve an RCIS should not involve the participation of such heavily self-interested individuals or groups. Allowing a study to proceed that was tainted at its formative stage, and continuing through the majority of the work being conducted, by these conflicts poses grave public ethics concerns; these concerns cannot be resolved at this late stage by the recusal of those conflicted individuals and groups.

3. The AVRCIS Must be Revised to Reflect the Commitments Made to Tejon Ranch

On May 8, 2019, Tejon Ranch learned that the DMCA submitted the February 2019 Draft AVRCIS to the DFW. At that time, Tejon Ranch also learned that the Santa Monica Mountains Conservancy (which itself negatively commented on the Centennial project that was approved by the Los Angeles County Board of Supervisors) acted to become the "state sponsor" of the AVRCIS (pursuant to Fish & Game Code § 1850(a)).

Until it received the agenda for the May 8th DMCA meeting, Tejon Ranch was unaware of any ongoing activity pertaining to the AVRCIS. In fact, we had been told that the AVRCIS process was on an indefinite hold. So, we were grateful that DFW provided a copy of the February 2019 Draft AVRCIS to us. Upon review of this draft, it became clear that commitments made by those preparing the AVRCIS to ***entirely*** remove Tejon Ranch from the AVRCIS had not been honored.

In August and September of 2017, Tejon Ranch communicated its demand to be removed from not just the AVRCIS study area but also from the purported scientific modeling and mitigation priority analysis. As stated in our September 5, 2017 letter to the DMCA and the AVRCIS Steering Committee:

> Tejon Ranch understands the AVRCIS will now (and in any future version prepared by DMCA) exclude any reference or depiction of Tejon Ranch lands as being within the AVRCIS study area, and will exclude any discussion of Tejon Ranch lands from substantive analysis. It is our further understanding that any modeling used in the AVRCIS is being revised to account for exclusion of Tejon Ranch lands and such revised modeling will not include discussion, depiction, analysis or reference to Tejon Ranch lands. (See Attachment 5.)

The aforementioned statement confirming our understanding was based on ***written representations*** from DMCA representatives on August 15, 2017 stating that, following "consulting with the AV RCIS steering committee, ICF will be removing Tejon Ranch from the AV RCIS study area . . . ." (See Attachment 6.) Thereafter, on September 18, 2017, Graham Chisolm, a primary author and consultant of DMCA for the AVRCIS, ***confirmed in writing*** Tejon Ranch's understanding:

> [T]he steering committee was comfortable with the recommendation to remove Tejon Ranch from the draft Antelope Valley Regional Conservation Investment Strategy (AVRCIS). ICF International is modifying the draft AVRCIS in order to implement the recommendation, ***including removing references to the Tejon Ranch from the draft AVRCIS' narrative analysis and maps.*** (See Attachment 7 (emph. supp.).)

Thus, Tejon Ranch not only understood, but detrimentally relied on, the written commitments of DMCA and AVRCIS proponents that the next version of the AVRCIS would not include Tejon Ranchlands in the AVRCIS study area ***and*** would not include any mapping overlay on Tejon Ranch lands.

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To our surprise the February 2019 Draft AVRCIS demonstrates that DMCA and those preparing the AVRCIS did not honor their written commitments.[3] Tejon Ranch strongly urges DFW, DMCA and those preparing the AVRCIS to consider taking immediate steps to remove all mapping, depiction, visualization and other analysis or narrative from Tejon Ranch lands. In this case, Tejon Ranch has and is undertaking significant activity and incurring costs in relation to the planning and development of the Centennial project in reliance of the prior commitment that Tejon Ranch is being ***entirely*** removed from the AVRCIS. Not abiding by DMCA's commitment creates significant risk to DFW, DMCA and those preparing the AVRCIS. (*See HPT IHG-2 Properties Trust v. City of Anaheim* (2015) 243 Cal.App.4th 188.)

4. Other Infirmities Plague the AVRCIS Process, Rendering it Unlawful

The process to prepare and submit ***any version*** of the AVRCIS has been tainted by violations of state law. Without fully cataloguing these violations, which we reserve our right to do at a later date, there are several concerns that call into question the AVRICS process to date and which preclude DFW from taking any action on the current AVRCIS.

First, ***only*** a public agency has statutory authority to "propose", "develop", "create" or "submit" an RCIS for DFW's consideration. (Cal. Fish & Game Code §§ 1852(a), 1854(c).) The statute does not contemplate or authorize the preparation of an RCIS by private parties. Nor does the statute contemplate or authorize private party preparation of an RCIS to avoid compliance with applicable law, such as governmental transparency statutes found in the Brown Act, the Public Records Act or the Political Reform Act.[4] (*Compare,* Cal. Fish & Game Code § 1854(c) subdiv. (3)(A) *with* (D) (speaking to circumstances for holding a meeting where a "public agency proposing a strategy" has initiated an RCIS either before or following January 1, 2017).) For similar reasons, the statute does not permit private preparation of an RCIS, which is later "adopted" by a public agency in an effort to skirt applicable laws.

Notwithstanding the clear statutory requirement that an RCIS be developed, created and submitted by a public agency, the AVRCIS process did not involve the required public agency sponsorship until September 13, 2017 – at which time DMCA's governing body acted, ***for the first time***, to interject itself as the sponsor of the AVRCIS.[5]

The agenda for the September 13, 2017 regularly scheduled meeting of the DMCA included an item to officially (***and for the first time***) authorize DMCA to be the "sponsor" for the AVRCIS and to authorize submittal of "an AVRCIS" to the Department. As part of a staff report and discussion on this agenda item, staff for DMCA stated that (a) the AVRCIS process to that date had been purely private in nature and (b) it was the intention of those actually preparing the AVRCIS to avoid public scrutiny of their work

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[3] Numerous maps in the February 2019 Draft AVRCIS continue to include purported scientific modeling and mitigation prioritization overlaid on Tejon Ranch lands. As examples, attached hereto at Attachment 8 are several maps from the February 2019 Draft AVRCIS. These maps, all other maps, and any other narrative or analysis must be revised to remove any such overlay from Tejon Ranch lands.

[4] Based on analysis to date by Tejon Ranch, including review of records provided by DMCA, we believe that the AVRCIS process has encountered violations of all three of these statutes. As examples, this letter identifies conflicts of interest in those who have participated in preparing the AVRCIS. For the time being we reserve our rights with respect to these issues. It does bear noting, however, that each of these statutes includes private attorney general provisions and the ability to seek advice from (or bring complaints to) other independent state agencies.

[5] Prior to this September 13, 2017 meeting, the DMCA governing board only received two briefings on the "regional conservation framework" (the precursor to the RCIS process, which precursor had no basis in statute) and acted to receive a grant to assist with the RCF. At no time did the DMCA governing board, prior to September 13, 2017, take any action that could remotely be viewed as authorizing sponsorship, creation or preparation of the AVRCIS.

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product until it was submitted to the Department. A full transcript of the September 13, 2017 meeting has been prepared by Tejon Ranch from audio files provided by DMCA. This transcript can be provided to DFW later, if needed. However, those statements made at the September 13, 2017 meeting that are germane to demonstrating the ***intentional*** desire to maintain secrecy are as follow:

> Mr. Edelman: "But right now, it's a private document that's moving forward through this planning team hired by Bechtel and the Windward Foundation." (Minute 21:58)
>
> ***
>
> Mr. Edelman: "Since you haven't seen the final draft of it, and that the people who are preparing it don't want that final draft to go public until it goes to the Department of Fish and Wildlife, that you could make it so that the chair could get final approval of it, potentially to... Before it gets submitted to Fish and Wildlife." . . . . "But that the planning team really thought it would be better, and move the process along farther, if it could go to that stage without being widely distributed public wide." (Minute 34:40.)

Against this factual background, it is also important to note that the February 2019 Draft AVRCIS inaccurately represents to DFW that the AVRCIS process was initiated by DMCA in 2016 – which it was not. The February 2019 Draft AVRCIS states, the "Antelope Valley RCIS development process began in March 2016." (February 2019 Draft AVRCIS at § 1.4.2.) The February 2019 Draft AVRCIS goes on to claim that "[t]he process was initiated by the Desert and Mountains Conservation Authority (DMCA) in collaboration with the California Energy Commission (CEC)." (*Ibid.*) This statement is not accurate.

The DMCA governing board did not meet at all in 2015 and only met twice in 2016. The only two meetings of the DMCA governing board occurred *after* March of 2016, on June 15, 2016 and on September 9, 2016. (*See* http://dmca.ca.gov/agenda_archive.asp.) Furthermore, neither of the meetings held in 2016 by the DMCA governing board created a "DMCA Steering Committee" or took any action to authorize or "initiate" preparation of the AVRCIS.[6]

Comparing (1) the action taken at the DMCA's September 13, 2017 meeting, the quoted statements of DMCA staff at this meeting describing the secretive nature of the AVRCIS process to date, and the omission of DMCA taking ***any*** action whatsoever until September 13, 2017 to become the "sponsoring" public agency for the AVRCIS with (2) the statements made in the February 2019 Draft AVRCIS, which are patently inaccurate, is itself sufficient basis to reject any further effort to process the AVRCIS.[7]

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[6] The June 15, 2016 DMCA governing board meeting included several agenda items pertaining to a "regional conservation framework" for the Antelope Valley, and consideration of a resolution accepting grant funding for involvement in the "regional conservation framework" *See* http://smmc.ca.gov/Agendas_DMCA/agenda_527.pdf (agenda); http://smmc.ca.gov/Agendas_DMCA/minute_527.pdf (minutes). The September 9, 2016 DMCA governing board meeting included consideration of a resolution supporting AB 2087, which legislation created the regional conservation investment strategy process. *See* http://smmc.ca.gov/Agendas_DMCA/agenda_534.pdf (agenda); http://smmc.ca.gov/Agendas_DMCA/minute_534.pdf (minutes).

[7] As noted above, only a public agency has statutory authority to "propose", "develop", "create" or "submit" an RCIS to the Department for consideration. Cal. Fish & Game Code §§ 1852(a), 1854(c). The statute does not contemplate, let alone authorize the preparation of an RCIS by private parties who, at some later date and time, then "forum shop" an RCIS to a public agency that later enters the process to serve as the nominal public agency sponsor. Such a charade not only contradicts the Fish & Game Code (*compare*, § 1854(c) subdiv. (3)(A) with (D) [describing circumstances for holding a meeting where a "public agency proposing a strategy" has initiated an RCIS either before or following January 1, 2017]), but such shenanigans run afoul of, if not are a blatant affront to, basic

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Second, unless a public agency initiated a RCIS before January 1, 2017, the public agency must first publish a notice of intent to create an RCIS and file such notice with the Office of Planning and Research and the county clerk of counties where the RCIS is found. (Cal. Fish & Game Code § 1854(c)(1); *see also* Govt. Code § 6040 (specifying method of publication applicable to all public agency publication obligations).) DMCA, as the sole public agency that has initiated this activity to create the AVRCIS (which it did not do until September 13, 2017) has not complied with this requirement. Nor, as summarized above, does Tejon Ranch believe the statute authorizing creation of RCIS permit private third parties to prepare these studies on their own for later submittal to DFW.

Specifically, in this regard, Tejon Ranch made a public records request seeking proof of publication and a copy of this required notice. Tejon Rach sought: "The notice of intention to create the AVRCIS published by DMCA (as provided and required by Fish & Game Code § 1854(c)(1)). . . . Proof of publication for the notice of intention referenced in Item 2 above in an adjudicated newspaper of general circulation. See Gov. Code § 6041. . . . . Proof of filing of the notice referenced in Item 2 above with the Governor's Office of Planning and Research and the County Clerk of Los Angeles County (as provided and required by Fish & Game Code § 1854(c)(1))." No responsive documents were provided by DMCA to Tejon Ranch. Thus, the requirements of Fish & Game Code § 1854(c)(1) were not complied with.

For these and other reasons DFW lacks statutory authority to act on the AVRCIS. As also discussed, at a minimum, Tejon Ranch lands must be removed from all purported scientific modeling and/or mitigation prioritization descriptions or visualizations contained in the AVRCIS. Further, the study itself is flawed as a result of the participation of those with self-serving interest in its contents, including those who participated in the process to gain litigation advantage over land-owners.

Very Truly Yours,

Michael R.W. Houston
Senior Vice President, General Counsel & Secretary

cc: Mr. Charlton H. Bonham *(via electronic mail)*
Desert & Mountain Conservation Authority *(via electronic mail)*
Santa Monica Mountains Conservancy *(via electronic mail)*
Mr. Graham Chisolm *(via electronic mail)*
Resource Groups *(via electronic mail)*

Attachments:

1. May 1, 2008, Letter from California environmental agencies in support of Ranchwide Agreement
2. September 18, 2019, Email exchange between California Native Plant Society members and state agency representatives
3. May 15, 2019, Email from Ms. Watt
4. May 7, 2019, Letter from Los Angeles County to DMCA (with additional attachments)
5. September 5, 2017, Letter from Tejon Ranch to the DMCA and the AVRCIS Steering Committee
6. August 15, 2017, Email from AVRCIS representative to Tejon Ranch
7. September 18, 2017, Email from Mr. Chisolm to Tejon Ranch
8. Examples of depictions in February 2019 Draft AVRICS

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principles of governmental transparency, open record keeping, conflicts of interest and due process that apply to public agency operations.

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Attachment 1

May 1, 2008, Letter from California environmental agencies in support of Ranchwide Agreement

(omitted)

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Attachment 2

September 18, 2019, Email exchange between California Native Plant Society members and state agency representatives

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From: Nick Jensen [njensen@cnps.org]
Sent: 9/19/2018 8:48:55 AM
To: Rabinowitsh, Nicholas@ARB [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=6e6383bd86f84a93a340406200df1e76-Nicholas Ra]
CC: Alfredo Arredondo [alfredo@priorityca.com]; Greg Suba [gsuba@cnps.org]
Subject: Re: Request for Meeting Re: CEQA Mitigation and Offsets

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

11 am on Friday works for me. We can use one of the CNPS conference call lines if needed.

Thanks,
Nick

On Wed, Sep 19, 2018 at 8:44 AM, Rabinowitsh, Nicholas@ARB <Nicholas.Rabinowitsh@arb.ca.gov> wrote:

Alfredo: that would be great, thanks!

Nick Rabinowitsh

Senior Attorney

California Air Resources Board, Legal Office

Tel: (916) 322-3762

From: Alfredo Arredondo <alfredo@priorityca.com>
Sent: Wednesday, September 19, 2018 7:43 AM
To: Rabinowitsh, Nicholas@ARB <Nicholas.Rabinowitsh@arb.ca.gov>
Cc: Greg Suba <gsuba@cnps.org>; Nick Jensen <njensen@cnps.org>

Subject: Re: Request for Meeting Re: CEQA Mitigation and Offsets

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Let's make it 11am. Nick R., let me know if you would like me to use my conference line for this and I will send a calendar invite with the call information.

Thanks.

/Alfredo Arredondo
Priority Strategies

1225 8th St., Suite 375
Sacramento, CA 95814

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o: 916-538-2452
c: 805-598-9350
e: alfredo@prioritycа.com

On Tue, Sep 18, 2018 at 5:25 PM, Rabinowitsh, Nicholas@ARB <Nicholas.Rabinowitsh@arb.ca.gov> wrote:

All – yes, 10-1 range works for me. Let me know what specific time works best for you all. Thanks!

Nick Rabinowitsh
Senior Attorney
California Air Resources Board, Legal Office
Tel: (916) 322-3762

From: Greg Suba <gsuba@cnps.org>
Sent: Tuesday, September 18, 2018 4:07 PM
To: Nick Jensen <njensen@cnps.org>
Cc: Alfredo Arredondo <alfredo@prioritycа.com>; Rabinowitsh, Nicholas@ARB <Nicholas.Rabinowitsh@arb.ca.gov>
Subject: Re: Request for Meeting Re: CEQA Mitigation and Offsets

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I'm available Friday from 10am-1pm, then otherwise in transit to/from Bay Area with spotty phone service (Amtrak).

If 10-1 works, then I'll join. If a time outside that is necessary, I'm happy to catch up with Nick (J) and Alfredo afterwards.

Greg

On Tue, Sep 18, 2018 at 4:04 PM, Nick Jensen <njensen@cnps.org> wrote:

My schedule on Friday afternoon is pretty open. Greg-how about you?

Thanks,
Nick

On Tue, Sep 18, 2018 at 3:49 PM, Alfredo Arredondo <alfredo@prioritycа.com> wrote:

Hello Nick,

Friday afternoon would work on my end. I am copying Greg and Nick with CNPS as well to see what their availability is. Thanks for your time.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

/Alfredo Arredondo
Priority Strategies

1225 8th St., Suite 375
Sacramento, CA 95814
o: 916-538-2452
c: 805-598-9350
e: alfredo@prioritycа.com

On Tue, Sep 18, 2018 at 2:40 PM, Rabinowitsh, Nicholas@ARB <Nicholas.Rabinowitsh@arb.ca.gov> wrote:

Alfredo: Rajinder forwarded your email to me. I'd be happy to talk - would you be able to do a call on Friday? Perhaps in the afternoon? If so, what times work for you?

Thanks,

Nick Rabinowitsh
Senior Attorney
California Air Resources Board, Legal Office
Tel: (916) 322-3762

From: Alfredo Arredondo <alfredo@prioritycа.com>
Sent: Tuesday, September 18, 2018 1:22:47 PM
To: Sahota, Rajinder@ARB
Cc: Greg Suba; Nick Jensen
Subject: Request for Meeting Re: CEQA Mitigation and Offsets

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Rajinder,

I am reaching out on behalf of my client, the CA Native Plant Society, to see if we can find a time this week to discuss a proposed development in Southern California, the Centennial Project, and their use of offsets from the Cap and Trade regulation in order to comply with CEQA requirements. Attached is the FEIR Supplement related to GHG emissions compliance for the project (link to additional documents for project available here) which is raising lots of eyebrows for us. In particular, on the third page they say the following:

"Approximately 96 percent (150,808 MTCO2e/yr) of the Updated GHG Calculations emissions are covered by, and subject to, the purchase of emission allowances under the new, expanded state Cap and Trade program approved

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by the Legislature after the DEIR was issued, and signed into law in 2017 (Assembly Bill 398 [AB 398]). The Cap and Trade program was designed to comprehensively regulate fossil fuels (from "wells to wheels" – from production, through refining, through ultimate consumption) and is expected to raise gasoline prices within a range of approximately 15 to 63 cents per gallon by 2021, and from 24 to 73 cents per gallon by 2031, according to the non-partisan California Legislative Analyst Office.1 Compliance with the Cap and Trade program was upheld as a lawful CEQA mitigation measure to reduce GHG emissions to a less-than-significant-level for fossil fuels used by a refinery project for both direct refinery operations as well as indirect electricity consumption-related GHG emissions in a recent CEQA appellate court case, Association of Irritated Residents v. Kern County Board of Supervisors, et al. (Alon USA Energy, Inc., et al., Real Parties in Interest) (2017) 17 Cal.App.5th 708. The California Supreme Court declined to reverse, or de-publish, this case. The California Air Resources Board (CARB) has also determined that existing California law provides sufficient authority to extend the Cap and Trade program as required to meet state GHG reduction objectives.2 See Table 3. "

This raises a lot of questions for us that we hope to get your insight on including:

- Is this type of compliance pathway for non-capped or non-covered entities like a housing developer truly the intent of the cap-and-trade mechanism?
- Are there other examples of a developer in the state using offsets in this way?
- Does the Irritated Residents v. Kern case apply only to capped or covered entities or is the interpretation that this applies to any entity, regulated or not, correct?

I know that this is a lot of information, but I figure that having a conversation with you about this will help clear things up for us. Please let me know if there are some times that work for you this week. Greg Suba, copied on the message, is based in Sacramento, but Nick Jensen, is based in Southern California and could join by phone if possible.

Thanks for your time, and I look forward to reconnecting soon.

/Alfredo Arredondo
Priority Strategies

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e: alfredo@priorityca.com

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Nick Jensen, PhD
Southern California Conservation Analyst
California Native Plant Society
1500 North College Ave

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Claremont, CA 91711
njensen@cnps.org
(530) 368-7839

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/Alfredo Arredondo
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Attachment 3

May 15, 2019, Email from Ms. Watt

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

From:
To: FW: Antelope Valley RCIS Matter
Subject: Monday, May 20, 2019 12:24:15 PM
Date:

From: Terry Watt <terryjwatt@>
Date: May 15, 2019 at 1:16:03 AM GMT+2
To: "'Gary Hunt'" <ghunt@>
Cc: "'Dan Silver'" <dsilverla@>, "'Reynolds, Joel'" <jreynolds@>, <terryjwatt@>
Subject: Antelope Valley RCIS Matter

Gary,

This email is to inform you that I withdrew from any and all involvement in the Antelope Valley RCIS well over a year ago when the Ranch brought its concerns to the attention of the Tejon Ranch Conservancy Board.

Terry Watt

TerryJWatt@
Please update your contacts

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Attachment 4

May 7, 2019, Letter from Los Angeles County to DMCA (with additional attachments)

(omitted)

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Attachment 5

September 5, 2017, Letter from Tejon Ranch to the DMCA and the AVRCIS Steering Committee

(omitted)

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Attachment 6

August 15, 2017, Email from AVRCIS representative to Tejon Ranch

(omitted)

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Attachment 7

September 18, 2017, Email from Mr. Chisolm to Tejon Ranch

(omitted)

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Attachment 8

Examples of depictions in February 2019 Draft AVRICS

(omitted)

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Attachment 6

Audio recording of September 13, 2017

DMCA Governing Board Meeting (thumb-drive)

(only included in hard copy transmittals)

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

TEJON RANCH
COMPANY

May 21, 2019

Via Electronic Mail (ronald.unger@wildlife.ca.gov)
California Department of Fish and Wildlife
Attn.: Ron Unger, Environmental Program Mgr.
Habitat Conservation Planning Branch
Landscape Conservation Planning Program
1416 9th Street, 12th Floor
Sacramento, CA 95814

Re: Antelope Valley Regional Conservation Investment Strategy ("AVRCIS")

Dear Mr. Unger,

Tejon Ranch Company, on behalf of itself and its subsidiary/affiliated entities Tejon Ranchcorp and Centennial Founders, LLC (collectively, the "Tejon Ranch"), sends this letter to insist that the California Department of Fish & Wildlife ("DWF") take no further action on the AVRCIS until such time as those involved in its preparation unequivocally and entirely remove lands owned by Tejon Ranch not just from the AVRCIS study area (as has already been done in the most recent draft of the AVRCIS), ***but also from all purported scientific modeling and/or mitigation prioritization descriptions or visualizations contained in the AVRCIS***.

As will be explained below, removing Tejon Ranch's lands from the study area, while retaining mapping and descriptions in the AVRCIS that continue to overlay purported scientific modeling and/or mitigation prioritization descriptions or visualizations on Tejon Ranch lands (as well as surrounding areas) confounds not just the purpose of the RCIS statute, but also effects demonstrable harm and damage to Tejon Ranch, other property owners, and public agencies that are outside of the study area. Retaining Tejon Ranch lands in such visualizations and descriptions also is contrary to the written commitments that the AVRCIS preparers have given us, and on which we have relied, as we continue to pursue our entitlements and development of the Centennial project in Los Angeles County. DFW should not countenance such conduct.

Sending this correspondence is not taken lightly by Tejon Ranch. Indeed, we have undertaken significant effort with those preparing the AVRCIS to avoid sending this correspondence. We very much value and appreciate the longstanding relationship that Tejon Ranch shares with the DFW. This correspondence is sent in that spirit of partnership because, unfortunately, Tejon Ranch feels that its concerns as a stakeholder in the AVRCIS process have not been heard by those preparing the document that is being presented to DFW for consideration.

1. <u>The AVRCIS is Unnecessary on Tejon Ranch Lands and Contradicts Contractual Requirements</u>

It bears noting that when Tejon Ranch voluntarily agreed to conserve 90% of its 270,000 acre landholdings pursuant to the Tejon Ranch Conservation and Land Use Agreement (the "Ranchwide

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Tejon Ranch, CA 93243
661 248 3000 O | 661 248 3100 F
www.tejonranch.com

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Agreement"), it did so with the support of DFW. At the time, DFW joined other state agencies to acknowledge and support Tejon Ranch's actions. (See Attachment 1.) The Ranchwide Agreement itself involved countless hours of on-site biological study, analysis and consensus between Tejon Ranch and five well-respected environmental organizations.[1] The result of this extensive study was the development of a conservation plan that protected areas of Tejon Ranch with some of the highest conservation priorities, while identifying the remaining 10% as areas where development would be more appropriate.

The Ranchwide Agreement obligates Tejon Ranch to preserve and conserve approximately 240,000 acres of its property through the phased dedication of conservation easements to the independent Tejon Ranch Conservancy; to date over 100,000 acres have been put under conservation easements in furtherance of the Ranchwide Agreement. Locating these easements was the subject to significant analysis and negotiation between Tejon Ranch and the resource groups during preparation of the Ranchwide Agreement. Additionally, and specific to Tejon Ranch's request for exclusion from ***both*** the AVRCIS study area and from any mapping of mitigation priorities undertaken by the AVRCIS, the Ranchwide Agreement states that the "commercial operation of a mitigation bank, or the sale or other transfer of mitigation 'credits'" within conservation easements is prohibited. (*See* Ranchwide Agreement, Exh. M, § 2(a)(11).)

As a result of the Ranchwide Agreement, there is no land on Tejon Ranch to achieve the AVRCIS's primary purpose – nor does it therefore make sense to include purported scientific modeling and/or mitigation prioritization descriptions or visualizations that extend beyond the AVRCIS boundary. Simply put, the Ranchwide Agreement (i) already establishes a binding and comprehensive framework on Tejon Ranch for mitigating impacts of development, (ii) creates the funding mechanism by which such preservation will be maintained in perpetuity and (iii) does not authorize conservation on Tejon Ranch lands as described in the proposed draft AVRCIS.

For this reason alone, Tejon Ranch's land must be ***entirely*** excluded from both the AVRCIS study area (as has already occurred) ***and*** from purported scientific modeling and/or mitigation prioritization descriptions or visualizations from the AVRCIS.

2. The AVRCIS Process is Plagued by Conflicts of Interest, Precluding its Consideration by DFW

The AVRCIS has been prepared by a number of non-governmental organizations and a nominal governmental agency known as the Desert & Mountain Conservation Authority ("DMCA"). It bears noting that several of the organizations involved in preparing the AVRCIS, such as the Center for Biological Diversity and the California Native Plant Society, are presently litigating or will soon be litigating against Tejon Ranch. These (and other) conflicts of interest permeate the AVRCIS process and caution against DFW considering further the AVRCIS.

As referenced in the prior paragraph, the Center for Biological Diversity and California Native Plant Society have both played an active role in development of the AVRCIS, as reflected in Appendix C of the most recent draft AVRCIS (the "February 2019 Draft AVRCIS"). Appendix C of the February 2019 Draft AVRCIS indicates that, as members of the AVRCIS Advisory Committee, these organizations were heavily involved in preparing the draft versions of the AVRCIS by providing information on "ecological resources" and reviewing and commenting on interim AVRCIS work product. This Advisory Committee

[1] See https://www.sec.gov/Archives/edgar/data/96869/000119312508138009/dex1028.htm. Signatories to the Ranchwide Agreement include the Tejon Ranch Conservancy, along with the Natural Resources Defense Council, the National Audubon Society, the Sierra Club, the Endangered Habitats League and the Planning and Conservation League (collectively, "resource groups").

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met at least four times, as noted in Appendix C. In addition, the representative of the California Native Plant Society also served on the AVRCIS Technical Subcommittee. As reflected in Appendix C, the Technical Subcommittee met seven times and appears to have been heavily involved in decisions on how resources were characterized and prioritized in the AVRCIS. This record indicates that these organizations were able to influence the preparation of the AVRCIS in its earlier as well as current iterations, which documentation was eventually used and acted on in a governmental capacity by DMCA.

Unsurprisingly, the Center for Biological Diversity turned its participation in the AVRCIS process to its advantage by submitting to Los Angeles County a June 2017 "administrative draft" AVRCIS as part of a comment letter that was critical of Tejon Ranch's Centennial Specific Plan.[2] Effectively, the Center for Biological Diversity weaponized an administrative draft document ***that it participated in creating*** for its self-serving purpose of opposing a development project within the draft document's initial study area – a study area that now nominally does not include Tejon Ranch. It should not be surprising, then, ***having used a draft document it helped create***, that the Center for Biological Diversity has mentioned multiple times since the Los Angeles County Board of Supervisor's December 11, 2018 approval that it intends to file suit over approval of the Centennial project. The Center for Biological Diversity is also presently a named plaintiff in two other suits against Tejon Ranch projects.

Separately, the California Native Plant Society has also been vocally critical of the Centennial project and has submitted written comments to Los Angeles, indicating its intention to file suit on approval of the Centennial project. The individual representative of the California Native Plant Society who has participated in the AVRCIS process and is listed in Appendix C of the most recent draft AVRCIS, Greg Suba, has sought to influence other state agencies to oppose Centennial. See Attachment 2.

Separately, each of the resource groups (who are signatories to the Ranchwide Agreement) participated in preparing the draft AVRCIS. Members of these resource groups served either on the AVRCIS Steering Committee or the AVRCIS Advisory Committee at some point during the process. Subsequently, many of these resource groups resigned from these committees when confronted with the evident conflict of interest in (i) serving in a governmental or quasi-governmental capacity to approve the AVRCIS, on one hand, and (ii) the potential that their service in preparing the AVRCIS constituted a breach of their fiduciary and contractual obligations under the Ranchwide Agreement, on the other hand.

One example of an obvious conflict was the participation and leadership of Ms. Terry Watt in the development of the AVRCIS. While there is only one reference to Ms. Watt in the most recent draft of the AVRCIS, her leadership in the AVRCIS is extensively documented in the June 2017 administrative draft AVRCIS (including multiple references in Section 6 of that document). During the timeframe Ms. Watt was providing consulting services to DMCA and those preparing the AVRCIS, she concurrently served a member of the Board of Directors of the Tejon Ranch Conservancy ***and, further,*** shortly before such activity regarding the AVRCIS she had received reimbursement for professional services from Tejon Ranch for her work with the Tejon Ranch Conservancy. Only after Tejon Ranch objected to these obvious conflicts of interest does it appear Ms. Watt recused herself (belatedly and without legal effect to

[2] The County of Los Angeles responded to these comments, and specifically addressed and contradicted the analysis of the mitigation and prioritization concepts contained in the June administrative draft AVRCIS. This contradiction is even more forceful in light of the fact there is no pending draft AVRCIS, let alone a complete and approved study. Further, Los Angeles County has similarly objected multiple times to inclusion of "economic opportunity areas" within the approved Antelope Valley Area Plan (AVAP), adopted by the Los Angeles County Board of Supervisors. The AVAP was challenged by the Center for Biological Diversity, but Los Angeles prevailed entirely, resulting in an appellate court decision upholding the AVAP and its environmental analysis. Most recently, Los Angeles County submitted a letter to DMCA reiterating its objections, which is included with this letter as Attachment 4.

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the prejudice already created and which permeates the AVRCIS process to this date, we might add). Recent correspondence from Ms. Watt is an admission of this conflict. See Attachment 3.

These blatant conflicts of interest do not appear to have been disclosed to the DMCA, DFW or others. Governmental decisions, such as DMCA's decision to act as the "public agency" submitting the AVRCIS or its decision to approve a draft AVRCIS, or such as DFW's decision to approve an RCIS should not involve the participation of such heavily self-interested individuals or groups. Allowing a study to proceed that was tainted at its formative stage, and continuing through the majority of the work being conducted, by these conflicts poses grave public ethics concerns; these concerns cannot be resolved at this late stage by the recusal of those conflicted individuals and groups.

3. The AVRCIS Must be Revised to Reflect the Commitments Made to Tejon Ranch

On May 8, 2019, Tejon Ranch learned that the DMCA submitted the February 2019 Draft AVRCIS to the DFW. At that time, Tejon Ranch also learned that the Santa Monica Mountains Conservancy (which itself negatively commented on the Centennial project that was approved by the Los Angeles County Board of Supervisors) acted to become the "state sponsor" of the AVRCIS (pursuant to Fish & Game Code § 1850(a)).

Until it received the agenda for the May 8th DMCA meeting, Tejon Ranch was unaware of any ongoing activity pertaining to the AVRCIS. In fact, we had been told that the AVRCIS process was on an indefinite hold. So, we were grateful that DFW provided a copy of the February 2019 Draft AVRCIS to us. Upon review of this draft, it became clear that commitments made by those preparing the AVRCIS to ***entirely*** remove Tejon Ranch from the AVRCIS had not been honored.

In August and September of 2017, Tejon Ranch communicated its demand to be removed from not just the AVRCIS study area but also from the purported scientific modeling and mitigation priority analysis. As stated in our September 5, 2017 letter to the DMCA and the AVRCIS Steering Committee:

> Tejon Ranch understands the AVRCIS will now (and in any future version prepared by DMCA) exclude any reference or depiction of Tejon Ranch lands as being within the AVRCIS study area, and will exclude any discussion of Tejon Ranch lands from substantive analysis. It is our further understanding that any modeling used in the AVRCIS is being revised to account for exclusion of Tejon Ranch lands and such revised modeling will not include discussion, depiction, analysis or reference to Tejon Ranch lands. (See Attachment 5.)

The aforementioned statement confirming our understanding was based on ***written representations*** from DMCA representatives on August 15, 2017 stating that, following "consulting with the AV RCIS steering committee, ICF will be removing Tejon Ranch from the AV RCIS study area . . . ." (See Attachment 6.) Thereafter, on September 18, 2017, Graham Chisolm, a primary author and consultant of DMCA for the AVRCIS, ***confirmed in writing*** Tejon Ranch's understanding:

> [T]he steering committee was comfortable with the recommendation to remove Tejon Ranch from the draft Antelope Valley Regional Conservation Investment Strategy (AVRCIS). ICF International is modifying the draft AVRCIS in order to implement the recommendation, ***including removing references to the Tejon Ranch from the draft AVRCIS' narrative analysis and maps.*** (See Attachment 7 (emph. supp.).)

Thus, Tejon Ranch not only understood, but detrimentally relied on, the written commitments of DMCA and AVRCIS proponents that the next version of the AVRCIS would not include Tejon Ranchlands in the AVRCIS study area ***and*** would not include any mapping overlay on Tejon Ranch lands.

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To our surprise the February 2019 Draft AVRCIS demonstrates that DMCA and those preparing the AVRCIS did not honor their written commitments.[3] Tejon Ranch strongly urges DFW, DMCA and those preparing the AVRCIS to consider taking immediate steps to remove all mapping, depiction, visualization and other analysis or narrative from Tejon Ranch lands. In this case, Tejon Ranch has and is undertaking significant activity and incurring costs in relation to the planning and development of the Centennial project in reliance of the prior commitment that Tejon Ranch is being ***entirely*** removed from the AVRCIS. Not abiding by DMCA's commitment creates significant risk to DFW, DMCA and those preparing the AVRCIS. (*See HPT IHG-2 Properties Trust v. City of Anaheim* (2015) 243 Cal.App.4th 188.)

4. Other Infirmities Plague the AVRCIS Process, Rendering it Unlawful

The process to prepare and submit ***any version*** of the AVRCIS has been tainted by violations of state law. Without fully cataloguing these violations, which we reserve our right to do at a later date, there are several concerns that call into question the AVRICS process to date and which preclude DFW from taking any action on the current AVRCIS.

First, ***only*** a public agency has statutory authority to "propose", "develop", "create" or "submit" an RCIS for DFW's consideration. (Cal. Fish & Game Code §§ 1852(a), 1854(c).) The statute does not contemplate or authorize the preparation of an RCIS by private parties. Nor does the statute contemplate or authorize private party preparation of an RCIS to avoid compliance with applicable law, such as governmental transparency statutes found in the Brown Act, the Public Records Act or the Political Reform Act.[4] (*Compare,* Cal. Fish & Game Code § 1854(c) subdiv. (3)(A) *with* (D) (speaking to circumstances for holding a meeting where a "public agency proposing a strategy" has initiated an RCIS either before or following January 1, 2017).) For similar reasons, the statute does not permit private preparation of an RCIS, which is later "adopted" by a public agency in an effort to skirt applicable laws.

Notwithstanding the clear statutory requirement that an RCIS be developed, created and submitted by a public agency, the AVRCIS process did not involve the required public agency sponsorship until September 13, 2017 – at which time DMCA's governing body acted, ***for the first time***, to interject itself as the sponsor of the AVRCIS.[5]

The agenda for the September 13, 2017 regularly scheduled meeting of the DMCA included an item to officially (***and for the first time***) authorize DMCA to be the "sponsor" for the AVRCIS and to authorize submittal of "an AVRCIS" to the Department. As part of a staff report and discussion on this agenda item, staff for DMCA stated that (a) the AVRCIS process to that date had been purely private in nature and (b) it was the intention of those actually preparing the AVRCIS to avoid public scrutiny of their work

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[3] Numerous maps in the February 2019 Draft AVRCIS continue to include purported scientific modeling and mitigation prioritization overlaid on Tejon Ranch lands. As examples, attached hereto at Attachment 8 are several maps from the February 2019 Draft AVRCIS. These maps, all other maps, and any other narrative or analysis must be revised to remove any such overlay from Tejon Ranch lands.

[4] Based on analysis to date by Tejon Ranch, including review of records provided by DMCA, we believe that the AVRCIS process has encountered violations of all three of these statutes. As examples, this letter identifies conflicts of interest in those who have participated in preparing the AVRCIS. For the time being we reserve our rights with respect to these issues. It does bear noting, however, that each of these statutes includes private attorney general provisions and the ability to seek advice from (or bring complaints to) other independent state agencies.

[5] Prior to this September 13, 2017 meeting, the DMCA governing board only received two briefings on the "regional conservation framework" (the precursor to the RCIS process, which precursor had no basis in statute) and acted to receive a grant to assist with the RCF. At no time did the DMCA governing board, prior to September 13, 2017, take any action that could remotely be viewed as authorizing sponsorship, creation or preparation of the AVRCIS.

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product until it was submitted to the Department. A full transcript of the September 13, 2017 meeting has been prepared by Tejon Ranch from audio files provided by DMCA. This transcript can be provided to DFW later, if needed. However, those statements made at the September 13, 2017 meeting that are germane to demonstrating the ***intentional*** desire to maintain secrecy are as follow:

> Mr. Edelman: "But right now, it's a private document that's moving forward through this planning team hired by Bechtel and the Windward Foundation." (Minute 21:58)
>
> ***
>
> Mr. Edelman: "Since you haven't seen the final draft of it, and that the people who are preparing it don't want that final draft to go public until it goes to the Department of Fish and Wildlife, that you could make it so that the chair could get final approval of it, potentially to... Before it gets submitted to Fish and Wildlife." . . . . "But that the planning team really thought it would be better, and move the process along farther, if it could go to that stage without being widely distributed public wide." (Minute 34:40.)

Against this factual background, it is also important to note that the February 2019 Draft AVRCIS inaccurately represents to DFW that the AVRCIS process was initiated by DMCA in 2016 – which it was not. The February 2019 Draft AVRCIS states, the "Antelope Valley RCIS development process began in March 2016." (February 2019 Draft AVRCIS at § 1.4.2.) The February 2019 Draft AVRCIS goes on to claim that "[t]he process was initiated by the Desert and Mountains Conservation Authority (DMCA) in collaboration with the California Energy Commission (CEC)." (*Ibid.*) This statement is not accurate.

The DMCA governing board did not meet at all in 2015 and only met twice in 2016. The only two meetings of the DMCA governing board occurred *after* March of 2016, on June 15, 2016 and on September 9, 2016. (*See* http://dmca.ca.gov/agenda_archive.asp.) Furthermore, neither of the meetings held in 2016 by the DMCA governing board created a "DMCA Steering Committee" or took any action to authorize or "initiate" preparation of the AVRCIS.[6]

Comparing (1) the action taken at the DMCA's September 13, 2017 meeting, the quoted statements of DMCA staff at this meeting describing the secretive nature of the AVRCIS process to date, and the omission of DMCA taking ***any*** action whatsoever until September 13, 2017 to become the "sponsoring" public agency for the AVRCIS with (2) the statements made in the February 2019 Draft AVRCIS, which are patently inaccurate, is itself sufficient basis to reject any further effort to process the AVRCIS.[7]

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[6] The June 15, 2016 DMCA governing board meeting included several agenda items pertaining to a "regional conservation framework" for the Antelope Valley, and consideration of a resolution accepting grant funding for involvement in the "regional conservation framework" *See* http://smmc.ca.gov/Agendas_DMCA/agenda_527.pdf (agenda); http://smmc.ca.gov/Agendas_DMCA/minute_527.pdf (minutes). The September 9, 2016 DMCA governing board meeting included consideration of a resolution supporting AB 2087, which legislation created the regional conservation investment strategy process. *See* http://smmc.ca.gov/Agendas_DMCA/agenda_534.pdf (agenda); http://smmc.ca.gov/Agendas_DMCA/minute_534.pdf (minutes).

[7] As noted above, only a public agency has statutory authority to "propose", "develop", "create" or "submit" an RCIS to the Department for consideration. Cal. Fish & Game Code §§ 1852(a), 1854(c). The statute does not contemplate, let alone authorize the preparation of an RCIS by private parties who, at some later date and time, then "forum shop" an RCIS to a public agency that later enters the process to serve as the nominal public agency sponsor. Such a charade not only contradicts the Fish & Game Code (*compare*, § 1854(c) subdiv. (3)(A) with (D) [describing circumstances for holding a meeting where a "public agency proposing a strategy" has initiated an RCIS either before or following January 1, 2017]), but such shenanigans run afoul of, if not are a blatant affront to, basic

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Second, unless a public agency initiated a RCIS before January 1, 2017, the public agency must first publish a notice of intent to create an RCIS and file such notice with the Office of Planning and Research and the county clerk of counties where the RCIS is found. (Cal. Fish & Game Code § 1854(c)(1); *see also* Govt. Code § 6040 (specifying method of publication applicable to all public agency publication obligations).) DMCA, as the sole public agency that has initiated this activity to create the AVRCIS (which it did not do until September 13, 2017) has not complied with this requirement. Nor, as summarized above, does Tejon Ranch believe the statute authorizing creation of RCIS permit private third parties to prepare these studies on their own for later submittal to DFW.

Specifically, in this regard, Tejon Ranch made a public records request seeking proof of publication and a copy of this required notice. Tejon Rach sought: "The notice of intention to create the AVRCIS published by DMCA (as provided and required by Fish & Game Code § 1854(c)(1)). . . . Proof of publication for the notice of intention referenced in Item 2 above in an adjudicated newspaper of general circulation. See Gov. Code § 6041. . . . . Proof of filing of the notice referenced in Item 2 above with the Governor's Office of Planning and Research and the County Clerk of Los Angeles County (as provided and required by Fish & Game Code § 1854(c)(1))." No responsive documents were provided by DMCA to Tejon Ranch. Thus, the requirements of Fish & Game Code § 1854(c)(1) were not complied with.

For these and other reasons DFW lacks statutory authority to act on the AVRCIS. As also discussed, at a minimum, Tejon Ranch lands must be removed from all purported scientific modeling and/or mitigation prioritization descriptions or visualizations contained in the AVRCIS. Further, the study itself is flawed as a result of the participation of those with self-serving interest in its contents, including those who participated in the process to gain litigation advantage over land-owners.

Very Truly Yours,

Michael R.W. Houston
Senior Vice President, General Counsel & Secretary

cc: Mr. Charlton H. Bonham *(via electronic mail)*
Desert & Mountain Conservation Authority *(via electronic mail)*
Santa Monica Mountains Conservancy *(via electronic mail)*
Mr. Graham Chisolm *(via electronic mail)*
Resource Groups *(via electronic mail)*

Attachments:

1. May 1, 2008, Letter from California environmental agencies in support of Ranchwide Agreement
2. September 18, 2019, Email exchange between California Native Plant Society members and state agency representatives
3. May 15, 2019, Email from Ms. Watt
4. May 7, 2019, Letter from Los Angeles County to DMCA (with additional attachments)
5. September 5, 2017, Letter from Tejon Ranch to the DMCA and the AVRCIS Steering Committee
6. August 15, 2017, Email from AVRCIS representative to Tejon Ranch
7. September 18, 2017, Email from Mr. Chisolm to Tejon Ranch
8. Examples of depictions in February 2019 Draft AVRICS

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principles of governmental transparency, open record keeping, conflicts of interest and due process that apply to public agency operations.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Attachment 1

May 1, 2008, Letter from California environmental agencies in support of Ranchwide Agreement

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

EXHIBIT R

Resource Agency Letter re Mitigation

California Environmental Protection Agency

STATE OF CALIFORNIA resources AGENCY

May 1, 2008

Mr. Robert A. Stine
President & CEO
Tejon Ranch Company
4436 Lebec Road
Lebec, CA 93243

Dear Mr. Stine:

As you know, representatives of the Tejon Ranch Company (TRC) have had a number of meetings with California Resources Agency staff to discuss TRC's long-term plans for conservation and development of the 270,000-acre Tejon Ranch (Ranch). TRC has also met with the California Environmental Protection Agency to discuss the outline of TRC's project plans. Because of the exceptional natural resource values of the Ranch, both of our agencies have been delighted to learn that you have worked with various environmental groups (Resource Groups) to develop a conservation and land use agreement (Ranchwide Agreement) that identifies and designates planned conservation areas (Conserved Areas), planned development areas (Developed Areas) and the permitted activities within those areas. As it has been described to us, the Ranchwide Agreement would foster the orderly conservation and development of the Ranch and provide for the permanent conservation of almost 90 percent of the Ranch. We understand that the Ranchwide Agreement is at a conceptual level at this time, but that you expect to have final agreement with environmental groups sometime in early May.

In connection with the proposed Ranchwide Agreement, we understand that TRC is seeking policy level recognition of this historic accord from State and Federal agencies and departments. The purpose of this letter is to provide that policy recognition exclusively in relation to this planned transaction for the Ranch.

Because of the unique factors involved in this project, this policy recognition is not intended to, and does not, serve as precedent for lands other than those within the Ranch.

To that end, we offer the following policy statements in support of the Ranchwide Agreement:

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

- Based on your description of the Ranchwide Agreement, we understand that of the approximately 270,000 acres comprising the Ranch, the Ranchwide Agreement would provide for the permanent preservation of at least 178,000 acres and for the option to preserve an additional 62,000 acres through the purchase of conservation easements, or potentially fee title, for an anticipated total of approximately 240,000 acres, or almost 90 percent of the total Ranch acreage. Because of the many unique factors noted above, including the sheer magnitude of this conservation effort and the significant resource values attributed to this property, and in viewing the 240,000 acres in the Conserved Areas in a holistic manner, we expect that TRC will be allowed to use those Conserved Areas and corresponding natural resource values associated with these Conserved Areas to meet the land conservation and corresponding natural resource mitigation requirements for and the planned development and other activities within the Developed Areas, including the designated planned development projects of Tejon Mountain Village, Centennial and Grapevine, subject to potential limitations for Conserved Areas acquired using public funds as described below.

- Though actual mitigation requirements for the planned development and other activities within the Developed Areas cannot be known prior to regulatory review, given the large amount and high natural resource values in these Conserved Areas, we do not anticipate that TRC would be required to acquire or use lands outside of Ranch property to satisfy natural resource mitigation requirements. Only after a full evaluation of these lands, and a determination is made that the required mitigation can not be found on the Ranch, would we look outside the Ranch for mitigation.

- For portions of the Conserved Areas that are permanently preserved by conservation easements, or potentially fee title, acquired using public funds, the use of these lands for mitigation purposes would not be allowed unless the potential mitigation use of these lands is taken into account in the price paid and unless mitigation uses are allowed by applicable laws including those governing the public funding source(s) used to fund the acquisition.

- In order to provide an integrated and comprehensive approach to the management of lands and resources within the Conserved Areas, we understand that the parties have agreed to create an independent conservancy (Tejon Conservancy) as part of the Ranchwide Agreement. Provided that the Tejon Conservancy meets applicable legal requirements for holding mitigation land and conservation easements and assuming corresponding long-term mitigation monitoring and other mitigation obligations, the Tejon Conservancy could serve as the appropriate and preferred entity to hold conservation easements and/or title to mitigation lands granted by TRC, and to manage those lands, subject to regulatory requirements imposed pursuant to project permitting for the Developed Areas.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

- We appreciate the commitment of TRC and the Resource Groups to work with California State Parks and other stakeholders toward creation of a State Park within the Ranch. A large park, extending from the Mojave Desert, across the Tehachapi Mountains, and into the grasslands of Tejon Valley, would be an extraordinary addition to California's state park system, providing meaningful public access to the Tehachapi Mountains. The Tejon Conservancy would be a valued partner in planning and supporting this State Park.

This letter is intended to set forth policy statements in support of the Ranchwide Agreement. As specific projects are proposed, TRC and other parties engaged in the planned development or other activities on the Ranch will be required to apply for and obtain all permits, licenses and approvals required under applicable law, including compliance with the California Environmental Quality Act and all other state laws. Final determinations regarding permit and mitigation requirements for those activities will be decided by the appropriate agencies and departments as part of, and in accordance with, those processes.

The policy statements in this letter presume that the terms of the final Ranchwide Agreement are substantially consistent with the above description and will in fact be reached. If, for some reason, TRC and the environmental groups are unable to reach a final agreement, we expect that TRC will notify us. Again, we applaud the Tejon Ranch Company for working to reach such a significant and historic agreement to address the long-term future of Tejon Ranch.

Sincerely,

Mike Chrisman, Secretary for Resources

Linda Adams, Secretary for Environmental Protection

Ruth Coleman, Director
California State Park

Tam Doduc, Chair, State Water Resources Control Board

John Donnelly, Director
Wildlife Conservation Board

Don Koch, Director
Department of Fish and Game

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Attachment 2

September 18, 2019, Email exchange between California Native Plant Society members and state agency representatives

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

From: Nick Jensen [njensen@cnps.org]
Sent: 9/19/2018 8:48:55 AM
To: Rabinowitsh, Nicholas@ARB [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=6e6383bd86f84a93a340406200df1e76-Nicholas Ra]
CC: Alfredo Arredondo [alfredo@priorityca.com]; Greg Suba [gsuba@cnps.org]
Subject: Re: Request for Meeting Re: CEQA Mitigation and Offsets

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

11 am on Friday works for me. We can use one of the CNPS conference call lines if needed.

Thanks,
Nick

On Wed, Sep 19, 2018 at 8:44 AM, Rabinowitsh, Nicholas@ARB <Nicholas.Rabinowitsh@arb.ca.gov> wrote:

Alfredo: that would be great, thanks!

Nick Rabinowitsh

Senior Attorney

California Air Resources Board, Legal Office

Tel: (916) 322-3762

From: Alfredo Arredondo <alfredo@priorityca.com>
Sent: Wednesday, September 19, 2018 7:43 AM
To: Rabinowitsh, Nicholas@ARB <Nicholas.Rabinowitsh@arb.ca.gov>
Cc: Greg Suba <gsuba@cnps.org>; Nick Jensen <njensen@cnps.org>

Subject: Re: Request for Meeting Re: CEQA Mitigation and Offsets

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Let's make it 11am. Nick R., let me know if you would like me to use my conference line for this and I will send a calendar invite with the call information.

Thanks.

/Alfredo Arredondo
Priority Strategies

1225 8th St., Suite 375
Sacramento, CA 95814

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

o: 916-538-2452
c: 805-598-9350
e: alfredo@priorityca.com

On Tue, Sep 18, 2018 at 5:25 PM, Rabinowitsh, Nicholas@ARB <Nicholas.Rabinowitsh@arb.ca.gov> wrote:

All – yes, 10-1 range works for me. Let me know what specific time works best for you all. Thanks!

Nick Rabinowitsh
Senior Attorney
California Air Resources Board, Legal Office
Tel: (916) 322-3762

From: Greg Suba <gsuba@cnps.org>
Sent: Tuesday, September 18, 2018 4:07 PM
To: Nick Jensen <njensen@cnps.org>
Cc: Alfredo Arredondo <alfredo@priorityca.com>; Rabinowitsh, Nicholas@ARB <Nicholas.Rabinowitsh@arb.ca.gov>
Subject: Re: Request for Meeting Re: CEQA Mitigation and Offsets

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I'm available Friday from 10am-1pm, then otherwise in transit to/from Bay Area with spotty phone service (Amtrak).

If 10-1 works, then I'll join. If a time outside that is necessary, I'm happy to catch up with Nick (J) and Alfredo afterwards.

Greg

On Tue, Sep 18, 2018 at 4:04 PM, Nick Jensen <njensen@cnps.org> wrote:

My schedule on Friday afternoon is pretty open. Greg-how about you?

Thanks,
Nick

On Tue, Sep 18, 2018 at 3:49 PM, Alfredo Arredondo <alfredo@priorityca.com> wrote:

Hello Nick,

Friday afternoon would work on my end. I am copying Greg and Nick with CNPS as well to see what their availability is. Thanks for your time.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

/Alfredo Arredondo
Priority Strategies

1225 8th St., Suite 375
Sacramento, CA 95814
o: 916-538-2452
c: 805-598-9350
e: alfredo@priorityca.com

On Tue, Sep 18, 2018 at 2:40 PM, Rabinowitsh, Nicholas@ARB <Nicholas.Rabinowitsh@arb.ca.gov> wrote:

Alfredo: Rajinder forwarded your email to me. I'd be happy to talk - would you be able to do a call on Friday? Perhaps in the afternoon? If so, what times work for you?

Thanks,

Nick Rabinowitsh
Senior Attorney
California Air Resources Board, Legal Office
Tel: (916) 322-3762

From: Alfredo Arredondo <alfredo@priorityca.com>
Sent: Tuesday, September 18, 2018 1:22:47 PM
To: Sahota, Rajinder@ARB
Cc: Greg Suba; Nick Jensen
Subject: Request for Meeting Re: CEQA Mitigation and Offsets

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Rajinder,

I am reaching out on behalf of my client, the CA Native Plant Society, to see if we can find a time this week to discuss a proposed development in Southern California, the Centennial Project, and their use of offsets from the Cap and Trade regulation in order to comply with CEQA requirements. Attached is the FEIR Supplement related to GHG emissions compliance for the project (link to additional documents for project available here) which is raising lots of eyebrows for us. In particular, on the third page they say the following:

> "Approximately 96 percent (150,808 MTCO2e/yr) of the Updated GHG Calculations emissions are covered by, and subject to, the purchase of emission allowances under the new, expanded state Cap and Trade program approved

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

by the Legislature after the DEIR was issued, and signed into law in 2017 (Assembly Bill 398 [AB 398]). The Cap and Trade program was designed to comprehensively regulate fossil fuels (from "wells to wheels" – from production, through refining, through ultimate consumption) and is expected to raise gasoline prices within a range of approximately 15 to 63 cents per gallon by 2021, and from 24 to 73 cents per gallon by 2031, according to the non-partisan California Legislative Analyst Office.1 Compliance with the Cap and Trade program was upheld as a lawful CEQA mitigation measure to reduce GHG emissions to a less-than-significant-level for fossil fuels used by a refinery project for both direct refinery operations as well as indirect electricity consumption-related GHG emissions in a recent CEQA appellate court case, Association of Irritated Residents v. Kern County Board of Supervisors, et al. (Alon USA Energy, Inc., et al., Real Parties in Interest) (2017) 17 Cal.App.5th 708. The California Supreme Court declined to reverse, or de-publish, this case. The California Air Resources Board (CARB) has also determined that existing California law provides sufficient authority to extend the Cap and Trade program as required to meet state GHG reduction objectives.2 See Table 3. "

This raises a lot of questions for us that we hope to get your insight on including:

- Is this type of compliance pathway for non-capped or non-covered entities like a housing developer truly the intent of the cap-and-trade mechanism?
- Are there other examples of a developer in the state using offsets in this way?
- Does the Irritated Residents v. Kern case apply only to capped or covered entities or is the interpretation that this applies to any entity, regulated or not, correct?

I know that this is a lot of information, but I figure that having a conversation with you about this will help clear things up for us. Please let me know if there are some times that work for you this week. Greg Suba, copied on the message, is based in Sacramento, but Nick Jensen, is based in Southern California and could join by phone if possible.

Thanks for your time, and I look forward to reconnecting soon.

/Alfredo Arredondo
Priority Strategies

1225 8th St., Suite 375
Sacramento, CA 95814
o: 916-538-2452
c: 805-598-9350
e: alfredo@priorityca.com

--
Nick Jensen, PhD
Southern California Conservation Analyst
California Native Plant Society
1500 North College Ave

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Claremont, CA 91711
njensen@cnps.org
(530) 368-7839

--

/Alfredo Arredondo
Priority Strategies

1225 8th St., Suite 375
Sacramento, CA 95814
o: 916-538-2452
c: 805-598-9350
e: alfredo@priorityca.com

--

Nick Jensen, PhD
Southern California Conservation Analyst
California Native Plant Society
1500 North College Ave
Claremont, CA 91711
njensen@cnps.org
(530) 368-7839

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Attachment 3

May 15, 2019, Email from Ms. Watt

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

From:
To: FW: Antelope Valley RCIS Matter
Subject: Monday, May 20, 2019 12:24:15 PM
Date:

From: Terry Watt <terryjwatt@>
Date: May 15, 2019 at 1:16:03 AM GMT+2
To: "'Gary Hunt'" <ghunt@>
Cc: "'Dan Silver'" <dsilverla@>, "'Reynolds, Joel'" <jreynolds@>, <terryjwatt@>
Subject: Antelope Valley RCIS Matter

Gary,

This email is to inform you that I withdrew from any and all involvement in the Antelope Valley RCIS well over a year ago when the Ranch brought its concerns to the attention of the Tejon Ranch Conservancy Board.

Terry Watt

TerryJWatt@
Please update your contacts

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Attachment 4

May 7, 2019, Letter from Los Angeles County to DMCA (with additional attachments)

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Amy J. Bodek, AICP
Director of Regional Planning

Dennis Slavin
Chief Deputy Director,
Regional Planning

May 7, 2019

VIA EMAIL TO: Diane.sacks@mrca.ca.gov
Spencer.eldred@mrca.ca.gov
Info@dmca.gov

Desert and Mountain Conservation Authority Board Members

Dear Board Members:

MAY 7, 2019, AGENDA ITEM 11, ANTELOPE VALLEY REGIONAL CONSERVATION INVESTMENT STRATEGY

The County of Los Angeles (County) opposes approval of the Antelope Valley Regional Conservation Investment Strategy (AV RCIS) that is being presented to the Desert and Mountain Conservancy Board this morning and for which you are being advised that the Santa Monica Mountains Resources Conservation Authority is requesting to be the sponsor. The County requests that you not approve said sponsorship.

In Mr. Edmiston's memorandum to your Board seeking sponsorship of the AV RCIS, he indicated that the AV RCIS was developed "in coordination with", among others, the Los Angeles County Planning Department. That statement is not only inaccurate but disingenuous given that the County withdrew from the AV RCIS Steering Committee in November 2017 specifically because the County's comments about the plan were ignored by the steering committee. The County's comments continue to be ignored. In sum, the AV RCIS was developed in contravention of County input, not in coordination with the County.[1]

The County pointed out to the AV RCIS Strategy Planning Team in August, 2017 that the AV RCIS was inconsistent with the Rural Preservation Strategy of the Antelope Valley Area Plan (County Area Plan), a plan now-beyond legal challenge, and a part of the County's General Plan. This Rural Preservation Strategy balances priorities for environmental conservation and preservation in the County with the need for development. As part of the strategy, the County Area Plan sets aside three Economic Opportunity Areas (EOAs) in the Antelope Valley located around major infrastructure

[1] The County's prior letters on these issues are attached.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

projects planned by state and regional agencies, smartly prioritizing those areas for growth and development. In turn, preservation of vast ecological resources and the rural character of the Antelope Valley is achieved through various strategies in the County Area Plan designed to limit development in the non-EOA areas, such as the strategies related to Rural Town Centers, Rural Town Areas and Rural Preservation Areas. Areas outside EOAs were also significantly down-sized to limit development. Thus, the balance of preservation and development is achieved by concentrating the most intensive development within the EOAs to preserve the open and rural areas outside the EOAs.

In contravention of these policies, the AV RCIS prioritizes some of the EOAs for conservation, a policy in direct conflict with the Country Area Plan. The AV RCIS also conflicts with the regional conservation investment strategy legislation, which is to provide guidance not only to conservation groups but to developers for identification of areas for compensatory mitigation. In doing so, an RCIS must consider local land use planning designation and foreseeable development. It is an inherent conflict to designate an area for conservation priority that has already been designated by the local jurisdiction as an area for relatively-concentrated development, such as the EOAs.

Moreover, the County Board of Supervisors recently approved a development project in the West EOA, wholly consistent with its County Area Plan. Thus, the County has moved beyond designation of an EOA, and approved a project in an EOA. Accordingly, that area simply will not be available for conservation and should not be identified as such in the AV RCIS.

In the past, the AV RCIS team responded that its mapping of conservation areas was based on "science." Frankly, the County Area Plan too is based on science, science that is backed by an exhaustive Environmental Impact Report that withstood a legal challenge at the trial court and the Courts of Appeal with the petitioner in that litigation electing not to seek California Supreme Court review. As such, the County Area Plan is final and beyond challenge. The areas preserved already by the County Area Plan policies and strategies not to mention the Tejon Ranchwide Agreement adequately provide for plentiful conservation areas.

While we have not seen a final written AV RCIS, the mapping still reflects EOAs designated as conservation or preservation targets, including the West EOA for which development has already been approved by the County. Thus, the County cannot support the AV RCIS and objects to the Conservancy's sponsorship of the RCIS.

Sincerely,

AMY J. BODEK, AICP
Director of Regional Planning

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

AJB:lg

Attachments

c: Board of Supervisors (Supervisor Kathryn Barger)
AVRCIS (Terry Watt -Terryjwatt@gmail.com)
CA Dept. of Fish and Wildlife (Ronald Unger – Ronald.unger@wildlife.ca.gov)
County Counsel (Elaine Lemke)
Santa Monica Mountains Conservancy (Joe Edmiston)

AP_05_07_2019_AV_RICS

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Dennis Slavin
Acting Director

November 6, 2017 **VIA EMAIL TO terryjwatt@gmail.com**

Antelope Valley Regional Conservation Investment Strategy Planning Team
44811 N. Date Ave., Suite G
Lancaster, CA 93534

SUBJECT: WITHDRAWAL OF LOS ANGELES COUNTY FROM THE ANTELOPE VALLEY RESOURCE CONSERVATION INVESTMENT STRATEGY (AVRCIS) STEERING COMMITTEE

Dear AVRCIS Planning Team:

On August 10, 2017, the County sent a letter requesting changes to the administrative draft of the AVRCIS. These changes reflected the County's serious concerns regarding the AVRCIS' treatment of areas the recently adopted Antelope Valley Area Plan (AV Plan) designates as Economic Opportunity Areas (EOA). The County requested that the AVRCIS exclude these areas for conservation because of the inherent conflict with the adopted AV Plan's policies that designate those same areas for future economic development.

When the California Legislature created RCISs in 2016, it required that a local agency with land use authority be included in the process. The purpose of this requirement was to ensure that RCISs be developed in coordination with local land use plans such that the RCIS is consistent, and not in conflict, with local land use policy. The County's participation has been based on this understanding.

The County recently learned from the September 2017 Desert and Mountain Conservation Authority staff report that the AVRCIS project will move ahead without the changes the County requested. Because the adopted policy for EOAs will thus continue to conflict with the AVRCIS, the County is unable to support the AVRCIS effort and no longer see a purpose for continued participation in the Steering Committee.

Therefore, the County is withdrawing from the Steering Committee. Please be advised that any correspondence henceforth will be submitted as the County of Los Angeles, and not as a member of the Steering Committee.

320 West Temple Street • Los Angeles, CA 90012 • 213-974-6411 • Fax: 213-626-0434 • TDD: 213-617-2292

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Sincerely,

DEPARTMENT OF REGIONAL PLANNING
Dennis J. Slavin
Acting Director

Mark Child, AICP, Deputy Director
Advance Planning Division

DJS:MC:PH:ST/st

Attachment:
Additional comments on the Administrative Draft, AVRCIS (August 10, 2017)

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

August 10, 2017

VIA EMAIL TO terryjwatt@gmail.com

Antelope Valley Regional Conservation Investment Strategy Planning Team

SUBJECT: ADDITIONAL COMMENTS ON THE ADMINISTRATIVE DRAFT, ANTELOPE VALLEY RESOURCE CONSERVATION INVESTMENT STRATEGY (AVRCIS) (JULY 2017)

Dear AVRCIS Planning Team:

As you know, the County of Los Angeles ("County") Department of Regional Planning ("Department") has participated on behalf of the County as a member of the Antelope Valley Resource Conservation Investment Strategy ("AVRCIS") Steering Committee. The AVRCIS is a strategy intended to provide voluntary guidance for ways that will enhance the long-term viability of native species, habitat, and other natural resources within the Antelope Valley. This AVRCIS is largely defined as the County portion of the Antelope Valley, and includes the Cities of Lancaster and Palmdale as well as unincorporated County. We consider the County a main stakeholder in the AVRCIS process and had provided a previous comment letter on the administrative draft document in July.

The Los Angeles County General Plan 2035 ("General Plan") was adopted with five guiding principles that emphasizes sustainability, so that the needs of the existing population are met without compromising economic, social, and environmental resources that would be available to future generations.

The Antelope Valley Area Plan ("AV Plan"), adopted as a community-based plan for the Antelope Valley area and a component of the General Plan, relies on a Rural Preservation Strategy to meet the goals and objectives of the General Plan, by balancing priorities for environmental conservation and preservation against the need for development. As part of the AV Plan Rural Preservation Strategy, three Economic Opportunity Areas ("EOAs") were adopted. These EOAs, areas where major infrastructure projects are being planned by state and regional agencies, reflect the County's priority areas for growth and development within the Antelope Valley. In turn, preservation of the ecological resources and rural character of the surrounding areas are achieved through the Rural Preservation Strategy's Rural Town Center Areas, Rural Town Areas, and Rural Preservation Areas.

The AV Plan Rural Preservation Strategy achieves this balance of preservation and development by concentrating development within the EOAs to preserve the open and rural areas outside the EOAs. Areas mapped as EOAs are designated by the County as priority areas for development to occur.

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Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

In reviewing the administrative draft of the AVRCIS, it has become apparent that the AVRCIS has chosen to prioritize some of the EOAs for conservation. The County's adopted policy direction for the EOAs thus conflicts with the AVRCIS's designation that prioritizes the same areas for conservation. This designation in the AVRCIS also conflicts with the regional conservation investment strategy legislation, which is to provide guidance for identification of areas for compensatory mitigation and must consider local land use planning designations and foreseeable development. EOAs, through the County's very recent AV Plan process, have been planned for development and not for conservation. To correct these inconsistencies the priority conservation designation in the EOAs under the AVRCIS must be amended to exclude the EOAs. By their function, EOAs cannot be considered areas of conservation priority.

To date, we have not seen a complete final version of the AVRCIS. The administrative draft AVRCIS as well as most recently shared proposed changes provided on August 2, 2017, do not accurately reflect the County's priorities for conservation and in fact, create new issues of concern. Therefore, we respectfully request that a final version addressing our comments be provided to us for our review and further comment before the draft is submitted to the California Department of Fish and Wildlife.

We appreciate being able to participate in the AVRCIS process, as well as developing our working relationship with ICF and the other agencies involved. The County sees the potential for the AVRCIS to be a valuable resource of compiled biological information and a tool to streamline locating areas suitable for mitigation and conservation, and looks forward to continuing our collaboration.

Sincerely,

DEPARTMENT OF REGIONAL PLANNING
Richard J. Bruckner
Director

Patricia Lin Hachiya, AICP, Supervising Regional Planner
Environmental Planning and Sustainability Section

RJB:MC:PH:ST/st

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Attachment 5

September 5, 2017, Letter from Tejon Ranch to the DMCA and the AVRCIS Steering Committee

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

TEJON RANCH
COMPANY

September 5, 2017

Via Electronic Mail (michelle.osborn@icf.com)
Antelope Valley RCIS Steering Committee
Attn.: Michelle Osborn
630 K St. Suite 400
Sacramento, CA 95814

Via Electronic Mail (edelman@smmc.ca.gov)
Desert & Mountain Conservation Authority
Attn.: Paul Edelman
44811 N. Date Ave., Suite G
Lancaster, CA 93534

Via Electronic Mail (spencer.eldred@mrca.ca.gov)
Desert & Mountain Conservation Authority
Attn.: Spencer Eldred, Staff Counsel
44811 N. Date Ave., Suite G
Lancaster, CA 93534

Re: Antelope Valley – Regional Conservation Investment Strategy (AVRCIS)
Confirmation of Removal from AVRCIS Study Area

Dear Ms. Osborne and Messrs. Edelman and Eldred:

This letter is sent in reference to my August 4, 2017 correspondence (copy enclosed), which requested the exclusion of Tejon Ranch's lands from the AVRCIS and the AVRCIS study area.

The necessity of exclusion, and reasons therefor, is comprehensively described in the attached communication. Additionally, since that previous letter's transmittal, audio tapes of a 2016 Steering Committee public outreach meeting have come to our attention. These audio tapes evidence Tejon Ranch representatives requesting, on the record, exclusion from the study area. At no time after that Steering Committee meeting did DMCA or the Steering Committee inform Tejon Ranch that this request would not be honored. In fact, and to the contrary, prior to dissemination of the administrative draft AVRCIS, we were lead to believe that such request would be honored. It was only after dissemination of the draft AVRCIS that Tejon Ranch learned its request was disregarded, without explanation. Initial responses by DMCA representatives to Tejon Ranch's subsequent questioning of the circumstances leading to inclusion of Tejon Ranch lands in the draft document were, unfortunately, unclear, contradictory and lacking in transparency.

Following transmittal of my attached August 4, 2017 letter, discussions occurred with representatives of the Desert and Mountains Conservation Authority (DMCA), which is the purported applicant and "public agency" sponsor for the AVRCIS. *See* Cal. Fish & Game Code § 1852(a); *see also* AVRCIS at p. 1-4. These discussions culminated on August 25, 2017. At that time DMCA representatives definitively and without equivocation informed Tejon Ranch representatives in writing that, following "consulting with the AV RCIS steering committee, ICF will be removing Tejon Ranch from the AV RCIS study area . . . ."

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

Tejon Ranch Co. (NYSE:TRC)—a diversified real estate development and agribusiness company.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Tejon Ranch has and continues to rely on this representation and has communicated this representation to third parties, including to state resource agency representatives. For instance, Tejon Ranch is undertaking significant activity and incurring costs in relation to the planning and development of the Centennial project in reliance of the representation that Tejon Ranch is being "removed . . . from the AV RCIS study area." *See HPT IHG-2 Properties Trust v. City of Anaheim* (2015) 243 Cal.App.4th 188. Based on this communication from DMCA's representatives, Tejon Ranch understands the AVRCIS will now (and in any future version prepared by DMCA) exclude any reference or depiction of Tejon Ranch lands as being within the AVRCIS study area, and will exclude any discussion of Tejon Ranch lands from substantive analysis. It is our further understanding that any modeling used in the AVRCIS is being revised to account for exclusion of Tejon Ranch lands and such revised modeling will not include discussion, depiction, analysis or reference to Tejon Ranch lands.

Should any our understandings on which we are relying be contrary to your understanding, we request an immediate response so that we can take appropriate actions, as we deem necessary, to protect Tejon Ranch's interests.

On a separate but related topic, we are aware of correspondence from Los Angeles County requesting the AVRCIS study area exclude all economic opportunity areas ("EOAs") designated in the Antelope Valley Area Plan. We fully support the County's request for the reasons contained in their letter, and for full exclusion of the western EOA.

Should you have any questions, do not hesitate to contact me. I can be reached at 661-663-4230.

Very Truly Yours,

Michael R.W. Houston,
Senior Vice President, General Counsel & Secretary

Cc: Elaine Lemke, Esq. (*via electronic mail - elemke@counsel.lacounty.gov*)
Jennifer Hernandez, Esq. (*via electronic mail*)
Terry Watt (*via electronic mail - terryjwatt@gmail.com*)
Chris Beale, Esq. (*via electronic mail - cbeale@resourceslawgroup.com*)
Clients

Enclosure

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Attachment 6

August 15, 2017, Email from AVRCIS representative to Tejon Ranch

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

From: CBeale@ Jennifer.Hernandez@
To: AV RCIS study area
Subject: Tuesday, August 15, 2017 1:57:22 PM
Date:

Jennifer, after consulting with the AV RCIS steering committee, ICF will be removing Tejon Ranch from the AV RCIS study area, as requested by Tejon Ranch.

Chris Beale

RESOURCES LAW GROUP, LLP
555 CAPITOL MALL, SUITE 1090
SACRAMENTO, CA 95814
916.442.4880
916.442.4193 (FAX)
cbeale@
www.resourceslawgroup.com

This email may contain confidential or privileged information, or attorney work product. Only the intended recipient may disclose, copy, distribute, or otherwise use its contents or attachments. If you received this email in error, please contact Chris Beale immediately at the telephone number or email address above.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Attachment 7

September 18, 2017, Email from Mr. Chisolm to Tejon Ranch

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

From: Graham Chisholm
To: jennifer.hernandez@; ghunt@
Cc: Michael Houston; Paul Edelman; Spencer Eldred; elemke@; scoleman@ Tejon Ranch & the Antelope Valley RCIS
Subject: Monday, September 18, 2017 7:45:59 AM
Date:

Jennifer and Gary,

This follows up on our August 14th call, on which we shared that we would be taking a recommendation to remove the Tejon Ranch from the RCIS to the RCIS steering committee and that Chris Beale would let Jennifer know the recommended action.

Chris Beale confirmed with me that he spoke with Jennifer on August 18th and let her know that the steering committee was comfortable with the recommendation to remove Tejon Ranch from the draft Antelope Valley Regional Conservation Investment Strategy (AVRCIS). ICF International is modifying the draft AVRCIS in order to implement the recommendation, including removing references to the Tejon Ranch from the draft AVRCIS' narrative analysis and maps.

When the draft AVRCIS is submitted to CDFW for review it will not include the Tejon Ranch.

