



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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Los Angeles, CA 90017
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www.scag.ca.gov

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MEETING NO. 637

REGIONAL COUNCIL

REMOTE PARTICIPATION ONLY

**Thursday, November 4, 2021
12:30 p.m. – 2:00 p.m.**

To Watch or View Only:

<http://scag.ca.gov/RCLiveStream>

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/249187052>

To Attend and Participate by Phone:

**Call-in Number: 1-669-900-6833
Meeting ID: 249 187 052**

***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. **In Writing:** Submit written comments via email to: ePublicComment@scag.ca.gov by 5pm on Wednesday, November 3, 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, November 3, 2021 will be announced and included as part of the official record of the meeting.

2. **In Real Time:** If participating in real time via Zoom or phone, during the Public Comment Period, 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.

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.

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Instructions for Participating in the Meeting

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

To Watch a “View-Only” Live Stream (for those who do not desire to offer public comments): Click the following link: <http://scag.ca.gov/RCLiveStream>

To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/249187052>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

To Listen and Provide Verbal Comments by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 249 187 052**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press *9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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RC - Regional Council *Members – November 2021*

1. **Hon. Clint Lorimore**
President, Eastvale, RC District 4
2. **Hon. Jan C. Harnik**
1st Vice President, RCTC Representative
3. **Sup. Carmen Ramirez**
2nd Vice President, Ventura County
4. **Hon. Rex Richardson**
Imm. Past President, Long Beach, RC District 29
5. **Hon. Cindy Allen**
Long Beach, RC District 30
6. **Hon. Adele Andrade-Stadler**
Alhambra, RC District 34
7. **Hon. Sean Ashton**
Downey, RC District 25
8. **Hon. Phil Bacerra**
Santa Ana, RC District 16
9. **Hon. Kathryn Barger**
Los Angeles County
10. **Hon. Megan Beaman-Jacinto**
Coachella, RC District 66
11. **Hon. Ben Benoit**
Air District Representative
12. **Hon. Elizabeth Becerra**
Victorville, RC District 65
13. **Hon. Bob Blumenfield**
Los Angeles, RC District 50
14. **Hon. Mike Bonin**
Los Angeles, RC District 58
15. **Hon. Drew Boyles**
El Segundo, RC District 40

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- 16. Hon. Art Brown**
Buena Park, RC District 21
- 17. Hon. Lorrie Brown**
City of Ventura, RC District 47
- 18. Hon. Wendy Bucknum**
Mission Viejo, RC District 13
- 19. Hon. Joe Buscaino**
Los Angeles, RC District 62
- 20. Hon. Juan Carrillo**
Palmdale, RC District 43
- 21. Hon. Michael Carroll**
Irvine, RC District 14
- 22. Hon. Gilbert Cedillo**
Los Angeles, RC District 48
- 23. Hon. Letitia Clark**
Tustin, RC District 17
- 24. Hon. Jonathan Curtis**
La Canada Flintridge, RC District 36
- 25. Hon. Kevin de León**
Los Angeles, District 61
- 26. Hon. Steve DeRuse**
La Mirada, RC District 31
- 27. Hon. Paula Devine**
Glendale, RC District 42
- 28. Hon. Diane Dixon**
Newport Beach, RC District 15
- 29. Hon. Margaret Finlay**
Duarte, RC District 35
- 30. Hon. Alex Fisch**
Culver City, RC District 41
- 31. Hon. Eric Garcetti**
Member-at-Large

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- 32. Hon. James Gazeley**
Lomita, RC District 39
- 33. Sup. Curt Hagman**
San Bernardino County
- 34. Hon. Ray Hamada**
Bellflower, RC District 24
- 35. Hon. Marqueece Harris-Dawson**
Los Angeles, RC District 55
- 36. Hon. Mark Henderson**
Gardena, RC District 28
- 37. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 38. Hon. Peggy Huang**
TCA Representative
- 39. Hon. Mike Judge**
VCTC Representative
- 40. Hon. Joe Kalmick**
Seal Beach, RC District 20
- 41. Hon. Kathleen Kelly**
Palm Desert, RC District 2
- 42. Hon. Paul Koretz**
Los Angeles, RC District 52
- 43. Hon. Paul Krekorian**
Los Angeles, RC District 49
- 44. Hon. John Lee**
Los Angeles, RC District 59
- 45. Randall Lewis**
Business Representative, Non-Voting Member
- 46. Hon. Patricia Lock Dawson**
Riverside, RC District 68
- 47. Hon. Steven Ly**
Rosemead, RC District 32

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- 48. Hon. Marisela Magana**
Perris, RC District 69
- 49. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 50. Hon. Jorge Marquez**
Covina, RC District 33
- 51. Hon. Ray Marquez**
Chino Hills, RC District 10
- 52. Hon. Nury Martinez**
Los Angeles, RC District 53
- 53. Hon. Andrew Masiel**
Tribal Govt Regl Planning Board Representative
- 54. Hon. Larry McCallon**
Highland, RC District 7
- 55. Hon. Marsha McLean**
Santa Clarita, RC District 67
- 56. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 57. Hon. Fred Minagar**
Laguna Niguel, RC District 12
- 58. Sup. Holly Mitchell**
Los Angeles County
- 59. Hon. Maria Nava-Froelich**
ICTC Representative
- 60. Hon. Frank Navarro**
Colton, RC District 6
- 61. Hon. Kim Nguyen**
Garden Grove, RC District 18
- 62. Hon. Mitch OFarrell**
Los Angeles, RC District 60
- 63. Hon. Trevor O'Neil**
Anaheim, RC District 19

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- 64. Sup. Luis Plancarte**
Imperial County
- 65. Hon. David Pollock**
Moorpark, RC District 46
- 66. Hon. Michael Posey**
Huntington Beach, RC District 64
- 67. Hon. Curren Price**
Los Angeles, RC District 56
- 68. Hon. Randall Putz**
Big Bear Lake, RC District 11
- 69. Hon. Nithya Raman**
Los Angeles, RC District 51
- 70. Hon. Mark Ridley-Thomas**
Los Angeles, RC District 57
- 71. Hon. Deborah Robertson**
Rialto, RC District 8
- 72. Hon. Monica Rodriguez**
Los Angeles, RC District 54
- 73. Hon. Ali Saleh**
Bell, RC District 27
- 74. Hon. Tim Sandoval**
Pomona, RC District 38
- 75. Hon. Rey Santos**
Beaumont, RC District 3
- 76. Hon. Zak Schwank**
Temecula, RC District 5
- 77. Hon. David J. Shapiro**
Calabasas, RC District 44
- 78. Hon. Tim Shaw**
OCTA Representative
- 79. Hon. Marty Simonoff**
Brea, RC District 22

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- 80. Hon. Jose Luis Solache**
Lynwood, RC District 26

- 81. Sup. Karen Spiegel**
Riverside County

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

- 83. Hon. Cheryl Viegas-Walker**
El Centro, RC District 1

- 84. Sup. Donald Wagner**
Orange County

- 85. Hon. Alan Wapner**
SBCTA Representative

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

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REGIONAL COUNCIL AGENDA

Southern California Association of Governments
Remote Participation Only
Thursday, November 4, 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, November 3, 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, November 3, 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 is five (5) minutes. However, the presiding officer retains discretion to extend the 5-minute general comment period so that all members of the public desiring to speak may do so.

ACTION ITEM

1. Findings to Continue Holding Virtual Regional Council and Committee Meetings Under AB 361
(Ruben Duran, BB&K Board Counsel)

RECOMMENDED ACTION:

That the Regional Council (RC): (1) ratify the prior action of the Executive/Administration Committee taken at its November 3, 2021 meeting relating to findings made pursuant to Government Code Section 54953(e)(3); (2) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the RC has reconsidered the circumstances of the state of emergency and (iii) state and local

officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (3) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the RC, EAC and all committees and task forces established by the RC or SCAG's Bylaws, to utilize remote teleconference meetings for a period of thirty (30) days pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e).

2. Last Mile Freight Program: Phase 1 Selected Projects & Contingency List
(Scott Strelecki, Senior Regional Planner)

RECOMMENDED ACTION:

Approve the Last Mile Freight Program Phase 1 Selected Projects to be awarded \$10 million and, further, that the Contingency List Projects be considered for award should additional funding become available through the Mobile Source Air Pollution Reduction Review Committee.

CONSENT CALENDAR

Approval Items

3. Minutes of the Meeting – October 7, 2021
4. Approval for Additional Stipend Payments
5. Resolution No. 21-637-1 Authorizing Acceptance One-Time Funds from the CA Workforce Development Board for Implementation of the Inclusive Economic Recovery Strategy
6. Resolution 21-637-2 Connect SoCal CEQA Addendum No. 2 to Programmatic Environmental Impact Report (State Clearinghouse No. 2019011061)
7. Resolution No. 21-637-3 Adoption of Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05
8. Amending Contract Greater Than 30% of the Contract's Original Value: Bench Contract No. 19-052-C01 through C10 Information Technology (IT) Application Development and Support
9. Amending Contract Greater Than 30% of the Contract's Original Value and \$75,000: Contract No. 20-002-C01, with Best Best & Krieger LLP for Board Counsel Services and as Needed Litigation Services

Receive and File

10. November 2021 State and Federal Legislative Update



11. Orange County Equity Map and Social Progress Index

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

13. CFO Monthly Report

INFORMATION ITEM

14. Assessing the Potential Impacts of Senate Bill 9 on Housing Supply
(Kome Ajise, Executive Director)

BUSINESS REPORT

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

PRESIDENT'S REPORT

(The Honorable Clint Lorimore, President)

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
November 4, 2021

To: Executive/Administration Committee (EAC)
Regional Council (RC)
From: Michael Houston, Director of Legal Services/Chief Counsel
(213) 630-1467, houston@scag.ca.gov
Subject: Findings to Continue Holding Virtual Regional Council and Committee
Meetings Under AB 361

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EAC:

That the Executive Administration Committee (EAC), on behalf of the Regional Council (RC): (1) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the EAC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (2) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the EAC, RC and all committees and task forces established by the RC or SCAG's Bylaws, to utilize remote teleconference meetings for a period of thirty (30) days pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e).

RECOMMENDED ACTION FOR RC:

That the Regional Council (RC): (1) ratify the prior action of the Executive/Administration Committee taken at its November 3, 2021 meeting relating to findings made pursuant to Government Code Section 54953(e)(3); (2) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the RC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (3) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the RC, EAC and all committees and task forces established by the RC or SCAG's Bylaws, to utilize remote teleconference meetings for a period of thirty (30) days pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On March 4, 2020, Governor Newsom issued a Proclamation of State of Emergency pursuant to Government Code Section 8625 in relation to the COVID-19 public health crisis. Thereafter, Governor Newsom issued Executive Orders N-29-20 and N-08-21. These executive orders suspended specific provisions in the Brown Act relating to teleconferencing/videoconferencing and provided flexibility to public agencies in conducting meetings to protect the public from transmission of the virus, while maintaining openness and transparency. These Executive Orders expired as of September 30, 2021. Recent urgency legislation was enacted amending the Brown Act to add Government Code section 54953(e) (hereafter, "Section 54953(e)"). Section 54953(e) allows legislative bodies to conduct remote/teleconferenced meetings without posting the location of teleconferenced meeting sites or making such sites available to the public (as is required by Section 54953(b)(3)), provided that certain conditions facilitating "real time" public participation and other requirements are satisfied. SCAG's Regional Council Policy Manual permits the holding of remote and teleconferenced meetings in the manner permitted by Section 54953(e).

The EAC, SCAG's Policy Committees and the RC met on October 6 and 7, 2021, respectively, pursuant to Section 54953(e), subdivision (1)(A). SCAG's legislative bodies may continue meeting pursuant to Section 54953(e) provided that certain findings are made periodically (not later than 30 days after the first meeting under Section 54953(e) and every 30 days thereafter). Further, to continue meeting in such manner, the meetings must be held pursuant to the requirements of subdivision (e) of Section 54953.

Findings, as provided in this staff report, can be made to continue meeting remotely. Action by the EAC and RC would facilitate and authorize all of SCAG's legislative bodies (the RC, EAC, Policy Committees, other committees and task forces) to continue utilizing teleconference/videoconference meetings for a thirty-day period. Further continuation of this practice would require the EAC and/or RC to reconsider the then-current circumstances and make findings accordingly.

BACKGROUND:

On January 31, 2020, the United States Secretary of Health and Human Services declared a public health emergency based on the threat cause by COVID-19. The President of the United States issued a Proclamation Declaring a National State of Emergency Concerning COVID-19 beginning March 1, 2020. Thereafter, in response to COVID-19, the Governor of California issued a Proclamation of State of Emergency pursuant to Government Code Section 8625 in relation to the

COVID-19 public health crisis on March 4, 2020. This proclamation has not been repealed or rescinded and a state of emergency continues to be declared in California with respect to COVID-19.

Following the March 2020 state of emergency declaration, Governor Newsom issued Executive Orders N-29-20 and N-08-21. These executive orders suspended specific provisions in the Brown Act relating to teleconferencing/videoconferencing and provided flexibility to public agencies as a means of protecting the public from transmission of the virus, while maintaining openness and transparency. These Executive Orders expired on September 30, 2021. Recent urgency legislation, Assembly Bill 361 (AB 361), was enacted to amend the Brown Act Brown Act's teleconferencing provisions. AB 361 adds Section 54953(e).

Section 54953(e) allows legislative bodies to meet virtually without posting the remote meeting locations and without providing public access at such locations (as is generally required by section 54953(b)(3)), provided there is a state of emergency, and either (1) state or local officials have imposed or recommended measures to promote social distancing or (2) the legislative body determines by majority vote that meeting in person would present imminent risks to the health and safety of attendees. Additionally, Section 54953(e) imposes transparency requirements to the management of remote and teleconference public meetings held under this section. Specifically, Section 54953(e) imposes two new requirements for remote public meetings:

1. Public agencies hosting teleconference meetings pursuant to Section 54953(e) in lieu of traditional in-person or teleconferenced meetings must permit direct "real time" public comment during the teleconference, and must leave open the opportunity for public comment until the comment period is closed during the ordinary course of the meeting. The opportunity to make public comment must be of a sufficient duration to allow actual public participation.
2. Any action by the governing body during a public teleconference meeting held under Section 54953(e) must occur while the agency is actively and successfully broadcasting to members of the public through a call-in option or an internet-based service option. If a technical disruption within the agency's control prevents members of the public from either viewing the meeting of the public agency, or prevents members of the public from offering public comment, the agency must cease all action on the meeting agenda until the disruption ends and the broadcast is restored.

SCAG has been successfully implementing the noted requirements for conducting public meetings in compliance with the prior executive orders and Section 54953(e). As a result, no change of the currently established procedures is required. Teleconference accessibility via call-in option or an internet-based service option (via the Zoom Webinars platform) is listed on the published agenda for each meeting of SCAG legislative bodies, and on SCAG's website. Further, SCAG provides access for public comment opportunities in real time at the time noted on the agenda.

The EAC and SCAG's Policy Committees and the RC met on October 6 and 7, 2021, respectively, pursuant to the newly enacted provisions in Government Code section 54953(e)(1)(A). Likewise, the Audit Committee and Emerging Technologies Committee met October 20th and 28th (respectively) in compliance with Section 54953(e)(1)(A). During each meeting, counsel advising these bodies read into the record the basis for meeting in this manner – namely that a declared state of emergency existed and County of Los Angeles Public Health Department currently imposes or recommends a variety of social distancing measures (such as recommendations to avoid crowded indoor spaces and to maintain six feet of social distancing, especially in cases where, as is the case here, the vaccination status of persons outside your household is unknown).

SCAG's legislative bodies may continue meeting pursuant to Section 54953(e) if certain findings are made periodically (not later than every 30 days) and provided, further, that such meetings continue to be held pursuant to the requirements of subdivision (e) of Section 54953. The required findings include: (1) the legislative body has reconsidered the circumstances of the state of emergency and (2) that either (i) state or local officials continue to recommend measures to promote social distancing or (ii) an in-person meeting would constitute an imminent risk to the safety of attendees. The findings can be made by motion of the legislative body, so long as there is record demonstrating the findings as, for instance, may be included in a staff report.

SCAG's Regional Policy Manual permits holding teleconference/videoconference meetings and permits the President to waive certain requirements in the Policy Manual where state law permits such waiver. Likewise, SCAG's Bylaws authorize the EAC to make decisions and take actions binding on SCAG if such decisions or actions are necessary prior to the next regular meeting of the Regional Council. (Art. V.C(3)(a).) Given the meetings of some SCAG committees occur before the next regularly scheduled RC meeting, staff's recommendation described above includes both EAC action to make the findings contained in this staff report and RC ratification of these findings by its own action.

If the findings below are made by the EAC and ratified/made by the RC, as permitted by Section 54953(e), all SCAG legislative bodies (i.e., the RC, EAC, Policy Committees and other SCAG committees and task forces) are authorized to meet pursuant to the Section 54953(e) for thirty days from such action. Further continuation beyond this period would require the EAC and/or RC to reconsider the then-current circumstances.

FINDINGS:

The recommendations in this staff report are based on the following facts and findings, made pursuant to Government Code Section 54953(e)(3), which are incorporated into the recommended action taken by the EAC and RC, as noted above:

1. The EAC and RC have reconsidered the circumstances of the state of emergency initially declared by the Governor on March 4, 2020, pursuant to section 8625 of the California Emergency Services Act, relating to the COVID-19 public health crisis and find that the declaration remains in effect. The continuation of virtual meetings will allow for full participation by members of the public, while social distancing recommendations remain in effect, and will facilitate the purposes of such social distancing recommendations by preventing large crowds from congregating at in indoor facilities for extended periods of time. Given that the vaccination status of meeting participants (including members of the public) is not known, it is prudent to use caution in protecting the health of the public, SCAG's employees and its membership where, as here, adequate virtual means exist to permit the meeting to occur by teleconference/videoconference with the public being afforded the ability to comment in real time.
2. The EAC and RC find that state and local officials continue to impose or recommend measures to promote social distancing. The Department of Industrial Relations' issuance of COVID-19 Prevention regulations through Title 8 of the California Code of Regulations, section 3205 *et seq.*, includes informing employees that masking and social distancing in the workplace are most effective when used in combination because particles containing the virus can travel more than six feet. Further the Los Angeles County Department of Public Health continues to recommend measures to promote social distancing, including recommendations to avoid crowded indoor spaces and to maintain six feet of social distancing, especially in cases where the vaccination status of persons outside a person's household is unknown. Finally, SCAG's primary offices and its regional offices remain closed to the public in relation to the COVID-19 emergency declaration.

CONCLUSION:

Staff recommends the actions described above be taken based on the findings contained in this staff report. Should further remote meetings pursuant to Section 54953(e) be warranted, the EAC and/or RC are required to reconsider the circumstances and make findings to continue holding meetings in this manner.

FISCAL IMPACT:

None.



Southern California Association of Governments
Remote Participation Only
November 4, 2021

To: Transportation Committee (TC)
Regional Council (RC)
From: Scott Strolecki, Senior Regional Planner
(213) 236-1893, strolecki@scag.ca.gov

EXECUTIVE DIRECTOR'S
APPROVAL

Subject: Last Mile Freight Program: Phase 1 Selected Projects & Contingency List

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council approve the Last Mile Freight Program Phase 1 Selected Projects to be awarded \$10 million and, further, that the Contingency List Projects be considered for award should additional funding become available through the Mobile Source Air Pollution Reduction Review Committee.

RECOMMENDED ACTION FOR RC:

Approve the Last Mile Freight Program Phase 1 Selected Projects to be awarded \$10 million and, further, that the Contingency List Projects be considered for award should additional funding become available through the Mobile Source Air Pollution Reduction Review Committee.

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:

SCAG has partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish the Last Mile Freight Program, serving as the implementor of the program through a sole source contract totaling \$10 million in available funds to award. The LMFP is a component of a broader MSRC Regional Goods Movement Program.

Per the executed Work Program Contract, the SCAG Transportation Committee and Regional Council, as well as the MSRC Technical Advisory Committee (TAC) and MSRC are tasked with approving the LMFP Phase 1 Selected Projects. Upon the closing of the Call-for-Projects for the LMFP in October, SCAG received 40 applications totaling \$46.5 million in funding award requests, and \$146.5 million in total project cost. The LMFP Review Panel reviewed all applications to determine the recommended and contingency projects for funding award. The MSRC TAC Last Mile Subcommittee has confirmed the Review Panel’s determination for recommendation.

Staff is seeking Transportation Committee recommendation for Regional Council approval and approval from the Regional Council at the November 4, 2021, meetings.

BACKGROUND:

As part of SCAG's Connect SoCal (2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy), the Accelerated Electrification and Clean Transportation strategy is a Key Connection of the Plan, seeking to de-carbonize or electrify vehicles including those within goods movement. The Last Mile Freight Program (LMFP) serves as an initial step towards implementing freight-related clean vehicles/equipment and infrastructure to support cleaner air goals. The focus on last mile freight operations is particularly significant as trucks serving the regional distribution market constitute nearly 90 percent of total truck trips in the region. Through the LMFP, there is a great opportunity to scale efforts more broadly to achieve long-term implementation of emissions reductions.

SCAG is serving as the implementor of the LMFP through a sole source contract with the MSRC, developing a two-phased approach as follows:

- Phase 1: Establish call-for-projects process, focusing on the procurement and commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy and/or medium duty on road trucks (can include ZE/NZE equipment and supporting infrastructure).
- Phase 2: Conduct robust outreach to expand Phase 1 projects and coordinate with both public and private sector stakeholders to deploy broader innovative technologies currently being demonstrated by leading last mile delivery companies, particularly in e-commerce use-cases.

At the SCAG Transportation Committee and Regional Council meetings on November 5, 2020, the LMFP Program Guidelines were approved, pending the execution of a Work Program Contract with the MSRC/South Coast Air Quality Management District (AQMD). The MSRC TAC and MSRC recommended and approved the LMFP Program Guidelines on November 5, and 19, 2020. Since then, SCAG staff have worked in partnership with the MSRC in executing the Work Program Contract, which was completed May 5, 2021. Concurrently, SCAG staff finalized all the materials and resources in preparation for the official launch of the LMFP Call-for-Projects, that commenced on May 10, 2021. To attract a diverse array of project applicants and to encourage participation across the four counties within the South Coast Air Basin (Los Angeles, Orange, Riverside, and San Bernardino), SCAG staff in coordination with the MSRC engaged in a multi-faceted outreach process. Outreach activities throughout the Phase 1 Call-for-Projects included a regionwide workshop on May 18, 2021, email announcements and outreach to public and private entities, and targeted communication with business and trade associations.

A Review Panel including both SCAG, the California Energy Commission, and the California Air Resources Board staff was established to perform application review and to rank the projects based on the approved LMFP Program Guidelines evaluation criteria for funding award and contingency purposes. Upon the closing of the Call-for-Projects for the LMFP in October, SCAG received 40 applications totaling \$46.5 million in funding award requests, and \$146.5 million in total project cost. During the Call-for-Projects that was initiated May 10, 2021, and closed July 14, 2021, \$8.3 million was requested by applicants and the remaining \$38.2 million was requested during the Call-for-Projects re-opening from August 12, 2021, through October 6, 2021. Due to the LMFP being substantially oversubscribed, it was determined by the Review Panel that a contingency list be developed in rank order for consideration should further funding become available through the MSRC Regional Goods Movement Program.

The Review Panel's determinations were presented to the MSRC TAC Last Mile Subcommittee. The MSRC TAC Last Mile Subcommittee confirmed the Review Panel's determination and recommended that the Selected Projects be awarded \$10 million, and Contingency List Projects be considered for further funding availability through the MSRC. The LMFP Phase 1 Selected Projects List for \$10 million and Contingency Project List are included as Attachment 1. Upon recommendation and approval by the MSRC TAC and MSRC for the LMFP Phase 1 Selected Projects List for \$10 million, SCAG LMFP staff will provide award letters to applicants and initiate the risk assessment and Memorandum of Understanding (MOU) negotiation process for each project.

FISCAL IMPACT:

Work associated with this item is included in the FY 2020-21 Overall Work Program (OWP) budget under project number 22-315.4898.01, Last Mile Freight Program.

ATTACHMENT(S):

1. Attachment 1_Phase 1 Selected Projects and Contingency List_Final_10272021
2. PowerPoint Presentation - LMFP Phase 1 Selected Projects and Contingency List

Last Mile Freight Program: Phase 1 Selected Projects and Contingency List

Table 1: Last Mile Freight Program: Phase 1 Selected Projects

Business Size	Project Title & Business Name	Project Rank	Project Score	Award Funds	Cumulative Award Funds Total
LMFP Phase 1: Initial Call-for-Projects					
Large	Accelerating Zero Emissions Last Mile Freight in the South Coast Air Basin /Quality Custom Distribution	1	84	\$4,184,000	\$4,184,000
Large	Franklin HES / Heritage Environmental Services LLC	2	80	\$2,091,952	\$6,275,952
Small	Independent Owner-Operator	3	68	\$70,000	\$6,345,952
Small	Independent Owner-Operator	4	67	\$77,500	\$6,423,452
Small	Independent Owner-Operator	5	66	\$77,500	\$6,500,952
Small	Independent Owner-Operator	5	66	\$387,500	\$6,888,452
Small	Independent Owner-Operator	7	65	\$77,500	\$6,965,952
Small	Independent Owner-Operator	7	65	\$77,500	\$7,043,452
Small	Independent Owner-Operator	9	64	\$70,000	\$7,113,452
Small	Independent Owner-Operator	9	64	\$70,000	\$7,183,452
Small	Independent Owner-Operator	9	64	\$77,500	\$7,260,952
Small	Independent Owner-Operator	9	64	\$70,000	\$7,330,952
Small	Independent Owner-Operator	9	64	\$70,000	\$7,400,952
Small	Independent Owner-Operator	9	64	\$77,500	\$7,478,452
Small	Independent Owner-Operator	9	64	\$70,000	\$7,548,452
Small	Independent Owner-Operator	16	63	\$62,100	\$7,610,552
Small	Independent Owner-Operator	17	62	\$70,000	\$7,680,552
Small	Independent Owner-Operator	17	62	\$70,000	\$7,750,552
Small	Independent Owner-Operator	17	62	\$70,000	\$7,820,552
Small	Independent Owner-Operator	17	62	\$70,000	\$7,890,552
Small	Independent Owner-Operator	17	62	\$70,000	\$7,960,552
Small	Independent Owner-Operator	17	62	\$70,000	\$8,030,552
Small	Independent Owner-Operator	23	61	\$70,000	\$8,100,552
Small	Independent Owner-Operator	23	61	\$70,000	\$8,170,552
Small	Independent Owner-Operator	25	60	\$70,000	\$8,240,552
Small	Independent Owner-Operator	25	60	\$70,000	\$8,310,552
LMFP Phase 1: Re-Opened Call-for-Projects					
Small	WattEV HD Battery Electric Truck Deployment: Enabling Equitable Electrification / Watt EV*	1	86	\$1,689,448	\$10,000,000

*The WattEV project total award request was \$3 million - \$1.689 million has been recommended to be included within the \$10 million overall award.

Last Mile Freight Program: Phase 1 Selected Projects and Contingency List

Table 2: Last Mile Freight Program: Phase 1 Contingency List

Business Size	Project Title & Business Name	Project Rank	Project Score	Award Funds Requested	Cumulative Award Funds Requested Total
LMFP Phase 1: Re-Opened Call-for-Projects					
Small	WattEV HD Battery Electric Truck Deployment: Enabling Equitable Electrification / Watt EV*	1	86	\$1,310,552	\$1,310,552
Large	Good to the Last Dropoff – Sysco's Zero Emission Last Mile Freight Initiative / Sysco Corporation	2	85	\$3,557,500	\$4,868,052
Large	MHX Last-Mile Zero-Emission Trucking Project / MHX, LLC	3	84	\$3,165,628	\$8,033,680
Large	Penske Accelerated Electrification of Last Mile Freight Operations / Penske Logistics, LLC	4	83	\$790,786	\$8,824,466
Small	GLI Electrification / Gonzalez Logistics, Inc.	5	80	\$5,000,000	\$13,824,466
Small	Expanding Access and Scaling Electrification (EASE) for Small Fleets / Zeem Solutions	6	79	\$5,000,000	\$18,824,466
Large	New Bern Buena Park Electrification Project / PepsiCo	6	79	\$5,000,000	\$23,824,466
Large	West Group Logistics Near-Zero Truck Acquisition / West Group Logistics, LLC	8	78	\$1,750,850	\$25,575,316
Large	Fluid Truck Last Mile Freight Emission Reduction Project in the South Coast Air Basin / Fluid Truck Share	9	76	\$5,000,000	\$30,575,316
Large	LMFP Project / Navistar Inc.	10	75	\$609,420	\$31,184,736
Large	Zero Emission Nitrogen (“ZEN”) Project / McLane Company, Inc.	10	75	\$1,225,000	\$32,409,736
Large	Vernon California HD NZE Deployment / UPS	10	75	\$1,110,000	\$33,519,736
Small	Independent Owner-Operator	13	69	\$62,000	\$33,581,736
Small	Project Chiru 150 / Blue Pacifica Logistics LLC	14	67	\$2,937,446	\$36,519,182

*The WattEV project total award request was \$3 million - the \$1.3 million reflects the balance remaining after initial award.

SCAG Transportation Committee

Last Mile Freight Program: Phase 1 Selected Projects & Contingency List

Scott Strelecki, Senior Transportation Planner
Mobility Planning and Goods Movement Dept.
November 4, 2021

www.scag.ca.gov



Last Mile Freight Program



SCAG is serving as the implementor for the last mile component of the MSRC Goods Movement Program

- Goal: Achieve cost-effective emissions reduction of criteria air pollutants from last mile freight operations

SCAG has established a **two-phased** approach as follows:

- **Phase 1:** call-for-projects, focusing on the purchase and commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy and/or medium duty on road trucks (including ZE/NZE equipment and supporting infrastructure) – **\$10 million**
- **Phase 2:** conduct robust outreach to expand Phase 1 projects and coordinate with both public and private sector stakeholders to deploy broader innovative technologies currently being demonstrated by leading last mile delivery companies, particularly in e-commerce use-cases – **\$5 million**

Phase 1 – Approach

Investment Thesis

- The Right Problem(s) at the Right Time
- Critical Barriers
- Measuring Success

Investment Impacts

- Long Term Impacts for Both Air Quality and Economy
- Last-Mile Cost Reduction Benefits
- Business Path Direction Change
- Transformation of Industry for the Region/Nation

Investment Targets

- Award Amount(s)
- Project Scalability
- Match/Cost Share
- Vehicle Procurement



Phase 1 – Goals



Phase 1 – Statement of Work

- Task I – Development of Program Guidelines/Issuance of Call-for-Projects.
- Task II – Screening and Selection of Projects.
- Task III – Project Implementation.
- Task IV – Evaluation and Report.