Thanks and with regards,

Graham Chisholm

Cc:

Paul Edelman

Elain Lemke

Starr Coleman

Michael Houston

GRAHAM CHISHOLM

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Senior Policy Advisor
1100 11th Street, Suite 500¦Sacramento, CA 95818¦Mobile:

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Attachment 8

Examples of depictions in February 2019 Draft AVRICS

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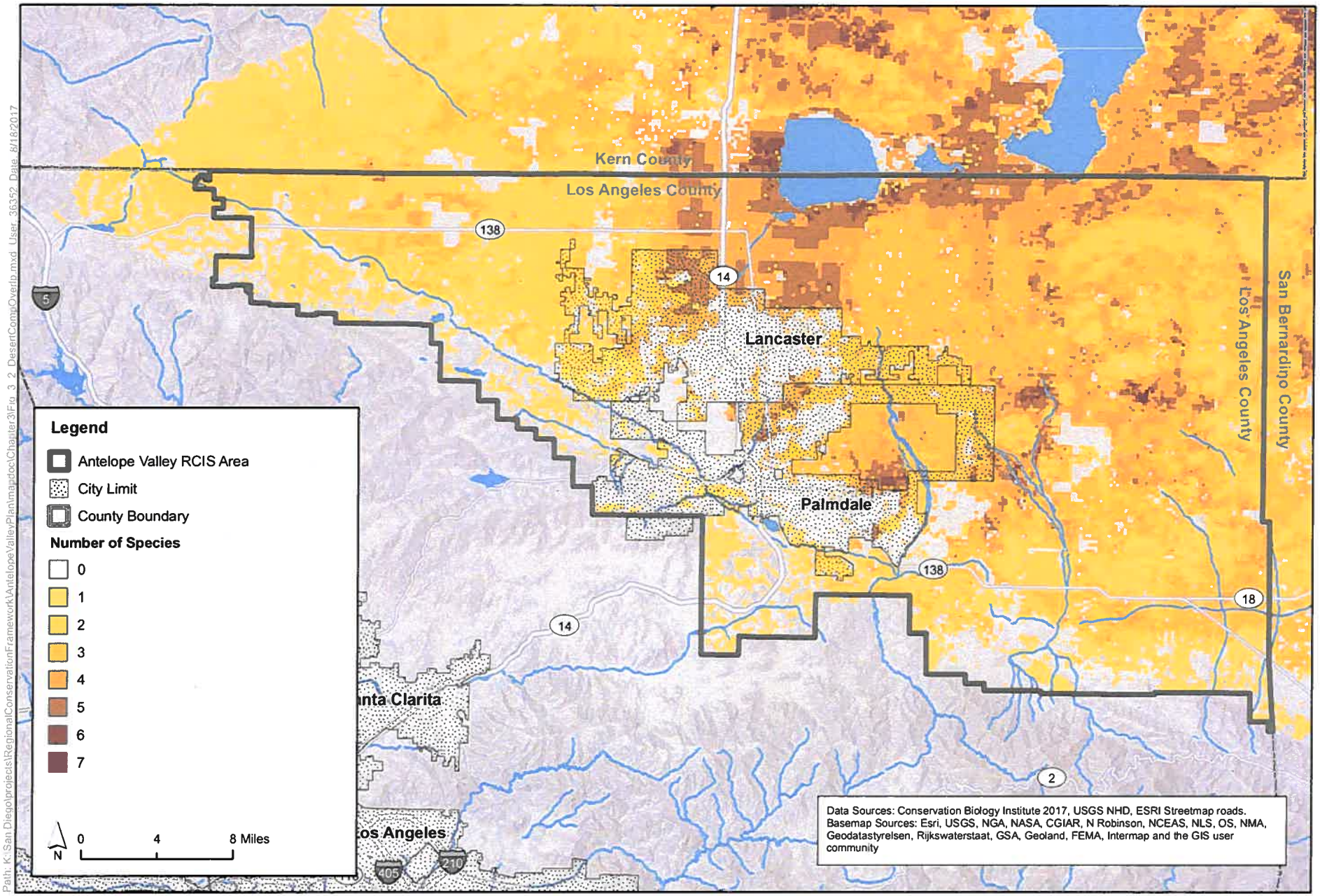
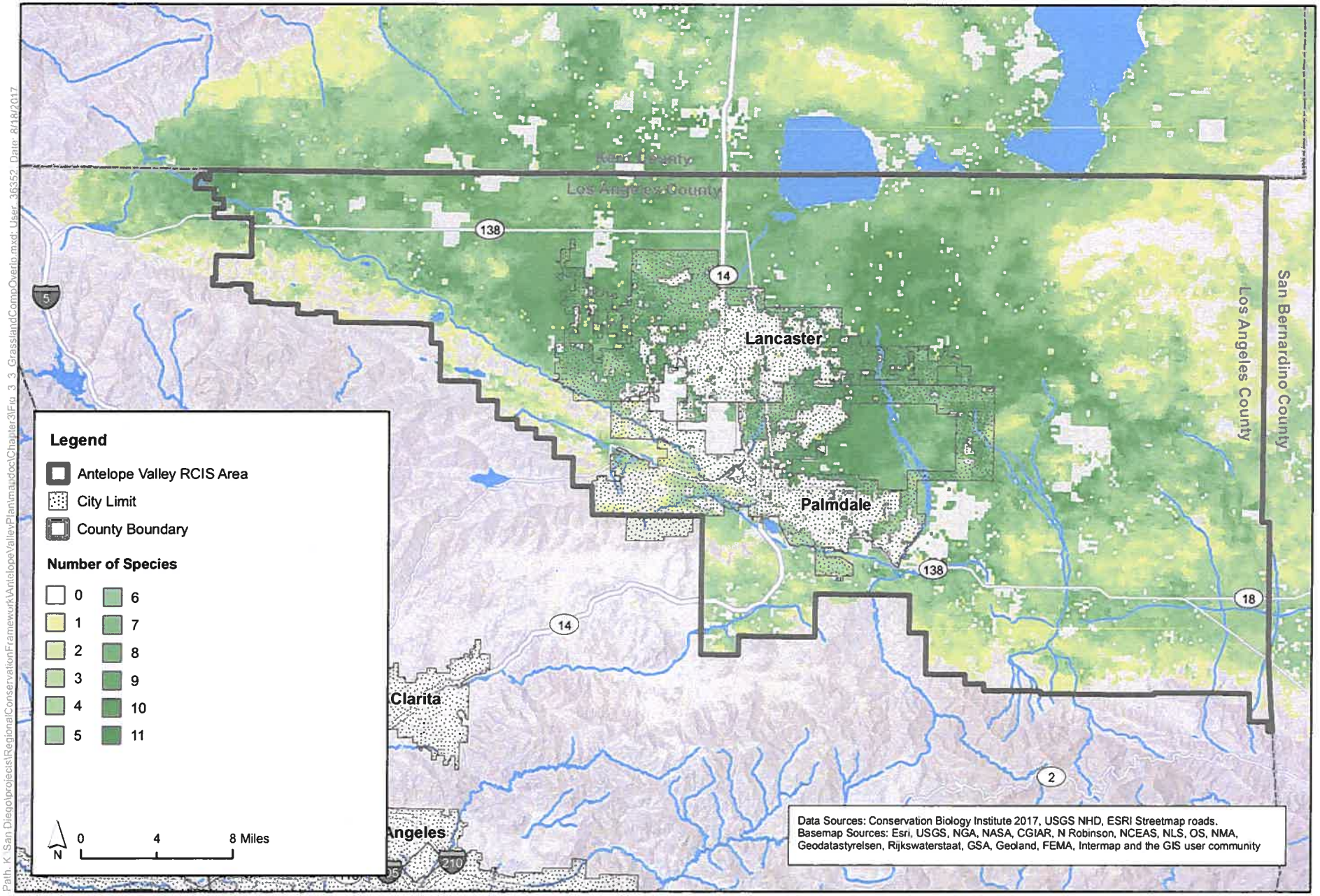


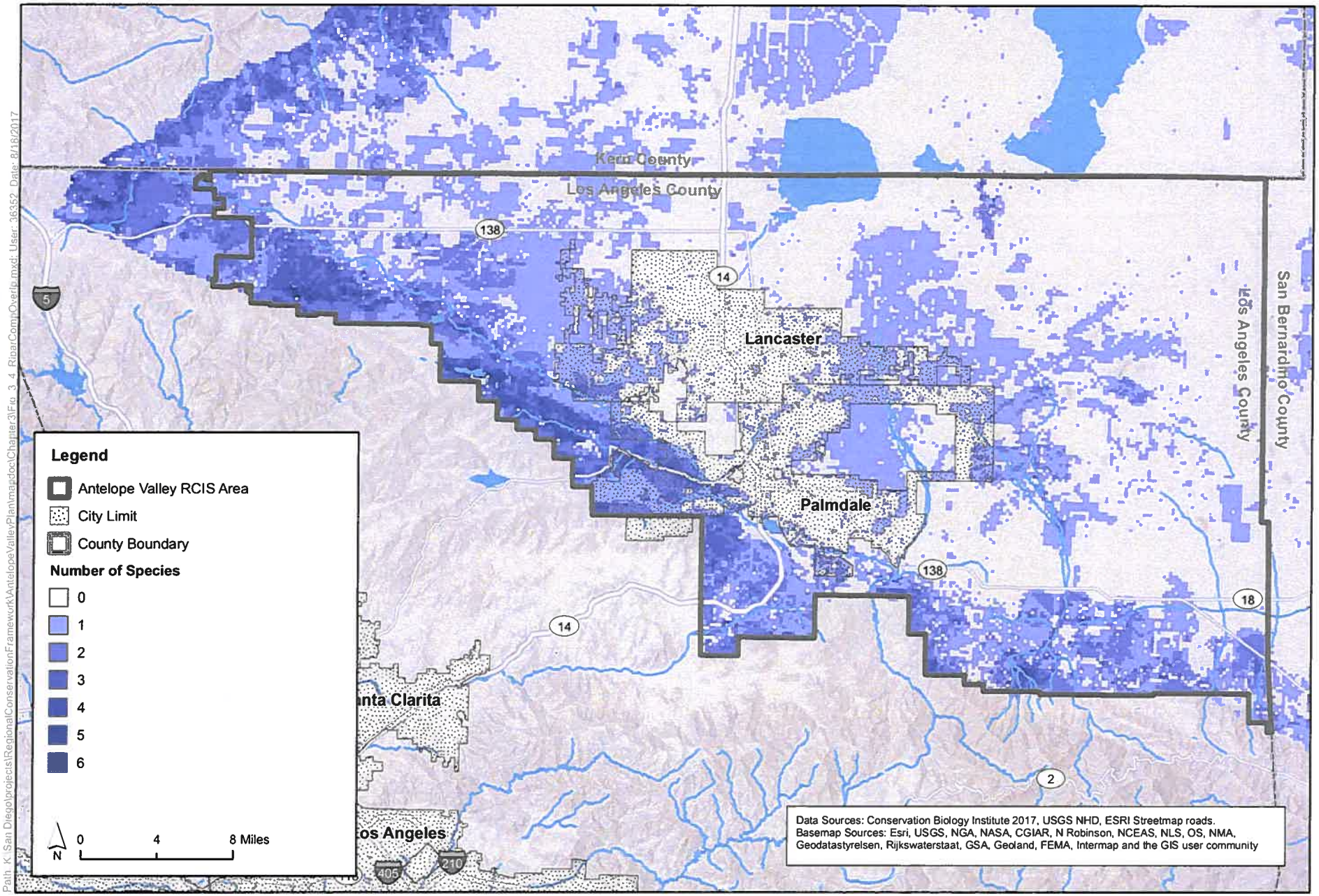
Path: K:\San Diego\projects\RegionalConservationFramework\AntelopeValleyPlan\mapdoc\Chapter3\Fig_3_2_DesertCompOverlp.mxd User: 36352 Date: 8/18/2017

Figure 3-2
Desert Species Group Composite Overlap of Distribution Models in the Antelope Valley RCIS Area



Path: K:\SanDiego\projects\RegionalConservationFramework\AntelopeValleyPlan\mxd\docs\Chapter3\Fig_3_3_GrasslandCompOverlp.mxd User: 36352 Date: 8/18/2017

Figure 3-3
Agriculture/Grassland Species Group Composite Overlap of Distribution Models in the Antelope Valley RCIS Area



Path: K:\San Diego\projects\RegionalConservationFramework\AntelopeValleyPlan\mapdoc\Chapter3\Fig_3_4_RiparCompOverlp.mxd: User: 36352 Date: 8/18/2017

Figure 3-4
Foothill/Riparian Species Group Composite Overlap of Distribution Models in the Antelope Valley RCIS Area

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USGBC LA
U.S. GREEN BUILDING COUNCIL LOS ANGELES

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Seth Stronqin - ARUP

August 23, 2021

Honorable Clint Lorimore
President, Regional Council
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: SoCal Greenprint Initiative

Dear SCAG President Lorimore,

On Aug. 9, the International Panel on Climate Change announced new findings that climate change is widespread, rapid, and intensifying. While the report's findings were dire, the message was clear that proactive action today is needed to mitigate the increasing threats of climate change. We urge you to keep the SoCal Greenprint project on track to have it as an important asset in striving to build an economically vibrant and sustainable region.

We at the US Green Building Council-Los Angeles (USGBC-LA) work toward sourcing data, as well as educating and developing a greener economy via building a green workforce that includes all. Our work encompasses issues heavily influenced by climate change –wildfires, affordable housing, electrification, transportation, air quality, water, equity and more. With people spending over 90% of their time indoors, the built environment (and moving between buildings) is key to addressing climate change.

The SoCal Greenprint provides the information and resources we need for the region to make smarter and more reliable decisions that will improve the sustainability of our environment and economic systems while planning for growth. Given the challenges that lie ahead, we know that our planning has to be smarter and focused on protecting our treasured natural resources.

The SoCal Greenprint does not create new data or put new regulations in place. Instead, it makes it easy for the people who are planning the future of the region to understand how to best integrate nature into future growth and development. Here are a few examples: By understanding where existing infrastructure, such as sewage lines, are located, developers can see where it is cheaper and more efficient to build new projects. Knowing where groundwater sources are located can help developers understand how to incorporate water quality features into project designs, resulting

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

in community support for projects and ensuring that our vital natural resources are protected. City officials can use the data on tree canopies and the urban heat island effect to better understand where more trees are needed.

As potential users of the SoCal Greenprint, we applaud SCAG's leadership for making more than 100 sources of already publicly-available data and converting them into a useful tool that helps stakeholders visualize how to build healthier communities. Data can help us make better decisions and Southern California has no time to waste in proactively building for a better future. Heat waves, wildfires and chronic poor air quality have made it clear that climate change is a challenge that requires data, action, and visionary leadership.

We urge you to continue moving the SoCal Greenprint along and makes this invaluable resource available for all who are responsible for building a vibrant, healthier future for our region.

Sincerely,

Ben Stapleton
Executive Director, USGBC-LA

525 S. Hewitt St.
Los Angeles, CA 90013
(213) 689-9707 usgbc-la.org

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Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Warehouse Worker Resource Center

August 23, 2021

Honorable Clint Lorimore
President, Regional Council
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Re: SoCal Greenprint Initiative

Dear SCAG President Lorimore,

As a worker focus community center organization, we are reaching out to thank the Southern California Association of Governments for its visionary move to sponsor the development of the SoCal Greenprint project. We strongly urge the organization to keep the project on track for a Fall 2021 launch.

There is no question that Southern California as a region will continue to expand and develop in the years to come. Southern California needs additional housing and transportation services to help it continue to be an economically vibrant region. Warehouse Worker Resource Center (WWRC) is a supporter of the SoCal Greenprint because it elevates existing data to help decision makers and stakeholders like ourselves understand how to best integrate nature into the future growth and development of the region.

The SoCal Greenprint is a tool that is in line with SCAG and the region's leadership in ensuring that our continued growth is done so in a sustainable way that prepares our communities for the climate challenges that lie ahead. The tool also ensures the legacy of development in Southern California is about advancing science and data in ways that will guide the development of healthy cities and places for all. As a region, Southern California is connected by watersheds, wildlife corridors, air quality issues and economic activity that is not constrained by jurisdictional boundaries. The SoCal Greenprint will help our organization and others overcome those boundaries to promote smart regional planning that also makes sense locally. We appreciate the opportunity to leverage the SoCal Greenprint's data to understand how to better plan and prepare for a collective future of growth and environmental leadership.

We appreciate the opportunity to express our support for the continued development of the SoCal Greenprint as part of the August 24 public hearing. We urge you to take the feedback collected to strengthen the tool and develop the resource we need for sustainable growth in Southern California.

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

Thank you,

Mirella Deniz-Zaragoza
Research and Policy Coordinator
Warehouse Worker Resource Center

Attachment: ATTACHMENT B - Written Comments from the August 24, 2021 Public Hearing (SoCal Greenprint Update)

#	Theme	Data Name	Source	Description	Additional Information
1	Agriculture and Working Lands	Farmland Mapping and Monitoring Program	CA Department of Conservation	The Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. The maps are updated every two years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance.	https://www.conservation.ca.gov/dlrp/fmmp
2	Agriculture and Working Lands	Soil Agricultural Groundwater Banking Index (SAGBI)	California Soil Resource Lab at UC Davis and UC-ANR	The Soil Agricultural Groundwater Banking Index (SAGBI) is a suitability index for groundwater recharge on agricultural land. The SAGBI is based on five major factors that are critical to successful agricultural groundwater banking: deep percolation, root zone residence time, topography, chemical limitations, and soil surface condition.	https://casoilresource.lawr.ucdavis.edu/sagbi/
3	Agriculture and Working Lands	Williamson Act	Counties	Williamson Act contracts	https://www.conservation.ca.gov/dlrp/wa (Data available through request to each respective county in the SCAG region)
4	Agriculture and Working Lands	Crop Type	Department of Water Resources Crop Mapping 2016	For many years, DWR has collected land use data throughout the state and uses this information to develop water use estimates for statewide and regional planning efforts, including water use projections, water use efficiency evaluation, groundwater model development, and water transfers. These data are essential for regional analysis and decision making, which has become increasingly important as DWR and other state agencies seek to address resource management issues, regulatory compliance issues, environmental impacts, ecosystem services, urban and economic development, and other issues. Increased availability of digital satellite imagery, aerial photography and new analytical tools make remote sensing land use surveys possible at a field scale comparable to that of the California Department of Water Resources (DWR) historical field surveys. Current technologies allow accurate, large-scale crop and land use identification to be performed at time increments as desired, and make possible more frequent, comprehensive statewide land use information. Responding to this need, DWR sought expertise and support for identifying crop types and other land uses and quantifying crop acreages statewide using remotely sensed imagery and associated analytical techniques. Currently, Statewide Crop Maps are available for years 2014 and 2016. Historic County Land Use Surveys spanning 1986 - 2015 may also be accessed using the CADWR Land Use Data Viewer	https://data.cnra.ca.gov/dataset/statewide-crop-mapping
5	Agriculture and Working Lands	Community Gardens	SCAG	Locations of community gardens in the SCAG region.	https://scag.ca.gov/sustainability-program-green-region-initiative
6	Agriculture and Working Lands	Agritourism Locations	UC Agriculture and Natural Resources	Farms, orchards, apiaries, creameries, wineries in the SCAG region	http://www.calagtour.org/region_search/south_coast/

Attachment: ATTACHMENT C - SoCal Greenprint Proposed Data Layer List (SoCal Greenprint Update)

#	Theme	Data Name	Source	Description	Additional Information
7	Agriculture and Working Lands/Water Resources	Projected Change in Climate Water Deficit	US Geological Survey	Climatic water deficit (CWD) quantifies evaporative demand exceeding available soil moisture and provides an estimate of drought stress on soils and plants. In a Mediterranean climate, climatic water deficit can also be thought of as a surrogate for water demand based on irrigation needs, and changes in climatic water deficit effectively quantify the supplemental amount of water needed to maintain current vegetation cover, whether natural vegetation or agricultural crops.	https://ca.water.usgs.gov/projects/reg_hydro/basin-characterization-model.html
8	Agriculture and Working Lands	Irrigation Capability Class	USDA - Soil Survey Geographic Database	Preserving prime agricultural lands and open space is a key statutory mandate of California's Local Agency Formation Commissions (Cortese-Knox Hertzberg Act 2000, Gov. Code §56301). Irrigation capability is a soil characteristic that classifies potential agricultural lands by the suitability of soils for most kinds of field crops. The soils are grouped according to their limitations for field crops, the risk of damage if they are used for crops, and the way they respond to management. Class I and II lands are statutorily defined as prime agricultural land.	https://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/soils/survey/?cid=nrcs142p2_053369
9	Agriculture and Working Lands	Storie Index	USDA - Soil Survey Geographic Database	Preserving prime agricultural lands and open space is a key statutory mandate of California's Local Agency Formation Commissions (Cortese-Knox Hertzberg Act 2000, Gov. Code §56301). The Storie Index is a soil rating based on soil characteristics that govern the land's potential utilization and agricultural capacity. Lands with an index score of 80-100 or Grade 1 are statutorily defined as prime agricultural land. This land valuation is independent of other physical or economic factors that might determine the desirability of growing certain plants in a given location. The characteristics evaluated include suitable soil profiles, surface texture, slope, and dynamic properties.	https://datagateway.nrcs.usda.gov/
10	Agriculture and Working Lands/Built Environment	Ventura County SOAR	Ventura County	SOAR (Save Our Agricultural Areas) Ordinance ensures that until December 31, 2050, property designated Agricultural, Open Space and Rural land use designations may not be changed to a more intense, urban designation except by vote of the people.	https://www.ventura.org/gis-and-mapping/regulatory-boundaries-rma/

Attachment: ATTACHMENT C - SoCal Greenprint Proposed Data Layer List (SoCal Greenprint Update)

#	Theme	Data Name	Source	Description	Additional Information
11	Built Environment	Light pollution	1) Falchi, Fabio; Cinzano, Pierantonio; Duriscoe, Dan; Kyba, Christopher C. M.; Elvidge, Christopher D.; Baugh, Kimberly; Portnov, Boris; Rybnikova, Nataliya A.; Furgoni, Riccardo (2016): Supplement to: The New World Atlas of Artificial Night Sky Brightness. GFZ Data Services. http://doi.org/10.5880/GFZ.1.4.2016.001 2) Falchi F, Cinzano P, Duriscoe D, Kyba CC, Elvidge CD, Baugh K, Portnov BA, Rybnikova NA, Furgoni R. The new world atlas of artificial night sky brightness. Science Advances. 2016 Jun 1;2(6):e1600377.	www.lightpollutionmap.info is a mapping application that displays light pollution related content over Microsoft Bing base layers (road and hybrid Bing maps). The primary use was to show VIIRS/DMSP data in a friendly manner, but over the many years it received also some other interesting light pollution related content like SQM/SQC measurements, World Atlas 2015 zenith brigtness, almost realtime clouds , aurora prediction and IAU observatories features.	https://www.lightpollutionmap.info/
12	Built Environment	Desert Renewable Energy Conservation Plan (DRECP) Development Focus Areas & Variance Lands	California Energy Commission	Zones where renewable energy development is permitted.	https://www.energy.ca.gov/programs-and-topics/programs/desert-renewable-energy-conservation-plan
13	Built Environment	2018 Noise Data	Bureau of Transportation Statistics	Data within the National Transportation Noise Map represent potential noise levels across the nation for an average annual day for the specified year. This dataset is developed using a 24-hr equivalent A-weighted sound level (denoted by LAeq) noise metric. The results represent the approximate average noise energy due to transportation noise sources over a 24-hour period at the receptor locations where noise is computed. Layers include Aviation, Passenger Rail (prototype), and Road Noise for the Lower 48 States as well as Alaska and Hawaii.	https://data-usdot.opendata.arcgis.com/datasets/2018-noise-data
14	Built Environment	Local Area Transportation (vehicle miles traveled)	Bureau of Transportation Statistics	Average weekday household Vehicle Miles Traveled (VMT) is the estimated miles traveled by a household. The estimate is derived using data from the National Household Transportation Survey and the American Community Survey. Data is available at the census tract level.	https://www.bts.gov/latch/latch-data
15	Built Environment	Sewer network - LA county	LA County	Los Angeles Public Works Sanitary Sewer System includes sewer lines, manholes, pump stations, treatment plants and SMD Operations grid.	https://egis-lacounty.hub.arcgis.com/datasets/lacpw-sanitary-sewer-network

Attachment: ATTACHMENT C - SoCal Greenprint Proposed Data Layer List (SoCal Greenprint Update)

#	Theme	Data Name	Source	Description	Additional Information
16	Built Environment	LA County no wind policy	LA County Planning	The Renewable Energy Ordinance updates the County's planning and zoning code for the review and permitting of solar and wind energy projects. The ordinance helps California meet its goals for renewable energy generation and greenhouse gas reduction, while minimizing environmental and community impacts.	https://planning.lacounty.gov/energy
17	Built Environment	Impervious surfaces	NLCD 2016	USGS and other partner agencies created and the National Land Cover Database to provide spatially explicit and reliable information on the Nation's land cover and land cover change.	https://www.mrlc.gov/data/nlcd-2016-land-cover-conus
18	Built Environment	Sewer network - Orange County	Orange County Sanitation District	Orange County Sanitation District Sewer System, including sewer lines, manholes, pump stations, reclamation plants, and treatment plants.	https://www.ocsan.gov/about-us/general-information/service-area
19	Built Environment	Riverside County eRED	Riverside County	The purpose of the eRED program is to coordinate and encourage eligible renewable energy resource development (eRED) in the county at the General Plan level.	https://planning.rctlma.org/Home/Riverside-County-eRED-Program
20	Built Environment	Imperial Overlay	Salton Sea Authority	Renewable energy zoning in Imperial County.	https://www.arcgis.com/home/item.html?id=7a13fe10540f41a496875222e2fabbb6
21	Built Environment	San Bernardino Renewable Energy Element	San Bernardino County	The San Bernardino County government seeks to manage land use and development in a manner consistent with the Countywide Vision. This Element is focused on sustainability, public health and wellness, and stewardship of land to promote an environment of prosperity and well-being for those who reside and invest in the County. In this context, the Renewable Energy and Conservation Element (Element) is intended to ensure efficient consumption of energy and water, reduce greenhouse gas emissions, pursue the benefits of renewable energy and responsibly manage its impacts on our environment, communities and economy.	http://www.sbcounty.gov/uploads/LUS/Renewable/2019_WEBSITE/REC%20Element.pdf
22	Built Environment	Public Transit Lines	SCAG	Rail lines, Metrolink lines, bus lines from 2016.	Maps available at https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_passenger-rail.pdf?1606001722
23	Built Environment	Public Transit Stops	SCAG	Rail lines, Metrolink lines, bus stops from 2016.	https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_transit.pdf?1606002122
24	Built Environment	Entitlements (2018)	SCAG	Entitled projects conveyed by jurisdictions to SCAG in 2018. Note this dataset is not comprehensive, as it only includes volunteered information from jurisdictions and jurisdictions are the authority on entitled projects.	https://scag.ca.gov/sites/main/files/file-attachments/entitlementsscag.pdf?1604792634

Attachment: ATTACHMENT C - SoCal Greenprint Proposed Data Layer List (SoCal Greenprint Update)

#	Theme	Data Name	Source	Description	Additional Information
25	Built Environment	Airports	SCAG Open Data Portal	Locations (geometric centroids) of airports and airfields in the Southern California Association of Governments (SCAG) region.	https://gisdata-scag.opendata.arcgis.com/datasets/airports-scag-region-1/explore?location=33.756267%2C-116.923250%2C8.92
26	Built Environment	Ports	SCAG Open Data Portal	Cargo ports in the SCAG Region.	https://gisdata-scag.opendata.arcgis.com/datasets/cargo-ports-scag-region/explore?location=33.911500%2C-118.708050%2C11.29
27	Built Environment	City Urban Restriction Boundary (CURB) - Ventura County	Ventura County	City Urban Restriction Boundary (CURB) represents urban growth boundaries adopted by ballot initiatives or city councils. Development of property outside these boundaries requires the approval of the voters of the relevant city	https://www.ventura.org/gis-and-mapping/regulatory-boundaries-rma/
28	Built Environment	Greenbelts - Ventura County	Ventura County	Identification of the boundaries of the seven adopted greenbelts in Ventura County. Includes the Fillmore-Piru, Oxnard-Camarillo, Santa Paula-Fillmore, Santa Rosa Valley, Tierra Rejada, Ventura-Oxnard, and Ventura-Santa Paula Greenbelts.	https://www.ventura.org/gis-and-mapping/regulatory-boundaries-rma/
29	Vulnerabilities and Resilience	Liquefaction Susceptibility Zones	CA Department of Conservation	Liquefaction takes place when loosely packed, water-logged sediments at or near the ground surface lose their strength in response to strong ground shaking. Liquefaction occurring beneath buildings and other structures can cause major damage during earthquakes.	https://maps.conservation.ca.gov/cgs/EQZApp/app/
30	Vulnerabilities and Resilience	Tsunami Inundation Zone	CA Department of Conservation	Produced collectively by tsunami modelers, geologic hazard mapping specialists, and emergency planning scientists from CGS, Cal OES, and the Tsunami Research Center at the University of Southern California, the tsunami inundation maps for California cover most residentially and transient populated areas along the state's coastline. Coordinated by Cal OES, these official maps are developed for all populated areas at risk to tsunamis in California and represent a combination of the maximum considered tsunamis for each area. The tsunami inundation maps were prepared to assist cities and counties in identifying their tsunami hazard. They are intended for local jurisdictional, coastal evacuation planning uses only.	https://maps.conservation.ca.gov/geologichazards/#datalist
31	Vulnerabilities and Resilience	Fire Hazard Severity Zone	CAL FIRE	A Fire Hazard Severity Zone (FHSZ) is a mapped area that designates zones (based on factors such as fuel, slope, and fire weather) with varying degrees of fire hazard (i.e., moderate, high, and very high). FHSZ maps evaluate wildfire hazards, which are physical conditions that create a likelihood that an area will burn over a 30- to 50-year period.	https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/
32	Vulnerabilities and Resilience	Historic Wildfire Perimeters	CAL FIRE	The fire perimeter database represents the most complete digital record of fire perimeters in California.	https://frap.fire.ca.gov/frap-projects/fire-perimeters/

Attachment: ATTACHMENT C - SoCal Greenprint Proposed Data Layer List (SoCal Greenprint Update)

#	Theme	Data Name	Source	Description	Additional Information
33	Vulnerabilities and Resilience	Earthquake Shaking Potential	California Geological Survey	The California Geological Survey published maps of Earthquake Shaking Potential for California in 1999 and has revised the maps following each update of the National Seismic Hazard Maps (NSHM). Similar to the NSHMs, the Earthquake Shaking Potential Maps for California depict expected intermediate period (1s or 1hz) ground motions with 2% exceedance probability in 50 years. Unlike the NSHMs, Earthquake Shaking Potential Map for California incorporates anticipated amplification of ground motions by local soil conditions. The current update of the Earthquake Shaking Potential Map for California (California Geological Survey Map Sheet 48) is based on the 2014 NSHMs developed by the United States Geological Survey (Petersen et al., 2014), a new map of the average shear wave velocity in the upper 30m of the earths surface for California (Wills et al., 2015), and a new semi-empirical nonlinear site amplification model (Seyhan and Stewart, 2014).	https://www.arcgis.com/home/webmap/viewer.html?url=https%3A%2F%2Fgis.conservation.ca.gov%2Fserver%2Frest%2Fservices%2FCGS%2FMS48_ShakingPotential%2FMapServer&source=sd
34	Vulnerabilities and Resilience	Historic Landslides	California Geological Survey	The statewide landslide map database shows many of the landslides mapped by CGS and others over the past 50 years. Each feature includes a database record showing at least the source of the original mapping.	https://maps.conservation.ca.gov/cgs/lsi/ (Data available through request)
35	Vulnerabilities and Resilience	Landslides	California Geological Survey	Seismic Hazard Zones: Landslides	https://maps.conservation.ca.gov/geologichazards/#datalist
36	Vulnerabilities and Resilience	Alquist-Priolo Faults	California Geological Survey	Alquist-Priolo fault zones are regulatory zones around active faults in California to reduce human losses during earthquakes.	https://gis.conservation.ca.gov/server/rest/services/CGS_Earthquake_Hazard_Zones/SHP_Fault_Zones/FeatureServer
37	Vulnerabilities and Resilience	500-Year Floodplain	FEMA	Flood zones are defined by the Federal Emergency Management Agency (FEMA) to identify varying levels of flood risk and inform the Flood Insurance Rate Map. Floods are the second-most common natural disaster, and they often occur quickly in low-lying areas after heavy rains. The 500-year floodplain is the area that has a 0.2-percent annual chance of flooding and is also referred to as the moderate flood hazard area. These are between the limits of the 1-percent-annual-chance (base flood) and the 0.2-percent-annual-chance.	https://www.fema.gov/flood-maps
38	Vulnerabilities and Resilience	100-Year Floodplain	FEMA	Flood zones are defined by the Federal Emergency Management Agency (FEMA) to identify varying levels of flood risk and inform the Flood Insurance Rate Map. Floods are the second-most common natural disaster, and they often occur quickly in low-lying areas after heavy rains. The 100-year floodplain is the area that has a 1-percent-annual-chance of flooding and is also referred to as the base flood, while moderate flood hazard areas are between the limits of the base flood and the 0.2-percent-annual-chance or 500-year flood.	https://www.fema.gov/flood-maps

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#	Theme	Data Name	Source	Description	Additional Information
39	Vulnerabilities and Resilience	Sea Level Rise	National Oceanic and Atmospheric Administration	5 foot inundation area and intertidal area	https://coast.noaa.gov/slr/#/layer/slr/5/-13129306.174783863/3794179.6383960927/10/satellite/none/0.8/2050/interHigh/midAccretion
40	Vulnerabilities and Resilience	Potential Future Habitat	The Nature Conservancy	TNC Conserving California Coastal Habitat. Due to predicted sea level rise, these areas are important migration space for highly restricted habitats.	https://scc.ca.gov/2018/05/15/coastalassessment/
41	Vulnerabilities and Resilience	Coastal Habitat Vulnerability	The Nature Conservancy	TNC Conserving California Coastal Habitat. Due to predicted sea level rise, these areas are important migration space for highly restricted habitats.	https://scc.ca.gov/2018/05/15/coastalassessment/
42	Vulnerabilities and Resilience	Landscape Resilience - refugia	University of California, Davis	Areas where vegetation will not likely be stressed by climate change because the vegetation in those areas will likely experience climate conditions that are within the range of conditions they are currently found in in California.	https://www.conservationgateway.org/conservationbygeography/northamerica/unitedstates/oregon/science/pages/resilient-landscapes.aspx
43	Vulnerabilities and Resilience	Landscape Resilience - resilient areas	The Nature Conservancy California Science. 2015. Landscape Resilience to Climate Change.	An index that indicates the presence and accessibility of microhabitat options by quantifying both the permeability of the landscape and the diversity in potential "wetness" and "heat" based on topography.	https://www.conservationgateway.org/conservationbygeography/northamerica/unitedstates/oregon/science/pages/resilient-landscapes.aspx
44	Vulnerabilities and Resilience	Historic High Heat Days (100 degrees)	Union of Concerned Scientists	This analysis shows the rapid, widespread increases in extreme heat that are projected to occur across the country due to climate change.	https://www.ucsusa.org/resources/killer-heat-united-states-0
45	Vulnerabilities and Resilience	Projected High Heat Days (100 degrees, mid century, slow action)	Union of Concerned Scientists	This analysis shows the rapid, widespread increases in extreme heat that are projected to occur across the country due to climate change.	https://www.ucsusa.org/resources/killer-heat-united-states-0
46	Vulnerabilities and Resilience	Wildland-Urban Interface 2010/2017	US Forest Service	The wildland-urban interface (WUI) is the area where houses meet or intermingle with undeveloped wildland vegetation. This makes the WUI a focal area for human-environment conflicts such as wildland fires, habitat fragmentation, invasive species, and biodiversity decline.	https://doi.org/10.2737/RDS-2015-0012-2
47	Vulnerabilities and Resilience	Wildfire Risk to Communities	US Forest Service	Wildfire risk and likelihood	https://wildfirerisk.org/explore/0/06/
48	Context	California Coastal Zone	California Coastal Commission	This data depicts the California Coastal Commission's Coastal Zone Boundary for the State of California.	https://map.dfg.ca.gov/metadata/ds0990.html
49	Context/Water Resources	Water Service Districts	California Department of Water Resources	Identifies public water agencies in California.	https://gis.data.cnra.ca.gov/datasets/45d26a15b96346f1816d8fe187f8570d_0
50	Context	Open Space	California Protected Areas Database (CPAD)	The California Protected Areas Database (CPAD) contains GIS data about lands that are owned in fee and protected for open space purposes by over 1,000 public agencies or non-profit organizations.	https://www.calands.org/cpad/

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#	Theme	Data Name	Source	Description	Additional Information
51	Context	Land Cover	NLCD 2016	USGS and other partner agencies created and the National Land Cover Database to provide spatially explicit and reliable information on the Nation's land cover and land cover change.	https://www.mrlc.gov/data/nlcd-2016-land-cover-conus
52	Context	Land Use Imperial County	SCAG Open Data Portal	This is SCAG's 2016 land use dataset developed for the Final Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including general plan land use, specific plan land use, zoning code and existing land use.	https://gisdata-scag.opendata.arcgis.com/datasets/2016-land-use-information-for-imperial-county/explore?location=33.024680%2C-115.277764%2C10.35
53	Context	Land Use Los Angeles County	SCAG Open Data Portal	This is SCAG's 2016 land use dataset developed for the Final Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including general plan land use, specific plan land use and existing land use.	https://gisdata-scag.opendata.arcgis.com/datasets/2016-land-use-information-for-los-angeles-county/explore?location=33.815053%2C-118.299074%2C9.02
54	Context	Land Use Orange County	SCAG Open Data Portal	This is SCAG's 2016 land use dataset developed for the Final Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including general plan land use, specific plan land use and existing land use.	https://gisdata-scag.opendata.arcgis.com/datasets/2016-land-use-information-for-orange-county/explore?location=33.666961%2C-117.767034%2C10.90
55	Context	Land Use Riverside County	SCAG Open Data Portal	This is SCAG's 2016 land use dataset developed for the Final Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including general plan land use, specific plan land use and existing land use.	https://gisdata-scag.opendata.arcgis.com/datasets/2016-land-use-information-for-riverside-county/explore?location=33.751919%2C-116.055780%2C9.75
56	Context	Land Use San Bernardino County	SCAG Open Data Portal	This is SCAG's 2016 land use dataset developed for the Final Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including general plan land use, specific plan land use and existing land use.	https://gisdata-scag.opendata.arcgis.com/datasets/2016-land-use-information-for-san-bernardino-county/explore?location=34.828232%2C-115.949280%2C9.05
57	Context	Land Use Ventura County	SCAG Open Data Portal	This is SCAG's 2016 land use dataset developed for the Final Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including general plan land use, specific plan land use and existing land use.	https://gisdata-scag.opendata.arcgis.com/datasets/2016-land-use-information-for-ventura-county/explore?location=34.063512%2C-119.120837%2C9.34
58	Context	Census tracts	SCAG Open Data Portal	Census Tracts used in the 2010 United States Census. Last updated 01/2018.	https://gisdata-scag.opendata.arcgis.com/datasets/census-tracts-in-scag
59	Context	Green Region Initiative	SCAG Open Data Portal	This dataset is comprised of policy data, performance data, accompanying URL links on each data entry if available, and indicator category average data. The table of attributes contains data across 29 sustainability indicators, with upwards to 28,000 data entries.	https://gisdata-scag.opendata.arcgis.com/datasets/green-region-initiative
60	Context	California Assembly Districts	SCAG Open Data Portal	California Assembly Districts, updated as of 10/2017.	https://gisdata-scag.opendata.arcgis.com/datasets/california-assembly-districts-scag-region
61	Context	California Senate Districts	SCAG Open Data Portal	California Senate Districts in the Southern California Association of Governments (SCAG) region, updated as of 10/2017.	https://gisdata-scag.opendata.arcgis.com/datasets/california-senate-districts-scag-region

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#	Theme	Data Name	Source	Description	Additional Information
62	Context	SCAG regional council districts	SCAG Open Data Portal	Boundaries for the Southern California Association of Governments (SCAG) Regional Council districts. The Regional Council is SCAG's governing board, and it is made up of elected representatives from these 67 districts, each consisting of one or more cities in the region with approximately equal population and geographic continuity.	https://gisdata-scag.opendata.arcgis.com/datasets/regional-council-districts-scag-region
63	Context	SCAG sphere of influence	SCAG Open Data Portal	SCAG's 2016 sphere of influence for individual cities (November 2019 version), developed for the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The dataset includes the sphere of influence for the 191 cities in the Southern California Association of Governments (SCAG) Region. The Sphere of Influence represents the geographic extent to which a city can expand by annexation.	https://gisdata-scag.opendata.arcgis.com/datasets/sphere-of-influence-scag
64	Context	SCAG subregions	SCAG Open Data Portal	Official subregional boundaries for the SCAG region. The file has been updated as of 06/12/2017.	https://gisdata-scag.opendata.arcgis.com/datasets/subregions-and-councils-of-government-scag-region
65	Context	SCAG supervisorial districts	SCAG Open Data Portal	Boundaries of the supervisorial districts within the Southern California Association of Governments (SCAG) region. This includes: Imperial County Supervisorial Districts, Los Angeles County Supervisorial Districts, Orange County Supervisorial Districts, Riverside County Supervisorial Districts, San Bernardino County Supervisorial Districts and Ventura County Supervisorial Districts.	https://gisdata-scag.opendata.arcgis.com/datasets/supervisorial-districts-scag-region
66	Context	Air basins	SCAG Open Data Portal	This dataset includes the boundaries and names of the California air basins in the Southern California Association of Governments (SCAG) region, as defined in state statute and regulation as of October 2014. This dataset includes the boundaries and names of the California air basins in the Southern California Association of Governments (SCAG) region, as defined in state statute and regulation as of October 2014.	https://gisdata-scag.opendata.arcgis.com/datasets/air-basins-scag-region
67	Context	Air districts	SCAG Open Data Portal	This dataset includes the boundaries and names of the California air pollution control and air quality management districts in the Southern California Association of Governments (SCAG) region, as defined in state statute and regulation as of October 2009.	https://gisdata-scag.opendata.arcgis.com/datasets/air-districts-scag-region
68	Context	City Boundaries	SCAG Open Data Portal	SCAG's 2016 city and county unincorporated area boundary data (November 2018 version), developed for the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The dataset includes the boundaries for the 191 cities and 6 county unincorporated areas in the Southern California Association of Governments (SCAG) Region.	https://gisdata-scag.opendata.arcgis.com/datasets/city-boundaries-scag-region
69	Context	Congressional districts	SCAG Open Data Portal	California Congressional Districts, updated as of 10/2017.	https://gisdata-scag.opendata.arcgis.com/datasets/california-congressional-districts-scag-region

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#	Theme	Data Name	Source	Description	Additional Information
70	Context	County Boundaries	SCAG Open Data Portal	County boundaries that make up the Southern California Association of Governments service area. These county boundaries are consistent with the LAFCO city boundaries as of 08/2016 (Ver. 1.0).	https://gisdata-scag.opendata.arcgis.com/datasets/county-boundaries-scag-region
71	Context	Zoning Imperial County	SCAG Open Data Portal	Countywide zoning code information (November 2016 version).	https://gisdata-scag.opendata.arcgis.com/datasets/2016-land-use-information-for-imperial-county/explore?location=33.024680%2C-115.277764%2C10.35
72	Context	Zoning Los Angeles County	SCAG Open Data Portal	Countywide zoning code information (November 2016 version).	https://gisdata-scag.opendata.arcgis.com/datasets/2016-land-use-information-for-los-angeles-county/explore?location=33.815053%2C-118.299074%2C9.02
73	Context	Zoning Orange County	SCAG Open Data Portal	Countywide zoning code information (November 2016 version).	https://gisdata-scag.opendata.arcgis.com/datasets/2016-land-use-information-for-orange-county/explore?location=33.666961%2C-117.767034%2C10.90
74	Context	Zoning Riverside County	SCAG Open Data Portal	Countywide zoning code information (November 2016 version).	https://gisdata-scag.opendata.arcgis.com/datasets/2016-land-use-information-for-riverside-county/explore?location=33.751919%2C-116.055780%2C9.75
75	Context	Zoning San Bernardino County	SCAG Open Data Portal	Countywide zoning code information (November 2016 version).	https://gisdata-scag.opendata.arcgis.com/datasets/2016-land-use-information-for-san-bernardino-county/explore?location=34.828232%2C-115.949280%2C9.05
76	Context	Zoning Ventura County	SCAG Open Data Portal	Countywide zoning code information (November 2016 version).	https://gisdata-scag.opendata.arcgis.com/datasets/2016-land-use-information-for-ventura-county/explore?location=34.063512%2C-119.120837%2C9.34
77	Environmental Justice, Equity, and Inclusion	CalEnviroScreen Pollution Burden	CA Office of Environmental Health Hazard Assessment	Pollution burden represents the potential exposures to pollutants and the adverse environmental conditions caused by pollution. The pollution burden indicators from CalEnviroScreen include ozone, particulate matter 2.5 (PM 2.5), diesel particulate matter, drinking water contaminant threats, pesticides, toxic releases, traffic impacts, cleanup sites, groundwater threats, hazardous waste, impaired waters, and solid waste.	https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30
78	Environmental Justice, Equity, and Inclusion	CalEnviroScreen Percentile	CA Office of Environmental Health Hazard Assessment	CalEnviroScreen is a statewide environmental health screening tool created by the California Office of Environmental Health Hazard Assessment (OEHHA) as part of the California Protection Agency's Environmental Justice Program. The tool aims to identify communities that are burdened by pollution from multiple sources and vulnerable to its effects. CalEnviroScreen 3.0 uses 20 indicators of pollution, environmental quality, and socieoeconomic and public health conditions.	https://oehha.ca.gov/calenviroscreen

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#	Theme	Data Name	Source	Description	Additional Information
79	Environmental Justice, Equity, and Inclusion	Disadvantaged Communities	CA Office of Environmental Health Hazard Assessment	Disadvantaged communities in California are specifically targeted for investment of proceeds from the State's cap-and-trade program. These investments are aimed at improving public health, quality of life and economic opportunity in California's most burdened communities at the same time reducing pollution that causes climate change. These areas represent the 25% highest scoring census tracts in CalEnviroScreen 3.0, along with other areas with high amounts of pollution and low populations.	https://oehha.ca.gov/calenviroscreen/sb535
80	Environmental Justice, Equity, and Inclusion	Trails - CA State Parks	CA State Parks	CA state parks recreational routes	https://www.parks.ca.gov/?page_id=29682
81	Environmental Justice, Equity, and Inclusion	Toxic Release Inventory Facilities	California Department of Toxic Substances Control	Industrial and federal facilitiesthat report toxic chemical releases and pollution prevention activities to the Toxic Release Inventory (TRI) system. The Toxics Release Inventory (TRI) is a federal database that contains detailed information on nearly 650 chemicals and chemical categories that over 1,600 industrial and other facilities in the state manage through disposal or other releases, recycling, energy recovery, or treatment. The data are collected from these facilities by the U.S. Environmental Protection Agency.	https://gis.data.ca.gov/datasets/0094052fe5114e789f4f770406035bf9_0?geometry=-118.957%2C33.657%2C-117.694%2C34.056
82	Environmental Justice, Equity, and Inclusion	Publicly accessible recreational lands	California Protected Area Database (CPAD)	Open space that is publicly accessible and can be used for recreation.	https://www.calands.org/cpad/
83	Environmental Justice, Equity, and Inclusion	CA School Campus Database	California School Campus Database	CSCD is a GIS data set that contains detailed outlines of the lands used by public schools for educational purposes. It includes campus boundaries of schools with kindergarten through 12th grade instruction, as well as colleges, universities, and public community colleges. Each is accurately mapped at the assessor parcel level. CSCD is the first statewide database of this information and is available for use without restriction.	http://www.californiaschoolcampusdatabase.org/
84	Environmental Justice, Equity, and Inclusion	Park Access - no park within half-mile	California State Parks	Neighborhood areas that do not have a park within a half mile.	https://www.parksforcalifornia.org/parkaccess/?overlays1=parks%2Cnoparkaccess&overlays2=parks%2Cparksper1000
85	Environmental Justice, Equity, and Inclusion	Park Access - Park Acres per thousand	California State Parks	Ratio of park acres per thousand residents.	https://www.parksforcalifornia.org/parkaccess/?overlays1=parks%2Cnoparkaccess&overlays2=parks%2Cparksper1000

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#	Theme	Data Name	Source	Description	Additional Information
86	Environmental Justice, Equity, and Inclusion	Opportunities for affordable housing	California Tax Credit Allocation Committee	TCAC and HCD charged the Task Force with creating an opportunity map to identify areas in every region of the state whose characteristics have been shown by research to support positive economic, educational, and health outcomes for low-income families—particularly long-term outcomes for children. TCAC intended to adopt this map into its regulations, which it eventually 2 did in December 2017, to accompany new policies aimed at increasing access to highopportunity areas for families with children in housing financed with 9% Low Income Housing Tax Credits (LIHTCs). For this reason, the Task Force designed this map and the methodology behind it with the funding infrastructure for the 9% LIHTC program (e.g., geographic competition, a separate funding pool for rural applicants), as well as that of key HCD funding programs such as the Multifamily Housing Program, in mind.	https://belonging.berkeley.edu/2021-tcac-opportunity-map
87	Environmental Justice, Equity, and Inclusion	Sequestration of NO2 by vegetation (g/yr)	Gopalakrishnan et al. 2018. Air quality and human health impacts of grasslands and shrublands in the United States. Atmospheric Environment 182: 193-199.	Contribution of vegetation to sequester NO2 to reduce its pollution impacts.	https://www.sciencedirect.com/science/article/abs/pii/S1352231018301936 (Data available through request)
88	Environmental Justice, Equity, and Inclusion	Sequestration of PM2.5 by vegetation (g/yr)	Gopalakrishnan et al. 2018. Air quality and human health impacts of grasslands and shrublands in the United States. Atmospheric Environment 182: 193-199.	Contribution of vegetation to sequester PM2.5 to reduce its pollution impacts.	https://www.sciencedirect.com/science/article/abs/pii/S1352231018301936 (Data available through request)

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#	Theme	Data Name	Source	Description	Additional Information
89	Environmental Justice, Equity, and Inclusion	Historic Redlining	Homeowners Loan Corporation	The Home Owners' Loan Corporation (HOLC) was created in the New Deal Era and trained many home appraisers in the 1930s. The HOLC created a neighborhood ranking system infamously known today as redlining. Local real estate developers and appraisers in over 200 cities assigned grades to residential neighborhoods. These maps and neighborhood ratings set the rules for decades of real estate practices. The grades ranged from A to D. A was traditionally colored in green, B was traditionally colored in blue, C was traditionally colored in yellow, and D was traditionally colored in red. A (Best): Always upper- or upper-middle-class White neighborhoods that HOLC defined as posing minimal risk for banks and other mortgage lenders, as they were "ethnically homogeneous" and had room to be further developed. B (Still Desirable): Generally nearly or completely White, U.S. -born neighborhoods that HOLC defined as "still desirable" and sound investments for mortgage lenders. C (Declining): Areas where the residents were often working-class and/or first or second generation immigrants from Europe. These areas often lacked utilities and were characterized by older building stock. D (Hazardous): Areas here often received this grade because they were "infiltrated" with "undesirable populations" such as Jewish, Asian, Mexican, and Black families. These areas were more likely to be close to industrial areas and to have older housing.	https://tnc.maps.arcgis.com/home/item.html?id=ef0f926eb1b146d082c38cc35b53c947

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#	Theme	Data Name	Source	Description	Additional Information
				Banks received federal backing to lend money for mortgages based on these grades. Many banks simply refused to lend to areas with the lowest grade, making it impossible for people in many areas to become homeowners. While this type of neighborhood classification is no longer legal thanks to the Fair Housing Act of 1968 (which was passed in large part due to the activism and work of the NAACP and other groups), the effects of disinvestment due to redlining are still observable today. For example, the health and wealth of neighborhoods in Chicago today can be traced back to redlining (Chicago Tribune). In addition to formerly redlined neighborhoods having fewer resources such as quality schools, access to fresh foods, and health care facilities, new research from the Science Museum of Virginia finds a link between urban heat islands and redlining (Hoffman, et al., 2020). This layer comes out of that work, specifically from University of Richmond's Digital Scholarship Lab. More information on sources and digitization process can be found on the Data and Download and About pages.	
90	Environmental Justice, Equity, and Inclusion	Trails - LA County	LA County	Location of trails in LA County	https://egis-lacounty.hub.arcgis.com/datasets/trails-1/explore?location=33.805000%2C-118.295000%2C9.03
91	Environmental Justice, Equity, and Inclusion	National Historic Trails	National Park Service	National Historic Trails	Pacific Crest Trail: https://services5.arcgis.com/ZldHa25efPFpMmfB/ArcGIS/rest/services Juan Bautista de Anza: https://nps.maps.arcgis.com/home/item.html?id=7b92e04dc7c74f269ba620e7540f9dbb Old Spanish NHT: https://nps.maps.arcgis.com/home/item.html?id=a4205715e04343638cfbc74ef128482d
92	Environmental Justice, Equity, and Inclusion	Trails - Orange County	Orange County Public Works	Orange County Parks trails	https://data-ocpw.opendata.arcgis.com/datasets/a75cdbabf08e41e49d14aa4479e1061a_0
93	Environmental Justice, Equity, and Inclusion	Trails - Riverside County	Riverside County Parks	Trail System	https://documentcloud.adobe.com/link/track?uri=urn%3Aaaid%3Ascds%3AUS%3A17ec701b-1afd-45cd-a584-c5f937f0bcc0#pageNum=14
94	Environmental Justice, Equity, and Inclusion	Priority growth areas	SCAG	Priority Growth Areas (PGAs) are designated areas prioritized for new development based on established criteria (e.g. infrastructure, location, market) in the 2020 Connect SoCal Plan. PGAs follow the principles of center focused placemaking and are locations where many Connect SoCal strategies can be fully realized. PGA's account for only 4 percent of region's total land area, but implementation of SCAG's	https://maps.scag.ca.gov/scaggis/rest/services/HousingElements/Priority_Growth_Areas/MapServer

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#	Theme	Data Name	Source	Description	Additional Information
				recommended growth strategies will help these areas accommodate 64 percent of forecasted household growth and 74 percent of forecasted employment growth between 2016 and 2045. 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.	Maps available starting on page 35 of Chapter 3 in Connect SoCal: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-03-plan.pdf
95	Environmental Justice, Equity, and Inclusion	Native American Reservations	SCAG Open Data Portal	This dataset contains the boundaries for the Native American Reservations in the six counties in the Southern California Association of Governments (SCAG) region, as defined by the United States Census Bureau.	https://gisdata-scag.opendata.arcgis.com/datasets/native-american-reservations-scag-region?geometry=-126.166%2C32.279%2C-105.259%2C35.470
96	Environmental Justice, Equity, and Inclusion	Healthy Places Index	SCAG Open Data Portal	Dataset of Healthy Place Index (HPI) Total Percentile Ranking (0 for most - 100 for least) Advantaged for SCAG's Active Transportation Program (ATP) that contains Census tract level food access, retail density, park access, tree canopy coverage, and Healthy Places Index (HPI) score data of the SCAG region. Food access data for 2015 (data source: USDA FARA 2017) includes the percentage of the urban population residing less than 1/2 mile from a supermarket/large grocery store, or the percentage of the rural population living less than 1 mile from a supermarket/large grocery store. Retail density data (data source: EPA Smart Location Database 2010) includes the gross retail, entertainment, and education employment density (jobs/acre) on unprotected land. Park access data (data source: HCI/CalLands Database 2010) includes the percentage of population living within a half-mile of a park, open space, or beach. Tree canopy coverage data (data source: HCI/National Land Cover Database 2011) includes population-weighted percentage of census tract area with tree canopy coverage. The HPI score (version: December 2017) is composed of diverse non-medical economic, social, political and environmental factors that influence physical and cognitive function, behavior and disease. These factors are often called health determinants or social determinants of health and form the root causes of health advantage. Indicator data used for HPI comes from publicly available sources and is produced at a census tract level. The HPI score was derived from 8 domain scores, 25 Individual indicators + race/ethnicity percent (8057 CTs). HPI materials will be made freely available online for use by communities and public and private agencies. More info at: http://phasocal.org/ca-hpi/	https://gisdata-scag.opendata.arcgis.com/datasets/healthy-places-index-hpi-2017
97	Environmental Justice, Equity, and Inclusion	Communities of Concern	SCAG Open Data Portal	This dataset identifies "communities of concern," and is designated for SCAG's 2020 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) Environmental Justice Analysis Report.	https://gisdata-scag.opendata.arcgis.com/datasets/communities-of-concern

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#	Theme	Data Name	Source	Description	Additional Information
98	Environmental Justice, Equity, and Inclusion	Environmental Justice Areas	SCAG Open Data Portal	Environmental Justice (EJ) areas in the SCAG region. The data was created using the base year 2016 data at the level of SCAG Tier 2 TAZs. EJ Area TAZs were identified if they had a higher concentration of minority population or households in poverty than is seen in the greater SCAG region.	https://gisdata-scag.opendata.arcgis.com/datasets/environmental-justice-areas--1/explore?location=34.203500%2C-116.714600%2C8.42
99	Environmental Justice, Equity, and Inclusion	Proposed and Existing Bikeways	SCAG Open Data Portal	SCAG Regional Bikeway Shapefile (RBS) contains proposed and existing bikeways, defined by class, within the SCAG region.	https://gisdata-scag.opendata.arcgis.com/datasets/bike-routes-scag-region
100	Environmental Justice, Equity, and Inclusion	High Quality Transit Areas (2016)	SCAG Open Data Portal	High Quality Transit Areas (HQTAs) in the SCAG Region for the year 2016, updated as of February 2020.	https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2016-scag-region
101	Environmental Justice, Equity, and Inclusion	Transit Priority Areas (2016)	SCAG Open Data Portal	Transit Priority Areas (TPAs) in the SCAG Region for the year 2016, updated as of February 2020. Transit Priority Area (TPA) means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.	https://maps.scag.ca.gov/scaggis/rest/services/SB743/TPAoverlaySP/MapServer/2
102	Environmental Justice, Equity, and Inclusion	High Quality Transit Areas (2045)	SCAG Open Data Portal	High Quality Transit Areas (HQTAs) in the SCAG Region for plan year 2045, updated as of February 2020. High Quality Transit Areas (HQTAs) is within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.	https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2045-scag-region
103	Environmental Justice, Equity, and Inclusion	Transit Priority Areas (2045)	SCAG Open Data Portal	Transit Priority Areas (TPAs) in the SCAG Region for plan year 2045, updated as of February 2020. Transit Priority Area (TPA) means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.	https://maps.scag.ca.gov/scaggis/rest/services/HousingElements/Priority_Growth_Areas/MapServer/3

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#	Theme	Data Name	Source	Description	Additional Information
104	Environmental Justice, Equity, and Inclusion	Urban Displacement	The Urban Displacement Project	UDP's Displacement Typologies use housing and demographic data from the US Census, as well as real estate market data from Zillow to classify a metropolitan area's census tracts into eight distinct categories. Each category represents a stage of neighborhood change, although should not be taken to represent a linear trajectory or to predetermine neighborhood outcomes. Instead, typologies allow practitioners and researchers to see patterns in their regions over a specified time period, and are meant to start conversations about how policy interventions and investment could respond and support more equitable development. UDP's typologies are divided into 9 categories that may be generalized into three broad groups: displacement, gentrification, and exclusion. Because UDP findings indicate that displacement precedes gentrification, the first two typologies on the chart below indicate tracts that are in danger or are currently experiencing a loss in low income households. Following Displacement, the next three categories indicate the danger of gentrification, indicated by both demographic and housing market changes. Finally, the four categories in orange indicate exclusivity, indicating difficulty for low income households to enter a tract.	https://github.com/ereifsnyder/displacement-typologies/blob/main/code/SCAG_DT/Displacement%20and%20Gentrification%20Typologies.md
105	Environmental Justice, Equity, and Inclusion	National Forest System Trails	US Forest Service	Forest Service system trails	https://data.fs.usda.gov/geodata/edw/datasets.php
106	Environmental Justice, Equity, and Inclusion	Trails - Ventura County	Ventura County Resource Management Agency	Hiking Trails	https://venturacountyactiveoutdoors-vcitsgis.hub.arcgis.com/apps/e29c75fe083b46e284f148119934e8f8/explore
107	Habitat and Biodiversity	Important bird areas	Audubon	The objective of this project was to digitally map the boundaries of Audubon California's Important Bird Areas (IBA). Existing Important Bird Areas identify critical terrestrial and inland water habitats for avifauna, in particular, habitat that supports rare, threatened or endangered birds and/or exceptionally large congregations of shorebirds and/or waterfowl. The digitization of Important Bird Areas represents an important first step in conservation planning of these critical habitats using GIS. For more information, visit: http://docs.audubon.org/sites/default/files/documents/audubooncalifornia_gtr_iba_200812.pdf	https://www.audubon.org/important-bird-areas
108	Habitat and Biodiversity	Fish Passage Barriers - Total	CA Department of Fish and Wildlife	Fish passage barriers are barriers that prevent the movement of aquatic species that travel from the ocean to freshwater to breed. Barriers can be structures like dams, road crossings, culverts, or other structures that prevent the movement of fish.	https://map.dfg.ca.gov/metadata/ds0069.html

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#	Theme	Data Name	Source	Description	Additional Information
109	Habitat and Biodiversity	Wildlife Movement Barrier Priorities	CA Department of Fish and Wildlife	This dataset represents barriers to terrestrial wildlife movement in California that are high priority for remediation, as identified by the California Department of Fish and Wildlife (CDFW) in March 2020. CDFW divides the state into six administrative Regions. CDFW staff in each Region identified linear segments of infrastructure that currently present barriers to wildlife populations in their jurisdiction. In doing so, the Regions used all available empirical information in their possession, including existing connectivity and road crossing studies, collared-animal movement data, roadkill observations, and professional expertise. The dataset represents the ten highest priority barriers identified in each region. Additional information can be found in this report: http://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=178511	https://tnc.maps.arcgis.com/home/item.html?id=4b5afe427fc443f3aacccb1f192794fa
110	Habitat and Biodiversity	Vernal pools	CA Department of Fish and Wildlife	Vernal pools are seasonal depressional wetlands that are covered by shallow water for variable periods from winter to spring, but may be completely dry for most of the summer and fall. These wetlands range in size from small puddles to shallow lakes and are usually found in a gently sloping plain of grassland.	https://map.dfg.ca.gov/metadata/ds0948.html
111	Habitat and Biodiversity	Fish Passage Barriers - Priority	CA Department of Fish and Wildlife	Human-made barriers to salmonid migration, including road-stream crossings, irrigation diversions, and dams, that have been deemed priorities for removal by the California Department of Fish and Wildlife based on significance to fish migration. Migration passage impediments and delays affect both adult and juvenile fish. Given the magnitude and severity of barriers and the decline of salmonid populations, reconnecting isolated stream habitat is an important priority for the restoration of impaired anadromous salmon and steelhead stocks. The Passage Assessment Database (PAD) is an ongoing map-based inventory of known and potential barriers to anadromous fish in California, compiled and maintained through a cooperative interagency agreement.	https://www.calfish.org/ProgramsData/HabitatandBarriers/CaliforniaFishPassageAssessmentDatabase.aspx
112	Habitat and Biodiversity	Species Biodiversity Rank	CA Department of Fish and Wildlife ACE	Species Biodiversity Summaries combine the three measures of biodiversity developed for ACE into a single metric. These three measures include: 1) native species richness, which represents overall native diversity of all species in the state, both common and rare, as well as climate vulnerable species and important game and sport fish species; 2) rare species richness, which represents diversity of rare species; and, 3) irreplaceability, which is a weighted measure of endemism that highlights areas that support unique species of limited range.	https://wildlife.ca.gov/Data/Analysis/ACE

#	Theme	Data Name	Source	Description	Additional Information
113	Habitat and Biodiversity	California Natural Diversity Database (CNDDB)	CA Department of Fish and Wildlife CA Natural Diversity DataBase	The California Natural Diversity Database (CNDDB) is a product of the California Department of Fish and Wildlife's Biogeographic Data Branch (BDB). The CNDDB is both a manual and computerized library of the status and locations of California's rare species and natural community types. The CNDDB includes in its data all federally and state listed plants and animals, all species that are candidates for listing, all species of special concern, and those species that are considered "sensitive" by government agencies and the conservation community.	https://wildlife.ca.gov/Data/CNDDB
114	Habitat and Biodiversity	Wildland Carbon	California Air Resources Board	Total carbon density. This raster includes values for pixels that are croplands. Units: Metric tons carbon/ha [carbon density of wildland Above-Ground Live vegetation (Metric Tons Carbon/ha) note: biomass to carbon conversion factor is 0.47 g carbon/g biomass (from Gonzalez et al. 2015)].	https://nature.berkeley.edu/battleslab/wp-content/uploads/2015/03/Gonzalez-et-al.-2015.pdf (Data available through request)
115	Habitat and Biodiversity	Conservation Easements	California Conservation Easements Database	CCED is a GIS database defining easements and deed-based restrictions on private land. These restrictions limit land uses to those compatible with maintaining it as open space. Lands under easement may be actively farmed, grazed, forested, or held as nature reserves. Easements are typically held on private lands with no public access.	https://www.calands.org/cced/
116	Habitat and Biodiversity	Groundwater Dependent Ecosystems	California Department of Water Resources	Groundwater Dependent Ecosystems are defined under the Sustainable Groundwater Management Act (SGMA) as “ecological communities or species that depend on groundwater emerging from aquifers or on groundwater occurring near the ground surface.”	https://groundwaterresourcehub.org/sgma-tools/mapping-indicators-of-gdes/
117	Habitat and Biodiversity	Land owned by recreation/conservation organization	California Protected Area Database (CPAD)	Land that is protected for its recreation and conservation benefits by a recreation or conservation organization.	https://www.calands.org/cpad/
118	Habitat and Biodiversity	eBird	Cornell Lab of Ornithology	eBird data document bird distribution, abundance, habitat use, and trends through checklist data collected within a simple, scientific framework. Birders enter when, where, and how they went birding, and then fill out a checklist of all the birds seen and heard during the outing.	https://ebird.org/home

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119	Habitat and Biodiversity	Antelope Valley RCIS Cores and Linkages	Desert Mountains Conservation Authority, and Antelope Valley Regional Conservation Investment Strategy Steering Committee	The RCIS area was divided into 15 core habitat areas and 18 landscape linkages for connecting the habitat core areas (or connecting to habitat outside the RCIS area). The habitat core areas and landscape linkages were identified using the conservation values maps from each of the three species groups, the habitat connectivity maps for large and small species, the landscape intactness map, the protected lands map, and the climate stability and climate refugia maps. The core habitat areas (cores) are large, contiguous patches of habitat with higher conservation value, and the linkages are important swaths of habitat that link the cores together to allow species to move and disperse between the habitat core areas and to areas outside of the RCIS area.	https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=175455&inline
120	Habitat and Biodiversity	Soil Carbon	Hengl et al. 2017	The carbon content in soil organic matter from microorganisms, root exudates, decomposed organisms, and soil biota. Soil organic carbon storage is summarized to a depth of 30cm.	https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0169748
121	Habitat and Biodiversity	HerpMapper Occurrence Data	HerpMapper	Occurence data for amphibians and reptiles collected by citizen science observations.	https://www.herpmapper.org/
122	Habitat and Biodiversity	iNaturalist	iNaturalist - a joint initiative between the CalAcademy of Science and the National Geographic Society	iNaturalist is a citizen science app that allows individuals to record species observations. Observations were downloaded from the Global Biodiversity Information Facility in February 2020.	https://www.inaturalist.org/
123	Habitat and Biodiversity	Hotspots of species requiring mitigation - pending transit projects	Patrick Huber - UC Davis	Cumulative hectares of suitable habitat in a 25-hectare region for species that may be impacted by proposed transportation projects in the next two decades. These species have some regulatory protective status that requires compensatory action to mitigate development impacts.	Methods for similar work in the Bay Area described here: https://tnc.box.com/s/npy1yj3x4h3qozzg3k5dtg8dfoxx91no

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#	Theme	Data Name	Source	Description	Additional Information
124	Habitat and Biodiversity	South Coast Missing Linkages	South Coast Missing Linkages	The South Coast Missing Linkages project is a comprehensive plan for a regional network that would maintain and restore critical habitat linkages between existing reserves. These linkages form the backbone of a conservation strategy for southern California where the whole would be greater than the sum of the parts. South Coast Missing Linkages is a highly collaborative inter-agency effort to identify and conserve the highest-priority linkages in the South Coast Ecoregion. Partners include South Coast Wildlands, National Park Service, U.S. Forest Service, California State Parks, The Wildlands Conservancy, The Resources Agency, California State Parks Foundation, The Nature Conservancy, Santa Monica Mountains Conservancy, Resources Legacy Foundation, Conservation Biology Institute, San Diego State University Field Stations Program, Environment Now, Mountain Lion Foundation, and the Zoological Society of San Diego's Conservation and Research for Endangered Species, among others. Cross-border alliances have also been formed with Pronatura, Universidad Autonoma de Baja California, Terra Peninsular, and Conabio, in recognition of our shared vision for ecological connectivity across the border into Baja.	http://www.scwildlands.org/
125	Habitat and Biodiversity	Resilient Connected Network (All)	The Nature Conservancy	We combined the sites and linkages identified by the combination of resilience, flow, and biodiversity into a single network. The network is designed to represent resilient examples all the characteristic environments of the region while maximizing amount of diversity contained within in them and the natural flow that connects them. By building the network around the natural flows and pathways that allow species populations to shift and expand and then identifying representative resilient sites situated within those pathways, the network is specifically configured to sustain biological diversity while allowing nature to	https://storymaps.arcgis.com/stories/86c89e79e9bf405cac71a71a0fd93590 https://www.nature.org/en-us/what-we-do/our-priorities/protect-water-and-land/land-and-water-stories/climate-resilient-network/ https://maps.tnc.org/resilientland/

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#	Theme	Data Name	Source	Description	Additional Information
126	Habitat and Biodiversity	Mojave Desert Ecoregional Assessment	The Nature Conservancy	This dataset presents the results of an analysis to characterize the distribution of conservation values across the Mojave Desert Ecoregion. Using an ecoregional planning approach followed worldwide by The Nature Conservancy and its partners, we identified a suite of conservation targets (521 species, 44 ecological systems, and seeps and springs are the focus of the plan) and set quantitative conservation goals for each target. We also characterized land-use impacts across the desert, such as roads, urban areas, and agricultural uses. We then used Marxan conservation planning software to help identify and map the relative conservation value of lands across the region for meeting the stated conservation goals. Our analysis involved dividing the entire Mojave Desert Ecoregion into one-square-mile (259-hectare) planning units, synthesizing spatially-explicit information on the conservation targets and anthropogenic disturbance found in each planning unit, and then using this information to identify the relative value of each planning unit in meeting our conservation goals. High conservation value was attributed to areas with low levels of disturbance and unique conservation target occurrences or high concentrations of target occurrences.	https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0207678
127	Habitat and Biodiversity	West Mojave Least Conflict Assessment	The Nature Conservancy	This is a final summary result of an analysis conducted by The Nature Conservancy to implement the recommendations outlined by environmental NGOs in the white paper "Renewable Siting Criteria for California Desert Conservation Area" dated June 29, 2009. We identified data sources to represent areas that are high conflict based on that white paper as well as land use conditions that might enable least conflict siting for solar development. This grid is a combination of the land use disturbance categories and the spatial scale of conflict factors to use as the draft "Matrix" of areas based on the relative conflict. See report for full sources. For complete methods and inputs, see the associated report, entitled: Solar Energy Development in the Western Mojave Desert: Identifying Areas of Least Environmental Conflict for Siting and a Framework for Compensatory Mitigation of Impacts.	https://www.scienceforconservation.org/assets/downloads/West-Mojave-Assessment-2012.pdf
128	Habitat and Biodiversity	Coastal Conservation Strategy	The Nature Conservancy Conserving CA Coastal Habitat	This report assesses whether a coastal area is vulnerable, resilient, adaptive, or other. We measure the resilience of coastal areas to climate change and vulnerability to the impacts of climate change. This dataset identifies opportunities for conservation strategies to maintain coastal habitat area in the face of sea level rise.	https://scc.ca.gov/2018/05/15/coastalassessment/

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129	Habitat and Biodiversity	Connectivity	The Nature Conservancy Omniscape	Borrowing principles of resistance and flow from electrical engineering, The Nature Conservancy in California mapped ecological connectivity throughout the state. Omniscape is a novel approach that applies a “moving window” to Circuitscape to enable a wall-to-wall characterization of the contribution of all areas to a connected landscape. It avoids the need to designate core areas and instead, it requires only three parameters which address the following questions: Where are animals moving from and to? How will they respond to various levels of human disturbance? And how far are they likely to go?	https://omniscape.codefornature.org/#/analysis-tour 3
130	Habitat and Biodiversity	Urban tree carbon	UC Davis Statewide Assessment of Urban Forests Project to the California Fire Urban and Community Forestry Program	The estimated amount of carbon (measured in Metric Tons of CO2-equivalent) stored in street trees in urban areas.	https://escholarship.org/uc/item/8r83z5wb
131	Habitat and Biodiversity	National Wetlands Inventory	US Fish and Wildlife Service	"The US FWS National Wetlands Inventory (NWI) is a publicly available resource that provides detailed information on the abundance, characteristics, and distribution of US wetlands. NWI data are used by natural resource managers, within the US FWS and throughout the Nation, to promote the understanding, conservation and restoration of wetlands" (USFS)	https://www.fws.gov/wetlands/
132	Water Resources	Wells and Change in Groundwater Level	CA Department of Water Resources	This dataset depicts change in groundwater level at selected monitoring locations (wells) between two specified years, by season. Change values represent change in groundwater level (elevation) by year and season (fall or spring). Other information on the monitoring location is also included. Positive values indicate groundwater has risen (groundwater surface elevation has increased) from the early year to the late year, while negative values indicate groundwater level surface has fallen (decreased in elevation) from the early year to the late year. Water level monitoring locations and measurements used are selected based on measurement date and well construction information, where available, and approximate groundwater levels in the unconfined to uppermost semi-confined aquifers. For more information on this service, please contact gis@water.ca.gov	https://gis.water.ca.gov/arcgis/rest/services/Geoscientific/i08_GroundwaterLevelChangeSeasonal_Points/FeatureServer/0
133	Water Resources	Hydrogeologically Vulnerable areas	CA State Water Board	Areas over aquifers where soil or rock conditions enable higher rates of recharge and therefore make the aquifer more vulnerable (or susceptible) to surface contaminants.	https://www.waterboards.ca.gov/gama/docs/hva_map_table.pdf

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134	Water Resources	Points of diversion	CA Water Resources Control Board	Points of Diversion (PODs) are locations where water is being drawn from a surface water source such as a stream or river. Each water right registered with the California State Water Resources Control Board's Division of Water Rights includes an identified point of diversion. Ground water extraction points (such as water supply wells) are generally not included in this dataset.	https://gispublic.waterboards.ca.gov/portal/home/index.html
135	Water Resources	Overdrafted groundwater basins	California Department of Water Resources	The Sustainable Groundwater Management Act (SGMA) directs the Department of Water Resources (DWR) to identify groundwater basins and subbasins in conditions of critical overdraft. As defined by SGMA, "A basin is subject to critical overdraft when continuation of present water management practices would probably result in significant adverse overdraft-related environmental, social, or economic impacts." Overdraft occurs where the average annual amount of groundwater extraction exceeds the long-term average annual supply of water to the basin. Effects of overdraft can include seawater intrusion, land subsidence, groundwater depletion, and/or chronic lowering of groundwater levels.	https://water.ca.gov/Programs/Groundwater-Management/Bulletin-118/Critically-Overdrafted-Basins
136	Water Resources	Priority Groundwater Basins	California Department of Water Resources	California Statewide Groundwater Elevation Monitoring priority basins are determined by the California Department of Water Resources (CDWR) according to the following criteria: overlying population, projected growth of overlying population; public supply wells; total wells; overlying irrigated acreage; reliance on groundwater as the primary source of water; impacts on the groundwater, including overdraft, subsidence, saline intrusion, and other water quality degradation; and any other information determined to be relevant by CDWR.	https://water.ca.gov/Programs/Groundwater-Management/Basin-Prioritization
137	Water Resources	Adjudicated groundwater basins	California Department of Water Resources	Priority Groundwater basins, in combination with adjudicated areas which have existing governance and oversight in place, account for 98 percent of the pumping (20 million acre-feet), 83 percent of the population (25 million Californians), and 88 percent of all irrigated acres (6.7 million acres) within the state's groundwater basins. Twenty-one of these basins were previously identified as Critically Overdrafted.	https://water.ca.gov/Programs/Groundwater-Management/Basin-Prioritization
138	Water Resources	Water Quality Index from the Relative Stream Health Index	California Integrated Assessment of Watershed Health - US Environmental Protection Agency	The water quality index includes information about stream conductivity, stream nitrate concentration, and stream turbidity.	https://www.mywaterquality.ca.gov/monitoring_council/healthy_streams/docs/ca_hw_report_111213.pdf

#	Theme	Data Name	Source	Description	Additional Information
139	Water Resources	Naturalness of Active River Areas	California Integrated Assessment of Watershed Health - US Environmental Protection Agency	Those parts of the Active River Area that are still in a natural or semi-natural condition and are assumed to contribute to healthy river/stream function and water-related ecosystem services. These parts include the material contribution areas, the meander belts, the floodplains, and riparian wetlands of a river or stream. The degree of naturalness is used as an indicator of watershed health in the California Integrated Assessment of Watershed Health.	https://www.epa.gov/sites/production/files/2015-11/documents/ca_hw_report_111213_0.pdf
140	Water Resources	Mapped Stream Course	National Hydrography Dataset - US Geological Survey	Mapped stream courses showing streams, rivers, and other linear water bodies.	https://www.usgs.gov/core-science-systems/ngp/national-hydrography
141	Water Resources	Pollutant Loading (Greater LA County)	The Nature Conservancy	A unitless Pollutant Loading metric was created by summing estimated loading for fecal coliform, Total Copper (Cu), Total Lead (Pb) and Total Zinc (Zn) for land use polygons within each Census Block. Fecal coliform and metals were chosen because they are common pollutants for which Total Maximum Daily Loads are in place in the Los Angeles Region and they are indicative of exposure risk to humans and in-stream organisms respectively. The metric doesn't provide information related to absolute loading, but rather makes relative comparisons between blocks based on land use.	https://doi.org/10.1016/j.ufug.2021.127300
142	Water Resources	Municipal drinking water supply watersheds	The Nature Conservancy	Using public sources of data, TNC mapped the surface drinking water sources (rivers, reservoirs, lakes, etc.) for 30 million (80%) of California's residents and the watersheds that supply water to those sources. This report evaluates the protection status and health of the watershes supplying drinking water.	https://www.nature.org/media/california/california_drinking-water-sources-2012.pdf
143	Water Resources	Flow modification	U.S. Geological Survey	This dataset estimates the probability of streamflow modification for every stream segment in the coterminous U.S. The assessment is based on the integration, modeling, and synthesis of monitoring data collected by the USGS and the U.S. Environmental Protection Agency at more than 7,000 streams and rivers across the conterminous United States from 1980 to 2014.	https://www.sciencebase.gov/catalog/item/5cab5419e4b0c3b00650cbd4
144	Water Resources	Impaired waterbodies - 303d listed water bodies	US Environmental Protection Agency	The term "303(d) list" or "list" is short for a state's list of impaired and threatened waters (e.g. stream/river segments, lakes). States are required to submit their list for EPA approval every two years. For each water on the list, the state identifies the pollutant causing the impairment, when known. In addition, the state assigns a priority for development of Total Maximum Daily Loads (TMDL) based on the severity of the pollution and the sensitivity of the uses to be made of the waters, among other factors (40 C.F.R. §130.7(b)(4)).	https://www.epa.gov/waterdata/waters-geospatial-data-downloads#CurrentStateGeospatialData

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145	Water Resources	Impaired waterways - 303d listed streams	US Environmental Protection Agency	The term "303(d) list" or "list" is short for a state's list of impaired and threatened waters (e.g. stream/river segments, lakes). States are required to submit their list for EPA approval every two years. For each water on the list, the state identifies the pollutant causing the impairment, when known. In addition, the state assigns a priority for development of Total Maximum Daily Loads (TMDL) based on the severity of the pollution and the sensitivity of the uses to be made of the waters, among other factors (40 C.F.R. §130.7(b)(4)).	https://www.epa.gov/waterdata/waters-geospatial-data-downloads#CurrentStateGeospatialData
146	Water Resources	Watersheds HUC10	US Geological Survey	The United States is divided and sub-divided into successively smaller hydrologic units which are classified into four levels: regions, subregions, accounting units, and cataloging units. The hydrologic units are arranged or nested within each other, from the largest geographic area (regions) to the smallest geographic area (cataloging units). Each hydrologic unit is identified by a unique hydrologic unit code (HUC) consisting of two to eight digits based on the four levels of classification in the hydrologic unit system.	https://www.sciencebase.gov/catalog/item/5696a727e4b039675d00a4ef
147	Water Resources	Groundwater Recharge	US Geological Survey	Water that penetrates below the root zone, infiltrating soils and potentially replenishing aquifers.	https://ca.water.usgs.gov/projects/reg_hydro/basin-characterization-model.html
148	Water Resources	Surface Water Quality Monitoring sites	US Geological Survey	The U.S. Geological Survey's (USGS) National Water Information System (NWIS) is a comprehensive and distributed application that supports the acquisition, processing, and long-term storage of water data. Nationally, USGS surface-water data includes more than 850,000 station years of time-series data that describe stream levels, streamflow (discharge), reservoir and lake levels, surface-water quality, and rainfall. The data are collected by automatic recorders and manual field measurements at installations across the Nation.	https://maps.waterdata.usgs.gov/mapper/index.html
149	Water Resources	Groundwater quality monitoring sites	US Geological Survey	The USGS National Water Information System (NWIS) contains extensive water data for the nation. The Groundwater database consists of more than 850,000 records of wells, springs, test holes, tunnels,drains, and excavations in the United States. Available site descriptive information includes well location information such as latitude and longitude, well depth, and aquifer. The USGS annually monitors groundwater levels in thousands of wells in the United States. Groundwater level data are collected and stored as either discrete field-water-level measurements or as continuous time-series data from automated recorders.	https://maps.waterdata.usgs.gov/mapper/index.html
150	Water Resources	Runoff	US Geological Survey	Water that flows over the surface of the land into streams and rivers	https://ca.water.usgs.gov/projects/reg_hydro/basin-characterization-model.html

Attachment: ATTACHMENT C - SoCal Greenprint Proposed Data Layer List (SoCal Greenprint Update)

#	Theme	Data Name	Source	Description	Additional Information
151	Habitat and Biodiversity	Areas of Conservation Emphasis (ACE), version 3.0, Terrestrial Connectivity	California Department of Fish and Wildlife	The Terrestrial Connectivity dataset is one of the four key components of the California Department of Fish and Wildlife's (CDFW) Areas of Conservation Emphasis (ACE) suite of terrestrial conservation information along with terrestrial Biodiversity, Significant Habitats, and Climate Resilience. The Terrestrial Connectivity dataset summarizes information on terrestrial connectivity by ACE hexagon including the presence of mapped corridors or linkages and the juxtaposition to large, contiguous, natural areas. This dataset was developed to support conservation planning efforts by allowing user to spatially evaluate the relative contribution of an area to terrestrial connectivity based on the results of statewide, regional, and other connectivity analyses.	https://wildlife.ca.gov/Data/Analysis/ACE
152	Habitat and Biodiversity	Areas of Conservation Emphasis (ACE), version 3.0, Species Biodiversity	California Department of Fish and Wildlife	Species Biodiversity Summaries combine the three measures of biodiversity developed for ACE into a single metric. These three measures include: 1) native species richness, which represents overall native diversity of all species in the state, both common and rare, as well as climate vulnerable species and important game and sport fish species; 2) rare species richness, which represents diversity of rare species; and, 3) irreplaceability, which is a weighted measure of endemism that highlights areas that support unique species of limited range.	https://wildlife.ca.gov/Data/Analysis/ACE
153	Habitat and Biodiversity	Areas of Conservation Emphasis (ACE), version 3.0, Terrestrial Native Species Richness	California Department of Fish and Wildlife	Native species richness is a measure of species biodiversity, and is one measurement used to describe the distribution of overall species biodiversity in California for the California Department of Fish and Wildlife (CDFW) Areas of Conservation Emphasis Project (ACE). Other measures of terrestrial species biodiversity included in the ACE terrestrial biodiversity summary are rare species richness and terrestrial endemism. Here, native species richness represents a count of the total number of native terrestrial species potentially present in each hexagon based on species range and distribution information. This dataset depicts the distribution of richness of all native species in the state, both common and rare. The data can be used to view patterns of species diversity, and to identify areas of highest native richness across the state and in each ecoregion. Users can view a list of species that contribute to the richness counts for each hexagon.	https://wildlife.ca.gov/Data/Analysis/ACE
154	Habitat and Biodiversity	Coachella Valley Multiple Species Habitat Conservation Plan	Coachella Valley Conservation Commission	The Coachella Valley Multiple Species Habitat Conservation Plan is a shared regional vision for balanced growth to conserve Coachella Valley's natural resources while also building a strong economy vital to our future.	https://www.cvmshcp.org/
155	Habitat and Biodiversity	Desert Renewable Energy Conservation Plan	Bureau of Land Management	The Desert Renewable Energy Conservation Plan (DRECP) is focused on 10.8 million acres of public lands in the desert regions of seven California counties – Imperial, Inyo, Kern, Los Angeles, Riverside, San	https://www.blm.gov/programs/planning-and-nepa/plans-in-development/california/desert-renewable-energy-conservation-plan

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#	Theme	Data Name	Source	Description	Additional Information
				Bernardino, and San Diego. It is a landscape-level plan that streamlines renewable energy development while conserving unique and valuable desert ecosystems and providing outdoor recreation opportunities.	https://navigator.blm.gov/data?keyword=DRECP
156	Habitat and Biodiversity	Los Angeles County Significant Ecological Areas	Los Angeles County	Significant Ecological Areas (SEA) are officially designated areas within LA County with irreplaceable biological resources. The SEA Program objective is to conserve genetic and physical diversity within LA County by designating biological resource areas that are capable of sustaining themselves into the future.	https://planning.lacounty.gov/site/sea/
157	Habitat and Biodiversity	Lower Colorado River Multi-Species Conservation Program	Bureau of Reclamation	The Lower Colorado River Multi-Species Conservation Program (LCR MSCP) was created to balance the use of the Colorado River water resources with the conservation of native species and their habitats. The program works toward the recovery of species currently listed under the Endangered Species Act (ESA). It also reduces the likelihood of additional species listings.	https://www.lcrmscp.gov/
158	Habitat and Biodiversity	Conservation Assessment of Orange County	Orange County Transportation Authority	Priority Conservation Areas identified for the Conservation Assessment of Orange County, CA, complete by the Conservation Biology Institute for the Orange County Transportation Authority in 2009. Priority Conservation Areas (PCAs) identify lands based on biological criteria.	https://consbio.org/products/reports/conservation-assessment-of-orange-county (Data available through request)
159	Habitat and Biodiversity	Orange County Habitat Conservation Plan	Natural Communities Coalition	The County of Orange Environmental Management Agency (EMA) has prepared a Natural Community Conservation Plan and Habitat Conservation Plan (NCCP/HCP) for the Central and Coastal Subregion of the County of Orange. The NCCP/HCP was prepared in cooperation with the California Department of Fish and Game and U.S. Fish and Wildlife Service. The primary goal of the NCCP/HCP is to protect and manage habitat supporting a broad range of plant and animal populations that now are found within he Central and Coastal Subregion.	https://occonservation.org/about-ncc/
160	Habitat and Biodiversity	Upper Santa Ana River Wash Habitat Conservation Plan	San Bernardino Valley Water Conservation District	The Upper Santa Ana River Wash Habitat Conservation Plan (Wash Plan) is the culmination of two decades of coordination among Task Force partners to develop an integrated approach to permit and mitigate construction and maintenance activities within the Wash area, including water conservation, wells and water infrastructure, aggregate mining, transportation, flood control, agriculture, trails, and habitat enhancement.	https://www.sbvwcd.org/santa-ana-wash-plan

Attachment: ATTACHMENT C - SoCal Greenprint Proposed Data Layer List (SoCal Greenprint Update)

#	Theme	Data Name	Source	Description	Additional Information
161	Habitat and Biodiversity	USFWS Threatened & Endangered Species Active Critical Habitat	U.S. FIsh and Wildlife Service	Spatial data for active proposed and final critical habitat for FWS only and Joint FWS/NMFS threatened and endangered species. ECOS is a FWS-sponsored platform for FWS data. The ECOS critical habitat on-line mapper includes (some, not all of the) proposed and final critical habitat for species listed as Threatened and Endangered by the FWS, or that are jointly managed by FWS/NMFS.	https://ecos.fws.gov/ecp/report/table/critical-habitat.html
162	Habitat and Biodiversity	Western Riverside Habitat Conservation Plan	Riverside County Environmental Programs Division (EPD)	The Western Riverside County Multiple Species Habitat Conservation Plan (WR-MSHCP) is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on conservation of species and their associated habitats in Western Riverside County. The overall goal of this plan is to maintain biological and ecological diversity within a rapidly urbanizing region. The MSHCP allows Riverside and its Cities to better control local land-use decisions and maintain a strong economic climate in the region while addressing the requirements of the state and federal Endangered Species Acts.	https://rctlma.org/epd/WR-MSHCP
163	Habitat and Biodiversity	Integrated Regional Conservation and Development	California Strategic Growth Council and the California Biodiversity Council	RePlan is a core component of the California Strategic Growth Council's (SGC) Integrated Regional Conservation and Development (IRCAD) initiative. This online tool supports the development and implementation of a sustainable and balanced vision for regional conservation and economic development. RePlan integrates the latest environmental, social, and economic data with analytic and reporting tools to allow users to identify optimal locations for implementing California's conservation, resource management and development objectives. This tool helps to align regional planning and management activities in light of State and regional conservation, development, equity and resilience goals.	http://replan-tool.org/

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#	Theme	Data Name	Source	Description	Additional Information
164	Habitat and Biodiversity	USFS Ecosystem Services Assessment	United States Forest Service	Healthy forest ecosystems are ecological life-support systems. Forests provide a full suite of goods and services that are vital to human health and livelihood, natural assets we call ecosystem services. Many of these goods and services are traditionally viewed as free benefits to society, or "public goods" - wildlife habitat and diversity, watershed services, carbon storage, and scenic landscapes, for example. This project quantifies and economically values the following ecosystem services on the landscape: 1) Water quantity and quality, including watershed capacity to regulate erosion and sedimentation 2) Recreation opportunities 3) Carbon sequestration The project also evaluates the legal obligations and responsibilities of the Forest Service pertaining to air quality, biodiversity, energy and minerals, and cultural, tribal, and spiritual services.	https://www.fs.fed.us/wwetac/brief/landscapes-SEVA5.php (Data available through request)
165	Environmental Justice, Equity, and Inclusion	Urban Heat Island, Air Temperature	University of California, Davis and the Forest Service Pacific Southwest Research Station	Urban Heat Island, Air Temperature is reported by high and medium urban heat island threat classes from the source report. Large urban areas often experience higher temperatures, greater pollution, and more negative health impacts during hot summer months, when compared to more rural communities. This phenomenon is known as the urban heat island. Heat islands are created by a combination of heat-absorptive surfaces (such as dark pavement and roofing), heat-generating activities (such as engines and generators), and the absence of vegetation (which provides evaporative cooling).	https://escholarship.org/uc/item/8r83z5wb
166	Environmental Justice, Equity, and Inclusion	Tree Equity Score	American Forests	The Tree Equity Score tool calculates a score for all 150,000 neighborhoods and 486 municipalities in urban America. Each score indicates whether there are enough trees for everyone to experience the health, economic and climate benefits that trees provide. The scores are based on how much tree canopy and surface temperature align with income, employment, race, age and health factors.	https://www.americanforests.org/our-work/tree-equity-score/

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	A	B	C	D	E	F	G	H	I
1	Name	Agency	Please choose the theme of the data set you would like to comment on:	Please choose the dataset you would like to comment on:	Please provide any comments or feedback you have on this data set.	Please choose the theme of the data set you would like to comment on:	Please choose the dataset you would like to comment on:	Please provide any comments or feedback you have on this data set.	Please choose the theme of the data set you would like to comment on:
2	Melanie Schlotterbeck	Friends of Harbors, Beaches and Parks	Agriculture and Working Lands; Built Environment; Context; Environmental Justice, Equity and Inclusion; Habitat and Biodiversity; Vulnerabilities and Resilience; Water Resources	Ventura County SOAR	This is an important dataset because there are no NCCP lands in Ventura County. Ensuring this public/voter-approved measure is captured in the County is critical.	Built Environment	Public Transit Lines	This dataset helps SCAG identify and achieve other infill and refill sites across the region. This aligns with existing goals in the SCAG RTP/SCS and should be retained as the transit lines are already included in other SCAG maps.	Vulnerabilities & Resilience

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1	Name	Please choose the dataset you would like to comment on:	Please provide any comments or feedback you have on this data set.	Please choose the theme of the data set you would like to comment on:	Please choose the dataset you would like to comment on:	Please provide any comments or feedback you have on this data set.	Please choose the theme of the data set you would like to comment on:	Please choose the dataset you would like to comment on:	Please provide any comments or feedback you have on this data set.	Please choose the theme of the data set you would like to comment on:
2	Melanie Schlotterbeck	Landscape Resilience - resilient areas; Coastal Habitat Vulnerability; Potential Future Habitat; Sea Level Rise	These types of data layers are critical to our collective understanding of how climate change impacts may impact wildlife and their ability to move across ecosystems. The Nature Conservancy is a leader in the field and this type of data makes available science for the public and non-profits like ours.; This layer is important because most governmental agencies are unable to provide this level of risk as it may be perceived to infringe on property rights. Non-profits don't have that same constraint and can offer difficult to release information that helps decision makers and planners understand the vulnerabilities.; This layer is important to our	Context	Open Space	This layer is something we, other non-profits, agencies, Resource Conservation Districts, NCCP/HCP managers and others have relied on and contribute to understand the whole picture of conservation at a regional level. This layer is the work of multiple organizations and is being used by the 30x30 Campaign with CA Natural Resources Agency to identify areas that are already conserved. It is extremely value baseline data.	Environmental Justice, Equity and Inclusion	Historic Redlining; Publicly Accessible Recreational Lands	In an era of division, this type of information, while difficult to view, is very helpful to understanding the historic inequities and injustices in our communities. To overcome JEDI issues, this data layer makes more informed decisions possible about how communities are structured.; This layer is extremely important--especially in the context of healthy, sustainable communities. The Pandemic has proven we need access to natural areas. This can be a resource for many individuals and organizations--even Cities as they plan their Trail Master Plans and Recreation/Open Space Elements.	Habitat & Biodiversity

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1	Name	Please choose the dataset you would like to comment on:	Please provide any comments or feedback you have on this data set.	Please choose the theme of the data set you would like to comment on:	Please choose the dataset you would like to comment on:	Please provide any comments or feedback you have on this data set.	Please rate your understanding of the SoCalGreenprint:	Do you have any questions or concerns about the goal of the SoCal Greenprint?	The SoCal Greenprint will include:
2	Melanie Schlotterbeck	Connectivity; Resilient Connected Network (All); Important Bird Areas; Land Owned by Recreation/Conservation Organization; Conservation Easements; California Natural Diversity Database (CNDDB); Conservation Assessment of Orange County	Another cutting edge layer that emphasizes a scientific approach to understanding the landscape and its connectivity/chokepoints. The Nature Conservancy's creation and use of this layer adds credibility to the mapping effort for wildlife connectivity.; This comprehensive data set against assimilates information on a scientific basis that furthers the understanding of climate resiliency, climate mitigations, and the future adaptations. The Nature Conservancy is a widely trusted, scientifically motivated organization with subject matter expertise.; Audubon is the trusted source for all	Water Resources	Municipal Drinking Water Supply Watersheds; Pollutant Loading (Greater LA County)	This is a data set created using publicly available data. It is a no-brainer to include this as a regional asset to help manage our water resources across Southern California--especially as we continue to face drought conditions. ; The Nature Conservancy has provided a useful and substantive layer that will help stormwater and water managers, as well as transportation planners and developers because water pollution issues must be addressed as projects are constructed. This information provides important detail that can improve understanding of water quality for the region.	High	This goal meets the needs of many stakeholders.; This is a needed tool to help regional planning.; This goal covers important topics and is inclusive.; This is an excellent goal.; This tool will be widely used and we are grateful SCAG has undertaken this effort.; Ensuring transparency in outcomes and improved assurances to builders is a thoughtful approach.; This goal seems fair, transparency, accessible and inclusive to all stakeholders about to use the tool.; This goal is appropriate.; These goals are in line with what we would expect of a Greenprint. Good job.; No concerns. This seems appropriate and overlaps the different urban and natural environments well.; No, these goals have been well thought out.; This tool will be a useful and modern way to evaluate proposals and identify ways to meet the RHNA goals and conservation goals regionally.; The goal is completely appropriate and this data layer, plus the others, are helpful to understanding the intersectionality of the natural and	The SoCal Greenprint would be useful in my workflow

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	A	AA	AB	AC	AD	AE	AF	AG	AH
1	Name	If you think the SoCal Greenprint will be useful to you or your colleagues, please elaborate on potential use-cases or planning processes that you think the SoCal Greenprint could support?	If you have any concerns about the SoCal Greenprint, please share those concerns.	How would you like to further engage with the development of the SoCal Greenprint? (Select all that apply)					Any additional comments or questions?
2	Melanie Schlotterbeck	Yes. We already collaborate on mapping projects and this will help advance mutually agreeable goals across partnerships.; We've already researched water quality impacts, but this layer specifically will help us target where we can support water clean up efforts.; We plan to use information from this Greenprint to update the OC Green Vision Map as it relates to species and movement corridor specifics.; We plan to use the Greenprint in developing mitigation opportunities for land use and transportation projects in conjunction with our agency partners.; Yes, we already have a Greenprint we use and this will allow better use of our time with data sources in one location.; Yes, as organizations evolve with the times and become more technologically savvy--this tool will provide a framework that allows collaboration and learning across the spectrum and the region.; Yes, we are constantly trying to use the most recently tools provided to us. This is a great collaboration opportunity and allows the building community a chance to think about building healthier, more	My concern is this process has been underway for 18 months and on the docket for five years... SCAG should meet its commitment to finishing this task.; No concerns.; --; No concerns.; The only concern is ensuring SCAG meets its mitigation requirements under CEQA and NEPA.; The Greenprint should be completed by the end of the year. It has had 18 months of input and is required by the environmental documents.; None.; I have no concerns about the Greenprint, but wish to see it launched in the Fall as planned.; No, this project should	I would like to attend a webinar to get a deeper look at what the Greenprint is planned to be and what it will look like	I would like to dive in with a deeper engagement and help with the development and planning of the Greenprint	I would like to be a Beta Tester before the Greenprint is launched	I would like to stay informed about progress and release dates		This project is months from completion and The Nature Conservancy should be allowed to finish the work it is contracted to do. Democracy is built on public engagement and this tool allows for engagement.

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3	Anonymous		Habitat and Biodiversity	Connectivity	Consider including Level IV ecoregions layer so that connectivity opportunities within ecoregions/ecosystems can be considered. Also important for planning things like regional native plant lists. https://www.epa.gov/eco-research/level-iii-and-iv-ecoregions-continental-united-states - Also consider adding watershed and subwatershed information based on USGS Hydrological Unit Codes (HUC 8 and HUC 12). Finally, consider adding historic and current indigenous community affiliation for each region (even rough or general, if available)				

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3	Anonymous									

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3	Anonymous						4		The SoCal Greenprint would be useful in my workflow

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	A	AA	AB	AC	AD	AE	AF	AG	AH
1	Name	If you think the SoCal Greenprint will be useful to you or your colleagues, please elaborate on potential use-cases or planning processes that you think the SoCal Greenprint could support?	If you have any concerns about the SoCal Greenprint, please share those concerns.	How would you like to further engage with the development of the SoCal Greenprint? (Select all that apply)					Any additional comments or questions?
2	Anonymous			I would like to attend a webinar to get a deeper look at what the Greenprint is planned to be and what it will look like	I would like to attend office hours to ask questions and make recommendations				
3									

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4	Arthur Levine	Pitzer College Redford Conservancy	Agriculture and Working Lands	Community Gardens	The SoCal Greenprint would make accessing the wonderful community garden resources in and around communities easier by showing where gardens already are. We will also be able to identify where gardens are more successful and where we can prioritize placing more gardens as the local food movement grows.				
5	Carmen Ramirez	County Supervisor	Environmental Justice, Equity and Inclusion	CalEnviroScreen Pollution Burden	This is a very important tool to assess where the sacrifice zones are and where people, especially vulnerable, including children have already been exposed to pollution. Life long health consequences that we will all pay for.				

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4	Arthur Levine									
5	Carmen Ramirez									

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4	Arthur Levine						3	Why hasn't this already been implemented? Seems like an ideal resource for any member of the public to get a better sense of their surroundings.	The SoCal Greenprint would be useful in my workflow
5	Carmen Ramirez						4	no	The SoCal Greenprint would be useful in my workflow

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4	Arthur Levine	We can use it to prioritize lands for conservation and development and lands that will optimize our ability to sequester carbon and grow food locally.	I would like it to do more to show the ecosystem values that come from the land.	I would like to attend a webinar to get a deeper look at what the Greenprint is planned to be and what it will look like	I would like to attend office hours to ask questions and make recommendations	I would like to dive in with a deeper engagement and help with the development and planning of the Greenprint	I would like to be a Beta Tester before the Greenprint is launched	I would like to stay informed about progress and release dates	Thank you for your work.
5	Carmen Ramirez	Give information about potential obstacles, current and future in building in particular areas. Helps to avoid destruction of natural habitats which are shrinking and in danger which are required to be preserved for everyone's quality of life.	It is a tool with information, no one should be afraid of it if it is based on information available and comports with science.	I would like to dive in with a deeper engagement and help with the development and planning of the Greenprint	I would like to stay informed about progress and release dates				

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6	Christy Weir	Ventura Tree Alliance	Built Environment	City Urban Restriction Boundary (CURB) - Ventura County	Ventura County would benefit by tightening the urban boundaries. Too much sprawl.				
7	Claire Schlotterbeck	Hills For Everyone	Vulnerabilities and Resilience; Habitat and Biodiversity	Landscape Resilience - refugia; Historic Wildfire Perimeters; Fire Hazard Severity Zone	This is an important data set because it helps conservation practitioners plan for landscape level changes to habitat lands and where buffers may need to be installed to reduce climate impacts.; Any and all materials related to wildfire perimeters give planners a better understanding of the risks involved in placing housing in those locations. Keeley et al have already demonstrated that where land has burned before it will burn again--regardless of what is on the land (vegetation or houses).; Southern California is in a tricky position planning for housing in places known to burn frequently--and at an unnatural pace.	Habitat and Biodiversity	Conservation Assessment of Orange County; USFWS Threatened & Endangered Species Active Critical Habitat; Los Angeles County Significant Ecological Areas; Connectivity	The creation of this assessment tool was foundational to the success of the Regional Advanced Mitigation Program established by the Orange County Transportation Authority. Its use provides a more accurate picture of Orange County.; California is home to more than 2,100 endemic species and many of those are threatened and endangered. Understanding where those species survive and thrive is important to landowners and conservation practitioners alike.; This layer was recently updated by the County of Los Angeles and provides a very real view of the important lands within the County. It gives an understanding to the public of what the County thinks is important.; Ensuring there is accurate representation on the ground of connectivity issues, chokepoints, and priorities is critical to strategic decisions of those doing the land conservation work. Without connected landscapes our habitats and the species within them will die off due to trophic cascade and inbreeding	

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6	Christy Weir									
7	Claire Schlotterbeck									

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1	Name	Please choose the dataset you would like to comment on:	Please provide any comments or feedback you have on this data set.	Please choose the theme of the data set you would like to comment on:	Please choose the dataset you would like to comment on:	Please provide any comments or feedback you have on this data set.	Please rate your understanding of the SoCalGreenprint:	Do you have any questions or concerns about the goal of the SoCal Greenprint?	The SoCal Greenprint will include:
6	Christy Weir						Low		I would not use the SoCal Greenprint, but have no concerns
7	Claire Schlotterbeck						High	I look forward to this tool being available to the public.; This tool is essential to the intersection of conservation, land use and transportation.; This goal is admirable and is well thought out.; SCAG has been an advocate for Regional Advanced Mitigation Programs and this tool, this data set too, will aid in that goal.; This work should be allowed to continue as promised in the Program EIR/EIS.; I'm concerned this mitigation measure will be ignored due to the BIA's efforts to dismantle the work in final months of the project.; I support the completion of the SoCal Greenprint.	The SoCal Greenprint would be useful in my workflow

Attachment: ATTACHMENT D - Proposed Data Layers Survey Results (SoCal Greenprint Update)

	A	AA	AB	AC	AD	AE	AF	AG	AH
1	Name	If you think the SoCal Greenprint will be useful to you or your colleagues, please elaborate on potential use-cases or planning processes that you think the SoCal Greenprint could support?	If you have any concerns about the SoCal Greenprint, please share those concerns.	How would you like to further engage with the development of the SoCal Greenprint? (Select all that apply)					Any additional comments or questions?
6	Christy Weir	Ventura County SOAR (preserving agricultural land) has been beneficial and perhaps the Greenprint could encourage other counties to enact similar measures.		I would like to stay informed about progress and release dates					
7	Claire Schlotterbeck	This mapping tool will help us prioritize areas that may be more vulnerable to climate impacts and allow us to focus on those geographies first.; Yes, it will continue to benefit our work on wildfire analysis in the Puente-Chino Hills Wildlife Corridor.; Yes, it will continue to benefit our work on wildfire analysis in the Puente-Chino Hills Wildlife Corridor.; This information builds on our existing wildfire studies completed for Chino Hills State Park, but now can help us identify risky lands in the Puente Hills.; Yes, we have already used this data set to help with prioritizing conservation lands with positional attributes.; Our work spans 12 cities in Southern California... for that reason having ONE tool we can rely on for baseline information is helpful to our success regionally.; Our work spans four counties and this tool spans six. There is considerable overlap--especially as it relates to conservation planning. Understanding a broader picture will help us achieve our mission.; We've already identified critical choke points in our 31-mile long wildlife corridor. This Greenprint will aid in our effort to	This was a promised task in the SCAG RTP/SCS and PEIR. The work should be allowed to continue and be completed.	I would like to attend a webinar to get a deeper look at what the Greenprint is planned to be and what it will look like	I would like to be a Beta Tester before the Greenprint is launched				

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8	Eduardo Mendoza	Population Dynamics Research Group	Environmental Justice, Equity and Inclusion	CalEnviroScreen Pollution Burden	Is there going to be a layer on Superfundsites, urban oil well sites, Oil designated landuse in zoning codes, and general places needed for soil remediation such as gasstations, autobody shops, etc?				
9	Eric Johnson	Puente-Chino Hills Task Force of the Sierra Club	Habitat and Biodiversity	Wildlife Movement Barrier Priorities	This data is crucial to our understanding to the movement of animals within corridors to understand what lands are important to protect.				
10	Francesca Duff	InterCanyon League	Vulnerabilities and Resilience	Wildfire Risk to Communities	Within five weeks we have had two mandatory evacuations with substantial property damage to our residents' homes. This area is of vital interest.				

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8	Eduardo Mendoza									
9	Eric Johnson									
10	Francesca Duff									

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8	Eduardo Mendoza						2		I need to learn more to decide
9	Eric Johnson						3	No.	The SoCal Greenprint would not be useful to me, but could be useful to colleagues and partners
10	Francesca Duff						3	SoCal Greenprint meets the requirements of the environmental documents adopted in 2020 and should be completed as promised.	The SoCal Greenprint would be useful in my workflow

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8	Eduardo Mendoza								
9	Eric Johnson	This data is crucial to our understanding to the movement of animals within corridors to understand what lands are important to protect and on which to avoid development.	I am concerned that the public has had ample opportunities to engage on this Greenprint and last-minute attempts by the Building Industry Association to end it flies in the face of the public process in creating/adopting the regional transportation plans and sustainable communities strategies.	I would like to stay informed about progress and release dates					
10	Francesca Duff	I don’t currently have access to this information and it provides a way for me to view it without purchasing the needed software and training.	I am worried that SCAG’s reputation for a fair, transparent and inclusive process will be lost if it decides to end the Greenprint.	I would like to attend a webinar to get a deeper look at what the Greenprint is planned to be and what it will look like	I would like to stay informed about progress and release dates				

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11	Francis Appiah	Caltrans	Habitat and Biodiversity	Wildlife Movement Barrier Priorities					
12	Helen Higgins	FHBP; Friends of Harbors, Beaches & Parks	Agriculture and Working Lands; Built Environment	Agritourism Locations; Projected Change in Climate Water Deficit; 2018 Noise Data	A robust economic is the backbone of any well functioning society. California is especially blessed in resources to offer so many opportunities for agritourism. We need tools like Greenprint to identify, monitor & protect resources that enhance agritourism.; Water is the #1 resource in California. We are in a catch-22 as continued drought and increase in number & scope of wildfires result in expansion of both conditions. It's crucial to have as many tools as possible, like the Greenprint, to determine all factors that contribute to climatic water deficit. An all encompassing tool like Greenprint shortens	Built Environment	2018 Noise Data	As density increases in SoCal, noise level sharply rises. Greenprint can help decision makers to balance all elements of a community.	

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11	Francis Appiah									
12	Helen Higgins									

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11	Francis Appiah						High	When will the Socal Greenprint officially available to the public?	The SoCal Greenprint would be useful in my workflow
12	Helen Higgins						4	No.; No. I understand and support 100% the goal summarized above.	The SoCal Greenprint would not be useful to me, but could be useful to colleagues and partners;The SoCal Greenprint would be useful in my workflow

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11	Francis Appiah	Transportation will know what is out there during the project scope and develop various alternatives and mitigation of various resources that may be impacted.		I would like to attend a webinar to get a deeper look at what the Greenprint is planned to be and what it will look like	I would like to be a Beta Tester before the Greenprint is launched				
12	Helen Higgins	Greenprint can provide decision makers, builders and park/open space advocates with multiple data points for making the best decisions for community growth WITHOUT negatively subjecting residents to excessive noise.; The Greenprint will be a vital reference source in the appropriate planning of housing, infrastructure and park/open space. Many environmental organizations are not opposed to development but want to strive for the PROPER balance of building and open space.	None.	I would like to attend a webinar to get a deeper look at what the Greenprint is planned to be and what it will look like					

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	Jan Dietrick	Rincon-Vitova Insectaries	Agriculture and Working Lands	Farmland Mapping and Monitoring Program	A highly significant dataset is the use of pesticides that 1) decrease soil ecology and carbon sequestration, 2) affect farmworkers, 3) accumulate in the food supply				
13									

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13	Jan Dietrick									

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	Jan Dietrick						3	I can't believe that pesticide use is only presented as a component of CalEnviroScreen. It is the top concern expressed by two members of the Environmental Justice Advisory Committee Catherine Garoupa White and Martha Agudelo of PSR-LA in the firs CARB workshop on NWL.. The CARB staff response was pathetic, only acknowledging two fumigants as potential aerosols and failing to connect the dots between GHG emissions and pesticide use.	I have concerns about the SoCal Greenprint
13									

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	Jan Dietrick	My company provides biological alternatives to toxic pesticides; I also advocate to stop the unnecessary use of toxic pesticides. It is hard when the data about use is two years old before available and impacts on climate as well as farmworker and public health are ignored by state agencies in the climate and environmental justice assumptions, plans and policies. An incredible blind spot.	The lack of attention to toxic pesticide use.	I would like to attend a webinar to get a deeper look at what the Greenprint is planned to be and what it will look like	I would like to stay informed about progress and release dates				
13									

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14	Jennifer Savage	San Clemente	Built Environment; Context	City Urban Restriction Boundary (CURB) - Ventura County	You should include the City's open space areas, where which a zone change to non-open space requires approval of the voters of San Clemente.	Context	Open Space	The source for this layer does not include all open space, specifically lands that are locally protected for open space. Does local protection not deserve the same protection that state protected lands deserve?	
15	Jim Hines	Sierra Club	Habitat and Biodiversity	Wildlife Movement Barrier Priorities	A plan needs to be developed to guide land developments away from natural wildlife corridors				
16	Joan Taylor		Habitat and Biodiversity	Resilient Connected Network (All)	It is very important. It should include areas designated for wildlife connectivity in the desert.				

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14	Jennifer Savage									
15	Jim Hines									
16	Joan Taylor									

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14	Jennifer Savage						High	Context should include all open space data of protected lands, not just CPAD lands. ; Concern: the data does not contain city level data.	The SoCal Greenprint would be useful in my workflow
15	Jim Hines						4		The SoCal Greenprint would be useful in my workflow
16	Joan Taylor						4	USA	The SoCal Greenprint would be useful in my workflow

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14	Jennifer Savage	Enable planners and/or developers to see where development would have the least impact on the natural environment.	SCAG is missing the opportunity to protect biological resources because the context layer does not include all open space data. ; Concern: the data does not contain city level data. Concern: how will the data be updated to include the latest biological data?	I would like to attend office hours to ask questions and make recommendations					
15	Jim Hines	decisions by decision makers		I would like to stay informed about progress and release dates					
16	Joan Taylor	Planning for development in the desert		I would like to stay informed about progress and release dates					

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	Julie Coffey	UCI Nature	Habitat and Biodiversity	South Coast Missing Linkages; Important Bird Areas; Wildlife Movement Barrier Priorities	This would be an invaluable tool for us to have access to as we think about improving linkages to our own reserves to bolster isolated animal populations.; I would use this dataset to inform land use and management decisions.; Repairing habitat connectivity is an essential piece of retaining ecosystem integrity, resilience, and biodiversity in Orange County as we face unprecedented challenges. I would use this layer to help inform land and habitat management decisions and priorities.				
17									

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2	Julie Coffey									
17										

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	Julie Coffey						3; 4	I think this is an excellent and exciting tool and an invaluable step in the right direction. For too long we have let development steer regional planning processes, with little regard for livability for all people and minimal thought of the impact on wild neighbors. Envisioning a greener future feels very needed right now, when what many see in the future is increasing fires, droughts, and heat waves.	The SoCal Greenprint would be useful in my workflow
17									

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	Julie Coffey	Improving regional coordination and project planning for biodiversity protection, especially in coastal Orange county.; Biodiversity layers such as this one would be highly useful in determining priority areas for restoration or mitigation, and conservation around campus lands and reserves.; Land management/land use decisions, protection of sensitive habitat and species	I am concerned it faces challenges from interests that prefer the status quo & are dragging their feet and slowing us all down from envisioning a better future.	I would like to attend a webinar to get a deeper look at what the Greenprint is planned to be and what it will look like	I would like to attend office hours to ask questions and make recommendations	I would like to dive in with a deeper engagement and help with the development and planning of the Greenprint	I would like to be a Beta Tester before the Greenprint is launched	I would like to stay informed about progress and release dates	
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	Lena Yee Hayashi	Sea and Sage Audubon	Environmental Justice, Equity and Inclusion; Habitat and Biodiversity	Park Access - Park Acres per Thousand		Habitat and Biodiversity	Important Bird Areas	I have been a birder and volunteer surveyor of areas in OC since 1995 and submit all my data to eBird to aid in their conservation efforts and understanding of bird distribution and status	
18									
	María Elena Ramirez		Built Environment; Context	City Urban Restriction Boundary (CURB) - Ventura County		Context	Zoning - Ventura County		
19									
20									

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	Lena Yee Hayashi									
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	Lena Yee Hayashi						4		The SoCal Greenprint would be useful in my workflow
18									
	María Elena Ramirez						2		I need to learn more to decide
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18	Lena Yee Hayashi	It will help to know what areas we need to put time into to protect from destruction.; Too often open space and degraded habitats are developed in heavily urban areas because low income housing is the critical issue. However, quality of life in those urban areas should be the priority, More housing makes for denser populated communities. Natural, passive parks in areas of open space provide the opportunity to enjoy fresh air and good health by getting out to explore within walking distance of their homes. Specifically the area at the mouth of the Santa Ana River which is the only open space left in the adjacent cities of Costa Mesa, Huntington Beach and Newport Beach.; Purchase, restore and maintain coastal wetlands, riparian and upland habitats especially where there are endangered and species of concern, both flora and fauna.	There are many areas in Orange County that are important for birds as described in Important Bird Areas of California by Dan Cooper. I would hope SoCal Greenprint will make sure such areas are protected, restored and maintained, as birds indicate how healthy the habitats are,; Concern that the mouth of the Santa Ana River will be further developed and destroy the environmentally and ecologically valuable 1,000 acres at the mouth of the SAR.; There is always the concern that the little open space and degraded habitats would be designated	I would like to attend a webinar to get a deeper look at what the Greenprint is planned to be and what it will look like					
19	María Elena Ramirez			I would like to attend a webinar to get a deeper look at what the Greenprint is planned to be and what it will look like				I would like to stay informed about progress and release	
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21	Moises Cisneros	Sierra Club	Habitat and Biodiversity	Wildland Carbon	A complicating factor in desert carbon modeling is an assumption that inorganic carbon cannot be included in carbon modeling because we are unable to increase inorganic carbon, and therefore we cannot plan to manage it. While it is true that we cannot increase inorganic carbon stores, we certainly can degrade the capacity for carbon sequestration and storage in desert soils by land management practices that allow for vegetation removal and soil disturbance. Another complicating factor is that the desert ecosystem is not homogeneous, but instead is a mix of varied topographic and geologic features, habitats,				

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2	Moises Cisneros									
21										

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	Moises Cisneros						3	This can be a great tool! Thank you for your hard work and efforts. We encourage you to include input from scientists who have a niche understanding of below-ground carbon sequestration such as Dr. Michael Allen, and Robin Kobaly.	The SoCal Greenprint would be useful in my workflow
21									

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	Moises Cisneros	Environmental groups want to work with solar energy developers to ensure a win win for the desert eco-system and our renewable energy needs.	Existing datasets do not convey the complexity of the carbon sequestration happening below ground.	I would like to attend a webinar to get a deeper look at what the Greenprint is planned to be and what it will look like	I would like to attend office hours to ask questions and make recommendations	I would like to dive in with a deeper engagement and help with the development and planning of the Greenprint	I would like to be a Beta Tester before the Greenprint is launched	I would like to stay informed about progress and release dates	
21									

Attachment: ATTACHMENT D - Proposed Data Layers Survey Results (SoCal Greenprint Update)

	A	B	C	D	E	F	G	H	I
1	Name	Agency	Please choose the theme of the data set you would like to comment on:	Please choose the dataset you would like to comment on:	Please provide any comments or feedback you have on this data set.	Please choose the theme of the data set you would like to comment on:	Please choose the dataset you would like to comment on:	Please provide any comments or feedback you have on this data set.	Please choose the theme of the data set you would like to comment on:
22	Nina Danza	- None -	Vulnerabilities and Resilience	100-Year Floodplain	100 and 500 year FEMA Flood Insurance Rate Maps have failed to provide flood protection for the last 25 years and damages are increasing dramatically with larger more frequent storm events due to climate change. DO NOT USE FIRM MAPS for determining flood protection. DELINEATE historic and accurate floodplain and STOP BUILDING IN IT. RECONNECT floodplain to their river/stream. RESTORE built floodplain to unbuilt conditions.				
23	Norman Powell	Laguna Canyon Conservancy	Habitat and Biodiversity	Land Owned by Recreation/Conservation Organization					
24	Robert O'Riley	County of Ventura	Agriculture and Working Lands	Ventura County SOAR	I believe that SOAR is what sets Ventura County apart from its sister counties. Protecting farmland and securing green space allows our County to remain a leader in agriculture and farming.				

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	Nina Danza									
22	Norman Powell									
23	Robert O'Riley									
24										

Attachment: ATTACHMENT D - Proposed Data Layers Survey Results (SoCal Greenprint Update)

	A	S	T	U	V	W	X	Y	Z
1	Name	Please choose the dataset you would like to comment on:	Please provide any comments or feedback you have on this data set.	Please choose the theme of the data set you would like to comment on:	Please choose the dataset you would like to comment on:	Please provide any comments or feedback you have on this data set.	Please rate your understanding of the SoCalGreenprint:	Do you have any questions or concerns about the goal of the SoCal Greenprint?	The SoCal Greenprint will include:
22	Nina Danza						2		I need to learn more to decide
23	Norman Powell						3		The SoCal Greenprint would not be useful to me, but could be useful to colleagues and partners
24	Robert O'Riley						4	I am concerned that all of environmental protections, which I am in favor of, will impede our ability to tackle the homeless crisis in a timely manner. I am referring mostly to encampments in our river bottom and the ecosystem it effects.	The SoCal Greenprint would be useful in my workflow

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22	Nina Danza		Too much planning, not enough action to reduce CO2 emissions NOW. There is enough known to make measurable steps NOW. MORE zero emissions transportation, more protected bike infrastructure. MORE nature based flood protection. NOT MORE PLANS.	I don't want to be further engaged					
23	Norman Powell			I would like to attend a webinar to get a deeper look at what the Greenprint is planned to be and what it will look like					
24	Robert O'Riley	In order to protect, restore or enhance any area, I think it would be good to know not only where it is but also it is important to know the makeup of the area.		I would like to attend a webinar to get a deeper look at what the Greenprint is planned to be and what it will look like					

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25	Ruth Lorentz	City of Big Bear Lake	Habitat and Biodiversity	Land Owned by Recreation/Conservation Organization	Please include Big Bear area land owned by conservation trusts				
26	Scott Breeden	Inter-Canyon League	Context	Open Space	Open space data would be very useful as part of understanding land use issues and responding appropriately to proposed changes.				

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25	Ruth Lorentz									
26	Scott Breeden									

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25	Ruth Lorentz						4		The SoCal Greenprint would be useful in my workflow
26	Scott Breeden						3		The SoCal Greenprint would be useful in my workflow

Attachment: ATTACHMENT D - Proposed Data Layers Survey Results (SoCal Greenprint Update)

	A	AA	AB	AC	AD	AE	AF	AG	AH
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25	Ruth Lorentz			I would like to stay informed about progress and release dates					
26	Scott Breeden	The SoCal Greenprint would be useful to the Inter-Canyon League in evaluating the impact of existing or proposed land use regulations on our community's rural environment.	I would be concerned by any efforts to throw away or otherwise suppress existing data out of fear that it might impact somebody's short-term financial interests.	I would like to stay informed about progress and release dates					

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27	Steven W Nash	Retired	Water Resources	Overdrafted Groundwater Basins	As a layperson I am extremely concerned about the groundwater basins overseen by the Fox Canyon Groundwater Management Agency. As the SGMA grinds its way forward I still foresee continued depletion of the pertinent aquifers with associated ground subsidence, seawater intrusion and degradation of the existing groundwater in terms of TDS and other contamination from surface sources, particularly those generated by agricultural and hydrocarbon extraction processes.				
28	Susan Skinner	SCPMG	Agriculture and Working Lands; Built Environment; Vulnerabilities and Resilience	Projected Change in Climate Water Deficit	Please include this.	Built Environment	Desert Renewable Energy Conservation Plan (DRECP) Development Focus Areas & Variance Lands		Vulnerabilities and Resilience

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	Steven W Nash									
27	Susan Skinner	Projected High Heat Days (100 degrees, mid century, slow action); Sea Level Rise								
28										

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	Steven W Nash								I need to learn more to decide
27									
	Susan Skinner						3	United States	The SoCal Greenprint would not be useful to me, but could be useful to colleagues and partners; The SoCal Greenprint would be useful in my workflow
28									

Attachment: ATTACHMENT D - Proposed Data Layers Survey Results (SoCal Greenprint Update)

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	Steven W Nash			I would like to stay informed about progress and release dates					
27	Susan Skinner			I don’t want to be further engaged					
28									

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	Terry Welsh, MD	Banning Ranch Conservancy	Context; Environmental Justice, Equity and Inclusion; Habitat and Biodiversity; Vulnerabilities and Resilience; Water Resources	Coastal Habitat Vulnerability; Sea Level Rise	It is important to understand where the vulnerable locations are along the coast. Millions of dollars have been invested in conservation projects there and knowing what needs to be done to offset those vulnerabilities is critical. We are pleased to see that The Nature Conservancy has offered this layer for this tool.; This is an important data layer as those organizations, like ours, are working to create climate resilient projects along the coast that provide for mitigation as the sea levels rise.	Context	Zoning - Orange County; Land Use - Orange County; California Coastal Zone	Similar to our comments on Land Use - Orange County, this layer sets expectations and provides a fact-based view of what may be possible on a property. It is important to have this information easily available.; Understanding land uses as it relates to property is critical to setting expectations and helps project applicants know what is and isn't feasible. This layer is important to include.; The property our organization works to protect sits within the CA Coastal Zone. Having this information early in the planning process will aid decision makers, planners, and developers understand where potential constraints may exist. We support its inclusion.	Environmental Justice, Equity and Inclusion
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29	Terry Welsh, MD	Disadvantaged Communities	Understanding where disadvantaged communities exist and how we can apply that knowledge through planning to reduce inequities is of vital important to our work.	Habitat & Biodiversity	USFWS Threatened & Endangered Species Active Critical Habitat; Conservation Assessment of Orange County; National Wetlands Inventory; Vernal Pools; Important Bird Areas	The property we are working to conserve includes critical habitat for state and federally endangered species. This layer is helpful--especially to developers--to understand what agency expectations may be as it relates to on or off site mitigation for the impacts of proposed development.; This overall assessment of conservation opportunities has been a helpful tool related to mitigation completed by the Orange County Transportation Authority. We believe it adds a significant benefit to this project.; All along the Orange County Coast are protected wetlands--thanks to state agencies and non-profits. This inventory will help plan	Water Resources	Mapped Stream Course	The property we aim to conserve sits at the mouth of the Santa Ana River. There is also a Santa Ana River Conservancy that will be funding acquisition and restoration projects. This layer will aid in both efforts.	

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	Terry Welsh, MD						3	This goal spans the spectrum of topics and is inclusive of diverse interests.; This Greenprint is a great collaborative effort!; Great goal.; The fact that is has such a wide target audience speaks to the comprehensive nature of the effort. We are glad to see it so thoughtfully approached.; The importance of this tool is that it integrates information in a way that makes it relatable, reliable, and ready for use.; This Greenprint is a great collaborative effort!; This tool links together common topics into one resources-- we like it!; This tool appears to provide certainty for projects as they are assessed through the environmental and planning review processes.; This goal meets what was described in the RTP/SCS EIR/EIS.; This goal aligns with what was written in the Natural and Farmlands Appendix.; Having a one-stop shop of information will serve the greater community. Thank you for taking this on.; The goals recognize the intersection of land use,	The SoCal Greenprint would be useful in my workflow
29									

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29	Terry Welsh, MD	Yes -- we may create maps or download data related to our conservation work.; Yes, we plan to use the Greenprint to aid in meeting our mission.; We are already working with groups that have Greenprints, but don't have the software/expertise ourselves. We plan to use this tool frequently.; We believe the understanding of regional context for our conservation work will aid the entire effort and bring forward possible conservation opportunities that may not otherwise be aligned right now.; We don't currently have a GIS program, so this tool will make creating maps and understanding layers very beneficial to our work.; This tool will provide us an opportunity comprehensively look at how our area compares to other coastal properties that are already conserved.; We have already used existing tools like Cal EnviroScreen, but having one location to go for all that information will make our work more streamlined.; Yes, this Greenprint will allow us to analyze information related to the property we are working (with willing sellers) to conserve.; Because the property we are	No concerns, we'd just like to see the promise made of getting this done, actually occur.; This tool should be completed this Fall as promised in the 18 month schedule released to the public nearly two years ago.; We are excited to use this tool.; We hope SCAG holds true to its commitment for completing this project.; We'd like to see SCAG honor is commitment to this Greenprint--as promised in the environmental documents and RTP/SCS.	I would like to stay informed about progress and release dates					

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	Tina San	Associate Transportation Planner, Caltrans District 7	Environmental Justice, Equity and Inclusion	Environmental Justice, Equity and Inclusion	CalEnviroScreen Percentile	Although still in draft form, would the data be more accurate referencing the draft CalEnviroScreen 4.0?			
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2	Tina San									
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	Tina San						4		The SoCal Greenprint would be useful in my workflow
30									

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	Tina San	In my work preparing transportation planning scoping information documents for projects, it will be useful to have this data to gain more insight into the context of the area in terms of land use, proximity to disadvantaged communities, and surrounding areas of interest or concern. E.g. being able to quickly see if there are any local county trails or parks that could be linked to a new proposed bikeway would support increased connectivity and accessibility.		I would like to attend a webinar to get a deeper look at what the Greenprint is planned to be and what it will look like	I would like to stay informed about progress and release dates				
30									

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31	Walter Lamb	Ballona Wetlands Land Ttust	Vulnerabilities and Resilience	Sea Level Rise	Sea level rise mapping tools are incredibly important not only for environmental sustainability, but for community planning. This data layer subset will be extremely valuable.				

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31	Walter Lamb									

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31	Walter Lamb						4		The SoCal Greenprint would be useful in my workflow

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31	Walter Lamb	As an environmental conservation organization, mapping tools that provide regional context for such issues as sea level rise, future habitats, and water resources will be essential.		I would like to stay informed about progress and release dates					

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32	Yvette Lopez-Ledesma	The Wilderness Society	Environmental Justice, Equity and Inclusion	Park Access - No Park Within Half-mile	My comment is not in relation to the data later itself, it's more to the point that I'd like to commend the SoCal Greenprint team for taking an inclusive approach to addressing the variety of issues illustrated by all of the data. There can not be a planning effort related to the future of this region without centering Environmental Justice, Equity and Inclusion. The issue of park access intersects with all of these issues and the data that was produced by L.A. County Dept. of Parks and Recreation clearly illustrates this. I fully support the Greenprint and hope to see it come to fruition as the helpful tool/resource it is intended to be.				
33			Agriculture and Working Lands	Farmland Mapping and Monitoring Program	Both URL are incorrect				
34			Environmental Justice, Equity and Inclusion	CalEnviroScreen Percentile	The description states CalEnviroScreen 3.0. Will it be appropriate to use CalEnviroScreen 4.0, although it is still in a draft version?				
35			Agriculture and Working Lands	Farmland Mapping and Monitoring Program	Thank you for including this layer.				

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2	Yvette Lopez-Ledesma									
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	Yvette Lopez-Ledesma						High	I fully support the So Cal Greenprint.	The SoCal Greenprint would be useful in my workflow
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2	Yvette Lopez-Ledesma	We work on a lot of policy and planning as it relates to access to parks and open space in So. Cal and the data in this report is very helpful.		I would like to stay informed about progress and release dates					
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Attachment: ATTACHMENT D - Proposed Data Layers Survey Results (SoCal Greenprint Update)

Attachment E - Datasets removed prior to posting of Proposed Data Layer List

Dataset	Source Organization	Description	Link	Theme	Reason removed
Multispecies map of probable suitable habitat for rare plants in the California desert (Mojave Desert)	USGS	The multispecies map of probable suitable habitat combines data from all 26 species for which probable suitable habitat was mapped and indicates the number of species for which probable suitable habitat is predicted at each location. Data are presented at a spatial resolution of 10 m pixels, which was required to harmonize the original model inputs. However, maps of suitable habitat should be used at a resolution no smaller than 360 m (i.e., 36 pixels x 36 pixels), which corresponds with the resolution of the coarsest model input. This product can be used to inform future conservation, planning, and management actions in the California desert. Complete methods and other additional information are provided in the journal article associated with this data release (Reese and others, 2019).	https://www.sciencebase.gov/catalog/item/5c994bace4b0b8a7f6289055	Habitat and Biodiversity	In the rapid assessment process we heard that modelled data are confusing and difficult to understand. Replaced with ACE III data from CDFW.
Species Distribution Model - amphibians	CDFW	Dataset of current distribution of suitable habitat for amphibian species in California based on species modeling for 153 reptile and amphibian species. This data was created using Maxent (Phillips et al. 2006) to model distribution for each individual species, using information on species occurrences and recent climatic conditions. The modeled habitat was then summed to calculate the number of species with suitable habitat in each 1x1 km cell across the state.	https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83972	Habitat and Biodiversity	In the rapid assessment process we heard that species distribution models are confusing and difficult to understand. Replaced with ACE III data from CDFW.
Species Distribution Model - Birds	Point Blue Conservation Science	Dataset of the current distribution of summed suitable habitat for birds in California, based on the suitability index from species distribution modeling for 199 species of birds. This data was created using Maxent modeling (Phillips et al. 2006) to model habitat suitability, relating bird data to vegetation and other environmental layers under recent climate conditions (1971-2000).	http://climate.calcommons.org/dataset/14	Habitat and Biodiversity	In the rapid assessment process we heard that species distribution models are confusing and difficult to understand. Replaced with ACE III data from CDFW.
Species Distribution Model - Mammals	CDFW	Dataset of the current distribution of summed suitable habitat for mammals in California, based on the suitability index from species distribution modeling for 181 species of mammals. This data was created using Maxent (Phillips et al. 2006) to model suitable habitat for each individual species, combining information on species occurrences, and climate variables with 100km of occurrences. The suitability indices were then summed across species.	https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=135825&inline	Habitat and Biodiversity	In the rapid assessment process we heard that species distribution models are confusing and difficult to understand. Replaced with ACE III data from CDFW.
Species Distribution Model - plant richness	Kling et al. 2018	Dataset of the current distribution of summed suitable habitat for plants in California, based on the suitability index from species distribution modeling for 5,221 species of plants. This data was created using Maxent modeling (Phillips et al. 2006) to model habitat suitability based on climate variables, but also incorporates distances to species occurrences (which reflects processes like dispersal limitation, edaphic specialization and source-sink dynamics) as well as landscape intactness (Degagne et al. 2016).	https://royalsocietypublishing.org/doi/full/10.1098/rstb.2017.0397	Habitat and Biodiversity	In the rapid assessment process we heard that species distribution models are confusing and difficult to understand. Replaced with ACE III data from CDFW.
Species Distribution Model - reptiles	CDFW	Dataset of current distribution of suitable habitat for reptile species in California based on species modeling for 153 reptile and amphibian species. This data was created using Maxent (Phillips et al. 2006) to model distribution for each individual species, using information on species occurrences and recent climatic conditions. The modeled habitat was then summed to calculate the number of species with suitable habitat in each 1x1 km cell across the state.	https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83972	Habitat and Biodiversity	In the rapid assessment process we heard that species distribution models are confusing and difficult to understand. Replaced with ACE III data from CDFW.
USFS Tree mortality (aerial surveys)	USFS	Insects and diseases are integral components of forest ecosystems. They play a critica role in shaping forest lands, nutrient recycling, and small-scale disturbance. Disturbances result in changes in the ecosystem function which often means mortality of trees. Tree mortality and other forest damage is detected by annual aerial surveys over forested lands.The primary purpose of the aerial survey is to create sketch maps of areas containing current year conifer and hardwood mortality, defoliation, and other damage. Number of trees and acres with damage are calculated for areas surveyed and reported annually using the methodology described here.	https://www.fs.usda.gov/detail/r5/forest-grasslandhealth/?cid=fseprd658624 https://www.fs.usda.gov/detail/r5/forest-grasslandhealth/?cid=fsbdev3_046696	Habitat and Biodiversity	Tree mortality data is only for national forest lands so may be potentially confusing to include and this information is not likely to be of primary importance Greenprint users.
Airport Boundaries	Caltrans, DRISI, Department of Aeronatics	"Airport Boundaries" GIS dataset was created to display California public use airport boundaries that can be viewed by the public.	https://gisdata-caltrans.opendata.arcgis.com/datasets/a65054bafb5345fb9884cce83c0dfe88_0/explore?location=37.231250%2C-119.324150%2C6.81	Built Environment	Buffered airport point locations are included instead of airport boundaries
Precipitation	Northwest Alliance for Computational Science and Engineering - USDA	water that falls into an area + water that flows into an area, relevant for on-site water capture for human or plant use.	https://prism.oregonstate.edu/recent/	Water Resources	Science advisors who specialize in water resources emphasized that precipitation data is difficult to understand runoff and recharge are more meaningful measures
Important habitat for Threatened & Endangered Vertebrates	Urban Footprint	Data underlying the conservation module of Urban Footprint. This data is compiled from data that support reproduction, cover, and feeding of thretened and endagered vertebrates.	https://urbanfootprint.com/wp-content/uploads/2019/05/Conservation-Module-Methodology.pdf	Habitat and Biodiversity	We decided to exclude this dataset because of confusion surrounding communicating these results and it is not publicly available.
Growth Projections	Connect SoCal	Connect SoCal will be adopted at the jurisdictional-level, and directly reflects the population, household and employment growth projections that have been reviewed and refined with feedback from local jurisdictions through SCAG's Bottom-Up Local Input and Envisioning Process. The growth forecast maintains these locally informed projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another.	https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf	Built Environment	Removed per conversations with the BIA with concerns about local growth.
Faults active in the quaternary	CA Dept of Conservation	The map shows locations of known faults that can be portrayed at 1:750,000 scale and indicates the latest age when displacements took place, according to available data. The displacements may have been associated with earthquakes or may have been the result of gradual creep along the fault surface. The faults are separated into five categories: historic, Holocene, late Quaternary, Quaternary, and pre-Quaternary.	https://databasin.org/datasets/de61016e429d41099a4bda10cbae86b4/	Climate Vulnerabilities and Resilience	Alquist-Priolo fault zones and liquefaction zones are included in the greenprint instead of this fault map, because of their ties to regulatory procedures
Land Use - Specific Plan	SCAG Open Data Portal	To aid in forecasting land supply and demand for the SCAG region and to be used as a planning tool. To provide GIS users with regional specific plan boundary coverage (November 2018 version).	https://gisdata-scag.opendata.arcgis.com/datasets/specific-plan-boundary-scag	Context	During the rapid assessments users said they did not use this data
RETI 2.0 Proposed Transmission Assessment Focus Areas	CA Energy Commission	Operational, Proposed, and Proxy Renewable Energy Projects location points were clustered at Five, Seven and Ten mile distances. A one mile buffer was applied to the resulting point clusters, to identify project clusters. This data set is intended to identify potential areas of commercial interest.	https://reti.databasin.org/maps/e3616f36144849a9bdc724dc655bc0f9/active/	Built Environment	Superceded by more recent local planning processes

Attachment: ATTACHMENT E - Datasets removed prior to posting of Proposed Data Layer List (SoCal

Attachment E - Datasets removed prior to posting of Proposed Data Layer List

Geothermal Resource Areas	Bureau of Land Management	Operational, Proposed, and Proxy Renewable Energy Projects location points were clustered at Five, Seven and Ten mile distances. A one mile buffer was applied to the resulting point clusters, to identify project clusters. This data set is intended to identify potential areas of commercial interest.	https://reti.databasin.org/maps/e3616f36144849a9bdc724dc655bc0f9/active/	Built Environment	Superceded by more recent local planning processes
Transmission Assessment Focus Areas (TAFA) Refinement - Project Clusters	CEC, CPUC, CAISO	Operational, Proposed, and Proxy Renewable Energy Projects location points were clustered at Five, Seven and Ten mile distances. A one mile buffer was applied to the resulting point clusters, to identify project clusters. This data set is intended to identify potential areas of commercial interest.	https://reti.databasin.org/maps/e3616f36144849a9bdc724dc655bc0f9/active/	Built Environment	Superceded by more recent local planning processes
Inyo SEDA	CA Energy Commission	Zoning data produced by the Planning Dept. This is the 2014 version.	https://reti.databasin.org/maps/e3616f36144849a9bdc724dc655bc0f9/active/	Built Environment	Removed because it is not part of the SCAG region
Building footprints (LA County)	LA County Planning	LA County Building Footprints	https://egis-lacounty.hub.arcgis.com/datasets/lariac4-buildings-2014	Built Environment	Replaced with statewide building footprint dataset
Coastal Resilience Hubs	NFWF	The primary final product of this Assessment is the Resilience Hubs analysis, which is the result of a landscape suitability assessment guided by the Community Exposure Index and the Fish and Wildlife Index. Resilience Hubs are intended to identify optimal sites for restoration or conservation actions. These include open areas where natural landscapes can be restored or conserved to potentially increase nearby community resilience to flood threats, provide benefit to fish and wildlife, and ensure habitat quality is improved or maintained.	https://www.nfwf.org/sites/default/files/coastalresilience/Documents/regional-coastal-resilience-assessment.pdf	Vulnerabilities and Resilience	Does not cover the entire SCAG region
Important Plant Areas	CNPS	Important Plant Areas (IPAs) are the places in California which are crucial to the conservation of the State's botanical heritage.	https://www.cnps.org/conservation/important-plant-areas	Habitat and Biodiversity	Data will not be available at time of build for the tool
ParkScore	Trust for Public Land	The Trust for Public Land's ParkScore index is the national gold-standard comparison of park systems across the 100 most populated cities in the United States. Published annually, the index measures park systems according to five categories: access, investment, amenities, acreage, and—new for 2021, equity	https://www.tpl.org/parkscore	Environmental Justice, Equity, and Inclusion	The index only covers some cities in the SCAG region. We've replaced this with data from the Parks for all Californians tool from CA State Parks
FVEG	CALFIRE-FRAP	An accurate depiction of the spatial distribution of habitat types within California is required for a variety of legislatively-mandated government functions. The California Department of Forestry and Fire Protections CALFIRE Fire and Resource Assessment Program (FRAP), in cooperation with California Department of Fish and Wildlife VegCamp program and extensive use of USDA Forest Service Region 5 Remote Sensing Laboratory (RSL) data, has compiled the "best available" land cover data available for California into a single comprehensive statewide data set. The data span a period from approximately 1990 to 2014. Typically the most current, detailed and consistent data were collected for various regions of the state. Decision rules were developed that controlled which layers were given priority in areas of overlap. Cross-walks were used to compile the various sources into the common classification scheme, the California Wildlife Habitat Relationships (CWHR) system.	https://map.dfg.ca.gov/metadata/ds1327.html	Habitat and Biodiversity	Removed as duplicative of NLCD
Orange County community gardens	UC ANR	Orange County community gardens	http://mgorange.ucanr.edu/General-Gardening/Community_Gardens/Orange_County_Community_Gardens/	Agriculture and Working Lands	Removed as SCAG Civic SPARK Fellows created a comprehensive list of community gardens in the SCAG Region
Urban Agriculture - Los Angeles	Cultivate Los Angeles	Urban agricultural sites in LA County	https://cultivatelosangeles.org/2013/07/16/mapping-3/	Agriculture and Working Lands	Removed as SCAG Civic SPARK Fellows created a comprehensive list of community gardens in the SCAG Region
Air Pollution	EPA	Annual concentration at each air quality monitor, metro area, and county (1980-2020) (ozone, pm2.5, pm10, SO2, etc.)	https://aqs.epa.gov/aqsweb/airdata/download_files.html https://www.epa.gov/outdoor-air-quality-data/air-data-daily-air-quality-tracker-pdf-report	Environmental Justice, Equity, and Inclusion	SCAG recommended to not include and we instead include CalEnviroScreen Pollution burden as a measure of multiple types of pollution across the SCAG region
PM2.5 aggregate 1998-2016	NASA Socioeconomic Data and Applications Center (SEDAC), Kevin Butler (Esri)	This layer shows particulate matter in the air sized 2.5 micrometers of smaller (PM 2.5). The data is aggregated from NASA Socioeconomic Data and Applications Center (SEDAC) gridded data into state, county, congressional district (116th) and 50 km hex bins. The unit of measurement is micrograms per cubic meter. The data is averaged for each year and over the the 19 years to provide an overall picture of air quality in the United States.	https://www.arcgis.com/home/item.html?id=6f250198d8e4461db70a1b5f055172fb	Environmental Justice, Equity, and Inclusion	Aggregated data was harder to understand. We heard in the rapid assessment that many users are already using the CalEnviroScreen tool and the pollution burden layer captures a more comprehensive understanding of pollution.
South Coast Air Quality data tables (2000-2019)	South Coast AQMD	Historical records of air quality measures for a variety of pollutants in the SCAQMD management area.	http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year	Environmental Justice, Equity, and Inclusion	SCAQMD doesn't cover the entire SCAG region (missing Imperial and Ventura County). Used CalEnviroScreen Pollution burden score instead
Libraries	LA County	Locations of libraries in LA County	https://public.gis.lacounty.gov/public/rest/services/LACounty_Dynamic/LMS_Data_Public/MapServer/90	Environmental Justice, Equity, and Inclusion	Only covers LA county and this data is not strongly linked to the goal of the SoCal Greenprint
Native California - museums and cultural centers	Native California	California Indian tribal, health, legal, artistic, cultural, linguistic and media resources	https://newsfromnativecalifornia.com/resources/	Environmental Justice, Equity, and Inclusion	Data is not strongly linked to the goal of the SoCal Greenprint. Team recommends including this in a "resource" section highlighting information unique to the region.
Proximity to grocery stores	SCAG HELPR	By using region-wide data and measuring distances on a street network, SCAG has developed a rudimentary location score for each parcel in the SCAG region. InfoUSA business establishment data (2016) provide the locations of business coded as grocery stores and healthcare provider offices, while the California Protected Areas Database (2017) was used to find open spaces such as parks and beaches. Since open space varies in size, street network data was used to convert this into a rough approximation of "units" of open space, which are equivalent to a city block's worth of open space. This unit is not consistent across the region. This dataset includes the number of grocery stores, healthcare provider offices, and units of open space which can be reached in one mile on the street network from each parcel in the region. Since accessibility to groceries, healthcare offices, and open space varies greatly across the region, HELPR's documentation indicates the minimum, median, mean, and maximum number of these destinations which can be reached from parcels in each local jurisdiction. For example, demonstrating that a potential site has better than a jurisdiction's average accessibility to groceries may be helpful in demonstrating its suitability. Please note that this analysis has many limitations including the veracity and age of the data and the methodology used and is intended to provide only an illustration of how one might demonstrate accessibility.	https://maps.scag.ca.gov/helpr/	Environmental Justice, Equity, and Inclusion	Data is not strongly linked to the goal of the SoCal Greenprint and already present in other SCAG tools more focused on development

Attachment: ATTACHMENT E - Datasets removed prior to posting of Proposed Data Layer List (SoCal

Proximity to healthcare facilities	SCAG HELPR	By using region-wide data and measuring distances on a street network, SCAG has developed a rudimentary location score for each parcel in the SCAG region. InfoUSA business establishment data (2016) provide the locations of business coded as grocery stores and healthcare provider offices, while the California Protected Areas Database (2017) was used to find open spaces such as parks and beaches. Since open space varies in size, street network data was used to convert this into a rough approximation of "units" of open space, which are equivalent to a city block's worth of open space. This unit is not consistent across the region. This dataset includes the number of grocery stores, healthcare provider offices, and units of open space which can be reached in one mile on the street network from each parcel in the region. Since accessibility to groceries, healthcare offices, and open space varies greatly across the region, HELPR's documentation indicates the minimum, median, mean, and maximum number of these destinations which can be reached from parcels in each local jurisdiction. For example, demonstrating that a potential site has better than a jurisdiction's average accessibility to groceries may be helpful in demonstrating its suitability. Please note that this analysis has many limitations including the veracity and age of the data and the methodology used and is intended to provide only an illustration of how one might demonstrate accessibility.	https://maps.scag.ca.gov/helpr/	Environmental Justice, Equity, and Inclusion	Data is not strongly linked to the goal of the SoCal Greenprint and already present in other SCAG tools more focused on development
Connect SoCal Constrained Areas	SCAG	There are inherent constraints to expansive regional growth and Connect SoCal recognizes locations that are susceptible to natural hazards and a changing climate. Options have been emphasized that conserve important farmland, resource areas and habitat corridors, while envisioned growth on lands that are vulnerable to wildfire, flooding, and near-term sea-level rise will be decreased. The growth constraints outlined below are used to articulate where future growth is not encouraged. Although these constraints were used for modeling purposes, for implementation the decision of where to permit growth is determined by each local land use authority.	https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_sustainable-communities-strategy.pdf?1606002097		
Outdoor lighting systems (LA city)	City of Los Angeles	This geographic layer shows the location and characteristics of the City of Los Angeles Street Lights. This data is maintained by the Bureau of Street Lighting.	https://www.arcgis.com/home/item.html?id=cd87e5a63d1745f481f8eafc3d89731d	Built Environment	Only covers the city of LA, switched to global light pollution map
Airport noise contours	LA County	Airport Noise Contours - for airports in Los Angeles County.	https://egis-lacounty.hub.arcgis.com/datasets/airport-noise-contours-1	Built Environment	Switched to Bureau of Transportation Statistics Noise map which includes passenger rail, aviation, and road noise
Higher opportunity area	SCAG HELPR	Filters based on 2020 Opportunity Scoring from the 2020 HCD/TCAC opportunity indicators. In order to further objectives related to Affirmatively Furthering Fair Housing (AFFH), HCD has emphasized access to opportunity as a criteria for siting lower-income housing. A simple yet straightforward analytical approach is to use the HCD/TCAC opportunity scoring measures, which identify census tracts based on a variety of indicators. HELPR has joined these data to individual parcels; this filter identifies parcels based on whether they are in a highest, high, moderate/changing, moderate, low resource, or high segregation/poverty tract.	https://maps.scag.ca.gov/helpr/	Built Environment	We included the HCD/TCAC opportunity map instead
Broadband access	CA Public Utilities Commission	The CPUC collects data once a year to provide California residents a means to look up information about the broadband services available to them via the California Interactive Broadband Map. The data also provides a first look at area eligibility for California Advanced Services Fund (CASF) applicants. Equally important, the data inform public policies intended to make sure broadband is available throughout California, and to promote digital literacy and broadband usage.	https://www.broadbandmap.ca.gov/	Built Environment	We heard that this information was not particularly useful to users during the rapid assessment process and it was unclear how they could use this information
Popuation density by Census Tract	Census/ACS by Tract	Population density	https://data.census.gov/cedsci/	Environmental Justice, Equity, and Inclusion	It was challenging which demographic information would be useful in a tool like the Greenprint. We instead plan to link out to the Census website and will have reporting by census block so users can look at the full suite of demographic data from the census website.
Highway Climate Vulnerability Assessment	CalTrans	The Caltrans Vulnerability Assessment Statewide Summary Report provides an overview and synthesis of the results of the 12 District Vulnerability Assessment Summary Reports and highlights Caltrans' planned next steps. Advancing these next steps will enable Caltrans to incorporate climate change assessments into project development and integrate such considerations into multiple aspects of agency decisions. These efforts will culminate in a resilient highway network for the State of California.	https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/office-of-smart-mobility-and-climate-change/caltrans-climate-change-vulnerability-assessment-statewide-summary-feb2021-a11y.pdf	Built Environment	Removed because we have risks/resilience for climate driven disasters and we have miles of road so you can get a rough estimate of impact
Regional transit projects 2040 line	Connect SoCal	Expected regional transit projects for 2040.	https://scag.ca.gov/connect-socal	Built Environment	Removed and instead include transit priority areas and high quality transit areas.
Probabilistic Seismic Hazard Assessment	USGS	The 2018 Update of the U.S. National Seismic Hazard Model defines the potential for earthquake ground shaking for various probability levels across the conterminous United States and is applied in seismic provisions of building codes, insurance rate structures, risk assessments, and other public policy. The updated model represents an assessment of the best available science in earthquake hazards and incorporates new findings on earthquake ground shaking, seismicity, and long-period amplification over deep sedimentary basins. The new model represents an update of the seismic hazard model; previous versions were developed in 1996, 2002, 2008, and 2014.	https://www.usgs.gov/natural-hazards/earthquake-hazards/seismic-hazard-maps-and-site-specific-data	Vulnerabilities and Resilience	Replaced with earthquake shaking potential from the CA Geological Survey
Forest structure and fuels (Surface Fuels and Ladder Fuels)	Forest Observatory	Describes forest canopy characteristics and landscape level fuel characteristics to understand their potential contributions to fire.	https://forestobservatory.com/	Vulnerabilities and Resilience	Removed because we have fire severity maps from CalFire and it require some interpretation to create a fire risk severity index.
Drinking Water System Area Boundaries	CA Water Board	Intended to assist the public with identifying a public water system (PWS) serving a specified area, a government agency who regulates the water system and other important information related to a PWS.	https://gispublic.waterboards.ca.gov/portal/apps/webappviewer/index.html?id=272351aa7db14435989647a86e6d3ad8	Water Resources	We instead included water districts and drinking water supply watersheds.

Attachment: ATTACHMENT E - Datasets removed prior to posting of Proposed Data Layer List (SoCal

Forest Carbon	Wilson, Barry Tyler; Woodall, Christopher W.; Griffith, Douglas M. 2013. Forest carbon stocks of the contiguous United States (2000-2009). Newtown Square, PA: U.S. Department of Agriculture, Forest Service, Northern Research Station. https://doi.org/10.2737/RDS-2013-0004	Through application of a nearest-neighbor imputation approach, mapped estimates of forest carbon density were developed for the contiguous United States using the annual forest inventory conducted by the USDA Forest Service Forest Inventory and Analysis (FIA) program, MODIS satellite imagery, and ancillary geospatial datasets. This data was processed to include live tree aboveground forest carbon, live tree belowground forest carbon, forest down dead carbon, forest litter carbon, forest standing dead carbon, and forest understory carbon. (Per hectare estimate of total forest carbon for a pixel, units Megagrams)	https://apps.fs.usda.gov/fsgisx01/rest/services/RDW_ForestEcology/FIA_AboveGroundForestCarbon/ImageServer	Habitat and Biodiversity	We already include a carbon layer from the California Air Resources Board
100-year floodplain	Fathom	The 500 year flood zone is a designated area with a 1 in 100, or 1-percent, chance of a flood at that level occurring in any given year	https://www.fathom.global/fathom-us	Vulnerabilities and Resilience	Replaced with FEMA flood maps because we heard in the rapid assessment process that the FEMA maps are the preferred maps for CEQA evaluation
500-year floodplain	Fathom	The 500 year flood zone is a designated area that has a 1 in 500 (0.2%) chance of being met or exceeded in any given year	https://www.fathom.global/fathom-us	Vulnerabilities and Resilience	Replaced with FEMA flood maps because we heard in the rapid assessment process that the FEMA maps are the preferred maps for CEQA evaluation
Job centers	SCAG HELPR	Connect SoCal, SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), prioritizes growth in areas including job centers, neighborhood mobility areas, and high-quality transit areas (2045) based on their ability to support sustainable transportation. Connect SoCal also de-emphasizes growth constraint areas based on environmental factors—these were broken into absolute constraints and variable constraints based on severity. See the Connect SoCal Sustainable Communities Strategy Technical Report for details; also note that the decision of where to permit growth is determined by local land use authorities and not SCAG.	https://maps.scag.ca.gov/helpr/	Environmental Justice, Equity, and Inclusion	Included in priority growth areas
Neighborhood mobility areas	SCAG HELPR	Connect SoCal, SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), prioritizes growth in areas including job centers, neighborhood mobility areas, and high-quality transit areas (2045) based on their ability to support sustainable transportation. Connect SoCal also de-emphasizes growth constraint areas based on environmental factors—these were broken into absolute constraints and variable constraints based on severity. See the Connect SoCal Sustainable Communities Strategy Technical Report for details; also note that the decision of where to permit growth is determined by local land use authorities and not SCAG.	https://maps.scag.ca.gov/helpr/	Environmental Justice, Equity, and Inclusion	Included in priority growth areas
Farmland Under Threat	American Farmland Trust	Farms Under Threat is American Farmland Trust's multi-year effort to document the extent, diversity, location, and quality of agricultural land in the continental U.S.—as well as the threats to this land from expanding commercial, industrial, and residential development.	https://csp-fut.appspot.com/	Agriculture and Working Lands	Only shows areas that have been converted, the CA FMMP data captures the agricultural data in the state better.
Native Lands	Native Land Digital	A global map of native and indigenous territories	https://native-land.ca/	Environmental Justice, Equity, and Inclusion	Stakeholders we talked to recommended using the CA Native American Heritage Commission's Digital Atlas instead.
Tribal Land	US Census 2019	Tribal Land Boundaries	https://www2.census.gov/geo/tiger/TIGER2019/AIANNH/	Environmental Justice, Equity, and Inclusion	Stakeholders we talked to recommended using the CA Native American Heritage Commission's Digital Atlas instead.
Tribal Land	PAD-US 2020	Tribal Land Boundaries	https://www.sciencebase.gov/catalog/item/5f186a2082cef313ed843257	Environmental Justice, Equity, and Inclusion	Stakeholders we talked to recommended using the CA Native American Heritage Commission's Digital Atlas instead.
Wildlife Road Kills - hotspots	data source (Waetjen and Shilling, 2017) and hotspot analysis (Shilling and Waetjen, 2015).	These data include large mammal WVC for 2009 to 2018, but do not include all WVC, just those reported to CHP or by the "public", which for us is mostly agency biologists.	https://roadecology.ucdavis.edu/hotspots/map	Habitat and Biodiversity	Not directly tied to the goals of the Greenprint

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MEMORANDUM

TO:	Jason Greenspan, Manager, Sustainable and Resilient Development *Southern California Association of Governments ("SCAG")*
FROM:	Margaret M. Sohagi, Esq.
SUBJECT:	SoCal Greenprint
DATE:	September 30, 2021

I. PURPOSE OF MEMORANDUM

Certain stakeholders assert the SoCal Greenprint ("Greenprint") tool could be used to challenge a project's compliance with the California Environmental Quality Act (Pub. Resources Code, § 21000 et seq., hereafter, "CEQA"; Title 14 Cal. Code Regs., § 15000 et seq., hereafter "CEQA Guidelines"). SCAG has asked if the Greenprint *by itself* is evidence of "significant" or "substantial" new information triggering recirculation or subsequent environmental review under CEQA.