Phase 1 – Program Guidelines Award Information

TOTAL FUNDING



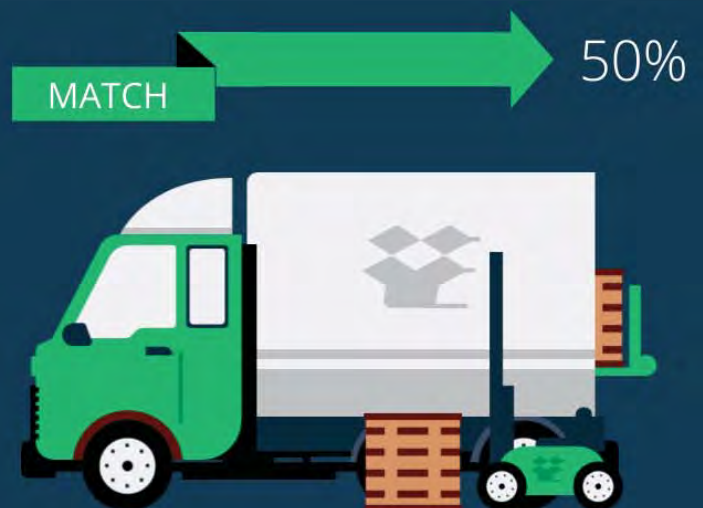
\$10,000,000

PROVIDED BY THE
MOBILE SOURCE
REDUCTION
REVIEW
COMMITTEE

FUNDING MAXIMUM



\$5,000,000
PER PROJECT



Phase 1 – Program Guidelines Eligibility Information

In order for the project to be eligible, applicant must meet the following requirements:



LOCATION WITHIN SCAQMD AIR BASIN



PROJECT MUST BE COMPLETE BY JUNE 30, 2023- INCLUDING MANDATORY SIX MONTH OPERATIONAL PERIOD



PROJECT MUST BE OPERATIONAL FOR SIX MONTHS



CLEAR LINKAGE BETWEEN PROJECT AND AIR QUALITY IMPROVEMENT

Phase 1 – Program Guidelines Evaluation Criteria

Project Summary (30 points)

- Clear advancement of emissions reductions
- Specifics of ZE/NZE technologies and commercial deployment
- Innovative with competitive advantages over conventional technologies

Project Readiness and Implementation (30 points)

- Addresses critical barriers
- Qualifications/experience equate to successful completion of the project
- Aggressive but achievable schedule

Funding Request and Cost Effectiveness (40 points)

- Lower cost of operations/maintenance and/or equally competitive
- High benefit-cost score (NOx and PM2.5 reduction/LMFP investment)
- Match funding is documented/verifiable

Phase 1 – Selection Process

Review Panel

- SCAG/MSRC representation
- Primary purpose to review and rank applications independently based on approved Program Guidelines evaluation criteria
- Debrief meetings to make determinations

MSRC TAC Last Mile Subcommittee

- Comprised of members from the MSRC TAC to specifically convene on last mile program needs
- Primary purpose to recommend determinations from the Review Panel for policy committee consideration

SCAG/MSRC Policy Committee Meetings

- Includes SCAG TC/RC and MSRC TAC/MSRC
- Primary purpose to consider recommendations for approval

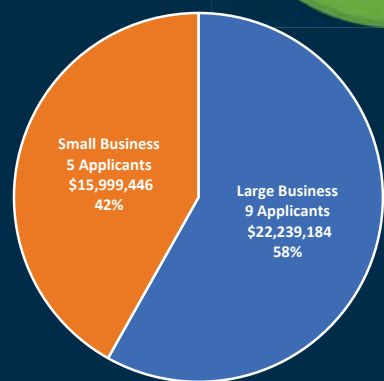
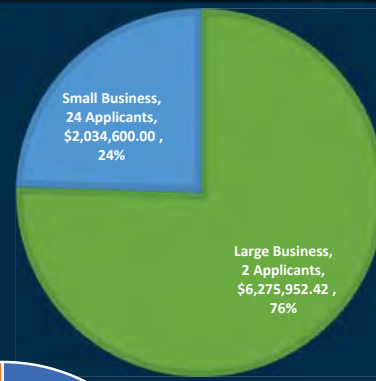
Phase 1 – Call-for-Projects

Initial Call-for-Projects

- May 10, 2021 – July 14, 2021
- May 18, 2021, Call-for-Projects Application Workshop
- Outreach efforts
- 26 applications received
- Total funding award request – \$8.3 million

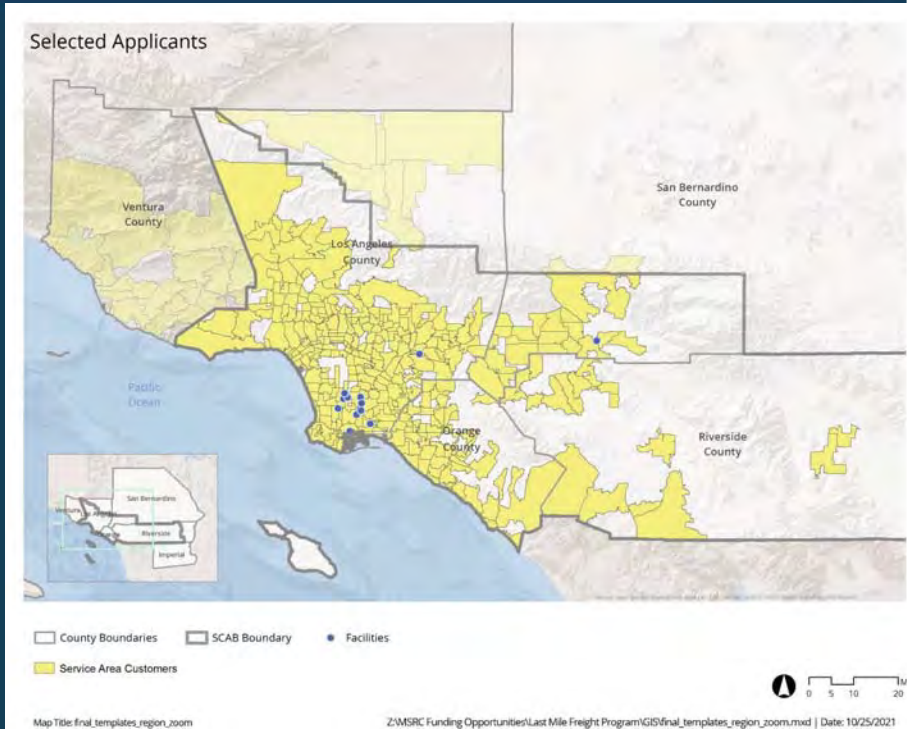
Re-Opened Call-for-Projects

- August 12, 2021 – October 6, 2021
- Outreach efforts
- 14 applications received
- Total funding award request – \$38.2 million



Phase 1 – Selected Projects and Contingency List

- Selected Projects
 - 27 totaling \$10 million in funding award
 - BEV/NG projects
 - Geographic diversity throughout air basin
- Contingency List
 - 14 projects included
 - All meritorious projects



Project Profile: Accelerating Zero Emissions Last Mile Freight in the South Coast Air Basin – Quality Custom Distribution – \$4.2 million requested / \$20.6 million project total

- QCD operates 70 delivery vehicles serving commercial accounts such as Starbucks and Chick-Fil-A
- Project will serve Los Angeles and Orange County
- Will replace 30 Class 8 heavy duty diesel trucks with Volvo VNR electric tractors
- Will install 16 184 kW DC fast chargers
- QCD will construct a microgrid that will manage charging, levels demand peaks, and powers QCD’s entire operation during public safety power shutoffs



Project Profile: Franklin_HES – Heritage Environmental Services LLC – \$2.1 million requested / \$4.2 million project total

- Heritage Environmental Services (HES) is a privately-held business, focusing on waste management solutions
- HES serves customers in Los Angeles, Orange, Riverside, and San Bernardino
- HES will partner with Lion Electric to procure three vehicles: one Class 6 box truck, one Class 8 straight truck, and one Class 8 tractor truck
- Will install five chargers: Three Charge Max 180kW, 2XCCS1, and two Powerchoice 175HP
- \$2.1 million cash match (50%)

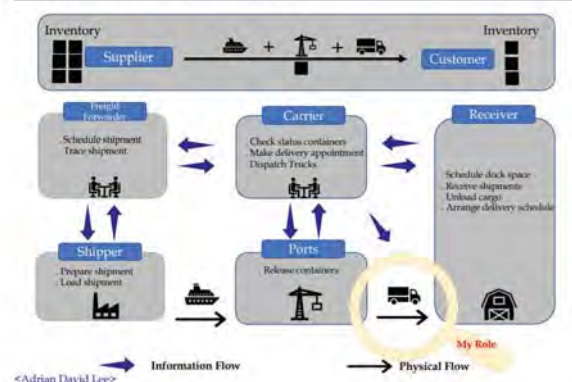


Project Profile: Replace Class 8a Old Diesel Trucks with NZE Trucks – \$2 million requested / \$6.7 million project total

- 24 owner-operators focusing on replacing Diesel Class 8a drayage trucks with Freightliner’s natural gas model
- All applications submitted under the same format by one consultant
- 23 applicants are looking to replace a single vehicle – One applicant is looking to replace five vehicles
- Average amount of funding requested per vehicle – \$72.7K

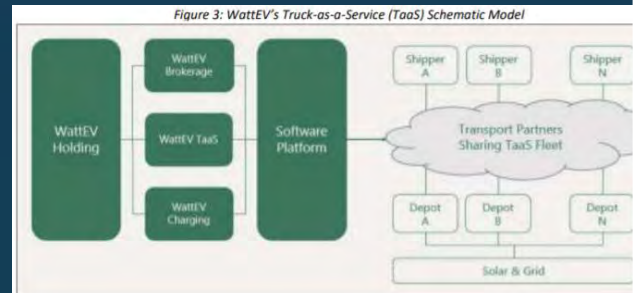


High Level Map for Truck Driver



Project Profile: Enabling Equitable Electrification – WattEV – \$3 Million Requested / \$15.6 Million Project Total

- Will procure and deploy 20 Class 8 Volvo battery electric trucks and establish two public charging sites in Los Angeles and San Bernardino County
 - LMFP funds are requested for vehicle procurement exclusively
- Includes partnership with Total Transportation Services Inc. (TTSI) and Penske Truck Leasing
- Truck as a Service (TaaS) business model – combines equipment reliability and charging access at a fixed cost to customers based on daily usage and miles driven, or fixed price per scheduled routes
- Budgeted \$4.8 million of their own cash as match (31%) – Nearly 5:3 cash to grant funding
 - Other sources: Carl Moyer (29% – Pending), HVIP (18% – Secured), & SCE Infrastructure (3% – Reserved)



Volvo VNR Electric Specifications	
Weight Class	Class 8 Heavy-Duty
Power	340kW/455hp/4,051 lb.-ft peak output torque
Battery Capacity	565 kWh
Charge Rate	250kW Direct Current (DC)
Braking Energy	5-15% regeneration depending on cycle
Top Speed	65 mph

Transportation Committee Recommendation

- Recommend that the Regional Council approve the Last Mile Freight Program Phase 1 Selected Projects to be awarded \$10 million; and that the Contingency List Projects be considered for award should additional funding become available through the MSRC



Questions?

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Southern California Association of Governments
Remote Participation Only
November 4, 2021

NO. 636
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, OCTOBER 7 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 (RC) of the Southern California Association of Governments (SCAG) held its regular meeting virtually (telephonically and electronically), given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A). A quorum was present.

Members Present

Hon. Clint Lorimore, President	<i>Eastvale</i>	District 4
Hon. Jan Harnik, 1st Vice President		RCTC
Sup. Carmen Ramirez, 2nd Vice President		Ventura County
Hon. Rex Richardson, Imm. Past President	<i>Long Beach</i>	District 29
Supervisor Luis Plancarte		Imperial County
Supervisor Kathryn Barger		Los Angeles County
Supervisor Holly Mitchell		Los Angeles County
Supervisor Don Wagner		Orange County
Supervisor Karen Spiegel		Riverside County
Supervisor Curt Hagman		San Bernardino County
Hon. Maria Nava-Froelich		ICTC
Hon. Tim Shaw		OCTA
Hon. Alan Wapner		SBCTA
Hon. Peggy Huang		TCA
Hon. Mike T. Judge		VCTC
Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
Hon. Kathleen Kelly	<i>Palm Desert</i>	District 2
Hon. Rey Santos	<i>Baumont</i>	District 3
Hon. Zak Schwank	<i>Temecula</i>	District 5



Hon. Larry McCallon	<i>Highland</i>	District 7
<u>Members Present – continued</u>		
Hon. Deborah Robertson	<i>Rialto</i>	District 8
Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Randall Putz	<i>Big Bear Lake</i>	District 11
Hon. Fred Minagar	<i>Laguna Niguel</i>	District 12
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Michael Carroll	<i>Irvine</i>	District 14
Hon. Diane Dixon	<i>Newport Beach</i>	District 15
Hon. Phil Bacerra	<i>Santa Ana</i>	District 16
Hon. Leticia Clark	<i>Tustin</i>	District 17
Hon. Kim Nguyen	<i>Garden Grove</i>	District 18
Hon. Trevor O’Neil	<i>Anaheim</i>	District 19
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Art Brown	<i>Buena Park</i>	District 21
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. Ray Hamada	<i>Bellflower</i>	District 24
Hon. Sean Ashton	<i>Downey</i>	District 25
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Cindy Allen	<i>Long Beach</i>	District 30
Hon. Steve De Ruse	<i>La Mirada</i>	District 31
Hon. Jorge Marquez	<i>Covina</i>	District 33
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Alex Fisch	<i>Culver City</i>	District 41
Hon. Juan Carrillo	<i>Palmdale</i>	District 43
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. David Pollock	<i>Moorpark</i>	District 46
Hon. Lorrie Brown	<i>Ventura</i>	District 47
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49/Public Transit Rep.



Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Paul Koretz	<i>Los Angeles</i>	District 52
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Michael Posey	<i>Huntington Beach</i>	District 64
Hon. Elizabeth Becerra	<i>Victorville</i>	District 65
Hon. Megan Beaman Jacinto	<i>Coachella</i>	District 66
<u>Members Present - continued</u>		
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Mr. Randall Lewis	<i>Business Representative</i>	Ex-Officio Member

Members Not Present

Hon. Ben Benoit		Air District Representative
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Steven Ly	<i>Rosemead</i>	District 32
Hon. Jonathan Curtis	<i>La Cañada Flintridge</i>	District 36
Hon. Paula Devine	<i>Glendale</i>	District 42
Hon. Gilbert Cedillo	<i>Los Angeles</i>	District 48
Hon. Nury Martinez	<i>Los Angeles</i>	District 53
Hon. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Mark Ridley-Thomas	<i>Los Angeles</i>	District 57
Hon. Mike Bonin	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Mitch O'Farrell	<i>Los Angeles</i>	District 60
Hon. Kevin de León	<i>Los Angeles</i>	District 61
Hon. Marisela Magana	<i>Perris</i>	District 69
Hon. Eric Garcetti	<i>Los Angeles</i>	Member-at-Large
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.

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, 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
Margaret Sohagi, Special 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 12:31 p.m. and asked First Vice President Jan Harnik, RCTC, to lead the Pledge of Allegiance.

President Lorimore called on Board Counsel Ruben Duran to provide a brief statement regarding AB 361 and the basis for holding teleconference meetings.

Ruben Duran, Board Counsel, read a statement for the record on the basis for holding this meeting pursuant to recent amendments to the Brown Act, noting the current recommended social distancing measures and existing declared state of emergency.

PUBLIC COMMENT PERIOD

President Lorimore opened the Public Comment Period and outlined instructions for public comments. He noted 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 was ten minutes and the public comment period would be held open for at least 10 minutes to afford the public the ability to comment on all items on this agenda.

He reminded the public to submit comments via email to ePublicComment@scag.ca.gov.

Board Counsel Ruben Duran stated public comments received were received by email before and after the deadline and asked the Clerk to confirm.

The Clerk confirmed that no public comments had been received for Agenda Items 2 through 19. However, she did confirm that 42 public comments had been received for the public hearing [Agenda Item 1] and that four public comments had been received after the deadline and would be posted to the website and transmitted to members.

Regional Councilmember Steve Tye, Diamond Bad, District 37, asked President Lorimore if they were going to spend 10 minutes waiting for people to comment. He also asked why they couldn't move public comment to end since there was no one.

President Lorimore deferred to Board Counsel Duran.

Board Counsel Duran noted that SCAG's Bylaws and his role as presiding officer gave him a fair amount of authority over the ordering of the agenda. He further stated that given that they had held this public comment period open for several minutes already and nobody had joined seeking to speak to anything other than Agenda Item 1, it would be within his [the President's] reasonable discretion to move public comment to the end of the meeting.

Chief Counsel Michael Houston noted that they may want to allow for public comment once they move on from Agenda Item 1.

Regional Councilmember Frank Yokoyama, Cerritos, District 23, commented on the public comment period at the Community, Economic and Human Development Committee meeting and legal counsel provided additional information in response.

President Lorimore asked how much time was left for public comment.

The Clerk confirmed they had a little under five minutes remaining.

Seeing no public comment speakers, President Lorimore moved the remaining five minutes of the public comment period to later in the meeting.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

PUBLIC HEARING

President Lorimore opened the Public Hearing on the SoCal Greenprint and he noted that this was a public hearing on the SoCal Greenprint in which the Regional Council would receive comments and consider recommendations by staff on the SoCal Greenprint. He stated that a notice of this hearing and the Regional Council's intent to consider the SoCal Greenprint was posted on September 24th on SCAG's SoCal Greenprint webpage and was distributed. He also reported that a supplemental staff report was transmitted to members to provide refinement and clarification of the recommended action for consideration at the Regional Council meeting. He called on staff to provide an overview of the supplemental staff report.

He provided background and explained the process for the Public Hearing. President Lorimore outlined instructions for public comments.

Executive Director Kome Ajise referenced the agenda packet that was sent to the Regional Councilmembers regarding the recommended actions. He addressed the updates to the Greenprint and noted the engagement with stakeholders before the release of the final tool. He stated that after hearing back from stakeholders, staff updated their recommendation to further engage with policymakers before the release. He noted that staff was recommending that the Regional Council continue the pause and allow staff to develop a white paper by a five-member team to be established by the Board President for advance mitigation. He stated that the original staff report recommended lifting the hold, but the updated recommendation was to continue the hold. He further noted the explicit focus on land use and transportation for cities, counties, and transportation commissions. He stated that staff proposed to remove datasets that were not publicly available and create a prospective tool. He further stated that SCAG would continue to engagement in outreach and return to the Energy and Environment Committee and the Regional Council once the prospective user tool was completed and to provide a report on the white paper. Lastly, he noted that after they receive input from the Energy and Environment Committee and the Regional Council the pause would be removed.

President Lorimore noted the order of presentations at the public hearing as follows: public comments, SCAG staff presentation, questions from the Regional Council to staff, followed by closing the public hearing. He stated that thereafter, the Regional Council would discuss, deliberate and take action on the matter. He also noted that public comments would be limited to two minutes per speaker.

The Clerk confirm that 42 public comments had been received for the public hearing [Agenda Item 1] and that four public comments had been received after the deadline and would be posted to the website and transmitted to members.

PUBLIC HEARING COMMENT PERIOD

Virginia Esperanza Lorne, the Managing Director of the Laguna Ocean Foundation, was supportive of the Greenprint but expressed concerns about equity due to updated staff report language. She expressed how beach and ocean related data layers are helpful and cross jurisdictional borders and urged the completion of the Greenprint.

Melanie Schlotterbeck, spoke on behalf of 48 conservation and community groups who support the Greenprint's immediate implementation. Schlotterbeck expressed concerns about recent changes and lack of transparency by staff. She expressed how the Greenprint must be implemented by

SCAG, that the changes to for the Greenprint to be used by cities, counties, and transportation commissions subvert the intent of Greenprint, and asked to finish it now.

Donna Duperron, representing LA Bizfed and the Torrance Area Chamber of Commerce, thanked staff for the recommendation to continue the pause. Duperron expressed concerns about the data sets, need for additional hearings, and RHNA and requested SCAG Regional Council continue the pause, halt the SoCal Greenprint formulation process and restart it only after first providing clear, transparent and well considered policy direction consistent with the adopted mitigation measures in Connect SoCal.

Bev Perry, representing Hills for Everyone, expressed concerns about the new staff recommendations and spoke about the importance of interconnectedness for conservation. Perry recommended a fall release for the Greenprint.

Chris Wilson, representing LA Bizfed, thanked staff for the recommendation to continue the pause and stated there was no timeline for the Greenprint. Wilson expressed concerns about the data sets, the process, the lack of a white paper, and the unintended consequences on RHNA, housing and transportation. Wilson stated that staff did not respond to comments on April 30, June 29, and August 24 and requested that SCAG Regional Council continue the pause of the SoCal Greenprint process and restart it after providing clear, transparent and well considered policy direction consistent with the adopted mitigation measures in Connect SoCal.

Helen Higgins, representing Friends of Coyote Hills, expressed support for the continued development of the Greenprint and urged SCAG to meet its promise from the Regional Transportation Plan Sustainable Communities Strategy and environmental documents. She stated the SoCal Greenprint was simply another tool in the toolbox that allowed for thoughtful understanding of natural environments across the six-county region.

Leonora Camner, Executive Director of Abundant Housing LA, stated housing could not come at the expense of climate goals and Greenprint helped plan for smart growth. She stated staff should revert to the recommendations in the original staff report and move the SoCal Greenprint towards completion.

Dan Silver, representing Endangered Habitats League Los Angeles, stated the current recommendation delays the Greenprint and that the original staff recommendation was that the program was ready to go. Silver expressed that good government made fact-based decisions, and fact-based decisions required objective and complete information and such information was what this database provided.

Luis Portillo, the Director of Public Policy the Inland Empire Economic Partnership, expressed concerns about Greenprint. He stated that if it was not corrected, Greenprint would undermine local control and either hinder or stop housing and transportation projects. Portillo suggested limiting Greenprint's applicability to lands designated by local governments for agricultural and open spaces. He urged they place adequate restrictions on the applicability of Greenprint or it would become one of the most significant tools to undermine local control.

Elizabeth Reid-Wainscoat, speaking on behalf of the Center for Biological Diversity, stated they saw Greenprint as an essential tool for sustainable land use planning and a critical component of government transparency. She stated the last-minute staff report made unnecessary recommendations that delay what had been an extensive and robust process. She stated the Center urged the Board to adopt the recommendations made in the original staff report and finalize the SoCal Greenprint immediately.

Carlos Rodriguez, Executive Officer of the Building Industry Association, requested that the Regional Council take the appropriate action to temporarily suspend continued work on the SoCal Greenprint and direct staff to:

1. Remove the current datasets from the website.
2. Direct that nothing in Greenprint can be used by any third party in any context that challenges a locally approved residential (remainder of this section is inaudible).
3. Convene a subcommittee to oversee preparation of a white paper for Greenprint for public and Regional Council direction.
4. Prepare a draft Greenprint that follows the approved white paper for public review and adoption by the Regional Council.

He asked they suspend the Greenprint process and restart it only under the Regional Council's direction with clear policy prescriptions related to the Greenprint's goals, purpose content, use, limitations and process for review and approval.

Amy Litton, a board member of the Friends of Harbors, Beaches, and Parks, stated they provided their full support of the SoCal Greenprint. She stated SCAG had been deemed a transparent and inclusive process until 24 hours before the [Regional Council meeting]. She stated that what was being recommended was an upsetting turn of events considering how many stakeholders would be removed from the project's engagement list. She stated they urged SCAG leaders to help meet the region's many diverse needs, housing, transportation, and conservation.

Michael Lewis, representing the Construction Industry and Air Quality Coalition, expressed concerns about the implementation of the Greenprint and its ultimate use. He stated that adding layers of limitations would not help them meet their housing, employment, transportation, or open space

goals. He stated he hoped they would pause this effort, step back and craft some objectives that will help the region meet all its goals not just the objectives from the group of advocacy organizations.

Natalie Delgado, Community Resilience Fellow at Climate Resolve, expressed support for the Greenprint as it would be a huge asset in building sustainable cities and healthier communities in the SCAG region. Delgado stated that the last-minute staff report made unnecessary recommendations that prolong the process and required additional resources. She stated they should revert to the recommendation made in the original staff report and move the SoCal Greenprint toward completion. Lastly, she expressed concerns that the section that would be most affected by the updated language in the proposed equity section of the Greenprint.

Chris Chavez, Deputy Policy Director for the Coalition for Clean Air, stated they were in support of the SoCal Greenprint but stated they were upset by the updated staff report coming with little to no transparency. Chavez stated that the Greenprint does not create new policy or rules, rather it provided the information needed to make smarter and more equitable decisions and improved the sustainability of the environment and planning process. Mr. Chavez urged to move the SoCal Greenprint forward and make this resource available for all who were responsible for building a vibrant, healthier future for their region.

Brad Jenkins, the President of the Orange County Native Plant Society, expressed support for the completion of the SoCal Greenprint. Mr. Jenkins questioned why special interest groups got to jump in late to change the public process. He stated at this point they should be moving forward, while continuing an always ongoing process to refine and improve data sources.

Paolo Perrone, representing Trust for Public Land, stated that his organization was providing data to the Greenprint. He pointed out that the Greenprint was a collection of publicly available data. He stated he found it odd that after many years of vetting this data, that a stakeholder that had decided not to participate was jumping in at the end and stopping the process. He stated they would like to see a great effort to house data in a user-friendly way and proceed as planned.

Robin Smith, Director of the Conejo Ridge California Native Garden, expressed support for the SoCal Greenprint. She stated that planners looked at the geography they were in and not the entire picture. She stated that the regional context of this tool would provide immeasurable value to those working in geographies that spanned multiple jurisdictions. She stated SCAG needed to make good-faith progress on implementing the mitigation measures which lead to advanced mitigation programs that benefitted their communities.

Lou Monville, representing the Riverside Chapter of the Building Industry Association, expressed concerns about the datasets. Monville stated that the efforts in Greenprint were being done in a

vacuum and could undercut some of those efforts as well as all of the efforts of communities of Riverside, where he lived. He stated they thought a pause was the reasonable approach forward to make sure all stakeholders and interest groups have their voices heard.

Jennifer Hernandez expressed concerns about datasets and broken link issues. Hernandez noted that the displacement data layer by University of California Berkely states that the data was not vetted.

Sam Young, the Important Plant Areas Program Manager for the California Native Plants Society, stated regional planning needs required regional collaboration and information sharing. He stated the Greenprint was a tool that centralized and made information more accessible to the public. He asked SCAG to complete and implement the Southern California Greenprint to help Southern California make smarter decisions about how to incorporate nature into the future of the region as the region prepared for economic recovery following the pandemic and cities across Southern California prepared to accommodate new housing and economic growth.

John Russo stated that if the Greenprint were to go forward as it was, it would impact the construction of housing. He stated that the Greenprint focused on the datasets, which were not objective by and large, which were not peer reviewed and not necessarily factual.

Jon Switalski, the Executive Director of Rebuild SoCal Partnership, stated that going forward, the questions remained, specifically what the policy rationale behind the intention of use of this large amount of data was. He stated they remained critically concerned that this dataset, regardless of any disclaimer, would be used as additional ammunition to stop housing and transportation projects. Switalski asked they continue the pause and halt work on Greenprint and restart it only when they had a full understanding of the potential negative ramifications.

Esthela Pacheco, Senior Public Policy Manager of the Los Angeles Chamber of Commerce, stated they were falling drastically short their RHNA numbers and that the Chamber was working with leadership in Sacramento to allow for more housing production and that this was counter to their objectives.

Richard Lambros, representing the Southern California Leadership Council, expressed that the issue they had with Greenprint was about doing it right. He stated that by doing it wrong, it could become an impediment against housing infrastructure and transportation, which were all priorities for that body as a planning agency. Lambros urged the continuation of the pause.

Jennifer Ward, representing the Orange Council Business Council, echoed the concerns expressed by others regarding the flaws with the Greenprint in its current form and also expressed support for

a continued pause. She stated they asked the Regional Council give time to first provide a clear vision to guide decisions consistent with the adopted mitigation measures in Connect SoCal.

Adam Wood, representing the Building Industry Association (BIA) of Southern California and also the Building Industry Legal Defense Foundation (BILD), stated BIA was concerned about the Greenprint and the impact it would have on local governments ability to create housing opportunity across the region. Wood also stated that on September 28, 2021, the BIA submitted an official letter stating that based on the flawed product and process of the Southern California Greentprint, home building industry was officially suspending all ties with SCAG until real reforms could be enacted.

Jeff Montejano stated he agreed with the conservation stakeholders about the recent developments, which they had no part in and no input with the staff report. He stated they did not think that more pauses and subcommittees would solve the problem. He stated the problem was the current structure of Greenprint as it did not work and had to be changed or redone. He stated they wanted Greenprint to work. Lastly, he asked that they restart Greenprint, not start it over and get a better scope and process.

John Musella, representing the Santa Clarita Valley Chamber of Commerce, stated that while they did not oppose the Greenprint, they encouraged them to provide staff clear policy direction that was consistent with the adopted mitigation measures in the Connect SoCal that would not create additional obstacles to meeting the RHNA numbers. He stated they supported staff's recommendation to continue the pause. He also expressed further concerns about datapoints in Greenprint.

Jason Douglas, Senior Planning Deputy for Los Angeles City Council District 11, representing Los Angeles Councilmember Mike Bonin stated the Councilmember wished to express support for the implementation of the SoCal Greenprint. Douglas stated the Regional Councilmember requested that the Regional Council support staff's initial recommendation, to continue the implementation of the Greenprint so they could get to the good work of building a sustainable future for their constituents.

Jose Cornejo, representing Napo SoCal, expressed concerns about the data and lack of clarity in the data and its ability to be used properly. He commended staff's recommendation to take a pause and stated he would like the recommendation to say they would start over and take a better look at all of this.

Will Wright, representing American Institute of Architects, Los Angeles Chapter, expressed support for the Greenprint. He stated he looked forward to SCAGs smart decision to empower the SoCal Greenprint with the resources needed.

Francis Appiah, Senior Environmental Planner and Mitigation Specialist for Caltrans, expressed support for the Greenprint and stated that it will help Caltrans in planning future projects. Appiah stated that the Greenprint will help Caltrans make informed decisions.

Dr. Grace Peng, calling on behalf of the League of Women Voters, stated it was imperative that the SoCal Greenprint be made available now while cities were developing their housing elements. Peng stated the datasets were already publicly available and could include revision numbers.

Tom Molland supported the staff recommendation and a participatory government. Molland recommended that the Greenprint include the data sources, a table of stakeholders, and continue the pause.

Robert Apodaca, the Executive Director for United Latinos Votes, appreciated the pause and stated that the Greenprint would lead to redlining.

STAFF PRESENTATION

Mr. Jason Greenspan, Sustainable and Resilient Development Manager provided a report on the Greenprint and described it a tool to make better land use and transportation infrastructure decisions and support conservation investments based on best available data. He explained that it was a mapping tool that would support housing, transportation, and land use goals. He referred to the July 1, 2021 Regional Council direction to pause on the Greenprint for thirty days and hold a public hearing. He stated that staff posted the data list, published a survey, and repaired links to datasets. He added that SCAG held a public hearing on August 24th, presented at the Technical Working Group and GLUE Council meetings, and held one-on-one stakeholder meetings. He noted six goals they built with project advisors as follows: 1) implement connect SoCal, 2) balance growth with conservation, 3) accommodate infrastructure while protecting natural resources, 4) address the lack of regional data and tool, 5) better prioritize lands for mitigation investments, and 6) be a resource for member agencies and stakeholders. He added that once developed, the SoCal Greenprint will aggregate existing data into an interactive online format, helping decision makers plan for development with nature in mind, highlight conservation efforts that provide multiple benefits for nature and people, and function as a free open resource for conservation information. He identified key users of the Greenprint as infrastructure agencies, conservation practitioners, community-based organizations, developers, and planners. He stated that the Greeprint is a part of a comprehensive effort to balance housing and conservation, transportation, and to provide information to grow in a sustainable way. He stated that the Greenprint would advance Connect SoCal's goal to promote conservation of natural and agricultural lands and restoration of habitats and added that it is meant to balance housing and natural lands.