II. CONCLUSION

The Greenprint tool, once fully developed, will allow users to create maps and reports using existing data and information. As such, the Greenprint does not disrupt the traditional CEQA process in any way, nor does it interfere with a public agency's exercise of discretion when evaluating projects under CEQA. Specifically, the Greenprint is not, by itself, evidence of new information that would trigger additional CEQA review. And while nothing can prevent project opponents from filing a CEQA lawsuit, the Greenprint by itself does not increase their chances of succeeding in court.

III. PROJECT BACKGROUND

The Greenprint is a part of SCAG's larger Geographic Information Services ("GIS") program, which was initiated in the 1980's to provide information to all

Attachment: ATTACHMENT F - Correspondence from Margaret Sohagi, Esq regarding CEQA (SoCal Greenprint Update)

stakeholders in the Southern California region[1]. The Greenprint is an online regional mapping tool that, when fully developed and operational, will provide public access to multiple data layers that already exist and are available to the public[2]. Specifically, "The SoCal Greenprint will compile more than one hundred existing data sources into interactive maps that help stakeholders visualize how to better integrate nature into future growth and development. The Greenprint is not a 'plan,' nor is it intended to produce any new data; rather it will aggregate data from existing public sources to support local jurisdictions, transportation agencies, developers, non-profits and other stakeholders…" (https://scag.ca.gov/pod/socal-greenprint-proposed-data-layer-list). For example, the Greenprint includes frequently used databases such as the California Natural Diversity Database ("CNDDB") published by California Fish and Wildlife Service, the Fire Hazard Severity Zones Maps published by Cal Fire, coastal zone boundaries mapped by the California Coastal Commission and data already published via SCAG's open portal. The Greenprint does not modify the data that is available as part of the tool.

IV. THE GREENPRINT DOES NOT CONSTRAIN PUBLIC AGENCY DISCRETION UNDER CEQA

A key step in the CEQA process is to identify whether a proposed project has a significant effect on the environment, meaning a substantial, or potentially substantial, adverse change in the environment. (Pub. Resources Code, §§ 21002.1(a) and 21068; CEQA Guidelines, §§ 15002, and 15382(b).) Determining whether an impact is significant requires more than the mere presentment of data. Rather, it requires discretion on the part of the public agency that reviews the project. "The determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data. An ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting. For example, an activity which may not be significant in an urban area may be may significant in a rural area." (CEQA Guidelines, § 15064(b)(1); *Jensen v. City of Santa Rosa* (2018) 23 Cal.App.5th 877, 887.) A critical step for this analysis involves applying "thresholds of significance" to determine significant environmental effects. (CEQA Guidelines, § 15064.7(b)(2);

[1] The Greenprint also implements Connect SoCal, its certified Program Environmental Impact Report and Addendum, including mitigation measures SMM AG-2 and SMM Bio-2.

[2] This memorandum's conclusions are premised on the understanding, as represented in the staff report, that all data sets in the Greenprint tool are existing and publicly available. Public availability is not precluded merely because a data source may require a user to acknowledge license restrictions, or may require certain software to retrieve data.

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Mission Bay Alliance v. Office of Community Investment & Infrastructure (2016) 6 Cal.App.5th 160, 192 ["The lead agency has substantial discretion in determining the appropriate threshold of significance to evaluate the severity of a particular impact."].)

Therefore, as an initial matter, while data is needed for CEQA analysis, it is important to note that data, by itself, is not an "analysis." And the Greenprint, a stand-alone tool that provides users the ability to map data layers from sources that are available to the public, does not impinge on a jurisdiction's discretion to analyze projects under CEQA, nor does the Greenprint modify a jurisdiction's CEQA review process. (See CEQA Guidelines, § 15121(b) [stating that "information in the EIR does not control the agency's ultimate discretion on the project" and noting that the lead agency has discretion to "decide whether or how to approve or carry out the project."].)

V. THE GREENPRINT IS NOT EVIDENCE OF "SIGNIFICANT NEW INFORMATION" TRIGGERING RECIRCULATION OF A CEQA DOCUMENT

Some stakeholders suggest project opponents may inundate a project record with information containing multiple data layers from the Greenprint prior to project approval, resulting in an agency's need to counter such information with substantial evidence. They further suggest that, in turn, this will lead to recirculation of the CEQA document, project delays and greater litigation exposure. Stakeholders asserting this position point to an urgent need for local jurisdictions to approve housing elements and housing projects as prime examples of projects that could be constrained.

Concerns about delays and an enhanced risk of litigation are unfounded. Any data proffered by project opponents already exists outside of the Greenprint and can readily be submitted into the project record prior to project approval – regardless of whether the Greenprint is developed. Nothing about the Greenprint modifies CEQA protocols; agencies will proceed with their standard practice of reviewing the evidence submitted within the agency's established timeframes and respond as appropriate. Similarly, the longstanding test triggering recirculation of a CEQA document has not changed. The California Supreme Court has made clear that recirculation is intended to be the *exception*, not the rule. (*Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th 1112, 1130; see also *Environmental Council of Sacramento v. City of Sacramento* (2020) 45 Cal.App.5th 1020, 1034 [recirculation was not required when the EIR adequately discussed greenhouse gas impacts and petitioners did not meet their burden of showing that the EIR underestimated traffic impact.].) CEQA only requires recirculation in specific situations such as when, for example:

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> 1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
>
> 2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
>
> 3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it;
>
> 4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043) …
>
> (b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.
>
> (Pub. Resources Code, § 21092.1; CEQA Guidelines, §§ 15088.5(a), (b).)

Nothing about the Greenprint, or the data layers that will be available to users as part of the Greenprint, increases the legal necessity to recirculate CEQA documents under this test because the data already exists and is available.

Contrary to the assertions from some stakeholders, an articulated purpose of the Greenprint is to assist in *expediting* the CEQA compliance process by providing a tool that is readily available at the outset of the CEQA process. All stakeholders, including environmental consultants tasked with document preparation for public agencies and project applicants, can avail themselves of the data early-on. "Late hit" comments and "data drops" become even more inexcusable. (See *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515, 530 [finding that petitioner failed to "fairly present information" to City council when petitioner submitted a DVD containing thousands of pages of documents and data to City clerk on the day of the noticed public hearing, and thus failed to satisfy the exhaustion doctrine.].) And while nothing prevents project opponents from filing a CEQA lawsuit, nothing about the Greenprint tool itself creates or unleashes viable, new claims.

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VI. THE GREENPRINT IS NOT EVIDENCE OF "SUBSTANTIAL NEW INFORMATION" TRIGGERING SUPPLEMENTAL REVIEW

Some stakeholders also express concern that once a project, such as a specific plan, is approved in compliance with CEQA, parties may use the Greenprint tool to trigger additional environmental review for later implementing actions, such as tentative maps or use permits. Not so. CEQA includes a strong presumption against requiring additional environmental review after a CEQA document has been approved. This presumption was adopted to implement the legislative policy favoring prompt resolution of challenges to the decisions of public agencies regarding land use. (*Citizens for a Megaplex-Free Alameda v. City of Alameda* (2007) 149 Cal.App.4th 91, 111.) In fact, public agencies are *prohibited* from conducting supplemental review unless one of these narrow exceptions apply:

> 1. Substantial changes in the project are proposed;
>
> 2. Substantial changes occur in circumstances with respect to the circumstances under which the project is undertaken that will require major revisions in the EIR or Negative Declaration;
>
> 3. New information of substantial importance to the project that was not known and could not have been know when the EIR or Negative Declaration is adopted becomes available and shows any of the following:
>
> (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
>
> (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
>
> (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative;
>
> (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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(Pub. Resources Code, § 21166; CEQA Guidelines, § 15162(a).)

Most relevant here is whether the Greenprint qualifies as "significant new information" under number 3 above. The answer is "No." The "new information" trigger requires, among other things, that the information "could not have been known." The Greenprint simply permits existing data to be viewed on maps or in reports, and the existing data is already available to the public. Thus, the data is already known. Most relevant is *Citizens for a Responsible Equitable Environmental Development v. City of San Diego*, *supra*, 196 Cal.App.4th at 531, in which the court held an agency's determination that impacts relating to global warming caused by greenhouse gas emissions were not "new information" because that information had been available at the time the EIR was certified. (See also *A Local & Reg'l Monitor (ALARM) v. City of Los Angeles* (1993) 12 Cal.App.4th 1773, 1802 [letter in question merely quantified a conclusion implicit in the original traffic study.].)

Furthermore, even without the benefit of the statutory presumption against supplemental environmental review, courts regularly conclude that new technical information is not grounds for recirculation or additional analysis. For example, in *Planning and Conservation League v. Castaic Lake Water Agency* (2009) 180 Cal.App.4th 210, appellants contended the EIR improperly relied upon an outmoded hydrological model. The court concluded that the updated model did not need to be utilized in the EIR. Similarly, in *Bay Area Citizens v. Association of Bay Area Governments* (2016) 248 Cal.App.4th 966, 1017, the court concluded that new regulatory requirements under the Pavley II standards did not need to be utilized in the Draft EIR, as it would not have been feasible because they were released four months prior to the EIR's release. (See also *Santa Clarita Organization for Planning the Environment v. County of Los Angeles* (2007) 157 Cal.App.4th 149, 161.) Significantly, unlike the cited cases, the proposed Greenprint is not a new model or new data, it simply allows users to create maps and reports with existing information.

At bottom, well-established CEQA law disfavors additional environmental review after a project has been approved. The Greenprint by itself does not trigger the narrow exceptions to this rule.

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Attachment: ATTACHMENT F - Correspondence from Margaret Sohagi, Esq regarding CEQA (SoCal Greenprint Update)

Attachment G

SoCal Greenprint Outreach, Data Vetting Process, Use, and Documentation

This document describes (1) stakeholders involved that informed the initial selection of data layers for the SoCal Greenprint; (2) how proposed data layers in the SoCal Greenprint were selected; (3) how the data elements would be utilized in the tool and displayed; and (4) how data elements will be documented within the SoCal Greenprint website.

1) SoCal Greenprint Outreach

The planning process for the SoCal Greenprint was launched in 2019 and has included input from a diverse group of stakeholders in the fields of planning, land development, transportation, infrastructure, conservation, and community organization. The project's first year entailed extensive, targeted outreach to stakeholders to gain insight on the tool's potential key users, uses, main themes, and the most useful datasets to include. More than 60 organizations, representing every county in the SCAG region, have participated in the development process.

SCAG and The Nature Conservancy (TNC) have also assembled an advisory Steering Committee to provide SCAG staff with ongoing guidance on the development of the tool. Steering Committee members attend monthly meetings with SCAG, TNC, and GreenInfo Network (GIN) to provide feedback and assist with outreach and identifying key contacts. Steering Committee participants have included representatives from Audubon California, East Yard Communities for Environmental Justice, Friends of Harbors Beaches and Parks, Nature for All, Tataviam Land Conservancy, and UCLA Institute of the Environment and Sustainability, among others.

TNC and SCAG also assembled a Strategic Advisory Committee and a Science and Methods Advisory Committee that include experts and external stakeholders from the building industry, local governments, infrastructure and natural resource agencies, conservation organizations, community organizations, landowners, parks and open space districts, scientists, and academia. Committees were assembled to reflect the diversity of people, landscapes, and experiences within the SCAG region to help the tool be meaningful for key users. Committee participants are asked to contribute actively in meetings and provide feedback to SCAG and the TNC team at key inflection points throughout the data gathering, development, and refinement process.

Strategic Advisory Committee Membership:

First Name	Last Name	Organization
Francis	Appiah	Caltrans
Merrill	Berge	Climate First: Replacing Oil and Gas
Jessica	Cervantes	From Lot to Spot
Danielle	Dolan	Local Government Commission
Amanda	Fagan	Ventura County Transportation Commission
Jennifer	Ganata	Communities for a Better Environment
Kara	Heckert	American Farmland Trust
Andrew	Henderson	The Henderson Law Firm
Lesley	Hill	Orange County Transportation Authority

Attachment: ATTACHMENT G - SoCal Greenprint Data Vetting Process [Revision 1] (SoCal Greenprint Update)

Thuy	Hua	Los Angeles County Department of Regional Planning
Natasha	Keefer	Clean Power Alliance of Southern California
Tanvi	Lal	ICF
Josh	Lee	San Bernardino County Transportation Authority
Yvette	Lopez-Ledesma	The Wilderness Society
Luis	Olmedo	Comite Civico Del Valle, Inc.
Monica	Palmeira	California Public Utilities Commission
Silvia	Paz	Alianza
Daniel	Peeden	Assemblymember Gomez Reyes
Paolo	Perrone	Trust for Public Land
Tracy	Quinn	Metropolitan Water District & Natural Resources Defense Council
Brittany	Rivas	LAANE
Carlos	Rodriguez	BIA Baldy View Chapter
Ali	Sahabi	Optimum Group LLC
Karen	Schmidt	Ventura County Resident
Emily	Tibbott	Strategic Growth Council
Marybeth	Vergara-Garcia	Rivers and Mountains Conservancy
Adam	Wood	Building Industry Association of Southern California - Orange County Chapter
Cameron	Yee	CAUSE
Lucas	Zucker	CAUSE

Science and Methods Advisory Committee Membership:

First Name	Last Name	Organization
Katie	Barrows	Coachella Valley Association of Governments
Derek	Booth	University of California, Santa Barbara
Jon	Christensen	University of California, Los Angeles
Frank	Davis	University of California, Santa Barbara
Sabrina L.	Drill	University of California, Cooperative Extension, Los Angeles
Melodie	Grubbs	University of Southern California, Sea Grant Program
Rick	Halsey	Chaparral Institute
Megan	Jennings	San Diego State University
Travis	Longcore	UCLA/LandIQ
Chris	McDonald	UC Cooperative Extension, San Bernardino County
Beatriz	Nobua-Behrmann	UC Cooperative Extension, Los Angeles & Orange County
Miguel	Ordenana	Los Angeles County Natural History Museum
Diana	Ruiz	Riverside-Corona Resource Conservation District
Matt	Shapero	UC Cooperative Extension, Ventura County/Santa Barbara County
Eric	Stein	Southern California Coastal Water Resource Project
Eric	Wood	California State University, Los Angeles
Tiffany	Yap	Center for Biological Diversity
Sam	Young	California Native Plant Society

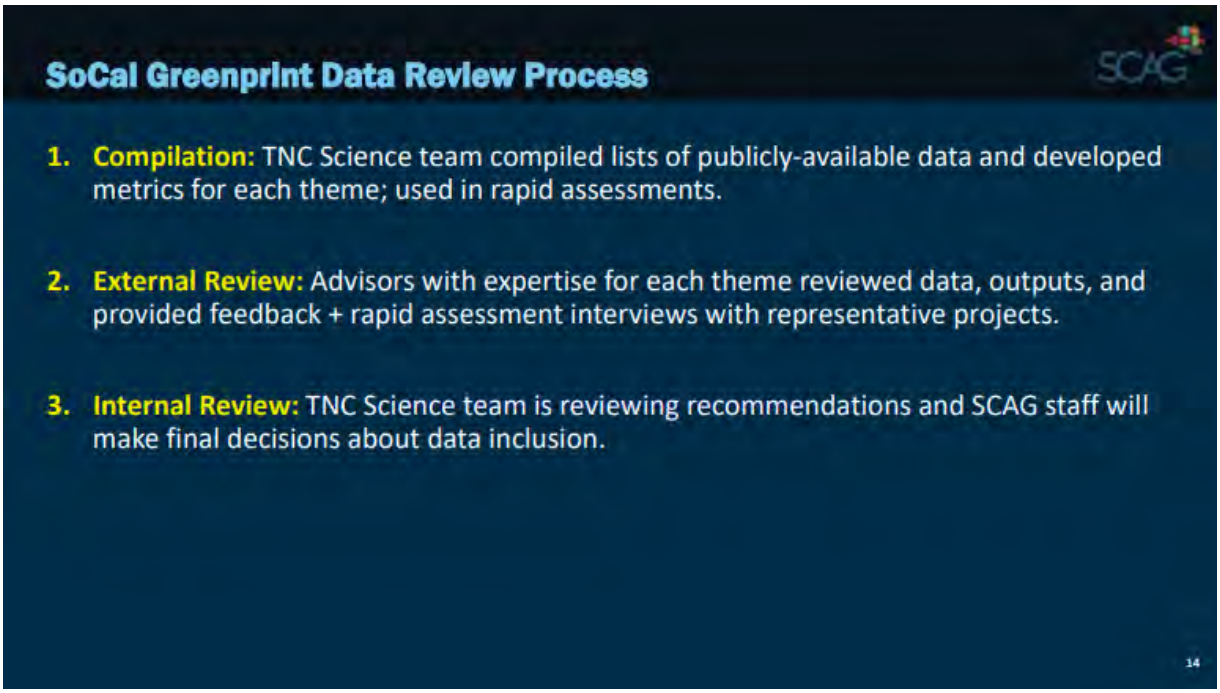
This includes:

- Connecting with regional stakeholders who should be engaged or might provide additional expertise;
- Providing input on themes and data outputs, and identifying sources of data;
- Providing feedback on data communication and interpretation; and
- Supporting developing case studies and participating in beta testing of the Greenprint tool.

An important element of the project entails interviews with key stakeholders, including members of the building and development community. "Rapid Assessment" sessions have been conducted with various organizations to identify their priorities and walk individual stakeholders through potential data outputs for inclusion in the Greenprint. These sessions have been held with representatives of the Building Industry Association of Southern California (BIASC), Los Angeles County Planning Department, Riverside Corona Resource Conservation District, Sierra Club, Clean Power Alliance, and San Bernardino County Transportation Authority (SBCTA). Additional invitations for Rapid Assessment sessions were extended to local jurisdictions, county transportation commissions, subregions, community-based organizations, and local conservancies.

2) SoCal Greenprint Data Vetting Process

The SoCal Greenprint utilizes an established data vetting process that builds on stakeholder feedback, and is reflected in the slides shared with Regional Council at the July 1st meeting (slide 14):



Data Compilation:

- Since the SoCal Greenprint launched in January 2020, SCAG and The Nature Conservancy (TNC) have done active outreach to understand what datasets are available across the SCAG region.

Attachment: ATTACHMENT G - SoCal Greenprint Data Vetting Process [Revision 1] (SoCal Greenprint Update)

Through multiple meetings with individual scientists (agency, academic, and non-profit) as well as outreach to a wide array of stakeholders, the team has solicited advice on datasets to include.

- Following the first advisors meeting in May 2020, SCAG and TNC solicited feedback via a survey asking for recommendations of datasets and planning tools to integrate into the SoCal Greenprint. The team tracked all data recommendations from advisors and reviewed statewide and SCAG datasets related to the themes guiding the organization of the Greenprint. After the second advisory committee meeting in December 2020, we again solicited advisors for feedback and recommendations for data to guide the development of the Greenprint.

External Review:

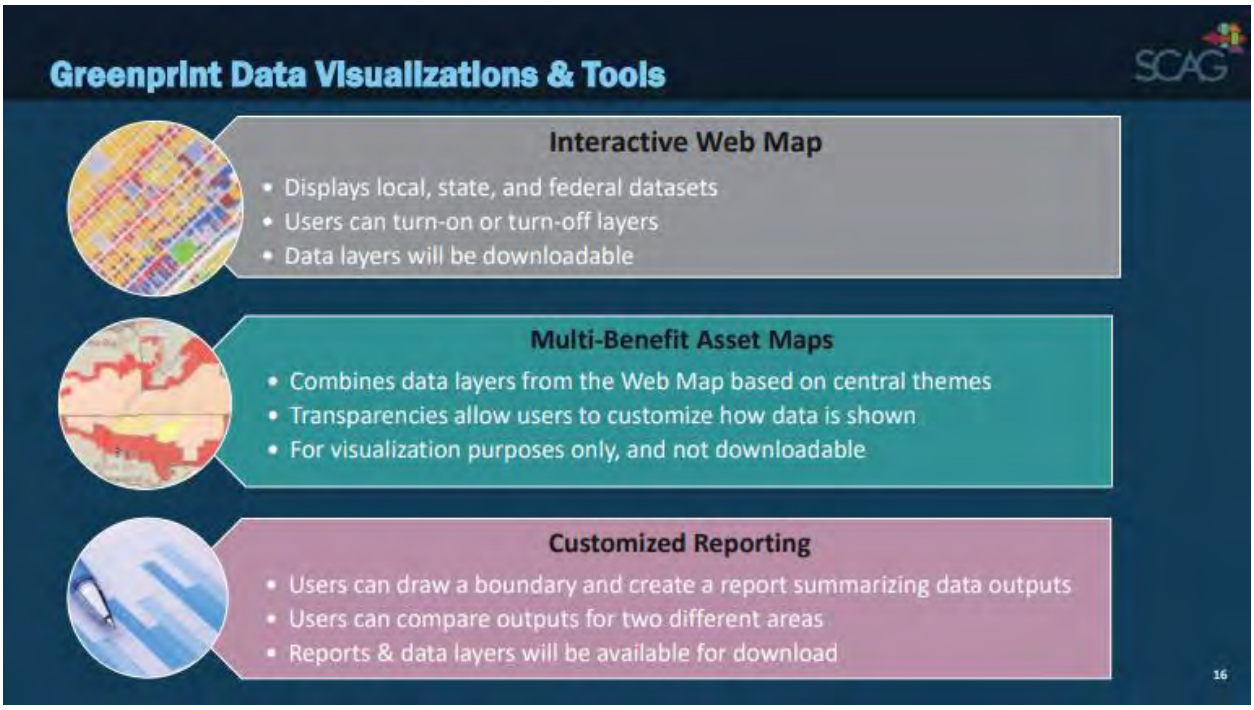
- SCAG and TNC then included recommended and public agency datasets to support the Rapid Assessment process in early 2021. Rapid Assessments are a dedicated session for specific stakeholders to understand data elements useful for their work, and how the SoCal Greenprint could best support decision-making in the conservation space. Based on feedback from Rapid Assessment partners (including representatives from the Building Industry Association), the team further refined which datasets to include and added additional datasets.
- From there, we solicited feedback from over 30 scientists and stakeholders across the SCAG region in an open review period, and hosted a dedicated workshop where participants were given an in-depth overview of the data and technical aspects of the tool and had an extended question and answer period with SCAG and TNC Staff.
- The six data themes for the project were created based stakeholder feedback, taking into account the data that was recommended, and were subsequently vetted with project advisors. These themes are Agriculture & Working Lands, Biodiversity & Habitat, Built Environment, Environmental Justice, Equity and Inclusion, Vulnerabilities and Ecological Resilience, and Water Resources. Most proposed data layers fall distinctly in one theme. For layers that could fall within more than one area, stakeholder feedback helped to identify what data elements should be associated with each theme.
- In general, datasets that covered the entire region, were already existing, publicly available, and supported the goals of the Greenprint were included. Where datasets were redundant, the team chose the dataset that stakeholders cited as using most frequently or most important to their work. When data was found to be incomplete, potentially biased, or outside the scope of the Greenprint, it was removed.
- For datasets that are reflective of policy decisions from a government authority (e.g. general plan land use, high quality transit areas, etc.), these data elements are included if they are reflective of existing or planned outcomes and are relevant to inform future development projects. Parcel-based general plan land use, for instance, is a data-driven manifestation of policies in a general plan. Since the prescribed and allowable use for each parcel is distinct, enforceable, and represent a concrete data element, this information is relevant to the tool since land use restrictions are extremely important for informing future development projects.

Internal Review:

- Finally, the SoCal Greenprint Steering Committee, Science Committee, and Advisory Committee will be reviewing recommendations, and SCAG staff will make final decisions about data inclusion.

3) Use of Data in the SoCal Greenprint Tool

Each dataset will be used in the same way on the SoCal Greenprint platform, which will allow users to view data by one of several methods. As shared with Regional Council on July 1 (refer to slide 16), these methods include: (1) interactive web maps with individual layers for viewing, (2) multi-benefit asset maps that combine data layers by theme, and (3) customized reporting that explain data outputs for a user-generated area:



1. An interactive **webmap function will allow users to view any individual data layer on its own, or a combination of layers**. The map allows users to turn on and turn off layers and adjust transparencies so that data is presented in a customizable and easy to use fashion. Layers will be shown in their native versions, and will not be altered. The fashion in which attributes from layers will be depicted is informed by the science advisors and other project stakeholders. For additional details on what information from each data element will be depicted, please refer to the descriptions included on the SoCal Greenprint Proposed Data Layer List.

2. **Multi-benefit asset maps** combine data layers along a common theme (Agriculture & Working Lands, Biodiversity & Habitat, Built Environment, Environmental Justice, Equity and Inclusion, Vulnerabilities and Ecological Resilience, and Water Resources), and are used for visualization purposes. The application of this data is flexible and priorities are user driven, as users can toggle transparencies to see how benefits within that data theme vary by area based on what's important to them. This enables users to view data based on their unique needs and perspectives.

3. Users can access customized **summary reports** for an area by drawing boundaries in the application or adding a shapefile with boundaries. The tool will **generate reports summarizing underlying data elements** in the area, and users can compare two areas side-by-side if desired. Reports and the underlying data will be available for download.

Attachment: ATTACHMENT G - SoCal Greenprint Data Vetting Process [Revision 1] (SoCal Greenprint Update)

4) Documentation of Data & Use Limitations in the SoCal Greenprint Tool

Consistent with SCAG's past and current practice, all data layers included in the SoCal Greenprint will feature individual background information on methods, limitations, sourcing, as well as guidance on their proper use, including:

- A narrative glossary definition explaining what the measure is in user-friendly terms;
- A description of the methodology used to include the data. If any more complex formulas were used, those will be detailed;
- Names, URLs, and last-updated date for data source(s). Usually a single source, but in rare instances one measure might draw on two data sources. In all cases, URLs will link back to the original source of the data; and
- Minimum reporting size. Where data is accurate at larger areas but not smaller, we will display the minimum reporting size alongside the glossary entry. (Note that this reporting threshold will be used in the tool to hide reporting for measures that are not precise enough for a given area of interest report).

Further, layers will be combined in a single database for external use through an Automated Programming Interface (API), and the database will include metadata consistent with the Geospatial Metadata Standards and Guidelines established by the Federal Geographic Data Committee (FGDC), as such:

- Identification Information (originator, publication date, title, abstract, purpose, time period for content, currentness, progress, maintenance, etc.);
- Data Quality Information (attribute accuracy, completeness, positional accuracy, etc.);
- Spatial Data Organization Information (indirect spatial reference for locating data without using coordinates);
- Spatial Reference Information (geographic coordinate system, latitude and longitude, etc.);
- Entity and Attribute Information (detailed description of dataset, overview description, attribute domain values, etc.);
- Distribution Information (contact information for the individual or organization that distributes the data, a statement of liability assumed by the distributing individual or organization); and,
- Metadata Reference Information (date metadata was written, contact information for the metadata author, metadata standard, metadata access constraints, metadata use constraints).

Attachment: ATTACHMENT G - SoCal Greenprint Data Vetting Process [Revision 1] (SoCal Greenprint Update)

Greenprint Public Hearing

October 7, 2021
12:30 PM

www.scag.ca.gov

SCAG
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Agenda

Welcome, Introduction and Open the Public Hearing
Hon. Clint Lorimore, SCAG President

Public Comment

Greenprint Overview Presentation
Jason Greenspan, Manager, Sustainable and Resilient Development

Questions from the Regional Council

Close Public Hearing

Regional Council Discussion and Potential Action

Attachment: PowerPoint Presentation - SoCal Greenprint Hearing (SoCal Greenprint Update)

Welcome and Introduction

Open Public Hearing for Public Comment Period

Verbal Public Comment Instructions

- If participating via Zoom during the Public Comment Period, use the "raise hand" function on your computer and wait for SCAG staff to announce your name/phone number.
- For those who have joined the meeting by phone, if you wish to raise your hand to be recognize to speak, please press *9 and wait for SCAG staff to announce your name/phone number.
- Please unmute yourself when directed.
- Limit oral comments to **2 minutes**, or as otherwise directed by staff. A 30 second warning will be provided.
- Members of the public will be allowed to only speak once.
- Please use the chat box for any technical concerns or issues.

SoCal Greenprint Public Hearing

Overview Presentation

October 7th, 2021

Jason Greenspan
Manager, Sustainable and Resilient Development Department

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Attachment: PowerPoint Presentation - SoCal Greenprint Hearing (SoCal Greenprint Update)

What is a Greenprint?

A tool to help users make better land use and transportation infrastructure decisions and support conservation investments based on the best available scientific data.

Implementation Pause & Subsequent Activities

On July 1st, 2021 the Regional Council voted to pause implementation on the SoCal Greenprint for at least 30 days and to hold a public hearing for further discussion, permitting staff to engage in further outreach with stakeholders.

Outreach since Pause Implementation:

- Proposed Data List & Survey
- August 24th Public Hearing
- Presentations to TWG and GLUE Council
- One-on-One Stakeholder meetings

Attachment: PowerPoint Presentation - SoCal Greenprint Hearing (SoCal Greenprint Update)

Goals of the SoCal Greenprint

- Implement Connect SoCal
- Balance growth with conservation
- Accommodate infrastructure while protecting natural resources
- Address the lack of consistent, regional data and tools
- Better prioritize lands for mitigation investments
- Resource for our member agencies and stakeholders

The SoCal Greenprint will

- Aggregate existing data in an interactive online format
- Help decision makers plan for development with nature in mind
- Encourage and highlight conservation efforts that provide multiple benefits for nature and people
- Function as open resource for conservation information that anyone can access

Attachment: PowerPoint Presentation - SoCal Greenprint Hearing (SoCal Greenprint Update)

Key Users of the SoCal Greenprint

Infrastructure Agencies

Conservation Practitioners

Community-Based Organizations

Developers

Planners (Town, City, County, Tribal)

1

Regional Policy: Connect SoCal

Connect SoCal – Core Vision

- Maintain and better manage the transportation network
- Expand mobility choices & locate housing/jobs/transit closer together
- Increase investment in transit and complete streets

Regional Goals

- Promote conservation of natural and agricultural lands & restoration of habitats
- Balance with regional housing production
- Natural & Farm Lands Conservation Technical Report

Climate Emergency (Resolution 21-628-1)

- Regional Council adopted January 2021
- Greenprint tool to highlight the benefits of natural lands, water and agricultural lands

Attachment: PowerPoint Presentation - SoCal Greenprint Hearing (SoCal Greenprint Update)

Regional Policy: Sustainable Communities Strategies

Sustainable Communities Strategies

- Climate adaptation, hazard mitigation, & community resiliency support
- Renewable energy production, urban heat island, and carbon sequestration support
- Local food production
- Resource efficient development
- Regional wildlife connectivity
- Reduce consumption of resource areas, including agricultural land
- Public park space access

Connect SoCal PEIR

Mitigation Measures

- SMM AG-2: *"SCAG shall use the Greenprint to identify priority conservation areas in support of advanced mitigation efforts in the region"*
- SMM BIO-2: *"New regional tools like the Greenprint will provide an easily accessible resource to help municipalities, conservation groups, developers and researchers prioritize lands for conservation based on the best available scientific data"*

Lead agencies may use, amend, or not use measures identified in the 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.

Attachment: PowerPoint Presentation - SoCal Greenprint Hearing (SoCal Greenprint Update)

What is a Greenprint?

- A **data tool** that can help to advance the pace and scale of voluntary conservation in a region.
- A **data tool** that identifies landscape features that are important to residents and communities, like recreation, habitat, water resources, habitat, climate change resiliency or community.
- A **data tool** that illustrates how conservation values may work in concert with each other and with other values, like climate resilience.
- A **resource** that helps stakeholders understand factors in a specific area to help facilitate collaboration.
- An **information tool** to support data-driven decision making for infrastructure investments.

A Greenprint is <u>not...</u>

- A regulation, policy document, report, plan, or manual.
- An acquisition map or regulatory plan that puts constraints on land use for any public or private entity.
- A complete inventory of everything important within an area or new data set.
- A comprehensive solution for natural resource protection.
- A requirement that stakeholders engage in projects.
- An effort to subvert private property rights.

Attachment: PowerPoint Presentation - SoCal Greenprint Hearing (SoCal Greenprint Update)

Project Outreach Priorities - Overview

- Project Committees
- 60+ advisors/4 interactive workshops
- Direct stakeholder meetings
- 8 Rapid assessment interviews
- Developed 6 user profiles
- Consultation with SCAG's Regional Planning Working Groups

Summary of Feedback from August 24th Public Hearing

Verbal Comments

- 34 total speakers
- 41% expressed support
- 41% expressed concerns
- 9% expressed support and concerns
- 9% had general feedback or questions

Written Comments

- 39 total letters, 35 unique respondents/letters
- 74% expressed support
- 26% expressed concerns
- 17% of letters addressed specific data layers and 2 letters requested including additional data layers

Attachment: PowerPoint Presentation - SoCal Greenprint Hearing (SoCal Greenprint Update)

Summary of Proposed Data Layer List Survey

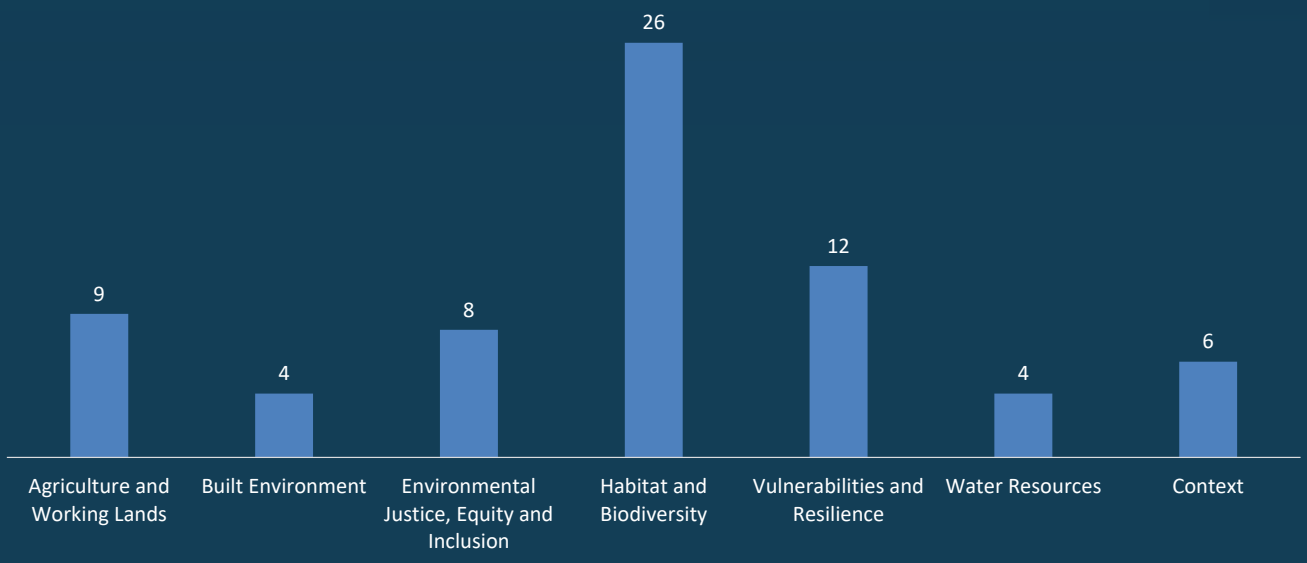
4,200+
Stakeholders invited to take survey

33
Survey respondents

69
Comments on individual data layers

45
Data layers commented on

Summary of Proposed Data Layer List Survey: Data Layer Feedback by Data Theme



n=69 comments
Note: Respondents were invited to submit comments on one or more data layers

Attachment: PowerPoint Presentation - SoCal Greenprint Hearing (SoCal Greenprint Update)

Summary of Proposed Data Layer List Survey: Data Layer Feedback

Survey Question: "Please provide any comments or feedback you have on this data set."

75% of comments were generally **supportive** of the data layer(s)

13% of comments offered **suggestions** to improve the data layer(s) or consider additional data

9% of comments were **neutral** with respect to the data layer(s)

3% of comments **expressed concern** over the data layer(s)

0% of comments **requested exclusion** of the data layer(s)

Supportive ← → Opposed

n=69 comments
Note: Respondents were invited to submit comments on one or more data layers

Summary of Proposed Data Layer List Survey: Sentiment on Project Goal

Survey Question: "... Do you have any questions or concerns about the goal of the SoCal Greenprint?"

0% of respondents expressed **concern** about the goal of the project

12% of respondents expressed concern over **pausing or not completing** the project

53% of respondents expressed **no concern** about the goal of the project

18% of respondents expressed **other concerns** about the project

n=17 respondents
Note: Not all survey respondents provided an answer to this question; n includes 3 null responses

Attachment: PowerPoint Presentation - SoCal Greenprint Hearing (SoCal Greenprint Update)

Summary of Proposed Data Layer List Survey: General Project Concerns

Survey Question: "If you have any concerns about the SoCal Greenprint, please share those concerns."

27% of respondents expressed concern over the data content

47% of respondents expressed concern over pausing or not completing the project

13% of respondents expressed other concerns

13% of respondents expressed no concern

n=15 respondents
Note: Not all survey respondents provided an answer to this question

Summary of Proposed Data Layer List Survey: Utility of the SoCal Greenprint

Survey Question: "... would the SoCal Greenprint be useful to your work?"

67% of respondents reported "the SoCal Greenprint would be useful in my workflow"

7% of respondents reported "the SoCal Greenprint would not be useful to me, but could be useful to my colleagues and partners"

3% of respondents reported "I would not use the SoCal Greenprint, but have no concerns"

13% of respondents reported "I need to learn more to decide"

3% of respondents reported "I have concerns about the SoCal Greenprint"

Useful ⟷ Have Concerns

n=30 respondents
Note: Not all survey respondents provided an answer to this question; n includes 2 null responses

Frequently Cited Questions, Comments and Concerns

- Land use authority & general plans inclusion
- Data alignment
- Intergovernmental Review Program (IGR)
- Dataset use
- Specific datasets
- Inoperable/misdirected links repaired
- Project timeline
- Consultant selection
- Connect SoCal Mitigation Measures
- Pertinence of California Environmental Quality Act (CEQA)

Data Vetting Criteria

- Data must be publicly available, meaning that existing datasets are available online or can be accessed if requested and/or licensed;
- Data was vetted for inclusion by science advisors; and,
- Data would support decision-making from the five key user groups identified through the planning process (planners, infrastructure agencies, developers, community-based organizations, and conservation organizations) based on suggestions and feedback from Science and Strategic Advisors;

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Proposed Next Steps to Address Stakeholder Concerns

- Removal and/or replacement of certain data layers
- Expanded Stakeholder Engagement and User Testing
  - *SCAG's Technical Working Group (TWG)*
  - *Scientific Advisors*
  - *Advisory Committee*
- Disclosure and User Acknowledgement
- User Acceptance Testing
- Regional Council & Energy and Environment Committee Tool Demonstration

Staff Recommendation

1. *Proceed with developing the Greenprint as identified in Connect SoCal and its associated Program Environmental Impact Report (PEIR);*
2. *Include features in the tool to convey limitations and foster its proper use, such as a disclosure statement and mandatory user acknowledgement feature;*
3. *Conduct an open advisory meeting for further review and revision of data layers;*
4. *Remove datasets for inclusion in the tool if they are not publicly available (i.e. layers are accessible for download online, or are downloadable via request and/or license to the author or custodian of the data);*

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Staff Recommendation (continued)

5. *Complete prospective user testing with at least ten stakeholders representing the diverse array of potential users to ensure that the tool is working and functional as developed with targeted audiences*

6. *Engage in continued public outreach as described at the July 1, 2021 RC meeting; and*

7. *Return to the Regional Council and Energy & Environment Committee once prospective user testing is complete to demonstrate the tool and seek feedback prior to public launch.*

Questions from the Regional Council

Attachment: PowerPoint Presentation - SoCal Greenprint Hearing (SoCal Greenprint Update)

Close Public Hearing

Regional Council Discussion and Potential Action

Thank you!

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SCAG
INNOVATING FOR A BETTER TOMORROW

AGENDA ITEM 2
REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S APPROVAL

From: Sarah Dominguez, Senior Regional Planner
(213) 236-1918, dominguezs@scag.ca.gov

Subject: Subregional Sustainable Communities Strategies Framework and Guidelines

RECOMMENDED ACTION FOR RC:
Adopt the proposed Subregional Sustainable Communities Strategy Framework and Guidelines for use in the development of the 2024 RTP/SCS.

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:
SCAG is in the early stages of preparing the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) or Connect SoCal. The law guiding SCAG's development of the SCS, also known as Senate Bill 375, provides the option for subregional councils of governments in the SCAG region to work with county transportation commission to prepare a subregional SCS for inclusion in the regional SCS. SCAG has developed Subregional Sustainable Communities Strategy Framework and Guidelines to outline the process for both development of a subregional SCS and the incorporation of that SCS into SCAG's 2024 RTP/SCS. For the previous, 2020 RTP/SCS, no subregions delegated to develop a subregional SCS. Subregional Council of Governments will have until October 29, 2021, to communicate their intent to SCAG.

BACKGROUND:
The California Sustainable Communities and Climate Protection Act of 2008, commonly referred to as Senate Bill (SB) 375, requires Metropolitan Planning Organizations (MPO) in the state of California, such as SCAG, to integrate transportation, land use, and housing planning while also establishing the reduction of greenhouse gas (GHG) emissions as part of the regional planning process. SB 375 also included a unique provision for the SCAG region to allow a subregional council of governments and the county transportation commission to work together to propose a sustainable communities strategy (SCS) for that subregion. SB 375 also requires that SCAG "adopt a

framework for a subregional SCS to address the intraregional land use, transportation, economic, air quality, and climate policy relationships". [1]

These *Subregional Sustainable Communities Strategy Framework and Guidelines* ("Framework and Guidelines") attached to this staff report are intended to facilitate a subregion's option to develop a subregional SCS which would then be incorporated into the 2024 RTP/SCS. After receipt of any subregion's decision to develop and adopt a subregional SCS, SCAG and the subregion would develop a Memorandum of Understanding (MOU) that would provide additional details beyond these Framework and Guidelines.

Some key points included in the document include:

- SCAG will not issue subregional GHG or any other subregional performance goals.
- SCAG shall fulfill all the statutory outreach requirements under SB 375 for the regional SCS. Subregions are strongly encouraged to design and adopt their own outreach processes that mirror the requirements imposed on the region under SB 375.
- The governing board of the subregional agency and the respective CTC board (at their option) shall approve the subregional SCS prior to submission to SCAG.
- The subregions will need to collaborate with the respective CTC in their area to coordinate the subregional SCS with future transportation investments.
- Funding for subregional SCS or alternative planning strategy (APS) activities is not currently available.
- If a subregion chooses to prepare a subregional SCS, SCAG will develop an MOU to further define the process and timeline for submission of data and draft subregional SCS as well as to establish a conflict resolution process to address the potential modification or adjustments that may occur during the incorporation process.

The Framework and Guidelines have been amended from the same document prepared for the 2020 RTP/SCS and previously adopted by the Regional Council on April 6, 2017. For the 2020 RTP/SCS, no subregions delegated to develop an SCS.

The main changes between the previously adopted Framework and Guidelines and this proposed version are:

- **Clarification of eligibility** for "subregional councils of governments" instead of "subregions" per statute.
- **Updates to Regional Housing Needs Assessment (RHNA) references**, to include statutory language and remove discussion no longer relevant to this cycle. SCAG staff anticipates that a new section about RHNA may be necessary for the next, 2028 Framework and Guidelines update but that such a discussion is appropriately withheld until that time.

[1] Government Code §65080(b)(2)(D)

- **Removal of reference to level of adoption for growth distribution and land use data.** (See pg. 4, Section III. B. Flexibility, Targets and Adoption) While staff do not anticipate a deviation from past practice, staff intend to bring these plan principles to the Regional Council for discussion and decision instead of embedding such a principle within this document.
- **Encouragement of subregions to participate in SCAG's growth forecast process**.
- **Addition of requirements from the California Air Resources Board** per the updated 2018 SCS Guidelines. These relate to data and performance measures to describe the land use and transportation system characterizations of a given SCS.
- **Updated Data and Tools sections.** These sections were revised to reflect the new and revised tools that SCAG staff will be using for this RTP/SCS development process.

Readers note: Additions and deletions from the 2020 RTP/SCS Framework and Guidelines are marked within the document. However, minor grammatical or stylistic edits that did not affect the meaning of a sentence or paragraph are left unmarked.

Earlier drafts of these changes have been shared with the Subregional Council of Governments Executive Directors in June 2021. SCAG staff also met directly with stakeholders and presented the draft to SCAG's Technical Working Group on July 15, 2021. Staff then updated the guidelines to respond to comments received and to make necessary clarifications.

On September 2, SCAG's Community, Economic and Human Development (CEHD) Committee recommended approval of the guidelines but directed SCAG staff to make clarifications to the text related to the modification process and to investigate opportunities for cost sharing. Staff then met with Subregional Executive Directors on September 9, to discuss proposed changes. The guidelines include redlined text that reflects changes made to the September 2, CEHD approved version (pg. 12-13). These additions provide further clarity on why modifications may be needed and empowers the subregion to identify potential solutions.

Unfortunately, SCAG staff were not able to identify any "cost-sharing" opportunities because the preparation of a subregional SCS would not negate any consultant expenditures (e.g. for the Program Environmental Impact Report) and any initial time savings for staff would likely be offset by the additional time needed for post-processing and incorporation of the subregional SCS.

Next steps:
Upon approval of the Framework and Guidelines, SCAG will send a clean copy to each of the Council of Governments in the SCAG region, with instructions on how to exercise their option to develop their own subregional SCS. This decision should be communicated to SCAG by October 29, 2021, proceeded by the MOU development process.

FISCAL IMPACT:
Work associated with this item is included in the FY 21-22 Overall Work Program (310.4874.01: Connect SoCal Development).

ATTACHMENT(S):
1. 2024 Subregional SCS Framework & Guidelines, Revised

Southern California Association of Governments (SCAG)
Revised for use in developing the 2024 Regional Transportation Plan/Sustainable Communities Strategy (2024 RTP/SCS)

SUBREGIONAL SUSTAINABLE COMMUNITIES STRATEGY FRAMEWORK AND GUIDELINES

Table of Contents

Attachment: 2024 Subregional SCS Framework & Guidelines, Revised (Subregional Sustainable Communities Strategies Framework and

I. INTRODUCTION

Codified in 2009, California's Sustainable Communities and Climate Protection Act (referred to as "SB 375"), calls for the integration of transportation, land use, and housing planning, and establishes the reduction of greenhouse gas (GHG) emissions as part
of the regional planning process. SCAG, working with the individual County Transportation Commissions (CTCs) and the subregions within the SCAG region, is responsible for complying with SB 375 in the Southern California region. Success in this endeavor is dependent on the collaboration of SCAG with a range of public and private partners throughout the region.

Briefly summarized here, SB 375 requires SCAG as the Metropolitan Planning Organization (MPO) to:

- Submit to the State every four years, a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP). The SCS, when integrated with the transportation network, and other transportation measures and policies, will reduce GHG emissions from automobiles and light trucks to achieve the State-determined regional GHG emission reduction target, if it is feasible to do so.
- Prepare an Alternative Planning Strategy (APS) that is not part of the RTP if the SCS is unable to meet the regional GHG emission reduction target.
- Adopt a public participation process involving all required stakeholders.

Unique to the SCAG region, SB 375 provides that "a subregional council of governments and the county transportation commission may work together to propose the sustainable communities strategy and an alternative planning strategy, if one is prepared pursuant to subparagraph (I), for that subregional area." Govt. Code §65080(b)(2)(D).

In addition, SB 375 provides that SCAG "may adopt a framework for a subregional sustainable communities strategy or a subregional alternative planning strategy to address the intraregional land use, transportation, economic, air quality, and climate policy relationships." *Id*.

Finally, SB 375 requires SCAG to "develop overall guidelines, create public participation plan pursuant to subparagraph (F), ensure coordination, resolve conflicts, make sure that the overall plan complies with applicable legal requirements, and adopt the plan for the region." *Id*.

The intent of this Subregional Sustainable Communities Strategy Framework and Guidelines (also referred to herein as the "Framework and Guidelines" or the "Subregional Framework and Guidelines") is to facilitate a subregion's option to develop the SCS (and potential APS) as described in SB 375. The Framework and

Attachment: 2024 Subregional SCS Framework & Guidelines, Revised (Subregional Sustainable Communities Strategies Framework and

Guidelines offers SCAG's subregional agencies the highest degree of autonomy, flexibility, and responsibility in developing a program and set of implementation strategies for their subregional areas while still achieving the goals of the regional SCS.

Subregional strategies should address the issues, concerns, and future vision of the region's collective jurisdictions with the input of the widest range of stakeholders. This Framework and Guidelines establishes guidance to assist in the development of subregional strategies and sets forth SCAG's role in facilitating and supporting the subregional effort with data, tools, and other assistance. Note that the Framework and Guidelines herein may be administratively amended, at any time, subject to changes in applicable federal and/or state planning laws, regulations, and guidance.

II. ELIGIBILITY AND PARTICIPATION

The option to develop a subregional SCS (and APS, as appropriate) is available to any subregional council of governments.

CTCs play an important and necessary role in the development of a subregional SCS. Any subregion that chooses to develop a subregional strategy will need to work closely with the respective CTC in its subregional area in order to identify and integrate transportation projects and policies. Beyond working with CTCs, SCAG encourages partnership efforts in the development of subregional strategies, including partnerships between and among subregions.

For the 2024 Regional Transportation Plan/Sustainable Communities Strategy (2024 RTP/SCS) cycle, subregional agencies should indicate to SCAG, in writing by Friday, October 29, 2021, if they intend to exercise their option to develop their own subregional SCS (see other major milestones for the 2024 RTP/SCS attached here as Appendix A.)

Subregions that choose to develop an SCS for their subregional area shall do so in a manner consistent with the most current version of this Framework and Guidelines. The subregion's decision to prepare the subregional SCS for their area must be communicated through formal action of the subregional agency's governing board or the agency's designee. Subsequent to receipt of any subregion's decision to develop and adopt an SCS, SCAG and the subregion will develop a Memorandum of Understanding (MOU). The final executed version of the MOU shall be consistent with the Framework and Guidelines, and may be amended during the process, if necessary.

III. FRAMEWORK

The Framework portion of this document covers regional objectives and policy

Attachment: 2024 Subregional SCS Framework & Guidelines, Revised (Subregional Sustainable Communities Strategies Framework and

considerations and provides general direction to the subregions in preparing a sub- regional SCS (and APS, as appropriate).

A. SCAG's Goals

In complying with SB 375, SCAG's goals include:

- Update the 2024 RTP/SCS with an emphasis on documenting the region's progress in implementing the strategies and actions described in the 2020-2045 SCS, Connect SoCal.
- Demonstrate continued reasonable progress in implementing the 2020 RTP/SCS.
- Prepare an SCS that will achieve the targets set for cars and light trucks as determined by the California Air Resources Board (CARB).
- Fully integrate SCAG's planning processes for transportation, growth, land use, housing, and the environment.
- Seek areas of cooperation with the subregions, CTCs, and any local jurisdictions that go beyond the procedural statutory requirements, but that also result in regional plans and strategies that achieve co-benefits.
- Build trust by providing an interactive, participatory, and collaborative process for all stakeholders. Provide for the robust participation of local jurisdictions, subregions, and CTCs in the development of the SCAG regional SCS and facilitate the development of any subregional SCSs and/or APSs.
- Ensure that the SCS adopted by SCAG and submitted to CARB reflects the region's collective growth strategy and the shared vision for the future.
- Develop strategies that incorporate and are respectful of local and subregional priorities, plans, and projects.
- Incorporate the goals and policies reflected in regional resolutions adopted by the SCAG Regional Council including but not limited to Resolution 20-623-2[1] declaring racism a public health crisis, Resolution 21-628-1 on Climate Change Action[2] and Resolution 21-629-2[3] to bridge the digital divide in underserved communities.

B. Flexibility, Targets and Adoption

Subregions may develop an appropriate strategy to address the region's GHG goals, the intent of SB 375, and the GHG targets for the SCAG region as established by CARB. Subregions may employ any combination of land use policy change, transportation policy, and transportation investment, within the specific parameters described in the Guidelines.

[1] https://scag.ca.gov/sites/main/files/file-attachments/rcresolution206232_0.pdf?1605039926
[2] https://scag.ca.gov/sites/main/files/file-attachments/rc010721resolution21-628-1.pdf?1610072923
[3] https://scag.ca.gov/sites/main/files/file-attachments/rc020421fullpacket.pdf?1612231563

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SCAG will not issue subregional GHG or any other subregional performance targets.

C. Outreach Effort and Principles

In preparing a subregional SCS, subregions are required to conduct an open and participatory process that allows for public and stakeholder input. A more detailed discussion on outreach effort and principles can be found in Section IV.A(3).

D. Communication and Coordination

Subregions developing their own SCS are strongly encouraged to maintain regular communication with SCAG staff, the respective CTC, their jurisdictions and other stakeholders, and other subregions if necessary, to review issues as they arise and to assure close coordination. Mechanisms for ongoing communication should be established in the early phases of strategy development.

E. Planning Concepts

SCAG, its subregions, and member cities have established a successful track record on a range of land use and transportation planning approaches up through and including planning approaches that are reflected in Connect SoCal, the 2020-2045 RTP/SCS. The subregional SCS should consider the 2020-2045 RTP/SCS and build off from its policies and concepts, including emphasis on the Core Vision and Key Connections. Statutory requirements are further discussed in Section IV.A(1).

IV. GUIDELINES

These Guidelines describe specific parameters for the subregional SCS/APS effort under SB 375, including process, deliverables, data, documentation, and timelines. As described above, the Guidelines are created to ensure that the SCAG region can successfully incorporate strategies developed by the subregions into the regional SCS, and that the region can comply with its own SB 375 requirements. Failure to proceed in a manner consistent with the Guidelines could result in SCAG not accepting a subregion's submitted strategy.

A. Subregion Role and Responsibilities

(1) Subregional Sustainable Communities Strategy

Subregions may choose to exercise their option under SB 375 to develop and adopt a subregional Sustainable Communities Strategy. That subregional strategy must contain all required elements, and follow all procedures, as described in SB 375 and outlined below:

(i) identify the general location of uses, residential densities, and building

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intensities within the subregion;
(ii) identify areas within the subregion sufficient to house all the population of the sub- region, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation and employment growth;

(iii) identify areas within the subregion sufficient to house an eight-year projection of the regional housing need for the subregion pursuant to Section 65584[4];

(iv) identify a transportation network to service the transportation needs of the subregion;
(v) gather and consider the best practically available scientific information regarding resource areas and farmland in the subregion as defined in subdivisions (a) and (b) of Section 65080.01;
(vi) consider the state housing goals specified in Sections 65580 and 65581;
(vii) set forth a forecasted development pattern for the subregion, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the CARB; and
(viii) allow the RTP to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).
[Government Code §65080(b)(2)(B).]

SCAG strongly encourages that the subregion participates and partners in SCAG's growth forecasting process to ensure that any recommendations or insights are included in the development process. In preparing the subregional SCS, the subregion and respective CTC should consider feasible strategies, including local land use policies, transportation infrastructure investment (e.g., transportation projects), and other transportation policies such as Transportation Demand Management (TDM) (which includes pricing), and Transportation System Management (TSM) strategies. Subregions need not constrain land use strategies considered for the SCS to current General Plans. In other words, the adopted strategy need not be fully consistent with currently adopted local General Plans. If the land use assumptions included in the final subregional SCS depart from General Plans, it is recommended that subregions include a finding as part of their adoption action (e.g., adopting resolution) that concludes that the land uses are feasible and may be implemented. Technological measures may be included if they can be demonstrated to exceed measures captured in other state and federal requirements (e.g., AB 32 Scoping Plan).

Subregions will need to provide additional information to facilitate the CARB

[4] Note that the 6th cycle of the regional housing needs assessment (RHNA) (wherein SCAG allocated the regional housing need as determined by the Department of Housing and Community Development) aligned with the 2020 RTP/SCS and that the next RHNA cycle (7th cycle) will align with the 2028 RTP/SCS.

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Strategy-Based SCS Evaluation Process as documented in the CARB Final Sustainable Communities Strategy Program and Evaluation Guidelines.[5] The strategy-based SCS Evaluation Process consists of the following four components: Tracking Implementation (SB 150), Policy Commitments, Incremental Progress, and Equity. These four components evaluate RTP/SCS strategies that are classified into four broad categories:

1. Land use and housing;
2. Transportation;
3. Local/regional pricing; and
4. New mobility

The information and data necessary for this evaluation includes land use and transportation system characteristics as well as performance indicators for 2005, the RTP/SCS base year, 2020, 2035 and the RTP/SCS horizon year.[6]

Land Use Characteristics include:

- Residential densities (total regional and by place type or sub-regional geography as defined by the MPO)
- Employment densities (total regional and by place type or sub-regional geography as defined by the MPO)
- Total regional housing product type/mix (single-family/multi-family)
- Total regional developed acres
- Total housing units and employment within ½ mile of a High-Quality Transit Station

Transportation System Characteristics include:

- Lane miles of roadway by functional classification
- Transit headways
- Transit operation miles
- Transit service hours
- Class I, II, and IV bike lane miles
- Average toll rate/congestion pricing per unit

Performance Indicators include:

- Household vehicle ownership
- Mode split
- Average travel time by mode

[5] https://ww2.arb.ca.gov/sites/default/files/2019-11/Final%20SCS%20Program%20and%20Evaluation%20Guidelines%20Report.pdf

[6] See pg. 31-34 of CARB Final Sustainable Communities Strategy Program and Evaluation Guidelines (above link) for further details

- Transit ridership
- Average vehicle trip length
- Seat utilization or Load factor
- Household VMT (external-external [XX] trips excluded)
- per capita VMT (external-external [XX] trips excluded)

(2) Subregional Alternative Planning Strategy

SB 375 provides regions and subregions the option to further develop an APS, according to the procedures and requirements described in SB 375, if the combined regional SCS does not meet GHG emission reduction targets established by CARB. If the regional SCS does not meet the targets, subregions will be involved in the formation of an APS - either through their development of a subregional APS or through their participation and contribution in SCAG's regional APS. SCAG will not require subregions to complete a subregional APS; delegated subregions opting to complete their own subregional APS must first complete a subregional SCS. Written records reflecting the feedback between local jurisdictions and delegated subregions on the development of a regional or subregional APS must also be submitted to SCAG.

Subregions are encouraged to focus their efforts on feasible measures that can be included in an SCS. Any timing or submission requirements for a subregional APS will be determined based on further discussions. If a subregion opts to prepare an APS, the content of a subregional APS should be consistent with state requirements (See Government Code §65080(b)(2)(I)), as follows:

(i) Shall identify the principal impediments to achieving the subregional sustainable communities strategy.
(ii) May include an alternative development pattern for the subregion pursuant to subparagraphs (B) to (G), inclusive.
(iii) Shall describe how the greenhouse gas emission reduction targets would be achieved by the alternative planning strategy, and why the development pattern, measures, and policies in the alternative planning strategy are the most practicable choices for achievement of the greenhouse gas emission reduction targets.
(iv) An alternative development pattern set forth in the alternative planning strategy shall comply with Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, except to the extent that compliance will prevent achievement of the regional greenhouse gas emission reduction targets approved by the CARB.
(v) For purposes of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), an alternative planning strategy shall not constitute a land use plan, policy, or regulation, and the inconsistency of a project with an alternative planning strategy shall not be a consideration in determining whether a project may have an environmental effect.

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(3) Subregional SCS Outreach

SCAG shall fulfill all of the statutory outreach requirements under SB 375 for the regional SCS/APS, which will include outreach regarding any subregional SCS/APS. SCAG's Public Participation Plan will incorporate the outreach requirements of SB 375, integrated with the outreach process for the 2024 RTP/SCS development. See Section IV.C(2) below for more information on SCAG's public participation plan.

In preparing a subregional SCS, subregions are strongly encouraged to design and adopt their own outreach processes that mirror the requirements imposed on the region under
SB 375. Subregional outreach processes should reinforce the regional goal of full and open participation, and engagement of the broadest possible range of stakeholders.

Subregions that elect to prepare their own SCS are encouraged to present their subregional SCS (and potential APS), in coordination with SCAG, at all meetings, workshops and hearings held by SCAG in their respective counties. Additionally, the subregions are encouraged to either provide SCAG with their mailing lists so that public notices and outreach materials may also be posted and sent out by SCAG; or coordinate with SCAG to distribute notices and outreach materials to the subregions' stakeholders. Additional outreach may be performed by subregions.

(4) Subregional SCS Approval

The governing board of the subregional agency and the respective CTC board (at their option) shall approve the subregional SCS prior to submission to SCAG. SCAG recommends that the governing board of the subregion adopt a resolution approving the subregional SCS with a finding that the land use strategies included in the subregional SCS are feasible and based upon consultation with the local jurisdictions in the respective subregion. Subregions should consult with their legal counsel as to compliance with the California Environmental Quality Act (CEQA). In SCAG's view, the subregional SCS (and potential APS) is not a "project" for the purposes of CEQA because the RTP, which will include the regional SCS is the actual "project" that will be reviewed by SCAG under state law for environmental impacts pursuant to CEQA. As such, the regional SCS, which will include the subregional SCSs and is part of the RTP, will undergo a thorough CEQA review.

In accordance with SB 375, subregions are strongly encouraged to work in partnership with the CTC in their area. SCAG can facilitate these arrangements if needed.

(5) Incorporation of the Subregional SCS into the Regional SCS

The regional RTP/SCS, of which the SCS is a component, is required to be internally consistent. Therefore, for transportation investments included in a subregional SCS to

Attachment: 2024 Subregional SCS Framework & Guidelines, Revised (Subregional Sustainable Communities Strategies Framework and

be valid, they must also be included in the corresponding RTP/SCS. As such, subregions will need to collaborate with the respective CTC in their area to coordinate the subregional SCS with future transportation investments.

SCAG shall include the subregional SCS for the subregion in the regional SCS to the extent consistent with SB 375 and federal law and approve the sustainable subregional alternative planning strategy, if one is prepared for that subregional area to the extent it is consistent with SB 375.

More information on SCAG's subregional SCS incorporation process is included below in Section IV.C(4)

(6) Data Standards

Subregions will be required to submit subregional SCSs in GIS-based format, with data elements identified in Section IV.A(1) broken down to small area level (in a fashion specified by SCAG for each element, to be established through consultation with the subregion during the MOU process). This will enable SCAG to better integrate subregional submissions with the regional SCS and will allow subregions to prepare alternative scenarios if they so choose. SCAG will provide tools, and necessary training, free of charge for subregions and jurisdictions. Tools and training related to SCAG's Regional Data Platform (RDP) are available and additional functionality will be released through early 2022. See Section IV.C(10) below for more information.

SCAG will distribute draft data to subregions and local jurisdictions via the region-wide local agency data validation process for the 2024 RTP/SCS. More information regarding the data development process is discussed below in Section IV.C(9).

(7) Documentation

Subregions are expected to maintain full and complete records related to the development of the subregional SCS, and to use the most recent adopted local general plans and other locally approved planning documents. Subregions should also keep records of all electronic, in-person, and written feedback from local jurisdictions on the development of the socioeconomic estimates and projections for the SCS and the base land use data[7] required for consideration in the development of the subregional SCS (and APS as appropriate).

(8) Implementation Monitoring

Delegated subregions for the 2024 RTP/SCS will be required to provide progress reporting on the implementation of policies included in their subregional SCS. SCAG

[7] "Base land use data" consists of local general plan land use, zoning, existing land use, planned entitlements, recent demolitions, and other resource areas datasets required for consideration in the development of an SCS as described in section 65080 of SB 375

Attachment: 2024 Subregional SCS Framework & Guidelines, Revised (Subregional Sustainable Communities Strategies Framework and

will, likewise, monitor implementation of the regional SCS. This information will assist SCAG in preparing future plan updates and is consistent with SCAG's intended approach for developing the 2024 RTP/SCS, which will emphasize progress reporting, monitoring and updating. The intent is for SCAG to ensure that progress and success for our subregions and local jurisdictions are documented and recognized.

To monitor implementation, subregions should track subsequent actions on policies and strategies included in the subregional SCS. Monitoring should be focused on policy actions taken (e.g., General Plan updates) or subsequent planning work performed.

While subregions have substantial discretion within the overall goal of ascertaining progress of adopted plan policies and strategies, reporting should be done at least prior to the end of the four-year planning period. SCAG staff plans to conduct implementation monitoring for the region and will lead the effort for any necessary data-intensive exercise and technical analysis, with assistance from subregions and local jurisdictions.

Further guidance on implementation monitoring including required format and timing will be developed through further discussion and documented in MOUs with delegated subregions.

(9) Timing

An overview schedule of the major milestones of the 2024 RTP/SCS process is attached herein as Appendix A, which may be further delineated or adjusted in MOUs with delegated subregions.

B. County Transportation Commissions' Roles and Responsibilities

Subregions that develop a subregional SCS will need to work closely with the CTCs in their respective subregional area in order to coordinate and integrate transportation projects and policies as part of the subregional SCS, as it is the role of CTCs to make transportation planning decisions. As discussed above (under "Subregional Sustainable Communities Strategy"), any transportation projects identified in the subregional SCS must also be included in the associated RTP/SCS in order to be considered as a feasible strategy. SCAG can help to facilitate communication between subregions and CTCs.

C. SCAG Roles and Responsibilities

SCAG's roles in supporting the subregional SCS development process are as

follows:

Attachment: 2024 Subregional SCS Framework & Guidelines, Revised (Subregional Sustainable Communities Strategies Framework and

(1) Preparing and adopting the Framework and Guidelines

SCAG will update these Framework and Guidelines for adoption by the SCAG Regional Council each RTP/SCS cycle in order to assure regional consistency and the region's compliance with law.

(2) Public Participation Plan

SCAG will assist the subregions by developing, adopting and implementing a regional Public Participation Plan and outreach process with stakeholders. This process includes consultation with congestion management agencies, transportation agencies, and transportation commissions; as well as holding public workshops and hearings. SCAG will also conduct informational meetings in each county within the region for local elected officials (members of the board of supervisors and city councils), to present the draft SCS (and APS, as appropriate) and solicit and consider input and recommendations.

(3) Technical Methodology

As required by SB 375, prior to the start of the public participation process, SCAG will prepare and submit to CARB a description of the technical methodology it intends to use to estimate GHG emissions from the SCS. SCAG will work with CARB on this methodology until CARB concludes that the technical methodology operates accurately. Estimated GHG emissions will be analyzed at the regional level.

(4) Incorporation, Modification and Conflict Resolution

SCAG will accept and incorporate the subregional SCS, unless (a) it does not comply with SB 375 (Government Code Section 65080 et seq.), (b) it does not comply with federal law, or (c) it does not comply with SCAG's Subregional Framework and Guidelines.

For incorporation in the regional RTP/SCS, SCAG may adjust subregional growth totals, jurisdictional totals, and land use data at the sub-jurisdictional level for a number of reasons including compliance with statutory requirements, adherence with SCAG's expertly-informed growth projections and growth forecast process, compliance with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506) and assurance that SCAG's regional SCS meets the regional GHG targets. Specifically, the thresholds for SCAG to adjust subregional SCS data are as follows:

- Jurisdictional growth totals: for purposes of adhering to regional and county level growth projections
- Jurisdictional (within County) or Sub-jurisdictional land use data (within jurisdiction): for purposes of complying with the federal Clean Air Act or meeting SCAG's regional GHG targets.

The intent of this provision is to allow SCAG to maintain flexibility in preparing the regional SCS to meet federal and/or state requirements. In the event that SCAG indicates the need to alter the location and distribution of population, household, and employment growth for delegated subregions, SCAG staff will work directly with delegated subregions to review any proposed revisions through a collaborative and iterative process. First, SCAG staff will meet with the subregional staff to outline the incorporation issues (jurisdictional, sub-jurisdictional, or both). The subregion will identify and propose solutions to the issue. Feedback will be sought to gauge the availability of growth capacity at the local level, and adjustments will be made to the highest extent possible based on input received, with consideration of the goal to fulfill SCAG's statutory requirements and GHG emission reduction targets. Delegated subregions will need to seek input from local jurisdictions on any potential revision to sub-jurisdictional growth estimates and projections and will need to keep records of all feedback on these figures or the base land use data for the 2024 RTP/SCS. Delegated subregions, however, will not be required to revise their SCS to reflect any such revisions.

The development of a subregional SCS does not exempt the subregion from other regional GHG emission reduction strategies not directly related to land use included in the regional SCS. All regional measures needed to meet the regional target will be subject to adoption by the SCAG Regional Council.

The draft regional SCS, including incorporated subregional SCSs, is subject to a public review process, potential revisions, and final adoption by the SCAG Regional Council.

SCAG will develop an MOU with each subregion to define a process and timeline whereby subregions would submit a draft subregional SCS to SCAG for review and comments, so that any inconsistencies may be identified and resolved early in the process. SCAG will also establish a conflict resolution process as part of the MOU between SCAG and the subregion to address the potential modification or adjustments that may occur during the incorporation process. This process will be the same for all delegated subregions.

(5) Modeling

SCAG currently uses an Activity Based Model (ABM) and CARB's Emission Factor (EMFAC) model for emissions purposes. SCAG will compile and disseminate performance information on the preliminary regional SCS and its components in order to facilitate regional dialogue.

(6) Regional Performance Measures.

Below is a general description of the process for developing and finalizing formal Performance Measures.

SCAG is in the process of compiling two complete lists of performance measures and monitoring: one will be used for evaluating regional-level scenarios in support of development of the 2024 RTP/SCS. The other will be used for monitoring implementation of the 2020 RTP/SCS. The monitoring of implementation may include, for example, tracking local general plan updates, specific plan adoption in Transit Priority Areas, active transportation plan adoption, and housing element compliance. Building on the foundation of the performance measures developed in support of the 2020 RTP/SCS, the 2024 RTP/SCS performance measures will also include the set of federally designated MAP-21 performance measures, as well as any other updates adopted by the SCAG Regional Council. Most update related activities for the 2024 RTP/SCS performance measures will be expected to occur between January 2022 and May 2023. These updates will be addressed through discussions with SCAG regional stakeholders, and the SCAG Policy Committees.

(7) Adoption/Submission to State

After the incorporation of subregional strategies, the Regional Council will finalize and adopt the 2024 RTP/SCS. SCAG will submit the regional SCS, including all subregional SCSs, to CARB for review as required in SB 375. The subregion will provide relevant documentation to support SCAG in complying with the CARB Evaluation Guidelines, referenced above in section IV.A(1).

(8) Funding

Funding for subregional SCS/APS activities is not currently available. Any specific parameters for future funding are speculative. While there is no potential future funding at this time, it is advisable for subregions to track and record their expenses and activities associated with these efforts.

(9) Data

SCAG will distribute data to subregions and local jurisdictions for review and input for the 2024 RTP/SCS. This involves a bottom-up approach for developing the base land use data, growth forecast, scenarios, and integrates SCAG's other efforts (e.g., plan implementation, performance monitoring) to improve local jurisdictions' competitiveness for funding that helps implement the RTP/SCS.

SCAG will work with delegated subregions during the MOU process, and before prior to the local review and input process, to outline responsibilities for generating and refining the datasets required for consideration under SB 375. It is anticipated that the delegated subregion will take a leadership role in both outreach to local jurisdictions and data development, with SCAG offering support as needed.

(10) Tools

SCAG is in the process of building a comprehensive Regional Data Platform (RDP) to standardize regionally significant datasets, provide opportunities for local partners

Attachment: 2024 Subregional SCS Framework & Guidelines, Revised (Subregional Sustainable Communities Strategies Framework and

to update their data in real-time, and draw insights from local trends. The platform will also feature a data-driven collaboration hub for local jurisdictions to engage with stakeholders for individual projects, such as local and regional land use planning, active transportation planning, greenhouse gas reduction strategies, and development impact assessments. The RDP is intended as a resource for general plan updates as well as two-way data sharing between jurisdictions and SCAG.

Beginning in Fall 2020, the RDP began engaging with ten pilot jurisdictions to fine tune workflows, products, and data requirements and made ESRI licenses available to all local jurisdictions. The first major tool, the Housing Element Parcel Tool (HELPR) was released in fall 2020. More tools will continue to be rolled out through 2021 and into 2022. SCAG's Local Information Services Team (LIST) aims to train local jurisdictions in the use of RDP tools and provide data guidance.

The use of SCAG tools is not mandatory and is advisory only. Use of the tools is at the discretion of subregions and local jurisdictions. SCAG will consider providing guidance and training on additional tools based on further discussions with subregional partners.

(11) Resources and technical assistance

SCAG will assist the subregions by making available technical tools as described above. SCAG staff can participate in subregional workshops, meetings, and other processes at the request of the subregion, and pending funding and availability. Further, SCAG will prepare materials for its own process in developing the regional SCS, and will make these materials available to subregions.

D. Milestones/Schedule

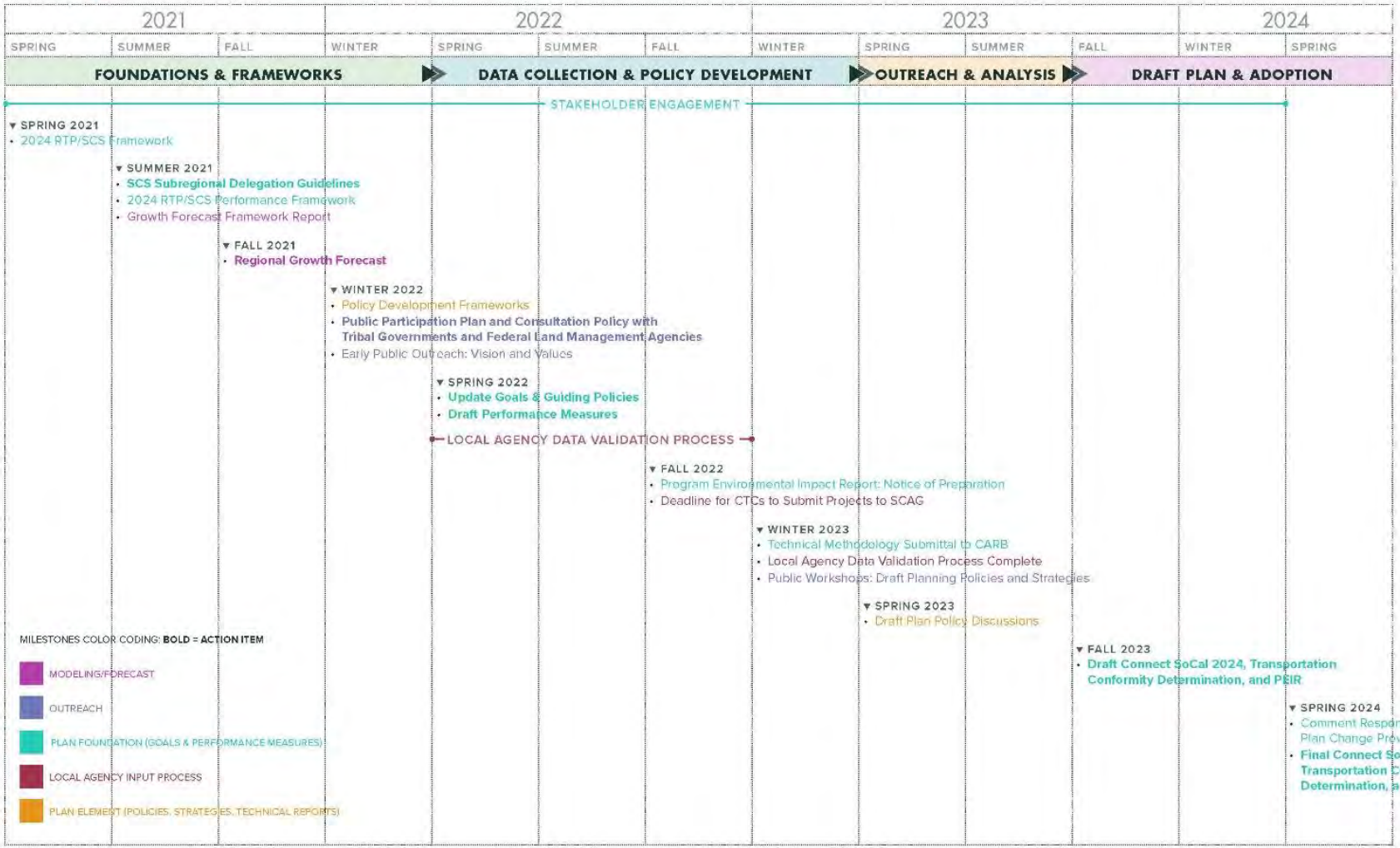
- Deadline for subregions to communicate intent to prepare a subregional SCS – October 29, 2021
- SCAG and Subregional Council of Governments establish Memorandum of Understanding – Early 2022
- Subregional SCS development – Early 2022 through Fall 2022
- Draft dataset delivery to SCAG – Summer 2022
- Final dataset delivery to SCAG – Fall 2022
- Draft subregional SCS to be incorporated into regional SCS – Winter 2023
- Release Draft 2024 RTP/SCS for public review – Fall 2023
- Regional Council adopts 2024 RTP/SCS – Spring 2024

For more context on the process schedule and milestones, refer to the attached Appendix A. Further detailed milestones will be incorporated into the MOU between SCAG and the subregion.

Attachment: 2024 Subregional SCS Framework & Guidelines, Revised (Subregional Sustainable Communities Strategies Framework and

APPENDIX A

2024 RTP/SCS PRELIMINARY MILESTONES



Attachment: 2024 Subregional SCS Framework & Guidelines, Revised (Subregional Sustainable

Southern California Association of Governments
Remote Participation Only
October 7, 2021

NO. 635
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, SEPTEMBER 2, 2021

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 of the Southern California Association of Governments (SCAG) held its special meeting telephonically and electronically, given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's Executive Order N-08-21. A quorum was present.

Members Present

Hon. Clint Lorimore, President	***Eastvale***	**District 4**
Hon. Jan Harnik, 1st Vice President		**RCTC**
Sup. Carmen Ramirez, 2nd Vice President		**Ventura County**
Supervisor Luis Plancarte		Imperial County
Supervisor Kathryn Barger		**Los Angeles County**
Supervisor Don Wagner		Orange County
Supervisor Karen Spiegel		Riverside County
Hon. Maria Nava-Froelich		ICTC
Hon. Tim Shaw		OCTA
Hon. Alan Wapner		SBCTA
Hon. Peggy Huang		TCA
Hon. Mike T. Judge		VCTC
Hon. Ben Benoit		Air District Representative
Hon. Cheryl Viegas-Walker	*El Centro*	District 1
Hon. Kathleen Kelly	*Palm Desert*	District 2
Hon. Rey Santos	*Beaumont*	District 3
Hon. Zak Schwank	*Temecula*	District 5
Hon. Frank Navarro	*Colton*	District 6
Hon. Larry McCallon	*Highland*	District 7

Members Present – continued

Hon. Deborah Robertson	*Rialto*	District 8
Hon. L. Dennis Michael	*Rancho Cucamonga*	District 9
Hon. Ray Marquez	*Chino Hills*	District 10
Hon. Randall Putz	*Big Bear Lake*	District 11
Hon. Fred Minagar	*Laguna Niguel*	District 12
Hon. Wendy Bucknum	*Mission Viejo*	District 13
Hon. Michael Carroll	*Irvine*	District 14
Hon. Diane Dixon	*Newport Beach*	District 15
Hon. Phil Bacerra	*Santa Ana*	District 16
Hon. Kim Nguyen	*Garden Grove*	District 18
Hon. Trevor O'Neil	*Anaheim*	District 19
Hon. Joe Kalmick	*Seal Beach*	District 20
Hon. Art Brown	*Buena Park*	District 21
Hon. Marty Simonoff	*Brea*	District 22
Hon. Frank Yokoyama	*Cerritos*	District 23
Hon. Ray Hamada	*Bellflower*	District 24
Hon. Sean Ashton	*Downey*	District 25
Hon. José Luis Solache	*Lynwood*	District 26
Hon. Ali Saleh	*Bell*	District 27
Hon. Mark E. Henderson	*Gardena*	District 28
Hon. Cindy Allen	*Long Beach*	District 30
Hon. Steve De Ruse	*La Mirada*	District 31
Hon. Steven Ly	*Rosemead*	District 32
Hon. Jorge Marquez	*Covina*	District 33
Hon. Adele Andrade-Stadler	*Alhambra*	District 34
Hon. Tim Sandoval	*Pomona*	District 38
Hon. James Gazeley	*Lomita*	District 39
Hon. Alex Fisch	*Culver City*	District 41
Hon. Paula Devine	*Glendale*	District 42
Hon. Juan Carrillo	*Palmdale*	District 43
Hon. David J. Shapiro	*Calabasas*	District 44
Hon. Laura Hernandez	*Port Hueneme*	District 45
Hon. David Pollock	*Moorpark*	District 46
Hon. Lorrie Brown	*Ventura*	District 47
Hon. John Lee	*Los Angeles*	District 59
Hon. Michael Posey	*Huntington Beach*	District 64
Hon. Elizabeth Becerra	*Victorville*	District 65
Hon. Megan Beaman Jacinto	*Coachella*	District 66

Members Present - continued

Hon. Marsha McLean	*Santa Clarita*	District 67
Hon. Marisela Magana	*Perris*	District 69
Hon. Andrew Masiel, Sr.	*Pechanga Dev. Corp.*	Tribal Gov't Reg'l Planning Brd.
Mr. Randall Lewis	*Business Representative*	Ex-Officio Member

Members Not Present

Hon. Rex Richardson, Imm. Past President	***Long Beach***	**District 29**
Supervisor Holly Mitchell		Los Angeles County
Supervisor Curt Hagman		San Bernardino County
Hon. Leticia Clark	*Tustin*	District 17
Hon. Margaret E. Finlay	*Duarte*	District 35
Hon. Jonathan Curtis	*La Cañada Flintridge*	District 36
Hon. Steve Tye	*Diamond Bar*	District 37
Hon. Drew Boyles	*El Segundo*	District 40
Hon. Gilbert Cedillo	*Los Angeles*	District 48
Hon. Paul Krekorian	*Los Angeles*	District 49/Public Transit Rep.
Hon. Bob Blumenfield	*Los Angeles*	District 50
Hon. Nithya Raman	*Los Angeles*	District 51
Hon. Paul Koretz	*Los Angeles*	District 52
Hon. Nury Martinez	*Los Angeles*	District 53
Hon. Monica Rodriguez	*Los Angeles*	District 54
Hon. Marqueece Harris-Dawson	*Los Angeles*	District 55
Hon. Curren D. Price, Jr.	*Los Angeles*	District 56
Hon. Mark Ridley-Thomas	*Los Angeles*	District 57
Hon. Mike Bonin	*Los Angeles*	District 58
Hon. Mitch O'Farrell	*Los Angeles*	District 60
Hon. Kevin de León	*Los Angeles*	District 61
Hon. Joe Buscaino	*Los Angeles*	District 62
Hon. Steve Manos	*Lake Elsinore*	District 63
Hon. Patricia Lock Dawson	*Riverside*	District 68
Hon. Eric Garcetti	*Los Angeles*	Member-at-Large

Staff Present

Kome Ajise, Executive Director
Darin Chidsey, Chief Operating Officer
Debbie Dillon, Chief Strategy Officer
Cindy Giraldo, Chief Financial Officer
Sarah Jepson, Director of Planning

Carmen Fujimori, Human Resources Director
Javiera Cartagena, Acting Director of Policy and Public Affairs
Julie Shroyer, Chief Information Officer
Michael Houston, Chief Counsel, Director of Legal Services
Jeffery Elder, Deputy Legal Counsel
Ruben Duran, Board Counsel
Maggie Aguilar, Clerk of the Board
Cecilia Pulido, Deputy Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Lorimore called the meeting to order at 12:32 p.m. and asked Regional Councilmember Frank Navarro, Colton, District 7, to lead the Pledge of Allegiance.

PRESENTATION

1. SCAG's Regional Data Platform and the Power of Geographic Information Systems

Executive Director Kome Ajise provided a brief introduction of Jack Dangermond, President and Founder of ESRI, and stated that Mr. Dangermond would be discussing SCAG's partnership on the Regional Data Platform and the power of geographic information systems (GIS). He explained that the Regional Data Platform was a signature element of the Future Communities Initiative, which this board launched three years ago to advance SCAG's leadership in technology. He reported that in 2019, SCAG selected ESRI to be our partner in this effort and over the last several years have worked with ESRI and city partners to develop the data management system and suite of tools that will serve as the foundation for the Regional Data Platform. He further stated that once launched, the Regional Data Platform would provide universal access to web-based tools and streamline data sharing and collaboration across the region. Lastly, he emphasized that the Regional Data Platform aims to provide all member agencies, regardless of size and technological maturity with modern planning tools, technology, standardized data, and best practices to support General Plan updates.

Mr. Dangermond provided a brief overview of ESRI and stated they support roughly 350,000 organizations. He noted that their focus was to advance the science of geography in its application form, and they did this with a technology called geographic information systems or GIS. He stated that he thought all the leadership around the world was saying that they needed to collectively act now and make their cities more sustainable, implement sustainable agriculture, and develop renewable energy systems that are affordable and equitable. He further discussed the power of GIS and its ability to help solve the pressing challenges facing the world, with a special focus on SCAG's Regional Data Platform (RDP) project as a vital tool for shaping a more sustainable future for Southern California. He also indicated that GIS supports a holistic approach that allows them to

collaborate between different agencies like the local governments, regional government, state governments and the Federal government. He also noted that the RDP data program delivers powerful data and SCAG would be making that data available and accessible through the regional hub, which is a website where you can do map overlays. Lastly, he also emphasized the importance of leadership and community-building to ensure the RDP reaches its highest potential to advance more coordinated and sustainable planning locally and regionally.

Caitlyn Smith, Project Manager at ESRI, expressed that it was a privilege to work alongside the SCAG team on this project over the past year and a half and that it was exciting for her to witness this project take shape. She indicated that ESRI had envisioned a system like the RDP for quite some time now, and to see it be applied to planning, something that touches how communities grow in regions, was truly remarkable. She acknowledged SCAG staff and stated that their devotion to this project and commitment to SCAG's vision for the region had inspired them. She stated they were looking to launch the RDP this fall.

Mr. Dangermond stated that he thought that the platform was to revolutionize the regional information sharing and was going to get rid of some of the challenges that have been plaguing SCAG's organizations. He noted that this platform will provide a very practical foundation for developing those applications which can make the communities and the region more sustainable.

Regional Councilmember Laurie Brown, Ventura, District 47, stated cities were moving towards more technology and asked what the security protocols would be to protect infrastructure, major roads, and water resources with this type of technology.

Mr. Dangermond acknowledged the question and stated that they worked with several government agencies, ranging from the federal government to local water companies and utilities that were using their tools and they were all being confronted with the issue of cyber security. He stated that there were levels of security that they can implement on the system itself, such as adding security to the actual applications.

Regional Councilmember Brown stated she appreciated the examples of the social justice applications and asked if this data will be available for commercial use. She also asked if SCAG and the local and regional agencies will have the ability to request how all the information is being used.

Mr. Dangermond acknowledged the question and stated that he thought they needed to work closely with the agency heads, as well as the members of local governments, to ensure that those datasets that she was particularly concerned about were secure and stated there were mechanisms to do that. With respect to the social equity issues, he indicated that they had a series of templates that were easily downloadable for each of the local governments to be able to look at issues of racial and social equity. He also noted that the data that was being shared belonged to SCAG and its

members, not ESRI or any commercial entity, so information that they choose to share was information that they have the policy and control over who gets to use it and who they want to share it with. He stated there was no notion of commercializing this information whatsoever.

Regional Councilmember Cheryl Viegas-Walker, El Centro, District 1, stated that both the Governor and the federal government had put out targets for them to transition to electric vehicles and asked what role ESRI can play in helping local jurisdictions put together that plan for infrastructure deployment, like charging stations.

Mr. Dangermond acknowledged the question and stated that picking the optimum location for anything was in their toolbox and given the right direction can help to build those models. He indicated that they called it location allocation modeling, a branch of geography, and it was really in measuring the origins of where people are and who have cars. He stated this investment will allow them to build apps that can help support that idea.

Regional Councilmember Randall Lewis, Business Representative, asked how the elected can work with their staffs to get more knowledgeable on how to get smart GIS and how to put into action in their communities.

Mr. Dangermond acknowledged the question and stated it was by asking questions. He indicated that he was constantly asking how the technology works and how it can be applied to his job.

Ms. Smith stated that part of the goal of the regional data platform was really to try to make GIS technology accessible to people that work in policy and planning. She indicated that they aim to have a lot of tools and resources which are available through the regional hub which will be the portal for the RDP.

Regional Councilmember Kathleen Kelly, Palm Desert, District 2, stated they should contemplate some form of training or webinars to make sure that local people know how to get this information.

Executive Director Ajise stated that each jurisdiction was going to have their own license and they would probably be doing a lot of training through what they call Toolbox Tuesdays, to make sure everybody's able to take advantage of the tool.

Regional Councilmember Frank Navarro, Colton, District 6, stated he had the opportunity to work with SCAG staff on putting together an application for his community so they could do economic development analysis on bring businesses to Colton. He stated they use the tool at Colton and have been successful with it. He expressed that he was really happy to see the use of ESRI tools at SCAG so that other communities can have that available to them.

PUBLIC COMMENT PERIOD

President Lorimore opened the Public Comment Period, and he outlined instructions for public comments.

Board Counsel Ruben Duran stated that there were no written public comments received by email after the deadline.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

President Lorimore announced that Agenda Item No. 9 would be pulled from the agenda and brought back in October.

CONSENT CALENDAR

2. Minutes of the Special Meeting – July 1, 2021

3. Approval of Additional Stipend Payments

4. Resolution No. 21-635-1 Approving Amendment 1 to the FY 2021-22 Overall Work Program (OWP)

5. Contract Amendment Greater Than 30% of the Contract's Original Value: 20-035-C01, IT Managed Services

6. Contracts $200,000 or Greater: Contract No. 20-012-C01, Infrastructure Upgrade – Data Center Equipment

7. Contracts $200,000 or Greater: Contract No. 21-058-C01, Heavy Duty Truck Model Improvement

8. Contracts $200,000 or Greater: Contract No. 21-064-C01, Southern California Goods Movement Communities Freight Impact Assessment

9. Subregional Sustainable Communities Strategies Framework and Guidelines

10. Notice of CEQA Exemption Pursuant to CEQA Guidelines Sections 15262, 15301(c), 15304(e), 15306 and 15322 for the SCAG Sustainable Communities Program-Active Transportation & Safety and Approval to Accept the Active Transportation Program funds for the Project

11. AB 215 (Chiu) - Housing Element Relative Progress Determination

12. SB 9 (Atkins) - Duplex Approvals

13. SCAG Memberships and Sponsorships

Receive and File

14. September 2021 State and Federal Legislative Update

15. Initial Findings for Connect SoCal CEQA Addendum No. 2 to Programmatic Environmental Impact Report (State Clearinghouse #2019011061)

16. Regional Early Action Plan (REAP) 2021 Update

17. Regional Growth Forecast Framework and Expert Panel

18. Purchase Orders $5,000 - $199,999; Contracts $25,000 - $199,999 and Amendments $5,000 $74,999

19. CFO Monthly Report

A MOTION was made (Shapiro) to approve Consent Calendar Items 2 through 8 and 10 through 13; Receive and File Items 14 through 19. Motion was SECONDED (Benoit). The motion passed by the following roll call votes:

AYES: ALLEN, ANDRADE-STADLER, ASHTON, BACERRA, BARGER, BEAMAN JACINTO, BECERRA, BENOIT, A. BROWN, L. BROWN, BUCKNUM, DE RUSE, DEVINE, DIXON, FISCH, GAZELEY, HAMADA, HARNIK, HENDERSON, HERNANDEZ, HUANG, JUDGE, KALMICK, KELLY, LEE, LORIMORE, LY, MAGANA, J. MARQUEZ, R. MARQUEZ, MCCALLON, MCLEAN, MICHAEL, NAVARRO, NGUYEN, O'NEIL, PLANCARTE, POLLOCK, POSEY, PUTZ, RAMIREZ, ROBERTSON, SANDOVAL, SANTOS, SCHWANK, SHAPIRO, SHAW, SIMONOFF, SOLACHE, SPIEGEL, VIEGAS-WALKER, WAGNER, WAPNER and YOKOYAMA (56)

NOES: NONE (0)

ABSTAIN: NONE (0)

Regional Councilmember Maria Nava-Froelich, ICTC, was having technical difficulties and was not able to cast her vote during the roll call. She asked that her vote be counted in favor of the Consent Calendar.

Regional Councilmember Mike Carroll, Irvine, District, was unable to take himself off mute and was not able to cast his vote during the roll call. He asked that his vote be counted in favor of the Consent Calendar.

INFORMATION ITEM

20. Status Update on SCAG's Broadband Program

Executive Director Kome Ajise provided a brief status of update on SCAG's Broadband Program and introduced Roland Ok, Regional Planner Specialist, to provide a detailed report.

Mr. Ok reported that on February 2, 2021, the Regional Council adopted a resolution which pledges SCAG to assist in bridging the digital divide in underserved communities and directed staff to develop a Broadband Action Plan and/or Program. He indicated that since the adoption of the resolution, SCAG had identified several key items/deliverables which included: conducting a broadband survey/interview to local jurisdictions and Internet Service Providers (ISP's) and identifying significant barriers; collecting and investing in broadband data and developing detailed broadband maps and broadband opportunity zones; assisting in securing funding for local jurisdictions and ISP's to invest in broadband infrastructure in underserved communities; and conducting studies to develop solutions and strategies to assist in rapid deployment of broadband technology and technical studies. He reported that in conducting the survey/interviews with ISP's to determine significant barriers to bringing broadband to underserved communities, some common barriers had been identified which included: staffing and resource constraints for local jurisdictions; lack of organized and accessible information on policies and permitting; lack of granular data for accurate broadband mapping; inconsistencies in permitting and implementation practices between jurisdictions; uncertain timelines and cost; lack of standards for micro trenching and Dig Once policies; inconsistent fair share or cost sharing practices; and NIMBYism. He also reported they had started their GIS analysis and would continue to work with state and federal agencies, local jurisdictions, and ISP's. In terms of numbers, he reported that 15 percent of the population households did not have access to adequate internet speeds or a computer; 27 percent of households earning less than $50,000 per year did not have broadband subscriptions; 22 percent of did not have a computer and/or broadband subscription; 10percent of students under the age of 18 did not have a computer or broadband subscription; 16 percent of the region was below the federal

threshold of 25 megabits (Mbps) down and three Mbps up; and that in rural areas - broadband speed was lower but more expensive. He indicated that Southern California (SCAG and SANDAG regions) needed approximately $8 billion in broadband investments and that SCAG was currently working with stakeholders requesting $8 billion from the Federal and State government. Lastly, her reported that SCAG was working on developing strategic and technical studies related to broadband infrastructure.

President Lorimore asked for additional information on the last mile and what SCAG was doing with ISP's. Staff acknowledged the request and provided additional details.

Regional Councilmember Ben Benoit, Air District Representative, expressed support for setting up model ordinances for cities to help create competition among broadband service providers.

BUSINESS REPORT

Mr. Randall Lewis, Business Representative, thanked the Regional Council and staff for allowing the GLUE Council to thrive. He indicated staff was doing a great job with the GLUE Council and stated it was very important for the business community. He provided an update on the housing market and indicated it was starting to normalize with respect to the purchase of new home developments and the resale of homes. He also provided an update on single family rentals which have been an important part of the market in terms of increasing housing supply. He reported that lumber was back down to pre-COVID rates and that retail was holding up well. He also provided an update on unemployment and stated that the employment numbers were looking pretty good and going in a good direction. He noted that interest rates with respect to borrowing and mortgages were very good during the summer. He also mentioned that the rate of companies leaving California had almost doubled and they were going to have to deal with this in Sacramento. He reported that the business industry was still seeing labor shortages in restaurants and hotels which was going to slow down everything. He also reported that inflation was picking up and it was impacting labor. He suggested that cities should make sure to have competitive policies and competitive pay, so that they can retain and recruit the talent they need. He further stated that cities needed a mechanism to try to see how they keep valuable employees. He also suggested cities work with their professional teams on insurance issues given that insurance companies were going to make many of the decisions about where to build and what to build. Lastly, he stated that SCAG was doing a phenomenal job of working on housing and trying to have a fair and equitable recovery.

Regional Councilmember Cheryl Viegas-Walker, El Centro, District 1, asked if SB 9 were to pass, were there any developers that were going to start building small homes on lots in single family neighborhoods. Mr. Lewis indicated that he thought there would be developers who would step in, but it would be very slowly as it may have some impacts.

Regional Councilmember David Shapiro, Calabasas, District 44, stated that unemployment funds would be diminishing and asked Mr. Lewis if he thought it would have an impact on the job market. Mr. Lewis indicated that it seemed like there was a shift and some people were staying out of the job market and thought that some people were rethinking what they were going to do the rest of their life.

PRESIDENT'S REPORT

President Lorimore announced that Ben Benoit had been appointed to the Audit Committee. He also announced the following Emerging Technologies Committee reappointments: Curt Hagman, Sean Ashton, Drew Boyles, Margaret Clark, Margaret Finlay, Jan C. Harnik, Dan Kalmick, Steve Manos, Carol Moore, Frank Navarro, Luis Plancarte, David Pollock, Deborah Robertson, Cheryl Viegas-Walker, Alan Wapner, Edward Wilson, Frank Zerunyan, Leslie Lindahl (Ex-Officio Non-Voting Member), Paul Marquez (Ex-Officio Non-Voting Member) and Pam O'Connor (Ex-Officio Non-Voting Member). Lastly, he reported that the next meeting of the Regional Council was scheduled for Thursday, October 7 at 12:30 p.m.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Ajise introduced three new staff members: Cecilia Pulido, Deputy Clerk of the Board; David James, Internal Auditor; and Jeff Elder, Deputy Legal Counsel. He also provided a brief update on the Regional Early Action Planning Grant Program for 2021 (REAP 2021). He indicated that REAP was a new funding program in the FY 2021-22 State Budget and that SCAG region's formula share was estimated to be $246 million, of which an initial allocation of 10 % of funds would be available starting January 1, 2022. He reported that detailed guidelines for implementation were still being finalized. He explained that staff anticipates the majority of the work will be contained within three main program areas: Early Action Initiatives, Housing Supportive Infrastructure Program, and County Transportation Commission Partnership Program. Mr. Ajise also provided an update on the SoCal Greenprint and stated that in July, the Regional Council directed staff to pause the implementation of the SoCal Greenprint for at least 30 days and hold a public hearing to engage with stakeholders to consider and address concerns. He indicated that since the July meeting, SCAG staff had facilitated meetings with the BIA as well as a coalition of environmental groups with the Executive Officers to share perspectives regarding the tool. He reported that SCAG hosted a public hearing on August 24 regarding the development of the SoCal Greenprint, and over 75 stakeholders participated in the public hearing, with 33 stakeholders providing verbal comments and 36 written comments being received. He stated this item would be brought back to the Regional Council meeting in October and a public hearing would be held as well. Lastly, he asked Chief Counsel Michael Houston to provide a report on the closed session held by the Executive Administration Committee (EAC) on the Orange County Council of Governments (OCCOG) litigation against the California Department of Housing and Community

Development (HCD).

Chief Counsel Houston reported that the EAC held a closed session to give direction to SCAG's outside legal counsel on the litigation filed by OCCOG and six cities against HCD, in which SCAG was named as a real party in interest. He further reported that the EAC directed SCAG's legal team to file a demurrer in this case to seek dismissal of the action.

Regional Councilmember Trever O'Neil, Anaheim, District 19, asked for the vote count of the action taken in closed session at the EAC meeting.

Chief Counsel Houston reported that the vote was 6-5, votes in favor were McCallon, Pollock, Marquez, Ramirez, Viegas-Walker, and Wapner. No votes were Brown, Harnik, Huang, Lorimore and Wagner. He also reported that there were two members that abstained as a result of them feeling that there were appearances of a conflict, although not legally obligated to do so and that there were a handful of members that were absent.

President Lorimore clarified that the two members recused themselves and left the room.

Regional Councilmember Trever O'Neil stated they had several other cities that signed on as additional parties to the lawsuit and asked if any of the votes to file the demurrer were from individuals who represented any of those cities, who in fact signed on as additional parties.

Ruben Duran, Board Council confirmed the answer was no.

Chief Counsel Houston clarified that from the cities that were currently named as a petitioner, Mr. Sean Ashton and Mr. Frank Yokoyama had recused themselves.

Ruben Duran, Board Council clarified for the record that both gentlemen [Mr. Ashton and Mr. Yokoyama] recused themselves from the closed session and did not attend or participate in the closed session. He stated both were in attendance of the open portion of the meeting.

FUTURE AGENDA ITEM/S

There were no additional future agenda items requested.

ANNOUNCEMENT/S

First Vice President Jan Harnik, RCTC, suggested that before the October 7 meeting, it would be in everyone's best interest to listen to the stakeholder public hearing on the Greenprint. She stated there was some good input that they may find valuable.

President Lorimore concurred with First Vice President Harnik and encourage everybody to listen to the hearing.

Regional Councilmember Viegas-Walker reported that Mark Baza, Executive Director for the Imperial County Transportation Commission, had announced his retirement.

ADJOURNMENT

There being no further business, President Lorimore adjourned the Regional Council meeting in memory of Ping Chang at 2:29 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]
//

AGENDA ITEM 4
REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

Proposed 2022 Schedule of Regular Meetings

[Approved by the Regional Council: _____]

All regular meetings of the Executive/Administration Committee are scheduled on the 1st Wednesday of each month and all regular meetings of the Regional Council and Policy Committees are scheduled on the 1st Thursday of each month.

WEDNESDAY		
Executive/Administration Committee (EAC)	**3PM - 4PM**	**Policy Room B**
THURSDAY		
Community, Economic and Human Development (CEHD) Committee	**9:30AM - 11:30AM***	**Policy Room B**
Energy and Environment Committee (EEC)	**9:30AM - 11:30AM***	**Policy Room A**
Transportation Committee (TC)	**9:30AM - 11:30AM***	**Board Room**
Regional Council (RC)	**12:30PM - 2PM***	**Board Room**

Times subject to change as meetings return to the office

Executive Administration Committee	Regional Council and Policy Committees
January 5, 2022	**January 6, 2022**
February 2, 2022	**February 3, 2022**
March 2, 2022	**March 3, 2022**
April 6, 2022	**April 7, 2022**
May 4 - 6, 2022 (Wednesday - Friday) *SCAG 2022 Regional Conference and General Assembly*	**May 4 - 6, 2022 (Wednesday - Friday)** *SCAG 2022 Regional Conference and General Assembly*
June 1, 2022	**June 2, 2022**
July 6, 2022	**July 7, 2022**
August 3, 2022 (DARK)	**August 4, 2022 (DARK)**
August 31, 2022	**September 1, 2022**
October 5, 2022	**October 6, 2022**
November 2, 2022	**November 3, 2022**
November 30, 2022	**December 1, 2022** *SCAG Annual Economic Summit*

AGENDA ITEM 5
REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

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

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

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

Subject: Contract Amendment Greater Than $75,000, Contract No. 18-040-C01 Amendment No. 3, Regional Data Platform

RECOMMENDED ACTION:
Approve Amendment No. 3 to Contract No. 18-040-C01 in an amount not to exceed $260,000, increasing the contract value from $2,717,937 to $2,977,937, with Environmental Systems Research Institute (ESRI), Inc. to provide additional enterprise licenses related to the Regional Data Platform. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal

EXECUTIVE SUMMARY:
In April 2019, SCAG awarded Contract 18-040-C01 to ESRI, Inc. to develop the Regional Database Platform (RDP). The Platform will provide an online tool for SCAG and local jurisdictions to access data necessary for local general plan development and general decision making by monitoring transportation, land development trends, housing and economic growth, and sustainability conditions. The RDP will also feature a data-driven collaboration hub for local jurisdictions to engage with stakeholders for individual projects, such as local and regional land use planning, active transportation planning, greenhouse gas reduction strategies, and development impact assessments.

An enterprise license agreement (ELA), that provides licenses to SCAG staff and all RDP participating SCAG member entities, was incorporated as part of the original contract. This amendment renews the ELA for a third year to ensure that member entities have full access to the benefits of the RDP and in support of SCAG's enterprise GIS infrastructure for projects and mapping. The cost of the third year of the ELA was negotiated to a capped 4% increase for a total of $260,000.

This amendment exceeds $75,000 of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it requires the Regional Council's approval.

BACKGROUND:

Staff recommends executing the following amendment that exceed 30% of the contract's original value:

Consultant/Contract #	Contract Purpose	Amendment Amount
ESRI Inc. (18-040-C01)	The consultant shall provide additional enterprise licenses related to the Regional Data Platform.	$260,000

FISCAL IMPACT:

Funding of $260,000 is available in the FY 2021-22 Overall Work Program (OWP) in Project Number 045-0142.12.

ATTACHMENT(S):

1. Contract Summary 18-040-C01 Amendment No. 3
2. Contract Summary 18-040-C01 Amendment No. 3 COI

CONSULTANT CONTRACT NO. 18-040-C01 AMENDMENT NO. 3

Consultant: Environmental Systems Research Institute (ESRI), Inc.

Background & Scope of Work: In *April 2019*, SCAG awarded Contract 18-040-C01 to ESRI, Inc. to develop the Regional Database Platform (RDP). The Platform will provide an online tool for SCAG and local jurisdictions to access data necessary for local general plan development and general decision making by monitoring transportation, land development trends, housing and economic growth, and sustainability conditions. The RDP will also feature a data-driven collaboration hub for local jurisdictions to engage with stakeholders for individual projects, such as local and regional land use planning, active transportation planning, greenhouse gas reduction strategies, and development impact assessments.

An enterprise license agreement (ELA), that provides licenses to SCAG staff and all RDP participating SCAG member entities, was incorporated as part of the original contract. This amendment renews the ELA for a third year to ensure that member entities have full access to the benefits of the RDP and in support of SCAG's enterprise GIS infrastructure for projects and mapping. The cost of the third year of the ELA was negotiated to a capped 4% increase for a total of $260,000.

This amendment also increases the contract value from $2,717,937 to $2,977,937 ($260,000).

Project's Benefits & Key Deliverables: The project's benefits and key deliverables include, but are not limited to:

- The RDP will provide an online tool for SCAG and local jurisdictions to access data necessary for local general plan development and general decision making by monitoring transportation, land development trends, housing and economic growth, and sustainability conditions;
- It will also feature a data-driven collaboration hub for local jurisdictions to engage with stakeholders for individual projects, such as local and regional land use planning, active transportation planning, greenhouse gas reduction strategies, and development impact assessments; and
- A third year of the ELA will provide SCAG staff and RDP participating member entities with the full benefit and access to the benefits of the RDP and Enterprise GIS.

Strategic Plan: This item supports SCAG's Strategic Plan, Goal 1: Produce innovative solutions that improve the quality of live for Southern Californians, and Objective (C): Ensure quality, effectiveness, and implementation of plans through collaboration, pilot testing, and objective data-driven analysis; Goal 3: Be the foremost data information hub for the region, and Objectives (A): Develop and maintain models, tools, and data sets that support innovative plan development, policy analysis and project implementation, and (B): Become the information hub of Southern California y improving access to current, historical, local and regional data sets that reduce the costs of planning and increase the efficiency of public services; Goal 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

Amendment	Amendment 3 Renew ELA for Year 3	$260,000

Attachment: Contract Summary 18-040-C01 Amendment No. 3 (Contract Amendment Greater Than $75,000, Contract No. 18-040-C01, Regio)

Amount:	Amendment 2 (administrative - no change to contract's value)	$0
	Amendment 1 (administrative - no change to contract's value)	$0
	Original contract value	$2,717,937
	Total contract value is not to exceed	**$2,977,937**

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

Contract Period: October 21, 2019 through June 30, 2022.

Project Number: 045-0142.12 $260,000
Funding sources: Direct – FHWA PL
Funding of $260,000 is available in the FY 2021-22 Overall Work Program (OWP) in Project Number 045-0142.12.

Basis for the Amendment: A third year of the Enterprise License Agreement is needed to continue development, rollout, and member agency access to the Regional Data Platform as well as license SCAG's enterprise GIS systems.

Attachment: Contract Summary 18-040-C01 Amendment No. 3 (Contract Amendment Greater Than $75,000, Contract No. 18-040-C01, Regio)

Conflict Of Interest (COI) Form - Attachment
For October 7, 201? Regional Council Approval

Approve Amendment No. 3 to Contract No. 18-040-C01 in an amount not to exceed $260,000, increasing the contract value from $2,717,937 to $2,977,937, with ESRI, Inc. to provide additional enterprise licenses related to the Regional Data Platform. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
ESRI Inc. (prime consultant)	No - form attached

Attachment: Contract Summary 18-040-C01 Amendment No. 3 (Contract Amendment Greater Than $75,000, Contract No. 18-040-C01, Regio)

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 18-040-C01

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at https://scag.ca.gov. The SCAG Conflict of Interest Policy is located under "GET INVOLVED", then "Contract & Vendor Opportunities" and scroll down under the "Vendor Contracts Documents" tab; whereas the SCAG staff may be found under "ABOUT US" then "OUR TEAM" then "Employee Directory"; and Regional Council members can be found under "MEETINGS", then scroll down to "LEADERSHIP" then select "REGIONAL COUNCIL" on the left side of the page and click on "Regional Council Officers and Member List."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Legal Division, especially if you answer "yes" to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

Name of Firm: Environmental Systems Research Institute, Inc.

Name of Preparer: Eula Robinson

Project Title: RFP/Contract No. 18-040-C01

Date Submitted: 09/30/2021

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?

Attachment: Contract Summary 18-040-C01 Amendment No. 3 COI (Contract Amendment Greater Than $75,000, Contract No. 18-040-C01,

☐ **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: Contract Summary 18-040-C01 Amendment No. 3 COI (Contract Amendment Greater Than $75,000, Contract No. 18-040-C01,

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) Timothy Brazeal, hereby declare that I am the position or title) Manager, Commercial & Government Contracts of (firm name) Environmental Systems Research Institute, 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 September 30, 2021 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.

Digitally signed by Timothy Brazeal
Date: 2021.09.30 10:04:36 -07'00'

Signature of Person Certifying for Proposer
(original signature required)

09/30/21
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: Contract Summary 18-040-C01 Amendment No. 3 COI (Contract Amendment Greater Than $75,000, Contract No. 18-040-C01,

AGENDA ITEM 6

REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

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

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

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

Subject: Contract Amendment Greater Than 30% of the Contract's Original Value, Contract No. 19-003A-C01, Amendment No. 6, Great Plains (GP) Enterprise Software Services

RECOMMENDED ACTION:
Approve Amendment No.6 to Contract No. 19-003A-C01 in an amount not-to-exceed $18,600, increasing the contract value from $55,800 to $74,400 and extends the contract term from 10/31/21 to 10/31/22, with Axtegrity Consulting to provide additional ad hoc support and consultation. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

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

EXECUTIVE SUMMARY:
On November 14, 2018, SCAG awarded Contract 19-003A-C01 to Axtegrity Consulting to provide ad hoc support and consultation, including the following potential tasks related to SCAG's financial accounting system, known as Microsoft Dynamics Great Plains (GP):

- ***Providing support for outages or critical issues that may arise; and***
- ***Providing expert advice as needed for support questions.***

SCAG completed a major GP version upgrade in June 2021 and anticipates another minor update in December 2021. Staff requires the additional support to help maintain the stability of this recent major upgrade to address any critical issues that may arise, as well as to address any other issue that may arise on other projects such as, SCAG's Enterprise Business Intelligence project, which uses reports that are generated from GP sourced data.

This amendment exceeds 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it requires the Regional Council's approval.

BACKGROUND:

Staff recommends executing the following amendment that exceed 30% of the contract's original value:

Consultant/Contract #	Contract Purpose	Amendment Amount
Axtegrity Consulting (19-003A-C01)	The consultant shall provide additional Great Plains (GP) Support Services.	$18,600

FISCAL IMPACT:

Funding of $18,600 is available in the FY 2021-22 Indirect Cost Budget in project number 811-1163.01.

ATTACHMENT(S):

1. Contract Summary 19-003A-C01 Amendment No. 6
2. Contract Summary 19-003A-C01 Amendment No. 6 COI

CONSULTANT CONTRACT NO. 19-003A-C01 AMENDMENT 6

Consultant: Axtegrity Consulting

Background & Scope of Work: On November 14, 2018, SCAG awarded Contract 19-003A-C01 to Axtegrity Consulting to provide ad hoc support and consultation, including the following potential tasks related to SCAG's financial accounting system, known as Microsoft Dynamics Great Plains (GP):

- Providing support for outages or critical issues that may arise; and
- Providing expert advice as needed for support questions.

SCAG completed a major GP version upgrade in June 2021 and anticipates another minor update in December 2021. Staff requires the additional support to help maintain the stability of this recent major upgrade to address any critical issues that may arise, as well as to address any other issue that may arise on other projects such as, SCAG's Enterprise Business Intelligence project, which uses reports that are generated from GP sourced data.

This amendment also increases the contract value from $55,800 to $74,400 ($18,600) and extends the contract term from 10/31/2021 to 10/31/2022.

This increase is for the Consultant to provide one additional year of ad hoc support and consultation on SCAG's financial accounting system (GP).

Project's Benefits & Key Deliverables: The project's benefits and key deliverables include, but are not limited to:

- Providing support for outages or critical issues that may arise, and expert advice as needed for support questions;
- Assisting in escalation and communication of issues, as needed to Microsoft;
- Assisting with the GP 2018 upgrade from GP 2016; and
- Providing recommendations on the current GP 2016 and reporting environment.

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.

Amendment Amount:

Amendment 6	$18,600
Amendment 5 (administrative - no change to contract's value)	
Amendment 4 (administrative - no change to contract's value)	
Amendment 3 (administrative - no change to contract's value)	
Amendment 2 (administrative - no change to contract's value)	
Amendment 1 (administrative - no change to contract's value)	
Original contract value	$55,800
Total contract value is not to exceed	**$74,400**

This amendment exceeds the 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it requires the Regional Council's approval.

Contract Period: November 14, 2018 through October 31, 2022

td

Attachment: Contract Summary 19-003A-C01 Amendment No. 6 (Contract Amendment Greater Than 30% of the Contract's Original Value,

Project Number: 811-1163.01 $18,600
Funding source: Indirect Cost

Basis for the Amendment: Axtegrity has been providing GP support services for SCAG from 2018 through 2021. In order to provide continuity in the level of support services, including but not limited to project, ticket and release support, SCAG would like to amend the contract end date, to include one additional year until October 31, 2022.

Attachment: Contract Summary 19-003A-C01 Amendment No. 6 (Contract Amendment Greater Than 30% of the Contract's Original Value,

td

Conflict Of Interest (COI) Form - Attachment
For October 7, 2021 Regional Council Approval

Approve Amendment No.6 to Contract No. 6 in an amount not-to-exceed $18,600, increasing the contract value from $55,800 to $74,400 and extends the contract term from 10/31/2021 to 10/31/2022, with Axtegrity Consulting to provide additional ad hoc support and consultation. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Axtegrity Consulting	No - form attached

Attachment: Contract Summary 19-003A-C01 Amendment No. 6 (Contract Amendment Greater Than 30% of the Contract's Original Value,

td

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 19-003A-C01

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at https://scag.ca.gov. The SCAG Conflict of Interest Policy is located under "GET INVOLVED", then "Contract & Vendor Opportunities" and scroll down under the "Vendor Contracts Documents" tab; whereas the SCAG staff may be found under "ABOUT US" then "OUR TEAM" then "Employee Directory"; and Regional Council members can be found under "MEETINGS", then scroll down to "LEADERSHIP" then select "REGIONAL COUNCIL" on the left side of the page and click on "Regional Council Officers and Member List."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Legal Division, especially if you answer "yes" to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

Name of Firm: Axtegrity Consulting

Name of Preparer: Keith Odom

Project Title: SCAG Great Plains Services

Date Submitted: 9/16/2021

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

Attachment: Contract Summary 19-003A-C01 Amendment No. 6 COI (Contract Amendment Greater Than 30% of the Contract's Original Value,

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: Contract Summary 19-003A-C01 Amendment No. 6 COI (Contract Amendment Greater Than 30% of the Contract's Original Value,

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) Keith Odom, hereby declare that I am the (position or title) CEO of (firm name) Axtegrity Consulting, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 9/16/2021 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)

9/16/2021
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: Contract Summary 19-003A-C01 Amendment No. 6 COI (Contract Amendment Greater Than 30% of the Contract's Original Value,

AGENDA ITEM 7
REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

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

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

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

Subject: Contracts $200,000 or Greater: Contract No. 22-024-C01, Environmental Systems Research Institute (ESRI), Inc. Advantage Program

RECOMMENDED ACTION:
Approve Contract 22-024-C01 with ESRI, Inc. in an amount not-to-exceed $453,220 to provide Information Technology (IT) Application Development and Support for five years. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:
The ESRI Advantage Program is an annual subscription that provides SCAG with focused technical support and training specific to the needs of the agency and GIS projects/systems. Specifically, it provides SCAG with enterprise-wide visioning and geospatial enablement through technical advisory, an annual planning meeting, a collaboratively developed technical work plan, and access to exclusive quarterly technology webcasts. The program also provides access to a combination of consulting, premium support, and training services.

BACKGROUND:
Staff recommends executing the following contract $200,000 or greater:

Consultant/Contract #	Contract Purpose	Contract Amount
ESRI, Inc. (22-024-SS1)	The consultants shall provide access to a combination of consulting, premium support, and training services.	$453,220

FISCAL IMPACT:
Funding of $95,400 is available in the FY 2021-22 Overall Work Program (OWP) budget in Project Number 045-0142.12. The remaining amount of $357,820 is expected to be available in future years, subject to budget availability.

ATTACHMENT(S):
1. Contract Summary 22-024-C01
2. Contract Summary 22-024-C01 COI

CONSULTANT CONTRACT NO. 22-024-C01

Consultant: Environmental Systems Research Institute (ESRI), Inc.

Background & Scope of Work: The ESRI Advantage Program is an annual subscription that provides SCAG with focused technical support and training specific to the needs of the agency and GIS projects/systems. Specifically, it provides SCAG with enterprise-wide visioning and geospatial enablement through technical advisory, an annual planning meeting, a collaboratively developed technical work plan, and access to exclusive quarterly technology webcasts. The program also provides access to a combination of consulting, premium support, and training services.

Project's Benefits & Key Deliverables: The project's benefits and key deliverables include, but are not limited to:

- Technical advising and support of SCAG's enterprise GIS systems;
- Training IT and Planning staff in the latest tools and features available in GIS under SCAG's enterprise license agreement; and
- Project specific consulting and technical expertise in support of custom GIS applications that support SCAG's work plan.

Strategic Plan: This item supports SCAG's Strategic Plan, Goal 1: Produce innovative solutions that improve the quality of live for Southern Californians, and Objective (C): Ensure quality, effectiveness, and implementation of plans through collaboration, pilot testing, and objective data-driven analysis; Goal 3: Be the foremost data information hub for the region, and Objectives (A): Develop and maintain models, tools, and data sets that support innovative plan development, policy analysis and project implementation, and (B): Become the information hub of Southern California y improving access to current, historical, local and regional data sets that reduce the costs of planning and increase the efficiency of public services; 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** **$453,220**

Contract Period: October 21, 2021 through October 20, 2026.

Project Number: 045-0142.12 $95,400
Funding sources: Direct – FHWA PL

Funding of $95,400 is available in the FY 2021-22 Overall Work Program (OWP) budget in Project Number 045-0142.12. The remaining amount of $357,820 is expected to be available in future years, subject to budget availability.

Request for Proposal (RFP): Not Applicable – Sole Source Contract.

Selection Process: Not Applicable – Sole Source Contract.

Basis for Selection: The Advantage Program is proprietary to ESRI and they have not licensed any other vendors to resell these bundled services, support, and training.

Attachment: Contract Summary 22-024-C01 (Contract Greater Than $200,000, Contract No. 22-024-C01, Environmental Systems Research

Conflict Of Interest (COI) Form - Attachment
For October 7, 2021 Regional Council Approval

Approve Contract 22-024-SS1, with ESRI, Inc. in an amount not-to-exceed $453,220 to provide Information Technology (IT) Application Development and Support. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
ESRI Inc. (prime consultant)	No - form attached

Attachment: Contract Summary 22-024-C01 (Contract Greater Than $200,000, Contract No. 22-024-C01, Environmental Systems Research

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 22-024-C01

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at https://scag.ca.gov. The SCAG Conflict of Interest Policy is located under "GET INVOLVED", then "Contract & Vendor Opportunities" and scroll down under the "Vendor Contracts Documents" tab; whereas the SCAG staff may be found under "ABOUT US" then "OUR TEAM" then "Employee Directory"; and Regional Council members can be found under "MEETINGS", then scroll down to "LEADERSHIP" then select "REGIONAL COUNCIL" on the left side of the page and click on "Regional Council Officers and Member List."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Legal Division, especially if you answer "yes" to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

Name of Firm: Environmental Systems Research Institute, Inc.

Name of Preparer: Eula Robinson

Project Title: RFP/Contract No. 22-024-C01

Date Submitted: 09/30/2021

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?

Attachment: Contract Summary 22-024-C01 COI (Contract Greater Than $200,000, Contract No. 22-024-C01, Environmental Systems Research

☐ **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: Contract Summary 22-024-C01 COI (Contract Greater Than $200,000, Contract No. 22-024-C01, Environmental Systems Research

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) Timothy Brazeal, hereby declare that I am the position or title) Manager, Commercial & Government Contracts of (firm name) Environmental Systems Research Institute, 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 September 30, 2021 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.

Digitally signed by Timothy Brazeal
Date: 2021.09.30 10:04:36 -07'00'

Signature of Person Certifying for Proposer
(original signature required)

09/30/21
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: Contract Summary 22-024-C01 COI (Contract Greater Than $200,000, Contract No. 22-024-C01, Environmental Systems Research

AGENDA ITEM 8
REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

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

From: Julia Lippe-Klein, Program Manager I
(213) 236-1856, Lippe-Klein@scag.ca.gov

Subject: Resolution No. 21-636-1 Regarding Acceptance of Office of Traffic Safety Grant Funds to Support the Active Transportation Safety and Encouragement Campaign

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR EAC:
That the Regional Council approve Resolution No. 21-636-1 authorizing SCAG to accept, if awarded, Office of Traffic Safety grant funds in the amount of $1,250,000 to support the Southern California *Go Human* Campaign.

RECOMMENDED ACTION FOR TC:
Receive and file.

RECOMMENDED ACTION FOR RC:
Approve Resolution No. 21-636-1 authorizing SCAG to accept, if awarded, Office of Traffic Safety grant funds in the amount of $1,250,000 to support the *Go Human* Campaign.

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:
On May 1, 2014, the General Assembly adopted the Resolution No. GA 2014-2 titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative." To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program. To extend campaign efforts, SCAG applied for Pedestrian/Bicycle Safety funds from the Office of Traffic Safety in the amount of $1,250,000 to conduct a sixth round of Go Human safety programming and engagement across the region. On July 16th SCAG was informed that the grant award was being tentatively offered. SCAG is seeking Regional Council (RC) approval to receive the funds.

BACKGROUND:
In the six-county SCAG region, walking or bicycling accounts for 8.9% of all trips, but 27% of all roadway fatalities, according to Connect SoCal, SCAG's Adopted 2020-2045 Regional Transportation Plan (RTP). To address this, the SCAG 2014 General Assembly passed Resolution No. GA 2014-2, titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative" to support a regional safety initiative aimed at improving roadway safety for bicyclists and pedestrians. To implement the resolution, SCAG secured $2.3 million in California Department of Transportation (Caltrans) grant funding from the statewide 2014 Active Transportation Program call for projects to coordinate a Southern California Active Transportation Safety and Encouragement Campaign.

Using these grant resources, SCAG successfully initiated the *Go Human* Campaign with the launch of a first round of advertising and outreach in September of 2015 as well as four additional grant opportunities through the Office of Traffic Safety to implement safety activities. The advertising campaign has secured more than one billion impressions to date (each time an ad is seen) region-wide through a combination of SCAG's initial investment, as well as leveraged and donated media from local and county partners. SCAG has also completed and extended other components of the initial grant scope of work which include implementing a series of *Go Human* events in partnership with local cities and developing toolkits aimed at creating active transportation champions.

To continue the *Go Human* Campaign's momentum, SCAG applied for additional funding in January 2021 in the amount of $1,438,497.89 from the Office of Traffic Safety to extend the campaign into 2021 and 2022. On, July 16, 2021, SCAG received notice that a lower award in the amount of $1,250,000 was being tentatively offered, given final approval from National Highway Traffic Safety Administration in October 2021. If awarded, this funding will be used to conduct a sixth round of safety engagement and programming. Funds will be used to support localized safety outreach for drivers, pedestrians, and bicyclists across the region, through the Safe & Resilient Streets Technical Assistance demonstration projects, Community Streets Mini-Grant & Micro-Grants Program, and local and regional co-branding, advertising and storytelling strategies. SCAG is seeking RC approval to receive the funds.

FISCAL IMPACT: If awarded, SCAG will receive $1,250,000 in grant funds from the Office of Traffic Safety that will be utilized for the Southern California Active Transportation Safety and Encouragement Campaign.

ATTACHMENT(S):
1. Resolution No. 21-636-1 Regarding Acceptance of Office of Traffic Safety Grant Funds

SCAG
INNOVATING FOR A BETTER TOMORROW

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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Clint Lorimore, Eastvale

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Transportation
Sean Ashton, Downey

RESOLUTION NO. 21-636-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) AUTHORIZING SCAG TO ACCEPT, IF AWARDED, OFFICE OF TRAFFIC SAFETY GRANT FUNDS IN THE AMOUNT OF $1,250,000 TO SUPPORT THE SOUTHERN CALIFORNIA GO HUMAN CAMPAIGN

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six-county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties;

WHEREAS, on average, 1,500 people are killed and 136,000 are injured in traffic collisions throughout the SCAG region every year

WHEREAS, SCAG has applied for an award of $1,250,000 in Office of Traffic Safety, Pedestrian /Bicycle Safety Funds ("Grant Funds"), to support the Active Transportation Safety and Encouragement Campaign;

WHEREAS, the primary goal of the Office of Traffic Safety is to "effectively and efficiently administer traffic safety grant funds to reduce traffic deaths, injuries, and economic losses"; and

WHEREAS, the Grant Funds will be used for the Southern California Active Transportation Safety and Encouragement Campaign, which will involve consulting services to extend the Go Human Advertising Campaign and support Community Outreach and Engagement strategies focused on safety and resiliency.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council that SCAG is authorized to accept and administer the Grant Funds to support the Southern California Active Transportation Safety and Encouragement Campaign.

BE IT FURTHER RESOLVED THAT:

1. That the Regional Council hereby authorizes SCAG to accept the tentative Grant Funds in the amount of $1,250,000 Office of Traffic Safety to support the Southern California Active Transportation Safety and Encouragement Campaign.

2. That SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

Attachment: Resolution No. 21-636-1 Regarding Acceptance of Office of Traffic Safety Grant Funds (Resolution No. 21-636-1 Regarding

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 7th day of October 2021.

Clint Lorimore
President, SCAG
Mayor Pro Tem, Eastvale

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel

Attachment: Resolution No. 21-636-1 Regarding Acceptance of Office of Traffic Safety Grant Funds (Resolution No. 21-636-1 Regarding

AGENDA ITEM 9
REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S APPROVAL

From: Pablo Gutierrez, Program Manager I
(213) 236-1929, gutierre@scag.ca.gov

Subject: Proposed 2023 Federal Transportation Improvement Program (FTIP) Guidelines

RECOMMENDED ACTION:
Approve the proposed 2023 Federal Transportation Improvement Program (FTIP) 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:
SCAG is required under both federal and state laws to develop and update the Federal Transportation Improvement Program (FTIP) periodically. The FTIP is the short-range program, effectively implements the transportation component of SCAG's long-range plan or the Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS), also known as the Connect SoCal. The FTIP is a federally mandated four-year program of all surface transportation projects that will receive federal funding or are subject to a federal approval. The Guidelines are updated prior to the FTIP update to ensure that all current legal, administrative, and technical requirements are met. These Guidelines serve as a tool for the County Transportation Commissions (CTCs) in developing and submitting their county Transportation Improvement Programs (TIPs) for inclusion into SCAG's FTIP. The Transportation Committee on September 3, 2021, recommended Regional Council approval of the proposed 2023 Federal Transportation Improvement Program (FTIP) Guidelines.

SCAG staff has completed the update of the 2023 FTIP Guidelines, including appropriate coordination with the CTCs. The proposed 2023 FTIP Guidelines document is available online at: https://scag.ca.gov/sites/main/files/file-attachments/proposed-f2023-ftip-guidelines.pdf.

The proposed Guidelines reflect the latest federal and state statutes, including the Fixing America's Surface Transportation (FAST) Act, and changes that reflect SCAG's commitment to advancing justice, equity, diversity, and inclusion. Any future changes or modifications to federal

or state policies that affect SCAG, will be brought to the attention of the Transportation Committee and the Regional Council for potential action.

BACKGROUND:

SCAG is required under both federal and state laws to develop and update FTIP periodically. The FTIP is the short-range program that effectively implements the transportation component of SCAG's the long-range plan or the Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS), also known as the Connect SoCal. Federal law requires that the FTIP be updated at a minimum of every four years, adopted by SCAG, and sent to the Governor for approval. Consistent with state statue, SCAG, along with the Metropolitan Planning Organizations (MPOs) in California, update the FTIP every two years to coincide with the development of the State Transportation Improvement Program (STIP). The guidelines are updated prior to the FTIP update by SCAG staff working in collaboration with Federal funding agencies, the California Department of Transportation (Caltrans), the County Transportation Commissions (CTCs), and the TCWG to ensure that all current legal, administrative, and technical requirements are met. These guidelines serve as a tool for the county transportation commissions in developing and submitting their county Transportation Improvement Programs (TIPs) for inclusion into SCAG's FTIP.

SCAG staff working in collaboration with Federal funding agencies, Caltrans, CTCs, and the TCWG, has completed its update of the 2023 FTIP Guidelines (which are accessible at the link above). SCAG received minor comments from the CTCs, Caltrans, and our federal partners during the month of July 2021, and revised the document to reflect and address the comments received. Staff also held a meeting with the CTCs to review the major changes and address submitted comments. These Guidelines reflect the current process for transportation programming in the region and serve as guide to the CTCs in preparing their respective county TIPs for submittal to SCAG for incorporation into the 2023 FTIP. The following are the key updates to these Guidelines:

- In response to SCAG's Racial Equity Early Action Plan (EAP), SCAG staff will work with the CTCs to prepare an equity analysis/statement for inclusion in the 2023 FTIP. The equity analysis will be prepared at the regional level for the entirety of the 2023 FTIP and not on a project-by-project basis.
- Administrative modification procedures provided by Caltrans in December 2019 have been updated to include projects with cost increases less than or equal to 50% of the total project cost or $20 million. Group projects can now be amended via an administrative modification as they no longer have a cost increase limit.
- A new section on the State's Climate Action Plan for Transportation Infrastructure (CAPTI) has been added to the guidelines
- Updated Schedule outlining critical due dates for the 2023 FTIP.

The guidelines will be modified if policies or funding programs are modified, added, and/or deleted to be consistent with applicable laws. Any changes or modifications that affect SCAG's policy will be brought to the Transportation Committee and the Regional Council for potential action.

FISCAL IMPACT:
Work associated with this item is included in the current FY 21-22 Overall Work Program 22-030.0146.02 Federal Transportation Improvement Program (FTIP)

AGENDA ITEM 10
REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

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

From: Javiera Cartagena, Acting Director of Policy and Public Affairs
(213) 236-1980, cartagena@scag.ca.gov

Subject: SB 9 (Atkins) - Status Report

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION:
Accept the status update on Senate Bill (SB) 9 and consider a recommendation from the Legislative/ Communications & Membership Committee to study the impacts and potential mitigation strategies of SB 9.

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:
This report provides an update on Senate Bill (SB) 9 (Atkins, D-San Diego), which was signed into law by Governor Gavin Newsom on September 16, 2021. The bill's by-right lot split and duplex provisions are anticipated to have significant impacts throughout the SCAG region. At its meeting on September 21, 2021, Members of the Legislative Communications & Membership Committee (LCMC) unanimously voted to report on the status of SB 9 to the Executive Administration Committee (EAC) and Regional Council (RC) and to recommend that the agency study the impacts and potential mitigation strategies associated with SB 9.

BACKGROUND:
SB 9 Legislative History and Amendments
SB 9 was introduced on December 7, 2020, the first day of the 2021-22 legislative session. The bill was authored by Senate President Pro Tem Toni Atkins and a number of other influential legislators.

First, SB 9 would require a proposed housing development containing no more than two residential units within a single-family residential zone to be considered ministerially, without discretionary review or a hearing of the local agency, if the proposed housing development would not require demolition or alteration of housing that is subject to a recorded covenant or a rent control ordinance, would not require demolition of more than 25 percent of the existing exterior structural

walls, would not be located within a historic district or designated as a historic property by a local agency.

Second, SB 9 would require a city or county ministerially to approve a parcel map or tentative and final map for an urban lot split if that proposed action is located within a residential zone, would not require the demolition or alteration of housing that is subject to a recorded covenant or a rent control ordinance, and that the parcel is not located within a historic district or designated as a historic property by a local agency. As an urban lot split, the parcel would have to be in an urbanized area or urban cluster and could not be on prime farmland, wetlands, or on certain other sensitives uses.

By requiring ministerial approval for the actions described above, the proposed project would no longer be subject to the California Environmental Quality Act (CEQA). CEQA requires a city or county to prepare an environmental impact report on a project that may have a significant impact on the environment. However, CEQA does not apply to the approval of ministerial projects.

The bill would set forth what a local agency can and cannot require in approving an urban lot split, relating to objective zoning standards, objective subdivision standards, and objective design standards, and prohibiting certain standards if those standards would (a) have the effect of physically precluding the construction of two units on either of the resulting parcels, (b) physically preclude either of the two units from being at least 800 square feet in floor area, (c) prohibit the imposition of setback requirements under certain circumstances, and (d) setting maximum setback requirements under all other circumstances.

Additionally, SB 9 would prohibit a city or county from requiring more than one parking space per unit for either a proposed duplex or a proposed lot split. The bill would further prohibit a city or county from imposing any parking requirements if the parcel is located within one-half mile walking distance of either a high-quality transit corridor or a major transit stop, or if there is a car share vehicle located within one block of the parcel.

Pro Tem Atkins amended SB 9 on April 5, 2021, to clarify that a local agency shall not be required to permit an accessory dwelling unit or junior accessory dwelling unit on parcels that use both ministerial authorities contained within the bill at the time when the lot split is authorized. In addition, the bill was amended to authorize lot splits to be up to a 40/60 split instead of two parcels of equal size. On August 16, 2021, SB 9 was further amended to require the applicant for an urban lot split to sign an affidavit stating that she intends to occupy one of the housing units as her principal residence for a minimum of three years from the date of the approval of the urban lot split, unless the applicant is a community land trust or a qualified nonprofit corporation.

SB 9 Vote History

In the Assembly, SB 9 passed off the floor on August 26, 2021, with a bipartisan vote of 45-19-15. The following Assemblymembers voted "aye": Cecilia Aguiar-Curry (D-Davis), Joaquin Arambula (D-Fresno), Marc Berman (D-Los Altos), Lisa Calderon (D-Industry), Wendy Carrillo (D-Los Angeles), Sabrina Cervantes (D-Corona), David Chiu (D-San Francisco), Ken Cooley (D-Rancho Cordova), Jim Cooper (D-Elk Grove), Megan Dahle (R-Bieber), Heath Flora (R-Ripon), Vince Fong (R-Bakersfield), James Gallagher (R-Chico), Cristina Garcia (D-Downey), Eduardo Garcia (D-Coachella), Mike Gipson (D-Gardena), Lorena Gonzalez (D-San Diego), Adam Gray (D-Merced), Tim Grayson (D-Concord), Chris Holden (D-Pasadena), Reggie Jones-Sawyer (D-Los Angeles), Ash Karla (D-San Jose), Tom Lackey (R-Palmdale), Alex Lee (D-Milpitas), Evan Low (D-Cupertino), Devon Mathis (R-Visalia), Chad Mayes (I-Rancho Mirage), Jose Medina (D-Riverside), Kevin Mullin (D-San Mateo), Bill Quirk (D-Hayward), Sharon Quirk-Silva (D-Fullerton), James Ramos (D-Rancho Cucamonga), Eloise Gómez Reyes (D-San Bernardino), Robert Rivas (D-Salinas), Freddie Rodriguez (D-Chino), Rudy Salas (D-Bakersfield), Mark Stone (D-Santa Cruz), Phil Ting (D-San Francisco), Suzette Martinez Valladares (R-Santa Clarita), Carlos Villapudua (D-Stockton), Christopher Ward (D-San Diego), Akilah Weber (D-San Diego), Buffy Wicks (D-Berkeley), Jim Wood (D-Eureka), and Speaker Anthony Rendon (D-Lakewood).

The following Assemblymembers voted "no": Rebecca Bauer-Kahan (D-San Ramon), Frank Bigelow (R-O'Neals), Richard Bloom (D-Santa Monica), Tasha Boerner Horvath (D-Carlsbad), Tom Daly (D-Anaheim), Laurie Davies (R-Laguna Niguel), Jim Frazier (D-Brentwood), Laura Friedman (D-Burbank), Jesse Gabriel (D-Woodland Hills), Jacqui Irwin (D-Camarillo), Marc Levine (D-Petaluma), Al Muratsuchi (D-Torrance), Adrin Nazarian (D-Van Nuys), Patrick O'Donnell (D-Long Beach), Cottie Petrie-Norris (D-Laguna Beach), Kelly Seyarto (R-Murrieta), Thurston "Smitty" Smith (R-Hesperia), Randy Voepel (R-Santee), and Marie Waldron (R-Escondido).

The following Assemblymembers abstained: Steve Bennett (D- Ventura), Isaac Bryan (D-Culver City), Autumn Burke (D-Inglewood), Ed Chau (D-Montebello), Phillip Chen (R-Brea), Steven Choi (R-Irvine), Jordan Cunningham (R-San Luis Obispo), Kevin Kiley (R-Granite Bay), Brian Maienschein (D-San Diego), Kevin McCarty (D-Sacramento), Janet Nguyen (R-Huntington Beach), Jim Patterson (R-Fresno), Luz Rivas (D-San Fernando), Blanca Rubio (D-West Covina), and Miguel Santiago (D-Los Angeles).

SB 9 passed the Senate on August 30, 2021 by a vote of 28-7-5, with the following Senators voting in support: Bob Archuleta (D-Pico Rivera), Josh Becker (D-Menlo Park), Steve Bradford (D-Carson), Ana Caballero (D-Salinas), Dave Cortese (D-San Jose), Brian Dahle (R-Bieber), Bill Dodd (D-Napa) Maria Elena Durazo (D-Los Angeles), Susan Talamantes Eggman (D-Stockton), Lena Gonzalez (D-Long Beach), Shannon Grove (R-Bakersfield), Bob Hertzberg (D-Van Nuys), Ben Hueso (D-San Diego), Melissa Hurtado (D-Sanger), John Laird (D-Santa Cruz), Connie Leyva (D-San Bernardino), Mark McGuire (D-Santa Rosa), Dave Min (D-Irvine), Jim Nielsen (R-Gerber), Richard Pan (D-Sacramento), Anthony Portantino (D-La Canada Flintridge), Richard Roth (R-Riverside), Susan Rubio (D-Baldwin

Park), Nancy Skinner (D-Berkeley), Tom Umberg (D-Garden Grove), Bob Wieckowski (D-Fremont), Wiener (D-San Francisco), and Pro Tem Toni Atkins (D-San Diego).

Senators Patricia Bates (R-Laguna Niguel), Andreas Borgeas (R-Fresno), Steve Glazer (D-Orinda), Brian Jones (R-Santee), Melissa Melendez (R-Lake Elsinore), Rosilicie Ochoa Bogh (R-Yucaipa), and Scott Wilk (R–Santa Clarita) voted against SB 9, and Senators Ben Allen (D-Santa Monica), Sydney Kamlager (D-Los Angeles), Monique Limón (D-Santa Barbara), Josh Newman (D-Fullerton), and Henry Stern (D-Agoura Hills) abstained from the vote.

Governor Newsom signed SB 9 into law on September 16, 2021.

Prior Committee and RC Action

At its April 20, 2021, meeting, Members of the LCMC unanimously voted to forward an "oppose unless amended" position to the RC. Subsequently, the RC voted to confirm this position by a vote of 37-17 on May 6, 2021. It is worth noting that during the discussion at that meeting, many RC Members who voted "no" on the motion to "oppose unless amended" were comfortable with an outright "oppose" position on the bill.

As the 2021 legislative session progressed, SCAG-requested amendments to SB 9 were not incorporated into the bill, so the RC voted to update its formal position to outright "oppose" on September 2, 2021.

Legislative Advocacy

Subsequent to updating the agency's formal position on SB 9, a meeting request and position letter were submitted to Governor Gavin Newsom on behalf of the RC urging a veto of SB 9. A virtual meeting was granted for September 10, 2021, with Ms. Ronda Paschal, Deputy Legislative Secretary, and Mr. Mark Tollefson, Deputy Cabinet Secretary, in the Governor's office. President Clint Lorimore along with First Vice President Jan Harnik, Second Vice President Carmen Ramirez, Immediate Past President Rex Richardson, LCMC Chair Alan Wapner, LCMC Vice Chair Peggy Huang, and LCMC Members David Shapiro, Jose Luis Solache, and Ray Marquez represented SCAG. President Lorimore presented on SCAG's housing activities, like the 6th Cycle Regional Housing Needs Assessment (RHNA) and Regional Early Action Planning (REAP) programs. He then outlined why SB 9 is opposed by the SCAG region.

SB 9 Follow Up After Gubernatorial Signature

The bill's by-right duplex and lot split authorities are anticipated to have significant impacts throughout the SCAG region. At its meeting on September 21, 2021, Members of the LCMC received an update on the status of SB 9. After a lengthy discussion, the LCMC unanimously voted to report on the status of SB 9 to the EAC and RC and to recommend that the agency study the impacts and potential mitigation strategies associated with the bill's passage.

FISCAL IMPACT:
Work associated with the staff report on SB 9 is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):
1. EAC - RC - 10072021 - SB 9 (Atkins) - Governor Newsom - Oppose
2. EAC - RC - 10072021 - PPT for Meeting with Office of Governor on SB 9 (Atkins)

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SOUTHERN CALIFORNIA
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David Pollock, Moorpark

Transportation
Sean Ashton, Downey

September 8, 2021

The Honorable Gavin Newsom
Governor, State of California
State Capitol, First Floor
Sacramento, CA 95814

RE: REQUEST TO VETO – Senate Bill 9 (Atkins)

Dear Governor Newsom:

On behalf of the Regional Council of the Southern California Association of Governments (SCAG), the nation's largest metropolitan planning organization (MPO) representing six counties, 191 cities, and 19 million residents, I respectfully write to request a veto of Senate Bill (SB) 9. Within few parameters, SB 9 would require the ministerial approval of a lot split and/or duplex construction on a parcel zoned for single-family residential use.

SCAG appreciates the leadership of Senate President pro Tempore Toni Atkins on the important topic of housing production. SCAG and its member jurisdictions are committed to doing our part to alleviate the housing crisis. During this legislative session, SCAG's Regional Council voted to support bills like Assembly Constitutional Amendment (ACA) 1 (Aguiar-Curry), SB 7 (Atkins), SB 10 (Wiener), and SB 15 (Portantino), all of which provide local tools to increase the supply of housing.

SCAG is fundamentally concerned that SB 9 removes the ability for jurisdictions to determine the manner in which additional housing units would be accommodated in their communities or reconciled with other state policy objectives, such as greenhouse gas reduction targets. Furthermore, SB 9 has the potential to transform single-family residential neighborhoods in a way that is inconsistent with the local planning and public participation upon which successful Housing Elements and General Plans rely.

Furthermore, as Housing Element updates within the SCAG region are due October 15, 2021, our local governments would not be able to take advantage of the increased residential capacity implications of SB 9 to accommodate their RHNA allocations unless the deadline were extended to 2022, when the bill would take effect.

Attachment: EAC - RC - 10072021 - SB 9 (Atkins) - Governor Newsom - Oppose (SB 9 (Atkins) - Status Report)

As SB 9 made its way through the legislative process, SCAG offered three amendments aimed at resolving the concerns outlined above. First, we sought to clarify that any new units produced under SB 9's authority would be counted toward a jurisdiction's RHNA allocation. Secondly, we requested that local governments retain the authority to regulate quality of life issues via the adoption of objective standards, such as parking standards and directional signage for safety and service calls. Lastly, we proposed limiting ministerial approval to two units only to mitigate the unintended consequence of adding several new units to a single-family lot. However, none of SCAG's requested amendments were included in the bill.

For these reasons, I respectfully request you veto SB 9. Thank you for your consideration of this request. SCAG appreciates your leadership on this issue, and we remain committed to continuing to work with you to ensure that all Californians have access to affordable housing. If you have any questions or wish to discuss this matter further, please contact Mr. Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878 or by email at gilhooley@scag.ca.gov.

Sincerely,

Clint Lorimore
President

Attachment: EAC - RC - 10072021 - SB 9 (Atkins) - Governor Newsom - Oppose (SB 9 (Atkins) - Status Report)

Housing Legislation: SB 9

Office of California Governor Gavin Newsom

September 9, 2021

www.scag.ca.gov

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SCAG Facts

191 Cities

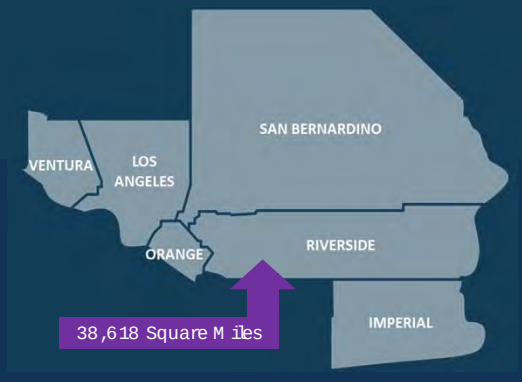
6 Counties

19.1 Million People

48.1% State Population

15th Largest Economy in the World

$1.2T Regional GDP



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Attachment: EAC - RC - 10072021 - PPT for Meeting with Office of Governor on SB 9 (Atkins) (SB 9 (Atkins) - Status Report)

SCAG Executive Board





Clint Lorimore	Jan Harnik	Carmen Ramirez	Rex Richardson	Alan Wapner
SCAG President City of Eastvale	SCAG 1st Vice President City of Palm Desert	SCAG 2nd Vice President County of Ventura	SCAG Imm. Past President City of Long Beach	SCAG Legislative Committee Chair City of Ontario

3

SCAG Supported Pro-Housing Legislation

ACA 1	Lowers the threshold to 55% to approve local bonds and special taxes that fund affordable housing, permanent supportive housing, and other public infrastructure. (Aguiar-Curry)
SB 7	Expands CEQA streamlining for environmental leadership development projects, including certain smaller housing projects. (Atkins)
SB 10	Provides a city or county with a CEQA exemption when up-zoning any parcel for up to 10 residential units if the parcel is in a transit-rich area or an urban infill site. (Wiener)
SB 15	Creates a new grant program for local jurisdictions that rezone idle retail sites to allow the development of affordable housing. (Portantino)

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Attachment: EAC - RC - 10072021 - PPT for Meeting with Office of Governor on SB 9 (Atkins) (SB 9 (Atkins) - Status Report)

Regional Housing Needs Assessment (RHNA)

SCAG completed its 6th Cycle RHNA, which covers the planning period from October 2021 through October 2029.

1.34 million units: SCAG's RHNA Allocation Plan includes planning for the existing need of 836,857 units to address overcrowded and unsafe housing and projected need of 504,970 units to accommodate population growth.

Meets state policy goals: The plan also advances the region's GHG emissions targets, furthers jobs-housing balance, promotes infill development, and plans for housing units with greater accessibility.

SCAG's RHNA Appeals Board reviewed 52 appeals to draft RHNA allocations by 49 jurisdictions over eight public hearings.

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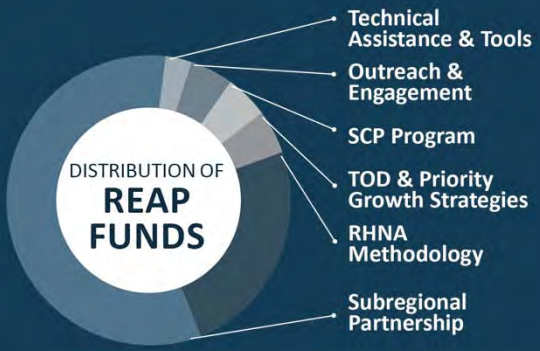
Regional Early Action Planning (REAP) Program

- AB 101 provided up to $47.5 million to SCAG through the REAP program.
- SCAG is putting its AB 101 funding to work. Highlights include:
  1. Updating local housing elements and zoning ordinances to promote additional housing;
  2. Investing in regional housing trust funds; and
  3. Establishing a regional housing leadership academy.



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Attachment: EAC - RC - 10072021 - PPT for Meeting with Office of Governor on SB 9 (Atkins) (SB 9 (Atkins) - Status Report)

Why the SCAG Region Opposes SB 9 (Atkins)

- **Removes local authority –** Jurisdictions lose the ability to determine the way additional housing units would be accommodated in their communities.
- **Subverts local planning and public participation processes –** SB 9 over-rides extensive local planning and public participation that cities conduct to prepare our Housing Elements and General Plans.
- **Impacts to local infrastructure –** SB 9's lot split provision could result in a total of four units where there had been one. This will lead to tremendous impacts on local sewer, water transportation infrastructure.
- **Quality of life issues –** Undermines a jurisdiction's ability to manage quality of life issues like parking requirements and other objective standards.

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Thank You!

To learn more about what we do, please visit:
www.scag.ca.gov

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Attachment: EAC - RC - 10072021 - PPT for Meeting with Office of Governor on SB 9 (Atkins) (SB 9 (Atkins) - Status Report)

AGENDA ITEM 11
REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S APPROVAL

From: Kome Ajise, Executive Director
(213) 236-1835, Ajise@scag.ca.gov

Kome Ajise

Subject: June 24 Special EAC Strategic Work 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. 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
With his Presidency beginning in May, President Lorimore's top priority was to convene a strategic planning session for the Executive Administration Committee (EAC) and executive staff to further relationship building and to establish high-level work goals and priorities for integration into SCAG's Strategic Plan update and work planning for the year.

On June 24, 2021, a noticed special EAC meeting, consisting of the EAC members and executive staff was held in Riverside at the Mission Inn. Led by President Lorimore, the session was facilitated by a consultant team, HR Dynamics & Performance Management, Inc. In the weeks leading up to the meeting, the consultants conducted one-on-one interviews with EAC members and executive staff, analyzed and compiled the results and provided them to all participants as a discussion tool at the workshop. The results from the interviews were grouped into eight common themes, and from there, a participatory process of both the EAC and executive staff was held and resulted in a list of prioritized high-level priorities/goals for staff to bring back to the EAC for input and feedback.

At the September EAC meeting, staff presented information outlining the high-level priorities/goals, and the associated staff work plans developed to address them. Staff has since incorporated the feedback received at the September meeting and is presenting it to the Regional Council today as information. Staff will report on progress to both the EAC and the Regional Council (RC) on a quarterly basis starting in January 2022.

BACKGROUND:
During a strategic work plan discussion led by President Lorimore that was held on June 24, 2021, the EAC and executive staff engaged in a participatory process including a staff presentation consisting of an overview of the organization's structure, major funding sources and trends, as well as its major planning related work activities and milestones expected in the next three years. Both the consultant's final report from the June session and the staff presentation are included as an Appendix to this report.

During the June 24 workshop the group accomplished the following:

1. Established expectations for the workshop and intended outcomes
2. Identified the organization's Strengths, Weaknesses, Opportunities and Threats (SWOT)
3. Identified top priority issues related to organizational development, board/staff communications and relationships, and SCAG vision and purpose
4. Established 10 broad high-level goals/priorities
5. Prioritized the 10 goals/priorities and established rankings within Levels 1-4 based on a voting exercise
6. Referred development of the actions plans and schedule to the Executive Director for the top-priority goals

The eight common themes identified at the beginning of the workshop resulting from the one-on-one interviews with the EAC and Executive Staff were:

1. Resources/Growth/Staff Development/Leadership
2. Roles & Responsibilities/Service Delivery/Execution of Plans/Policies & Procedures
3. Relationships/Trust/Partnerships/Team Building
4. Collaboration/Communication/Priorities/Timelines
5. Leadership in Policy Issues/Advocacy
6. Data Challenges/Enhancements
7. Regionalism/Unity
8. Social Equity/Equity/Housing/Transportation/Technology/ Economic and Environment Changes

At the conclusion of the workshop, the EAC established clear direction and focus for the executive staff related to its goals and priorities and further communicated its desire for staff to blend the results into the future update to SCAG's Strategic Plan and related work planning. It was further intended that this work plan remain a fluid and evolving document to be revisited at regular intervals for progress and re-shifting of priorities, as needed.