Mr. Greenspan also noted that deploying the Greenprint would fulfill required mitigation measures in the PEIR and geographically restricting it would limit its utility for advanced mitigation. He

explained that the mitigation measures only apply to SCAG and lead agencies are not required to use measures identified in PEIR. He emphasized that the Greenprint would be a data tool to advance voluntary conservation for stakeholders and an information tool to support data driven decision making for infrastructure investments. He noted that the Greenprint was not a regulation, policy document, report, plan or manual or an effort to subvert private property rights. He provided information on the outreach which included a steering committee, eight rapid assessments led by the Nature Conservancy, and meetings with the Building Industry. He also noted that there were over 30 public speakers at the August 24 public hearing and had received numerous letters which generally expressed support for the project. He also reported that staff sent out a survey to over 4,000 people and posted it online, receiving 33 responses. He referenced the survey results and stated they were available in the agenda packet and Attachment A regarding frequently asked questions. He indicated that no agency was required to use Greenprint and that it was optional. He stated that users would be able to adjust data sets and that more than 80% were developed by governmental institutions, 10% were supported by governmental agencies and 10% by nonprofits and universities. He noted that SCAG could work with partners to help prioritize areas for advanced mitigation. Mr. Greenspan then introduced Margaret Sohagi from Sohagi Law Group, a lawyer advising SCAG on the Greenprint, who provided a brief legal opinion.

Ms. Sohagi stated that the Greenprint alone would not require subsequent or recirculation of CEQA documents because CEQA contains requirements for what triggers additional review. She explained that the Greenprint would not trigger additional CEQA review as the data was already publicly available and was already known, and therefore, the Greenprint does not qualify as significant new information. She concluded by stating that nothing about the Greenprint modifies CEQA protocols and that agencies will proceed with their own standard practice of reviewing the evidence that is submitted within the agency's established timeframe and respond as appropriate. Additionally, she stated that while nothing can prevent project proponents from filing a CEQA lawsuit, the Greenprint by itself does not increase their chances of succeeding in court.

Mr. Greenspan stated that data selected for potential inclusion must be publicly available, vetted by science advisors, and must support decision making from the key user groups. He noted that 50 datasets were removed before posting the dataset list online and that SCAG was continuing to assess the proposed data sets. He noted that SCAG decided to remove the Antelope Valley Regional Conservation Investment Strategy cores and linkages datasets from consideration as it had not yet received approval by the California Department of Fish and Wildlife. Lastly, he proceeded to list the updated staff recommendation as follows: 1) develop a white paper and work with a five member advisory task group comprised of RC members appointed by the President to establish a policy framework for advanced mitigation in the region, 2) develop the Greenprint with explicit focus on helping cities, counties and transportation agencies with their decision making about land use and transportation infrastructure, 3) include features in the Greenprint to convey limitations and foster proper use of the tool, 4) conduct open advisory meeting for further review and revision of data

layers to meet the needs of cities, counties, and transportation agencies, 5) remove datasets for inclusion in the tool if they're not publicly available, 6) complete prospective user testing with cities, counties, and transportation agencies to ensure the tool is working and functional, 7) engage in continued public outreach, and 8) return to the Regional Council and Energy and Environment Committee once perspective user testing is complete to demonstrate the tool, provide a report on the white paper and a proposed policy framework, seek feedback prior to public launch and to remove the pause.

REGIONAL COUNCIL QUESTIONS TO STAFF

Regional Councilmember Paul Koretz, Los Angeles, District 52, asked staff if the data was new data or existing. Mr. Greenspan confirmed that it was existing data. Regional Councilmember Koretz asked why datasets were being removed even if they were not available to the public. Mr. Greenspan replied that one dataset had not received approval by a state agency and that SCAG was evaluating datasets and would lean on their advisors through this open process to ensure that it met their criteria. Regional Councilmember Koretz asked if SCAG had ever required a vote for the creation of a tool. Executive Director Ajise stated that they have never had to take a vote on a tool and indicated that tools were created as actions responding to policies that are in place. He also clarified that there was an action by the Regional Council to pause work on implementation of the tool and therefore were seeking clarification on what the pause meant and what they could do. Regional Councilmember Koretz asked how the Greenprint would save money for cities, counties and transportation authorities and staff time. Executive Director Ajise stated these tools were intended to save time and serves as an aid for decision making. Regional Councilmember Koretz stated that it seemed like a good tool and would hopefully allow development to be more socially, economically, and environmentally sustainable. He questioned the need for a pause.

Regional Councilmember Alex Fisch, Culver City, District 41, expressed confusion by the staff recommendation and asked about the impact to the equity section and the data layers. Executive Director Ajise stated the equity element would not be impacted. Mr. Greenspan stated they would rely on advice from advisors. He indicated that the user acceptance testing now had some additional and new language included to be specific about cities, counties, and transportation agencies to be part of that process.

Regional Councilmember Mark Henderson, Gardena, District 28, asked about the frequency of data refresh and inquired about the proprietary nature of some of the data that is included. Ms. Kimberly Clark, Program Manager, stated that the data layers would need to be refreshed and will be updated every two years. With regard to the user testing and advisory committee, Regional Councilmember Henderson asked about the timeline. Mr. Greenspan stated that it would be later this fall but would need to re-engage with the technical team to fully understand what the opportunities are to engage with that user acceptance testing given the pause that has been

prolonged. Ms. Clark added that it might require additional time and that user testing may be in 2022.

Regional Councilmember Alan Wapner, SBCTA, reference Executive Director Ajise's comment about the tool aiding local agencies and asked about how many agencies requested this aid. Executive Director Ajise stated that the requirement for the tool was requested by the Regional Council. Regional Councilmember Wapner stated that no agency had specifically requested the tool. Executive Director Ajise stated that the Regional Council decided that they needed to produce it [the Greenprint] and they [Regional Councilmembers] represented the local agencies, so for them it was an indication of the need for it. Additionally, he stated it was a requirement of an adopted Regional Council policy.

Regional Councilmember Karen Spiegel, Riverside County, commented that this was the first time that there was a division with BIA and SCAG and expressed concerns about housing and Regional Housing Needs Assessment (RHNA). She stated that she hoped this was a learning experience that they did not do their due diligence and did not spend time with their partners. She asked if there were any legal opinions as to whether the datasets would or would not affect local government. Chief Counsel Houston stated that as reflected in Ms. Sohagi's opinion, their position was because this was existing information, not from a CEQA standpoint, that it would not impact the process by which local agencies may review or utilize it. He also stated that the process for data vetting was still ongoing. Mr. Greenspan concurred. Ms. Clark stated that the Greenprint included dataset layers from local agencies such as land usage from 2016. Regional Councilmember Spiegel stated that this would not include their new housing elements. Ms. Clark stated that the local agencies are still reviewing their housing elements and zoning and SCAG was starting their review and would update the tool.

Regional Councilmember, Fred Minagar, Laguna Nigel, District 12, wanted to ensure that coastal cities needs are met and wanted to ensure that the advisory group included representation from them. Executive Director Ajise stated that the meetings will be open. Mr. Greenspan stated that in the advisory committee, every agency would be able to engage.

Regional Councilmember, Bob Blumenfield, Los Angeles, District 50, asked if there was a timeline for when the Greenprint moves forward. Executive Director Ajise stated that the pause would allow work to continue and would only apply to implementation of tool. He stated that once tool was completed, SCAG would then return to ask for removal of pause and added that SCAG wanted the Regional Council involvement to lift the pause.

Regional Councilmember Peggy Huang, TCA, stated that 118, 121, 122 datasets were not scientific. She asked how citizen science datasets could be included. Mr. Greenspan stated that SCAG will rely on advisors. Ms. Clark stated that citizen science layers come from observations provided further

description of the value of such layers. She added that these datasets are vetted by SCAG's scientific advisors.

Second Vice President Carmen Ramirez, Ventura County, asked for clarification that the building industry was engaged. Mr. Greenspan confirmed that SCAG engaged with the Building Industry Association various representatives from the beginning of the project.

Regional Councilmember Curt Hagman, San Bernardino County, expressed concern about the criteria for the datasets. Executive Director Ajise stated that the datasets are existing, and that SCAG is verifying the datasets meet the criteria.

First Vice President Jan Harnik, RCTC, asked if SCAG had received a list of datasets from stakeholders that should be excluded. Mr. Greenspan replied that SCAG had not received anything in writing. First Vice President Harnik asked if any actions were taken in response to the feedback. Mr. Greenspan affirmed that the Antelope Valley Regional Conservation investment strategy dataset was removed. First Vice President Harnik stated she thought it would be helpful for those stakeholders who questioned the data sources, if they had information that would help them in this process, to put it in writing and provide that to the staff so that they can do the best job possible.

Seeing no further public comments, President Lorimore closed the Public Hearing.

ACTION ITEM

1. SoCal Greenprint

A MOTION was made (Becerra) to approve staff's recommendation to continue the pause on the Greenprint, make all the changes that were put forward by Mr. Greenspan, and that it be brought back to the Regional Council with the changes made and everything staff was recommending. Motion was SECONDED (Tye). Staff's recommendation is outlined below:

"That the Regional Council continue the pause on Greenprint implementation as directed on July 1, 2021, with additional direction that staff: 1) Develop a white paper and work with a 5-member advisory task group of the Regional Council (appointed by the President and which will automatically disband upon reporting its findings to the Regional Council as provided in Item 8 below) on establishing a policy framework for advanced mitigation in the SCAG region to ensure the Greenprint is aligned with policy objectives; 2) Develop the SoCal Greenprint as identified in Connect SoCal and its associated Program Environmental Impact Report (PEIR) with explicit focus on helping cities, counties and transportation agencies make better land-use and transportation infrastructure decisions and conserve natural and farm lands; 3) Include features in the SoCal Greenprint to convey limitations and foster its proper use, such as a disclosure statement and

mandatory user acknowledgement feature; 4) Conduct an open advisory meeting for further review and revision of data layers to meet the needs of cities, counties and transportation agencies; 5) 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); 6) Complete prospective user testing with at least ten stakeholders representing cities, counties and transportation agencies to ensure that the tool is working and functional as developed with targeted audiences; 7) Engage in continued public outreach as described at the July 1, 2021 RC meeting; and 8) Return to the Regional Council and Energy & Environment Committee once prospective user testing is complete to demonstrate the tool, provide a report on the white paper and a proposed policy framework, seek feedback prior to public launch and to remove the pause.”

The Regional Council engaged in further discussion.

Regional Councilmember Cheryl Viegas-Walker, El Centro, District 1, recommended using the word “refinement” instead of “pause.” She spoke about the need to keep the process moving for jurisdictions who rely on these data sets and planning decisions. She stated that the Greenprint would be a tool for them to use as they move forward with a regional integrated land use plan.

Regional Councilmember Trevor O’Neil, District 19, expressed concerns about the Greenprint proceedings, especially about datasets. He stated that some jurisdictions are starting to see Greenprint as overreach of SCAG’s regional planning responsibilities. He expressed appreciation for SCAG’s refined recommendation and agreed with several components of it, but thought it fell short of addressing the concerns they had expressed with the datasets and policy direction from the Regional Council. He recommended that SCAG suspend work until policy direction is determined. He stated that there was no deadline for the Greenprint and proposed a substitute motion.

A SUBSTITUTE MOTION was made (O’Neil) that the Regional Council 1) Suspend continued work on the SoCal Greenprint and remove the datasets from the SCAG website, and direct that nothing in Greenprint in its current form can be used by any third party in any context to challenge a locally approved plan or project, or any project included in the regional transportation plan; 2) Convene a subcommittee to establish policy prescriptions related to Greenprint’s goals, purpose, content, data set selection, use, limitations, and the process for public notice, review, and comment, to be approved by the Regional Council; 3) Prepare a white paper consistent with existing mitigation measures that also incorporates the approved policy prescriptions and process, subject to approval by the Regional Council before publication; and 4) Prepare a draft Greenprint consistent with the policy and process outlined by the white paper, and require that the draft Greenprint be approved by the Regional Council before it is made available for use. Motion was SECONDED (Posey).

The Regional Council engaged in further discussion.

Regional Councilmember Mike Posey, Huntington Beach, District 64, stated that this would impact the next RHNA cycle. He further stated that as they convene this five-member committee to explore the policy of how they move forward with Greenprint, the first charge was to look at how they go about protecting private property rights and natural resources.

Second Vice President Ramirez stated that those who participated over the last 18 months were feeling ignored after all the consultation. She noted that two pro-housing organizations YIMBY and Abundant Housing supported the Greenprint and that housing and conservation are not exclusive.

Regional Councilmember Huang thanked staff and participants but expressed support of Regional Councilmember O'Neil's substitute motion. She stated that there would not be this much division if there was enough outreach and expressed concerns about the citizen datasets labeled as Wikipedia and noted that there was no deadline. She expressed concerns about future RNHA cycles.

Regional Councilmember Fisch stated that he couldn't help but notice that there were requests made which were being considered by staff, to which the people who had participated in this process for 18 months we're not a party to. He indicated that transparency had fallen. He stated they were at a point as a region where they needed to make harder decisions and needed the information to do that. He further stated that he supported refining it [the Greenprint] but did not support any further delay. He proposed a substitute motion.

A MOTION was made (Fisch) that the Regional Counsel approve staff's initial recommendation, lift the pause and do the work. Motion was SECONDED (Andrade Stadler).

Chief Counsel Houston clarified that the first motion was from Regional Councilmember Becerra and was seconded by Regional Councilmember Tye, which was to move approval of the recommended action contained in the supplemental staff report that was filed and presented by staff. He further clarified that Regional Councilmember Fisch was moving the initial staff recommendation that appeared [in the published agenda packet] and it had also been seconded. He noted that these, along with Regional Councilmember O'Neil's substitute motion, brought them to three motions on the floor.

Regional Councilmember Wapner stated that best practices indicated they could only have two motions on the floor at any one time.

Board Counsel Ruben Duran stated that SCAG policies and procedures allow for three basic motions to be on the floor at once. He stated they had an original motion and two substitute motions. He further stated that the substitute motions should be restated so that the Regional Council is clear on what they are. He also noted that the rules provided that the last basic motion on the floor, should be discussed and voted on first, and that was the third main motion [second substitute motion by Regional Councilmember Fisch].

Chief Counsel Houston proceeded to note the details of the second substitute motion as described in the staff report for Agenda Item one in the October 7 agenda packet as follows:

To 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.

Regional Councilmember Wendy Bucknum, Mission Viejo, District 13, stated that it was extremely important what their building partners had to say and that many city planners had issues with this. She noted she could not support the last motion.

Regional Councilmember Donald Wagner, Orange County, noted that this was a great policy debate and stated the Regional Council needed to have a consensus on this. He expressed support for O'Neil's motion.

Regional Councilmember Patricia Lock Dawson, Riverside, District 68, expressed support for O'Neil's motion and stated the division was troubling to her.

First Vice President Harnik stated that the Regional Council was discussing how to move forward and that suspending it does not allow it to progress. She noted that she wanted to hear back from those who did not like the data sources and encouraged them to tell [staff] what they were.

Regional Councilmember Koretz asked for clarification about the substitute motion. Regional Councilmember Fisch clarified that the Regional Council should move forward with staff's initial recommendation. Regional Councilmember Koretz also asked Regional Councilmember O'Neil to clarify his motion. Regional Councilmember O'Neil stated that the Greenprint had progressed without input or oversight from Regional Council.

Regional Councilmember Michael Carroll, Irvine, District 14, stated that the city of Irvine had reviewed the proposed data layer list. He noted that they outlined a really good number of proposed layers that really weren't based on documented scientific data and layers that weren't vetted by staff. He stated that the only groups actively involved in the outreach were the conservation groups and that city staff would not use the Greenprint.

Regional Councilmember Wapner stated that there was no policy discussion [on the Greenprint] at the time it was approved by the Regional Council. He expressed concerns about the potential for litigation and proposed stopping the Greenprint until it comes forward to the Regional Council as a policy discussion. He also stated that he opposed the second substitute motion and could support Regional Councilmember O'Neil's substitute motion if he amends it.

Regional Councilmember Tye asked for clarification on the motions that were before them.

Regional Councilmember Fisch stated that in the interest of having a resolution and seeing where the consensus clearly was, he was withdrawing his motion so they could vote on Regional Councilmember O'Neil's motion.

Regional Councilmember Becerra stated she would like to rescind her original motion and would like to vote on Regional Councilmember O'Neil's motion.

President Lorimore clarified they now had the original motion and the substitute motion by Regional Councilmembers O'Neil and Posey.

Immediate Past President Rex Richardson, Long Beach, District 29, expressed support for staff's amended recommendation and stated that the Greenprint was not yet built and would not be implemented until it comes back for another vote.

Regional Councilmember Wapner urged Regional Councilmember O'Neil to amend his motion to put a hard stop and start over again on the Greenprint, and then move forward if that's where the Regional Council decides to go.

Regional Councilmembers O'Neil clarified that the first components of his motion were to suspend continued work on Greenprint, to remove the datasets from the website, and direct that nothing in the Greenprint, in its current form, can be used by any third party in any context to challenge any projects. He further clarified that the second and third components were essentially seeking more guidance from the Regional Council. He asked Regional Councilmember Wapner if this encompassed what he was looking for.

Regional Councilmember Wapner indicated that this was not what he was asking for and stated that he would prefer for it to come back to have a discussion among the Regional Council, and then if they chose to move forward based on the steps that he had outlined, then that was great. He noted that he thought it should come back to Regional Council first to see if there was even an interest in pursuing this whole program.

Regional Councilmembers O'Neil proposed the following subject to Regional Councilmember Wapner's approval, that there be two parts to the motion: 1) first to suspend the continued work and remove the datasets from the website, and 2) return the item to the Regional Council for further direction on moving forward. He further stated that he would accept those as friendly amendments and eliminating the rest of the language [in his substitute motion].

Regional Councilmember Deborah Robertson asked for a point of order and called for a question.

Regional Councilmember Wapner sought clarification on the intent of Regional Councilmember O'Neil's substitute motion with respect to suspending the Greenprint and bringing it back to the Regional Council.

Regional Councilmember O'Neil clarified that it would be the Regional Council that has the sole discretion as to how to proceed, if to proceed at all. Regional Councilmember Wapner stated he supported this.

Regional Councilmember O'Neil accepted the friendly amendment as did Regional Councilmember Posey who seconded.

Chief Counsel Houston stated that staff understood the substitute motion and clarified that the datasets were part of the staff report for both meetings that were publicly available and had already been distributed pursuant to a Public Records Act request. So regardless of whether they were removed from the website or not, the data sets would still exist in documents they cannot take down from the website, including their agenda packets.

There being no further discussion, the Regional Council acted on the SUBSTITUTE MOTION made by O'Neil and SECONDED by Posey, as modified by friendly amendment, that the Regional Council 1) Suspend continued work on the SoCal Greenprint and remove the datasets from the SCAG website, and 2) Return the SoCal Greenprint to the Regional Council for direction on further action. The motion failed by the following roll call votes:

AYES: BACERRA, BECERRA, BOYLES, BUCKNUM, CARROLL, CLARK, DIXON, GAZELEY, HAGMAN, HUANG, JUDGE, MANOS, MCLEAN, MICHAEL, MINAGAR, O'NEIL, POSEY, SHAW, SPIEGEL, WAGNER, WAPNER and YOKOYAMA (22)

NOES: ALLEN, ANDRADE-STADLER, ASHTON, BEAMAN JACINTO, BLUMENFIELD, A. BROWN, L. BROWN, DE RUSE, FINLAY, FISCH, HAMADA, HARNIK, HENDERSON, HERNANDEZ, KALMICK, KELLY, KORETZ, KREKORIAN, LOCK DAWSON, LORIMORE, J. MARQUEZ, R. MARQUEZ, MITCHELL, NAVA-FROELICH, PLANCARTE, POLLOCK, PUTZ, RAMAN, RAMIREZ, RICHARDSON, ROBERTSON, SALEH, SANDOVAL, SANTOS, SCHWANK, SIMONOFF, TYE, and VIEGAS-WALKER (38)

ABSTAIN: NONE (0)

Following failure of the substitute motion above, and there being no further discussion, the Regional Council acted on the previous MOTION made by Becerra, and seconded by Tye, to approve staff's amended recommendation (as reflected in the supplemental staff report) that the Regional Council continue the pause on Greenprint implementation as directed on July 1, 2021, with additional direction that staff: 1) Develop a white paper and work with a 5-member advisory task group of the Regional Council (appointed by the President and which will automatically disband upon reporting its findings to the Regional Council as provided in Item 8 below) on establishing a policy framework for advanced mitigation in the SCAG region to ensure the Greenprint is aligned with policy objectives; 2) Develop the SoCal Greenprint as identified in Connect SoCal and its associated Program Environmental Impact Report (PEIR) with explicit focus on helping cities, counties and transportation agencies make better land-use and transportation infrastructure decisions and conserve natural and farm lands; 3) Include features in the SoCal Greenprint to convey limitations and foster its proper use, such as a disclosure statement and mandatory user acknowledgement feature; 4) Conduct an open advisory meeting for further review and revision of data layers to meet the needs of cities, counties and transportation agencies; 5) 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); 6) Complete prospective user testing with at least ten stakeholders representing cities, counties and transportation agencies to ensure that the tool is working and functional as developed with targeted audiences; 7) Engage in continued public outreach as described at the July 1, 2021 RC meeting; and 8) Return to the Regional Council and Energy & Environment Committee once prospective user testing is complete to demonstrate the tool, provide a report on the white paper and a proposed policy framework, seek feedback prior to public launch and to remove the pause. The motion passed by the following roll call votes:

AYES: ALLEN, ANDRADE-STADLER, ASHTON, BEAMAN JACINTO, BECERRA, BLUMENFIELD, A. BROWN, L. BROWN, BUCKNUM, CLARK, DE RUSE, FINLAY, FISCH, HAMADA, HARNIK, HENDERSON, HERNANDEZ, HUANG, JUDGE, KALMICK, KELLY, KORETZ, KREKORIAN, LORIMORE, J. MARQUEZ, MCLEAN, MITCHELL, NAVA-FROELICH, PLANCARTE, POLLOCK, PUTZ, RAMAN, RAMIREZ, RICHARDSON, ROBERTSON, SALEH,

SANDOVAL, SANTOS, SCHWANK, SIMONOFF, SOLACHE*, VIEGAS-WALKER and YOKOYAMA (43)

NOES: BACERRA, BOYLES, CARROLL, DIXON, GAZELEY, MANOS, MICHAEL, MINAGAR, O'NEIL, POSEY, SHAW, SPIEGEL, TYE, WAGNER, WAPNER (15)

ABSTAIN: NONE (0)

*Regional Councilmember Jose Luis Solache, Lynwood, District 26, voted yes after vote was announced.

2. Subregional Sustainable Communities Strategies Framework and Guidelines

Executive Director Ajise reported this item was being brought back on account as a result of SB 375 which contains a provision that is unique to the SCAG region, that allows for a subregional council of governments to prepare a subregional Sustainable Communities Strategies (SCS). He stated they had outlined the process, which is documented in the framework and guidelines. He noted that any subregional SCS would then be incorporated into the regional SCS as part of the 2024 Connect SoCal that we submit to the California Air Resources Board after plan adoption.

Regional Council O'Neil stated he had a new item that he wanted to make sure to address before adjourning the meeting. He indicated that it was related to what was reported to them at the last meeting, in which the Executive Administration Committee had met in closed session and took a vote on legal action to request the demurrer on the OCCOG v. HCD lawsuit. He noted that in reviewing the Regional Council Policy Manual and Bylaws, these items are required to go before the Executive Administration Committee, and the Regional Council for action, and this did not occur. He stated there was a provision that the Regional Council can delegate that approval to the Executive Administration Committee, but he was not certain that that had ever occurred and requested that legal counsel look into the matter to determine whether a request for the demurrer to be brought before the Regional Council at the next meeting for proper authority unless that authority was previously given, and if it was previously given, if counsel could cite that.

Chief Counsel Houston responded and stated that the SCAG Regional Council Policy Manual requires that all items that involve lawsuits or threats of litigation against SCAG be reported to the Executive Administration Committee and the Regional Council, as soon as practicable and before any significant legal response is undertaken. He stated that this did occur for both the Executive Administration Committee and for the Regional Council. In addition, he noted they went to the Executive Administration Committee for input and recommended approval on how to proceed. He further noted that Regional Council Policy Manual does not specifically require one body or the

other to necessarily direct how SCAG undertakes a response to litigation. He indicated that he would look into this further and provide an update at the next meeting.

A MOTION was made (Harnik) to adopt the proposed Subregional Sustainable Communities Strategy Framework and Guidelines for use in the development of the 2024 RTP/SCS. Motion was SECONDED (Ashton). The motion passed by the following roll call votes:

AYES: ALLEN, ANDRADE-STADLER, ASHTON, BEAMAN JACINTO, BECERRA, L. BROWN, BUCKNUM, CARRILLO, CARROLL, CLARK, DE RUSE, DIXON, FISCH, HAMADA, HARNIK, HENDERSON, HERNANDEZ, KALMICK, KELLY, KREKORIAN, LOCK DAWSON, LORIMORE, MANOS, J. MARQUEZ, MCLEAN, MINAGAR, MITCHELL, NAVA-FROELICH, O’NEIL, PLANCARTE, POLLOCK, PUTZ, RAMIREZ, SALEH, SANDOVAL, SANTOS, SCHWANK, SHAW, SIMONOFF, SOLACHE, TYE, VIEGAS-WALKER, WAGNER, and WAPNER (44)

NOES: NONE (0)

ABSTAIN: NONE (0)

CONSENT CALENDAR

3. Minutes of the Special 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

A MOTION was made (Solache) to approve Consent Calendar Items 3 through 10; Receive and File Items 11 through 18. Motion was SECONDED (Ashton). The motion passed by the following roll call votes:

AYES: ALLEN, ANDRADE-STADLER, ASHTON, BECERRA, L. BROWN, CARRILLO, CLARK, DE RUSE, DIXON, FISCH, HAMADA, HARNIK, HERNANDEZ, KALMICK, KELLY, LOCK DAWSON, LORIMORE, MANOS, J. MARQUEZ, MCLEAN, MINAGAR, NAVA-FROELICH, O'NEIL, PLANCARTE, POLLOCK, PUTZ, RAMIREZ, SALEH, SANTOS, SCHWANK, SIMONOFF, SOLACHE, TYE, VIEGAS-WALKER, WAGNER, and WAPNER (36)

NOES: NONE (0)

ABSTAIN: NONE (0)

INFORMATION ITEM

19. Pedestrian Safety Month: Highlighting Go Human's 2021 Outcomes

President Lorimore thanked everyone for their patience and participation. In the interest of time, he moved on to the President's Report. A presentation was not provided on Agenda Item No. 19.

BUSINESS REPORT

A business report was not provided.

PRESIDENT'S REPORT

President Lorimore reported they would be getting quarterly updates on the Strategic Plan that the Executive Administration Committee (EAC) worked on back in June. He also noted they had a Clean Air Day Proclamation which was read the day before at the EAC meeting. Lastly, he reported that the next meeting of the Regional Council was scheduled for Thursday, November 4 at 12:30 p.m.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Ajise skipped his report in the interest of time but noted they would be hosting the 12th annual Economic Summit on December 2nd.

FUTURE AGENDA ITEM/S

There were no future agenda items requested.

ANNOUNCEMENT/S

Second Vice President Ramirez stated it had been a very difficult process especially for their staff and thanked them for their hard work and hanging in there with them on whatever they decide. She stated she believed they had the best staff and wanted to say this publicly for the record.

ADJOURNMENT

President Lorimore announced that he would be adjourning the meeting in honor of Mayor Pro Tem Victoria Baca of Moreno Valley, who sadly passed away after a long illness. He stated she was the first Latina woman to serve on the Moreno Valley City Council and a valued member of SCAG's Energy and Environment Committee. He stated their thoughts and prayers went out to her family and loved ones, and their colleagues in the Moreno Valley.

There being no further business, President Lorimore adjourned the Regional Council meeting in memory of Mayor Pro Tem Victoria Baca of Moreno Valley at 4:24 p.m.



[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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AGENDA ITEM 4
REPORT

Southern California Association of Governments
Remote Participation Only
November 4, 2021

To: Regional Council (RC)
From: Darin Chidsey, Chief Operating Officer
(213) 236-1836, Chidsey@scag.ca.gov
Subject: Approval for Additional Stipend Payments

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve additional stipend payments, pursuant to Regional Council Policy Manual, Article VIII, Section B(4) [RC Approved June 2019, amended June 2021], as requested by Regional Councilmember Alan D. Wapner, SBCTA.

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:

Pursuant to the Regional Council Stipend Policy, staff is seeking approval for additional stipend payments for Regional Councilmember Alan D. Wapner, SBCTA.

BACKGROUND:

In accordance with the Regional Council Policy Manual, Article VIII, Section B(4) [RC Approved June 2019, amended June 2021], *“Representatives of Regional Council Members may receive up to six (6) Stipends per month and the SCAG President may authorize two (2) additional Stipends in a single month on a case-by-case basis. SCAG’s First Vice President, Second Vice President and Immediate Past President may receive up to nine (9) Stipends per month. SCAG’s President may receive up to twelve (12) Stipends per month. Approval by the Regional Council is required for payment of any Stipends in excess of the limits identified herein.”*

For the month of September 2021, Regional Councilmember Alan D. Wapner, SBCTA, attended the following event for SCAG, which will count towards his 9th stipend requests:

No.	Meeting Date	Meeting Name
9 th	September 29	NARC Board Retreat



FISCAL IMPACT:

Funds for stipends are included in the General Fund Budget (800-0160.01: Regional Council).



Southern California Association of Governments
Remote Participation Only
November 4, 2021

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Resolution No. 21-637-1 Authorizing Acceptance One-Time Funds from
the CA Workforce Development Board for Implementation of the
Inclusive Economic Recovery Strategy

RECOMMENDED ACTION FOR EAC:

That the Regional Council approve Resolution No. 21-637-1 authorizing SCAG to accept one-time funds from the California Workforce Development Board in the amount of \$3,500,000 to support implementation of recommendations in the Inclusive Economic Recovery Strategy.

RECOMMENDED ACTION FOR RC:

Approve Resolution No. 21-637-1 authorizing SCAG to accept one-time funds from the California Workforce Development Board in the amount of \$3,500,000 to support implementation of recommendations in the Inclusive Economic Recovery Strategy.

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 July 1, 2021, the Regional Council adopted the Inclusive Economic Recovery Strategy (IERS), a data and outreach-informed strategy focused on economic recovery from the pandemic and opportunities to ensure inclusive economic growth for SCAG's lower income communities and communities of color. Through AB129 (July 2021) and with support from Senator Rubio (West Covina), SCAG was allocated one-time funds in the amount of \$3,500,000 to be administered through the California Workforce Development Board. These funds are to implement several core recommendations of the IERS as further defined in the workplan and deliverables, below. SCAG is seeking a Regional Council resolution to accept the funds.

BACKGROUND:

As part of his FY 2020-21 Work Plan, the FY 2020-21 SCAG President Rex Richardson (also the Vice Mayor of the City of Long Beach) initiated an Inclusive Economic Recovery Strategy (IERS) plan. Development of the plan was driven by a listen, convene, and catalyze approach. In the summer and fall of 2020, SCAG staff developed baseline data and indicators that confirm the disparate impacts COVID-19 has on the region's communities of color and overall racial disparities in access to economic opportunity. SCAG also conducted listening tours, completed an extensive best practices and literature review, and, on December 1, 2020, held (virtually) the 11th annual Economic Summit with the theme of "Charting an Inclusive Economic Recovery." The summit was attended by more than 400 stakeholders from across the region.

In February and March 2021, SCAG held 22 small-group convenings to share data, guiding principles and focus areas with stakeholders across key sectors, municipal entities, community-based organizations, labor representatives, workforce development and academic institutions, and the development and financial sectors. These convenings included participants from across the region and focused on understanding current activities toward inclusive economic growth and prioritizing policies and programs that SCAG should lift up in the final IERS. Findings and draft recommendations were shared back to convening participants, several SCAG policy committees, and were published for public comment in May 2021. The final report and recommendations incorporated additional feedback and were adopted by the SCAG Regional Council on July 1, 2021. The report and related resource materials are posted at <https://scag.ca.gov/inclusive-economic-recovery-strategy>.