Staff expects to start the wholistic update to the Strategic Plan in early 2022. This process will be discussed further with the committee after the consultant has been brought on board. In the meantime, staff propose providing regular periodic updates on progress on the below Priority/Goal areas quarterly. This reporting will begin in January 2022 with a report to both the EAC and the RC.

Staff reviewed the ten priorities/goals developed at the June 24 meeting and synthesized them into four categories of Regional Policy Development, Leadership in Resource Deployment, Legislative Action and Technology/Innovation Leadership and also incorporated the feedback received from the EAC at its September meeting.

Goal #1: To be the leader in resource deployment and convenor of biggest challenges and best practices
Goal #2: To build collaborative relationships with stakeholders on policy issues
Goal #3: To lead in legislative advocacy
Goal #4: To advance clean transportation across Southern California
Goal #5: To be visionaries for infrastructure, and the environment for the next generations
Goal #6: To lead and accelerate housing production across Southern California
Goal #7: To find connectivity in modes of transportation and to be the center of collaboration
Goal #8: To help make local leaders better – leadership development
Goal #9: To be leaders in the roll out of technologies to communities
Goal #10: To be good innovators in our region

Priority Area 1: Regional Policy Development—Regional Plan Update
Connect SoCal, SCAG's Regional Transportation Plan/Sustainable Communities Strategy, provides a regional vision for Southern California's future and establishes the overarching policies and strategies that guide SCAG's regional plans and programs. As staff initiates the process of updating the plan in FY 22, the following goals will be prioritized through the specific actions outlined below.

Goals

- To build collaborative relationships with stakeholders on policy issues (Goal #2)
- To advance clean transportation across Southern California (Goal #4)
- To be visionaries for infrastructure and the environment for the next generations (Goal #5)
- To find connectivity in modes of transportation and to be the center of collaboration (Goal #7)
- To help make local leaders better – leadership development (Goal #8)

Actions

1. *Elevate & Expand Policy Leadership*

To develop visionary policies to advance the EAC's goals, staff will pursue process improvements that enable elected leaders to more actively engage with each other and staff to set policy direction and lead policy discussions for Connect SoCal. This will include:

a. Changing the process for agenda development and staffing of Policy Chairs to give policy makers a greater role in agenda setting. Create an opportunity for report-outs from Policy Committees for greater awareness and coordination across committees (October 2021)
b. Creating opportunities for leadership development and mentorship among Chairs and Vice Chairs (Ongoing)
c. Working with the Executive Officers and the Policy Committee Chairs and Vice Chairs to develop a Policy Development Framework for 2024 Connect SoCal that identifies priority policy issues for deeper discussion and establishes a sub-committee structure for policy education, engagement, and consensus building to guide visionary policy development (March 2022)

2. *Strengthen Stakeholder Engagement*

To build collaborative relationships and strengthen stakeholder engagement in regional policy development, staff will:

a. Provide opportunities to highlight SCAG's work and best practices throughout the region through Board Officer site visits and briefings, including collaboration with existing and new stakeholders and policy makers (Ongoing)
b. Develop a Stakeholder Engagement Strategy for the 2024 Connect SoCal Plan based on SCAG's updated Public Participation Plan currently under development, including latest technologies, emphasis on equity and increased participation from tribal governments (Due Spring 2022)
c. Enhance strategic partnerships with members of the business community, including members of SCAG's Global Land-Use & Economic Council (GLUE). Leverage existing and potential SCAG memberships and sponsorships to promote and share SCAG's mission and work (Ongoing)
d. Host bi-monthly meetings and improve communications with the Executive Directors of the sub-regional councils of governments to improve the flow of information to local jurisdictions and increase local engagement in the plan development process (Ongoing)
e. Host bi-annual meetings with City Managers to increase engagement in SCAG's planning process and improve awareness of member benefits (Ongoing)

Priority Area #2: Leadership in Resource Deployment—Connect SoCal Implementation
Build upon the framework established in the Connect SoCal Implementation Strategy to expand and develop new programs with federal and state resources, including REAP 2021, that advance the following goals:

Goals

- To be the leader in resource deployment and convenor of biggest challenges and best practices (Goal #1)
- To support efforts to accelerate housing production across Southern California (Goal #6)
- To be leaders in the roll out of technologies to communities (Goal #9):
- To be good innovators in our region (Goal #10)

Actions

1. *Pursue REAP 2021 Resources (January 2022)*

Established as a part of AB 140 for the FY 21-22 state budget, approximately $600 million is available statewide for the Regional Early Action Planning Grant Program for 2021 (REAP 2021). The SCAG region's formula share is estimated to be $246 million, of which an initial allocation of 10 percent of funds are available starting January 1, 2022. In October, staff will prepare a REAP 2021 Program Development Framework for review by the Policy Committees that is based upon the above Leadership in Resource Deployment goals, supports implementation of Connect SoCal, and can be delivered within the funding constraints of the program. Staff will then prepare an application for funding based on the Program Development Framework for EAC consideration in November and Regional Council approval in January 2022.

2. *Accelerate deployment of general plan development tools. (Due Spring 2022)*

Complete the first phase of the Regional Data Platform focused on the development and deployment of general plan development tools. Pursue additional resources including as part of REAP 2021 to leverage the capacity of RDP to advance the Leadership in Resource Deployment goals.

Priority Area #3: Legislative Action

Develop more targeted legislative strategies focused on key policy initiatives. Augment and amplify SCAG's legislative advocacy program to include taking stronger positions on pending legislative bills and SCAG sponsored legislation.

Goals

- To lead in legislative advocacy (Goal #3)

Under the leadership of the Legislative/Communications and Membership Committee (LCMC), and within the parameters of the Regional Council adopted Legislative Platform, be courageous in adopting formal positions that express the Southern California region's legislative concerns, identify legislative solutions to regional challenges that affect SCAG's member agencies and stakeholders, and sponsor legislation to secure the tools needed to achieve state and federal transportation and climate goals.

Areas of consideration for focus include, but are not limited to, the following:

State:

- Regional Housing Needs Assessment (RHNA) Reform – While incorporating the lessons learned from SCAG's 2021 RHNA process, participate in HCD's RHNA "Reform" Committee and identify legislative solutions that will improve future cycles of the RHNA.
- Senate Bill (SB) 375 Reform – Participate and heavily engage in legislative efforts that would update and modernize the state's SB 375 Program, which establishes the regional GHG reduction and SCS processes.
- Housing Production Incentives – In the prolonged absence of redevelopment, continue to advocate for state-supported tools that enable local agencies to implement their housing programs, according to their local visions.
- Brown Act Reform – Support the modernization of the Brown Act to increase public participation and support the wide-spread adoption of virtual meetings and other technologies.

Federal:

- Federal Reauthorization Implementation – Monitor, apply, and advocate for funding opportunities that support SCAG programs and regional projects that implement Connect SoCal.
- Southern California Freight-Goods Movements – Monitor, apply, and advocate for initiatives that maximize the Southern California region's share of federal funding opportunities that support our region's freight and goods movement sector.

Actions

1. Dedicated policy discussion on the LCMC agenda to discuss and develop potential legislative efforts, such as the RHNA Reform or Brown Act Reform policy framework (Due September and November 2021)

2. Create regional consensus on legislative bill language based on selected policy or policies (Due in Jan 2022)
3. With the assistance of SCAG's lobbying teams, conduct legislative advocacy meetings with the chairs and members of the committees of jurisdiction over the identified and chosen SCAG legislative ideas/frameworks (November and December 2021)
4. Identify legislative sponsor(s) to introduce legislation (January 2022)
5. Develop strategy to engage SCAG members and broader stakeholders to create a robust coalition in support of SCAG's legislative ideas (April 2022)
6. SCAG staff representation in HCD's RHNA reform efforts (Ongoing)
7. Convene regional partners to identify and pursue federal funding opportunities for regionally significant infrastructure projects (Monthly)
8. Leverage membership organizations, such as Coalition for America's Gateways and Trade Corridors and the Regional Broadband Consortium, to influence guidance for funding opportunities (Ongoing)

Priority Area #4: Technology/Innovation Leadership

Create environment for sharing of innovation to advance work in local and regional planning to address the pressing issues facing the region. By providing a forum for innovation sharing, SCAG leads the region in advancing the adoption of effective and efficient technologies for improving mobility, sustainability, and equity.

Goals

- To be leaders in the roll out of technologies to communities (Goal #9)
- To be good innovators in our region (Goal #10)

Actions

Work with Policy Committees and the Emerging Technologies Committee (ETC) to provide the best available information and tools to our member jurisdictions, including completing activities and promoting lessons learned from the Future Communities Initiative. SCAG must also lead by adopting and using the best available technology in areas of our work.

1. *Implement and Continue to Refine Broadband Work Plan (Ongoing)*

Continue work to implement Resolution No. 21-629-2, which pledges SCAG to assist in bridging the digital divide in underserved communities. The Transportation Committee and Regional Council will receive a report on progress in September and provide guidance on next steps.

2. *Launch Regional Data Platform (Fall 2021)*

The Regional Data Platform (RDP) will provide a modern system for holistic planning across the region, fostering a more sustainable and equitable future for Southern California. The RDP will launch this fall providing a robust system for regional data sharing and collaboration in addition to providing long-range planning tools to all member agencies to facilitate better planning at all levels.

3. *Share Best Practices from Future Communities Pilot Program (Due June 2022)*

In 2018, SCAG and the Mobile Source Air Pollution Reduction Committee (MSRC) made available a new $2.7 million grant opportunity that would allow local cities and counties to implement new technology and data solutions, while also reducing vehicle miles traveled (VMT) and implementing SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy. As pilots conclude this year, SCAG will develop a report and share best practices to support policy development, improve processes for government service provision, and enhance innovative engagement practices with private sector mobility providers.

4. *Agile IT Phase 2 (Due March 2022)*

Continue work to upgrade and modernize SCAG information technology infrastructure, GIS tools, and internal systems to provide staff the most reliable, resilient, and productive technologies for work across the region.

FISCAL IMPACT:
None identified at this time. The work included in the 2021/22 work plan is budgeted, however, during the year staff may bring back necessary amendments to the budget to address the needs related to the Priority Areas.

ATTACHMENT(S):
1. Strategic Work Plan Discussion Workshop Consultant Report
2. PowerPoint Presentation from June 24 Special EAC Meeting

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

STRATEGIC WORKPLAN DISCUSSION WORKSHOP

FINAL SUMMARY REPORT

JUNE 24, 2021

HRD DYNAMICS & PERFORMANCE MANAGEMENT

Attachment: Strategic Work Plan Discussion Workshop Consultant Report (June 24 Special EAC Strategic Work Plan)

TABLE OF CONTENTS

Attachment: Strategic Work Plan Discussion Workshop Consultant Report (June 24 Special EAC Strategic Work Plan)

STRATEGIC WORK PLAN DISCUSSION ATTENDEES

June 24, 2021

Executive Staff in Attendance:

Kome Ajise, Executive Director
Darin Chidsey, Chief Operating Officer
Michael Houston, Chief Counsel/Director or Legal Services
Javiera Cartagena, Acting Director of Policy and Public Affairs
Debbie Dillon, Chief Strategy Officer
Carmen Flores, Director of Human Resources
Sarah Jepson, Director of Planning

Executive Committee in Attendance:

Honorable Clint Lorimore, Executive Committee Chair, City of Eastvale
Honorable Sean Ashton, City of Downey
Honorable Art Brown, City of Buena Park
Honorable Jan C. Harnik, City of Palm Desert
Honorable Peggy Huang, City of Yorba Linda
Mr. Randall Lewis, Lewis Group of Companies
Honorable Jorge Marquez, City of Covina
Honorable Andrew Masiel, Pechanga Band of Luiseno Indians
Honorable Larry McCallon, City of Highland
Honorable David Pollock, City of Moorpark
Honorable Rex Richardson, City of Long Beach
Honorable Cheryl Viegas-Walker, City of El Centro
Honorable Donald P. Wagner, County of Orange
Honorable Alan D. Wapner, City of Ontario
Honorable Frank Yokoyama, City of Cerritos

Facilitated by:

Henry T. Garcia, Principal Consultant
Rhonda D. Strout-Garcia, Principal Consultant
HR Dynamics & Performance Management, Inc.

Attachment: Strategic Work Plan Discussion Workshop Consultant Report (June 24 Special EAC Strategic Work Plan)

EXECUTIVE SUMMARY

The Southern California Association of Governments, or SCAG, is the metropolitan planning organization for one of the largest and most diverse regions in the world, with a unique combination of languages, ethnicities and cultures. The six-county region spans 38,000 square miles, 191 cities and a population of 19 million and counting for over 50 years of significant growth and change, SCAG has developed long-range transportation and land use plans that have helped Southern California thrive.

On June 24, 2021, the Executive Committee and Executive Staff participated in a planning session led by President Clint Lorimore. The meeting took place at the Mission Inn in Riverside from 10:00 a.m. until 4:00 p.m.

The purpose of the Strategic Work Plan Discussion Workshop was to identify common themes, and high-level strategic work goals/priorities for integration into SCAG's Strategic Plan and related planning documents.

During the work shop, the Executive Committee engaged in a participatory process along with the Executive Team in which they accomplished the following:

1. Established expectations for the work shop and intended outcomes
2. Identified the organization's Strengths, Weaknesses, Opportunities and Threats (SWOT)
3. Identified top priority issues to be addressed related to organizational development, board/staff communications and relationships, and SCAG vision and purpose
4. Established ten (10) broad high level goals/priorities
5. Prioritized the ten (10) goals/priorities and established rankings within Level 1, Level 2, Level 3, and Level 4 based upon a voting exercise
6. Referred development of the action plans and schedule to the Executive Director for the top-priority goals

During the workshop, a group voting process was utilized in order for the Executive Committee to identify the key priorities, and to provide for stratification of the goals into four (4) levels:

Level 1 – includes the selection of one (1) first level (red) priority goal. A total of three (3) "Level 1" goals were identified.

Level 2 - includes the selection of one (1) second level (blue) priority goals. A total of two (2) "Level 2" goals were identified.

Level 3 - includes the selection of one (1) third level (green) priority goals. A total of three (3) "Level 3" goals were identified.

Attachment: Strategic Work Plan Discussion Workshop Consultant Report (June 24 Special EAC Strategic Work Plan)

Level 4 - includes the unranked goals. A total of two (2) "Level 4" goals were identified.

As progress is made with Level 1, 2, and 3 goals, additional goals may be introduced into the plan and discussed further with the Executive Committee.

At the conclusion of the work shop, the Executive Committee had effectively established clear direction and focus for the Executive Team related to goals and priorities. The Executive Committee clearly communicated its desire and intent to blend the results of this discussion with the future update to the SCAG Strategic Plan and related planning documents. It was further intended that this plan remain a fluid and evolving document to be re-visited at regular intervals for progress and re-shifting of priorities, as needed.

Attached to this summary are the suggested work sheet (templates) for use in developing the action plans. Upon completion of the draft action plans prepared by staff, it is further recommended that the plans be presented back to the Executive Committee as a further step in the process to ensure that plans and timelines meet with the intended expectations. It should be noted that some of the goals/priorities identified may translate into resource needs that may be incorporated into future budgets.

We understand that SCAG staff plans to conduct a broader update to the Strategic Plan later this year and suggest that a regular formal review of the plan elements occur periodically, in which progress may be measured, and new or shifting priorities addressed.

We would like to thank President Lorimore, the Executive Committee, and the Executive Director Kome Ajise for the opportunity to assist SCAG in this important endeavor and for the outstanding team work that provided for a positive and productive day. We look forward to the opportunity to partner with the SCAG in the future.

Respectfully,

Henry & Rhonda

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EXPECTATIONS

The SCAG Executive Committee and Executive Staff expressed the following expectations related to the strategic work plan discussion, and their desired outcomes for the day:

- To discuss a shared vision
- To be energized
- To seek clarity and vision/who we are
- To develop relationships
- To listen, learn and have fun
- To align goals with our values
- To discuss what SCAG is and should be
- To define priorities
- To hear from a new group of members
- To have candid conversations
- To have fun
- To have honest conversation and meaningful dialogue
- To seek clarity; and horizontal and vertical integration of plans and priorities
- To have robust discussions
- To come together in setting goals for the strategic plan
- To clarify our short term goals
- To have a sense of mission
- To create better communications between staff and board
- To have a clear vision for staff
- To be challenged in thinking outside the box
- To develop and discuss what we are and what we are going to do

Attachment: Strategic Work Plan Discussion Workshop Consultant Report (June 24 Special EAC Strategic Work Plan)

INTERVIEW RESULTS/COMMON THEMES

The SCAG Executive Committee and Executive Staff participated in one-on-one interviews with the facilitator prior to the June 24th, 2021 Strategic Work Plan Discussion Workshop.

The interview results were compiled and analyzed, and provided to all participants as a discussion tool at the work shop. The results of the analysis identified the following common themes. These themes represent "broad categories" which serve as headers for the groupings that encompass the detailed feedback/comments received during the interviews. The interview results document may be referred to for specific details in support of each theme.

COMMON THEMES

- Resources/Growth/Staff Development/Leadership
- Roles & Responsibilities/Service Delivery/Execution of Plans/Policies & Processes
- Relationships/Trust/Partnerships/Team Building
- Collaboration/Communication/Priorities/Timelines
- Leadership in Policy Issues/Advocacy
- Data Challenges/Enhancements
- Regionalism/Unity
- Social Equity/Housing/Transportation/Technology/Economic and Environmental Challenges

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SWOT ANALYSIS – STRENGTHS, WEAKNESSES, OPPORTUNITIES, THREATS

STRENGTHS

- Our size, as 5th largest state
- Innovation
- Forward thinking
- Courage
- "Food"
- Partnerships
- Educational opportunities
- Relationships among the regional council members
- Executive regulatory mandates
- Geography
- Economic power

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SWOT ANALYSIS – STRENGTHS, WEAKNESSES, OPPORTUNITIES, THREATS

WEAKNESSES

- Data
- Membership/Regional Council
- Staff
- Diversity
- Influencer/Leaders
- Resources
- Credibility
- Mission
- 19M people/power for elections
- Need for stronger advocacy
- Lack of communication
- Lack of continuity
- Sub-regional differences
    - Los Angeles vs. the rest of the region
    - Lack of cohesion
- Lack of time to have robust policy discussions
- Lack of understanding between staff/policy makers
    - What are the roles and responsibilities
    - New staff turnover
- Too many mandates from Sacramento
    - One size does not fit all
    - Lack of flexibility
- Too much workload/not enough resources
- Communication of what we (SCAG) do and what is SCAG
    - Articulate out to the public and electeds
- Haven't told the story of where we've been and where we're going
- Broken relationships in the region

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SWOT ANALYSIS – STRENGTHS, WEAKNESSES, OPPORTUNITIES, THREATS

OPPORTUNITIES

- Leadership in housing
- Leadership in economic recovery
- Leadership in transportation
- To serve as a resource to member agencies
- To outreach to SANBAG
- To be a convenor including consideration of how to retain the high-levels of engagement achieved ruing the pandemic as a result of the ease of remote participation
- To re-engage with partners
- To explore resources from State and Federal governmental agencies
- To engage in advocacy related to legislation; and to sponsor/advocate legislation
- To harness the power of the large region
- To inspire/empower staff
- To optimize technology for engagement
- To reimagine future goods movement
- To ensure equity across the region

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SWOT ANALYSIS – STRENGTHS, WEAKNESSES, OPPORTUNITIES, THREATS

THREATS

- NIMBY challenges
- Meeting structure
- More advocacy/engagement
- Southern California delegation
- Political threats
- Tight labor market for staffing resources
- Lack of engagement by Committee
- Need for acknowledging differences, opinions, and points of view; and need to come together
- Victim of our own success; more work in the pipeline
- Timing of decision making of the Policy Committee/Regional Council (e.g. same day)

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SCAG ORGANIZATIONAL DEVELOPMENT – EXECUTIVE STAFF AND EXECUTIVE COMMITTEE

The SCAG Executive Committee and Executive Staff engaged in a robust conversation as a precursor to the goal setting exercise. In this discussion, the Executive Committee expressed the need and desire to conduct further organizational development work that would address the following:

- To talk about "big picture" ideas and to understand them as they relate to the vision of SCAG
- To have a fundamental discussion of what we want SCAG to be; the roles and responsibilities; and the meeting structure and format
- To address issues in sub-regions
- To manage relationships and viewpoints
- To differentiate between mandatory and discretionary items (mission creep)
- To ensure SCAG advocacy for sub-regions
- To heal the divide between the Executive Committee and Staff providing for re-unification; to improve and increase communications between the Executive Committee and staff to ensure clear expectations and accountability to policy-makers
- To build trust and relationships through increase communication
- To address internal operational issues
- To get everyone on the Executive Committee engaged in policy discussions

Attachment: Strategic Work Plan Discussion Workshop Consultant Report (June 24 Special EAC Strategic Work Plan)

GOALS/PRIORITIES

Priority Level	Priority	Goal #	Goal
1	RL, AB, LM, RR,CVW, JM	1	To be the leader in resource deployment and convenor of biggest challenges and best practices.
1	DW, AW, SA, RL, DP, AW, FY, LM, AM, PH, AW, LM	2	To build collaborative relationships with stakeholders in policy issues.
1	AM, PH, FY, CL, DW, SA, RL, CVW	3	To lead in legislative advocacy.
2	JM, AB, DP, CL	4	To advance clean transportation across Southern California. *
2	DP, AM, CVW, PH, DW	5	To be visionaries for infrastructure, and the environment for the next generations.
3	JM, CL, RR	6	To lead and accelerate housing production across Southern California.
3	SA, AB	7	To find connectivity in modes of transportation and to be the center of collaboration. *
3	RR, FY	8	To help make local leaders better - leadership development.
4	No Votes	9	To be leaders in the roll out of technologies to communities.
4	No Votes	10	To be good innovators in our region.

*Note that goals #4 and 7 may be considered for consolidation.

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ACTION PLANS

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ACTION PLANS

ORGANIZATONAL DEVELOPMENT

TOP PRIORITY:

Organizational development and board/staff communications and relationships; SCAG vision and purpose.

Actions:	Responsible:	Time Frame:

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ACTION PLANS

PRIORITIES

PRIORITY LEVEL #1

Goal #1: To be the leader in resource deployment and convenor of biggest challenges and best practices.

Actions:	Responsible:	Time Frame:

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ACTION PLANS

PRIORITY LEVEL #1

Goal #2: To build collaborative relationships with stakeholders in policy issues.

Actions:	Responsible:	Time Frame:

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ACTION PLANS

PRIORITY LEVEL #1

Goal #3: To lead in legislative advocacy.

Actions:	Responsible:	Time Frame:

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ACTION PLANS

PRIORITY LEVEL #2

Goal #4: To advance clean transportation across Southern California.

Actions:	Responsible:	Time Frame:

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ACTION PLANS

PRIORITY LEVEL #2

Goal #5: To be visionaries for infrastructure, and the environment for the next generations.

Actions:	Responsible:	Time Frame:

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ACTION PLANS

PRIORITY LEVEL #3

Goal #6: To lead and accelerate housing production across Southern California.

Actions:	Responsible:	Time Frame:

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ACTION PLANS

PRIORITY LEVEL #3

Goal #7: To find connectivity in modes of transportation and to be the center of collaboration.

Actions:	Responsible:	Time Frame:

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ACTION PLANS

PRIORITY LEVEL #3

Goal #8: To help make local leaders better – leadership development.

Actions:	Responsible:	Time Frame:

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ACTION PLANS

PRIORITY LEVEL #4

Goal #9: To be leaders in the roll out of technologies to communities.

Actions:	Responsible:	Time Frame:

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ACTION PLANS

PRIORITY LEVEL #4

Goal #10: To be good innovators in our region.

Actions:	Responsible:	Time Frame:

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INTERVIEW RESULTS SUMMARY

Attachment: Strategic Work Plan Discussion Workshop Consultant Report (June 24 Special EAC Strategic Work Plan)

SCAG STRATEGIC WORK PLAN DISCUSSION - INTERVIEW QUESTIONS

EXECUTIVE COMMITTEE AND EXECUTIVE STAFF

SUMMARY DOCUMENT

1. WHAT ARE THE TOP FIVE CHALLENGES SCAG IS FACING?

Executive Staff Responses	Executive Committee Responses
Resources/Growth/Staff Development • SCAG has grown quickly • Resources have multiplied • Successfully managing resources • Ambitious organization, we're doing a lot with a small workforce • Finding the right staffing • The State has allocated more resources which equals a challenge for us, lots of growth and SCAG needs to keep up with that • Resources for infrastructure improvements • Organization is growing rapidly • Lack of bodies to do the work • Developing internal leaders is important • Working too quickly to modernize the agency • There is a shift in the nature of our work, it is just not planning, but also includes implementation and monitoring now • Funding initiatives/create layers of opportunities • Robust funding strategy; do we have the capacity aligned with the funding	**Resources/Growth/Staff Development** • We have ambitious goals – how do we get there • Need to identify resources that unify SCAG and the entire regions

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Executive Staff Responses	Executive Committee Responses
Processes/Policies/Advocacy • Efficiencies of policies and procedures • Improving our policies and procedures • Processes and policies have not caught up to scale • How do we manage our policy issues between staff and the elected officials	**Processes/Policies/Advocacy** • Right now we are less policy driven; more staff driven; not much discussion – we should revisit this topic • Provide business/labor input into SCAG's policies • RTPSCS needs robust discussion to occur on policy issues as they're being developed for 2024 • Need to be more influential in Sacramento (e.g. get ahead of policies passed down to us) • We need to be an advocate for Southern California when dealing with Sacramento (not Sacramento's policies to Southern California) • Better representation in Sacramento; we need people that represent us • Working with State and National legislators to help them better understand the complexities of our region • Erosion of local control

Attachment: Strategic Work Plan Discussion Workshop Consultant Report (June 24 Special EAC Strategic Work Plan)

Executive Staff Responses	Executive Committee Responses
Expectations/Role and Responsibilities	**Expectations/Roles and Responsibilities**
• Nature of SCAG/with stakeholders and the region can be challenging to accomplish goals • Right-sizing our new roles • Expectations from our membership • More resources equals more expectations • Ambitions work plan with various funding sources present challenges for staff to accomplish • How are we as an organization mandated to implement State items	• Need to legitimize the Executive Committee • SCAG power transition process is not planned well • The first vice president and second vice president should collaborate in advance of retreats in order to be on the same page • How does SCAG stay to its original intent while looking at new dynamics in Southern California • How can one organization be all things to everyone; are we too big? • The public needs a better understanding of SCAG and their roles and responsibilities • Challenge Sacramento on policy and legislative issues • How to preserve our historical knowledge and awareness with our long range planning initiatives • Entire approach of SCAG is daunting; it is a big area; find an equitable division of what the service areas are

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Executive Staff Responses	Executive Committee Responses
Relationships, Trust, Collaboration, and Communication on Priorities	**Relationships, Trust, Collaboration, and Communication on Priorities**
• Build a stronger culture of trust • Personal relationships were hard during COVID • Understanding SCAG's priorities/access to priorities and how to communicate those back to staff are challenging • Look at our work plan and objectives and develop our priorities • Lack of prioritization • We have a huge broad, growing scope of work; it is challenging to get the Board up to speed on content (the leadership is constantly changing) • Need to prioritize our topics and issues • Large region and policy making body staying together to achieve SCAG's mission and vision requires consensus and support • Implementing a large number of operational initiatives while doing the work plan	• Regain trust from the members of SCAG • Trust issues between staff and elected officials • Regaining trust/support of member cities • Address internal division within its membership • SCAG/transparent process with all the committees • We have let things devolve which can lead to trust issues • Credibility • Building levels of trust and cooperation • SCAG driven versus elected driven is an issue • Collaboration is important • Consensus building is important • SCAG is driven by 1) staff, 2) LA County; concerns for other jurisdictions not always aligned with LA County • How to address disengagement, and disassociation; we have lost some of our interpersonal relationships • How to collaborate between policy chairs and executive officers • Lack of alignment between regions and SCAG's over-all priorities • Trying to build consensus is a challenge • How we work with our partners better (e.g. developers) • Repairing relationships broken with our private sector partners and sub-regions within SCAG; bring everyone to the table

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Executive Staff Responses	Executive Committee Responses
Regionalism/Unity • General political discourse and how does it play out • Inequities of our society, how do we solve these problems • How to keep the SCAG region together; there have been some fractions in each County • Regionalism isn't easy • Regionalism versus the fight for local control • Business community support for regional planning policy that improves all of Southern California	**Regionalism/Unity** • How to change the thinking from my sub-region to the over-all region • It is better to understand each other's region – how we differ and how we connect • Better understanding of what the issues truly are • Balancing the importance of each region • Respect our partners/colleagues and get on a common ground • Getting on the same page • Represent diverse regions/haves and haves not – we need to bring people together • Create a platform where big/small areas can come together • Challenge is how areas have an equal voice • Unify SCAG in a better way for commonalities • Identify our top 5 challenges/utilize our electeds as a strong resource to unify our region
	Executive Committee Responses

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Executive Staff Responses

Social Equity, Housing, Transportation, Technology, Economic, and Environmental Challenges

- Environmental concerns
- Housing crisis
- Moving economic recovery forward
- Dealing with broadband issues; closing the digital divide

Data Challenges

- With the mood of the nation politically, we deal with data challenges, philosophies are different and interpreting the data has become challenging
- Data governance; who controls it; how to share it
- Politicization of the data/what issues are technical/what issues are regional versus local dynamics
- There is value in the data; it can be challenging in how it is used, it needs to be carefully curated

Social Equity, Housing, Transportation, Technology, Economic, and Environmental Challenges

- Social equity/diversity – resolving what will be SCAG's position going forward – this will be important to discuss
- Philosophical divide on housing issues
- RHNA numbers are our biggest challenges
- RHNA funding/how do you pay for it/how do you do it where you don't freeze housing production
- The RHNA experience was not a good one
- RHNA/Housing issues; this was not a good conversation, rather it was a "this is how we are going to do it conversation" (needs to be policy driven)
- The housing topic (RHNA)
- Housing/affordability challenges
- Housing is a challenge
- Homeless issues
- Homelessness needs to be addressed as a State/County concern
- Transit oriented development
- Transportation
- Mitigating truck traffic created from the movement of goods and local distribution centers
- Mitigating economic impacts and loss of sales tax revenue associated with the growth of E-Commerce regarding local cities
- Long-term economic impacts of COVID

Attachment: Strategic Work Plan Discussion Workshop Consultant Report (June 24 Special EAC Strategic Work Plan)

2. WHAT IS THE ONE THING SCAG'S EXECUTIVE COMMITTEE SHOULD BE FOCUSING ON?

Executive Staff Responses	Executive Committee Responses
Leadership/Policy • Maintaining cohesion/direction of the Regional Council by providing leadership to implement goals • Leadership development; a new core set of leaders who can help guide SCAG staff • Leading the region to achieve SCAG's mission and vision	**Leadership/Policy** • We need to come together to really lead; we need to listen, communicate, and resolve the issues • SCAG leadership • Leadership should set the policy; staff should execute the policy; we need to leverage the knowledge and skills the Executive Committee has in an appropriate way • Maintain leadership and stay forward looking on long-term plans • Focusing staff and the Board on getting back to the nuts and bolts of SCAG; be on the same page; focus on what we can do • Developing policy recommendations to the Regional Council • The Committee needs to react quickly to the issues • The Committee needs to be representative of the entire body • Have future leadership ready to continue the plan • We need credibility • Building strength and power
Executive Staff Responses	**Executive Committee Responses**

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Collaboration/Communication/Prioritization

- How to bring the region together/focused conversation – what is regionalism – how to bring in new officials into the conversation
- Focus on how we collaborate to tackle issues
- Develop a common approach to solutions
- How to allow for continuity and how to prioritize the work SCAG is doing
- Bridging the gap on how we can make our electeds more advocates of SCAG priorities
- How do we connect SCAG to all the regions

Social Equity, Housing, Transportation, Technology, Economic, and Environmental Challenges

- The housing crisis
- Transportation issues; finding alternate ways to travel

Collaboration/Communication/Prioritization

- Ensuring more discussions at the policy level occur in a timely manner to make good decisions
- We need to *not* have a sense of "hurry"; statutory deadlines is the general feedback we get from staff
- Proactive in assisting local jurisdictions with SCAG's initiatives
- Getting everybody on the same page; we all have to work together
- Get a focused mission
- Better communications with the Executive Director
- Looking for common interests; try to have a common voice
- Repairing relationships
- Executive Committee needs communication with Executive Director

Social Equity, Housing, Transportation, Technology, Economic, and Environmental Challenges

- Focus on the big issues in the region (e.g. housing and transportation)
- Proactive evaluation/engagement in climate change; active transportation; congestion pricing topics
- Focusing on transportation planning; we get distracted sometimes
- Creating a platform which Southern California can enter the post-COVID environment
- Economic recovery after the pandemic
- Growth control challenges
- Environmental topics
- We should champion legislation that would incentivize cities to produce housing; existing methods are directives for housing (e.g. not a system of penalties)
- Healthcare
- Education issues

3. WHAT IS THE ONE THING SCAG'S STAFF SHOULD BE FOCUSING ON?

Executive Staff Responses	Executive Committee Responses
Leadership/Policy • Developing the right policies and procedures	**Leadership/Policy** • Recognize SCAG staff *receives* policy direction from the committees • Focusing on the fact that staff is not the policy makers; give the Regional Council the pros and cons and let them make the policy decision • The Executive Committee and Regional Council are the policy makers • Understanding policy makers more; team building with staff and the Executive Committee • More communication/open dialogue on policy issues • Need to be focused on succession planning • Can staff be realistic before they formulate a policy opinion to the Board • Look at the differences and policy views of the SCAG body • We have a good staff; what they do for Los Angeles they should do for other regional area

Executive Staff Responses

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Communication/Priorities/Timelines • Better communication with the Board • To be more strategic on developing priorities • What does the region want, and what does the Board want	**Executive Committee Responses** **Communication/Priorities/Timelines** • Better communication • Better timelines • No rushing of items at the last minute • Staff – make sure there is enough time so that policy makers can make good decisions • Staff should think more strategically about what they say and do and the consequences for the Board • Inability to respond to Board members' questions; staff should be more prepared for the meetings • Be better at communicating • Serious conversation about work/life balance
Data • Bring the best data and alternatives for the policy members to consider • Better job of gathering data for the communities we are serving	**Data** • Good data needs to be provided for our partners and our SCAG members
Executive Staff Responses	

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Service Delivery/Alignment of Resources • Getting resources out to the appropriate regions • Focus on providing creative opportunities that give more value to the member agencies • Making ourselves the best run organization we can be • Finding the right resources • Focus on sustainability in doing work that is technical with the agility to do the work on the problem of the day (e.g. how do we do important planning work for the agency) • Aligning capacity with growing funding opportunities • Providing the Board with solid staff work to assist them with leading the region to achieve SCAG's mission and vision	**Executive Committee Responses** **Relationships/Partnerships** • Help build better partnerships with our private partners; bring them into the fold • Staff needs to start a process of healing and unity • Relationships and accountability • Better working relationships between staff and SCAG membership • How to get more SCAG visibility with the SCAG membership **Social Equity, Housing, Transportation, Technology, Economic, and Environmental Challenges** • Transportation planning • Climate change should be taken seriously; electrify as much as possible • Develop a new approach to housing; create a way in which local cities can work with the State so that future housing numbers can be realistic; refine the methodology for housing

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4. WHAT ARE SOME OF YOUR GOALS, PRIORITIES, AND INTERESTS YOU WOULD LIKE TO SEE SCAG PURSUE IN THIS CURRENT YEAR AND BEYOND?

Executive Staff Responses	Executive Committee Responses
Team Building/Trust/Communication/ Relationships • We know how fragile we are; how do we stay together as SCAG with a common understanding to move the region forward • Align the work in HR with improving our organization culture/work environment • Staff development initiatives to address (internal) Climate Survey Results; enhance effective leadership team building especially after isolation of pandemic • We have messaging challenges; how do we want to communicate this to our audience • Need to build more trust between policy makers and technical teams • Strengthen Board relationships • Enhanced stakeholder engagement • Increase SCAG's presence in the region; there is a bit of an identity crisis	**Team Building/Trust/Communication/ Relationships** • Relationships – we need to get this done first • There is a need to build trust • Integration/collaboration with staff and electeds (find a common ground to build trust) • More reporting out by regions/counties; raise awareness of challenges and opportunities among the membership • Getting back to getting to know each other and SCAG's platform • Other regional areas should have an equal respected voice • Building alliances with SCAG (outside partners, cities, regional partners) • Listening to our members; get feedback and come together as a body • We need buy-in to the mission of SCAG • Better understanding of what the real issues are • More modern and more resilient as a body • Better communication of what SCAG is doing in all the regions and more frequently to its members • Better outreach to our partners and members

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Executive Staff Responses	Executive Committee Responses
Data/Technology • Focus on infrastructure development on technology (i.e. the cloud, GIS, regional data platforms, local planning tools) for the jurisdictions, and on-site support to accomplish the goals; and how do we sustain this • Ensuring when we use our data tools that we are transparent with best practices	**Data/Technology** • How to build a knowledge bank of information and skills; and create the best data bank • What is our inventory of skills and resources in order to leverage for future opportunities
Service Delivery/Executing Plans • How to deliver on the strategic plan we are about to do • Establish performance metrics • We have an ambitious plan • Trying to get the best out of staff/how do we find/source information which translates into meaningful work • Modifying the way we get work done • Maintain equity plan • Maintain climate plan • Move aggressively to implement the regional equity early action plan in the region and internally • Update the strategic plan by the end of the fiscal year 2021/22 • Furtherance of good project planning and project management – maturation of EPMO – process improvement	**Service Delivery/Executing Plans** • Continue to be a resource for the region; realize SCAG is a resource to Southern California • SCAG structure/staff is transportation heavy • Leadership in education and public health efforts should occur

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Executive Staff Responses	Executive Committee Responses
Social Equity, Housing, Transportation, Technology, Economic, and Environmental Challenges • Environmental impact on society • Air quality improvement • What are the most compelling problems to solve (e.g. infrastructure, utilities, broadband, permit-delivery system)	**Social Equity, Housing, Transportation, Technology, Economic, and Environmental Challenges** • How to create economic opportunities throughout the SCAG region • Impact of transportation on air quality • Environmental issues in general (the climate action plan is important) • Work on the total RHNA process and work with Sacramento HCD on this • Focus on a fair and equitable RHNA process and be ready for the new cycle • Affordable housing/create options for people • Economic development; provide incentives and opportunities for other parts of our region to engage • Progress in the digital divide (broad-band access) • Global permitting process

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	Executive Committee Responses **Leadership In Policy Issues** • Reverse "Sacramento policy to Southern California" to "Southern California policy to Sacramento"; it is on us to create a legislative platform • Better communications with Sacramento • Be a powerful advocacy voice • Focus on making sure the legislators know who we are and that we become present in the conversation; not just a receive and file for Sacramento • See SCAG pursue revenue and back-fill funding • SCAG should pursue the creation and development of new housing policies • Pursue legislation that would incentivize cities to produce housing

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5. WHAT DO YOU SEE AS SCAG'S VISION IN 2021 AND BEYOND?

Executive Staff Responses	Executive Committee Responses
Leadership/Collaboration • Continue to be relevant; continue to advance/foster collaboration • Leading the region on regional issues • To be a catalyst in the region • To be a positive light for the region; in 2021 we need to refocus and fine tune our vision • Continue to be a leader in excellent planning and policy work and regional consensus building **Policy Making/Legislative Platform** • SCAG is at a cross roads; we need to improve outcomes of our policy directives **Data/Information** • To be the primary/reputable information hub for our stakeholders • Using the best technology accessible to the region and the agency • SCAG is a trusted data source	**Leadership/Collaboration** • The need to be more cohesive; we need a better balance between bottom up and top down – electeds need to be more involved • Have SCAG be a leader and develop creative solutions • See SCAG unite and become a leading force in the State (listen to our collective needs) **Policy Making/Legislative Platform** • SCAG sees itself as policy makers; perhaps we need to leave policy items to the electeds • Create legislative platform/sponsor legislation • Re-examine legislative platform **Data/Information** • Being the leading authority through data driven processes with SCAG's mission and values • SCAG should maintain the integrity of the data • Provide tools/resources for agency partners to utilize the SCAG resources available • SCAG should be that constant educator and provider of good data (we need to have an open and direct discussion in identifying what the issues are) • Redefine/define tools for cities and counties; identify resources for others to use; have a great data bank • Stay with the basics; plan for today and for tomorrow; develop good information

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Executive Staff Responses	Executive Committee Responses
Housing/Equity Gap • How to close the equity gap • Commitment to equity • Access to underserved communities	**Housing/Equity Gap** • Help with the diverse housing stock • Continue the equity conversation to help improve our region over-all
Quality of Life/Economic Recovery • Improve quality of life in Southern California • Improve air quality • What does our recovery look like	**Quality of Life/Economic Recovery** • Become a cheerleader for the region in economic recovery • Improve quality of life in Southern California • How do we increase the quality of life and what does that look like • Focus on recovery • Focus on what the learning lessons are • Maintain proactive approach and advocacy for long-term stability/economic development prosperity through regional infrastructure methods
Update and Execute Plans • The majority of our existing plan is relevant; however, it is time for some revisions • We are now not just developing planning programs; we are providing resources and building consensus to implement them • Conduct more effective work planning (under promise/over-deliver/manage expectations) • SCAG is really thinking about the next steps	**Update and Execute Plans** • The strategic plan is a pivotal moment on where we are going **Relationships/Team Building** • Let's take a step back and take care of how we work together as a team with SCAG's staff – it has to work at all levels in 2021 – we have to have buy-in – it goes both ways • Re-tool, rebuild/repair relationships with our regional partners

Attachment: Strategic Work Plan Discussion Workshop Consultant Report (June 24 Special EAC Strategic Work Plan)

6. How do you see this initial planning process integrating into the existing strategic plan?

Executive Staff Responses	Executive Committee Responses
Communicate/Clarify • This is a way to get clarity and convergence on what is important to the policy makers • This is a basis for updating the plan • Getting input/feedback from the Executive Committee on priorities and understanding their areas of importance • Are we talking about difficult issues, or just low hanging fruit? • Focus on the opportunities and strengths both on the Board and staff • More engagement and awareness about how technology can shape the future; there was no IT person involved in the last strategic planning process **Integrate Plans** • Diversity/equity/inclusion – merge it into the existing plan – we must keep its momentum • Develop and focus on our existing vision and mission with the Executive Committee • The majority of the existing plan is relevant; time for some revisions • How does the Executive Committee support the advancement of the existing strategic plan and highlight the areas of the Executive Committee's new plan • Being committed to the existing strategic plan; how to align the Executive Committee's priorities with the existing strategic plan • The information gathered through this process will help the Executive Team inform the global strategic plan update	**Communicate/Clarify** • Opportunity to take a step back and re-think the plan and how staff and the electeds can work together • We need to be more inclusive with this plan; the next president, etc. needs to carry the torch of the Executive Committee's plan • Have a frank honest discussion on areas we can improve on; we need good communication and good listening • More of a refocus and time to reflect; time to discuss what we would like to see; are we moving in the right direction • The Executive Committee should look at what did and did not work with the existing plan • Would like to see SCAG address the differences in the room; look for common interests • We need to bring everyone together • We need to get this done together **Integrate Plans** • This session needs to integrate into the existing plan • This needs to be a living document we can all support • The plan needs to dovetail with our existing plan
Executive Staff Responses	

Attachment: Strategic Work Plan Discussion Workshop Consultant Report (June 24 Special EAC Strategic Work Plan)

	Executive Committee Responses **Create Common Themes/Purpose/ Philosophically Aligned** • This needs to be philosophically aligned if we are able to lead • There needs to be a common sense of purpose throughout the organization; currently it is a bit disconnected • Opportunity to establish common themes – there should be a push to be engaged in this process – there should be an active engagement of all of us • Create a realistic plan "Region... to People..... to Staff..... leave no one behind; find the common thread" **Process/Feedback/Plan Updates/Succession of the Plan** • Ideally, this is the next step before the Regional Council gets to discuss the plan • We should be doing two planning sessions/retreats – build on this event • We need more continuity/are we on track (where do we go from here) • We need an on-going process; be as inclusive as possible (e.g. from the president to the first vice president to the second vice president) • We should be supporting each other and be on the same page (e.g. from the president to the first vice president to the second vice president) • It is important to have this plan be transitional and pass the baton to the next president • We need stability • We need to maintain continuity in the plan from president to the next president • We should have a smooth transition year to year • Work with/support the committee work and policy work of the various committees and the work that the president is doing – it should all come together

Attachment: Strategic Work Plan Discussion Workshop Consultant Report (June 24 Special EAC Strategic Work Plan)

Executive/Administration Committee Strategic Work Plan

2021–2022

Kome Ajise
Executive Director

June 24, 2021

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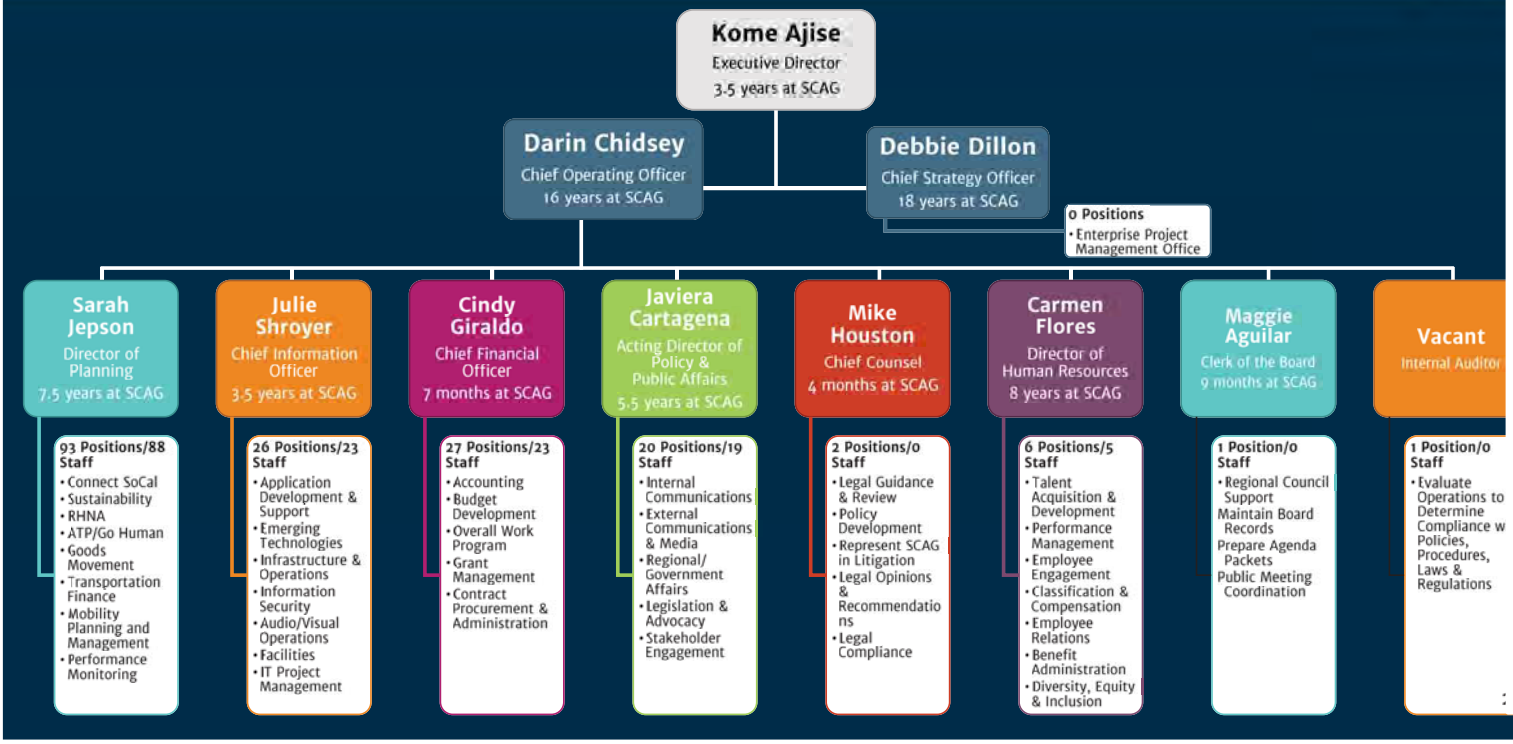
INNOVATING FOR A BETTER TOMORROW

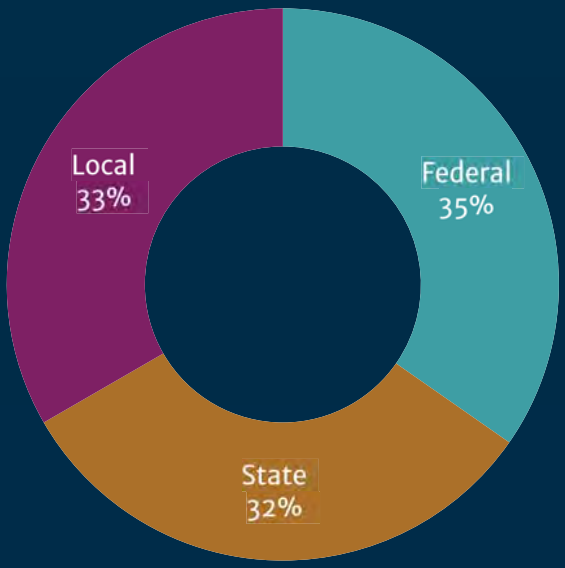
Attachment: PowerPoint Presentation from June 24 Special EAC Meeting (June 24 Special EAC Strategic Work Plan)

Executive Team Organizational Chart – June 2021

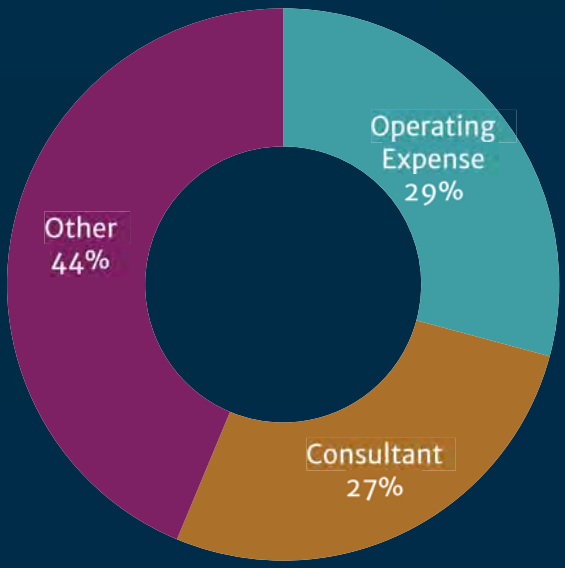


Budget At A Glance $147M

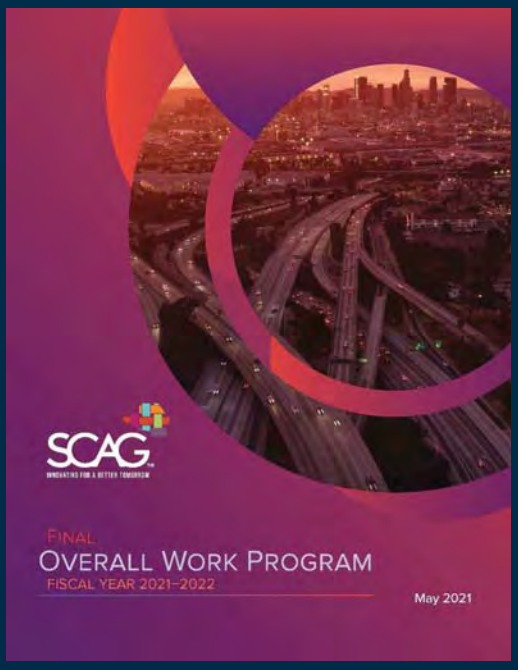
Revenues



Expenditures



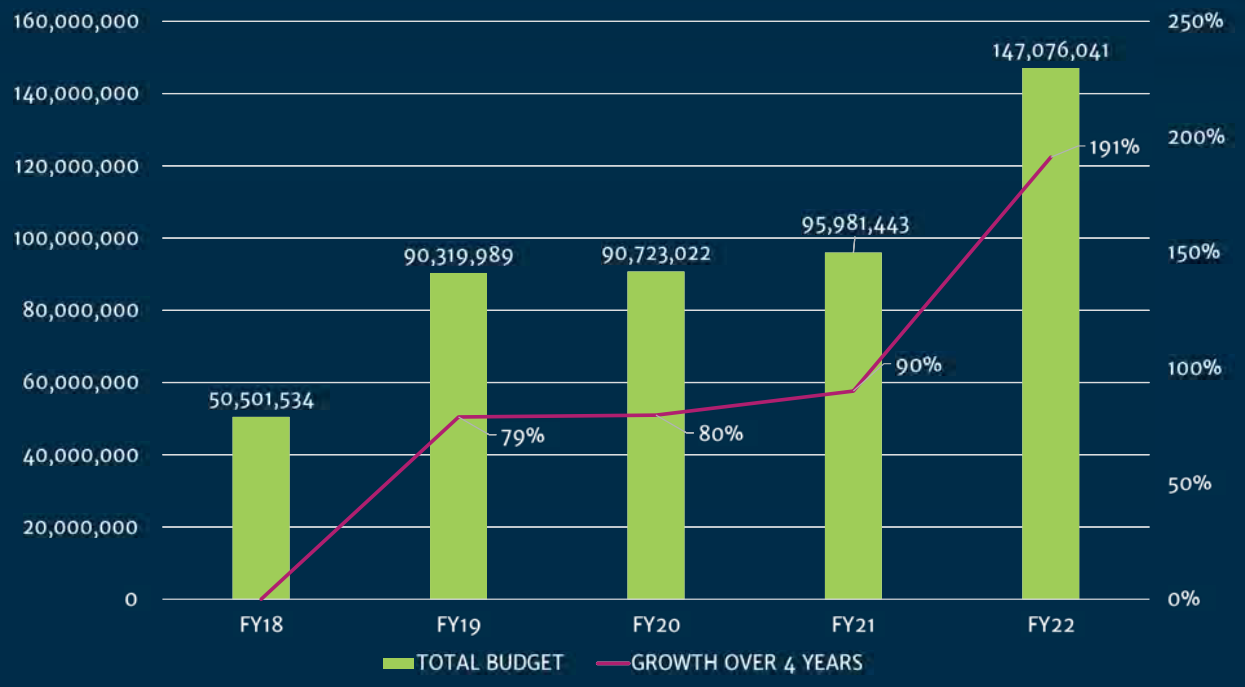
Overall Work Program $94.1M



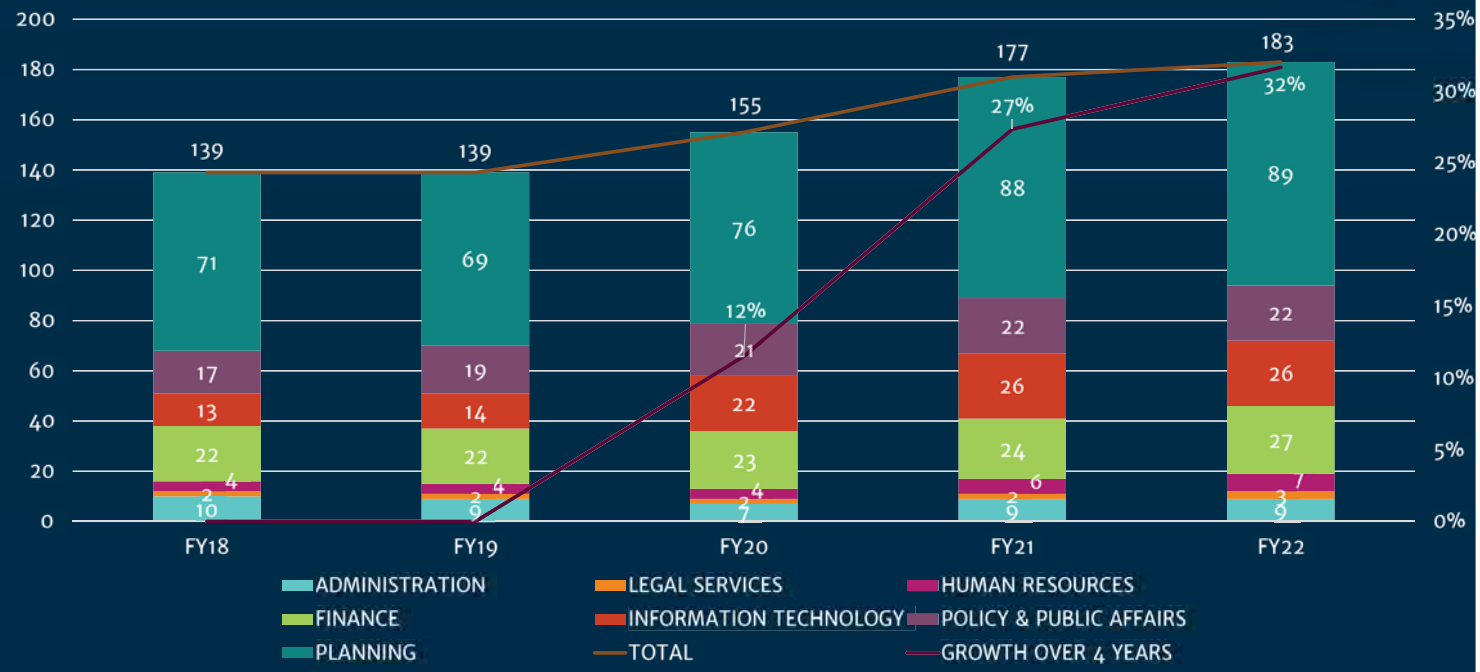
Consolidated Planning Grant (CPG) $39.4M	SB 1 Sustainable Communities Formula Grants $12.4M	AB 101 Regional Early Action Planning (REAP) $11.9M
MSRC Last Mile Freight Program $10M	Transportation Development Act (TDA) $7.6M	Other State and Federal Grants $7M
	Third Party Contributions $5.8M	

Attachment: PowerPoint Presentation from June 24 Special EAC Meeting (June 24 Special EAC Strategic Work Plan)

4-Year Budget History



4-Year Staffing History



Attachment: PowerPoint Presentation from June 24 Special EAC Meeting (June 24 Special EAC Strategic Work Plan)

FY 2020-2021 Accomplishments

- Connect SoCal
- 2021 Federal Transportation Improvement Program
- Regional Housing Needs Assessment Allocation Plan
- 11th Annual Southern California Economic Summit
- 32nd Annual Demographic Workshop
- Southern California Climate Adaptation Framework
- Sustainable Communities Program
- Last-Mile Freight Delivery Study
- Transportation Safety Regional Existing Conditions Report
- Regional Briefing Book
- Racial Equity Early Action Plan
- Racial Equity: Baseline Existing Conditions Report
- Outreach to Community-Based Organizations
- Advocacy in Washington & Sacramento

FY 2020-2021 Recognition & Awards

Award	Program
APA CA Best Practices	Active Transportation Database
APA CA Public Outreach	Climate Adaptation Communication Strategies
APA LA Innovative Use of Technology	Active Transportation Database
ASLA National Awards - Honor Award, Analysis and Planning	Fontana Urban Greening Master Plan
WTS-LA Employer of the Year	Agency Award
ACT National Awards - Excellence in Planning	Excellence in Planning
WTS-OC Rosa Parks Diversity Award	Agency Award
APWA Management Innovation Award	ConOps
APA-SCD Excellence in Sustainability - Policy, Law, or Tool	Climate Adaptation Framework
NARC Achievement Award	Go Human
Governors Highway Safety Association Peter K. O'Rourke Special Achievement Award	Go Human

Attachment: PowerPoint Presentation from June 24 Special EAC Meeting (June 24 Special EAC Strategic Work Plan)

Connect SoCal Implementation Strategy

CORE VISION

- COMPLETE STREETS INVESTMENT
- DEMAND & SYSTEM MANAGEMENT
- GOODS MOVEMENT
- SUSTAINABLE DEVELOPMENT
- SYSTEM PRESERVATION & RESILIENCE
- TRANSIT BACKBONE

KEY CONNECTIONS

- SHARED MOBILITY & MOBILITY AS A SERVICE
- SMART CITIES & JOB CENTERS
- ACCELERATED ELECTRIFICATION
- GO ZONES
- HOUSING SUPPORTIVE INFRASTRUCTURE

Connect SoCal Implementation Strategy

Attachment: PowerPoint Presentation from June 24 Special EAC Meeting (June 24 Special EAC Strategic Work Plan)

Connect SoCal Implementation Strategy
Local Technical Assistance Resources

Sustainable Communities Program (SCP)

Regional Data Platform/General Plan Support

Equity & Environmental Justice

Go Human

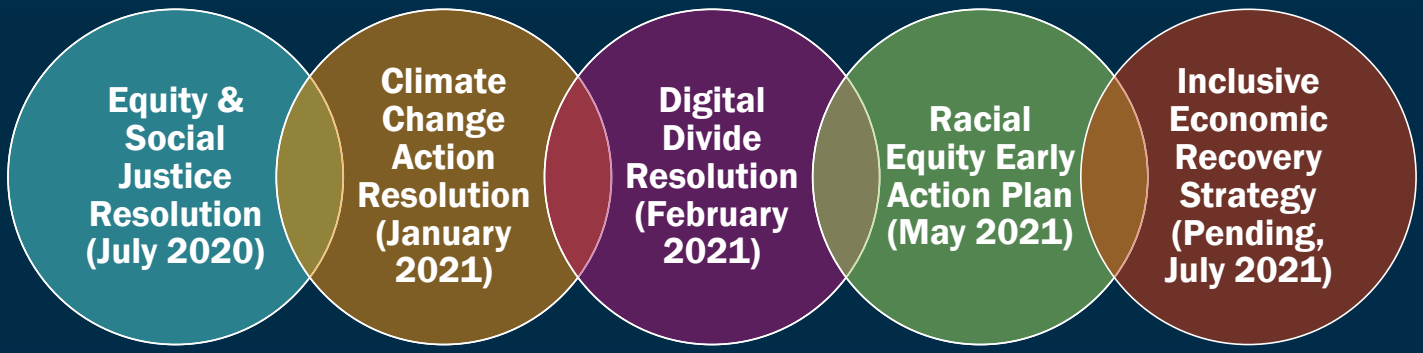
Connect SoCal Implementation Strategy
Regional & Sub-Regional Partnerships

Housing
- Housing Element updates
- Accessory Dwelling Units (ADUs) best practices
- Development streamlining support and tools
- Leadership development in support of broad pro-housing coalitions.
- Financing strategies and new funding sources

Mobility Innovation
- Last Mile Delivery
- Transit Recovery
- Mobility Incentives/Demand Management
- Smart Cities & Broadband
- Project Delivery/Funding
  - Mitigation Banks

Attachment: PowerPoint Presentation from June 24 Special EAC Meeting (June 24 Special EAC Strategic Work Plan)

Connect SoCal Implementation
Regional Policy Direction & Alignment



Regions-Up Approach in the Governor's Comeback Plan

SCAG Opportunities
- Community Economic Resilience Fund
- Regional Adaptation and Resilience Planning
- Regional Climate Collaborative Planning

"REAP 2.0"
- Regional Early Action Planning Grants of 2021
- Housing investments combined with SCS implementation to reduce VMT
- Estimated $500M – $750M

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH · STATE OF CALIFORNIA

CALIFORNIA STRATEGIC GROWTH COUNCIL

Attachment: PowerPoint Presentation from June 24 Special EAC Meeting (June 24 Special EAC Strategic Work Plan)

Connect SoCal 2024 Outlook

Connect SoCal 2024 Emerging Trends

Data & Trends

- Demographics & Growth
- Transportation Finance
- Congestion/Mode Share
- Goods Movement
- Aviation
- Housing Production

Emerging Issues

- Digital Divide
- Tele-everything
- E-commerce
- Repurposing Land Uses
- Housing
- Public Spaces/ Short Trips

Attachment: PowerPoint Presentation from June 24 Special EAC Meeting (June 24 Special EAC Strategic Work Plan)

Who Will Be Involved in Connect SoCal Development?

County Transportation Commissions

Local Jurisdictions

SCAG Policy Committees

Stakeholder Groups

General Public

Questions?
Comments?

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THANK YOU!

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Attachment: PowerPoint Presentation from June 24 Special EAC Meeting (June 24 Special EAC Strategic Work Plan)

AGENDA ITEM 12
REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S APPROVAL

From: Javiera Cartagena, Acting Director of Policy and Public Affairs
(213) 236-1980, cartagena@scag.ca.gov

Subject: October 2021 State and Federal Legislative Update

Kome Ajise

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

The State Legislature Adjourns – State Legislative Update
The Legislature passed over 900 bills this past year and deferred hundreds more for consideration at the beginning of next year before it adjourned until 2022 on September 10, 2021. SCAG took a formal position on 15 pieces of legislation, including 12 support and three oppose positions. A matrix of bills on which SCAG has taken a position follows this staff report.

Earlier this year, Governor Newsom signed AB 687 (Seyarto) and SB 7 (Atkins) into law. AB 687 authorizes the Riverside County Housing Finance Trust and SB 7 extends judicial streamlining for environmental leadership projects and expands the streamlining eligibility to smaller housing projects. On September 16, 2021, Governor Newsom signed two housing bills into law: SB 9 (Atkins) and SB 10 (Wiener). SB 9 is the the duplex bill, which SCAG opposed. SB 10, on which the agency took a support if amended position, provides cities and counties with a CEQA exemption for up-zoning near transit or infill sites.

The Legislature also passed AB 14 (Aguiar-Curry) and SB 4 (Gonzalez), both of which provide funding broadband, as well as AB 43 (Friedman), SB 44 (Allen), and SB 266 (Newman), all of which SCAG supported. AB 43 would provide greater flexibility to local governments when calculating speed limits, SB 44 provides judicial streamlining for certain zero-emission transit projects, and SB 266 would facilitate the expansion of Chino Hills State Park. The Legislature also passed AB 215 (Chiu),

which SCAG opposed, which would authorize the Department of Housing and Community Development to sue cities and counties for housing element non-compliance, even if the state Attorney General has declined to persue an action. These bills await action by the Governor.

Governor Newsom has until October 10, 2021 to sign or veto bills. Any non-urgency legislation that the Governor signed this year will go into effect on January 1, 2022. The Legislature will subsequently reconvene for the second half of the 2021-2022 legislative session on January 3, 2022.

Additionally, various "two-year" bills are still active but were deferred to the second half of the legislative session and must pass by their house of origin by January 31, 2022. Two-Year Bills that SCAG took a position on include SB 15 (Portantino), SB 623 (Newman), and SB 261 (Allen). SCAG also supports ACA 1 (Aguiar-Curry) and SCA 2 (Allen & Wiener). These two bills were also deferred to the second half of the legislative session but constitutional amendments do not face the same house of origin deadlines as policy bills.

The table below highlights the most relevant legislative deadlines:

Date	Deadline
September 10, 2021	Last day for any bill to be passed. Interim Recess Begins.
October 10, 2021	Last day for the Governor to sign or veto bills passed by the Legislature.
January 1, 2022	Bills signed into law in 2021 take effect.
January 3, 2022	Legislature Reconvenes from Interim Recess.
January 31, 2022	Last day for Two-Year Bills to pass in their house of origin.

State Transportation Funding Impasse

Governor Newsom and the Legislature reached an impasse on the amount of High-Speed Rail Proposition 1A bonds to release. While the Governor's office asked that $4.2 billion be released for High-Speed Rail, some legislators were opposed to this.

The budget bills signed by the Governor earlier this summer made supplemental appropriations to several transportation programs. These same budget bills, however, prohibited the actual expenditure of those funds unless subsequent legislation authorized the release of the High-Speed Rail bonds. Absent any subsequent agreement, the budget bills required the supplemental appropriations to the transportation programs to revert to the state General Fund.

The affected programs include:

- $1 billion for Olympic projects
- $1 billion for the Transit and Intercity Rail Capital Program (TIRCP)
- $500 million for Active Transportation projects

- $440 million for climate resilience
- $500 million for grade separation & safety projects

Brown Act Legislation

AB 361 (Robert Rivas, D-Salinas) was amended to include an urgency clause. This bill passed both houses of the Legislature and was signed by Governor Newsom on September 16, 2021. AB 361 provides some Brown Act flexibilities to public agencies when the legislative body of a local agency holds a meeting during a declared state of emergency and when state or local health officials have imposed or recommended measures to promote social distancing. Because AB 361 includes an urgency clause, the bill takes effect immediately. AB 361 contains a sunset clause as well, and expires on December 31, 2023.

Additionally, the Legislature passed AB 339 (Alex Lee, D-San Jose & Cristina Garcia, D-Bell Gardens) on September 9, 2021. This bill would require cities or counties with populations of at least 250,000 people to provide two-way telephonic or internet-based call-in options at their meetings. It would additionally require cities or counties that provided two-way telephonic or internet-based call-in options prior to June 15, 2021, to continue to provide those options. AB 339 also has a sunset clause and would expire on December 31, 2023. At the time of writing, Governor Newsom had not yet acted on AB 339.

Caltrans Clean California Local Grant Program

The California Department of Transportation (Caltrans) is developing guidelines for the Clean California Local Grant Program, which will distribute approximately $296 million over two years for communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers. The grant program will offer a local match of up to 50% with a maximum award of $5 million.

The grant program will also focus on equity, reserving half of the funds for underserved communities. Scoring criteria will favor projects based on need, that have a high potential to enhance and beautify public space, increase greenery, abate litter/debris, have a robust public input process, and benefit disadvantaged communities. The call for projects opens December 2021, applications will be due February 2022, and Caltrans will notify project awards in March 2022. For more information, please see the Clean California Local Grant Program Fact Sheet here.

FEDERAL

Bipartisan Infrastructure & Reconciliation Bill Updates

On August 24, 2021, the House voted on a party-line vote of 220 to 212 to pass a rule that advanced a $3.5 trillion budget resolution to kick off the reconciliation process for “human infrastructure”

investments. It also included a statement that sets up a vote for the Bipartisan Infrastructure Bill (BIB) on September 27, 2021. The budget resolution instructed various committees in the House to begin crafting their portions of the budget reconciliation bill, which will be combined into one piece of legislation by the House Budget Committee. Of note, the House Transportation & Infrastructure (T&I) Committee approved its $57.3 billion spending plan on September 14, 2021. The House Ways & Means Committee also released its $129 billion infrastructure tax incentive plan and $235 billion green energy tax incentive plan as parts of its total $835 billion spending plan. House T&I Chairman Peter DeFazio is looking to use the reconciliation bill to reinstate the approximately 1,500 member-requested projects included in the now-defunct House surface transportation reauthorization bill. However, this effort faces scrutiny as it may not comply with the Senate's rules for what can be included in a reconciliation bill.

Highlights of the T&I Committee's piece of the Reconciliation Bill include:

- **Affordable Housing Access Program - $10 billion**
  - Funds will be administered through a competitive process jointly established by the Secretary of Housing and Urban Development and the Federal Transit Administration.
  - Funds provided under the program will support the establishment of new transit routes, the expansion of service areas, improved frequency on existing routes, the provision of fare-free and reduced-fare transit service, state of good repair for transit facilities, research and workforce activities, route planning, and projects to improve accessibility.

- **Community Climate Incentive Grants - $4 billion**
  - Support the reduction of surface transportation-related greenhouse gas emissions.

- **Neighborhood Access and Equity Grants - $4 billion**
  - FHWA will administer grants to reconnect communities divided by existing infrastructure barriers, mitigate negative impacts of transportation facilities or construction projects on disadvantaged or underserved communities, and support equitable transportation planning and community engagement activities.
  - Of this amount, $1.58 billion is set aside for projects in disadvantaged or underserved communities or in communities that have taken steps to ensure that projects do not lead to gentrification or displacement of existing residents.

- **Local Transportation Priorities - $6 billion**
  - Likely to fulfill funding requests for member-designated projects that were included in the House's version of the surface transportation authorization bill.

- **Passenger Rail Improvement, Modernization, and Emissions Reduction Grants - $10 billion**

- Support the planning and development of public high-speed rail projects.

- **Economic Development Administration - $5.5 billion**
  - $4 billion to invest in the creation of regional innovation hubs
  - $1 billion for Economic Development Administration's (EDA) Economic Adjustment Assistance program to fund predevelopment activities and aid energy and industrial transition communities.
  - $500 million for public works projects.

- **Port Infrastructure and Supply Chain Resilience - $2.5 billion**
  - Grants for projects to support supply chain resilience, reduction in port congestion, the development of offshore wind support infrastructure, environmental remediation, and projects to reduce the impact of ports on the environment.

While the reconciliation process presses forward, Democrats face a tumultuous process as groups of progressives and moderates disagree on the timing of votes. Speaker Nancy Pelosi had previously promised a vote on the BIB on the week of September 27, 2021 but a group of progressive House Democrats remain firm in their stance that they will not vote to pass the BIB until after the Reconciliation Bill passes. However, another group of moderate Democrats have stated that they will not vote to pass a Reconciliation Bill if Speaker Pelosi and House Democratic leadership breaks their promise to pass the BIB by September 27. According to POLITICO, less than a dozen House Republicans are likely to support the BIB, and given House Democrats' slim three-seat majority, these tensions could result in neither bill advancing to President Biden's desk. House Majority Leader Steny Hoyer stated that while the House may miss the September 27 deadline to pass the BIB, the vote will still come early that week.

Federal Appropriations Bills

Congress has not yet passed its Appropriations bill for the 2021-22 Fiscal Year (FY), meaning that the federal government is set to shut down at the beginning of the Fiscal Year on October 1, 2021, when funding expires. House Democratic leaders released language for a Continuing Resolution (CR) on September 21, 2021, which would temporarily fund the federal government by extending current funding levels through December 3, 2021. The CR would give the Congress more time to pass the complete set of 12 appropriations bills to fund the various programs and agencies that make up the federal government. On Tuesday, September 21, 2021, the House passed the CR with a party-line vote of 220-211 and it now heads to the Senate for a final vote.

In addition to temporarily funding the federal government through the beginning of December, the CR contains a provision that would suspend the debt ceiling through December 16, 2022. According to Treasury Secretary Janet Yellen, the federal government is set to reach its debt limit, or the limit of its ability to borrow, sometime in October.

The CR also contains funding for Hurricane Ida disaster relief and the resettlement of US-affiliated personnel from Afghanistan. However, it does not contain temporary funding for surface transportation programs, given that the BIB includes a complete surface transportation reauthorization that would take effect at the start of the Fiscal Year when signed by President Biden. If the House does not pass the BIB by September 30, 2021, a separate stopgap measure would become necessary to authorize the nation's surface transportation programs. While the House passed the CR, its fate in the Senate is uncertain as some Republicans have stated their opposition to suspending or raising the debt limit.

FISCAL IMPACT:
Work associated with the October 2021 State and Federal Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):
1. 2021 SCAG Bill Position Tracker

Bill Number	Position/RC Action	Topic	Summary	Status
ACA 1 (Aguiar-Curry)	Support 03/04/21	Local Revenue Measure Voter Thresholds	Would lower the voter threshold from two-thirds to 55 percent to approve local bonds and special taxes by a city, county, or special district to fund public infrastructure, affordable housing, or permanent supportive housing.	Two-Year Bill.
AB 14 (Aguiar-Curry)	Support 03/04/21	Calif. Advanced Services Fund (CASF) Reform	Would extend and reform the existing CASF surcharge to help close the digital divide. This bill would continue to fund CASF beyond 2022, expand eligibility and usability of CASF funding to "anchor institutions" (which includes local governments), streamline permitting, expand the definition of "unserved," and create Bond Financing and Securitization Accounts.	Awaiting Action by Governor Newsom.
AB 43 (Friedman)	Support 03/04/21	Traffic safety	Would provide greater flexibility to local governments when calculating speed limits along a section of a roadway if there is found to be an increase in traffic-related crashes.	Awaiting Action by Governor Newsom.
AB 215 (Chiu)	Oppose 09/02/21	Housing Element Violations	AB 215 would add new public participation process requirements and revision criteria for updating a city or county's housing element. Second, allows HCD to sue cities and counties relating to housing element non-compliance, even if the state Attorney General has declined to bring forward a legal action.	Awaiting Action by Governor Newsom.
AB 687 (Seyarto)	Support 04/01/21	Riverside County Housing Finance Trust	Would authorize Western Riverside Council of Governments (WRCOG) jurisdictions to establish the Riverside County Housing Finance Trust to provide funding for affordable housing for low-income populations and individuals experiencing homelessness.	Signed into law by Governor Newsom on 07/23/2021.

Attachment: 2021 SCAG Bill Position Tracker (October 2021 State and Federal Legislative Update)

Bill Number	Position/RC Action	Topic	Summary	Status
SB 4 (Gonzalez)	Support 03/04/21	CASF Reform	Would reform the existing CASF surcharge to help close the digital divide. This bill would continue to fund CASF beyond 2022, expand eligibility and usability of CASF funding, streamline permitting, expand the definition of "unserved," and create Bond Financing and Securitization Accounts.	Awaiting Action by Governor Newsom.
SCA 2 (Allen & Wiener)	Support 05/06/21	Public Housing Project Voter Thresholds	Would place a measure on the statewide ballot asking voters if they want to strike Article 34 from the California Constitution. If voters approve the proposition and Article 34 is repealed, cities and counties could more easily pursue public affordable housing projects without first getting approval from a majority of voters within their jurisdiction.	Two-Year Bill.
SB 7 (Atkins)	Support 03/04/21	Environmental Leadership Act of 2021	Would extend and expand the California Environmental Quality Act (CEQA) streamlining process created for environmental leadership development projects (ELDP) under AB 900 (Chapter 354, Statutes of 2011). Would expand ELDP eligibility to include certain smaller housing projects.	Signed into law by Governor Newsom on 5/20/21.
SB 9 (Atkins)	Oppose Unless Amended 05/06/21 Oppose 09/02/21	Duplexes	Would (1) require the ministerial approval of a housing development of no more than two units in a single-family zone (duplex) and would (2) require the ministerial approval of the subdivision (lot split) of a single parcel, already zoned for residential use, into two parcels.	Signed into law by Governor Newsom on 9/16/21.
SB 10 (Wiener)	Support if Amended 05/06/21	Housing Development Density	Would allow a city or county to pass an ordinance to zone any parcel for up to 10 residential units if the parcel is in a transit-rich area or an urban infill site.	Signed into law by Governor Newsom on 9/16/21.

Bill Number	Position/RC Action	Topic	Summary	Status
SB 15 (Portantino)	Support 04/01/21	Incentives to Rezone Idle Retail for Affordable Housing	Would create a new grant program that would award grant funding to local jurisdictions that rezone idle retail sites to allow for the development of affordable housing.	Two-Year Bill.
SB 44 (Allen)	Support 03/04/21	Environmental Leadership Transit Projects	Would provide for an expedited judicial review process for environmental leadership transit projects in Los Angeles County.	Awaiting Action by Governor Newsom.
SB 261 (Allen)	Oppose unless Amended 04/01/21	SCS Reform	Extends SB 375 regional GHG reduction targets, adds regional VMT reduction targets, introduces new opportunities for CARB to double-check an MPO's SCS, adds new reporting requirements for cities/counties to the MPO.	Two-Year Bill.
SB 266 (Newman)	Support 04/01/21	Chino Hills State Park Expansion	Would direct the California Department of Parks and Recreation (DPR) to assist Chino Hills State Park in acquiring and managing three land parcels surrounding the park.	Awaiting Action by Governor Newsom.
SB 623 (Newman)	Support 04/01/21	Electronic Toll and Transit Fare Collection Systems	Would do several things, but most importantly, it clarifies that toll operators may use personally identifiable information to perform core business functions like billing, collection, and enforcement.	Two-Year Bill.

AGENDA ITEM 13
REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

To: Executive/Administration Committee (EAC)
Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

From: Javiera Cartagena, Acting Director of Policy and Public Affairs
(213) 236-1980, cartagena@scag.ca.gov

Subject: Californians for Community Planning Voter Initiative

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

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.

EXECUTIVE SUMMARY:
This report includes a summary of the proposed Community Choice Initiative that may appear on the November 8, 2022, General Election ballot. At its September 21, 2021, meeting, Members of the Legislative/Communications and Membership Committee (LCMC) received an informational update on the Community Choice Initiative. The committee unanimously voted to forward the report to share information about the proposed initiative with the Regional Council, Executive Administration Committee, and other policy committees.

BACKGROUND:
The Community Choice Initiative would amend California's Constitution in a manner that makes a local jurisdiction's general plan, specific plan, ordinance, or regulation of zoning, development, or land-use within its boundaries supersede conflicting state laws. It does provide for exceptions in the cases of coastal land-use regulations, power generating facilities of a certain capacity, and development of water, communication, or transportation infrastructure projects, excluding transit-oriented developments (TODs).

On August 25, 2021, proponents of the Community Choice Initiative submitted the draft text for the proposed measure and the filing fee to the State Attorney General for preparation of an official title

and summary. The initiative was then posted for 30 days to allow for public comment. That period concluded on September 27, 2021. The Attorney General now has approximately six weeks to issue an official title and summary. By law, the Attorney General's title and summary may not exceed 100 words.

Upon receiving a title and summary, proponents will have 180 days to gather enough signatures to qualify the initiative. For measures proposing a constitutional amendment, like the Community Choice Initiative, the number of signatures must be equal to at least eight percent of the total votes cast for the office of Governor at the last gubernatorial election. In this case, proponents will need to collect 997,139 signatures. Signatures are then verified, and the initiative will either qualify or be failed by the Secretary of State. If the proponents collect the requisite number of valid signatures, California voters will then vote on the ballot initiative at the November 8, 2022, General Election.

Prior Committee Action

At its September 21, 2021, meeting, Members of the LCMC received an informational update on the Community Choice Initiative. After some discussion, the committee unanimously voted to forward the report to share information about the Community Choice Initiative with the Regional Council, Executive Administration Committee, and other policy committees.

FISCAL IMPACT:

Work associated with the staff report on the Californians for Community Planning Voter Initiative is contained in the Indirect Cost budget, Legislation 810-0120.10.

AGENDA ITEM 14
REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

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

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

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

Subject: Connect SoCal CEQA Addendum No. 2 to Programmatic Environmental Impact Report (State Clearinghouse No. 2019011061)

RECOMMENDED ACTION FOR CEHD, TC AND RC:
Receive and File

RECOMMENDED ACTION FOR EEC:
Recommend that the Regional Council (RC) adopt a Resolution to approve Addendum No. 2 to the Connect SoCal Program Environmental Impact Report (PEIR, SCH No. 2019011061)

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

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

programmatically consistent with the analysis, mitigation measures, and Findings of Fact contained in the previously certified PEIR and Addendum No. 1.

An informational copy of draft Addendum No. 2 to the PEIR was provided to EEC for review on September 2, 2021. No comments were received. Only one revision was made between the draft version, provided to EEC, and the proposed final version. The edit was the addition of a footnote to page 4 of the proposed final Addendum No. 2 to the PEIR to clarify how project modifications are defined in the Project Description. No other changes to the text, tables, or conclusions were made. The proposed final Addendum No. 2 to the PEIR and draft resolution are attached to this staff report. SCAG staff recommends that the EEC recommend that the Regional Council adopt a Resolution to approve Addendum No. 2 to the Connect SoCal Program Environmental Impact Report (PEIR). Following EEC's recommendation, staff will take the proposed final Addendum No. 2 to the PEIR and Resolution to SCAG's Regional Council for approval on November 4, 2021.

BACKGROUND:

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

Connect SoCal Amendment No. 1 consists of 296 project modifications.[1] Specific changes include 149 project modifications to financially constrained RTP/SCS projects, 4 project modifications to financially unconstrained RTP/SCS projects, and 143 project modifications to short-term RTP projects. A total of 60 projects were added and 31 projects were removed due to project cancellation or duplicate entries. With respect to financially constrained and unconstrained RTP/SCS projects and modifications to short-term RTP projects, 6 of the projects are within Imperial County, 111 of the projects are within Los Angeles County, 15 of the projects are within Orange County, 122 of the projects are within Riverside County, 38 of the projects are within San Bernardino County, 2 of the projects are within Ventura County, and 2 of the projects spread across multiple counties.

[1] The number of project modifications is greater than the total number of projects because a project may have had multiple modifications (e.g., a schedule change and cost revision).

BASIS FOR A PEIR ADDENDUM:

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

PRELIMINARY PROGRAMMATIC ENVIRONMENTAL ASSESSMENT:

SCAG staff has conducted a programmatic environmental assessment of the changes to the Connect SoCal Project List documented in Amendment No. 1 pursuant to CEQA. The contents of Draft Addendum No. 2 are as follows:

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

Summary of Findings:

Although the new projects identified in the Connect SoCal Amendment No. 1 were not identified in the Connect SoCal PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the Connect SoCal and with the analysis and conclusions presented in the previously certified Connect SoCal PEIR. Additionally, modeling results indicate that modifications to the Project List resulted in an overall

difference of less than one percent. See Table 1, below, for a summary of the impacts analyzed in draft Addendum No. 2.

TABLE 1: SUMMARY OF IMPACTS FROM CONNECT SOCAL AMENDMENT NO. 1

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

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

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

An informational copy of draft Addendum No. 2 to the PEIR was provided to EEC for review on September 2, 2021. No comments were received. Only one revision was made between the draft version, provided to EEC for review, and the proposed final version (attached to this staff report). The edit was the addition of a footnote to page 4 of the proposed final Addendum No. 2 to the PEIR to clarify how project modifications are defined in the Project Description. No other changes to the text, tables, or conclusions were made.

NEXT STEPS:
SCAG staff recommends that the EEC recommend that the RC adopt a Resolution to approve Addendum No. 2 to the Connect SoCal Program Environmental Impact Report (PEIR). Following EEC's recommendation, staff will take the proposed final Addendum No. 2 to the PEIR and Resolution to SCAG's RC for certification on November 4, 2021. **The proposed final Addendum No. 2 to the PEIR and draft resolution that is proposed for recommendation to the RC are attached to this staff report.**

FISCAL IMPACT:
Work associated with this item is included in the current Fiscal Year 2021/22 Overall Work Program (22-020.0161.04: Environmental Compliance, Coordination & Outreach).

ATTACHMENT(S):

1. Draft_Reso_PEIR_Addendum 2
2. Proposed-Final-Addendum-02-PEIR

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SOUTHERN CALIFORNIA
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RESOLUTION NO. 20-XXX-X

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING ADDENDUM #2 TO THE PREVIOUSLY CERTIFIED 2020-2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2020 RTP/SCS OR CONNECT SOCAL) PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

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

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

WHEREAS, on September 2, 2020, SCAG approved Addendum #1 to the 2020-2045 RTP/SCS PEIR in accordance with Cal. Pub. Res. Code Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164;

WHEREAS, when approving Addendum #1 to the 2020 RTP/SCS PEIR, the SCAG Regional Council approved Resolution 20-624-1;

WHEREAS, since the approval of the Final PEIR and Addendum #1 to the 2020 RTP/SCS PEIR, staff has received requests from all six county transportation commissions in the SCAG region to amend the 2020 RTP/SCS to reflect addition of projects or modifications to project scopes, costs, and/or schedules for critical transportation projects, as well as the addition of some new projects as specified in the proposed Amendment #1 to the 2020 RTP/SCS ("Amendment #1"), in order to allow such projects to move forward toward the implementation phase;

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

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

Attachment: Draft_Reso_PEIR_Addendum 2 (Connect SoCal CEQA Addendum No. 2 to Programmatic Environmental Impact Report ()

WHEREAS, SCAG staff determined and for the reasons set forth in Addendum #1 to the 2020 RTP/SCS PEIR, an addendum is the appropriate CEQA document for Amendment #1 because the proposed project revisions set forth in Amendment #1 to the 2020 RTP/SCS do not meet the conditions of CEQA Guidelines Section 15162 and 15163, for the preparation of a subsequent or supplemental EIR;

WHEREAS, on September 2, 2021, SCAG staff reported to the Energy and Environment Committee (EEC) that a draft of Addendum #2 to the 2020 RTP/SCS PEIR was prepared and completed and an informational copy of the draft of Addendum #2 was presented to the EEC for review;

WHEREAS, SCAG has finalized Addendum #2 to the 2020-2045 RTP/SCS PEIR, attached hereto and incorporated herein by this reference, in order to address the proposed changes to the 2020-2045 RTP/SCS as described in Amendment # 1;

WHEREAS, on October 7, 2021, SCAG recommended to the EEC that Addendum #2 to the 2020-2045 RTP/SCS PEIR be considered for Regional Council approval; and

WHEREAS, pursuant to CEQA Guidelines Section 15164(d), the Regional Council has considered Addendum #2 to the 2020 RTP/SCS PEIR prior to making a decision on Amendment #1.

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

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

1. Addendum #2 to the 2020 RTP/SCS PEIR has been completed in compliance with CEQA.

2. The adoption of the proposed revisions set forth in Amendment #1 would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects for the reasons described in Addendum #2; such proposed changes in Amendment #1 are consistent with the analysis, mitigation measures, and Finding of Facts contained in the certified 2020 RTP/SCS PEIR; and thus, a subsequent or supplemental EIR is not required and Addendum #2 to the 2020 RTP/SCS PEIR fulfills the requirements of CEQA.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 4th day of November, 2021.

Attachment: Draft_Reso_PEIR_Addendum 2 (Connect SoCal CEQA Addendum No. 2 to Programmatic Environmental Impact Report ()

Clint Lorimore
President, SCAG
Mayor Pro Tem, Eastvale

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel

Attachment: Draft_Reso_PEIR_Addendum 2 (Connect SoCal CEQA Addendum No. 2 to Programmatic Environmental Impact Report ()

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

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PROPOSED FINAL ADDENDUM #2

TO THE

PROGRAM ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE #2019011061

PROPOSED FINAL | OCTOBER 7, 2021

Attachment: Proposed-Final-Addendum-02-PEIR (Connect SoCal CEQA Addendum No. 2 to

PROPOSED FINAL ADDENDUM #2

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

PROPOSED FINAL | OCTOBER 7, 2021

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

Attachment: Proposed-Final-Addendum-02-PEIR (Connect SoCal CEQA Addendum No. 2 to

CONNECT SOCAL

Proposed Final Addendum #2 to the Program Environmental Impact Report

1.0 INTRODUCTION

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

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

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

Attachment: Proposed-Final-Addendum-02-PEIR (Connect SoCal CEQA Addendum No. 2 to

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

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

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

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

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

Since the adoption of Connect SoCal, SCAG has received requests from several county transportation commissions to amend the Plan to reflect changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new transportation projects contained therein (proposed Amendment #1 to the Connect SoCal, referred to herein as "Connect SoCal Amendment #1")

This PEIR Addendum #2 has been prepared by SCAG to assess potential environmental impacts of the proposed updates and revisions to the Project List included in Connect SoCal Amendment #1. This document is prepared as an addendum to the previously certified Connect SoCal PEIR and PEIR Addendum #1.

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

In summary, PEIR Addendum #2 serves as an informational document to inform decision-makers and the public of the potential environmental impacts of Connect SoCal Amendment #1 by analyzing the projects and programs on a broad regional scale, not at a site-specific level of analysis. This programmatic analysis shows that Connect SoCal Amendment #1 would not result in either new significant environmental effects or substantial increase in the severity of previously identified significant effects. Site specific analysis will occur as each project is defined and goes through individual project-level environmental review.

1.1 BASIS FOR THE ADDENDUM

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

Attachment: Proposed-Final-Addendum-02-PEIR (Connect SoCal CEQA Addendum No. 2 to

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

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete, shows any of the following:

   a. The project will have one or more significant effects not discussed in the previous EIR;

   b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

   d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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

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

While the proposed changes to the Project List documented in Connect SoCal Amendment #1 may arguably represent "new information of substantial importance" at the local project-level, these changes are not substantial at the regional program-level as analyzed in the Connect SoCal PEIR. More specifically, the proposed changes to the Project List documented in Amendment #1 would not result in one or more significant effects (at the regional level) not discussed in the Connect SoCal PEIR, nor result in a substantial increase in the severity of previously identified significant effects disclosed in the Connect SoCal PEIR. Moreover, no changes to the mitigation measures or alternatives contained in the Connect SoCal PEIR are necessary or being proposed that could trigger additional review regarding such measures. Furthermore, as discussed in the Connect SoCal PEIR, the level of detail for individual projects on the Project List is generally insufficient to be able to analyze local effects. Such analysis is more appropriately undertaken in project-specific environmental documents prepared by the individual CEQA lead agencies proposing each project.

SCAG has assessed potential environmental effects of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, at the regional program-level, and finds that the additional and modified projects contained in PEIR Addendum #2 are consistent with the region-wide environmental impacts analysis, mitigation measures or alternatives, and Findings of Fact discussed in the previously certified Connect SoCal PEIR and PEIR Addendum #1, and do not result

Attachment: Proposed-Final-Addendum-02-PEIR (Connect SoCal CEQA Addendum No. 2 to

in any of the conditions described in CEQA Guidelines Section 15162(a)(1)(2)(3). For these reasons, SCAG has elected to prepare an addendum to the Connect SoCal PEIR rather than a Subsequent or Supplemental EIR, and this PEIR Addendum #2 is prepared in accordance with CEQA Guidelines Section 15164.

1.2 PURPOSE AND SCOPE OF THE ADDENDUM TO THE PEIR

SCAG has prepared this Addendum #2 to the Connect SoCal PEIR to demonstrate that the proposed changes to the Connect SoCal Project List, contained in Connect SoCal Amendment #1, satisfies the requirements contained in Section 15164 of the CEQA Guidelines for the use of an Addendum to an EIR. The proposed changes to the Project List do not require the preparation of a Subsequent or Supplemental EIR pursuant to Sections 15162 and 15163, respectively, of the CEQA Guidelines due to the absence of new or substantially more adverse significant impacts than those analyzed in the certified EIR.

Addendum #2 to the Connect SoCal PEIR neither controls nor determines the ultimate decision for approval for Connect SoCal Amendment #1 and the proposed changes to the Project List contained therein. The information presented in this Addendum #2 to the Connect SoCal PEIR will be considered by SCAG's decision making body, the Regional Council, prior to deciding on the Connect SoCal Amendment #1.

2.0 PROJECT DESCRIPTION

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

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

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

Connect SoCal Amendment #1 consists of 296 project modifications.[2] Specific changes include 149 project modifications to financially constrained RTP/SCS projects, 4 project modifications to financially unconstrained RTP/SCS projects, and 143 project modifications to short-term RTP projects. A total of 60 projects were added and 31 projects were removed due to project cancellation or duplicate entries.

With respect to financially constrained and unconstrained RTP/SCS projects and modifications to short-term RTP projects, 6 of the projects are within Imperial County, 111 of the projects are within Los Angeles County, 15 of the projects are within Orange County, 122 of the projects are within Riverside County, 38 of the projects are within San Bernardino County, 2 of the projects are within Ventura County, and 2 of the projects spread across multiple counties. (Project List available at: *https://scag.ca.gov/post/draft-amendment-1*).

3.0 ENVIRONMENTAL ANALYSIS

The changes described above to the Project List identified in Connect SoCal Amendment #1 would not result in a substantial change to the region-wide impacts programmatically analyzed in the Connect SoCal PEIR. The Connect SoCal PEIR

2 The number of project modifications is greater than the total number of projects because a project may have had multiple modifications (e.g., a schedule change and cost revision).

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broadly identifies several region-wide significant impacts that would result from the numerous transportation policies and projects encompassed by Connect SoCal.

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

Although the new projects identified in the Connect SoCal Amendment #1 were not identified in the Connect SoCal PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the Connect SoCal and with the analysis and conclusions presented in the previously certified Connect SoCal PEIR. Modeling results indicate that modifications to the Project List resulted in an overall difference of less than one percent. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, National Environmental Policy Act (NEPA), and all applicable regulations.

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

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

TABLE 3-1 Summary of Impacts from Amendment #1

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

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3.1 AESTHETICS

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

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

The analysis in the certified Connect SoCal PEIR Aesthetics Section and previous addendum, adequately addresses the range of aesthetic impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to aesthetics, or a substantial increase in the severity of impacts to aesthetics beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.2 AGRICULTURE AND FORESTRY RESOURCES

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

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

The analysis in the Connect SoCal PEIR Agriculture and Forestry Resources Section and previous addendum adequately addresses the range of agricultural and forestry impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to agriculture and forestry resources, or a substantial increase in the severity of impacts to agriculture and forestry resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.3 AIR QUALITY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to air quality beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendum #1. The Connect SoCal PEIR identified that implementation of the Connect SoCal would result in less than significant impacts with respect to applicable air quality plans and other emissions, such as odors. However, the PEIR identified potential significant impacts

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with respect to air quality standards violations; cumulative net increase of criteria pollutants for which the region is non-attainment under federal or state ambient air quality standards; and exposure of sensitive receptors to substantial pollutant concentrations. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with air quality (see Connect SoCal PEIR pp. 3.3-51 – 3.3-88). The previous addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to air quality.

As described in the Transportation Conformity Section of the Connect SoCal Amendment #1, the Plan would continue to meet the regional emissions and other tests set forth by the federal Transportation Conformity regulations, demonstrating the integrity of the State Implementation Plans prepared pursuant to the federal Clean Air Act for the non-attainment and maintenance areas in the SCAG region.

As shown in **TABLE 3-2**, On-Road Mobile-source Criteria Pollutant Emission By County – (2045) vs. Existing Conditions (2019) - Amendment #1, the Plan conditions (2045) and existing conditions (base year 2019) of the criteria pollutant emissions for the six counties in the SCAG region remain the same with the proposed changes to the Project List identified in the Connect SoCal Amendment #1. Therefore, no changes to analyses and air quality findings previously discussed in the certified Connect SoCal PEIR and previous addendum would occur.

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

The analysis in the previously certified Connect SoCal PEIR Air Quality Section and PEIR Addendum #1 addresses the range of air quality impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant air quality impacts or a substantial increase in the severity of air quality impacts beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.4 BIOLOGICAL RESOURCES

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

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

The analysis in the certified Connect SoCal PEIR and previous addendum, adequately addresses the range of impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to biological resources, or a substantial increase in the severity of impacts to biological resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.5 CULTURAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to cultural resources beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendum #1. The Connect SoCal PEIR identified potential significant impacts with respect to historical

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TABLE 3-2 On-Road Mobile-Source Criteria Air Pollutant Emissions by County - Existing Condition (2019) vs Plan (2045) - Amendment #1

County		(Tons/Day)								
		ROG		NO_x			CO	PM_{10}	$PM_{2.5}$	SO_x
		Summer	Annual	Summer	Annual	Winter	Winter	Annual	Annual	Annual
Imperial	Existing	3	3	6	6	7	19	0.5	0.2	0.0
	Plan	2	2	4	4	4	17	0.7	0.3	0.1
	Difference (Amendment #1)	**-1**	**-1**	**-2**	**-2**	**-2**	**-2**	**0.3**	**0.1**	**0.0**
	Previous Difference (PEIR)*	-1	-1	-2	-2	-2	-2	0.3	0.1	0.0
Los Angeles	Existing	52	50	88	95	93	397	14.2	6.3	1.1
	Plan	22	21	33	35	34	146	13.9	5.7	0.8
	Difference (Amendment #1)	**-30**	**-29**	**-55**	**-60**	**-59**	**-251**	**0.3**	**-0.6**	**-0.3**
	Previous Difference (PEIR) *	-30	-29	-55	-60	-59	-251	0.3	-0.6	-0.3
Orange	Existing	15	15	22	23	23	111	4.7	2.1	0.3
	Plan	7	7	7	8	8	46	4.7	1.9	0.2
	Difference (Amendment #1)	**-8**	**-8**	**-14**	**-16**	**-15**	**-65**	**0.1**	**-0.1**	**-0.1**
	Previous Difference (PEIR) *	-8	-8	-14	-16	-15	-65	0.1	-0.1	-0.1
Riverside	Existing	14	12	32	34	34	86	3.9	1.7	0.3
	Plan	7	6	12	13	13	40	4.7	1.9	0.3
	Difference (Amendment #1)	**-7**	**-6**	**-20**	**-21**	**-21**	**-47**	**0.8**	**0.2**	**0.0**
	Previous Difference (PEIR) *	-7	-6	-20	-21	-21	-47	0.8	0.2	0.0
San Bernardino	Existing	16	14	38	40	39	100	4.1	1.8	0.3
	Plan	7	6	18	19	18	43	5.2	2.1	0.3
	Difference (Amendment #1)	**-8**	**-7**	**-20**	**-21**	**-21**	**-57**	**1.1**	**0.3**	**0.0**
	Previous Difference (PEIR) *	-8	-7	-20	-21	-21	-57	1.1	0.3	0.0
Ventura	Existing	4	4	6	7	7	30	1.1	0.5	0.1
	Plan	1	1	2	2	2	10	1.2	0.5	0.1
	Difference (Amendment #1)	**-3**	**-3**	**-4**	**-5**	**-5**	**-20**	**0.0**	**0.0**	**0.0**
	Previous Difference (PEIR) *	-3	-3	-4	-5	-5	-20	0.0	0.0	0.0

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

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or archeological resources and the disturbance of human remains. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with cultural resources (see Connect SoCal PEIR pp. 3.5-33 – 3.5-42). The previous addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to cultural resources. Similarly, cultural resource impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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

The analysis in the certified Connect SoCal PEIR Cultural Resources Section and previous addendum, adequately addresses the range of cultural resource impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to cultural resources, or a substantial increase in the severity of impacts to cultural resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.6 ENERGY

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

As shown in **TABLE 3-3**, SCAG Region Estimated Transportation Fuel Consumption – Amendment #1), below, the estimated transportation fuel consumption for the SCAG region would remain similar to what was analyzed for the Connect SoCal, with a slight reduction to the estimated daily fuel consumption. The 20.3 percentage reduction of fuel used compared to existing conditions (base year 2019) would remain the same. As such, no new or substantial impacts would occur when compared to the previously certified Connect SoCal PEIR and previous addendum.

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

The analysis in the certified Connect SoCal PEIR Energy Section and previous addendum, adequately addresses the range of energy impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the

TABLE 3-3 SCAG Region Estimated Transportation Fuel Consumption – Amendment #1

Year	Fuel Consumed		Percentage under Existing
	Billion Gallons per Year	Thousand Gallons per Day	
2019	8.3	22,876	—
2045 Baseline	7.0	19,052	-16.7%
Amendment #1	**6.7**	**18,239**	**-20.3%**
PEIR*	6.7	18,241	-20.3%

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

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proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to energy, or a substantial increase in the severity of impacts to energy beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.7 GEOLOGY AND SOILS

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

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

The analysis in the certified Connect SoCal PEIR Geology and Soils Section and previous addendum, adequately addresses the range of geology and soil impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to geology and soils, or a substantial increase in the severity of impacts to geology and soils beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.8 GREENHOUSE GAS EMISSIONS

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

Based on the analysis for the Connect SoCal PEIR, transportation emissions for this PEIR Addendum #2 include on-road mobile sources such as light and medium duty vehicles, heavy duty trucks, and buses (**TABLE 3-4**, Greenhouse Gas Emissions from On-Road Vehicles in the SCAG Region – Amendment #1) and off-road emission sources such as rail, aviation, and ocean going vessels (**TABLE 3-5**, Greenhouse Gas Emissions from Off-Road Vehicles in the SCAG Region – Amendment #1).

Similar to Connect SoCal, Connect SoCal Amendment #1 would result in approximately 63.4 million metric tons per year CO2e total GHG emissions from on-road vehicles and 10.1 million metric tons per year CO2e from off-road vehicles in 2045, as shown in **TABLE 3-5** and **TABLE 3-6**, below. According to **TABLE 3-6**, Greenhouse Gas Emissions from On-Road and Off-Road Sources in

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TABLE 3-4 Greenhouse Gas Emissions from On-Road Vehicles in the SCAG Region (Million Metric Tons Per Year) - Amendment #1

On-Road Vehicles	2019 Based Year			2045 (Plan)		
	CO_2	CH_4	N_{2O}	CO_2	CH_4	N_{2O}
Light and Medium Duty Vehicles	59.46	0.002	0.0009	37.46	0.001	0.0002
Heavy Duty Trucks	15.47	0.000	0.002	24.13	0.001	0.001
Buses	1.50	0.001	0.0002	1.38	0.000	0.0000
On-Road Vehicles (Subtotal) in CO_2	76.43	0.004	0.003	62.98	0.002	0.001
On-Road Vehicles (Subtotal) in CO_{2e}*	76.43	0.076	0.919	62.98	0.038	0.356
Total GHG Emissions from on-road vehicles in CO_{2e} (Amendment #1)	**77.4**			**63.4**		
Previous Total GHG Emissions from on-road vehicles in CO_{2e} (PEIR) **	**77.4**			**63.4**		

SOURCE: SCAG Transportation Modeling, 2020 and 2021. NOTE: Calculations may be rounded.
**CO_2 was converted to CO_{2e} based on the Global Warming Potential (GWP): http://www.arb.ca.gov/cc/inventory/background/gwp.htm*
*** PEIR calculations include the original Final PEIR and the PEIR Addendum #1*

TABLE 3-5 Greenhouse Gas Emissions from Off-Road Vehicles in the SCAG Region (Million Metric Tons Per Year) - Amendment #1

Off-Road Vehicles	2019 Based Year			2045 (Plan)		
	CO_2	CH_4	N_{2O}	CO_2	CH_4	N_{2O}
Rail	2.16	0.00	0.00	3.86	0.00	0.00
Aviation	3.15	0.00	0.00	1.97	0.00	0.00
Ocean-going Vessel	1.13	0.00	0.00	3.95	0.00	0.00
Other Transportaton Sources (Subtotal) in CO_2	6.45	0.00	0.00	9.78	0.00	0.00
Other Transportation Sources (Subtotal) in CO_{2e}*	6.45	0.00	0.49	9.78	0.00	0.29
Total GHG Emissions from off-road vehicles in CO_{2e} (Amendment #1)	**6.9**			**10.1**		
Previous Total GHG Emissions from off-road vehicles in CO_{2e} (PEIR) **	**6.9**			**10.1**		

SOURCE: SCAG Transportation Modeling, 2020 and 2021. NOTE: Calculations may be rounded.
**CO_2 was converted to CO_{2e} based on the Global Warming Potential (GWP): http://www.arb.ca.gov/cc/inventory/background/gwp.htm*
*** PEIR calculations include the original Final PEIR and the PEIR Addendum #1*

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the Transportation Sector in the SCAG Region – Amendment #1, Connect SoCal Amendment #1 would result in the same 14.9 percent GHG emission reduction estimated for Connect SoCal when compared to the 2019 baseline. Therefore, the proposed changes from the Connect SoCal Amendment #1 project list would result in similar GHG emissions from on road and off road vehicles.

SB 375 requires CARB to develop regional GHG emission reduction targets for cars and light-duty trucks for 2020 and 2035 (compared to 2005 emissions) for each of the state MPOs on a per capita basis. Each MPO is required to prepare an SCS as part of the RTP in order to meet these GHG emissions reduction targets by aligning transportation, land use, and housing strategies with respect to SB 375. For SCAG, the targets are to reduce per capita GHG emissions by 8 percent below 2005 levels by 2020 and 19 percent below 2005 levels by 2035. Determining the per capita CO2 emissions requires modeling vehicle miles traveled (VMT) by passenger vehicles and light trucks that emit CO2 and dividing the number by the total population.

According to **TABLE 3-7**, SB 375 Analysis – Amendment #1, per capita CO2 emissions from cars and light duty trucks (only) from Connect SoCal Amendment #1 would remain at 21.3 pounds per day in 2020. Amendment #1 would result in no change to the Plan's 8 percent decrease in per capita CO2 emissions from 2005 to 2020 and would achieve the 8 percent emissions reduction target by 2020 for the region set by SB 375. By 2035, Addendum #2 projects 18.7 pounds per day for per capita CO2 emissions from cars and light-duty trucks (only), similar to the Plan's original projection of 18.8 pounds per day for per capita CO2 emissions. Like the Plan, this represents a 19 percent decrease in per capita CO2 emissions from 2005 to 2035. This 19 percent decrease would achieve the 19 percent emissions reduction target set by CARB for 2035. CARB has not set per capita GHG emission reduction targets for passenger vehicles for the Plan's horizon year (2045). However, due to the projects and policies proposed by SCAG to reduce GHG emissions through transit improvements, traffic congestion management, emerging technology, and active transportation, the Plan's GHG emission reduction trajectory is expected to meet more aggressive GHG emission reductions by 2045. Additionally, Connect SoCal Amendment #1 would not interfere with the reduction strategies provided in the SCS, including congestion pricing, mileage-based user fees, and co-working at strategic locations. By meeting the SB 375 targets for 2020 and 2035, implementation of Connect SoCal Amendment #1 would continue to achieve SB 375 per capita GHG reduction targets for the SCAG region.

Furthermore, Amendment #1 would result in the same GHG reduction trajectory

TABLE 3-6 Greenhouse Gas Emissions from On-Road and Off-Road Sources in the Transportation Sector in the SCAG Region - Amendment #1

	2019 Based Year	2045 (Plan)**
Total GHG Emissions from on-road vehicles in CO_{2e}*	77.4	63.4
Total GHG Emissions from other transportation sources in CO_{2e}	6.9	10.1
All Transportation Sector (On-Road and Off-Road Vehicles) in CO_{2e}	84.4	73.4
Amendment #1 vs. 2019 Base Year	**-14.9%**	
PEIR vs. 2019 Base Year**	**-14.9%**	

SOURCE: SCAG Transportation Modeling, 2020 and 2021. NOTE: Calculations may be rounded.
**CO_2 was converted to CO_{2e} based on the Global Warming Potential (GWP): http://www.arb.ca.gov/cc/inventory/background/gwp.htm*
*** PEIR calculations include the original Final PEIR and the PEIR Addendum #1*

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as the original Plan and would not conflict with the State's long term GHG emission reduction goals.

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

The analysis in the certified Connect SoCal PEIR Greenhouse Gas Emissions Section and previous addendum, adequately addresses the range of GHG emission impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to GHG emissions, or a substantial increase in the severity of impacts to GHG emissions beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

TABLE 3-7 SB 375 Analysis - Amendment #1

	2005 (Baseline)	2020 (Plan)	2035 (Plan)
Resident population (per 1,000)	17,161	19,194	21,109
CO2 emissions (per 1,000 tons)	204.0*	204.5**	197.6***
Per capita emissions (pounds/day)	23.8	21.3	18.7
% difference from Amendment #1 (2020) to Baseline (2005)			**-8%******
% difference from Amendment #1 (2035) to Baseline (2005)			**-19%******
Previous % difference from Plan (2020) to Baseline (2005)			-8%****
Previous % difference from Plan (2035) to Baseline (2005)			-19%****

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

3.9 HAZARDS AND HAZARDOUS MATERIALS

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

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

The analysis in the certified Connect SoCal PEIR Hazards and Hazardous Materials Section and previous addendum, adequately addresses the range of hazard impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to hazards and hazardous materials, or a substantial increase in the severity of impacts to hazards and hazardous materials beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

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3.10 HYDROLOGY AND WATER QUALITY

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

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

The analysis in the certified Connect SoCal PEIR Hydrology and Water Quality Section and previous addendum, adequately addresses the range of hydrology and water quality impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to hydrology and water quality, or a substantial increase in the severity of impacts to hydrology and water quality beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.11 LAND USE AND PLANNING

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

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

The analysis in the certified Connect SoCal PEIR Land Use and Planning Section and previous addendum, adequately addresses the range of impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to land use and planning, or a substantial increase in the severity of impacts to land use and planning beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.12 MINERAL RESOURCES

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

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

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

The analysis in the certified Connect SoCal PEIR Minerals Section and previous addendum, adequately addresses the range of mineral resource impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to mineral resources, or a substantial increase in the severity of impacts to mineral resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.13 NOISE

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to noise beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendum #1. The Connect SoCal PEIR identified potential significant impacts with respect to ambient noise levels, groundborne vibration or noise levels, and exposure to excessive noise levels near airports. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with noise impacts (see Connect SoCal PEIR pp. 3.13-33 – 3.13-51). The previous addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to noise. Similarly, noise impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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

The analysis in the certified Connect SoCal PEIR Noise Section and previous addendum, adequately addresses the range of noise impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to noise, or a substantial increase in the severity of impacts to noise beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.14 POPULATION, HOUSING AND EMPLOYMENT

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

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

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The analysis in the certified Connect SoCal PEIR Population, Housing, and Employment Section and previous addendum, adequately addresses the range of population, housing, and employment impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts or a substantial increase in the severity of impacts to population, housing, and employment beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.15 PUBLIC SERVICES

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

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

The analysis in the certified Connect SoCal PEIR Public Services Section and previous addendum, adequately addresses the range of public services impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to public services, or a substantial increase in the severity of impacts to public services beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.16 RECREATION

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

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

The analysis in the certified Connect SoCal PEIR Recreation Section and previous addendum, adequately addresses the range of recreation impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to recreation, or a substantial increase in the severity of impacts to recreation beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.17 TRANSPORTATION, TRAFFIC, AND SAFETY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to transportation, traffic, and security beyond those already identified in the Connect SoCal PEIR and PEIR Addendum #1. The Connect SoCal PEIR utilized data from the Regional Travel Demand Model to present a regional analysis for the impacts of the Connect SoCal PEIR on transportation. The Connect SoCal PEIR identified potential significant impacts with respect to:

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

As shown in **TABLE 3-8** Daily Vehicle Miles Traveled in 2019 and 2045 – Amendment #1 and **TABLE 3-9** VMT Per Capita by County – Amendment #1, Connect SoCal Amendment #1 would result in similar daily vehicle miles traveled and vehicle miles traveled per capita throughout the SCAG region as previously disclosed in the PEIR. **TABLE 3-10** Total Daily Hours of Delay in 2019 and 2045 – Amendment #1 and **TABLE 3-11** Percentage of PM Peak Period Work Trips Completed within 45 Minutes – Amendment #1 indicate that there would be a slight increase in total hours of delay in 2045 and in the percentage of work trips of less than 45 minutes as a result of the Project List changes identified in the Connect SoCal Amendment #1. **TABLE 3-12** Percentage of Mode Share on Transit and Active Transportation – Amendment #1 indicates that minimal overall increase to the percentage of mode share on transit and active transportation would occur. As such, project changes are not expected to result in any new or substantial impacts when compared to the certified Connect SoCal PEIR and previous addendums. Therefore, no changes to analyses and transportation findings previously discussed in the certified Connect SoCal PEIR and previous addendum would occur.

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

TABLE 3-8 Daily Vehicle Miles Traveled in 2019 and 2045 - Amendment #1

County	In Thousands		
	2019 Base Year	2045 No Project	2045 Plan
Imperial	7,000	11,000	11,000
Los Angeles	231,000	253,000	239,000
Orange	79,000	85,000	83,000
Riverside	61,000	80,000	77,000
San Bernardino	63,000	85,000	81,000
Ventura	19,000	21,000	20,000
SCAG Total (Amendment #1)	**460,000**	**536,000**	**511,000**
Previous SCAG Total (PEIR) *	460,000	536,000	511,000

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

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TABLE 3-9 VMT Per Capita by County - Amendment #1

County	Light/Medium Duty Vehicles		All Vehicles	
	2019	2045	2019	2045
Imperial	29.69	32.36	35.01	40.95
Los Angeles	21.47	19.22	22.77	20.85
Orange	23.59	22.31	24.73	23.83
Riverside	22.29	20.59	24.95	23.91
San Bernardino	25.34	24.30	28.82	29.34
Ventura	21.30	19.51	22.44	21.10
Regional (Amendment #1)	**22.45**	**20.72**	**24.18**	**23.09**
Regional (PEIR) *	22.45	20.72	24.18	23.10

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

Table 3-10 Total Daily Hours of Delay in 2019

County	2019 Base Year	2045 No Project	2045 Plan
Imperial	9,529	38,571	26,392
Los Angeles	1,685,849	2,048,956	1,588,653
Orange	438,551	546,434	393,755
Riverside	167,164	373,426	240,648
San Bernardino	151,356	320,519	198,871
Ventura	54,696	76,854	43,198
Regional (Amendment #1)	**2,507,144**	**3,404,759**	**2,491,517**
Regional (PEIR) *	2,507,144	3,404,759	2,478,305

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

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TABLE 3-11 Percentage of PM Peak Period Work Trips Completed Within 45 MInutes - Amendment #1

County	2019 Base Year	2045 No Project	2045 Plan
AUTOS –SINGLE OCCUPANCY VEHICLES			
Imperial	93.54%	91.72%	91.24%
Los Angeles	79.50%	80.06%	86.01%
Orange	84.97%	86.08%	89.51%
Riverside	71.88%	73.97%	81.26%
San Bernardino	72.18%	74.67%	79.80%
Ventura	81.04%	83.49%	86.37%
Region	79.14%	80.09%	85.34%
AUTOS – HIGH OCCUPANCY VEHICLES			
Imperial	94.93%	92.13%	90.97%
Los Angeles	79.09%	78.09%	82.92%
Orange	85.89%	84.67%	88.78%
Riverside	71.00%	70.68%	79.72%
San Bernardino	73.76%	73.31%	80.11%
Ventura	83.70%	84.30%	88.38%
Region	79.45%	78.33%	83.76%
TRANSIT			
Imperial	66.67%	59.39%	65.19%
Los Angeles	43.62%	42.58%	44.48%
Orange	60.03%	62.18%	57.88%
Riverside	69.74%	69.88%	65.57%
San Bernardino	67.06%	68.58%	61.88%
Ventura	67.91%	63.13%	64.03%
Region (Amendment #1)	**47.25%**	**46.68%**	**47.06%**
Region (PEIR) *	47.25%	46.68%	47.04%

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

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The analysis in the certified Connect SoCal PEIR Transportation, Traffic, and Safety Section and previous addendum, adequately addresses the range of GHG emission impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to transportation, or a substantial increase in the severity of impacts beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.18 TRIBAL CULTURAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to tribal resources beyond those already identified in the Connect SoCal PEIR and PEIR Addendum #1. The Connect SoCal PEIR identified potential significant impacts with respect to tribal cultural resources defined in Public Resources Code section 21074. SCAG met the requirements of AB 52 by performing the requisite tribal consultation as documented in Appendix 3.5 of the PEIR. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with tribal cultural resources (see Connect SoCal PEIR pp. 3.18-18 – 3.18-21). The previous addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to tribal cultural resources. Similarly, tribal cultural resource impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

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

The analysis in the certified Connect SoCal PEIR Tribal Cultural Resources Section and previous addendum, adequately addresses the range of tribal cultural resource impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant

TABLE 3-12 Percentage of Mode Share on Transit and Active Transportation - Amendment #1

Mode Share	2019	2045 No Project	2045 Plan
Walk	7.8	7.7	8.6
Bike	1.4	1.6	2.1
Transit	2.0	2.4	3.8
Total (Amendment #1)	11.2	11.8	14.5
Previous Total (PEIR) *	**11.2**	**11.8**	**14.4**
Total (Original Plan)	**14.0**	**14.4**	**18.9**

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

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impacts, or a substantial increase in the severity of impacts to tribal cultural resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.19 UTILITIES AND SERVICE SYSTEMS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #1, are not expected to result in any new or a substantial increase in the severity of significant impacts to utilities and service systems beyond those already identified in the Connect SoCal PEIR and PEIR Addendum #1. The Connect SoCal PEIR identified potential significant impacts with respect to generating solid waste in excess of state or local standards or infrastructure capacity; nonattainment of solid waste reduction goals, or federal, state, and local management and reduction statutes and regulations; result in new or expanded wastewater treatment or storm drainage facilities or water facilities, which could cause significant environmental effects; and inadequate wastewater or water supply capacity. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with utilities and service systems (see Connect SoCal PEIR pp. 3.19.1-12 – 3.19.3-25). The previous addendum to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to utilities and service systems. Similarly, utilities and service systems impacts from the proposed projects included in this Addendum #2 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendum.

As indicated by **TABLE 3-13**, 2045 Plan Lane Miles by County (PM Peak Network) - Amendment #1 minimal changes to lane miles would occur as a result of the proposed changes to the Project List identified in the Connect SoCal Amendment #1. These changes are minor and would not substantially increase impervious surfaces.

As noted in the PEIR, detailed project-level analysis, including project level mitigation

TABLE 3-13 2045 Plan Lane Miles by County (PM Peak Network) - Amendment #1

County	Freeway (Mixed-Flow)	Toll*	Truck	Expressway/ Parkway	Principal Arterial	Minor Arterial	Collector	Freeway (HOV)	Ramp	Total (All Facilities)
Imperial	417	-	-	323	315	595	2,463	-	38	4,151
Los Angeles	4,801	354	153	6	8,462	9,066	6,957	380	946	31,125
Orange	1,424	565	16	4	3,844	3,104	1,088	244	379	10,666
Riverside	1,871	269	13	121	1,509	3,596	5,723	45	361	13,510
San Bernardino	2,604	279	55	256	2,075	4,665	6,796	138	350	17,217
Ventura	568	-	-	-	861	1,007	1,059	60	123	3,677
Total (Amendment #1)	**11,684**	**1,467**	**237**	**710**	**17,066**	**22,033**	**24,086**	**866**	**2,197**	**80,346**
Previous Total (PEIR) *	**11,676**	**1,464**	**237**	**710**	**17,097**	**22,034**	**24,059**	**866**	**2,195**	**80,339**

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

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measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Utilities and Service Systems Section and previous addendum, adequately addresses the range of utility impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts to utilities and service systems, or a substantial increase in the severity of impacts to utilities and service systems beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.20 WILDFIRE

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

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

The analysis in the certified Connect SoCal PEIR Wildfire Section and previous addendum, adequately addresses the range of wildfire impacts that could result from Connect SoCal Amendment #1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #1, would not result in any new significant impacts, or a substantial increase in the severity of impacts to wildfire beyond those programmatically addressed in the Connect SoCal PEIR and previous addendum.

3.21 CUMULATIVE IMPACTS

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

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

4.0 COMPARISON OF ALTERNATIVES

The proposed changes to the Project List identified in the Connect SoCal Amendment #1 would not significantly change the comparison of alternatives in the Connect SoCal PEIR. Potential impacts from the proposed changes to the Project List are anticipated to be within the scope of the programmatic-level comparison among the alternatives already considered in the Connect SoCal PEIR:

Attachment: Proposed-Final-Addendum-02-PEIR (Connect SoCal CEQA Addendum No. 2 to

1) No Project Alternative; 2) Existing Plans-Local Input Alternative; and 3) Intensified Land Use Alternative.

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

5.0 OTHER CEQA CONSIDERATIONS

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

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

6.0 FINDINGS

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

Further, SCAG finds that the proposed changes to the Project List identified in the Connect SoCal Amendment #1 does not require any new mitigation measures or alternatives previously unidentified in the Connect SoCal PEIR, or significantly affect mitigation measures or alternatives already disclosed in the Connect SoCal PEIR. As such, SCAG has assessed the proposed changes to the Project List included in Connect SoCal Amendment #1 at the programmatic level and finds that inclusion of the proposed changes would be within the range of, and consistent with the findings of impacts analysis, mitigation measures, and alternatives contained in the Connect SoCal PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the Connect SoCal. Therefore, a Subsequent or Supplemental EIR is not required, and SCAG concludes that this Addendum to the previously certified Connect SoCal PEIR fulfills the requirements of CEQA.

Attachment: Proposed-Final-Addendum-02-PEIR (Connect SoCal CEQA Addendum No. 2 to

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CONNECT SoCal

PROPOSED FINAL ADDENDUM #2

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

PROPOSED FINAL | OCTOBER 7, 2021

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

Attachment: Proposed-Final-Addendum-02-PEIR (Connect SoCal CEQA Addendum No. 2 to

PLEASE RECYC

AGENDA ITEM 15
REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Energy and Environment Committee (EEC)

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

From: Rongsheng Luo, Acting Manager of Compliance and Performance Moni
(213) 236-1994, luo@scag.ca.gov

Subject: Transportation Conformity Determination of Proposed Final Connect SoCal Amendment #1 and 2021 FTIP Consistency Amendment #21-05

RECOMMENDED ACTION FOR TC AND RC:
Receive and File

RECOMMENDED ACTION FOR EEC:
Recommend that the Regional Council adopt the transportation conformity determination of the Connect SoCal Amendment #1 and the 2021 Federal Transportation Improvement Program Consistency Amendment #21-05 at its November 4, 2021, meeting; and thereafter direct staff to submit it to the Federal Highway Administration and Federal Transit Administration for approval.

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

EXECUTIVE SUMMARY:
In response to requests from county transportation commissions (CTCs), SCAG has developed the Connect SoCal Amendment #1 and the 2021 FTIP Consistency Amendment #21-05 (collectively referred to herein as the "Amendments"). SCAG also has prepared the required transportation conformity analysis demonstrating that the Amendments meet all federal transportation conformity requirements. As recommended by the Energy and Environment Committee (EEC) and authorized by the Regional Council (RC), the Draft Transportation Conformity Analysis was released on July 1, 2021, for a 30-day public comment and review period as part of the Draft Amendments. Three comments were received and have been addressed as appropriate in the Proposed Final Amendments document. The Proposed Final Amendments continue to demonstrate positive transportation conformity. Staff is seeking recommendation from the EEC that the RC adopt the transportation conformity determination of the Proposed Final Amendments at its meeting on November 4, 2021. Following adoption by the RC, the

transportation conformity determination will be submitted to the Federal Highway Administration and the Federal Transit Administration (FHWA/FTA) for their final approval.

BACKGROUND:

The Connect SoCal (2020 RTP/SCS) was adopted by the RC on May 7, 2020, for federal transportation conformity purposes only. On June 5, 2020, the FHWA/FTA approved the final transportation conformity determination for the Connect SoCal.

On March 4, 2021, the RC adopted the 2021 FTIP including the associated transportation conformity analysis. On April 16, 2021, the FHWA/FTA approved the final transportation conformity determination of the 2021 FTIP.

Subsequently, as requested by CTCs, staff developed the Connect SoCal Amendment #1 and the 2021 FTIP Consistency Amendment #21-05. Specific changes include 296 project modifications and 60 new projects.

Under the U.S. Department of Transportation's metropolitan planning regulations and the U.S. Environmental Protection Agency's transportation conformity regulations, the Connect SoCal and 2021 FTIP Amendments need to pass four transportation conformity tests: regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement.

Staff has performed the required transportation conformity analysis, and the analysis demonstrates conformity. As recommended by the EEC and authorized by the RC, the transportation conformity analysis was released for a 30-day public review and comment period on July 1, 2021, as part of the Draft Amendments document. One virtual public hearing was held on July 15, 2021. The Draft Amendments document including the associated conformity analysis was posted on SCAG's website. Notice of availability was posted in major county newspapers and libraries.

SCAG received a total of three separate communications containing three comments, none conformity-specific, on the amendments. All comments have been documented, responded to, and addressed as appropriate in the Proposed Final Connect SoCal and 2021 FTIP Amendments document.

The conformity analysis, details of the transportation programs and projects, and responses to comments are contained in the attached Proposed Final Amendments document.

The Transportation Committee is considering at its meeting today whether to recommend that the Regional Council adopt resolutions to approve the Connect SoCal Amendment #1 and the 2021 FTIP Consistency Amendment #21-05 in November.

Upon adoption by the Regional Council, the transportation conformity determination for the Final Connect SoCal and 2021 FTIP Amendments will be submitted to the FHWA/FTA for approval. Once approved by the federal agencies, the Connect SoCal and 2021 FTIP Amendments would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation.

The Proposed Final Connect SoCal Amendment #1 and the 2021 FTIP Consistency Amendment including the associated transportation conformity analysis is accessible at:
https://scag.ca.gov/post/proposed-final-amendment-1

FISCAL IMPACT:
Work associated with this item is included in the current FY 2021-22 Overall Work Program (22-025.0164.01: Air Quality Planning and Conformity).

AGENDA ITEM 16
REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

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

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

Subject: Environmental Justice/Communities of Concern Update

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR CEHD, TC AND RC:
Receive and File.

RECOMMENDED ACTION FOR EEC:
Information Only – No Action Required.

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

EXECUTIVE SUMMARY:
In July 2020 SCAG's Regional Council adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. The Regional Council subsequently adopted the Racial Equity Early Action Plan (EAP) in May 2021 outlining goals, strategies, and actions to advance its commitments. SCAG's Environmental Justice (EJ) Program, which is guided by the policy direction of the Energy & Environment Committee, plays a central role in advancing two of the primary goals of the EAP which are to: 1) center racial equity in regional policy and planning and bring equity into SCAG's regional planning functions, and 2) encourage racial equity in local planning practices by promoting racial equity in efforts involving local elected officials and planning professionals.

This staff report and presentation are intended to lay the foundation for future policy discussions on advancing the EAP goals through enhancement of SCAG's EJ policies, analysis and programs as part of the development of the 2024 Connect SoCal—SCAG's Regional Transportation Plan and Sustainable Communities Strategy, its Environmental Justice Technical Report, and other related efforts.

BACKGROUND:

The concept of environmental justice (EJ) is about public outreach, engagement, early and meaningful participation of EJ communities in decision making process, and equal and fair access to a healthy environment with the goal of protecting minority and low-income communities from incurring disproportionately adverse environmental impacts. The consideration of EJ in the transportation process stems from Title VI of the Civil Rights Act of 1964,[1] and further enhanced by Executive Order 12898[2] which establishes the need for transportation agencies to disclose to the general public the benefits and burdens of proposed projects on minority and low-income populations. Executive Order 12898 (1994) amplified Title VI by providing protections based on income in addition to race and ordered all federal agencies to consider environmental justice during the planning and decision-making process for all federally funded projects. Minority and low-income populations have historically and continue to face disadvantage and underinvestment due to their background and socioeconomic status. According to SCAG's *Racial Equity: Baseline Conditions Report*, published in March 2021, people of color currently comprise about 70 percent of the region's population and are expected to make up an even larger share by 2045, when people of color will comprise nearly 80 percent of the population. However, the highest rates of poverty are experienced by Black (22 percent), Native American (19 percent) and Hispanic (Latino) (19 percent) communities. In addition, there is a disproportionate burden of poverty on people of color relative to their white counterparts with 41 percent of people of color living in poverty across the region and the percentage of residents that fall under the two hundred percent (200%) federal poverty level[3] is significantly higher in every county for people of color than for white populations.

As a MPO that receives federal funding, SCAG is required to conduct early and meaningful outreach with EJ communities and an EJ analysis for its regional transportation plans. In addition to federal requirements, SCAG must also comply with California Government Code Section 11135[4] which

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

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

[3] The Federal Poverty Level (FPL) is a measurement of the minimum amount of annual income that is needed for individuals and families to pay for essentials, such as room and board, clothes, and transportation. The FPL takes into account the number of people in a household, their income, and the state in which they live. The percentage of the population living below the indicated federal poverty threshold based on their family income, size, and composition. The federal poverty threshold in 2017 for a family of four with two children was about $25,000 per year (thus, 200% of the federal poverty threshold was about $50,000). In California, 200% of the federal poverty line was $52,400 for a family of four. (PolicyLink, USC Equity Research Institute n.d.) (Covered California, Medi-Cal 2021)

[4] California Government Code Section 11135 states "no person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or

mandates fair treatment of all individuals for all state-funded programs and activities. To comply with the federal and state regulations, SCAG has conducted extensive outreach and robust EJ analyses on various populations using a plethora of performance indicators to ensure that if disproportionately adverse environmental impacts on vulnerable, or EJ populations are identified, SCAG proposes mitigation measures or considers alternative approaches.

Defining Vulnerable, or EJ Populations

The most recently adopted regional transportation plan's (2020 Connect SoCal or the Plan) Environmental Justice Technical Report analyzed potential impacts of the Plan on vulnerable populations and examined historical trends related to EJ throughout the region. Per federal and state requirements, the technical analysis focused on minority populations and low-income households. Executive Order 12898, U.S. Department of Transportation, and Federal Highway Administration Orders on EJ define "minority" as persons belonging to any of the following groups, as well as "other" categories that are based on the self-identification of individuals in the Census: African American, Hispanic, Asian/Pacific Islander, and Native American and Alaskan Native.

The poverty classification is a federally established income guideline used to define persons who are economically disadvantaged as outlined by the U.S. Department of Health & Human Services guidelines. The poverty level applicable to the SCAG region is chosen based on regional average household size for a given census year. In 2016, a family of three earning less than $19,105 was classified as living in poverty (U.S. Census Bureau; Historical Poverty Thresholds; Retrieved from U.S. Census Bureau website). In addition to minority and low-income populations, SCAG also included some analysis on other vulnerable populations like young children (ages 4 and under), seniors (ages 65 and above), disabled/mobility limited individuals, non-English speakers, individuals without a high school diploma, foreign born population and households without a vehicle.

Defining Vulnerable, or EJ Communities

To determine if there are disproportionate high and adverse impacts on vulnerable, or EJ communities, SCAG focused on three specific areas:

(1) Environmental Justice Areas (EJAs) which are Transportation Analysis Zones (TAZs) (similar to census track block groups) that have a higher concentration of minority population or low-income households than is seen in the region as a whole (the inclusion of this geography fulfills SCAG's Title VI requirements and other state and federal EJ guidelines; map provided in Attachment 1);
(2) Senate Bill 535 Disadvantaged Communities (DACs) which are Census tracts that have been identified by the California Environmental Protection Agency (Cal/EPA) as DACs based on the requirements set forth in SB 535, which seek to identify areas disproportionately

activity that is conducted, operated, or administered by the state or by any state agency that is funded directly by the state, or receives any financial assistance from the state."

burdened by and vulnerable to multiple sources of pollution (map provided in Attachment 2); and

(3) Communities of Concern (COC) which are Census Designated Places (CDP) and the City of Los Angeles Community Planning Areas (CPA) that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of minority population and low-income households (map provided in Attachment 3).

It is worth noting that while across the SCAG region as a whole, approximately 15% of households report incomes below the poverty rate, in Communities of Concern more than 24% of households live in poverty. People of color are far more likely to live in Communities of Concern, where on average 92% of the population are minorities. Additionally, these communities experience higher rates of exposure to a wide range of environmental hazards than the region as a whole, including PM 2.5 concentrations in air, elevated levels of drinking water contaminants, higher traffic density, elevated diesel particulate matter emissions, increase groundwater threats, prevalence of toxic cleanup sites, impaired water bodies, locations of hazardous waste facilities and generators, and ozone concentrations.

Evaluating Connect SoCal Impacts

Building on the success of previous Plan EJ analyses, SCAG identified 18 performance indicators in the 2020 Connect SoCal to conduct analyses of existing and future social and environmental equity in the region. These 18 performance indicators have evolved and been refined over the past few Plan cycles based on input received during extensive public and stakeholder outreach. The 18 performance indicators are also further categorized into four EJ-focused questions to make the indicators more relatable. The table below provides summaries of each performance indicator in its applicable EJ-focused question.

Connect SoCal Environmental Justice Performance Indicators	
How will this impact quality of life?	
Jobs-Housing Imbalance	Comparison of median earnings for intra-county and intercounty commuters for each county; analysis of relative housing affordability and jobs throughout the region
Neighborhood Change and Displacement	Examination of historical and projected demographic and housing trends for areas surrounding rail transit stations
Accessibility to Employment and Services	Share of employment and shopping destinations reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period
Accessibility to Parks and Educational Facilities	Share of park acreage reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period

How will this impact health and safety?	
Active Transportation Hazards	Analysis of population by demographic group for areas that experience highest rates of bicycle and pedestrian collisions
Climate Vulnerability	Population analysis by demographic group for areas potentially impacted by substandard housing, sea level rise, wildfire risk, or extreme heat effects related to climate change
Public Health Analysis	Summary of historical emissions and health data for areas with high concentrations of minority and low-income population
Aviation Noise Impacts	Descriptive analysis of aviation noise in terms of trends in passenger demand and aircraft operations
Roadway Noise Impacts	Comparison of Plan and Baseline scenarios, identification of areas that are low performing due to Connect SoCal investments; breakdown of population for impacted areas by ethnicity and income
Emissions Impacts Analysis ($PM_{2.5}$ and CO)	Comparison of Plan and Baseline scenarios; identification of areas that are lower performing as a result of the Plan, including a breakdown of demographics for those areas
Emissions Impacts Along Freeways	Comparison of Plan and Baseline scenarios and demographic analysis of communities in close proximity to freeways and highly traveled corridors
How will this impact the commute?	
Travel Time & Travel Distance Savings	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel time and travel distance savings
Rail-Related Impacts	Breakdown of population by demographic group for areas in close proximity to rail corridors and planned grade separations
How will this impact transportation costs?	
Share of Transportation System Usage	Comparison of transportation system usage by mode for low income and minority households relative to each group's regional population share
Connect SoCal Revenue Sources in Terms of Tax Burdens	Proportion of Connect SoCal revenue sources (taxable sales, income, and gasoline taxes) generated from low income and minority populations
Connect SoCal Investments vs.	Analysis of Connect SoCal investments by mode (bus, HOV

Benefits	lanes, commuter/high speed rail, highways/arterials, and light/heavy rail transit)
Geographic Distribution of Transportation Investments	Evaluation of Connect SoCal transit, roadway, and active transportation infrastructure investments in various communities throughout the region
Impacts from Funding Through Mileage-Based User Fees	Examination of potential impacts from implementation of a mileage-based user fee on low-income households in the region

Moving Forward

In light of recent Regional Council commitments, specifically, Resolution 21-628-1 affirming the climate change crisis, and the adoption of the Racial Equity Early Action Plan, staff are evaluating ways to strengthen future EJ outreach and analysis to advance the EAP's goals to: 1) center racial equity in regional policy and planning and bring equity into SCAG's regional planning functions, and 2) encourage racial equity in local planning practices by promoting racial equity in efforts involving local elected officials and planning professionals. Several of the "early actions" identified in the EAP rely heavily on SCAG's EJ analysis and programs, including an amendment made to SCAG's Bylaws in May 2021 to expand Policy Committee membership to include additional representatives from EJ defined Communities of Concern to create a more inclusive governance structure. In addition, the EAP called for creating an Equity Working Group, which staff initiated in June expanding upon SCAG's EJ Working Group to function as a resource for SCAG stakeholders as they work to center racial equity in policy and planning as well as provide feedback on regional analysis and policies. Also, per direction in the EAP, SCAG is working to provide resources to local jurisdictions and community groups through the Sustainable Communities Program to promote civic engagement, equity and environmental justice so that funded projects and programs will benefit vulnerable communities.

SCAG's Environmental Justice (EJ) Program, including expanded efforts to address EAP goals, will continue to be guided by the policy direction of the Energy & Environment Committee. Working with the Chair and Co-Chair, SCAG staff anticipates organizing presentations from outside experts and practitioners over the next several meetings to more deeply explore disproportionate adverse environmental impacts on vulnerable, or EJ populations, and discuss policy solutions that advance equity and environmental justice. Staff will also continue to provide periodical updates on the development of EJ and equity efforts and seek direction on funding guidelines and strengthened approaches for analyzing and addressing inequities across populations and places in the region through development of the principles and policies guiding the development of 2024 Connect SoCal, its Environmental Justice Technical Report, and other related efforts.

FISCAL IMPACT:

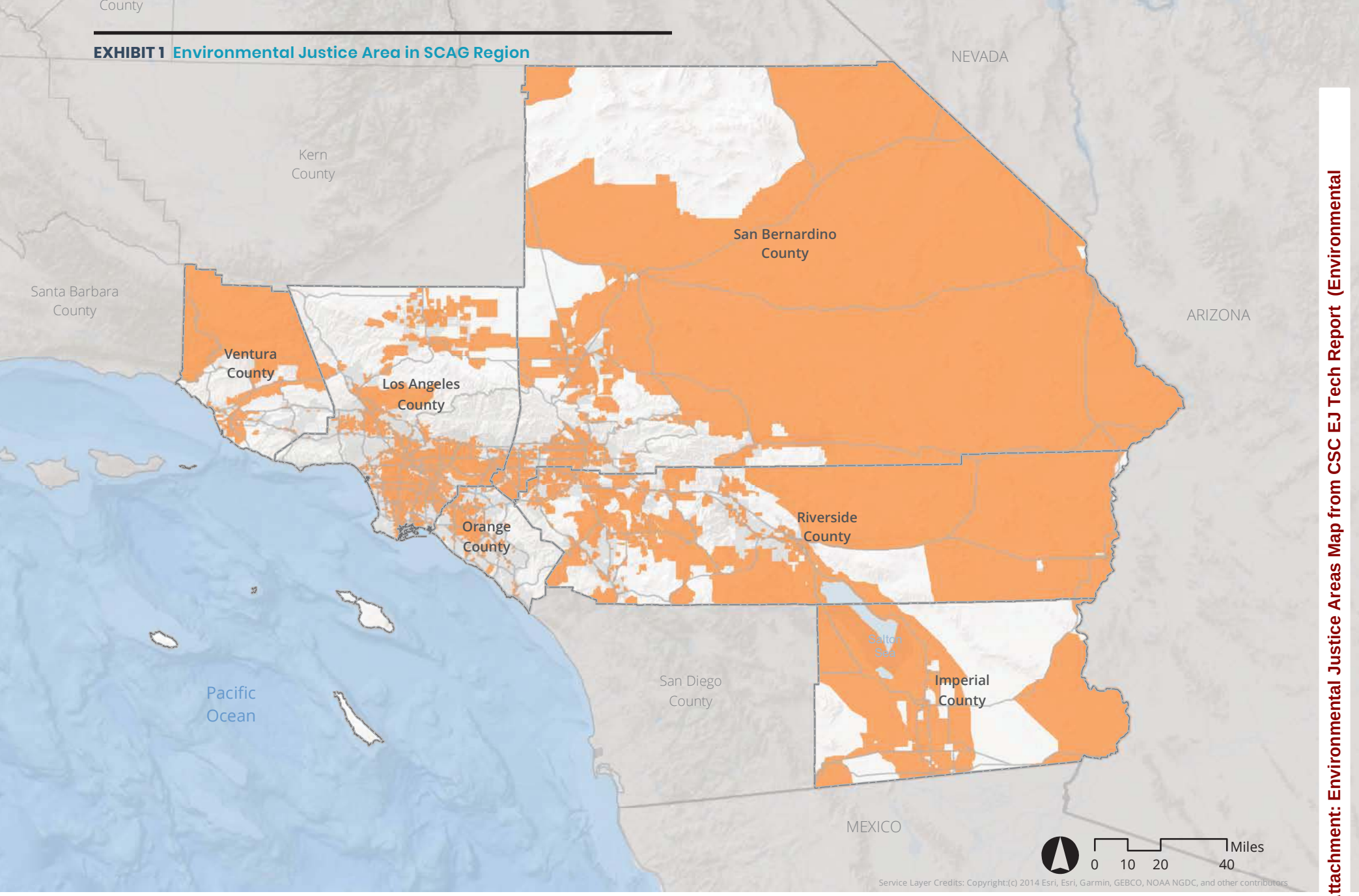
Work associated with this item is included in the current Fiscal Year 2021/22 Overall Work Program

(22-020.0161.06: Environmental Justice Outreach and Policy Coordination).

ATTACHMENT(S):

1. Environmental Justice Areas Map from CSC EJ Tech Report
2. SB535 DACs Map from CSC EJ Tech Report
3. Communities of Concern Map from CSC EJ Tech Report
4. PowerPoint Presentation - EJCOC Update

EXHIBIT 1 Environmental Justice Area in SCAG Region

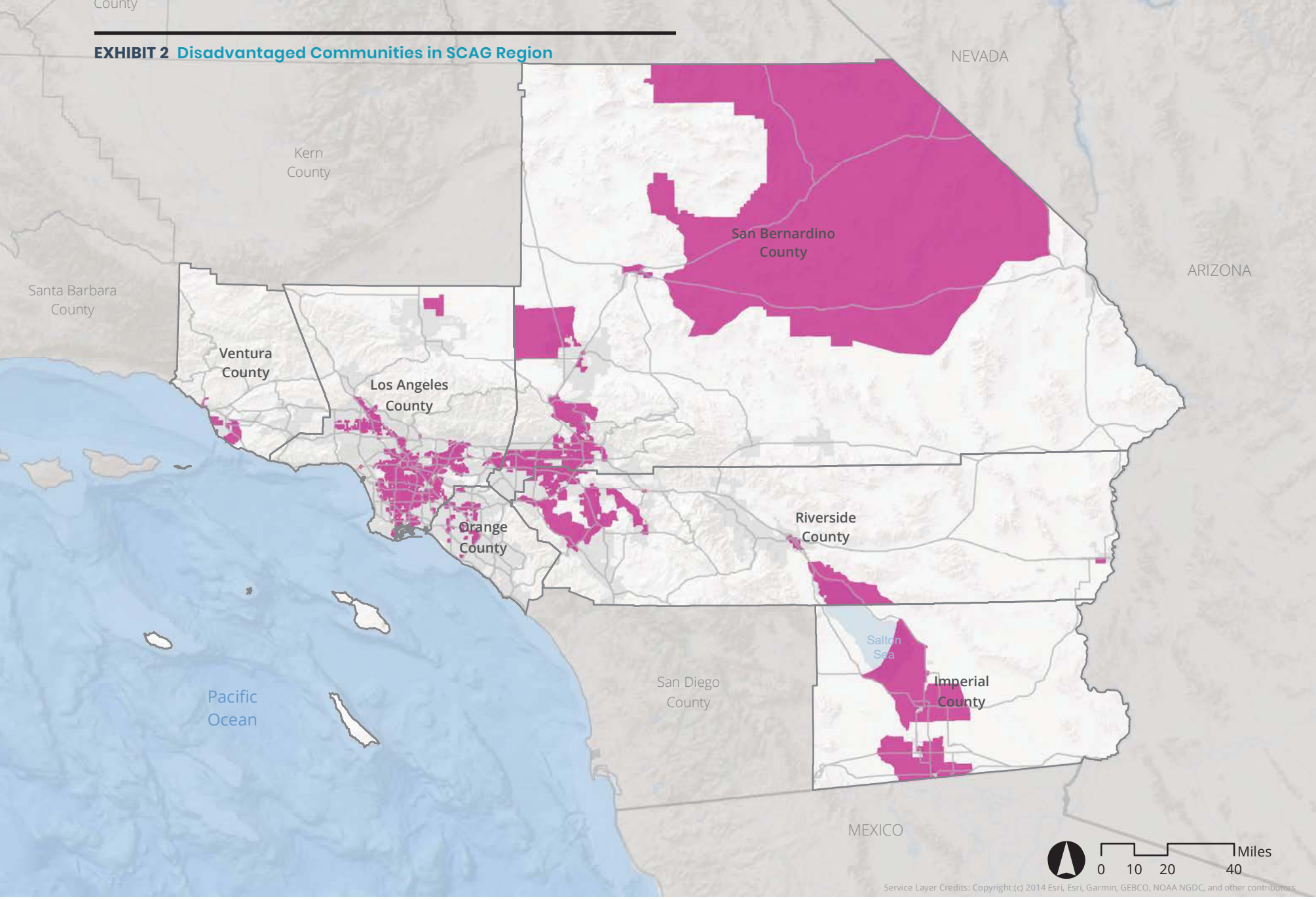


Environmental Justice Areas | County Boundaries | City Boundaries | Freeway

Source: Census PUMS, SCAG, 2019

Attachment: Environmental Justice Areas Map from CSC EJ Tech Report (Environmental

EXHIBIT 2 Disadvantaged Communities in SCAG Region

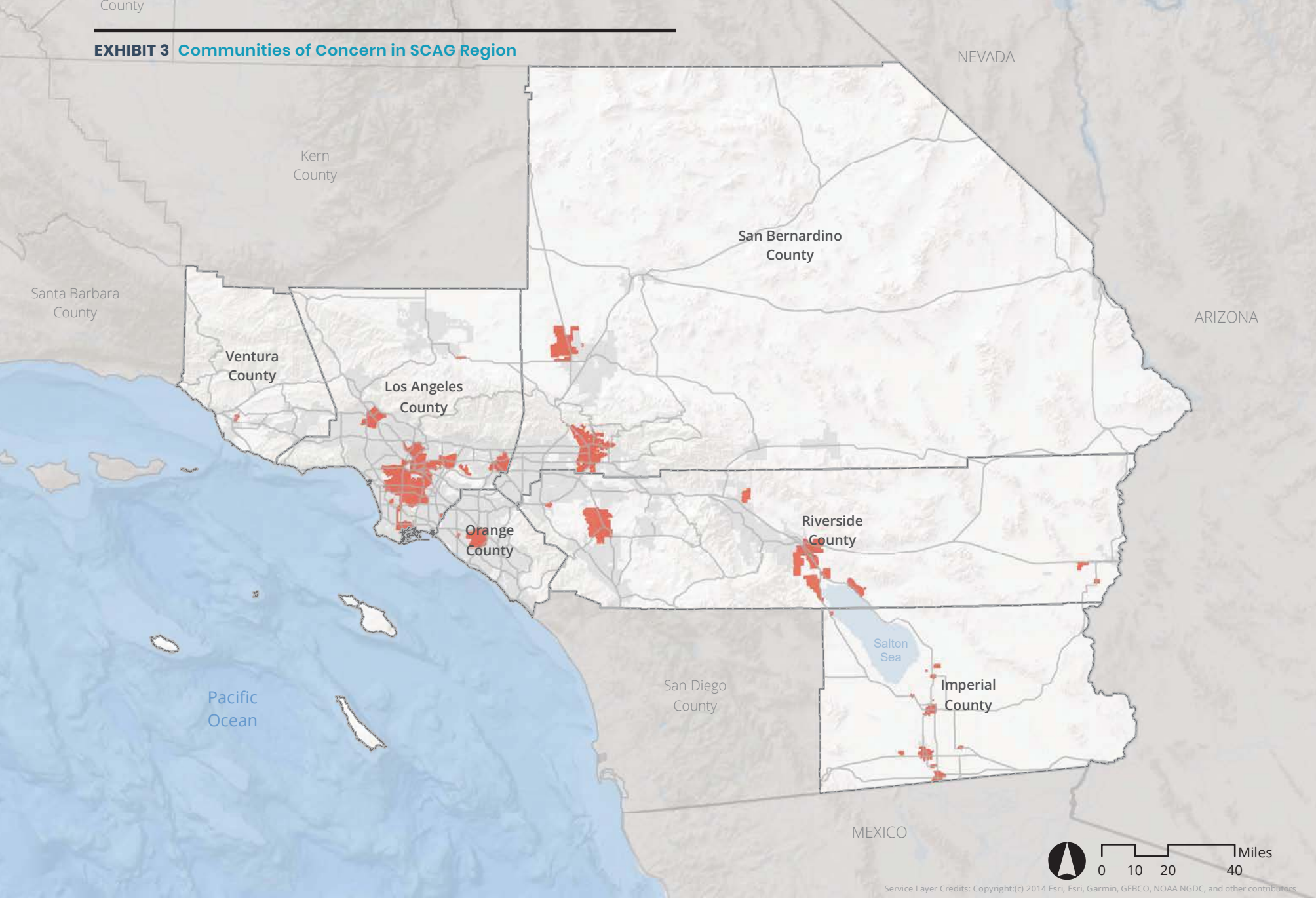


SB535 Disadvantaged Communities | County Boundaries | City Boundaries | Freeway

Source: OEHHA, CalEPA, CalEnviroScreen Ver. 3.0, SCAG, 2019

Attachment: SB535 DACs Map from CSC EJ Tech Report (Environmental Justice/Communities of Concern

EXHIBIT 3 Communities of Concern in SCAG Region



Communities of Concern | County Boundaries | City Boundaries | Freeway

Source: 2013-2017 ACS 5 Year Estimates, City of Los Angeles Community Planning Area, SCAG, 2019

Attachment: Communities of Concern Map from CSC EJ Tech Report (Environmental

Environmental Justice/Communities of Concern Update

Anita Au, Senior Regional Planner
Energy and Environment Committee
October 7, 2021

www.scag.ca.gov

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Environmental Justice

Environmental justice is about public outreach, engagement, early and meaningful participation of EJ communities in the decision-making process, and equal and fair access to a healthy environment with the goal of protecting minority and low-income communities from incurring disproportionately adverse environmental impacts.