Through the State of California mid-year budget revise process, AB129 allocated one time funding of \$3,500,000 to SCAG, to be administered through the California Workforce Development Board, to implement several core recommendations of the IERS, as described in the workplan provided to the State and summarized below. SCAG staff will implement the workplan recommendations through staff time, consultant support, and partnerships with subregional economic development corporations, economists, universities/think tanks, community-based organizations and non-profits, and other partners to be determined through outreach efforts that will commence with the kick-off of the workplan. The period of performance for the State-funded workplan is 2022 – 2024.

The work plan for this one-time funding is organized around five study areas and deliverables:

- 1. Supporting expansion of the number of, and access to, middle wage jobs.** This effort will produce six reports, one for each of SCAG's 6 counties, that is an action-oriented implementation plan for training and expanded access to family supporting jobs. This work will build on similar efforts already underway across the region, would include engagement with sector leaders, educational institutions that provide training, workforce development departments to identify opportunities and challenges and will engage community-based

organizations to root the recommendations in the lived experiences of stakeholders. Data from this work can also support the State's recommendation of identifying future work needs and future jobs.

2. **Strengthening supply chains and access to contracting opportunities.** This effort will produce two best practice toolkits, which will be implementation oriented "how to" guides for (1) public sector and (2) anchor institutions to expand access to their supply chains and contracting opportunities to small, minority-, woman- and veteran-owned businesses.

SCAG will start with a scan/survey of current state-wide and regional efforts, combined with a review of the broader national efforts and best practices from equity-focused organizations. SCAG will hold several convenings with contracting professionals as well as small business organizations (likely chambers of commerce and other trade associations).

Based on both the review and outreach, SCAG will draft recommended approaches to implementing DEI-focused programs and policies in contracting. For the government contracting toolkit, SCAG will include model ordinances and policies that can be easily adopted. For both toolkits, SCAG will recommend networking and outreach strategies. Finally, SCAG will work to identify partners to pilot DEI-centered contracting and supply chain policies.

3. **Construction apprenticeships and training.** This effort will produce a set of recommendations and aim to create a pilot program to expand upon and improve training and apprenticeship programs with a focus on construction. SCAG would contract with partners in labor and development to convene core stakeholders. The effort would identify current programs, what is working and what areas could use improvement and/or new approaches. Working with the stakeholders and through best practices research, SCAG would develop a report with recommendations for both improvements to existing programs as well as a pilot program addressing new opportunities created through new State funding sources.
4. **Providing Regional Data.** SCAG will develop at least three sets of regional data identified in the IERS, to support both State efforts and broader inclusive economic growth efforts:
 - (a) Work with the State to develop a sub-regional job quality index, which was a recommendation in the California Future of Work Commission's March 2021 report, A New Social Compact for Work and Workers. The job quality index would analyze monthly wage data to understand growth of quality jobs by industry using a range of measures;
 - (b) Produce county-level economic analyses to determine the local economic impact of racial and gender inequality; and
 - (c) Partner with organizations that are made up of, and work in, tribal communities to conduct targeted engagement to better understand the unique needs of Indigenous communities in Southern California in terms of economic growth and opportunity.

- 5. Addressing human capital needs.** This effort will produce a report with recommendations and best practices around core programmatic supports that expand access to training and employment, with an emphasis on lower income communities and communities of color.

Working with the same “tables” and community-based partners that will be engaged on the family-supporting jobs studies, SCAG will address core intersectional issues such as childcare, healthcare, transportation, and others, that are key to increasing access to both training and direct employment opportunities. The list of priority areas to address will be determined through the initial outreach efforts. Based on the priorities identified, SCAG will identify additional partners and experts and convene working groups to identify best practices, challenges to overcome, partners and potential pilot programs. This work will also tie to existing funding resources, to route recommendations in what is feasible with existing resources, while also identifying where new or different funding resources are needed.

FISCAL IMPACT:

If approved by the Regional Council, SCAG will receive \$3,500,000 in one-time funds from the California Workforce Development Board to support implementation of recommendations from the IERS. The funds will be programmed in Amendment 2 of the FY 2021-22 Overall Work Program (OWP).

ATTACHMENT(S):

1. Resolution 21-637-1 - IERS Funding



RESOLUTION NO. 21-637-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) AUTHORIZING SCAG TO ACCEPT CALIFORNIA WORKFORCE DEVELOPMENT BOARD ONE TIME FUNDING IN THE AMOUNT OF \$3,500,000 TO SUPPORT IMPLEMENTATION OF THE INCLUSIVE ECONOMIC RECOVERY STRATEGY

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

REGIONAL COUNCIL OFFICERS

- President Clint Lorimore, Eastvale
First Vice President Jan C. Harnik, Riverside County Transportation Commission
Second Vice President Carmen Ramirez, County of Ventura
Immediate Past President Rex Richardson, Long Beach

COMMITTEE CHAIRS

- Executive/Administration Clint Lorimore, Eastvale
Community, Economic & Human Development Jorge Marquez, Covina
Energy & Environment David Pollock, Moorpark
Transportation Sean Ashton, Downey

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 July 1, 2021 the Regional Council adopted the Inclusive Economic Recovery Strategy ("IERS") which provided recommendations for how the region can recover from the economic impacts and focus on inclusive economic growth that improves outcomes for lower income communities and communities of color;

WHEREAS, SCAG was awarded one-time funding in the amount of \$3,500,000 through AB129, to be administered by the California Workforce Development Board, to support implementation of recommendations in the IERS ("Funds"); and

WHEREAS, the Funds will be used to implement core recommendations, analysis and subregional strategies identified in the funding workplan provided to the State, which will involve SCAG staff time, consulting services and partnerships with both subregional organizations and non-profits.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council that SCAG is authorized to accept and administer the Funds to support implementation of the Inclusive Economic Recovery Strategy.

BE IT FURTHER RESOLVED THAT:

- 1. That the Regional Council hereby authorizes SCAG to accept funds in the amount of \$3,500,000 from the California Workforce Development Board to support implementation of the recommendations in the IERS as described above.
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 implementing the activities identified in the IERS and funded through the Funds.

Attachment: Resolution 21-637-1 - IERS Funding (Resolution No. 21-637-1 Authorizing Acceptance of Funds from the CA Workforce

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.

Clint Lorimore
President, SCAG
Mayor Pro Tem, Eastvale

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



Southern California Association of Governments
Remote Participation Only
November 4, 2021

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Resolution No. 21-637-2 Connect SoCal CEQA Approving Addendum No. 2
to Programmatic Environmental Impact Report (State Clearinghouse No.
2019011061)

RECOMMENDED ACTION FOR RC:

Recommend that the Regional Council (RC) adopt Resolution No. 21-637-2 to approve Addendum No. 2 to the Connect SoCal Program Environmental Impact Report (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. On October 7, 2021, EEC moved to recommend that the Regional Council adopt a Resolution to approve Addendum No. 2 to the Connect SoCal PEIR. SCAG staff recommends that the Regional Council approve Resolution No. 21-637-2 to adopt Addendum No. 2 to the Connect SoCal PEIR. The proposed final Addendum No. 2 to the PEIR and proposed resolution are attached to this staff report.

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 approved 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.

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 no 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

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).

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.

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 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 Addendum No. 2.

TABLE 1: SUMMARY OF IMPACTS FROM CONNECT SOCIAL 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. On October 7, 2021, EEC moved to recommend that the Regional Council adopt a resolution to approve Addendum No. 2 to the Connect SoCal PEIR. The proposed final Addendum No. 2 to the PEIR and proposed resolution are attached to this staff report.

NEXT STEPS:

SCAG staff recommends that the Regional Council approve Resolution No. 21-637-2 to approve Addendum No. 2 to the Connect SoCal PEIR. **The proposed final Addendum No. 2 to the PEIR and resolution are attached to this staff report.**

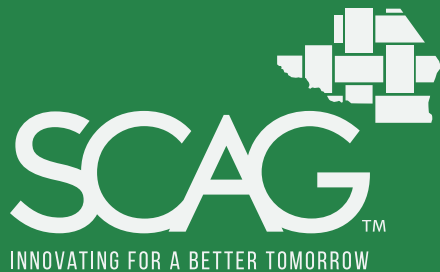
FISCAL IMPACT:

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. Proposed-Final-Addendum-02-PEIR
2. Resolution 21-637-2 - PEIR Addendum2

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



PROPOSED FINAL ADDENDUM #2
TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061
PROPOSED FINAL | NOVEMBER 4, 2021

Attachment: Proposed-Final-Addendum-02-PEIR (Resolution No. 21-637-2 Connect SoCal CEQA

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PROPOSED FINAL ADDENDUM #2

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

PROPOSED FINAL | NOVEMBER 4, 2021

scag.ca.gov/connect-social
scag.ca.gov/peir

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

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 refinements¹ 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.

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

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).

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

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

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

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

Attachment: Proposed-Final-Addendum-02-PEIR (Resolution No. 21-637-2 Connect SoCal CEQA)

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

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

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.

*CO₂ 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.

*CO₂ 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

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.

*CO₂ 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

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.

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

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.

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:

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

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

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

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

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

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:

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.



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PROPOSED FINAL ADDENDUM #2

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

PROPOSED FINAL | NOVEMBER 4, 2021

scag.ca.gov/connect-socal
scag.ca.gov/peir



RESOLUTION NO. 21-637-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING ADDENDUM NO. 2 TO THE PREVIOUSLY CERTIFIED 2020-2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2020 RTP/SCS OR CONNECT SOCIAL) PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

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

REGIONAL COUNCIL OFFICERS

President Clint Lorimore, Eastvale

First Vice President Jan C. Harnik, Riverside County Transportation Commission

Second Vice President Carmen Ramirez, County of Ventura

Immediate Past President Rex Richardson, Long Beach

COMMITTEE CHAIRS

Executive/Administration Clint Lorimore, Eastvale

Community, Economic & Human Development Jorge Marquez, Covina

Energy & Environment David Pollock, Moorpark

Transportation Sean Ashton, Downey

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_connectsocial_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 No. 1 to the 2020-2045 RTP/SCS PEIR in accordance with Cal. Pub. Res. Code Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164;

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

WHEREAS, since the approval of the Final PEIR and Addendum No. 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 No. 1 to the 2020 RTP/SCS ("Amendment No. 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: Resolution 21-637-2 - PEIR Addendum2 (Resolution No. 21-637-2 Connect SoCal CEQA Addendum No. 2 to Programmatic

WHEREAS, SCAG staff determined and for the reasons set forth in Addendum No. 1 to the 2020 RTP/SCS PEIR, an addendum is the appropriate CEQA document for Amendment No. 1 because the proposed project revisions set forth in Amendment No. 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 No. 2 to the 2020 RTP/SCS PEIR was prepared and completed and an informational copy of the draft of Addendum No. 2 was presented to the EEC for review;

WHEREAS, SCAG has finalized Addendum No. 2 to the 2020-2045 RTP/SCS PEIR, incorporated herein by this reference, in order to address the proposed changes to the 2020-2045 RTP/SCS as described in Amendment No. 1;

WHEREAS, on October 7, 2021, SCAG recommended to the EEC that Addendum No. 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 No. 2 to the 2020 RTP/SCS PEIR prior to making a decision on Amendment No. 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 No. 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 No. 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 No. 2; such proposed changes in Amendment No. 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 No. 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.

Clint Lorimore
President, SCAG
Mayor Pro Tem, Eastvale

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



AGENDA ITEM 7
REPORT

Southern California Association of Governments
Remote Participation Only
November 4, 2021

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Nancy Lo, Associate Regional Planner
(213) 236-1899, lo@scag.ca.gov

Subject: Resolution No. 21-637-3 Adoption of Connect SoCal (2020 RTP/SCS)
Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05

RECOMMENDED ACTION:

Adopt Resolution No. 21-637-3 approving the Proposed Final Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05, including the associated transportation conformity determination (collectively, the "Amendments"), and direct staff to forward the Amendments to the applicable federal and state agencies for their review and 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:

As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for developing and maintaining the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Federal Transportation Improvement Program (FTIP) in cooperation with the State (Caltrans), the county transportation commissions (CTCs), and public transit operators. SCAG, working in cooperation with its stakeholders, developed the Connect SoCal (2020 RTP/SCS) and Amendment No. 1. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

In early 2021, SCAG began the process for Connect SoCal Amendment No. 1 in response to project changes prompted by CTCs. Over the past several months, staff has worked in consultation and continuous communication with CTCs throughout the region to develop the Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 (sometimes collectively referred to herein as the "Amendments"). Modifications received from the CTCs are broadly categorized as new projects, existing projects that either have a revised description, revised

schedule, and/or change in total cost, or project is removed from the Connect SoCal. Informed by these changes, staff drafted content and assessed that these project modifications will not impact Connect SoCal's ability to meet state and federal requirements.

On July 1, 2021, the Regional Council released the Draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for a 30-day public review and comment period, from July 1, 2021, through July 31, 2021. In addition, a public hearing was held on July 15, 2021. SCAG received 3 comments; 1 general and 2 project specific. The comments were for the most part technical in nature and do not raise issues that affect conformity. SCAG staff worked closely with the CTCs and SCAG legal staff to address the comments. All minor and technical changes to projects have been addressed in the Proposed Final Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05.

At their October 7, 2021 meetings, the Transportation Committee (TC) and the Energy and Environment Committee (EEC) approved recommendations to the RC to adopt the Proposed Final Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 and the associated transportation conformity determination. Once approved by the Regional Council, the Amendments will be submitted to the applicable federal and state agencies for their review and approval.

BACKGROUND:

As requested by CTCs in early 2021, SCAG began the process for the Connect SoCal Amendment No. 1. Over the past several months, staff has worked in consultation and continuous communication with CTCs throughout the region to develop the Draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05.

Specific changes include project modifications amounting to a total 296 project modifications. Of the 296 project modifications, 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 projects are within Ventura County, and 2 projects are regional. Of the 60 new projects, 51 of the projects are within Los Angeles County, 4 of the projects are within Riverside County, 3 of the projects are within San Bernardino County, and 2 of the projects are within Ventura County.

After analysis of the addition of new projects and project modifications, SCAG staff concludes the following:

1. Amendment No. 1 does not adversely impact the financial constraint of the Connect SoCal. The Connect SoCal remains financially constrained.
2. Amendment No. 1 passes all tests of transportation conformity.

3. With Amendment No. 1, Connect SoCal remains in compliance with SB 375 and continues to meet and/or exceed the greenhouse gas emission reduction targets.

On July 1, 2021, the Regional Council released the Draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for a 30-day public review and comment period, from July 1, 2021, through July 31, 2021. In addition, a public hearing was held on July 15, 2021. SCAG received 3 comments; 1 general and 2 project specific. The comments were for the most part technical in nature and do not raise issues that affect conformity. SCAG staff worked closely with the CTCs and SCAG legal staff to address the comments. All minor and technical changes to projects have been addressed in the Proposed Final Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05.

At their October 7, 2021 meetings, the Transportation Committee and the Energy and Environment Committee approved recommendations to the Regional Council to adopt the Proposed Final Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 and the associated transportation conformity determination.

As required by California State Statute Assembly Bill 1246 (AB 1246), a formal consultation hearing between the Southern California Association of Governments (SCAG), county transportation commissions (CTCs), and Caltrans was held on October 15, 2021 where the item was unanimously approved to move forward for adoption by the Regional Council.

Once the Regional Council adopts the Proposed Final Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 it will thereafter be forwarded to the appropriate federal and state reviewing agencies for final approval. Once approved by the agencies, the Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 will allow the projects to receive the necessary approvals and move forward towards implementation in a timely manner.

The Proposed Final Connect SoCal Amendment No. 1 is incorporated into this report by this reference and is accessible at: <https://scag.ca.gov/post/proposed-final-amendment-1>.

The 2021 FTIP Consistency Amendment No. 21-05 is incorporated into this report by this reference and is accessible at: <https://scag.ca.gov/2021-proposed-amendments>.

Next Steps:

- December 2021/January 2022 - Federal approval of the final transportation conformity determination for the amendment

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2021-2022 Overall Work Program (WBS No. 21-010.0170.01: RTP Amendments, Management, and Coordination and WBS No. 21-030.0146.02: Federal Transportation Improvement Program).

ATTACHMENT(S):

1. Resolution 21-637-3
2. PowerPoint Presentation - Proposed Final 2020 Connect SoCal Amendment No. 1



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

RESOLUTION 21-637-3

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) ADOPTING AMENDMENT NO. 1 TO THE 2020-2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2020 RTP/SCS OR CONNECT SOCAL), CONSISTENCY AMENDMENT NO. 21-05 TO THE 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (2021 FTIP) (ALSO HEREIN REFERRED TO AS "AMENDMENTS"); AND CORRESPONDING CONFORMITY DETERMINATION

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

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. section 134(d) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and as such, is responsible for preparing and updating the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP) pursuant to 23 U.S.C. section 134 *et seq.*, 49 U.S.C. section 5303 *et seq.*, and 23 C.F.R. section 450.312;

WHEREAS, SCAG is the multi-county designated transportation planning agency under state law, and as such, is responsible for preparing, adopting and updating the RTP and SCS every four years pursuant to Government Code 65080 *et seq.*, and for preparing and adopting the FTIP (regional transportation improvement program, under state law) every two years pursuant to Government Code sections 14527 and 65082, and Public Utilities Code section 130301 *et seq.*;

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code section 65080(b) *et seq.*, SCAG must prepare a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as determined by the California Air Resources Board (ARB);

WHEREAS, the 2020 RTP/SCS must be consistent with all other applicable provisions of federal and state law including: (1) The Fixing America's Surface Transportation Act (FAST Act) (P.L. 114-94, December 4, 2015) and the Moving Ahead for Progress in the 21st Century (MAP-21) (P.L. 112-141); (2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C; (3) California Government Code section 65080 *et seq.*; Public Utilities Code sections 130058 and 130059; and Public Utilities Code section 44243.5; (4) 174 and 176(c) and (d) of the federal Clean Air Act [(42 U.S.C. §§ 7504 and 7506(c) and (d))] and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93; (5) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to 23 U.S.C. section 324; (6) The Department of Transportation's Final

REGIONAL COUNCIL OFFICERS

- President
Clint Lorimore, Eastvale
- First Vice President
Jan C. Harnik, Riverside County Transportation Commission
- Second Vice President
Carmen Ramirez, County of Ventura
- Immediate Past President
Rex Richardson, Long Beach

COMMITTEE CHAIRS

- Executive/Administration
Clint Lorimore, Eastvale
- Community, Economic & Human Development
Jorge Marquez, Covina
- Energy & Environment
David Pollock, Moorpark
- Transportation
Sean Ashton, Downey

Attachment: Resolution 21-637-3 (Resolution No. 21-637-3 Adoption of Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consi)

Environmental Justice Strategy (60 Fed. Reg. 33896; June 29, 1995) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment; (7) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. § 12101 et seq.) and accompanying regulations at 49 C.F.R. sections 27, 37, and 38; (8) Senate Bill 375 (Steinberg, 2008) as codified in California Government Code section 65080(b) *et seq.*;

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

WHEREAS, transportation conformity is based upon a positive conformity finding with respect to the following tests: (1) regional emissions analysis, (2) timely implementation of Transportation Control Measures, (3) financial constraint, and (4) interagency consultation and public involvement. In addition, pursuant to 23 C.F.R. section 450.324(c), an RTP amendment is also required to be consistent with the adopted RTP;

WHEREAS, on September 3, 2020, the SCAG Regional Council approved and adopted the 2020 RTP/SCS, and on June 5, 2020, FHWA and FTA found that the 2020 RTP/SCS conforms to the applicable SIP;

WHEREAS, on March 4, 2021 the SCAG Regional Council approved the 2021 FTIP, and on April 16, 2021 FHWA and FTA found that the 2021 FTIP conforms to the applicable SIP;

WHEREAS, SCAG has received requests from the local county transportation commissions (CTCs) for additional project additions or modifications to the 2020 RTP/SCS and 2021 FTIP;

WHEREAS, 23 U.S.C. section 134(j)(3)(C) requires projects in the 2021 FTIP to be consistent with the 2020 RTP/SCS;

WHEREAS, on July 1, 2021, SCAG's Regional Council released the Draft Amendment No. 1 to the 2020 RTP/SCS and the associated Consistency Amendment #21-05 to the 2021 FTIP (also herein referred to as "Amendments") for a 30-day public review and comment period;

WHEREAS, a Notice of Availability for a 30-day public review and comment period was posted on SCAG's website on July 1, 2021; public notices were emailed to regional stakeholders; the Draft Amendments were made available on SCAG's website; and copies were provided for review throughout the region by special request;

WHEREAS, given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N29-20, the virtual public hearing for the Draft Amendments was held telephonically and electronically on July 15, 2021.

WHEREAS, to the extent that SCAG has received any written comments on the Draft Amendments, those comments have been responded to, and those comments along with responses are summarized in the final versions of the Amendments;

WHEREAS, SCAG has engaged in the continuing, cooperative, and comprehensive transportation planning process mandated by 23 U.S.C. section 134(c) (3) and 23 C.F.R. section 450.312;

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. section 93.105, SCAG consulted with the respective transportation and air quality planning agencies, including but not limited to, discussion of the draft conformity finding before the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) throughout the Amendments' development process;

WHEREAS, the Amendments include a financial plan identifying the financial impact of the changes contained in the Amendments;

WHEREAS, the Amendments contain a positive transportation conformity determination. Using the final motor vehicle emission budgets submitted by ARB and found to be adequate or approved by the U.S. Environmental Protection Agency (EPA), this conformity determination is based upon staff's analysis of the applicable transportation conformity tests; and

WHEREAS, conformity of Consistency Amendment No. 21-05 to the 2021 FTIP has been determined simultaneously with Amendment No. 1 to the 2020 RTP/SCS in order to address the consistency requirement of federal law.

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

1. The Regional Council approves Amendment No. 1 to the 2020 RTP/SCS and Consistency Amendment No. 21-05 to the 2021 FTIP for the purpose of complying with the requirements of the FAST Act, MAP-21, and all other applicable laws and regulations as referenced in the above recitals. In adopting these Amendments, the Regional Council finds as follows:
 - a. Amendment No. 1 to the 2020 RTP/SCS and Consistency Amendment No. 21-05 to the 2021 FTIP comply with all applicable federal and state requirements, including the FAST Act and MAP-21 planning provisions; and
 - b. Amendment No. 1 to the 2020 RTP/SCS and Consistency Amendment No. 21-05 to the 2021 FTIP comply with the greenhouse gas emission reduction targets established by the California Air Resources Board and meets the requirements of Senate Bill 375 (Steinberg, 2008) as codified in Government Code 65080(b) et seq. by achieving per capita GHG emission reductions at 8% below 2005 per capita emissions levels by 2020 and 19% below 2005 per capita emissions levels by 2035; and
 - c. Amendment No. 1 to the 2020 RTP/SCS and 2021 FTIP Consistency Amendment No. 21-05 are consistent with the policies, programs, and projects in the federally approved 2020 RTP/SCS and meet all federal and state requirements and regulations.

2. The Regional Council hereby makes a positive transportation conformity determination of Amendment No. 1 to the 2020 RTP/SCS and Consistency Amendment No. 21-05 to the 2021 FTIP. In making this determination, the Regional Council finds as follows:
 - a. Amendment No. 1 to the 2020 RTP/SCS and Consistency Amendment No. 21-05 to the 2021 FTIP pass the four tests and analyses required for conformity, namely: regional emissions analysis, timely implementation of Transportation Control Measures, financial constraint analysis, and interagency consultation and public involvement;
3. SCAG's Executive Director or his designee is authorized to transmit Amendment No. 1 to the 2020 RTP/SCS and Consistency Amendment No. 21-05 to the 2021 FTIP and associated conformity findings to the FHWA and the FTA to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93.

PASSED, APPROVED, AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting on the 4th day of November, 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



Proposed Final 2020 Connect SoCal Amendment #1

Nancy Lo
Associate Regional Planner
November 4, 2021

www.scag.ca.gov



Recommended Action

Recommended Action:

Recommend that the Regional Council (RC) adopt Resolution No. 21-637-1 approving the Proposed Final Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05, including the associated transportation conformity determination, and direct staff to forward the Amendments to the applicable federal and state agencies for their review and approval.

Why Amend the RTP/SCS?

1. Required to reflect significant changes to the projects contained in the Connect SoCal – e.g., addition or deletion of a project or a major change in project scope, cost and schedule.
2. Projects must be reflected accurately to maintain eligibility for state and federal funding.
3. To move forward with the project approval/environmental document (PA/ED) phase, a project must be part of a conforming RTP/SCS.

Analysis and Conclusion

After analysis of the addition of new projects and project modifications, SCAG staff concludes the following:

1. Amendment #1 will not adversely impact the financial constraint of the Connect SoCal. The Connect SoCal remains financially constrained.
2. Amendment #1 passes all tests of transportation conformity.
3. With the Amendment #1, Connect SoCal remains compliant with SB 375

Summary of Comments



Proposed Final Connect SoCal Amendment #1



Proposed Final 2020 Connect SoCal Amendment #1 can be viewed at <https://scag.ca.gov/post/proposed-final-amendment-1>

2021 FTIP Consistency Amendment #21-05 can be viewed at: <https://scag.ca.gov/2021-proposed-amendments>

Next Steps



Dec 2021/
Jan 2022

Federal approval of the final
transportation conformity determination
for the amendment



Thank you!

Nancy Lo
lo@scag.ca.gov
www.scag.ca.gov





Southern California Association of Governments
Remote Participation Only
November 4, 2021

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: Amending Contract Greater Than \$75,000 and 30% of the Contract's
Original Value: Bench Contract No. 19-052-C01 through C10 Information
Technology (IT) Application Development and Support

RECOMMENDED ACTION:

That the Regional Council:

- 1) Approve Amendment No. 1 to bench contracts 19-052-C01 through 19-052-C10, with 22nd Century Technologies, Inc.; AgreeYa Solutions, Inc.; Commercial Programming Systems, Inc.; Computer Aid, Inc.; Coolsoft, LLC; Global IT Services, Inc.; Infojini, Inc.; Radgov, Inc.; SATWIC, Inc.; and Sierra Cybernetics, Inc. in an amount not to exceed \$1,500,00 beginning with FY22 and continuing beyond into future fiscal years, to provide project-based technical resources;
- 2) Continue authorization to waive the requirement to receive Regional Council approval for IT bench contract awards exceeding \$200,000 and for IT bench contract amendments exceeding \$75,000 or 30% of the original contract value. Maximum cumulative value of contracts awards are subject to the total Regional Council authorized IT bench funding, currently at \$2,480,000 (\$1,500,000 authorized as part of recommended action 1) and \$980,000 authorized by the Regional Council on 9/2/20). This authorization would continue for the duration of the current 5-year term of the established IT bench; and
- 3) 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 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

Since 2012 SCAG's Information Technology (IT) Division has required project based technical resources to implement the IT work plan in support of SCAG's mission. Since that time the Regional Council (RC) has authorized staff to use these technical resources and return to the RC for continued fiscal authorization. Staff received the most recent authorization on September 2, 2020, at a meeting of the Executive/Administration Committee (EAC - Addenda Item No. 4) which authorized staff to enter into fiscal year 2020-21 (FY21) contracts with ten (10) firms (mentioned below) that were competitively procured under contracts 19-052-C01 through 19-052-C10.

This procurement model has provided great results within the organization. By pre-negotiating rates for services known to be in demand, SCAG has lowered administrative costs, increased efficiency and productivity and has become a template for other departments within the organization seeking competitively procured but agile access to resources. Staff recommends extending the terms of these 10 contracts (19-052-C01 through 19-052-C10), add funding in the amount of \$1,500,000 for the remaining three years of the contract period based on project needs, and compete for new IT services by issuing Requests for Offer (RFOs) to the 10 firms.

As in the past, staff also requests to continue the authorization to exceed the \$200,000 contract limit per procurement procedures for each individual contract for IT resources, when an individual resource is retained for project support to maintain consistency and effectiveness for up to 5 years. This includes a waiver of the agency's procurement requirement of obtaining the Regional Council's approval for contracts above \$200,000 for any individual contract awarded to one of the IT bench consultants as well as a waiver to the procurement requirement of needing Regional Council approval for any contract amendment beyond \$75,000 or 30% of its original value or beyond the normal \$200,000 RC approval threshold for any individual contract awarded to any of the IT bench consultants.

The approved FY22-24 IT work plan includes, but is not limited to system development and support related to:

- *Enterprise Geographic Information System (EGIS) geodatabases used by SCAG planners, city staff and the public, accessible through SCAG's websites.*
- *Planning applications, including Inter Governmental Review (IGR), Local Profiles, and others.*
- *Websites, external and internal, used by staff, partners and the public.*
- *Administrative systems, such Financial Management System (FMS), Customer Relationship Management (CRM), and others.*
- *Scenario Planning Model (SPM) systems used by SCAG staff, and regional partners and the public.*
- *IT infrastructure communication systems.*



This amendment exceeds \$75,000 and 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 amendments greater than \$75,000 and 30% of the contract’s original value:

<u>Consultant/Contract #</u>	<u>Amendments Purpose</u>	<u>Amendment Amount</u>
Various (19-052-C01 through 19-052-C10)	The consultants shall provide Information Technology (IT) Application Development and Support on an as-needed project and hourly basis at pre-negotiated rates.	\$1,500,000

FISCAL IMPACT:

Funding for various IT contracts is available in the FY 2021-22 Overall Work Program Budget and Indirect Cost Budget. Funding for subsequent fiscal years through FY2024-2025 will be included in future year budgets.

ATTACHMENT(S):

1. Contract Summanry 19-052B-C01 through C10 Amendment 1
2. Contract Summary 19-052-C01 through C10 COI

CONSULTANT CONTRACT NOS.19-052B-C01 THROUGH 19-052B-C10
AMENDMENT NO. 1

Consultants: 22nd Century Technologies, Inc.;
AgreeYa Solutions, Inc.;
Commercial Programming Systems, Inc.;
Computer Aid, Inc.;
Coolsoft, LLC;
Global IT Services, Inc.;
Infojini, Inc.;
Radgov, Inc.;
SATWIC, Inc.; and
Sierra Cybernetics, Inc.

**Background &
Scope of Work:**

Since 2012 SCAG’s Information Technology (IT) Division has required project based technical resources to implement the IT work plan in support of SCAG’s mission. Since that time the Regional Council has authorized staff to use these technical resources and return to the Reginal Council for continued fiscal authorization. Staff received the most recent authorization on September 2, 2020, at a meeting of the Executive/Administration Committee (EAC - Addenda Item No. 4) which authorized staff to enter into fiscal year 2020-21 (FY21) contracts with ten (10) firms (mentioned below) that were competitively procured under contracts 19-052-C01 through 19-052-C10.

This procurement model has provided great results within the organization. By pre-negotiating rates for services known to be in demand, SCAG has lowered administrative costs, increased efficiency and productivity and has become a template for other departments within the organization seeking competitively procured but agile access to resources. Staff recommends extending the terms of these ten 19-052 contracts, add funding in the amount of \$1,500,000 for the remaining three years of the contract period based on project needs, and compete for new IT services by issuing Requests for Offer (RFOs) to the ten (10).

As in the past, staff also requests to exceed the \$200,000 contract limit per procurement procedures for each individual contract for IT resources, when an individual resource is retained for project support to maintain consistency and effectiveness for up to 5 years. This includes a waiver of the agency’s procurement requirement of obtaining the Regional Council’s approval for contracts above \$200,000 for any individual contract awarded to one of the IT bench consultants as well as a waiver to the procurement requirement of needing Regional Council approval for any contract amendment beyond \$75,000 or 30% of its original value or beyond the normal \$200,000 Regional Council approval threshold for any individual contract awarded to any of the IT bench consultants.

The approved FY22-24 IT work plan includes, but is not limited to system development and support related to:

- Enterprise Geographic Information System (EGIS) geodatabases used by SCAG planners, city staff and the public, accessible through SCAG’s websites.