Attachment: PowerPoint Presentation - EJCOC Update [Revision 1] (Environmental Justice/Communities of Concern Update)

Federal Requirements

Title VI of the Civil Rights Act of 1964

- "No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

Executive Order 12898 (1994)

- Amplifies Title VI by providing protections based on income in addition to race and orders all federal agencies to consider environmental justice during the planning and decision-making process for all federally funded projects

State Requirements

California Government Code Section 11135

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

Attachment: PowerPoint Presentation - EJCOC Update [Revision 1] (Environmental Justice/Communities of Concern Update)

Defining Vulnerable/EJ Populations

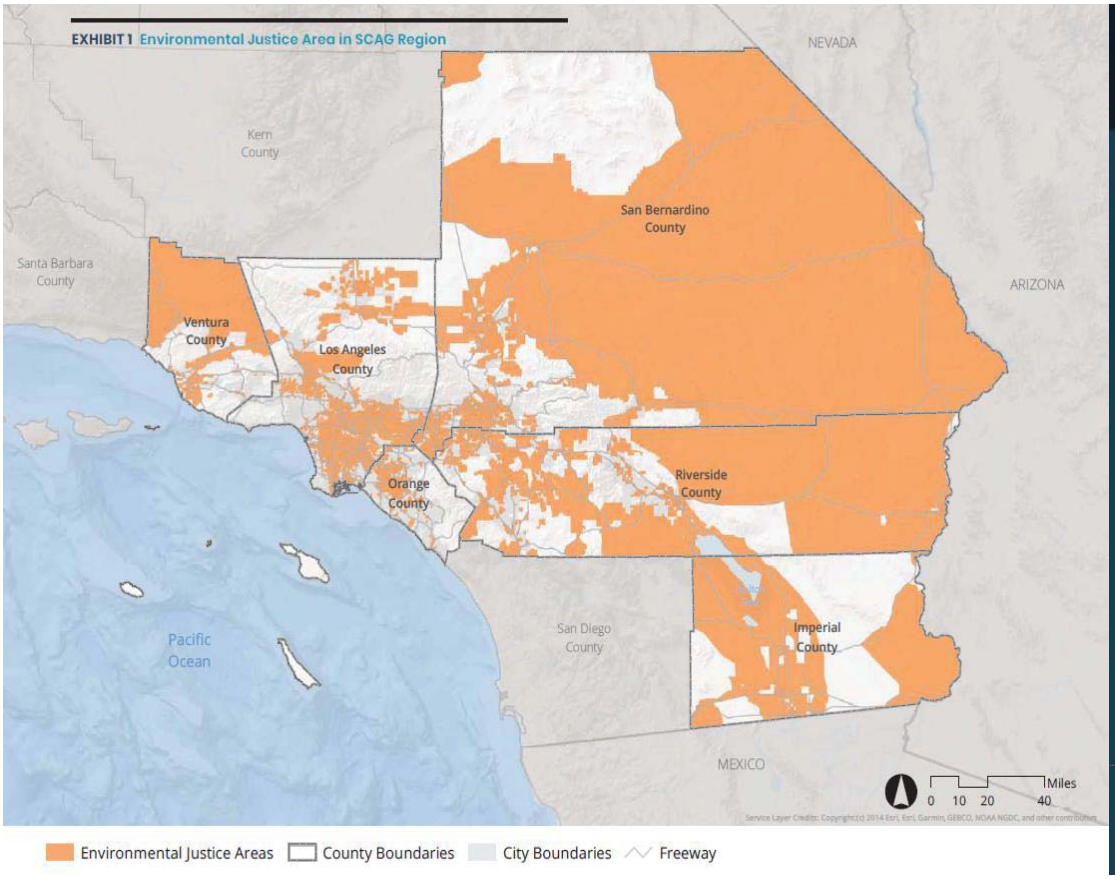
Minority Populations	Low-Income Households	Other Populations
• African American • Hispanic • Asian/Pacific Islander • Native American and Alaskan Native • Other	• Poverty level based on regional average size for a given census year • Family of three earning less than $19,105 in 2016	• Young Children (ages 4 and under) • Seniors (ages 65+) • Disabled/Mobility Limited • Non-English Speakers • w/o High School Diploma • Foreign Born • Households w/o a Vehicle

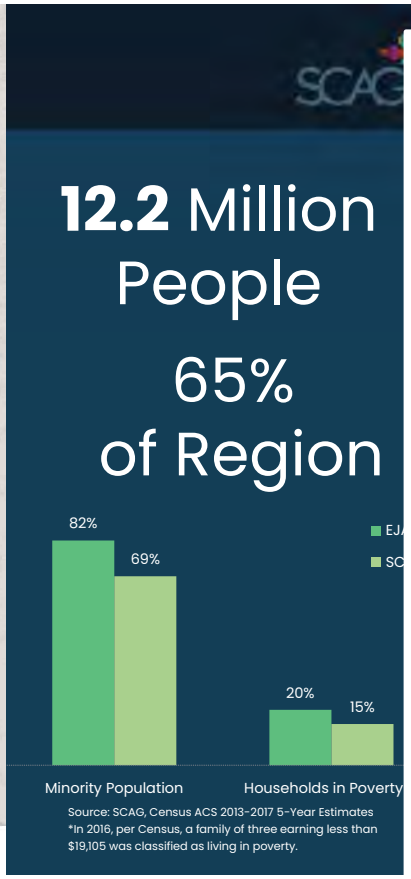
Defining Vulnerable/EJ Communities

Environmental Justice Areas

Transportation Analysis Zones (TAZs) (similar to census track block groups) that have a higher concentration of minority population or low-income households than is seen in the region as a whole

Attachment: PowerPoint Presentation - EJCOC Update [Revision 1] (Environmental Justice/Communities of Concern Update)



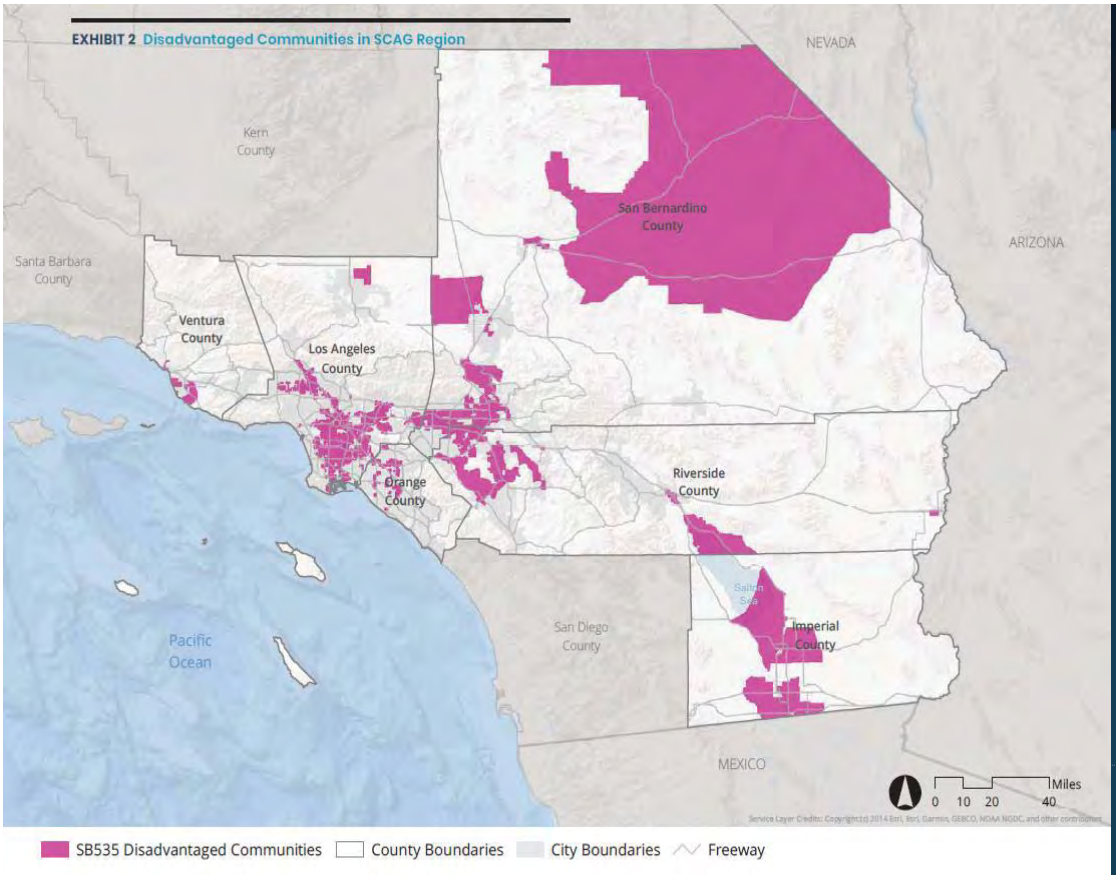


Defining Vulnerable/EJ Communities

SB 535 Disadvantaged Communities

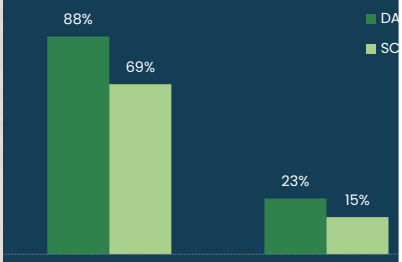
Census tracts that have been identified by the California Environmental Protection Agency (Cal/EPA) as DAC based on the requirements set forth in SB 535, which seek to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution

Attachment: PowerPoint Presentation - EJCOC Update [Revision 1] (Environmental Justice/Communities of Concern Update)



6.4 Million People

34% of Region



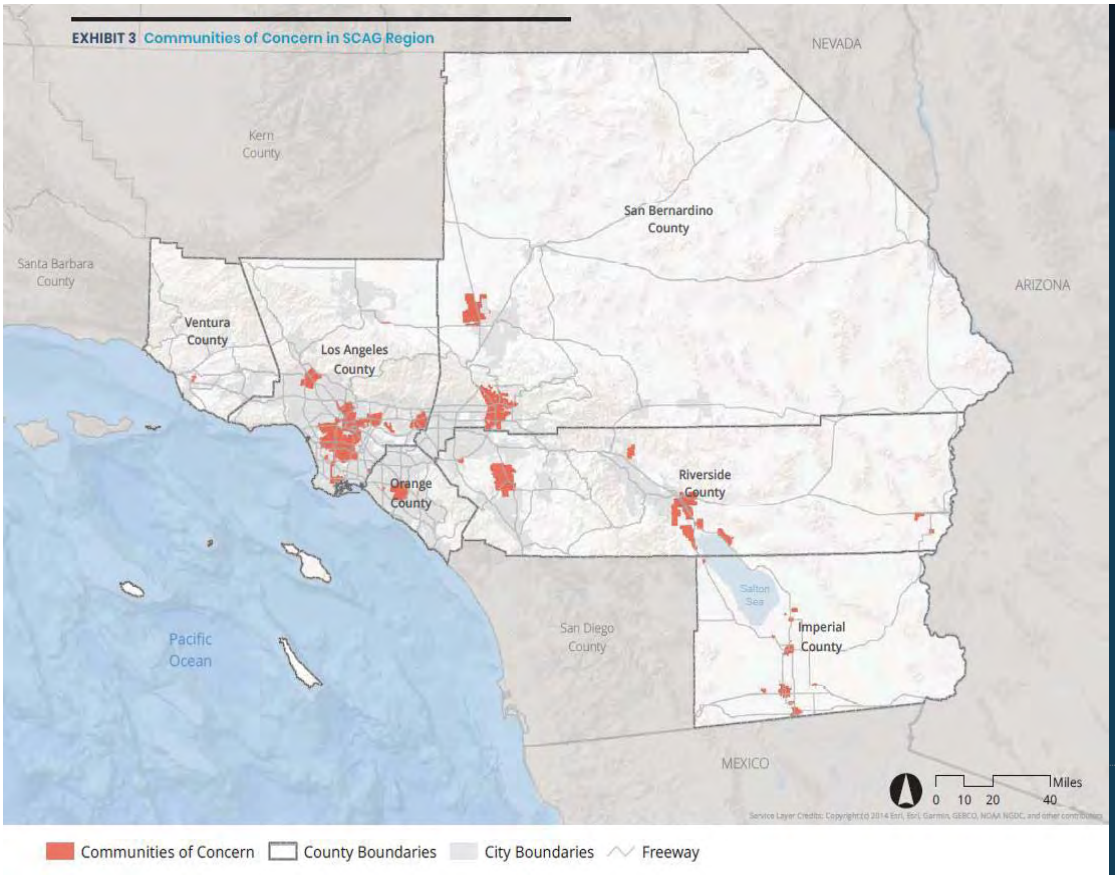
Source: SCAG, Census ACS 2013-2017 5-Year Estimates
*In 2016, per Census, a family of three earning less than $19,105 was classified as living in poverty.

Defining Vulnerable/EJ Communities

Communities of Concern

Census Designated Places (CDP) and the City of Los Angeles Community Planning Areas (CPA) that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of minority population **and** low-income households

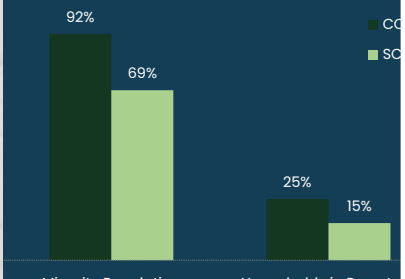
Attachment: PowerPoint Presentation - EJCOC Update [Revision 1] (Environmental Justice/Communities of Concern Update)



SCAG

3.9 Million People

21% of Region



Source: SCAG, Census ACS 2013-2017 5-Year Estimates
*In 2016, per Census, a family of three earning less than $19,105 was classified as living in poverty.

Evaluating Impacts

SCAG

Connect SoCal Environmental Justice Performance Indicators

How will this impact quality of life?

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

Attachment: PowerPoint Presentation - EJCOC Update [Revision 1] (Environmental Justice/Communities of Concern Update)

Evaluating Impacts

Connect SoCal Environmental Justice Performance Indicators

How will this impact health and safety?

Active Transportation Hazards

Climate Vulnerability

Public Health Analysis

Aviation Noise Impacts

Roadway Noise Impacts

Emissions Impacts Analysis

Emissions Impacts Along Freeways

Evaluating Impacts

Connect SoCal Environmental Justice Performance Indicators

How will this impact the commute?

Travel Time & Travel Distance Savings

Rail-Related Impacts

Attachment: PowerPoint Presentation - EJCOC Update [Revision 1] (Environmental Justice/Communities of Concern Update)

Evaluating Impacts

Connect SoCal Environmental Justice Performance Indicators

How will this impact transportation costs?

Share of Transportation System Usage

Revenue Sources in Tax Burden

Investments vs. Benefits

Geographic Distribution of Trans. Investments

Impacts from Funding Through Mileage-Based User Fees

Advancing Equity at SCAG

SCAG's commitment to advancing equity

- Adopting Resolution 21-628-1 affirming the climate change crisis
- Adopting the Racial Equity Early Action Plan

Resulting in:

- Expanding Policy Committee membership to include Communities of Concern Representatives
- Convening an Equity Working Group
- Centering civic engagement, equity and environmental justice in Sustainable Communities Program Call 4

Attachment: PowerPoint Presentation - EJCOC Update [Revision 1] (Environmental Justice/Communities of Concern Update)

Moving Forward

Staff is committed to enhancing SCAG's EJ and equity efforts

Thank you!

Anita Au, Senior Regional Planner
au@scag.ca.gov
(213) 236-1874
www.scag.ca.gov

SCAG
INNOVATING FOR A BETTER TOMORROW

Attachment: PowerPoint Presentation - EJCOC Update [Revision 1] (Environmental Justice/Communities of Concern Update)

AGENDA ITEM 17
REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

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

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

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

Subject: Purchase Orders $5,000 - $199,999; Contracts $25,000 - $199,999 and Amendments $5,000 - $74,999

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 (PO's) more than $5,000 but less than $200,000

Vendor	PO Purpose	PO Amount
Regional Economic Models, Inc.	FY22 Remi Transight Software Renewal	$36,500
Southern Calif Leadership Network (SCLN)	FY22 SCLN Leadership Training	$13,365
Great West Trust Co LLC	Empower Administration Fees	$7,949
Solid Surface Care Inc.	FY22 Carpet Cleaning	$6,200
L.A. Plant Co.	FY22 Office Plant Services	$5,000

SCAG executed the following Contract more than $25,000 but less than $200,000

Consultant/Contract #	Contract's Purpose	Contract Amount
1. IBI Group, a California Partnership (IBI Group 22-003-C01)	The consultant shall provide services for a Sustainability Planning Grant for the City of Cathedral City (City). Specifically, the consultant shall create a Citywide Active Transportation Plan ("Plan") that will establish and prioritize improvements,	$195,439

SCAG executed the following Contract more than $25,000 but less than $200,000

Consultant/Contract #	Contract's Purpose	Contract Amount
	programs, and policies to support active transportation goals for the community. The Plan will incorporate input from local and regional partnering community groups and agencies.	
2. HB Spect, Inc, (21-063-C01)	To ensure optimal and secure performance of SCAG's Scenario Planning Model (SPM), the consultant will assess and update SPM operating system and application software to the latest secured and stable version.	$59,818
3. Climate Resolve (21-046-C01)	To better anticipate a wide range of potential futures and strengthen the resilience and preparedness of the region, consultant shall assist staff with developing a "Regional Resilience Framework" in conjunction with the next 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Framework consists of an exploratory scenario planning process to augment the traditional RTP/SCS planning process, define "regional resilience," and identify specific strategies to reduce vulnerabilities, thus allowing the region to further adapt, withstand, and respond to disruption.	$27,619

SCAG executed the Amendment more than $5,000 but less than $75,000

Consultant/Contract #	Amendment's Purpose	Amendment Amount
ACCO Engineered Systems, Inc.	This amendment will enable the	$3,444

SCAG executed the Amendment more than $5,000 but less than $75,000

Consultant/Contract #	Amendment's Purpose	Amendment Amount
(21-023-C01)	consultant to perform additional services that was unforeseen prior to construction and is required by the Wilshire Grand building.	

ATTACHMENT(S):

1. Contract Summary 22-003-C01
2. Contract Summary 21-063-C01
3. Contract Summary 21-046-C01
4. Contract Summary 21-023-C01 Amendment No. 2

CONSULTANT CONTRACT NO. 22-003-C01

Recommended Consultant: IBI Group, a California Partnership (IBI Group)

Background & Scope of Work: The consultant shall provide services for a Sustainability Planning Grant for the City of Cathedral City (City). Specifically, the consultant shall create a Citywide Active Transportation Plan ("Plan") that will establish and prioritize improvements, programs, and policies to support active transportation goals for the community. The Plan will incorporate input from local and regional partnering community groups and agencies. The City anticipates that an adopted and implemented Plan will increase active users, improve general health of residents, and promote safe alternatives for transportation. This will be done by increasing bicyclist and pedestrian access to regional transit facilities and by establishing Safe Routes to School policies for the City.

Project's Benefits & Key Deliverables: The project's benefits and key deliverables include, but are not limited to:

- Providing Technical Memorandum for the Existing Conditions Technical Report;
- Conducting Community Engagement Strategy;
- Completing Walk and Bicycle Audit Summary Reports; and
- Developing Final Active Transportation Plan.

Strategic Plan: This item supports SCAG's Strategic Plan Goal No. 1: Produce innovative solutions that improve the quality of life for Southern Californians.

Contract Amount:

Total not to exceed	**$195,439**
IBI Group (prime consultant)	$117,204
Circulate Planning (subconsultant)	$78,235

Contract Period: September 9, 2021 through February 28, 2023

Project Number(s):

275-4823U9.06	$173,022
275-4823E.06	$22,417

Funding source(s): Senate Bill 1 (FY21 SB1 Formula Funds) and Transportation Development Act (TDA).

Funding of $195,439 is available in the FY 2020-21 budget, and the unspent budget is expected to be available in the FY 2021-22 budget in Project Number 275-4823.06, subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 2,614 firms of the release of RFP 22-003 via SCAG's Solicitation Management System website. A total of 58 firms downloaded the RFP. SCAG received the following four (4) proposals in response to the solicitation:

IBI Group (1 subconsultant)	**$195,439**
KOA Corporation (1 subconsultant)	$211,676
Toole Design Group, LLC (2 subconsultants)	$248,653

Attachment: Contract Summary 22-003-C01 (Purchase Orders $5,000 - $199,999; Contracts $25,000 - $199,999 and Amendments $5,000 -

KTU+A (2 subconsultants)	$249,801

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:

Sarah Dominguez, Senior Regional Planner, SCAG
Deanna Pressgrove, Public Works Manager, Cathedral City
Joshua Nickerson, City Consultant, Cathedral City
Crystal Sandoval, Assistant Civil Engineer, Cathedral City

Basis for Selection: The PRC recommended IBI Group for the contract award because the consultant:

- Proposed the most creative and comprehensive technical approach for the project, specifically using "passive" engagement, such as temporary signs or sidewalk stickers as a middle ground between in-person and on-line engagement which is useful given hesitancy with in-person gatherings;
- Demonstrated the best understanding of the project, specifically recognizing the environmental context of extreme heat as a key consideration in both the community outreach tasks as well as the projects proposed in the Active Transportation Plan. Further, they effectively demonstrated their approach will lead to implementation of planned active transportation infrastructure that will meet the needs of the community; and
- Proposed the lowest price.

Attachment: Contract Summary 22-003-C01 (Purchase Orders $5,000 - $199,999; Contracts $25,000 - $199,999 and Amendments $5,000 -

CONSULTANT CONTRACT NO. 21-063-C01

Recommended Consultant: HBA Specto, Inc.

Background & Scope of Work: SCAG Scenario Planning Model (SPM) is a web-based scenario development, modeling, and data organization tool, developed to facilitate informed and collaborative planning. This application played an important role in developing an accurate and up-to-date information in the local review and input process for the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal. Also, its modeling tools were used to estimate the impacts of different land use and growth scenarios on environment, resources, public health, and transportation. SPM will continue to be one of the primary models that SCAG plans to use for the analysis of the next Connect SoCal.

To ensure optimal and secure performance of SPM, the consultant will assess and update SPM operating system and application software to the latest secured and stable version.

Project's Benefits & Key Deliverables: The project's benefits and key deliverables include, but are not limited to:

- Providing SCAG with an updated and stable modeling system that will improve the process for performance analysis of the next Connect SoCal;
- Providing upgraded SPM application and database server; and
- Providing updated SPM codebase with compatible dependent libraries.

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

Contract Amount:

Total not to exceed	**$59,818**
HBA Specto, Inc. (prime consultant)	$52,978
Compiler LLC (subconsultant)	$6,840

Note: HBA Specto, Inc. originally proposed $81,821, but staff negotiated the price down to $59,818 without reducing the scope of work.

Contract Period: September 16, 2021 through February 28, 2022

Project Number(s): 070-2665B.01 $59,818
Funding source: Federal Transit Administration, Section 5303 (FTA 5303)

Request for Proposal (RFP): SCAG staff notified 2,295 firms of the release of RFP 21-063 via SCAG's Solicitation Management System website. A total of 33 firms downloaded the RFP. SCAG received one (1) proposal in response to the solicitation:

HBA Specto, Inc. (1 subconsultants)	**$81,821**

After receiving only one (1) proposal, staff surveyed 32 firms that downloaded the RFP to determine why each did not submit a proposal. One (1) firm responded to staff's inquiry, which disclosed the main reason these firms did not respond was not able to partner with another firm to make a compelling bid. Note: staff advertised the RFP for

Attachment: Contract Summary 21-063-C01 (Purchase Orders $5,000 - $199,999; Contracts $25,000 - $199,999 and Amendments $5,000 -

three (3) weeks initially and extended by another four days for the total of twenty-five (25) days. Staff subsequently moved forward with reviewing the single offer received.

Selection Process:

The Proposal Review Committee (PRC) evaluated the proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposal, the PRC the PRC determined that the consultant's proposal demonstrated an excellent understanding of the technical requirements and possessed the expertise needed complete the project. Also, the PRC determined it was not necessary to conduct and interview because the proposals contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

Jung A Uhm, Regional Planner Specialist, SCAG
Sungbin Cho, Transportation Modeler, IV, SCAG
Yang Wang, Transportation Modeler III, SCAG
Emmanuel Figueroa, Manager of Infrastructure and Operation, SCAG

Basis for Selection:

The PRC recommended HBA Specto, Inc. for the contract award because the Consultant:

- Demonstrated a thorough understanding of the project, coming with strong background in spatio-econometric modeling where the consultant developed, maintained, and enhanced similar webbased planning tools. Specifically, the consultant clearly described technical approaches and deliverables required to meet the project's objectives of updating the existing system while ensuring its compatibility and stability;
- Provided a reasonable technical approach with application of tools to improve efficiency. For example, the PRC found that the use of Docker containers to separate the Operating System application uses from the base Operating System is reasonable and utilizing automation tool such as Jenkins would improve efficiency in the process; and
- Overall, provided great value for the level of effort proposed.

Attachment: Contract Summary 21-063-C01 (Purchase Orders $5,000 - $199,999; Contracts $25,000 - $199,999 and Amendments $5,000 -

CONSULTANT CONTRACT NO. 21-046-C01

Recommended Consultant: Climate Resolve

Background & Scope of Work: To better anticipate a wide range of potential futures and strengthen the resilience and preparedness of the region, SCAG will develop a "Regional Resilience Framework" in conjunction with the next 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Framework consists of an exploratory scenario planning process to augment the traditional RTP/SCS planning process, define "regional resilience," and identify specific strategies to reduce vulnerabilities, thus allowing the region to further adapt, withstand, and respond to disruption. This process will explore pressing issues and potential near and long-term disruptions to Southern California, such as earthquakes, extreme weather, drought, wildfires, pandemics, and economic shocks. This exploration will also help identify pathways for developing future regional and local plans, including those addressing resilience, emergency preparedness, and health equity.

The consultant shall conduct a landscape analysis of completed and ongoing resilience plans, policies, resources, and literature across the SCAG region. The landscape analysis will assist in developing a foundational understanding of resilience planning across the SCAG region, help identify commonalities between resilience focus areas (RFAs) (e.g., climate change hazards, earthquakes, pandemics, economic shocks, and energy and water resources), and assist SCAG with identifying the RFA of most concern and/or interest to jurisdictions across the region. Findings from the analysis will fall under the "Pre-Framework" task of SCAG's Regional Resilience Framework which will consist of this landscape analysis and other SCAG staff-led initiatives, such as the SCAG Resilience Policy Lab.

Project's Benefits & Key Deliverables: The project's benefits and key deliverables include, but are not limited to:

- Landscape analysis of resilience focus areas across the SCAG region;
- Gap analysis and summary report on resilience planning efforts across the SCAG region;
- Inventory on shocks, stressors, and other disruptions that may impact the resilience and preparedness of the SCAG region; and
- Recommendations on stakeholder outreach and next steps to further study of regional resilience.

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	**$27,619**
Climate Resolve (Prime Consultant)	$18,619
Estolano Advisors (Subconsultant)	$9,000

Note: Climate Resolve originally proposed $28,450, but staff negotiated the price down to $27,619 without reducing the scope of work.

Attachment: Contract Summary 21-046-C01 (Purchase Orders $5,000 - $199,999; Contracts $25,000 - $199,999 and Amendments $5,000 -

Contract Period: June 28, 2021 through August 31, 2021

Project Number(s): 065-4858B.01 $10,000
065-4876B.01 $15,597
065-4876E.01 $2,021
Funding source(s): Consolidated Planning Grant (CPG) –Federal Transit Administration (FTA) Transportation Development Act (TDA).

Request for Proposal (RFP) Consistent with SCAG's Simplified Acquisition Procedures (for procurements estimated to be less than $50,000) staff solicited offers from seven (7) qualified firms. Staff received the following proposal in response to the RFP.

After receiving only one (1) proposal, staff surveyed six (6) firms that received the RFP via e-mail to determine why each did not submit a proposal. One firm responded to staff's inquiry and stated they did not respond because they currently not doing consulting work. Note, consistent with SCAG's policy for advertising solicitations, staff advertised the RFP for 16 days. Staff subsequently moved forward with reviewing the single offer received.

Climate Resolve (1 subconsultant) **$28,450**

Selection Process: The Proposal Review Committee (PRC) evaluated the proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposal, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

Lorianne Esturas, Assistant Regional Planner, SCAG
Jason Greenspan, Manager Sustainability, SCAG
Kimberly Clark, Regional Planner Specialist, SCAG

Basis for Selection: The PRC recommended for the contract award because the consultant:

- Demonstrated an excellent understanding of the project, specifically, the scale of the resilience analysis, the types of climate preparedness plans to review, and the amount of time available to complete the project;
- Provided a quality technical approach, for example a week-by-week layout of the analyses to be conducted, broken down by specific climate preparedness plans, resilience plans, climate threats, and shocks-and stressors to review; and
- Is recognized by County of Los Angeles and City of Long Beach for the firm's work on developing climate resilience and community preparedness strategies, as well as understanding climate resilience at both a county and local scale.

Attachment: Contract Summary 21-046-C01 (Purchase Orders $5,000 - $199,999; Contracts $25,000 - $199,999 and Amendments $5,000 -

CONSULTANT CONTRACT NO. 21-023-C01 AMENDMENT NO. 2

Consultant: ACCO Engineered Systems, Inc.

Background & Scope of Work: On April 2, 2021, SCAG awarded Contract 21-023-C01 to ACCO Engineered, Systems, Inc. to provide SCAG with a fully functional air conditioning supplemental unit for the audio visual (A/V) control room located in SCAG's 17th floor suite. The supplemental unit is required to provide cooling and adequate air flow for SCAG's audio-visual equipment housed inside of the audio-visual control room.

Amendment No. 2 provides additional funding to enable the consultant to provide additional services and increases the contract value from $143,206 to $146,650 ($3,444).

This increase is to allow the vendor to freeze the chilled water supply and return lines within the mechanical room, as well as, to install two (2) shutoff values to accommodate air conditioning (A/C) supplemental unit for maintenance purposes. The additional work was unforeseen prior to construction and is required by the Wilshire Grand facilities manager to prevent the shut-down of water supplies for the suite floor to complete.

Project's Benefits & Key Deliverables: The installation of the supplemental air conditioning unit in SCAG's A/V control room will establish operational room temperature and prevent overheating of the various types of electronic equipment utilized for SCAG business purposes. Key deliverables of the project include, but are not limited to:

- Installing an A/C supplemental unit and all components required for operation;
- Ensuring A/C supplemental unit operates with existing office building systems;
- Providing mechanical drawings and all project related documentation for building and suite records;
- Obtaining all permits and documents required to perform and complete project; and
- Ensuring A/C supplemental unit functionality and room operation.

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.

Amendment Amount:

Amendment 2	$3,444
Amendment 1 (administrative - no change to contract's value)	$0
Original contract value	$143,206
Total contract value is not to exceed	**$146,650**

Contract Period: April 2, 2021 through December 31, 2021

Project Numbers: 800-0160.10 $146,650
Funding source(s): General Fund

Basis for the Amendment The amendment will allow the vendor to freeze the chilled water supply and return lines within the mechanical room, as well as, to install two (2) shutoff values to accommodate A/C supplemental unit for maintenance purposes. The additional

Attachment: Contract Summary 21-023-C01 Amendment No. 2 (Purchase Orders $5,000 - $199,999; Contracts $25,000 - $199,999 and

work was unforeseen prior to construction and is required by the Wilshire Grand facilities manager to prevent the shut-down of water supplies for the suite floor to complete.

This amendment is necessary to complete the HVAC installation for the AV control room to ensure that the equipment in the room is kept at an adequate room temperature to function properly for support of SCAG meetings in the large conference rooms. The two (2) shut off valves are intended for standalone usage of the HVAC system to avoid disruption of the main water supply for the suite floor in case of equipment failure or the need to shut off the water supply for the HVAC unit when required.

Attachment: Contract Summary 21-023-C01 Amendment No. 2 (Purchase Orders $5,000 - $199,999; Contracts $25,000 - $199,999 and

AGENDA ITEM 18

REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

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

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

Subject: CFO Monthly Report

EXECUTIVE DIRECTOR'S APPROVAL

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.

MEMBERSHIP DUES:
As of September 22, 159 cities and 4 counties had paid their FY22 dues. This represents 82.64% of the dues assessment. 26 cities and 2 counties have yet to pay their FY22 dues.

BUDGET & GRANTS (B&G):
On August 30, 2021, staff submitted the FY 2020-21 (FY21) Overall Work Program (OWP) Year-End Package to Caltrans, which included the certification of final expenditures, the final progress report, and the final work products for projects completed in the fiscal year. The final expenditures reported for the year were $57 million or 61% of the OWP budget.

On September 2, 2021, the Regional Council approved Administrative Amendment 1 to the FY22 OWP in the amount of $40.3 million which increased the OWP budget from $94 million to $134.3 million. This amendment included $35.6 million for the Regional Early Action Planning (REAP) grant and $4.7 million for the ATP Cycle 5 grant. Additionally, this amendment reallocated Consolidated Planning Grant (CPG) funds that resulted in budget neutral changes for various regional transportation planning projects. This amendment was approved by Caltrans on September 13, 2021.

On September 16, 2021, Caltrans issued a reconciliation letter to confirm unexpended totals of $13.3 million in CPG funds and $7.8 million in State planning grants as of June 30, 2021. The adjustments to the grant balances will be included in the second amendment to the FY22 OWP this December.

CONTRACTS:
In August 2021, the Contracts Department issued three (3) Request for Proposals; awarded two (2) contracts; issued thirteen (13) contract amendments; and processed 46 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 159 consultant contracts. Contracts staff continued to negotiate better pricing as well as reduced costs for services. This month Contracts' staff negotiated $96,253 in budget savings.

ATTACHMENT(S):
1. CFO Charts 100721 Mtg

Office of the Chief Financial Officer

Monthly Status Report

AUGUST 2021

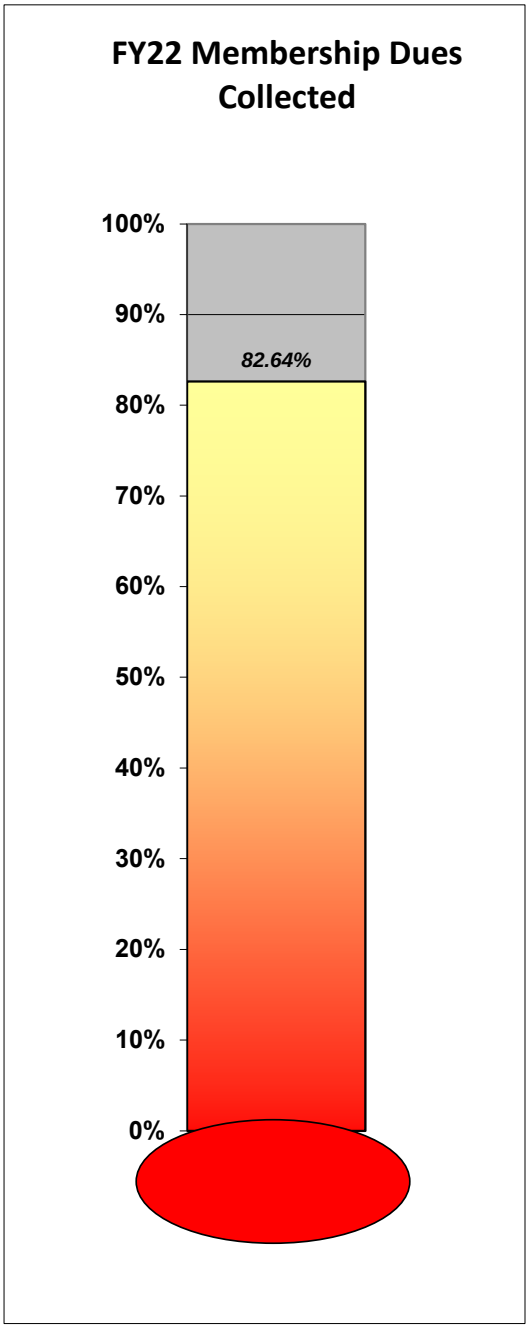
Attachment: CFO Charts 100721 Mtg [Revision 1] (CFO Monthly Report)

OVERVIEW

As of September 22, 2021, 159 cities and 4 counties had paid their FY22 dues. This represents 82.64% of the dues assessment. 26 cities and 2 counties had yet to pay their dues.

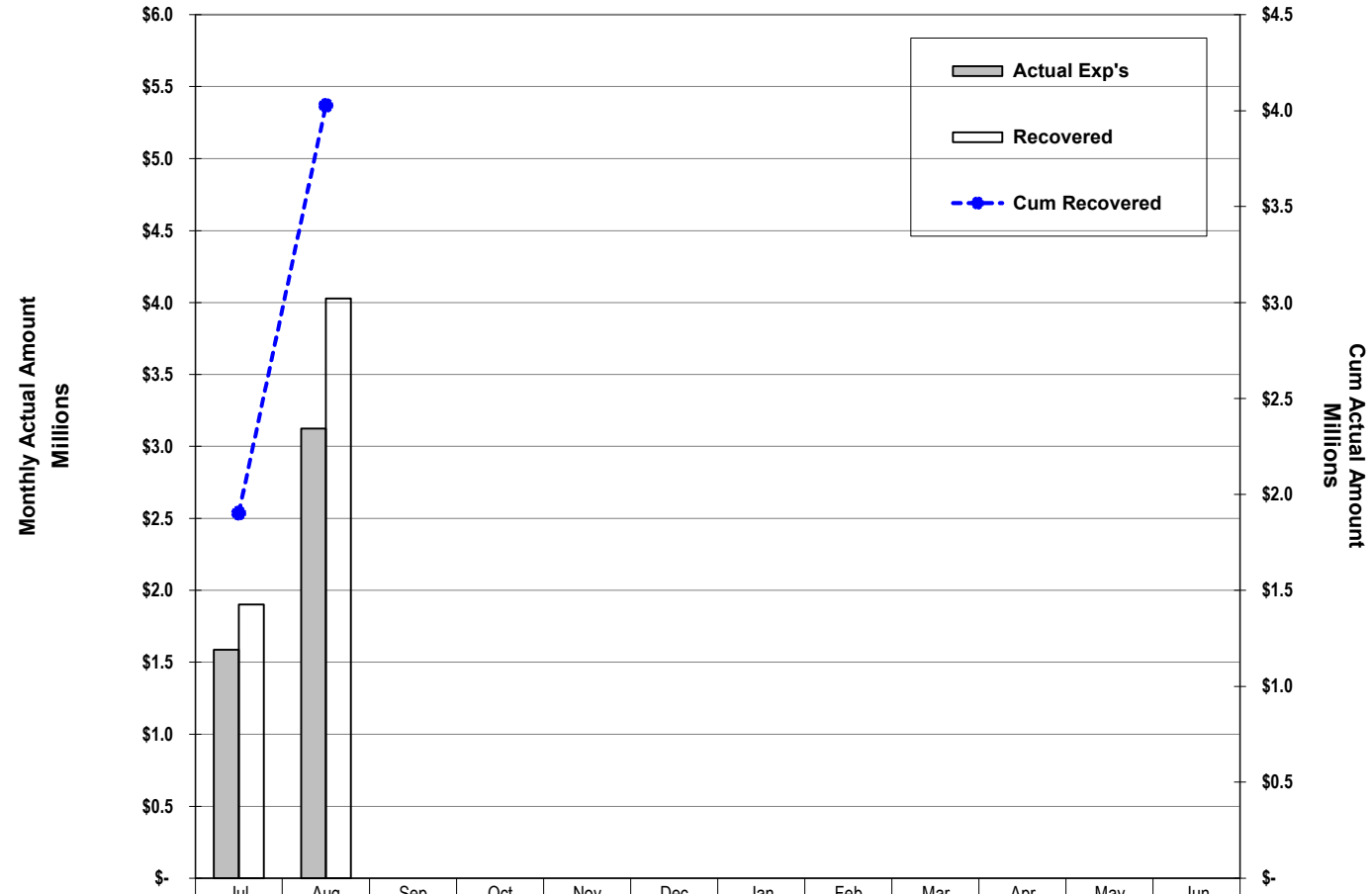
SUMMARY

FY22 Membership Dues	$	2,194,817
Total Collected	$	1,813,697
Percentage Collected		82.64%



Attachment: CFO Charts 100721 Mtg [Revision 1] (CFO Monthly Report)

FY22 INDIRECT COST & RECOVERY



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Actual Exp's	$1,587	$3,124	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Recovered	$1,903	$4,028	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Cum Recovered	$1,903	$4,028										

Attachment: CFO Charts 100721 Mtg [Revision 1] (CFO Monthly Report)

OVERVIEW

A comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants.

SUMMARY

Through August 2021, SCAG was over-recovered by $904,378.68 due to unspent Indirect Cost budget. This is in line with the over-recovery built into the FY22 IC rate.

Office of the CFO
Consolidated Balance Sheet

	7/31/2021	8/31/2021	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	$ 5,996,029	$ 8,093,489		
LA County Investment Pool	$ 5,523,622	$ 5,693,670		
Cash & Investments	$ 11,519,652	$ 13,787,159	$ 2,267,508	Revenues of $17.76M and Expenses of $15.50M both on cash basis.
Accounts Receivable	$ 21,962,372	$ 11,943,121	$ (10,019,251)	Payments of $4.14M from FTA 5312, $2.07M from FTA5303, $1.97M from FHWA PL, $1.27M from SB1, $606K from memberships, $142K from TDA, $110K from FHWA PP, $15K from DOE, $14K from SHA CC, $8K from FTA5304 and $2K from ATN offset by billings of $311K to REAP AB101, $18K to OTS, and $6K to ATP.
Other Current Assets	$ 1,838,876	$ 1,011,113	$ (827,763)	Net amortization of $43K in prepaid expenses plus net IC/FB fund over-recovery of $784K.
Fixed Assets - Net Book Value	$ 5,433,945	$ 5,433,945	$ -	No change.
Total Assets	$ 40,754,844	$ 32,175,339	$ (8,579,505)	
Accounts Payable	$ (9,082,421)	$ (9,311)	$ 9,073,110	Decrease in accounts payables due to significant payments made in August.
Employee-related Liabilities	$ (765,017)	$ (905,440)	$ (140,423)	July had 10 unpaid working days while August had 12.
Deferred Revenue	$ (7,555,129)	$ (7,554,477)	$ 652	Reclass of Cobra Advance.
Total Liabilities and Deferred Revenue	$ (17,402,568)	$ (8,469,228)	$ 8,933,339	
Fund Balance	**$ 23,352,276**	**$ 23,706,110**	**$ 353,834**	

WORKING CAPITAL

	7/31/2021	8/31/2021	Incr (decr) to working capital
Cash	$ 11,519,652	$ 13,787,159	$ 2,267,508
Accounts Receivable	$ 21,962,372	$ 11,943,121	$ (10,019,251)
Accounts Payable	$ (9,082,421)	$ (9,311)	$ 9,073,110
Employee-related Liabilities	$ (765,017)	$ (905,440)	$ (140,423)
Working Capital	**$ 23,634,585**	**$ 24,815,529**	**$ 1,180,945**

Attachment: CFO Charts 100721 Mtg [Revision 1] (CFO Monthly Report)

Office of the CFO

Fiscal Year-To-Date Expenditure Report Through August 31, 2021

COMPREHENSIVE BUDGET

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1		Staff & Allocated Fringe Benefits	257,016	257,016	25,594	-	231,422	10.0%
2	51001	Allocated Indirect Costs	363,202	363,202	36,166	-	327,036	10.0%
3	54300	SCAG Consultants	288,000	276,004	-	22,626	253,378	0.0%
4	54340	Legal costs	120,000	120,000	-	118,066	1,934	0.0%
5	55441	Payroll, bank fees	15,000	15,000	913	14,087	0	6.1%
6	55600	SCAG Memberships	127,600	127,600	8,772	13,750	105,078	6.9%
7	55610	Professional Membership	11,500	11,500	387	957	10,156	3.4%
8	55620	Res mat/sub	2,000	2,000	-	-	2,000	0.0%
9	55730	Capital Outlay > $5,000	1,512,183	1,512,183	-	27,364	1,484,819	0.0%
10	55840	Training Registration		11,996	11,996	-	0	100.0%
11	55860	Scholarships	44,000	44,000	-	-	44,000	0.0%
12	55910	RC/Committee Mtgs	15,000	15,000	-	-	15,000	0.0%
13	55912	RC Retreat	13,000	13,000	-	-	13,000	0.0%
14	55914	RC General Assembly	611,500	611,500	-	-	611,500	0.0%
15	55915	Demographic Workshop	28,000	28,000	-	1	27,999	0.0%
16	55916	Economic Summit	85,000	85,000	-	-	85,000	0.0%
17	55918	Housing Summit	20,000	20,000	-	-	20,000	0.0%
18	55920	Other Meeting Expense	86,500	86,500	333	19,668	66,499	0.4%
19	55xxx	Miscellaneous other	67,000	67,000	526	-	66,474	0.8%
20	55940	Stipend - RC Meetings	202,000	202,000	17,810	-	184,190	8.8%
21	56100	Printing	10,000	10,000	-	-	10,000	0.0%
22	58100	Travel - outside SCAG region	77,500	77,500	-	-	77,500	0.0%
23	58101	Travel - local	47,500	47,500	-	-	47,500	0.0%
24	58110	Mileage - local	31,500	31,500	-	-	31,500	0.0%
25	58150	Travel Lodging	13,000	13,000	-	-	13,000	0.0%
26	58800	RC Sponsorships	165,000	165,000	-	-	165,000	0.0%
27		**Total General Fund**	**4,213,001**	**4,213,001**	**102,497**	**216,518**	**3,893,986**	**2.4%**
28					-			
29		Staff & Allocated Fringe Benefits	17,631,038	17,631,038	2,848,396	-	14,782,642	16.2%
30	51001	Allocated Indirect Costs	24,915,148	24,915,148	3,983,436	-	20,931,712	16.0%
31	54300	SCAG Consultants	33,944,276	33,944,276	-	13,686,671	20,257,605	0.0%
32	54302	Non-Profits/IHL	933,245	933,245	-	203,860	729,385	0.0%
33	54303	Consultants TC - FTA 5303	6,352,646	6,352,646	2,000	622,754	5,727,892	0.0%
34	54360	Pass-through Payments	9,191,406	9,191,406	-	-	9,191,406	0.0%
35	55210	Software Support	600,000	600,000	29,864	36,500	533,636	5.0%
36	55250	Cloud Services	1,635,500	1,635,500	-	-	1,635,500	0.0%
37	5528x	Third Party Contributions	5,230,855	5,230,855	708,111	-	4,522,744	13.5%
38	55310	F&F Principal	264,368	264,368	43,176	221,192	0	16.3%
39	55315	F&F Interest	10,423	10,423	2,361	8,062	0	22.7%
40	55320	AV Principal	149,034	149,034	24,281	124,753	0	16.3%
41	55325	AV Interest	2,642	2,642	577	2,065	0	21.8%
42	55415	Off Site Storage	9,124	9,124	599	-	8,525	6.6%
43	55520	Hardware Supp	5,000	5,000	-	-	5,000	0.0%
44	55580	Outreach/Advertisement	64,000	64,000	-	-	64,000	0.0%
45	55620	Resource Materials - subscrib	540,000	540,000	20	34,502	505,478	0.0%
46	55810	Public Notices	65,000	65,000	-	-	65,000	0.0%
47	55830	Conf. Registration	4,000	4,000	-	-	4,000	0.0%
48	55920	Other Meeting Expense	19,000	19,000	-	-	19,000	0.0%
49	55930	Miscellaneous	190,717	190,717	-	9,000	181,717	0.0%
50	55931	Misc Labor - TDA	1,204,452	1,204,452	-	-	1,204,452	0.0%
51	55932	Misc Labor, Future - TDA	1,185,044	1,185,044	-	-	1,185,044	0.0%
52	56100	Printing	9,000	9,000	-	-	9,000	0.0%
53	58xxx	Travel	82,500	82,500	-	-	82,500	0.0%
54	59090	Exp - Local Other	40,011,607	40,011,607	-	-	40,011,607	0.0%
55		**Total OWP & TDA Capital**	**144,250,025**	**144,250,025**	**7,642,821**	**14,944,225**	**121,662,979**	**5.3%**
56					-			
57		**Comprehensive Budget**	**148,463,026**	**148,463,026**	**7,745,318**	**15,160,744**	**125,556,964**	**5.2%**

Attachment: CFO Charts 100721 Mtg [Revision 1] (CFO Monthly Report)

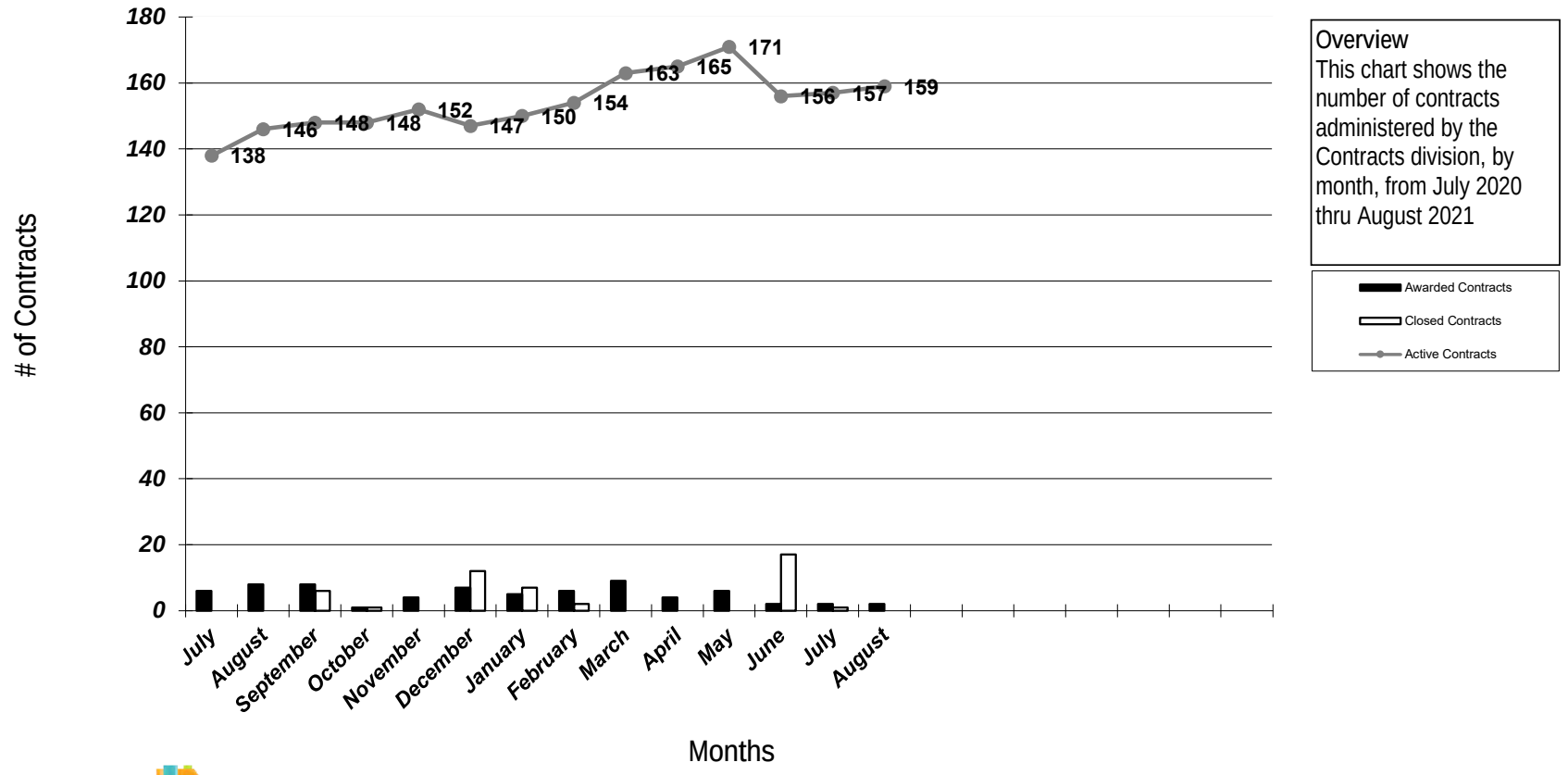
Office of the CFO

Fiscal Year-To-Date Expenditure Report Through August 31, 2021

INDIRECT COST EXPENDITURES

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010	Regular Staff	7,746,533	7,746,533	1,254,453		6,492,080	16.2%
2	50013	Regular OT	1,000	1,000	325		675	32.5%
3	50014	Interns, Temps, Annuit	78,000	78,000	1,397		76,603	1.8%
4	50016	Retired Annuitant		10,150	10,150		0	100.0%
5	50030	Severance	80,000	80,000	17,288		62,712	21.6%
6	51xxx	Allocated Fringe Benefits	6,077,056	6,077,056	995,550	-	5,081,506	16.4%
7	54300	SCAG Consultants	1,961,819	1,951,669	2,425	80,738	1,868,506	0.1%
8	54301	Consultants - Other	731,000	731,000	-	393,838	337,162	0.0%
9	54340	Legal	40,000	40,000	-	40,000	0	0.0%
10	55201	Network and Communications	304,000	304,000	4,025	17,287	282,688	1.3%
11	55210	Software Support	548,900	548,900	104,509	97,327	347,064	19.0%
12	55220	Hardware Supp	940,817	940,817	16,774	58,856	865,187	1.8%
13	55240	Repair & Maint Non-IT	26,500	26,500	753	22,647	3,100	2.8%
14	55251	Infrastructure Cloud Services	623,465	623,465	-	3,083	620,382	0.0%
15	55271	On-Prem Software	247,690	247,690	-	-	247,690	0.0%
16	55275	Co-location Services	250,000	250,000	-	-	250,000	0.0%
17	55315	F&F Interest	4,376	4,376	991	3,385	0	22.7%
18	55325	AV Interest	8,162	8,162	1,782	6,380	0	21.8%
19	55400	Office Rent DTLA	2,302,445	2,302,445	575,921	1,726,439	85	25.0%
20	55410	Office Rent Satellite	278,200	278,200	31,642	110,877	135,682	11.4%
21	55415	Offsite Storage	5,000	5,000	579	2,119	2,302	11.6%
22	55420	Equip Leases	100,000	100,000	-	5,000	95,000	0.0%
23	55430	Equip Repairs & Maint	1,000	1,000	-	-	1,000	0.0%
24	55435	Security Services	100,000	100,000	5,556	94,444	0	5.6%
25	55440	Insurance	315,000	315,000	73,473	-	241,527	23.3%
26	55441	Payroll / Bank Fees	17,500	17,500	778	16,722	(0)	4.4%
27	55445	Taxes	5,000	5,000	-	-	5,000	0.0%
28	55460	Mater & Equip < $5,000 *	54,000	54,000	-	-	54,000	0.0%
29	55510	Office Supplies	73,800	73,800	1,281	60,285	12,234	1.7%
30	55520	Graphic Supplies	4,000	4,000	-	-	4,000	0.0%
31	55540	Postage	10,000	10,000	-	10,000	0	0.0%
32	55550	Delivery Svc	5,000	5,000	268	4,732	(0)	5.4%
33	55600	SCAG Memberships	102,200	102,200	-	-	102,200	0.0%
34	55610	Prof Memberships	1,500	1,500	-	-	1,500	0.0%
35	55611	Prof Dues	1,350	1,350	-	-	1,350	0.0%
36	55620	Res Mats/Subscrip	58,100	58,100	14,908	4,919	38,273	25.7%
37	55700	Deprec - Furn & Fixt	250,330	250,330	-	-	250,330	0.0%
38	55720	Amortiz - Leasehold Improvements	75,000	75,000	-	-	75,000	0.0%
39	55800	Recruitment Notices	25,000	25,000	261	24,738	0	1.0%
40	55801	Recruitment - other	45,000	45,000	1,612	31,663	11,725	3.6%
41	55810	Public Notices	2,500	2,500	-	-	2,500	0.0%
42	55820	In House Training	30,000	30,000	-	-	30,000	0.0%
43	55830	Networking Meetings/Special Events	20,000	20,000	-	-	20,000	0.0%
44	55840	Training Registration	65,000	65,000	6,076	-	58,924	9.3%
45	55920	Other Mtg Exp	2,500	2,500	-	-	2,500	0.0%
46	55950	Temp Help	108,316	108,316	-	-	108,316	0.0%
47	55xxx	Miscellaneous - other	11,500	11,500	-	-	11,500	0.0%
48	56100	Printing	23,000	23,000	-	5,000	18,000	0.0%
49	58100	Travel - Outside	83,300	83,300	-	-	83,300	0.0%
50	58101	Travel - Local	20,000	20,000	-	-	20,000	0.0%
51	58110	Mileage - Local	23,500	23,500	-	-	23,500	0.0%
52	58120	Travel Agent Fees	3,000	3,000	-	-	3,000	0.0%
53		**Total Indirect Cost**	**23,891,359**	**23,891,359**	**3,124,106**	**2,820,145**	**17,947,108**	**13.1%**

Attachment: CFO Charts 100721 Mtg [Revision 1] (CFO Monthly Report)



Summary

As illustrated on the chart, the Contracts Department is currently managing a total of 159 contracts. Forty-three (43) are Cost Plus Fee contracts; eighty-one (81 are Lump Sum (formerly Fixed Price) contracts, and the remaining thirty-five (35) are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.

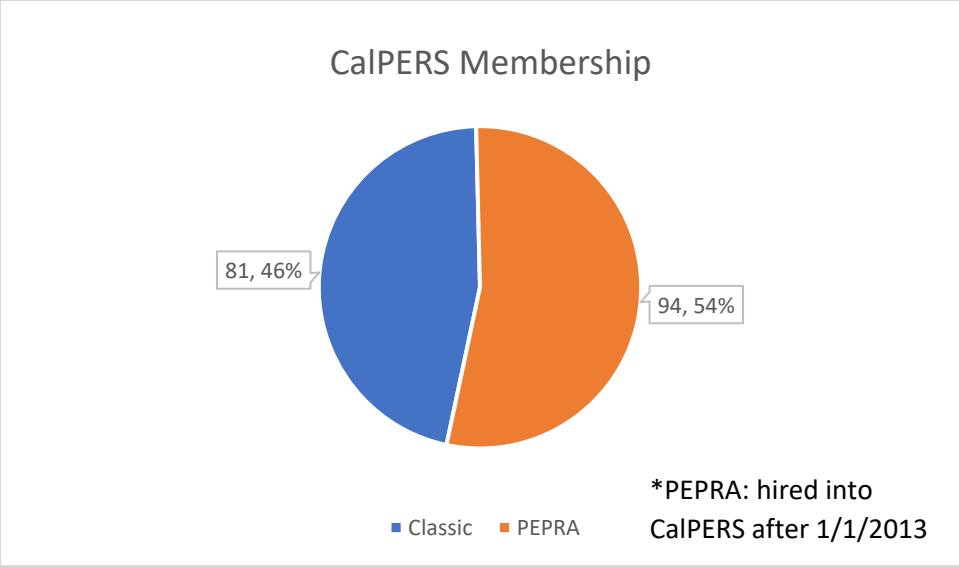
Attachment: CFO Charts 100721 Mtg [Revision 1] (CFO Monthly Report)

CFO Report

As of September 1, 2021

Staffing Update

Division	Authorized Positions	Filled Positions	Vacant Positions	Interns/Temps	Agency Temps	Volunteers	Total
Executive Office	8	8	0	0	0	0	**8**
Human Resources	7	6	1	0	0	0	**6**
Legal Services	3	2	1	0	0	0	**2**
Finance	28	26	2	1	0	0	**27**
Information Technology	26	24	2	0	0	0	**24**
Policy & Public Affairs	22	19	3	0	0	0	**19**
Planning & Programs	94	90	4	2	0	2	**94**
Total	**188**	**175**	**13**	**3**	**0**	**2**	**180**



Attachment: CFO Charts 100721 Mtg [Revision 1] (CFO Monthly Report)

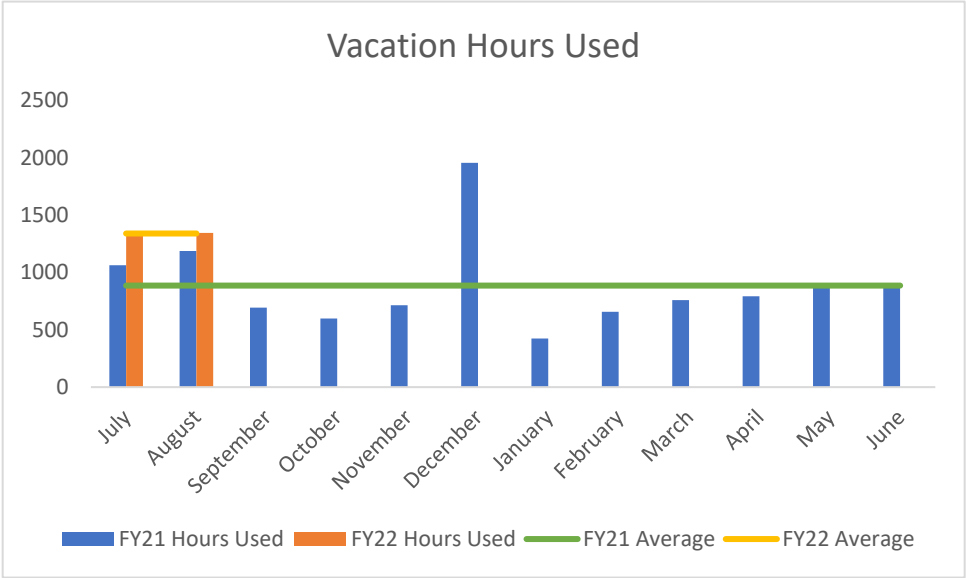
CFO Report

As of September 1, 2021

Vacation Update

Vacation Usage FY22

	Hours Used	Cost
Total	2,679.74	$ 172,118.87
Average	36.71	$ 2,357.79
# of Staff		73
% of Staff		41.71%



Vacation Cash Out Pilot Program Usage in FY22 and FY21

	FY22 Hours Used	FY22 Cost	FY21 Hours Used	FY21 Cost
Total	60	$ 4,093.80	1,180	$ 81,956.80
Average	30	$ 2,866.80	39.33	$ 2,731.80
Lowest	20	$ 1,227.00	20	$ 1,352.40
Highest	40 (max)	$ 4,093.80	40 (max)	$ 5,568.40
# of Staff		2		30
% of Staff		1.14%		17.75%

Attachment: CFO Charts 100721 Mtg [Revision 1] (CFO Monthly Report)

AGENDA ITEM 19
REPORT

Southern California Association of Governments
Remote Participation Only
October 7, 2021

To: Transportation Committee (TC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

From: Andres Carrasquillo, Community Engagement Specialist
(213) 630-1401, carrasquillo@scag.ca.gov

Subject: Pedestrian Safety Month: Highlighting Go Human's 2021 Outcomes

RECOMMENDED ACTION FOR TC AND RC:
Information Only – No Action Required

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

EXECUTIVE SUMMARY:
The California Office of Traffic Safety has designated September as Pedestrian Safety Month to raise awareness and promote activities to improve pedestrian safety and help reduce crashes and injuries. SCAG has been a leader in promoting safe walking and biking throughout Southern California through its regional policies, funding programs and its nationally recognized* Go Human *Campaign. Staff will provide a report on accomplishments of the* Go Human *Campaign over the course of the last year, focusing on outcomes from a $1,250,000 grant received from the California Office of Traffic Safety that culminated in a series of community engagement events. These active transportation safety campaign activities and outcomes also lead the region for a robust engagement of the National Pedestrian Safety Month in October. Local jurisdictions are encouraged to participate in the campaign and sign the revamped* Go Human *Safety Pledge, available at GoHumanSoCal.org.

BACKGROUND:

Introduction
The SCAG region, like California and the nation, experienced a period of annual declines in traffic-related fatalities and serious injuries until 2012 when they began to steadily rise. Each year in

Southern California, an average of 1,450 people are killed, 5,500 are seriously injured, and 124,000 are injured in traffic collisions. In the past decade, pedestrians and bicyclists constituted approximately 32 percent of all fatal victims, disproportionate to their mode share of just under 3 percent of the daily trips.

While people have traveled less during the COVID-19 pandemic, collisions have still occurred, particularly with reduced congestion and the opportunity to travel at higher speeds. The National Highway Transportation Safety Administration (NHTSA) found that traffic fatalities have increased by 18 percent while traffic volumes decreased by nearly 17 percent. The University of California Berkeley's SafeTREC identified similar circumstances in California, with rates of fatal and serious injury collisions increasing by nearly 15 percent.

On May 1, 2014, the General Assembly adopted a resolution in support of endorsing a regional effort to promote a pedestrian and bicycle safety initiative. To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program. *Go Human* is an award-winning community engagement program with the goals of reducing traffic collisions and encouraging people to walk and bike more in the SCAG region. *Go Human* is a collaboration between SCAG and the County Transportation Commissions and Public Health Departments in the region. The program provides mini-grants for community-driven safety projects, distributes advertising and educational resources to partners, implements temporary safety demonstration projects to showcase innovative transportation designs and helps cities re-envision their streets as safer, more accessible places for walking and biking.

The *Go Human* program has been funded annually through the California Office of Traffic Safety for the past four years. During the most recent grant period, ending September 30, 2021, with $1,250,000 in funding, *Go Human* implemented a variety of strategies to improve the safety of residents walking and biking across the region.

This item is being presented to inform SCAG Policy Members of the highlights and outcomes of *Go Human's* recent grant activities, which culminated during California Pedestrian Safety Month, including the relaunched *Go Human* Safety Pledge, Community Streets Mini-Grant Program, co-branding and advertising strategies, temporary safety demonstrations with the Kit of Parts lending library, Traffic Safety Peer Exchanges, and the Community Safety Ambassadors program and safety projects.

1) Go Human Safety Pledge

SCAG revamped and relaunched the *Go Human* Safety Pledge to extend its reach and encourage signatories to take meaningful action in their communities. Signatories join a large cohort of safety

champions and practitioners and have access to a robust toolbox of resources to support safety strategy implementation.

2) Community Streets Mini-Grant Program

Go Human launched the Community Streets Mini-Grant Program in April, the third round of this community grant program. This program aimed to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including without limitation Black, Indigenous and People of Color; people with disabilities; and frontline workers, particularly those walking and biking. *Go Human* awarded more than $275,000 in funding to 31 projects across the region. Awarded projects spanned a range of creative engagement activities, including pedestrian safety campaigns, storytelling video projects, and community workshops. Additionally, seven (7) projects incorporated temporary traffic safety demonstrations utilizing the *Go Human* Kit of Parts. *Go Human* provided "wraparound support" to all awardees by establishing key checkpoints during the project implementation period, amplifying promotional efforts with *Go Human* communication channels, and connecting Awardees to other *Go Human* resources, such as co-branded safety messaging materials.

3) Co-Branding & Advertising Strategies

Go Human continued its successful Co-Branded Advertisement distribution program, developing 23 partnerships and distributing over 3,100 material items. Items include lawn signs, banners, and digital advertisements that were utilized in local safety campaigns. Other strategies leveraged the advertisement campaign to expand safety messaging. *Go Human* leveraged over $100,000 of funding from the Affordable Housing Sustainable Communities (AHSC) program, supporting AHSC Awardees in the counties of Los Angeles, Orange, and Riverside to implement *Go Human* campaigns around new affordable housing developments. *Go Human* additionally leveraged over $96,000 of Sustainable Communities Program (SCP) funding to support local traffic safety campaigns in Azusa, El Monte, Imperial County, and Pasadena.

4) Temporary Safety Demonstrations with the Kit of Parts

During the past grant period, SCAG deployed its Kit of Parts twelve (12) times to partners across the region. The Kit supported demonstrations in Wildomar, Avalon, Moorpark, Pomona, El Monte, Long Beach, and Pasadena. Also, five (5) Mini-Grant awardees incorporated the Kit into their projects. *Go Human*'s Kit of Parts is an engagement tool for jurisdictions to temporarily demonstrate safety infrastructure. Designed with modular elements, the Kit, through a no-cost loaner program, supports planning efforts by showcasing potential and planned street design treatments that support public space, improve equity, and enhance community resiliency.

5) Traffic Safety Peer Exchanges

Between June and August, the Traffic Safety Peer Exchanges, a 12-part virtual workshop series, convened practitioners from jurisdictions and community-based organizations throughout the region to discuss strategic traffic safety topics, including the High Injury Network, funding strategies, community engagement practices, and public health. This series included 40 speakers and reached 290 attendees. A portion of the events focused on traffic issues by geography, including rural, suburban, and urban environments. The session topics were informed by a listening session led by SCAG and survey sent to practitioners.

6) Community Safety Ambassador Program and Safety Projects

In September the Community Safety Ambassador program completed its pilot in the counties of Imperial, San Bernardino, and Ventura. In partnership with California Walks, SCAG hosted 30 hours of workshops and trainings for a cohort of 49 community leaders to build local capacity and improve safety. This capacity building and strengthening program addressed active transportation infrastructure, using data to craft compelling narratives for advocacy work, finding funding sources for projects and much more. Ambassadors carried out 40 safety projects which included bike rodeos, walking and biking assessments, social media PSAs, and Kit of Parts demonstrations, among others. Ambassadors were compensated $1,000 for participation in trainings and conducting projects.

FISCAL IMPACT:
All costs associated with this item are included in the FY 2021-22 Overall Work Program (OWP) under project number 225.3564.15 and funded by a Pedestrian and Bicycle Safety Program Grant from the California Office of Traffic Safety.

ATTACHMENT(S):
1. PowerPoint Presentation - 2021 Go Human Outcomes

Pedestrian Safety Month

Showcasing *Go Human's* 2021 Safety Strategies & Outcomes

Andrés Carrasquillo, Community Engagement Specialist
Planning Strategy
October 7, 2021

www.scag.ca.gov

SCAG
INNOVATING FOR A BETTER TOMORROW

Background: Pedestrian Safety Month & *Go Human*

- SCAG launched its community engagement and traffic safety program, *Go Human*, in 2015 to reduce traffic collisions and encourage people to walk and bike more.
- During the COVID-19 pandemic, traffic volumes decreased while traffic fatalities increased.
- Pedestrian Safety Month reminds us to center the safety of people walking and recommit to safety strategies to create safer streets for everyone.

Attachment: PowerPoint Presentation - 2021 Go Human Outcomes (Pedestrian Safety Month: Highlighting Go Human's 2021 Outcomes)

Go Human's Safety Pledge: An Invitation to Join Us

- SCAG relaunched the *Go Human* Safety Pledge to extend its reach and direct signatories towards action.
- Sign on behalf of an organization, agency, or yourself.
- Pledge invites signatories to commit to an action, activity, and/or planning effort to improve safety.

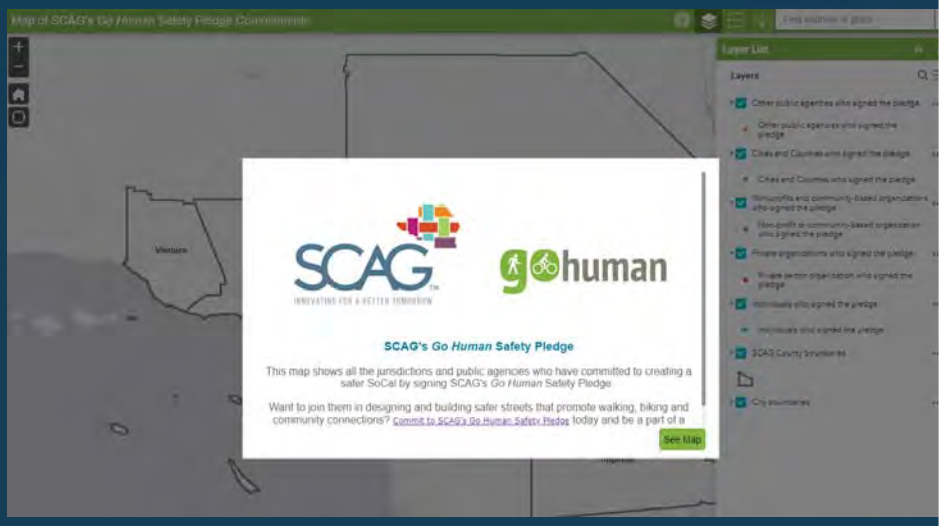
Connect to SCAG *Go Human* Resources

Get Recognition for being a Safety Champion

Join the Growing Safety Pledge Cohort

Sign the updated pledge today!

- Get ideas on how to champion traffic safety in your community with additional potential pledge commitments.
- Add your jurisdiction or agency to the new *Go Human* Safety Pledge map.
- Sign the pledge at GoHumanSoCal.org!



Thank you, Safety Pledge signatories!

City of Banning
City of Beaumont
City of Bellflower
City of Buena Park
City of Calimesa
City of Calipatria
City of Cathedral City
City of Chino Hills
City of Claremont
City of Costa Mesa
City of Culver City
City of Downey
City of Duarte
City of El Centro
City of Glendora
City of Hemet
City of La Canada Flintridge
City of Lake Elsinore
City of Long Beach
City of Los Angeles
City of Lynwood
City of Maywood
City of Mission Viejo
City of Moreno Valley
City of Norwalk
City of Ojai
City of Ontario
City of Palm Desert
City of Palmdale
City of Pasadena
City of Placentia
City of Riverside
City of Rolling Hills Estates
City of Rosemead
City of San Jacinto
City of Temecula
City of Thousand Oaks
City of West Hollywood
City of Wildomar
Town of Altadena
Caltrans
LADOT
Los Angeles County Department of Public Health
Los Angeles County Public Works
Metrolink
Imperial County Public Health
Imperial County Transportation Commission
Orange County Transportation Authority
San Bernardino County Transportation Authority

Pedestrian Safety Month: *Go Human* 2021

1. **Community Streets Mini-Grants Program**
   Small grants for community-driven safety projects.
2. **Co-Branding & Leveraging Strategies**
   Extending the reach of the Go Human safety campaign with partner agencies.
3. **Kit of Parts**
   Temporary demonstrations of safety infrastructure to support community engagement.
4. **Traffic Safety Peer Exchanges**
   12-session virtual convenings on topics of traffic safety
5. **Community Safety Ambassadors**
   Build capacity and improve walking and biking safety in three pilot counties (Imperial, San Bernardino, Ventura)

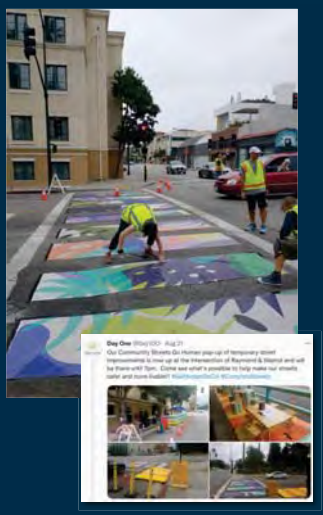
1 Community Streets Mini-Grants Program

About	Competitive community grant program with a 10-week implementation period for traffic safety projects. Awards made up to $10,000.
Program Goal	Build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including without limitation Black, Indigenous and People of Color; people with disabilities; and frontline workers, particularly those walking and biking.
Outcomes	• Awarded $276,990 to 31 projects. • 7 projects used the *Go Human* Kit of Parts.

1 Awardee Highlights: Creative Call-to-Action

Los Angeles
Public Matters
"University Park Slow Jams"

Pasadena
Day One
"Vamos Pasadena"



Long Beach
Habitat for Humanity of Greater LA
"New Visions for a Safer Washington Neighborhood"

Rancho Cucamonga
Music Changing Lives
"Los Amigos Community Streets"

Attachment: PowerPoint Presentation - 2021 Go Human Outcomes (Pedestrian Safety Month: Highlighting Go Human's 2021 Outcomes)

2 Co-Branding & Leveraging Strategies

About	SCAG designs, co-brands, prints, and ships safety advertisements at no cost to partner agencies and CBOs. Ads include: • Lawn Signs • Banners • Postcards • Digital Media • Custom Requests
Outcomes	• Distributed **3,100+** ads to partners. • Leveraged **$100,500** in AHSC funding for media buys in Los Angeles, Orange, and Riverside. • Leveraged **$96,800** in SCP funding for media buys in Azusa, El Monte, Imperial County, and Pasadena.

3 Kit of Parts

About	No-cost engagement tool for jurisdictions to temporarily demonstrate safety infrastructure.

Outcomes	• Supported demonstrations in:
	  • Wildomar
	  • Avalon
	  • Moorpark
	  • Pomona
	  • El Monte
	  • Long Beach
	  • Pasadena

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4 Traffic Safety Peer Exchanges

About	12-part virtual event that convened practitioners from jurisdictions and non-governmental organizations throughout the region to discuss various topics in traffic safety: • High Injury Network • Funding Strategies • Community Engagement Practices • Safety and Public Health • Traffic issues in rural, suburban, and urban environments
Outcomes	• Engaged 40 speakers. • Reached 290 participants.

5 Community Safety Ambassadors

About	A cohort of local leaders from the counties of Imperial, San Bernardino, and Ventura completed 30 hours of workshops and trainings, using their knowledge and networks to carry out safety projects.

Outcomes	• Engaged 49 ambassadors that led 40 projects, including:
	  • Bike rodeos
	  • Mindfulness walks
	  • Walking and biking assessments
	  • Social Media PSAs
	  • Kit of Parts demonstrations
	• All ambassadors were compensated for their work.

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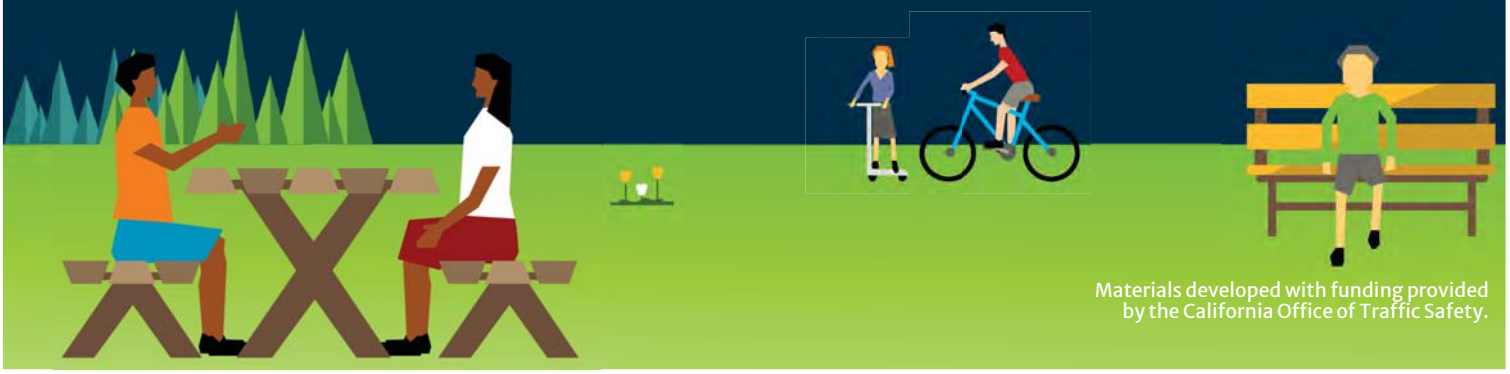
Thank you!

Andres Carrasquillo, Community Engagement Specialist
Carrasquillo@scag.ca.gov, (213) 630-1401

Visit gohumansocal.org
And follow @gohumansocal on Twitter, Instagram, and Facebook.



Materials developed with funding provided by the California Office of Traffic Safety.

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