- Planning applications, including Inter Governmental Review (IGR), Local Profiles, and others.
- Websites, external and internal, used by staff, partners and the public.
- Administrative systems, such Financial Management System (FMS), Customer Relationship Management (CRM), and others.
- Scenario Planning Model (SPM) systems used by SCAG staff, and regional partners and the public.
- IT infrastructure communication systems.

Project’s Benefits & Key Deliverables:

Using IT resources on a contract-by-contract basis gives SCAG the agility to acquire specialized skills to meet varying technologies, demands and workloads. This increases SCAG’s effectiveness in deploying new technology, broadens the qualified resource pool, shortens project delivery time, and in many cases, reduces the overall cost of projects. The work of each IT firm is tied to a specific scope related to a particular project, including agreed deliverables and rates, estimated hours, and schedules.

Strategic Plan:

This item supports SCAG’s Strategic Plan Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective d: Integrate Advanced Information and Communication Technologies.

Contract Amendment Amount:

Amendment 1	\$1,500,000
RFO 4 Website Redesign Project Manager	\$163,270
RFO 3 MS TEAMS Implementation	\$80,720
RFO 2 CRM Development and Support	\$287,905
RFO 1 Sr. Enterprise GIS Administrator	\$142,454
Subtotal Committed (RFO’s 1-4):	\$674,349
Original Contract Value Across the Bench of 10 Contracts:	<u>\$980,000</u>
Total Bench Contract is not to exceed:	\$2,480,000

Contract Period:

December 5, 2019 through December 31, 2024

Funding:

Funding for various IT contracts is available in the FY 2021-22 Overall Work Program Budget and Indirect Cost Budget. Funding for subsequent fiscal years through FY 2024-2025 will be included in future year budgets.

Basis for the Amendment:

The Proposal Review Committee recommended each of the ten (10) firms listed above for the contract award based on technical qualifications, breadth and quality of resources, company stability and viability, price and customer references. Any new awards will be based on this same criteria.

**Conflict Of Interest (COI) Form - Attachment
For November 4, 2021 Regional Council Approval**

Staff request the Regional Council to authorize staff to:

- 1) Approve Amendment No. 1 to bench contracts 19-052-C01 through 19-052-C10, with 22nd Century Technologies, Inc.; AgreeYa Solutions, Inc.; Computer Aid, Inc.; Commercial Programming Systems, Inc.; Coolsoft, LLC; Global IT Services, Inc.; Infojini, Inc.; Radgov, Inc.; SATWIC, Inc.; and Sierra Cybernetics, Inc. in an amount not to exceed \$1,500,00 beginning with FY22 and continuing beyond into future fiscal years, to provide project-based technical resources;
- 2) Continue authorization to waive the requirement to receive Regional Council approval for IT bench contract awards exceeding \$200,000 and for IT bench contract amendments exceeding \$75,000 or 30% of the original contract value. Maximum cumulative value of contracts awards are subject to the total Regional Council authorized IT bench funding, currently at \$2,480,000 (\$1,500,000 authorized as part of recommended Action 1) and \$980,000 authorized by the Regional Council on 9/2/20). This authorization would continue for the duration of the current 5-year term of the established IT bench; and
- 3) Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

The firms for procurement action 19-052-C01 through 19-052-C10 include:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
22 nd Century Technologies, Inc.;	No - form attached
AgreeYa Solutions, Inc.;	No - form attached
Commercial Programming Systems, Inc.;	No - form attached
Computer Aid, Inc.;	No - form attached
Coolsoft, LLC;	No - form attached
Global IT Services;	No - form attached
Infojini, Inc.;	No - form attached
Radgov, Inc.;	No - form attached
SATWIC, Inc.;	No - form attached
Sierra Cybernetics, Inc.	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 19-052

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: 22nd Century Technologies, Inc.
Name of Preparer: Isha Sharma
Project Title: SCAG IT Bench Contracts 19-052B-C01- C10
Date Submitted: 10/25/2021

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 19-052-C01 through C10 COI (Amending Contract Greater Than 30% of the Contract's Original Value: Bench

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
_____	_____
_____	_____
_____	_____
_____	_____

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 19-052

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: AgreeYa Solutions, Inc.
Name of Preparer: Ajay Kaul
Project Title: CRM Development & Support
Date Submitted: 10/26/2021

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?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Ajay Kaul, hereby declare that I am the (position or title) Managing Partner of (firm name) AgreeYa Solutions, 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 10/26/2021 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) 10/26/2021 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.

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 19-052

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: Commercial Programming Systems, Inc.
Name of Preparer: Philip R. Sawyer
Project Title: FY22 IT Bench Contract projects
Date Submitted: 10/25/2021

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?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

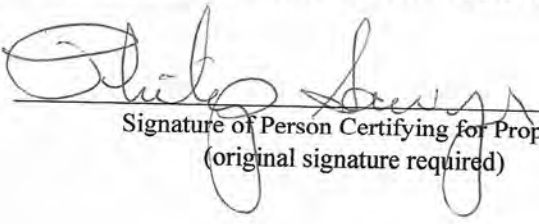
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Philip Sawyer, hereby declare that I am the (position or title) President/CEO of (firm name) Commercial Programming Systems, 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 October 25, 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.



 10/25/2021

 Signature of Person Certifying for Proposer Date

 (original signature required)

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 19-052-C01 through C10 COI (Amending Contract Greater Than 30% of the Contract's Original Value: Bench

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 19-052

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: Computer Aid Inc
Name of Preparer: Frank Ury
Project Title: Sr Client Executive
Date Submitted: Oct 25, 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?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

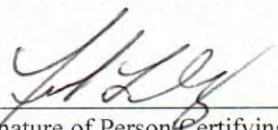
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Frank Ury, hereby declare that I am the (position or title) Sr Client Executive of (firm name) Computer Aid 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 Oct 25, 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.


 _____ Oct 25, 2021 _____
 Signature of Person Certifying for Proposer Date
 (original signature required)

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.

SCAG CONFLICT OF INTEREST FORM

RFP No. 19-052

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 www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, 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: COOLSOF LLC

Name of Preparer: Anand Krishnamurthy

Project Title: Information Technology (IT) Application Development and Support

RFP Number: 19-052 Date Submitted: 6/10/2019

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 19-052-C01 through C10 COI (Amending Contract Greater Than 30% of the Contract's Original Value: Bench

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Anand Krishnamurthy, hereby declare that I am the (position or title) Chief Executive Officer of (firm name) COOLSOFT LLC, 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 6/21/2019 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)

10/28/21
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.

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 19-052

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: Global IT Services
Name of Preparer: Shavinder Phagura
Project Title: President
Date Submitted: 10/26/21

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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) Shavinder Phagura, hereby declare that I am the (position or title) President of (firm name) Global IT Services, 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 10/26/2021 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)

NOTICE

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SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 19-052

SECTION I: INSTRUCTIONS

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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: Infojini Inc.
Name of Preparer: Sandeep Harjani
Project Title: President
Date Submitted: 10/26/2021

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?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Sandeep Harjani, hereby declare that I am the (position or title) President of (firm name) Infojini 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 10/26/2021 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)

10/26/2021

Date

NOTICE

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SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 19-052

SECTION I: INSTRUCTIONS

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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: RADgov, Inc.
Name of Preparer: Clarisey Lee
Project Title: SCAG IT Bench Contracts 19-052B-C01- C10
Date Submitted: 10/27/2021

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?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Ajava Kapoor, hereby declare that I am the (position or title) Director of (firm name) RADgov, 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 10/27/2021 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)

10/27/2021

Date

NOTICE

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SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 19-052

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: Satwic Inc
Name of Preparer: Subbaiah Cherumandanda
Project Title: Information Technology (IT) Application Development and Support
Date Submitted: 10/25/2021

SECTION II: QUESTIONS

- I. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____

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) Subbaiah Cherumandanda, hereby declare that I am the (position or title) President of (firm name) Satwic 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 10/25/2021 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)

10/25/2021

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.

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 19-052

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: Sierra Cybernetics, Inc.
Name of Preparer: Carl LaPlante
Project Title: IT Application Development and Support
Date Submitted: 10/25/2021

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?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

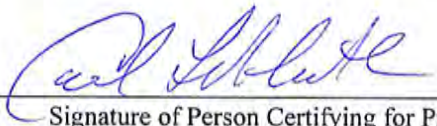
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Carl Dean LaPlante, hereby declare that I am the (position or title) President of (firm name) Sierra Cybernetics, 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 10/25/2021 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)

10/25/2021

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.



AGENDA ITEM 9
REPORT

Southern California Association of Governments
Remote Participation Only
November 4, 2021

To: Executive/Administration Committee (EAC)
Regional Council (RC)
From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov
Subject: Amending Contract Greater Than 30% of the Contract's Original Value
and \$75,000: Contract No. 20-002-C01, with Best Best & Krieger LLP for
Board Counsel Services and as Needed Litigation Services

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve Amendment No. 2 to contracts 20-002-C01, with Best Best & Krieger, LLP, in an amount not-to-exceed \$363,480 (for a total not-to-exceed amount of \$858,960), to provide Board Counsel Services and as needed litigation services. 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:

This amendment is needed to restore funds spent on outside counsel legal expenses that were incurred in 2020 and early 2021 due to providing needed legal services resulting from unanticipated and reduced staffing levels in the Legal Services Department during that period. This amendment exceeds \$75,000 and 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 amendments greater than \$75,000 and 30% of the contract's original value:

<u>Consultant/Contract #</u>	<u>Amendments Purpose</u>	<u>Amendment Amount</u>
Best Best & Krieger, LLP (20-002-C01)	The consultants shall provide Board Counsel Services and as needed litigation services.	\$363,480

FISCAL IMPACT:

Funding of \$100,000 is available in the FY 2021-22 budget, and the remaining \$268,480 is expected to be available and spread out over two (2) fiscal years (i.e., FY 2022-23 and 2023-24) in the General Fund Budget under Project Number 800-0160.01, subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 20-002-C01 Amendment 1
2. Contract Summary 20-002-C01 Amendment 2 COI

CONSULTANT CONTRACT NO. 20-002-C01 AMENDMENT NO. 2

Consultant: Best Best & Krieger, LLP

Background & Scope of Work: On October 18, 2019, SCAG awarded Contract 20-002-C01 to Best Best & Krieger, LLP (BBK) to provide legal services as Board Counsel to the Regional Council and its committees and to provide certain “on call” services, including litigation services and other services as approved by the Executive Director. Under this agreement, BBK provides “Task 1” legal services that include, but are not limited to: attending and serving as Board Counsel at Regional Council (RC) and other committee meetings; consulting and providing advice to the RC, committees, Executive Director and other staff on various legal matters; assisting with the annual performance review of the Executive Director; reviewing and revising as needed proposed changes to the SCAG Bylaws and RC policies; and additional services as requested by the RC or the Executive Director. Task 1 services are rendered in accordance with an agreed-upon flat monthly fee, starting at \$8,000 per month for FY 2019-20, with indexing in subsequent years. As needed “Task 2” services include litigation assistance (if approved by the Regional Council) and other services (as approved by the Executive Director), in accordance with an agreed upon hourly rate structure. The contract is for three (3) years, with two addition 12-month options, for a total of 60-months.

This amendment would increase the contract value from \$495,480 to \$858,960. The contract term would not be extended.

This increase is due to outside counsel legal expenses being incurred in 2020 and early 2021 as a result of unanticipated and reduced staffing levels in the Legal Services Department during that period. The purpose of this amendment is to restore funding that was used to provide necessary legal services during prior staffing vacancies.

Project’s Benefits & Key Deliverables: The project’s benefits and key deliverables include, but are not limited to:

- Legal Counsel Services to the Regional Council on a flat fee monthly basis.
- As Needed Litigation Services on an hourly fee basis.

Strategic Plan: This item supports SCAG’s Strategic Plan Goal: 1: Produce innovative solutions that improve the quality of life for Southern Californians. And Goal 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Amendment Amount:	Amendment 2	\$363,480
	Amendment 1 (administrative – no change to contract value)	\$0
	Original contract value	<u>\$494,480</u>
	Total contract value is not to exceed	\$858,960

This amendment exceeds \$75,000 and 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 23, 2019 through October 31, 2024 (subject to extension as noted above)

Project Number: 800-0160.01 \$363,480
Funding source: General Fund

Funding of \$100,000 is available in the FY 2021-22 budget, and the remaining \$268,480 is expected to be available and spread out over two (2) fiscal years (i.e., FY 2022-23 and 2023-24) in the General Fund Budget under Project Number 800-0160.01, subject to budget availability.

Basis for the Amendment: This amendment is needed to restore funds spent on outside counsel legal expenses that were incurred in 2020 and early 2021 due to providing needed legal services resulting from unanticipated and reduced staffing levels in the Legal Services Department during that period.

**Conflict Of Interest (COI) Form - Attachment
For November 4, 2021 Regional Council Approval**

Approve Amendment No. 2 to contracts 20-002-C01, with Best Best & Krieger, LLP, in an amount not-to-exceed \$363,480 (for a total not-to-exceed amount of \$858,960), to provide Board Counsel Services and as needed litigation services. 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)?
Best Best & Krieger, LLP (prime consultant)	Yes - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 20-002-C01

SECTION I: INSTRUCTIONS

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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: _____
Name of Preparer: _____
Project Title: _____
Date Submitted: _____

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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:

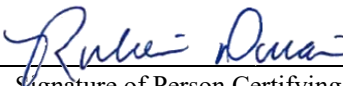
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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) _____, hereby declare that I am the (position or title) _____ of (firm name) _____, 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 _____ 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.

 _____ Date _____
 Signature of Person Certifying for Proposer (original signature required)

NOTICE

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AGENDA ITEM 10
REPORT

Southern California Association of Governments
Remote Participation Only
November 4, 2021

To: Regional Council (RC)
From: Javiera Cartagena, Director of Government and Public Affairs
(213) 236-1980, cartagena@scag.ca.gov
Subject: November 2021 State and Federal Legislative Update

EXECUTIVE DIRECTOR'S
APPROVAL

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 – Final State Legislative Update

This year, the Legislature passed 836 bills and deferred a few hundred others to the second half of the 2021-2022 legislative session. This staff report provides a final update on the State Legislature, as the Governor took his final action of the 2021 Legislative Session on October 9, 2021. SCAG adopted a formal position on 15 pieces of legislation, including 12 support and three oppose positions, including:

<u>Support</u>	
Bill Number	Description
ACA 1 (Aguiar-Curry)	Local Revenue Measure Voter Thresholds
AB 14 (Aguiar-Curry)	California Advanced Services Fund (CASF) Reform
AB 43 (Friedman)	Traffic safety, Speed Limits
AB 687 (Seyarto)	Riverside County Housing Finance Trust
SB 4 (Gonzalez)	California Advanced Services Fund (CASF) Reform
SCA 2 (Wiener & Allen)	Public Housing Project Voter Thresholds
SB 7 (Atkins)	Environmental Leadership Development Projects
SB 15 (Portantino)	Incentives for Rezoning Idle Retail
SB 44 (Allen)	Los Angeles County Environmental Leadership Transit Projects

SB 266 (Newman)	Chino Hills State Park Expansion
SB 623 (Newman)	Electronic Toll and Transit Fare Collection Systems
<u>Support, If Amended</u>	
SB 10 (Wiener)	Transit Oriented/Infill Development Density
<u>Oppose</u>	
AB 215 (Chiu)	Housing Element Violations
SB 9 (Atkins)	Duplexes
<u>Oppose, Unless Amended</u>	
SB 261 (Allen)	Sustainable Communities Strategy Reform

Governor Newsom signed 770 bills into law and vetoed 66 others, giving the Governor a veto rate of about eight percent. Of the bills that SCAG supported, the Governor signed eight into law. These bills include AB 14 (Aguiar-Curry) and SB 4 (Gonzalez), which will provide more funding to expand broadband infrastructure. For housing legislation, the Governor signed SB 7 (Atkins), SB 10 (Wiener), SB 44 (Allen), and AB 687 (Seyarto), which provide more tools, funding opportunities, and CEQA streamlining to help cities and counties accelerate housing production and address homelessness. Governor Newsom also signed AB 43 (Friedman), which provides local governments more flexibility when calculating speed limits, and SB 266 (Newman), which will facilitate the expansion of Chino Hills State Park.

The Governor also signed SB 9 (Atkins) and AB 215 (Chiu) into law, both of which SCAG opposed. SB 9 is the duplex bill, while AB 215 will add new requirements to housing element updates and 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 bring forward an action.

Various "two-year" bills are still active but were deferred to the second half of the legislative session and must pass 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, which are constitutional amendments, were also deferred to the second half of the legislative session. State constitutional amendments do not face the same house of origin deadlines as regular policy bills. They must achieve a 2/3 vote in each chamber and do not require the Governor's signature. To be successful, constitutional amendments would then need to earn a majority of votes cast at the ballot box.

The table below highlights the most relevant legislative deadlines:

Date	Deadline
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 Budget Surplus Anticipated

The Legislative Analyst's Office (LAO) updated its 2021-22 revenue outlook on September 20, 2021. The LAO stated that it predicts revenues from the state's "big three," personal income, sales, and corporate taxes, will very likely be \$5 billion to \$25 billion higher than initially projected. While the LAO believes it is very likely the State will have unanticipated revenues, the LAO cautioned that uncertainty remains because it is early in the fiscal year.

Currently, the LAO and the Department of Finance (DOF) publish state General Fund forecasts twice a year, once in the middle of the fiscal year and again in May. However, given the economy's instability due to the pandemic, the state experienced a wide swing in projections last fiscal year, going from a projected \$54 billion budget deficit to a \$38 billion surplus. As such, the LAO will now provide monthly updates on revenue projections for the current fiscal year.

2021-22 "Big Three" Revenue Outlook (September 2021)

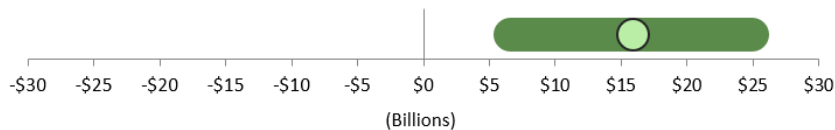
Below is our estimate of how the outlook for personal income, corporation, and sales tax (big three) revenues in 2021-22 has changed based on the most recent cash and economic data.

How Likely Are Revenues To Be Above/Below Budget Act Projections?



How Much Could Revenues Differ From Budget Act Projections?

This graph shows our updated big three forecast minus the 2021-22 Budget Act projection. The shows ● our best guess, while the colored area shows the range of the most plausible outcomes around our best guess.



FEDERAL

Source: Legislative Analyst's Office

Biden Approves 30-day Extension for Highway Funding

On October 1, 2021, the House passed H.R. 5432, the Surface Transportation Extension Act of 2021, by a bipartisan vote of 365-51. The Senate subsequently passed the bill on October 2, 2021, by Unanimous Consent, and President Biden signed the bill into law later that day. H.R. 5432 provided a 30-day extension of funding for surface transportation programs after the 2015 FAST Act expired on September 30, 2021. The Bipartisan Infrastructure Bill (BIB) contains a surface transportation

reauthorization component and would have prevented a Department of Transportation shutdown if passed but is contingent on the Reconciliation bill passing first given the state of negotiations. At the time of writing, it was unclear whether Congressional Democrats would pass the Reconciliation Bill and BIB by October 31, 2021, when the 30-day surface transportation extension would expire. Some lawmakers were discussing whether another extension would be necessary, possibly pushing the surface transportation funding deadline to early December, consistent with the deadlines for passing appropriations bills and legislation to address the debt limit.

Debt Limit Extension Passed

On October 14, 2021, President Biden signed a measure to increase the US Treasury Department's Borrowing Limit by \$480 billion to a new limit of \$28.9 trillion, allowing the Treasury to continue paying the nation's debts until approximately December 3, 2021. After reaching the debt limit on July 31, 2021, the Treasury Department used "extraordinary measures" to avoid defaulting on the nation's debt obligations. Still, it estimated that those measures would only work until October 18, 2021, just four days after President Biden extended the debt limit.

Senate Republicans had refused to support raising the debt limit without enacting spending reform but voted to invoke cloture and bypass a filibuster, allowing Senate Democrats to pass a short-term extension on party lines with 50 votes. However, Minority Leader Mitch McConnell stated that he would not help Senate Democrats pass another debt limit increase without reforms. Given that raising the debt limit requires 60 votes to bypass a filibuster, this leaves Congressional Democrats with few options, such as inserting a debt limit increase into the Reconciliation bill so that they can raise the limit without Republican support. While Congress averted a default, they face three significant deadlines in early December – the debt limit, surface transportation funding, and appropriations bills.

Appropriations Bill Update

President Biden signed a Continuing Resolution (CR) on September 30, 2021, to avoid a government shutdown to fund the government at current levels through December 3, 2021. However, Congress must still pass all twelve appropriations bills by December 3. Although the new fiscal year started on October 1, 2021, Chair of the Senate Appropriations Committee Patrick Leahy (D-VT) released text for the nine remaining appropriations bills for the 2022-23 Fiscal Year on October 18, 2021. Notably, Chair Leahy released the text for the \$162.6 billion Transportation-Housing and Urban Develop (T-HUD) appropriations bill.

The T-HUD bill provides \$90.5 in total budgetary resources for the US Department of Transportation (USDOT), which includes \$1.09 billion for TIGER/BUILD/RAISE grants, a \$90 million increase from FY 2021, and \$522.86 million for CRISI grants, an increase of \$375 million from the previous year. Most relevant to SCAG, the T-HUD bill also includes \$953 million for congressionally directed spending

and \$480,000 for SCAG's proposed Highways to Boulevards Regional Study, secured by Senators Feinstein and Padilla.

While releasing the text for the remaining appropriations bills is a step forward, there is still much remaining work left before the bills have enough support to pass. First, there is disagreement on spending levels, as the appropriations bills increase non-defense spending by 13% compared to a 5% increase for defense. As a result, Senate Republicans have stated their opposition to the spending bills as they would like funding increases to be more equal.

There are significant differences between the Senate and House T-HUD appropriations bills since the House version aligns with their surface transportation reauthorization proposal, the INVEST in America Act. In contrast, the Senate version aligns with the 2015 FAST Act. Also, if Congress passes the Bipartisan Infrastructure Bill before the December appropriations deadline, both chambers will have to amend their T-HUD bills to conform with the new transportation funding levels. Overall, the House and Senate T-HUD bills serve as a starting point for further negotiations. It is unclear whether both Houses and parties can come to an agreement by the December deadline, which means another CR may be necessary in December to provide additional temporary funding to avoid a government shutdown.

Reconciliation and Bipartisan Infrastructure Bill Update

The BIB remains in the House after Democratic leadership decided to postpone a vote in late September after it was clear that they did not have the votes to pass the legislation. The Progressive Caucus remained firm in its stance to withhold its support for the BIB until the Reconciliation Bill containing "human infrastructure" is passed. Thus, Democratic leadership set a new October 31, 2021, deadline for reaching an agreement on the Reconciliation Bill. However, at the time of writing this report, it seemed unlikely that the Reconciliation Bill would be ready by that deadline.

In the upper chamber, Senators Manchin and Sinema are the only two remaining holdouts on supporting the Reconciliation Bill, as they have disagreements on the total price tag, which programs should be included or excluded, and the pay-fors. The Senators have already successfully reduced the overall price tag from \$3.5 trillion to around \$2 trillion. On other issues, the two Senators remain divided, such as Senator Manchin's support for increasing top income tax and corporate tax rates and Senator Sinema's opposition to such a provision. House and Senate Democratic Leadership and the White House are all actively involved in striking a deal with the two Senators that is acceptable for all 50 Senate Democrats and 218 House Democrats. If an agreement is reached, the final language for the Reconciliation Bill would likely be released and voted on in November, meaning that an additional temporary surface transportation funding extension would be necessary.



FISCAL IMPACT:

Work associated with the November 2021 State and Federal Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.



Southern California Association of Governments
Remote Participation Only
November 4, 2021

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Orange County Equity Map and Social Progress Index

RECOMMENDED ACTION FOR EEC and CEHD:

For Information Only – No Action Required.

RECOMMENDED ACTION FOR RC:

Receive and File.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Katie Kalvoda, President and Board Chair of AdvanceOC, will provide a presentation on the Orange County Equity Map and Social Progress Index. In July 2020, AdvanceOC created the Orange County Equity Map using the Social Progress Index (SPI) which was developed through a public-private partnership between AdvanceOC, the County of Orange, and the Health Care Agency. This index, used world-wide, was developed to enable users to identify root causes, understand social determinants, investigate disparities, and help create equity focused strategies and solutions. Using 50 indicators, SPI can measure, track, and map inequities with neighborhood precision. The Orange County Equity Map, created from SPI, displays data for all 580 neighborhood census tracts within the county and provides the county’s Average Component score.

BACKGROUND:

In July 2020, SCAG’s Regional Council adopted Resolution 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California and subsequently adopted the Racial Equity Early Action Plan (EAP) in May 2021. The EAP provides a set of overarching goals and strategies to advance racial equity through SCAG’s policies, practices, and

activities. One implementation action listed in the EAP includes encouraging racial equity in local planning by providing elected officials with information and tools to promote racial equity. AdvanceOC's Orange County Equity Map and Social Progress Index is an innovative tool that can promote and advance equity. Katie Kalvoda, President and Board Chair of AdvanceOC, will provide a presentation on this resource and how it is being used in local jurisdictions to advance equity.

AdvanceOC's mission is to use innovative and strategic philanthropy to address inequities in Orange County communities. They bring together leaders from the public, private, and non-profit sectors to champion equity-oriented, data-driven strategies.

In July 2020, the Orange County Board of Supervisors commissioned AdvanceOC to create an Orange County Equity Map using the Social Progress Index (SPI). The Orange County Equity Map and Social Progress Index are products of a public-private partnership between AdvanceOC, the County of Orange, and the Health Care Agency, with technical help on the index from Social Progress Imperative.

AdvanceOC developed the SPI to measure, track, and map inequities with neighborhood precision to identify root causes, understand social determinants, and help create equity focused strategies and solutions. The index, which is used world-wide, includes 55 population indicators, shown in Attachment No.1 – Social Progress Index Indicators, organized within three broad dimensions: Basic Human Needs, Foundations of Wellbeing, and Opportunity.

The SPI enables users to review scores, out of 100, at various geographic levels including countywide, by city, by zip code or by census tract. The platform enables data to be presented at the neighborhood level to allow local agencies to understand local issues and the disparities between their neighborhoods.

Developed from SPI, the Orange County Equity Map, shown in Attachment No.2 – Orange County Equity Map, displays data for all 580 neighborhood census tracts as well as CDC population health and U.S. Census Bureau demographic data for the county and includes the county's Average Component SPI score, shown in Attachment No.3 – Orange County Average Component Scores, which is an average of all scores of all census tracts within the county.

The SPI, Orange County Equity Map and additional information on AdvanceOC can be found on their website at <https://www.advanceoc.com/>.

FISCAL IMPACT:

None.



ATTACHMENT(S):

1. PowerPoint Presentation - AdvOC
2. Attachment 1 - Social Progress Index Indicators
3. Attachment 2 - Orange County Equity Map
4. Attachment 3 - Orange County Average Component Scores



FULFILLING THE DREAM

www.advanceoc.com

OUR THEORY OF CHANGE

What would you do if you knew
Where suffering lives,
Where poverty persists,
And dreams are denied?





ALL VOLUNTEER BOARD OF DIRECTORS

KATIE KALVODA

Katie is the founder of G3 Ventures, a nonprofit organization specializing in impact investments. In addition, Katie serves as a Board Member for California Health Facilities Financing Authority as an appointee of the Honorable Anthony Rendon, Speaker of the CA Assembly.

NAZY FOULADIRAD

Nazy is President and Chief Operating Officer of Tevora, a cyber security consulting firm, named one of the fastest growing companies in the US. Nazy and her husband Ray, a veteran, are lifelong community philanthropists contributing to local causes like the Children's Hospital of Orange County.

SISTER THUY TRAN

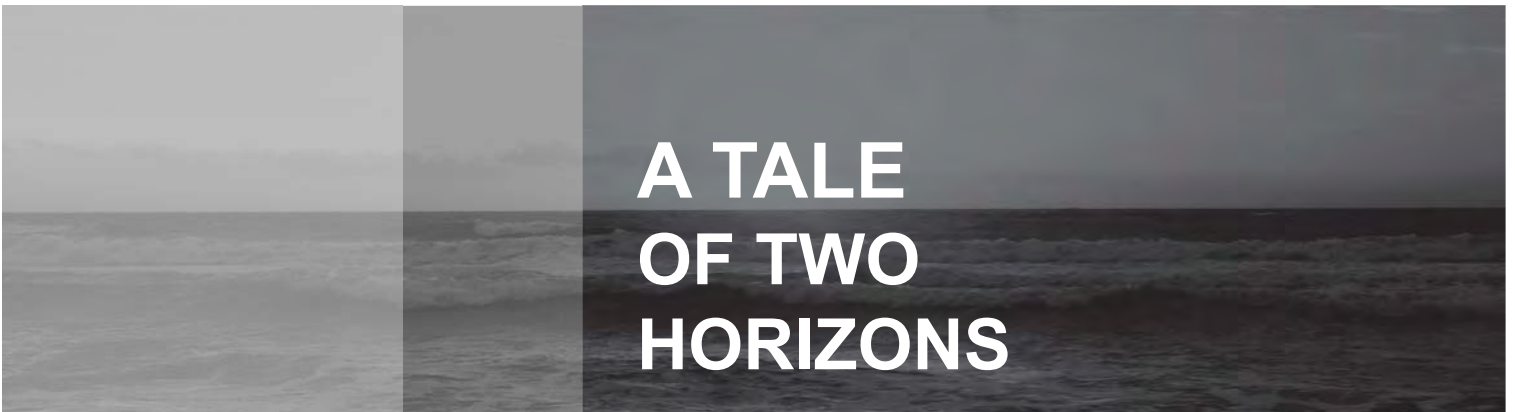
Sister Thuy is a Sister of St Joseph of Orange. She is part of the Mission Integration team with Providence St. Joseph, formerly Director of Community Relations and trustee of the Sisters of St Joseph Healthcare Foundation.

DAVID THRESHIE

David is Director of Marketing at the Texas Children's Hospital and founder of Thewonk.com, a digital communications and fundraising platform for nonprofits. David was previously a Board Member of Freedom Communications, Inc., where he served in multiple editorial and marketing roles.

NIOSHA SHAKOORI

Niosha is an employment attorney and human resources consultant with a specialty in building a culture of success and innovation. She is the founder of clarusHR, which provides strategic and cost-effective consulting services on all workplace matters.



Orange County has one of the most beautiful landscapes in California. However, our community, like many others, is challenged by systemic health, housing, educational, economic and opportunity disparities.

How can we close these gaps? At Advance OC, we aim to address these disparities by bringing community stakeholders together to invest in equity focused strategies. We start by developing a **Social Progress Index**. Using 50 indicators, we can measure, track, and map inequities in our community with neighborhood precision. Doing this enables us to identify root causes, understand social determinants, and help advance Orange County.

FROM INDEX TO ACTION TO **IMPACT**

PARTNERING WITH SPI

Delivering local data and insight that is meaningful, relevant and actionable



AdvanceOC partnered with Social Progress Imperative, a 501(c)(3) public charity with the following mission:

“We dream of a world in which people come first. A world where families are safe, healthy and free.”

AdvanceOC envisions a world where a person’s zip code does not limit their human potential.



2020 Social Progress Index

Legend: Tier 1 (Dark Blue), Tier 2 (Blue), Tier 3 (Light Blue), Tier 4 (Teal), Tier 5 (Green), Tier 6 (Light Green), Data Unavailable (Grey)

Logos: Global Partnership for Sustainable Development Data, CITY OF SAN JOSE CAPITAL OF SILICON VALLEY, European Commission, skoll FOUNDATION, MIAMI-DADE COUNTY, THE STATE OF MISSISSIPPI JACKSON, Deloitte, Play Video, Avina, Fundación, THE STATE OF KALAMAZOO

Social Progress Index: Orange County

BASIC HUMAN NEEDS

Nutrition and Basic Medical Care

- Supermarket access (% of pop.)
- Kindergarten vaccination rate (% of kindergarteners)
- Preventative care visits (% of adults)
- Dental care visits (% of adults)
- Households with food stamp benefits in the past 12 months (% of households)

Water and Sanitation

- Safe Drinking Water Act health-based violations
- Resource Conservation and Recovery Act hazardous waste violations
- Businesses in compliance with health standards (% of total businesses)

Housing

- Housing cost burden (owners) (% of housing units)
- Housing cost burden (renters) (% of housing units)
- Housing overcrowding (% of households)
- Eviction Rate (per 100 renter homes)

Personal Safety

- Violent crime rate (per 1,000 pop.)
- Property crime rate (per 1,000 pop.)
- Motor vehicle accident rate (per 1,000 pop.)

FOUNDATIONS OF WELLBEING

Access to Basic Education

- Preschool enrollment (% of 3 & 4 year olds)
- Social-emotional vulnerable (% of children under 5)
- Communication and general knowledge (% of children under 5)
- Third grade language arts proficiency (% of 3rd graders)
- Eighth grade math proficiency (% of 8th graders)
- Population without high school diploma or equivalent (% of pop. ages 18-24)

Access to Information and Communications

- Broadband subscription (% of pop.)
- Average broadband speed (Mbps download)
- Cellular data subscription (% of pop.)
- One or more types of computing devices present (% of households)
- No Internet Access (% of pop.)

Health and Wellness

- Vulnerable or at risk physical health (% of children under 5)
- Poor mental health days
- Obesity prevalence (% of adults)
- Diabetes prevalence (% of adults)
- Cancer prevalence (% of adults)

Environmental Quality

- PM2.5 average annual concentration (µg/m3)
- Ozone average 8-hour concentration (ppm)
- Nitrogen dioxide average annual concentration (ppb)
- Carbon footprint (metric tons CO2)
- Wildfire hazard potential

OPPORTUNITY

Personal Rights

- Home ownership (% of households)
- Voter registration rate (% of voting eligible pop.)
- Voter turnout (% of voting eligible pop.)

Personal Freedom and Choice

- Child care deserts
- Disconnected youth (% of 16-19 year olds)
- Walkability index
- Alternative transportation usage (% of commuters)

Inclusiveness

- Linguistic isolation
- Gender pay gap
- Residential segregation (non-white/white)
- Residential isolation (non-white/white)

Access to Advanced Education

- Bachelor's Degree Holders (% of pop. age 25+)
- Advanced Degree Holders (% of pop. age 25+)
- Associates Degree Holders (% of pop. age 25+)



Community Centered & Locally Informed

COMMUNITY BASED APPROACH

Public Agencies

- Orange County Health Care Agency
- Orange County Social Services Agency
- OC Human Relations Commission
- First 5 OC
- CalOptima
- County Board of Supervisors

Education

- Orange County Department of Education
- Cal State Fullerton
- UCI

Health

- Providence St Joseph Health
- MemorialCare
- UCI Health
- Hoag Hospital
- Kaiser Permanente
- The Children's Hospital of Orange County (CHOC)
- Orange County Health Improvement Partnership

Philanthropy (Partial List)

- United Way
- OC Grantmakers
- Sisters of St Joseph Foundation
- Tarsadia Foundation

GUIDED BY LOCAL NEEDS

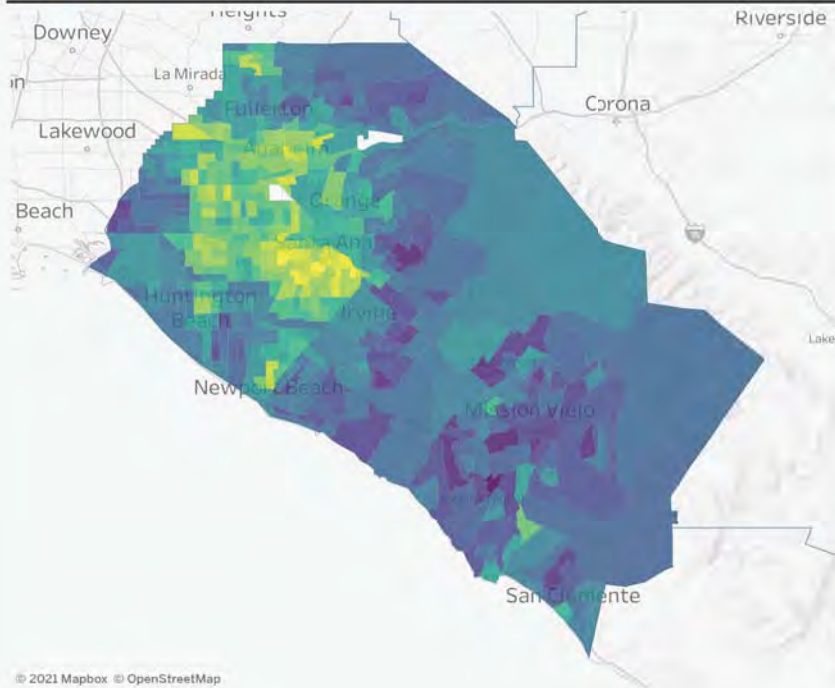
Community Engagement (Partial List)

- Launch Event (July 14, 2021)
- Fullerton City Council
- Orange County Aging Services Collaborative
- City of Stanton Collaborative
- Orange County COVID-19 Vaccine Task Force
- Kiwanis Club of Greater Anaheim
- RevHUB OC
- Orange County Business Council
- Mesa Water District
- Costa Mesa City Council
- Southern CA Association of Governments (SCAG)
- Mayor's DEI Task Force (City of Tustin)
- City of Irvine Community Services
- City of Garden Grove Collaborative
- Behavioral Health Advisory Board
- AltaMed Health
- American Academy of Pediatrics
- Latino Health Access
- Abrazar
- MECCA (Multi-Ethnic Collaborative of Community Agencies)
- Chinese American Chamber of Commerce
- OC Behavioral Health
- National Health Equity Summit
- Fullerton Fire Department
- Orange County Labor Federation





ORANGE COUNTY EQUITY MAP



Choose a City: (All) District*: All Census Tract: Highlight G...

BASE LAYER

- Social Progress Index (SPI QUARTILE [All])
- CDC HEALTH INDICATOR (Choose one)
- POPULATION DEMOGRAPHICS (Select one)

OVERLAY

- NONE
- VIEW STREET MAP
- COVID CASES (by Census Tract)
- COVID CASE RATE/TESTING % ... (by Zip Code)
- OPPORTUNITY ZONES
- COUNTY & PUBLIC RESOURCE...
- SCHOOL DISTRICTS - All

Low Values in the legend are shown in Yellow and High values are shown in Purple. For some indicators, low scores may be positive and for other indicators, low scores may not be positive. This legend should be interpreted relative to the data presented.

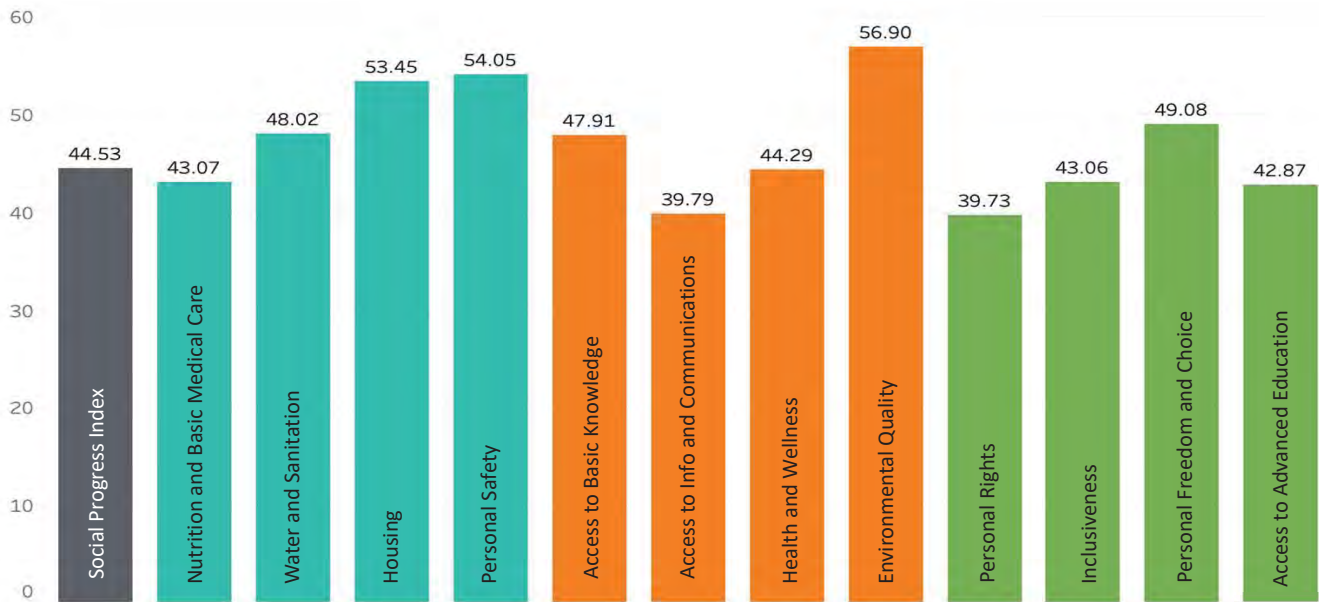


Sources: SPI, CDC PLACES Local Data, American Community Survey, First 5 OC, OC Health Care Agency and CA Opportunity Zone



ORANGE COUNTY AVERAGE COMPONENT SCORES

US SPI score = 85.7





OC SOCIAL PROGRESS INDEX BY CITY

City	SPI
ALISO VIEJO	55
MISSION VIEJO	55
LAGUNA NIGUEL	54
LAGUNA HILLS	54
YORBA LINDA	54
LOS ALAMITOS	53
RANCHO S. MARGARITA	53
SEAL BEACH	53
NEWPORT BEACH	53
IRVINE	53
LAGUNA BEACH	52
VILLA PARK	52

City	SPI
LAKE FOREST	52
BREA	51
CYPRESS	51
SAN CLEMENTE	50
LAGUNA WOODS	50
DANA POINT	50
FOUNTAIN VALLEY	48
HUNTINGTON BEACH	48
PLACENTIA	47
SAN JUAN CAPISTRANO	46
LA PALMA	46
TUSTIN	45

City	SPI
ORANGE	44
FULLERTON	43
COSTA MESA	42
LA HABRA	40
BUENA PARK	39
WESTMINSTER	37
ANAHEIM	37
GARDEN GROVE	36
STANTON	32
SANTA ANA	31

Population weighted average scores based on City:Tract crosswalks.



TOP 50 CENSUS TRACTS

OC Average SPI score = 44.5

Tract Number	City	SPI Score	Tract Number	City	SPI Score
6059042336	Laguna Niguel	65	6059021823	Yorba Linda	59
6059042328	Mission Viejo	63	6059052502	Irvine	59
6059075606	Tustin	62	6059052419	Irvine	59
6059042327	Laguna Hills	62	6059032053	Rancho Santa Margarita	59
6059032040	Mission Viejo	62	6059062612	Irvine	58
6059062633	Laguna Beach	62	6059052526	Irvine	58
6059032045	Rancho Santa Margarita	61	6059062643	Irvine	58
6059062631	Irvine	61	6059052421	Irvine	58
6059052408	Irvine	61	6059032012	Mission Viejo	58
6059062635	Laguna Woods	61	6059032020	Mission Viejo	58
6059052513	Irvine	60	6059032039	Mission Viejo	58
6059110006	Los Alamitos	60	6059062701	Newport Beach	58
6059032031	Mission Viejo	60	6059062900	Newport Beach	58
6059042111	San Juan Capistrano	60	6059075703	Irvine	58
6059011718	Yorba Linda	60	6059062629	Irvine	58
6059052506	Irvine	59	6059062634	Laguna Beach	58
6059032038	Rancho Santa Margarita	59	6059032034	Rancho Santa Margarita	58
6059052427	Lake Forest	59	6059075703	(Unincorporated, North Tustin)	58
6059052422	Lake Forest	59	6059062632	Aliso Viejo	57
6059110007	Los Alamitos	59	6059032015	Lake Forest	57
6059052415	Lake Forest	59	6059052527	Tustin	57
6059042319	Laguna Niguel	59	6059032002	Mission Viejo	57
6059099243	Huntington Beach	59	6059075603	Tustin	57
6059021824	Yorba Linda	59	6059042323	Laguna Niguel	57
6059042315	Mission Viejo	59	6059032032	Mission Viejo	57



Attachment: PowerPoint Presentation - AdvOC (Orange County Equity Map and Social Progress Index)



BOTTOM 50 CENSUS TRACTS

OC Average SPI score = 44.5

Tract Number	City	SPI Score	Tract Number	City	SPI Score
6059087802	Anaheim	30	6059001304	La Habra	28
6059089001	Garden Grove	30	6059075202	Santa Ana	28
6059089004	Santa Ana	30	6059074806	Santa Ana	27
6059087504	Anaheim	30	6059087806	Garden Grove	27
6059074108	Santa Ana	30	6059110500	Buena Park	27
6059099802	Westminster	30	6059086502	Anaheim	27
6059074403	Tustin	30	6059089106	Garden Grove	27
6059089102	Santa Ana	30	6059074408	Tustin	27
6059075004	Santa Ana	29	6059075002	Santa Ana	27
6059074602	Santa Ana	29	6059011720	Anaheim	27
6059099904	Westminster	29	6059087405	Anaheim	27
6059001201	La Habra	29	6059063701	Costa Mesa	26
6059074802	Santa Ana	29	6059074902	Santa Ana	26
6059074102	Santa Ana	29	6059075201	Santa Ana	26
6059063808	Costa Mesa	29	6059074502	Santa Ana	26
6059087902	Garden Grove	29	6059089104	Garden Grove	26
6059076103	Anaheim	28	6059074300	Santa Ana	26
6059087803	Anaheim	28	6059075003	Santa Ana	26
6059087404	Anaheim	28	6059074406	Tustin	25
6059086405	Anaheim	28	6059074701	Santa Ana	25
6059089003	Santa Ana	28	6059074501	Santa Ana	25
6059074801	Santa Ana	28	6059089105	Santa Ana	24
6059074405	Santa Ana	28	6059074805	Santa Ana	24
6059086901	Anaheim	28	6059074901	Santa Ana	24
6059063605	Costa Mesa	28	6059074407	Santa Ana	24



ORANGE COUNTY: 17.07

SOCIAL PROGRESS INDEX

Score **43/100** Overall Rank **369/580** Relative Strength/Weakness

La Habra/ Fullerton

Basic Human Needs

Score: 52 Overall Rank: 189 Relative Strength/Weakness:

Nutrition and Basic Medical Care

Score: 48 Overall Rank: 154 Relative Strength/Weakness:

Dental care visits (% of adults) 74.3 185

Households with food stamp benefits in the past 12 months (% of households) 4.245 283

Preventative care visits (% of adults) 70.22 5

Supermarket access (% of pop.) 65.991 402

Kindergarten vaccination rate (% of kindergarteners) 94.355 414

Water and Sanitation

Score: 54 Overall Rank: 170 Relative Strength/Weakness:

Safe Drinking Water Act health-based violations 1.024 12

Resource Conservation and Recovery Act hazardous waste violations 3.813 544

Businesses in compliance with health standards (% of total businesses) 91.935 111

Housing

Score: 56 Overall Rank: 272 Relative Strength/Weakness:

Eviction Rate (per 100 renter homes) 0.18 116

Housing cost burden (% of households, owners) 35.783 388

Housing cost burden (% of households, renters) 52.56 254

Housing overcrowding (% of households) 4.49 284

Personal Safety

Score: 52 Overall Rank: 317 Relative Strength/Weakness:

Motor vehicle accident rate (per 10,000 pop) 0.077 136

Property crime rate (per 10,000 pop) 257.975 492

Violent crime rate (per 1,000 pop) 77.758 305

Foundations of Wellbeing

Score: 59 Overall Rank: 39 Relative Strength/Weakness:

Health and Wellness

Score: 64 Overall Rank: 19 Relative Strength/Weakness:

Cancer prevalence (% of adults) 4.9 170

Diabetes prevalence (% of adults) 9.8 402

Poor mental health days 8.94 5

Obesity prevalence (% of adults) 16.78 2

Vulnerable or at risk in physical health (% of children under 5) 12.745 142

Access to Basic Knowledge

Score: 63 Overall Rank: 129 Relative Strength/Weakness:

Third grade language arts proficiency (% of 3rd graders) 57.574 291

Eighth grade math proficiency (% of 8th graders) 60.098 200

Population without high school diploma or equivalent (% of pop. ages 18-24) 0 4

Preschool enrollment (% of 3 & 4 year olds) 59.028 242

Communication and general knowledge (% of children under 5) 40.196 305

Social-emotional vulnerable (% of children under 5) 6.883 214

Access to Information and Communications

Score: 50 Overall Rank: 154 Relative Strength/Weakness:

Broadband subscription (% of pop.) 90.571 283

Average broadband speed (Mbps) 109.853 262

Cellular data subscription (% of pop.) 75.51 100

One or more types of computing devices present (% of households) 97.184 172

No internet access (% of pop.) 3.673 124

Environmental Quality

Score: 58 Overall Rank: 220 Relative Strength/Weakness:

Carbon Footprint (metric tons CO2) 46.829 249

Nitrogen dioxide average annual concentration (ppb) 13.473 82

Ozone average 8-hour concentration (ppm) 41.911 164

PM2.5 average annual concentration (ug/m3) 9.409 373

Wildfire hazard potential 27.899 495

Opportunity

Score: 25 Overall Rank: 488 Relative Strength/Weakness:

Personal Rights

Score: 45 Overall Rank: 260 Relative Strength/Weakness:

Home ownership (% of households) 76.082 164

Voter registration rate (% of voting eligible pop.) 75.837 345

Voter turnout (% of voting eligible pop.) 69.616 303

Personal Freedom and Choice

Score: 7 Overall Rank: 579 Relative Strength/Weakness:

Child care deserts 0 409

Alternative transportation usage (% of commuters) 5.299 525

Disconnected youth (% of 16-19 year olds) 7.212 448

Walkability index 9.596 523

Inclusiveness

Score: 19 Overall Rank: 564 Relative Strength/Weakness:

Residential segregation (non-white/white) 0.392 525

Gender pay gap 0.574 454

Residential isolation (non-white/white) 0.683 524

Linguistic isolation (% households) 13.071 407

Access to Advanced Education

Score: 70 Overall Rank: 107 Relative Strength/Weakness:

Associates degree holders (% of pop. age 25+) 6.174 437

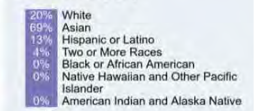
Bachelors degree holders (% of pop. age 25+) 38.162 2

Advanced degree holders (% of pop. age 25+) 20.071 160

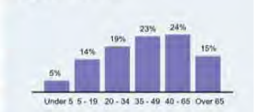
Median Household Income \$126.2

Population 7.2

Race/Ethnicity (%)



Age Distribution



Foreign Born Population (%) 51

Below 200% Poverty Line (% of pop.) 14

Legend:
 Expected
 Overperforming
 Underperforming
 Very Overperforming
 Very Underperforming

Strengths/weaknesses are relative to the 10 Orange County census tracts with the most similar median household income:
 219.20, 219.24, 320.20, 422.05, 525.22, 626.32, 992.31, 996.05, 1100.06, 1100.10

* Missing indicator values imputed

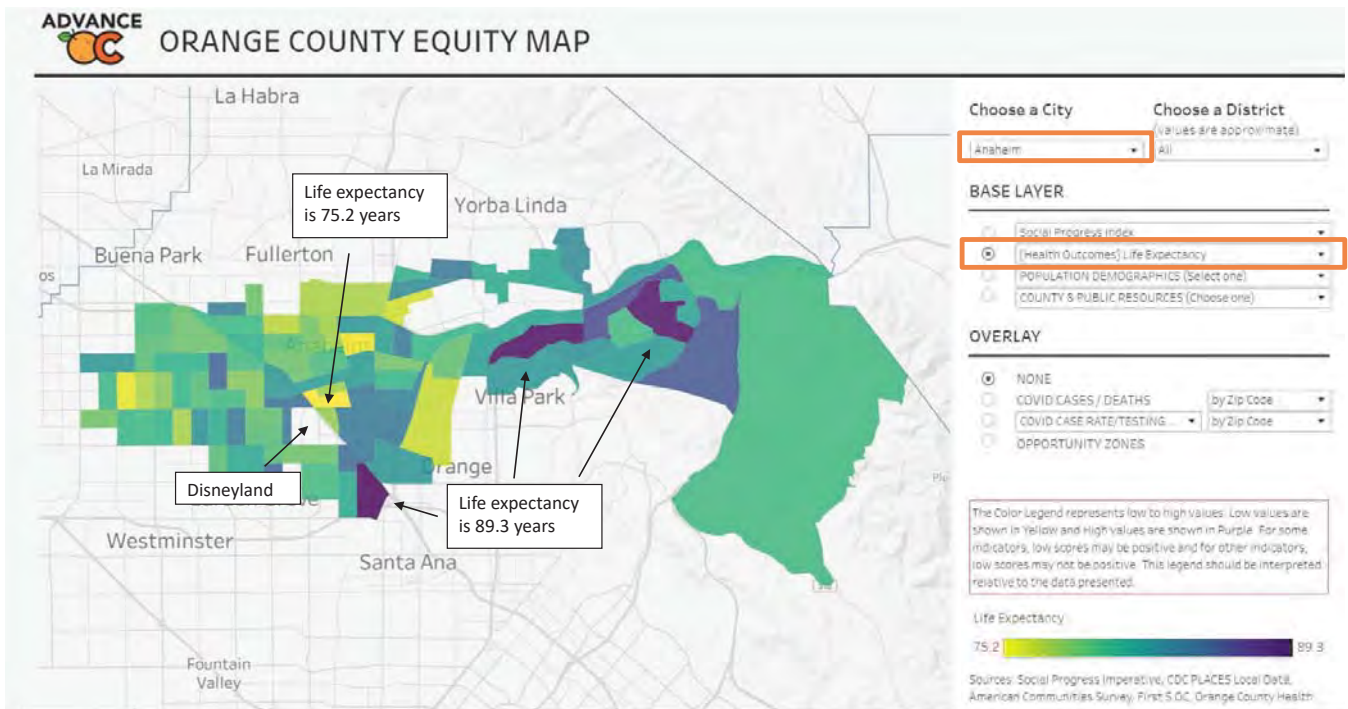


FROM INDEX TO ACTION TO **IMPACT**

PARTNERING WITH HCA

To understand neighborhood health disparities

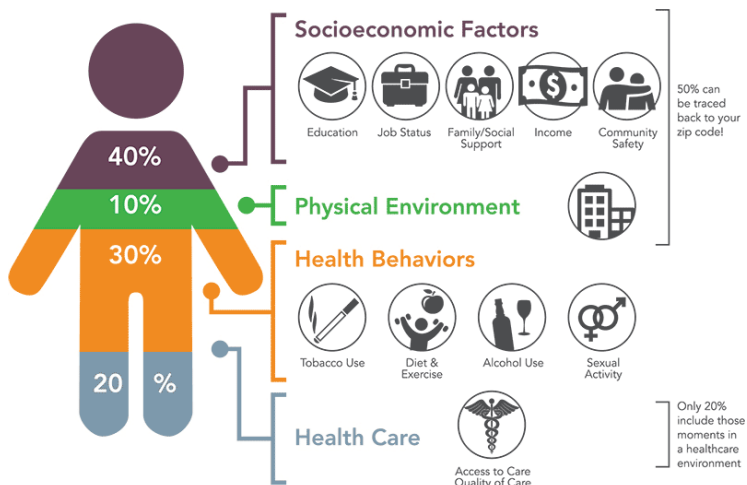
[NEIGHBORHOOD LOOKUP TOOL](#)



WHY DO SOCIAL DETERMINANTS OF HEALTH MATTER?

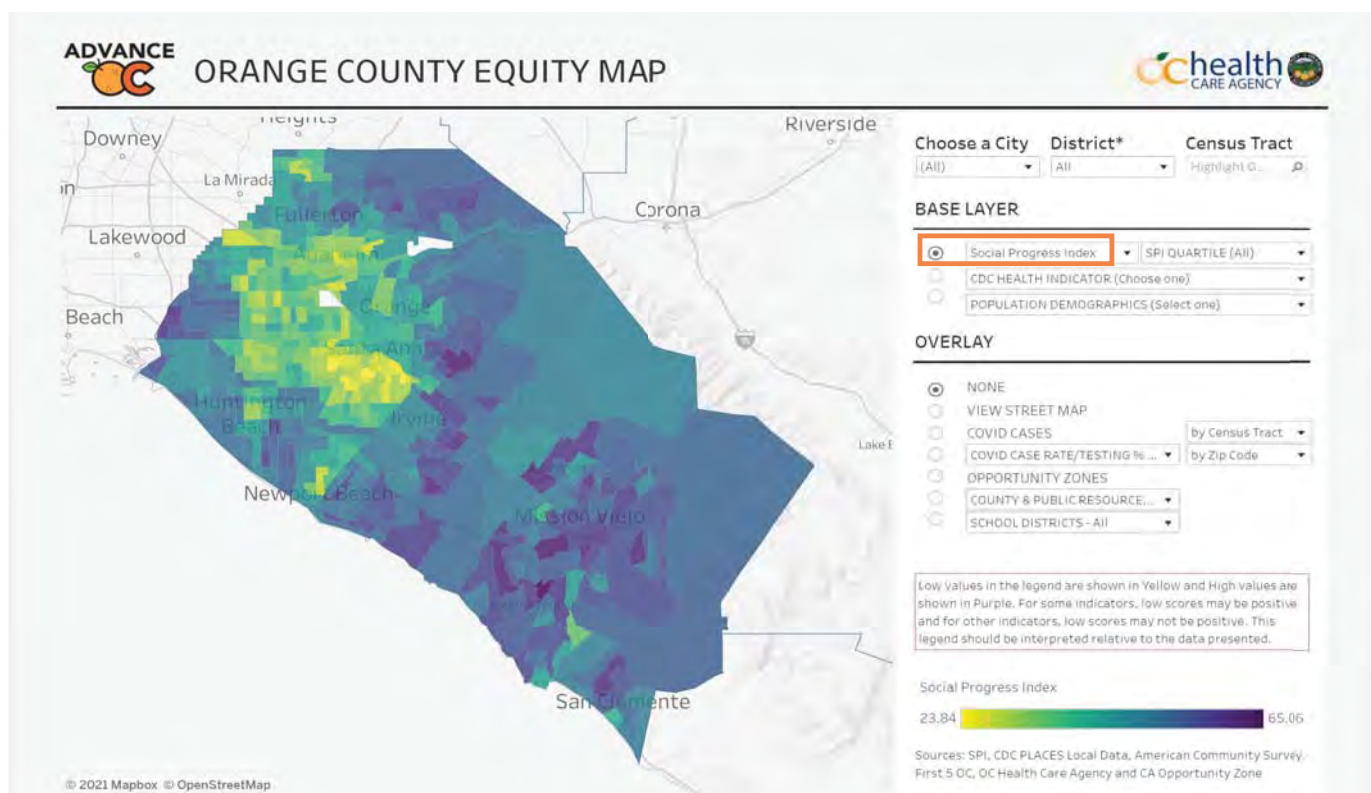
BECAUSE THEY ARE SOCIAL DETERMINANTS OF

- Education
- Opportunity
- Income
- Life Outcomes



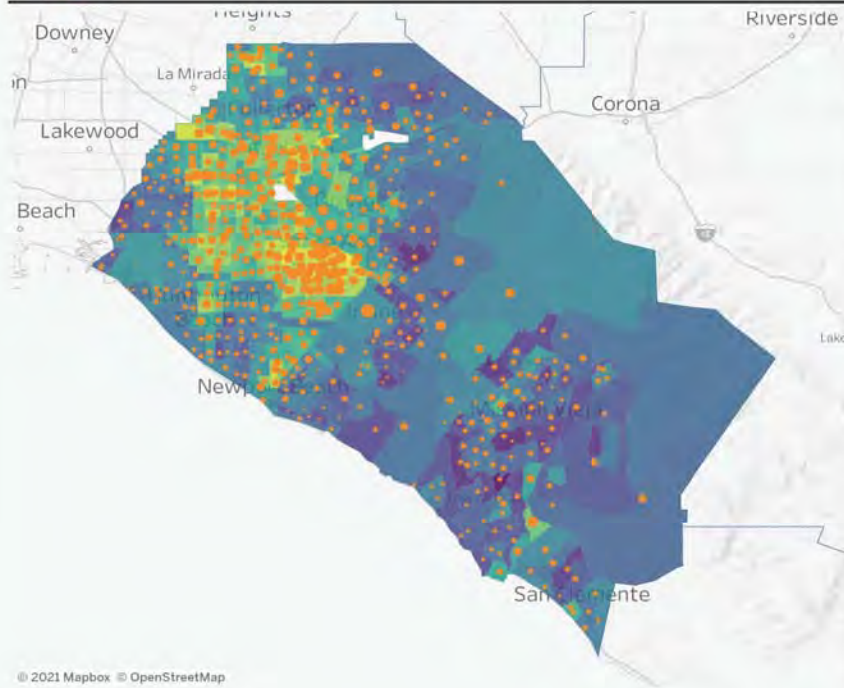
Source: Institute for Clinical Systems Improvement, Going Beyond Clinical Walls: Solving Complex Problems (October 2014)

Attachment: PowerPoint Presentation - AdvOC (Orange County Equity Map and Social Progress Index)





ORANGE COUNTY EQUITY MAP



Choose a City (All) District* All Census Tract Highlight G... P

BASE LAYER

- Social Progress Index SPI QUARTILE (All)
- CDC HEALTH INDICATOR (Choose one)
- POPULATION DEMOGRAPHICS (Select one)

OVERLAY

- NONE
- VIEW STREET MAP
- COVID CASES by Census Tract
- COVID CASE RATE/TESTING %... by Zip Code
- OPPORTUNITY ZONES
- COUNTY & PUBLIC RESOURCE...
- SCHOOL DISTRICTS - All

As of 8/2/2021

Low values in the legend are shown in Yellow and High values are shown in Purple. For some indicators, low scores may be positive and for other indicators, low scores may not be positive. This legend should be interpreted relative to the data presented.

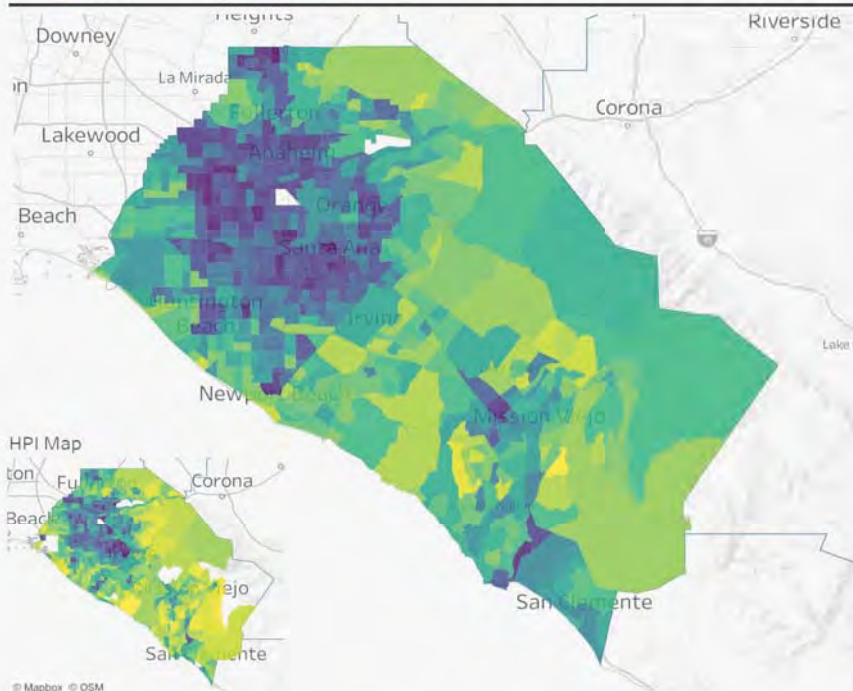


Sources: SPI, CDC PLACES Local Data, American Community Survey, First 5 OC, OC Health Care Agency and CA Opportunity Zone

© 2021 Mapbox © OpenStreetMap



ORANGE COUNTY COVID VULNERABILITY MAP



City All District (values are approximate) All

Overlay Existing Community Infrastructure (none)

Show Asset Labels No

COVID-19 Vulnerability Composite Indicators

Health & Comorbidity Risk Factors (CDC)

- Diabetes Prevalence
- Cancer Prevalence
- Obesity Prevalence
- High Blood Pressure
- Coronary Heart Disease
- Asthma Prevalence
- Smoking Prevalence
- COPD Prevalence
- Chronic Kidney Disease

Social Progress Index Indicators

- Households with food stamps
- Housing cost burden (renters)
- Housing overcrowding
- Eviction Rate
- Population Uninsured
- Below 200% Poverty Rate
- Population w/o HS diploma
- Low access to Info & Comm
- No internet access
- Linguistic Isolation
- Racial/ethnic isolation
- Physically at-risk Children
- Median HH Income

- C19 Cases & Deaths (OCHCA)
- % Hispanic (ACS/Census)
- Age 65+ (ACS/Census)



© Mapbox © OSM

Attachment: PowerPoint Presentation - AdvOC (Orange County Equity Map and Social Progress Index)

EXAMPLES OF USE CASES



Population Health



COVID Vulnerability Index
Social Determinants of Health



Food & Nutrition



Food Insecurity
Promoting Long Term Nutrition



Community Development



Housing & Homelessness
Opportunity Zones



HOW TO INTERPRET THE DATA



AS AN ORANGE COUNTY RESIDENT

The Social Progress Index scorecard shows you how your neighborhood is doing across multiple measurements in basic needs, foundations of wellbeing and opportunity. This information empowers you with the most recent, relevant data to speak to your local elected officials about how to improve the conditions of your neighborhood and address funding gaps.



AS A LOCAL ELECTED OFFICIAL OR POLICYMAKER

The Social Progress Index scorecard is an opportunity to create a participatory budgeting process by encouraging active engagement with your constituents to address areas of greatest need in your community. This data is especially valuable as it provides a means to map, measure and track community investments over time.



AS AN EDUCATOR, HEALTHCARE PROVIDER, PHILANTHROPIST

The Social Progress Index provides a baseline for community health and wellness, highlighting areas of need that require greater attention and community investment. Student and patient outcomes are strongly influenced by social and environmental factors. These social determinants are structural in nature and require partnership between community stakeholders and government agencies to address.



YOUTH VULNERABILITY INDEX

BASIC HUMAN NEEDS

Health & Nutrition

Kindergarten Vaccination Rates
Supermarket Access
Households with food stamps

Water & Sanitation

Safe Drinking Water
Hazardous Waste Violations
Businesses in Compliance with Health Standards

Shelter

Housing Cost Burden (owners)
Housing Cost Burden (renters)
Housing Overcrowding
Eviction Rate

Personal Safety

Violent Crime
Property Crime
Motor Vehicle Accident Rate
Security on Campus
Gang Activity

FOUNDATIONS OF WELLBEING

Access to Basic Knowledge

Third grade language arts proficiency
Eighth grade math proficiency
Population without highschool diploma

Access to Info & Communications

Broadband subscription
Avg broadband speed
Cellular data subscription
No internet access
One or more types of computing devices

Health & Wellness

Social-Emotional Vulnerable (under 5)
Poor mental health days
Diabetes prevalence
Obesity prevalence
Substance abuse
Binge drinking
Smoking Prevalence

Environmental Quality

PM2.5 average annual concentration
Ozone average 8-hour concentration
Nitrogen dioxide avg annual concentration
Carbon footprint
Wildfire hazard potential

OPPORTUNITY

Personal Rights

Homeownership
Voter Registration Rates
Voter Turnout

Personal Freedom & Choice

Disconnected youth (16-19)
Childcare deserts
Walkability Index
Alternative transportation usage
Commute Time
Youth Unemployment

Inclusiveness

Linguistic isolation
Gender Pay Gap
Residential Isolation
Residential Segregation

Access to Advance Education

Bachelors Degree Holders
Advanced Degree Holders
Associate Degree Holders



OVERLAYS

Education Indicators

- Education Outcomes
- Preschool enrollment
- Kindergarten Readiness
- HS Dropout/ Graduation Rates
- College Enrollment
- Chronic Absenteeism
- College Graduation Rate
- Total ESL Students
- Student Proficiency (LS/MS/HS)
- Suspension Rates

Education Goals

- Language Immersion
- Ethnic Studies
- SEL Curriculum
- Civic Engagement

Educational Environment

- Diversity of School Administration
- Rates of Bullying
- LGB Alliance/ LGBTQ Clubs
- Co-Ed Sports

County & Public Resources

- Behavioral Health Centers
- HS Wellness Centers
- Mental Health Hospitals
- Boys & Girls Club/ Afterschool Centers
- Section 8 Housing

Mental Health Screens

- Suicide Attempts
- Suicide Ideations
- % of Anxious/ Depressed Children
- % Use of Antidepressants
- Rate of Eating Disorders

ADVANCE



We're here to answer your questions:
katie@advanceoc.com

Social Progress Index: Orange County

BASIC HUMAN NEEDS

Nutrition and Basic Medical Care

- Supermarket access (% of pop.)
- Kindergarten vaccination rate (% of kindergarteners)
- Preventative care visits (% of adults)
- Dental care visits (% of adults)
- Households with food stamp benefits in the past 12 months (% of households)

Water and Sanitation

- Safe Drinking Water Act health-based violations
- Resource Conservation and Recovery Act hazardous waste violations
- Businesses in compliance with health standards (% of total businesses)

Housing

- Housing cost burden (owners) (% of housing units)
- Housing cost burden (renters) (% of housing units)
- Housing overcrowding (% of households)
- Eviction Rate (per 100 renter homes)

Personal Safety

- Violent crime rate (per 1,000 pop.)
- Property crime rate (per 1,000 pop.)
- Motor vehicle accident rate (per 1,000 pop.)

FOUNDATIONS OF WELLBEING

Access to Basic Education

- Preschool enrollment (% of 3 & 4 year olds)
- Social-emotional vulnerable (% of children under 5)
- Communication and general knowledge (% of children under 5)
- Third grade language arts proficiency (% of 3rd graders)
- Eighth grade math proficiency (% of 8th graders)
- Population without high school diploma or equivalent (% of pop. ages 18-24)

Access to Information and Communications

- Broadband subscription (% of pop.)
- Average broadband speed (Mbps download)
- Cellular data subscription (% of pop.)
- One or more types of computing devices present (% of households)
- No Internet Access (% of pop.)

Health and Wellness

- Vulnerable or at risk physical health (% of children under 5)
- Poor mental health days
- Obesity prevalence (% of adults)
- Diabetes prevalence (% of adults)
- Cancer prevalence (% of adults)

Environmental Quality

- PM2.5 average annual concentration ($\mu\text{g}/\text{m}^3$)
- Ozone average 8-hour concentration (ppm)
- Nitrogen dioxide average annual concentration (ppb)
- Carbon footprint (metric tons CO₂)
- Wildfire hazard potential

OPPORTUNITY

Personal Rights

- Home ownership (% of households)
- Voter registration rate (% of voting eligible pop.)
- Voter turnout (% of voting eligible pop.)

Personal Freedom and Choice

- Child care deserts
- Disconnected youth (% of 16-19 year olds)
- Walkability index
- Alternative transportation usage (% of commuters)

Inclusiveness

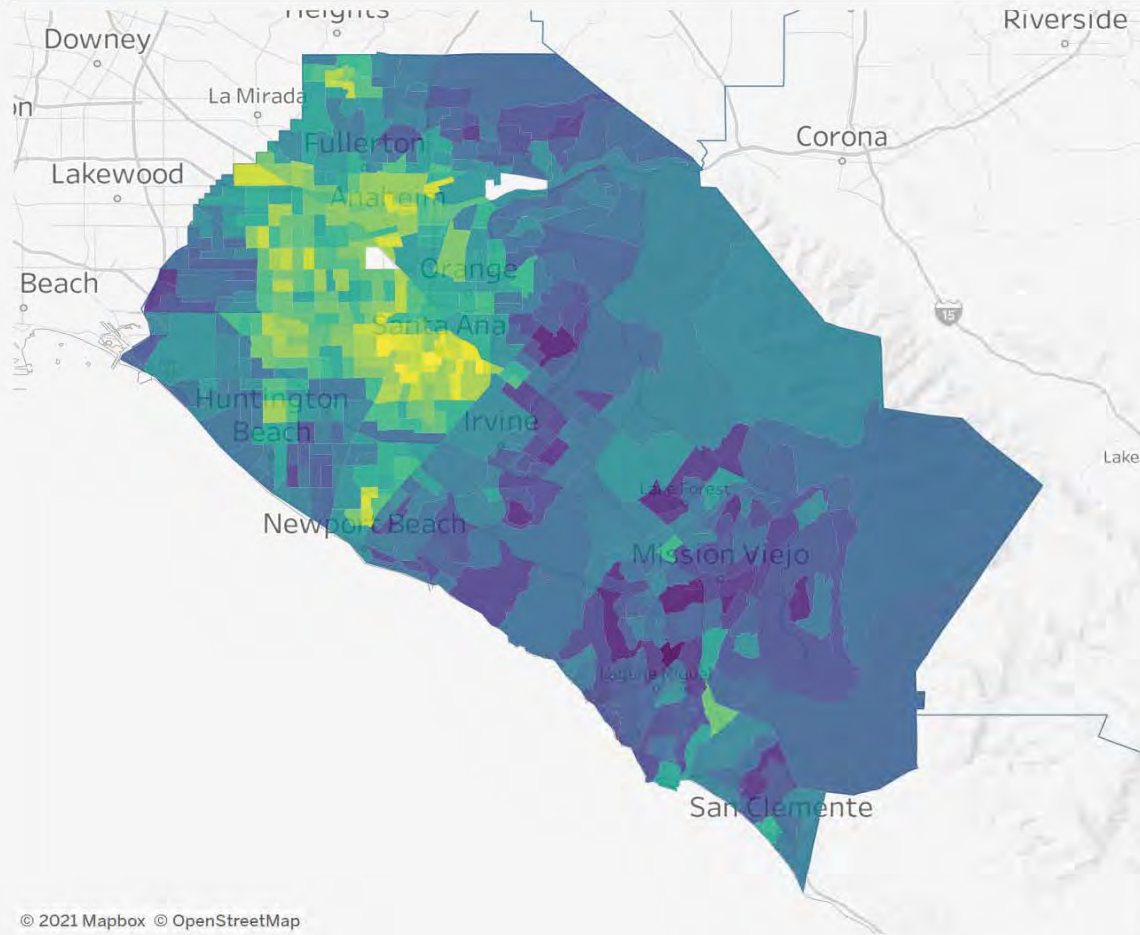
- Linguistic isolation
- Gender pay gap
- Residential segregation (non-white/white)
- Residential isolation (non-white/white)

Access to Advanced Education

- Bachelor's Degree Holders (% of pop. age 25+)
- Advanced Degree Holders (% of pop. age 25+)
- Associates Degree Holders (% of pop. age 25+)



ORANGE COUNTY EQUITY MAP



Choose a City (All) District* All Census Tract Highlight G...

BASE LAYER

Social Progress Index SPI QUARTILE (All)
 CDC HEALTH INDICATOR (Choose one)
 POPULATION DEMOGRAPHICS (Select one)

OVERLAY

NONE
 VIEW STREET MAP
 COVID CASES by Census Tract
 COVID CASE RATE/TESTING %... by Zip Code
 OPPORTUNITY ZONES
 COUNTY & PUBLIC RESOURCE...
 SCHOOL DISTRICTS - All

Low values in the legend are shown in Yellow and High values are shown in Purple. For some indicators, low scores may be positive and for other indicators, low scores may not be positive. This legend should be interpreted relative to the data presented.



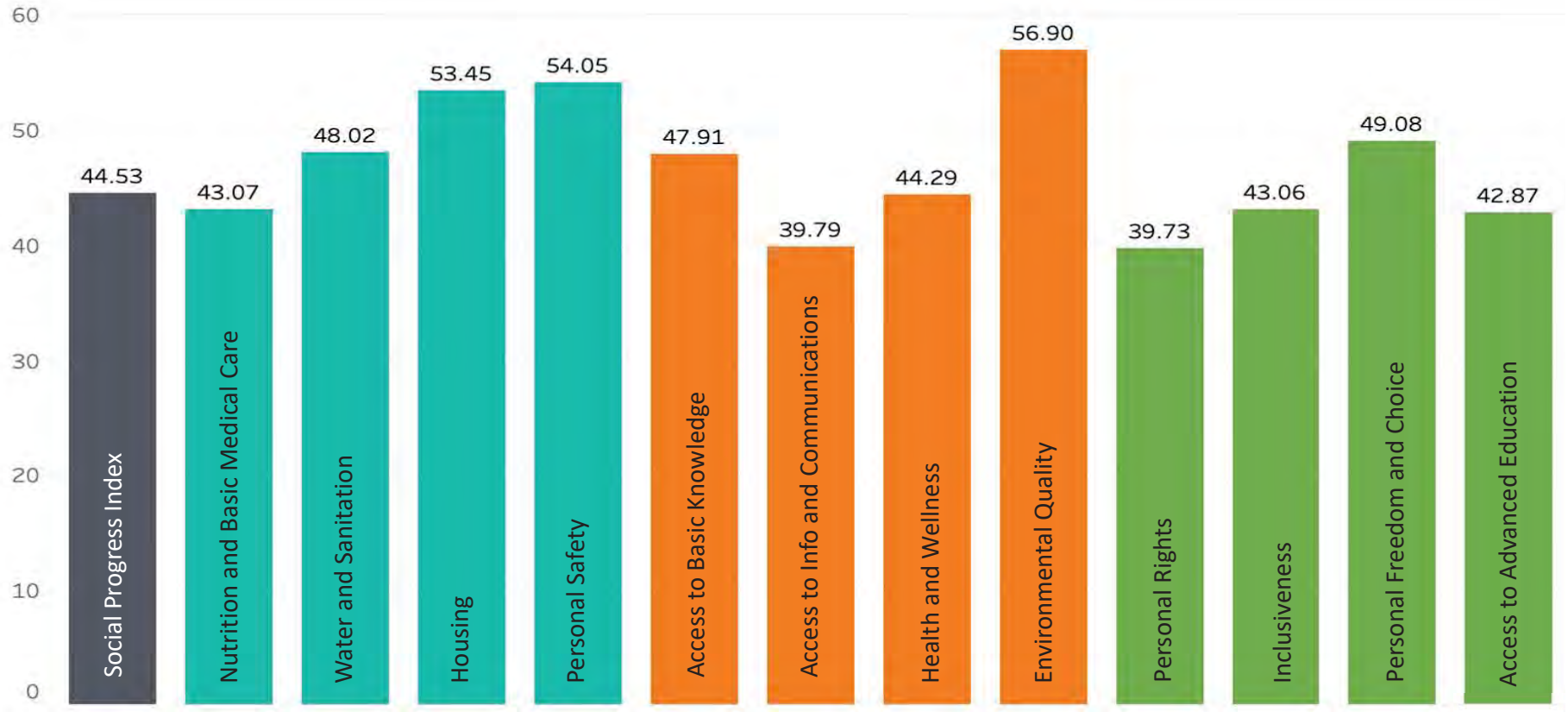
Sources: SPI, CDC PLACES Local Data, American Community Survey, First 5 OC, OC Health Care Agency and CA Opportunity Zone

© 2021 Mapbox © OpenStreetMap



ORANGE COUNTY AVERAGE COMPONENT SCORES

US SPI score = 85.7





AGENDA ITEM 12
REPORT

Southern California Association of Governments
Remote Participation Only
November 4, 2021

To: Executive/Administration Committee (EAC)
Regional Council (RC)
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

EXECUTIVE DIRECTOR'S
APPROVAL

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) for more than \$5,000 but less than \$200,000

<u>Vendor</u>	<u>PO Purpose</u>	<u>PO Amount</u>
Switch Communications Group, LLC	FY22 Switch Internet Services	\$75,128
Carahsoft Technology Corp.	FY22 Agenda Management System	\$39,868
Daily Journal Corporation	FY22 Public Notices	\$25,093
Thomson West	FY22 Subscriptions	\$10,000
ENO Transportation Foundation	FY22 ENO Transportation Membership	\$10,000
UC Riverside Foundation	FY22 Inland Center for Sustainability	\$10,000
Southern Calif Leadership Network	FY22 Sponsorship	\$10,000
Oxford University Press	FY22 Oxford Economics Subscription	\$9,500
Latitude Geographics	FY22 Geocortex Maintenance Renewal	\$5,464
Mobility 21	FY22 Mobility 21 Summit Sponsorship	\$5,000



SCAG executed the following Contracts for more than \$25,000 but less than \$200,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
Various (21-047-C01 through 21-047-C19 and 21-050-C01)	Monthly report on Regional Early Action Plan Program (REAP) on-call services.	Various (as identified the attachment)

SCAG executed these Amendments for more than \$5,000 but less than \$75,000 and less than 30% of the original contract value

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
1. HR Green, Inc. (20-082-C01)	This amendment enables the consultant to include an additional module (a part of the software system) called Trade License to be configured to facilitate a better permitting platform (the base upon which other applications, and processes are developed).	\$72,043
2. AECOM Technical Services Inc. (AECOM) (21-038-C01)	This amendment enables the consultant to perform additional survey work that will help to explore the current practices of Mobility as a Service (MaaS) vendors to understand their current products, technologies, and business models relevant for the successful implementation of MaaS in the region.	\$15,842
3. Placeworks Inc. (21-006-C01)	This amendment enables the consultant to deliver a more robust Freeway Corridor Specific Plan (FCSP) for the City of Yucaipa. The additional analysis will also better identify the regional demand for commercial and residential use of housing, as well as the most feasible affordable housing sites where development costs can be minimized.	\$14,100



ATTACHMENT(S):

1. Contract Summary 21-047-C01 to C19 and 21-050-C01
2. Contract Summary 20-082-C01 Amendment 1
3. Contract Summary 21-038-C01 Amendment 1
4. Contract Summary 21-006-C01 Amendment 1

CONSULTANT CONTRACT NOS. 21-047-C01 THROUGH 21-047-C19 AND 21-050-C01
MONTHLY REAP FOLLOW UP

**Selected
Consultants:**

1. AECOM Technical Services, Inc.
2. Arup North America, Ltd.
3. Ascent Environmental, Inc.
4. BAE Urban Economics, Inc.
5. CTY Housing, Inc.
6. ECONorthwest
7. Estolano Advisors
8. HR&A Advisors Inc.
9. Kimley-Horn and Associates, Inc.
10. Kosmont & Associates, Inc.
11. LeSar Development Consultants
12. National Community Renaissance of California
13. Opticos Design, Inc.
14. Raimi + Associates
15. Stantec Consulting Services, Inc.
16. RDC-S111 (dba Studio One Eleven)
17. Turner Housing Innovation Labs, Inc.
18. Woodsong Associates, LLC
19. WSP USA Inc.

See RFP

**Background &
Scope of Work:**

On April 1, 2021, the Regional Council approved a procurement program to accelerate project delivery for the Regional Early Action Plan Program (REAP) and requested staff to report back monthly on procurement activities related to the On Call Services for the REAP Program. This report is to inform the RC of those activities. This report is to inform the Regional Council of procurement activities, contracts and amendments related to the On-call Services for the REAP Program.

In summary, the REAP Program provides a new model for timely implementation of SCAG's local assistance programs and the Regional Council has approved the following:

- (1) Authorized staff to enter into up to a total of \$10,000,000 in On Call Services contracts to implement the Regional Council's approved REAP work program, upon completion of competitive procurement and selection of consultants for the On Call Services;
- (2) Waived SCAG's procurement requirement to first obtain the Executive/Administration Committee's and Regional Council's approval for contracts at or above \$200,000 prior to execution, for any individual contract up to \$500,000 awarded to complete work that is part of the Regional Council's approved REAP grant funded program and authorization for the Executive Director or his/her designee to execute such contracts upon consultation with legal counsel;
- (3) Waived SCAG's procurement requirement necessitating Executive/Administration Committee's and Regional Council approval prior to entering any contract amendment exceeding \$75,000 or 30% (whichever is less) and, instead, requiring amendments of 30% or more to be first approved by the Executive/Administration Committee and Regional Council, and authorizing the Executive Director or his/her designed to execute such amendments upon

consultation with legal counsel; and (4) directing staff to make monthly informational reports to the Regional Council of procurement activities, contracts and amendments related to REAP made pursuant to this action.

Project’s Benefits & Key Deliverables: The project’s benefits and key deliverables include, but are not limited to:

- Supporting local jurisdictions in the update of their Housing Elements;
- Assistance with integrated land use planning, urban design and land use policy;
- Assistance with community development finance;
- Assistance with racial equity analysis and training; and
- Assistance with Grant Writing and Grant Program Administration.

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** **\$10,000,000**

Note: This is for on-call, or as needed services with consultants to be paid upon a Task Order award. As such, there is no specific award amount to each consultant, nor does SCAG guarantee any specific amount of work to a consultant. Therefore, the amount that may be funded to each consultant is not yet determined

Contract Period: June 2021 through December 31, 2023

Project Number(s): 300.4872.01
300.4872.02
300.4872.03
300.4872.05
300.4872.06

Funding source(s): REAP Program Grant

Update Below is a table showing the on call services procurements, and their status at present. Any future dates are subject to change, and procurements may be added or removed to this list.

Project Title	RFP Released	Awarded to (Consultant)	Amount of Award
P&O-1 Leadership Academy	5/3/2021	LeSar Development Consultants	\$815,823
HPS-1 CEQA	5/25/2021	Ascent Environmental, Inc.	\$337,738
HSD 1-A - Advanced ADU Bundle	6/30/2021	AECOM Technical Services, Inc.	\$546,676
HPS-2 Other to Residential	7/16/2021	Studio One Eleven	\$137,740
HSD 2-A EIFD Bundle	7/30/2021	TBD (Closed 9/1/21)	TBD
HSD 1-B Preliminary ADU Bundle	8/4/2021	TBD (Closed 9/1/21)	TBD
SRP-3 N .La County/Palmdale Digital Utility Data Inventory Tool for Housing	8/11/2021	No bids (*2 nd release please see below)	TBD
HSD 2-D One San Pedro EIFD Study	8/11/2021	TBD (Closed 9/8/21)	TBD
SRP-1 WSCCOG REAP Subregional Partnership Project	8/12/2021	TBD (Closed 8/12/21)	TBD
HSD 2-C Heart of Hollywood TIF Study	8/19/2021	TBD (Closed 10/4/21)	TBD

Project Title	RFP Released	Awarded to (Consultant)	Amount of Award
HSD 2-B Utilities & Infrastructure Needs Assessment & Development Program	9/24/2021	TBD (Closes 11/3/21)	TBD
HSD 3-E South El Monte Comprehensive Zoning Update	10/1/2021	Expected: 11/10/21	TBD
SRP-3 N .La County/Palmdale Digital Utility Data Inventory Tool for Housing (re-release)	10/14/2021	TBD*	TBD
HSD 3-C Rialto Specific Plan Merger and Update	Expected: 10/14/21	Expected: 12/2021	TBD
HSD 3-A Objective Development Standards	Expected: 10/2021	Expected: 12/2021	TBD
HSD 3-D Burbank Media District Specific Plan	Expected: 10/2021	Expected: 12/2021	TBD
SRP-1 WSCCOG REAP Subregional Partnership Project (Project #2 and #4) (re-release)	Expected: Late 2021	Expected: Early 2022	TBD
TCC: Pomona	Expected: Late 2021	Expected: Early 2022	TBD
TCC: Riverside	Expected: Late 2021	Expected: Early 2022	TBD
Metrolink Station Areas Analysis	Expected: Late 2021	Expected: Early 2022	TBD
Metro Transit-Oriented Communities Housing Accelerator	Expected: Late 2021	Expected: Early 2022	TBD
SRP-2 SFVCOG Mapping Application Tool	TBD	TBD	TBD

Attachment: Contract Summary 21-047-C01 to C19 and 21-050-C01 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and

CONSULTANT CONTRACT NO. 20-082-C01 AMENDMENT NO. 1

Consultant: HR Green, Inc.

Background & Scope of Work: On December 1, 2020, SCAG awarded Contract 20-082-C01 to HR Green, Inc., to provide the installation and configuration (formation) of software and equipment for the City of Cerritos (City). The City requires that its planning, permitting, business license, code enforcement systems be upgraded to the latest version of a software system provided by Infor Public Sector (IPS). This upgrading process will include reviewing and revising business processes to emphasis the new capabilities and functionality of the software.

This amendment also increases the contract value from \$463,684 to \$535,727 (\$72,043) and extends the contract term from 2/28/22 to 5/31/22.

This increase is to include a module (a part of the software system) called Trade License to be configured in order for the permitting platform (the base upon which other applications, and processes are developed) to perform critical functions, such as issuing and approving building permits that are required for the purpose and completion of this project. A module that was originally to be used to support the platform became unstable, outdated and essentially phased out by the software company. Since the original module could no longer support the project work as intended, the Trade License module had to be added to support the work already underway.

Project’s Benefits & Key Deliverables: The project’s benefits and key deliverables include, but are not limited to:

- Reduction of Greenhouse Gas Emissions (GHG) and Vehicle Miles Traveled (VMT) through the application of new technologies to improve air quality and traffic congestion;
- Successful deployment of an online customer portal that can be evaluated and replicated throughout the region;
- Implementation of an online system that responds to the COVID-19 pandemic, removing the need for in-person trips to City hall; and
- Significant improvements to the development review process, streamlining housing construction to accelerate housing growth and economic recovery.

Strategic Plan: This item supports the following goals within SCAG’s Strategic Plan:

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; and
3. Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Amendment Amount:	Amendment 1	\$72,043
	Original contract value	<u>\$463,684</u>
	Total contract value is not to exceed	<u>\$535,727</u>

This amendment does not exceed \$75,000 or 30% of the contract’s original value. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it does not require the Regional Council’s approval.

Contract Period: December 1, 2020 through May 31, 2022

Project Numbers:	280-4824U3.01	\$60,089.53
	280-4824E.01	\$7,785.23
	280-4824U5.02	\$45,250.85
	280-4824E.02	\$5,862.70
	280-4824W1.02	\$31,000.00
	280-4824R8.02	\$158,400.00
	300-4887Y0.01	\$155,295.53
	300-4887Y0.01	\$72,042.54

Funding source(s): Senate Bill 1 (FY18 and FY19 SB1 Formula Funds), Mobile Source Air Pollution Reduction Review Committee (MSRC), California Department of Housing and Community Development (Regional Early Action Planning (REAP Funds), Transportation Development Act (TDA) and City of Cerritos (cash match).

Basis for the Amendment:

The purpose of this Amendment is to revise the scope of work and budget relative to a significant implementation-related issue encountered by the City and Consultant. Of the several modules to be installed and configured in order to update the permitting platform and increase functionality, one of the modules must now be accompanied by another module called Trade License in order for the platform to perform critical functions, such as the processing of permits, which is the main purpose of the project. As stated above, a module that was originally to be used to support the platform became unstable, outdated and essentially phased out by the software company. Since the original module could no longer support the project work as intended, the Trade License module had to be added to support the work already underway. Without the addition of the new Trade License module, the project would have faltered with insufficient support and would fail to meet the requirements of the project.

This update benefits both the City and SCAG by providing the necessary scope revisions and additional funding which directly allows this project to continue with the permitting platform needed to expedite housing/development permits and reduce VMT/GHG. Without this amendment, it would not be possible to successfully complete the project. SCAG would have lost the opportunity to study the permitting platform's impact on regional goals, and the City would have lost the ability to improve local air quality, reduce VMT/GHG, and accelerate housing production.

CONSULTANT CONTRACT NO. 21-038-C01 AMENDMENT NO. 1

Consultant: AECOM Technical Services, Inc. (AECOM)

Background & Scope of Work: On June 1, 2021, SCAG awarded Contract 21-038-C01 to AECOM to provide a white paper that will assess the feasibility of implementing Mobility as a Service (MaaS) within the SCAG region including identification of challenges and opportunities, key institutional and infrastructure needs, and develop an implementation guide.

This amendment also increases the contract value from \$160,210 to \$176,052 (\$15,842).

This increase is due to additional vendor survey task that will help to explore the current practices of MaaS vendors to understand their current products, technologies, and business models relevant for the successful implementation of MaaS. The private sector, and vendors who provide various services related to MaaS, bring a unique perspective into the MaaS framework and network. This additional vendor survey task will also help to understand the private sector perspective on MaaS goals and strategies, transportation system integration and roles and responsibilities, and how best to coordinate with on data, technology, and understand challenges of interoperability of a MaaS system in Southern California.

Project’s Benefits & Key Deliverables: The project’s benefits and key deliverables include, but are not limited to:

- Conducting best practice research including review of literature and case studies related to MaaS;
- Providing a Technical Memorandum identifying feasibility, challenges and opportunities for MaaS implementation; and
- Developing an Implementation Guide to ensure successful implementation of MaaS in the SCAG region to support Connect SoCal goals of reduced congestion and GHG emissions, improved air quality, healthy communities, and strong economies.

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

Amendment Amount:	Amendment 1	\$15,842
	Original contract value	<u>\$160,210</u>
	Total contract value is not to exceed	\$176,052

This amendment does not exceed \$75,000 or 30% of the contract’s original value. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it does not require the Regional Council’s approval.

Contract Period: June 1, 2021 through June 30, 2022

Project Number: 140-0121B.10 \$176,052

Funding source: Consolidated Planning Grant (CPG) – Federal Transit Administration (FTA 5303)

Attachment: Contract Summary 21-038-C01 Amendment 1 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments

Funding of \$75,000 is available in the FY 2021-22 budget in Project Number 140-0121B.10 and the remaining \$101,052 is expected to be available in the OWP Budget Amendment 01 in Project Number 140-0121.10, subject to budget availability.

Basis for the Amendment:

Staff amended this contract to better understand the data needs, current products, and insight into technologies available to support the implementation of MaaS in the SCAG region, which will enhance the overall study analysis. The private sector, and vendors who provide various services related to MaaS, bring a unique perspective into the MaaS framework and network. This additional analysis will help to explore the current practices of MaaS vendors to understand their current products, technologies, and business models relevant for the successful implementation of MaaS.

It will also help staff better understand the private sector perspective on MaaS goals and strategies, transportation system integration and roles and responsibilities, and how best to coordinate with on data, technology, as well as to better understand challenges of interoperability of a MaaS system in Southern California.

CONSULTANT CONTRACT NO. 21-006-C01 AMENDMENT 1

Consultant: PlaceWorks, Inc.

Background & Scope of Work: On March 5, 2021, SCAG awarded Contract 21-006-C01 to PlaceWorks, Inc., to provide a Freeway Corridor Specific Plan (FCSP) update for the City of Yucaipa (City) to support the policies provided in the 2016 General Plan update, provide consistency with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and reflect the current project needs of the commercial and residential market to support the future development of the area.

This amendment increases the contract value from \$152,980 to \$167,080 (\$14,100).

This increase is to provide a Conceptual Grading Study (Study) to Task 3, Specific Plan Update Process, that will improve the geography (layout) of the area that will be inputted into a transportation circulation analysis for greater efficiency, and support in identifying the most feasible, affordable housing site where development costs can be minimized.

- Project’s Benefits & Key Deliverables:**
- Freeway Corridor Specific Plan updated text that will capture the regional demand for commercial and residential use;
 - Traffic Impact Assessment that will provide a verification with which to assess the proposed revisions and their improvements towards Vehicles Miles Traveled;
 - Vehicle Miles Traveled (VMT) relative to baseline conditions and support the necessary technical information for the concurrent but separate environmental review process; and
 - Public outreach that will help coordinate with members of the public to gather input on updated Specific Plan document and direction.

Strategic Plan: This item supports SCAG’s Strategic Plan Goals 1 and 4:
 Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; and
 Goal 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Amendment Amount:	Amendment 1	\$14,100
	Original contract value	<u>\$152,980</u>
	Total contract value is not to exceed	\$167,080

This amendment does not exceed \$75,000 or 30% of the contract’s original value. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it does not require the Regional Council’s approval.

Contract Period: March 5, 2021 through February 28, 2022

Project Number: 275-4823B.04 \$147,915.91
 275-4823E.04 \$19,164.07

Funding sources: Consolidated Planning Grant – Federal Transit Administration (FTA) and Transportation Development Act (TDA).

Basis for the Amendment:

Amendment 1 enables the consultant to deliver a more robust FCSP update by providing an increased accuracy in their evaluation that will improve the geography (layout) of the area, provide greater efficiency to the transportation circulation analysis and identify any outstanding issues in time for project completion. The additional Study will also further support the FCSP in identifying the regional demand for commercial and residential use and the most feasible affordable housing sites where development costs can be minimized.

This amendment benefits the City and SCAG for it provides the updates needed to effectively complete the project on schedule and benefits the region through the FCSP’s VMT improvements. Without the inclusion of the updated Study, the Plan’s implementation would have been delayed, which would affect the FCSP updates that capture the regional demand for commercial and residential use and the Traffic Impact Assessment that will provide a verification to assess the proposed revisions and their improvements towards VMT.



Southern California Association of Governments
Remote Participation Only
November 4, 2021

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: CFO Monthly Report

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

UPDATE ON FRAUD REPORTED AT AUDIT COMMITTEE MEETING:

At the October 20, 2021, Audit Committee meeting, SCAG reported that it was victim to internet email fraud leading to an unrecovered loss of \$22,538. A summary of the incident and timeline of events are provided below.

In early January, staff was working with a service provider, Cornerstone, to set-up electronic payments, a more secure payment method than traditional checks. Regular email exchanges were occurring between staff and the authorized Cornerstone representative Andrew Vo. A timeline of the events leading to the fraud follows:

1/5: Staff receives valid invoice and banking information from Andrew Vo.

1/19: Staff receives email from a presumably fictitious "Andrew Vo" requesting a change in banking information. Upon a "casual" inspection of the email, and superficially, it is very consistent with Andrew Vo's signature and Cornerstone branding, but with close examination of the email it is evident the sender is not Andrew Vo's email (i.e., there is a minor alteration of the email address to a separate non-Cornerstone domain).

1/21: Staff completed the banking change considering the email valid.

1/26: Payment to Cornerstone is made to the bank account on record (i.e., changed account based on fictitious email).

2/17: Staff responded to a Cornerstone email requesting status of payment and informed them that payment was made on January 26th.

5/11: Cornerstone sent an email requesting proof of payment, which was provided by staff.

5/14: Cornerstone informed staff that Andrew Vo no longer worked for them, and the banking information was erroneous. This is the date the fraud was discovered.

Following the discovery of the fraud, SCAG took the following actions:

- SCAG Executive Management and legal counsel were informed of the incident.
- We reviewed all vendor banking changes made in the prior 90 days to confirm they were valid, no exceptions were noted.
- We implemented a new procedure requiring the completion of the appropriate Vendor Change Form. Once received, staff must confirm requested changes over the phone with the vendor contract contact on file.
- We worked with our bank to attempt to recover the fraudulently transmitted funds. The funds have not been recovered.
- The incident was reported, by our Chief Counsel, to both the Los Angeles Police Department (LAPD) and the Federal Bureau of Investigations (FBI). All requests from these agencies for information or supporting documentation were provided.

While the incident remains open within LAPD and the FBI, we consider the incident internally to be closed although we remain available should future information or requests be received from either law enforcement agency.

UPDATE ON FINANCE DIVISION MANAGEMENT CHANGES:

As reported at October's meeting, Tom Philip, Accounting Manager, has left SCAG. Erika Bustamante is now Interim Accounting Manager. Following an internal recruitment, Kana Sato-Nguyen has been appointed to Interim Budget & Grants Manager. A full recruitment for a permanent replacement for the Accounting Manager position, with a new position title of Controller, is underway.

SCAG POLICY & PROCEDURE IMPROVEMENTS

SCAG has implemented the Labor Budgeting, Labor Monitoring, and Labor Charging Policy & Procedures. The purpose of this new policy and related procedures is to:

- Define responsibility for project labor budget preparation, monitoring and charging.
- Ensure correct hours are charged to the correct project codes, and consistent with state and federal laws and regulations.
- Ensure time is reported accurately and honestly. This means reporting only the true and actual number of hours worked and ensuring that the hours charged specifically relate to the activity or work performed.
- Ensure that no cost is allocated to a project which is unallowable, misallocated, contrary to a contract provision or otherwise improper.

In September, all staff received training on the new policy. Additionally, training materials and a copy of the policy is available to employees on SCAGHub.

MEMBERSHIP DUES:

As of October 19, 2021, 166 cities and 5 counties had paid their FY22 dues. This represents 87.94% of the dues assessment. 19 cities and 1 county have yet to pay their FY22 dues.

BUDGET & GRANTS (B&G):

Staff is preparing four grant applications for the FY 2022-23 Caltrans Sustainable Transportation Planning Grant Program for a total proposal amount of \$1,745,000. The final grant applications will be submitted by October 27, 2021.

Project Title	Description	Grant Request	SCAG Matching Funds
Highways to Blvd Regional Study	The study will identify and evaluate urban highways within the SCAG region, particularly those intersecting with environmental justice areas and disadvantaged communities that may be candidates for conversion to city streets or capping projects.	\$500,000	\$64,780
Toolkit of Anti-Displacement Policies for AT Plans	SCAG is interested in finding data-informed answers to the concern of displacement and to determine the degree of correlation between the installation of active transportation infrastructure and regional demographic changes.	\$505,000	\$65,428
Truck Parking Assessment Study	To build upon Caltrans recent statewide truck parking study, SCAG will conduct a regional truck parking study, locating, and quantifying the demand of truck parking at the local level and identifying gaps and connectivity needs with the state system.	\$240,000	\$60,000
Southern California Region Airport	SCAG will survey passengers at the commercial service airports in the	\$500,000	\$64,780

Passenger Study	region to better understand the ground transportation preferences and behavior of airport passengers in Southern California.		
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CONTRACTS:

In September 2021, the Contracts Department issued four (4) Request for Proposals; awarded five (5) contracts; issued twenty (20) contract amendments; and processed 51 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 \$147,140 in budget savings, bringing the Fiscal Year total to \$243,393 in savings.

The Contracts Department also submitted its Semi-annual Disadvantage Business Enterprise (DBE) Report (Report) to Caltrans. The Report, which is divided into four parts, documents the use of federal money on contracts administered through the Caltrans Office of Regional Planning (ORP), pursuant to Section 6.14 of the Caltrans Regional Planning Handbook. Caltrans uses the information in the Report towards achieving it’s 17% DBE goal. In summary, for the reporting period 04/1/21 – 09/30/21 the Report shows that:

- Parts A & B – SCAG awarded 8 contracts totaling \$2,029,701 in federal dollars and \$444,156 or 21.88% went to 9 DBE’s;
- Part C – There were 10 contracts in which SCAG made monthly payments totaling 599,368 and \$219,634 or 36.64% went to DBE’s; and
- Part D – There were 4 contracts that closed totaling \$942,067 and \$319,563 or 33.92% went to DBE’s.

SCAG is pleased with the success achieved on supporting Disadvantaged Business Enterprises. We will continue our focus on awarding contracts to DBE’s in support of federal, state, and agency goals.

ATTACHMENT(S):

1. CFO Charts 110421



Office of the Chief Financial Officer

Monthly Status Report

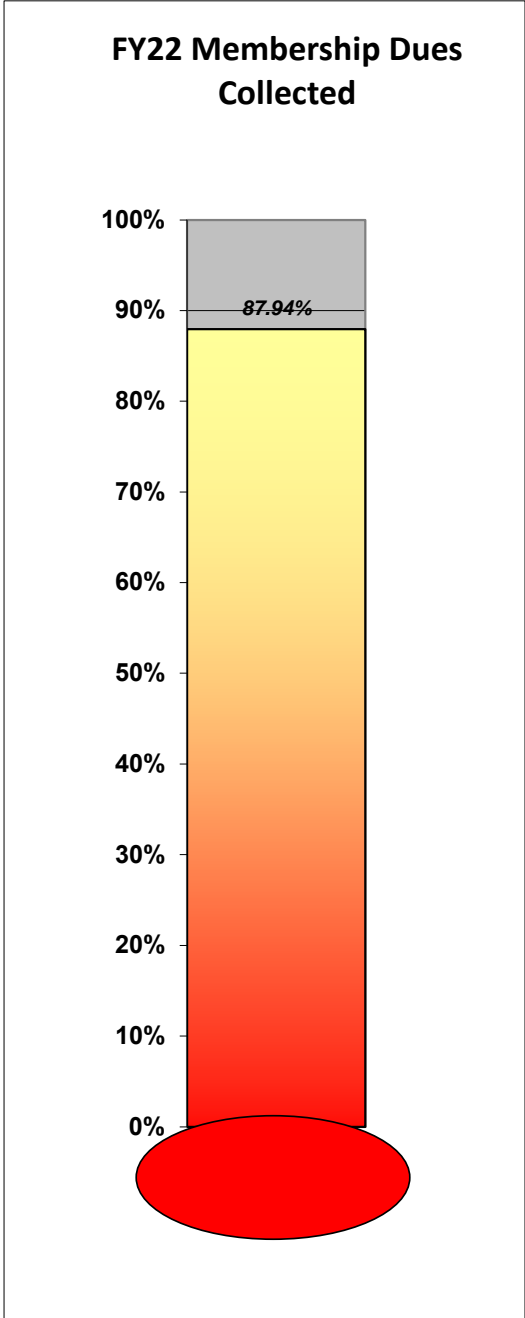
SEPTEMBER 2021

OVERVIEW

As of October 19, 2021, 166 cities and 5 counties had paid their FY22 dues. This represents 87.94% of the dues assessment. 19 cities and 1 county had yet to pay their dues.

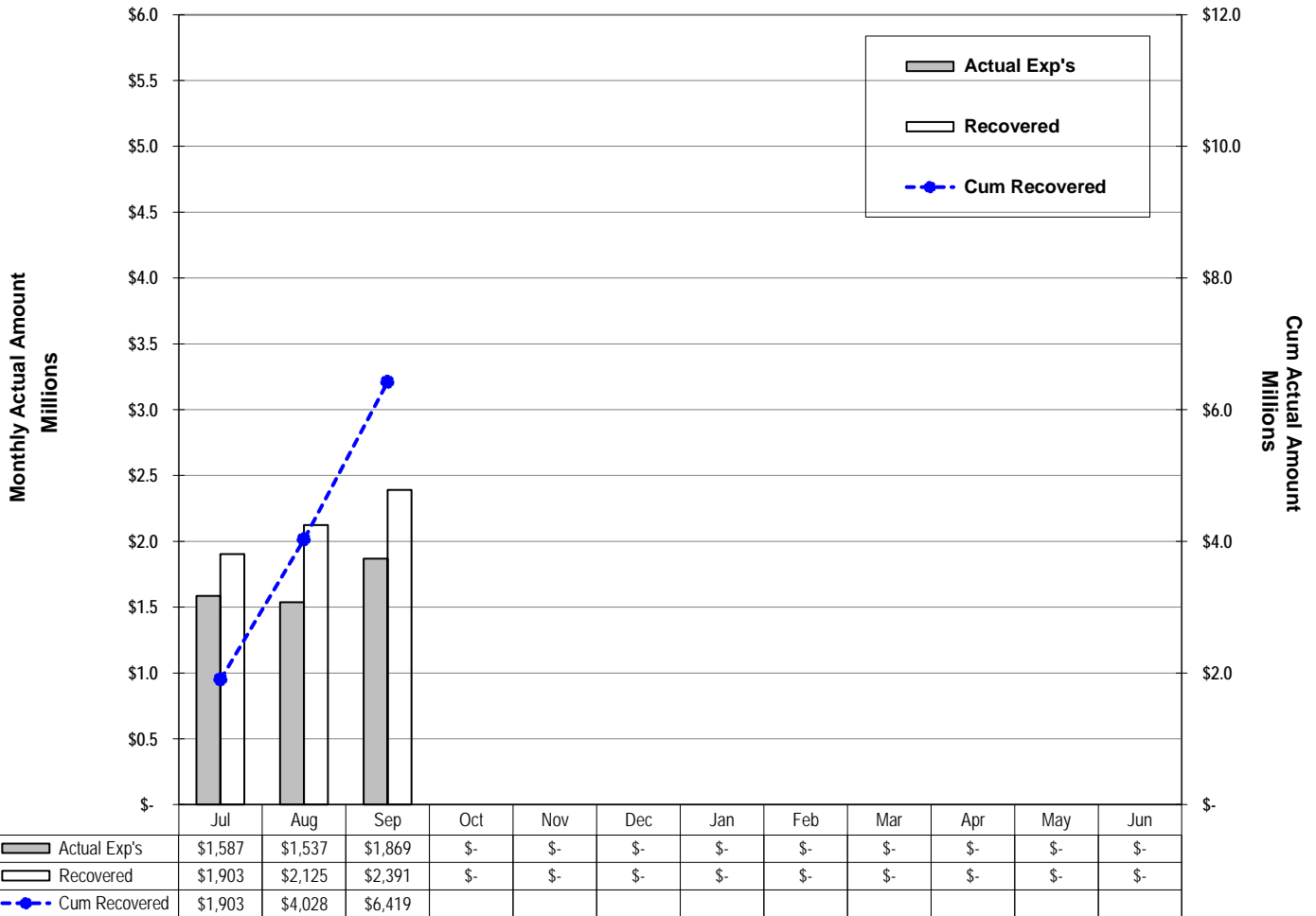
SUMMARY

FY22 Membership Dues	<u>\$ 2,187,283</u>
	<u> </u>
	<u> </u>
Total Collected	<u>\$ 1,923,476</u>
	<u> </u>
Percentage Collected	<u>87.94%</u>





FY22 INDIRECT COST & RECOVERY



Attachment: CFO Charts 110421 (CFO Monthly Report)

OVERVIEW

A comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants.

SUMMARY

Through September 2021, SCAG was over-recovered by \$1,425,347.86 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

	8/31/2021	9/30/2021	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	\$ 8,093,489	\$ 6,813,076		
LA County Investment Pool	\$ 5,693,670	\$ 8,375,312		
Cash & Investments	\$ 13,787,159	\$ 15,188,388	\$ 1,401,228	Revenues of \$5.5M and Expenses of \$4.1M both on cash basis.
Accounts Receivable	\$ 11,943,121	\$ 14,351,732	\$ 2,408,611	Payments of \$3.38M from TDA, \$1M from SB1, \$720K from FTA5303, \$306K from OTS, \$87K from FHWA SP&R, \$45K from memberships and \$26K from SHA, offset by billings of \$3.24M to TDA, \$3.72M to FHWA PL, \$1.43M to FTA5303, \$162K to SB1, \$317K to ATP and \$16K to memberships.
Other Current Assets	\$ 1,011,113	\$ 288,243	\$ (722,870)	Net amortization of \$23K in prepaid expenses plus net IC/FB fund over recovery of \$699.5K.
Fixed Assets - Net Book Value	\$ 5,433,945	\$ 5,433,945	\$ -	No change.
Total Assets	\$ 32,175,339	\$ 35,262,308	\$ 3,086,969	
Accounts Payable	\$ (9,311)	\$ (885,396)	\$ (876,085)	Increase in Accounts Payable due to increase in Contracts \$708K and AP \$168K. Longer closing period due to change in payroll processing.
Employee-related Liabilities	\$ (905,440)	\$ (361,019)	\$ 544,421	Decrease in liabilities due to 12 unpaid working days in August and 4 in September.
Deferred Revenue	\$ (7,554,477)	\$ (7,553,932)	\$ 545	Increase in COBRA advances \$545
Total Liabilities and Deferred Revenue	\$ (8,469,228)	\$ (8,800,347)	\$ (331,119)	
Fund Balance	\$ 23,706,110	\$ 26,461,961	\$ 2,755,850	
WORKING CAPITAL				
	8/31/2021	9/30/2021	Incr (decr) to working capital	
Cash	\$ 13,787,159	\$ 15,188,388	\$ 1,401,228	
Accounts Receivable	\$ 11,943,121	\$ 14,351,732	\$ 2,408,611	
Accounts Payable	\$ (9,311)	\$ (885,396)	\$ (876,085)	
Employee-related Liabilities	\$ (905,440)	\$ (361,019)	\$ 544,421	
Working Capital	\$ 24,815,529	\$ 28,293,705	\$ 3,478,176	

Attachment: CFO Charts 110421 (CFO Monthly Report)



Office of the CFO
Fiscal Year-To-Date Expenditure Report Through September 30, 2021

COMPREHENSIVE BUDGET

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1		Staff & Allocated Fringe Benefits	257,016	257,016	44,492	-	212,524	17.3%
2	51001	Allocated Indirect Costs	363,202	363,202	62,871	-	300,331	17.3%
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	1,166	13,833	0	7.8%
6	55600	SCAG Memberships	127,600	127,600	18,772	25,511	83,317	14.7%
7	55610	Professional Membership	11,500	11,500	796	957	9,747	6.9%
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		935,931	576,252	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		8,925	76,075	0.0%
17	55918	Housing Summit	20,000	20,000		-	20,000	0.0%
18	55920	Other Meeting Expense	86,500	86,500	483	19,464	66,553	0.6%
19	55xxx	Miscellaneous other	67,000	67,000	879	407	65,713	1.3%
20	55940	Stipend - RC Meetings	202,000	202,000	38,620	-	163,380	19.1%
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	17	-	31,483	0.1%
25	58150	Travel Lodging	13,000	13,000	23	-	12,977	0.2%
26	58800	RC Sponsorships	165,000	165,000		25,431	139,569	0.0%
27		Total General Fund	4,213,001	4,213,001	180,115	1,171,154	2,861,732	4.3%
28								
29		Staff & Allocated Fringe Benefits	17,631,038	17,631,038	4,512,157	-	13,118,881	25.6%
30	5100x	Allocated Indirect Costs	24,915,148	24,915,148	6,341,611	-	18,573,537	25.5%
31	543xx	SCAG Consultants	40,296,922	72,427,112	980,810	37,018,920	34,427,382	1.4%
32	54302	Non-Profits/IHL	933,245	1,193,681	9,346	174,076	1,010,259	0.8%
33	54340	Legal Services - FTA 5303	-	-		98,048	(98,048)	
34	54360	Pass-through Payments	9,191,406	9,191,406		-	9,191,406	0.0%
35	55210	Software Support	600,000	600,000	66,364	4,861	528,775	11.1%
36	55250	Cloud Services	1,635,500	1,635,500		422,759	1,212,741	0.0%
37	5528x	Third Party Contributions	5,230,855	5,230,855	1,147,589	-	4,083,266	21.9%
38	55310	F&F Principal	264,368	264,368	64,895	177,666	21,807	24.5%
39	55315	F&F Interest	10,423	10,423	3,449	5,948	1,026	33.1%
40	55320	AV Principal	149,034	149,034	36,503	100,252	12,278	24.5%
41	55325	AV Interest	2,642	2,642	845	1,542	255	32.0%
42	55415	Off Site Storage	9,124	9,124	1,658	-	7,466	18.2%
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	34,540	107,313	398,147	6.4%
46	55810	Public Notices	65,000	65,000	25,093	-	39,907	38.6%
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	186,316		12,766	173,550	0.0%
50	55931	Misc Labor	1,204,452	9,141,651		-	9,141,651	0.0%
51	55932	Misc Labor, Future	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	80,500		-	80,500	0.0%
54	59090	Exp - Local Other	40,011,607	40,011,607		-	40,011,607	0.0%
55		Total OWP, FTA Pass Thru & TDA	144,250,025	184,571,449	13,224,860	38,124,152	133,222,438	7.2%
56								
57		Comprehensive Budget	148,463,026	188,784,450	13,404,975	39,295,305	136,084,170	7.1%

Attachment: CFO Charts 110421 (CFO Monthly Report)

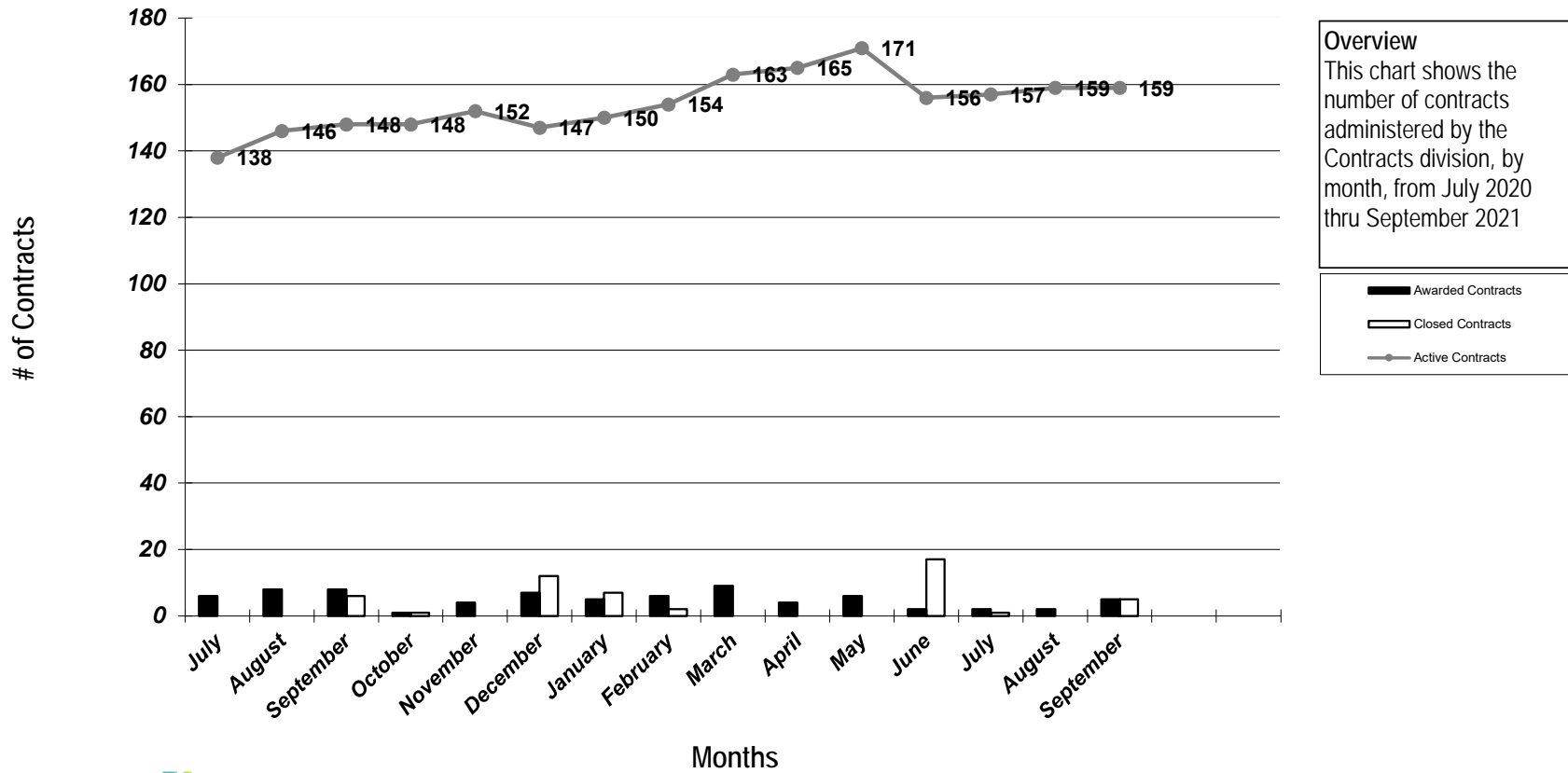


INDIRECT COST EXPENDITURES

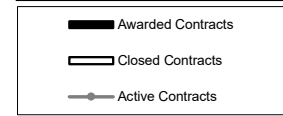
	Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent		
1	50010	Regular Staff	7,746,533	7,746,533	2,029,231		5,717,302	26.2%
2	50013	Regular OT	1,000	1,000	363		637	36.3%
3	50014	Interns, Temps, Annuit	78,000	78,000	3,746		74,255	4.8%
4	50016	Retired Annuitant		15,150	15,064		86	99.4%
5	50030	Severance	80,000	80,000	17,288		62,712	21.6%
6	51xxx	Allocated Fringe Benefits	6,077,056	6,077,056	1,602,245	-	4,474,811	26.4%
7	54300	SCAG Consultants	1,961,819	1,945,669	4,875	283,691	1,657,103	0.3%
8	54301	Consultants - Other	731,000	781,000	69,565	340,783	370,652	8.9%
9	54340	Legal	40,000	40,000		-	40,000	0.0%
10	55201	Network and Communications	304,000	304,000	53,478	118,528	131,994	17.6%
11	55210	Software Support	548,900	508,400	166,066	342,333	0	32.7%
12	55220	Hardware Supp	940,817	905,817	33,429	42,873	829,515	3.7%
13	55240	Repair & Maint Non-IT	26,500	26,500	3,694	22,806	0	13.9%
14	55251	Infrastructure Cloud Services	623,465	658,465	5,050	175,052	478,364	0.8%
15	55271	On-Prem Software	247,690	247,690	1,334	-	246,356	0.5%
16	55275	Co-location Services	250,000	250,000	9,085	36,159	204,756	3.6%
17	55315	F&F Interest	4,376	4,376	1,448	2,497	431	33.1%
18	55325	AV Interest	8,162	8,162	2,611	4,764	787	32.0%
19	55400	Office Rent DTLA	2,302,445	2,302,445	773,662	1,528,698	85	33.6%
20	55410	Office Rent Satellite	278,200	278,200	42,395	100,123	135,682	15.2%
21	55415	Offsite Storage	5,000	5,000	976	1,919	2,105	19.5%
22	55420	Equip Leases	100,000	100,000	4,579	55,421	40,000	4.6%
23	55430	Equip Repairs & Maint	1,000	1,000		-	1,000	0.0%
24	55435	Security Services	100,000	100,000	11,806	88,194	0	11.8%
25	55440	Insurance	315,000	315,000	100,843	-	214,158	32.0%
26	55441	Payroll / Bank Fees	17,500	17,500	2,141	15,359	-	12.2%
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	1,576	60,260	11,964	2.1%
30	55520	Graphic Supplies	4,000	4,000		-	4,000	0.0%
31	55530	Telephone	-	500	103		397	20.6%
32	55540	Postage	10,000	10,000		10,000	0	0.0%
33	55550	Delivery Svc	5,000	5,000	1,003	3,997	(0)	20.1%
34	55600	SCAG Memberships	102,200	102,200	830	170	101,200	0.8%
35	55610	Prof Memberships	1,500	1,500		-	1,500	0.0%
36	55611	Prof Dues	1,350	1,350		-	1,350	0.0%
37	55620	Res Mats/Subscrip	58,100	57,100	16,513	12,627	27,960	28.9%
38	55630	COVID Facility Expenses		1,500	1,276		224	85.1%
39	55700	Deprec - Furn & Fixt	250,330	250,330		-	250,330	0.0%
40	55720	Amortiz - Leasehold Improvements	75,000	75,000		-	75,000	0.0%
41	55800	Recruitment Notices	25,000	25,000	511	24,489	(0)	2.0%
42	55801	Recruitment - other	45,000	45,000	1,809	31,466	11,725	4.0%
43	55810	Public Notices	2,500	-		-	0	
44	55820	In House Training	30,000	30,000		-	30,000	0.0%
45	55830	Networking Meetings/Special Events	20,000	20,000		-	20,000	0.0%
46	55840	Training Registration	65,000	65,000	9,839		55,161	15.1%
47	55920	Other Mtg Exp	2,500	2,500		-	2,500	0.0%
48	55950	Temp Help	108,316	108,316	4,680	45,521	58,115	4.3%
49	55xxx	Miscellaneous - other	11,500	9,000		-	9,000	0.0%
50	56100	Printing	23,000	23,000		10,000	13,000	0.0%
51	58100	Travel - Outside	83,300	80,800	36		80,764	0.0%
52	58101	Travel - Local	20,000	19,000	218		18,782	1.1%
53	58110	Mileage - Local	23,500	22,500	72		22,428	0.3%
54	58120	Travel Agent Fees	3,000	3,000			3,000	0.0%
55		Total Indirect Cost	23,891,359	23,891,359	4,993,439	3,357,730	15,540,190	20.9%

Attachment: CFO Charts 110421 (CFO Monthly Report)

SCAG Contracts (Year to Date)



Overview
 This chart shows the number of contracts administered by the Contracts division, by month, from July 2020 thru September 2021



Summary

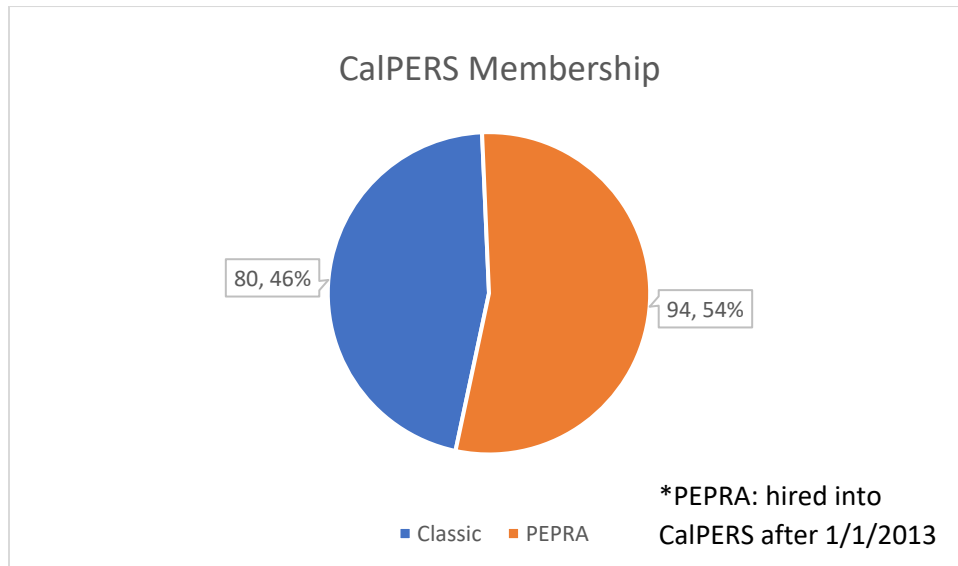
As illustrated on the chart, the Contracts Department is currently managing a total of 159 contracts. Forty-three (43) are Cost Plus Fee contracts; eighty-one (81) are Lump Sum (formerly Fixed Price) contracts, and the remaining thirty-five (35) are Time and Materials (T&M) contracts (includes Labor 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.

CFO Report

As of October 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	1	0	0	7
Legal Services	3	2	1	0	0	0	2
Finance	28	26	2	1	0	0	27
Information Technology	26	23	3	0	0	0	23
Policy & Public Affairs	22	19	3	0	1	0	20
Planning & Programs	94	90	4	2	0	7	99
Total	188	174	14	4	1	7	186



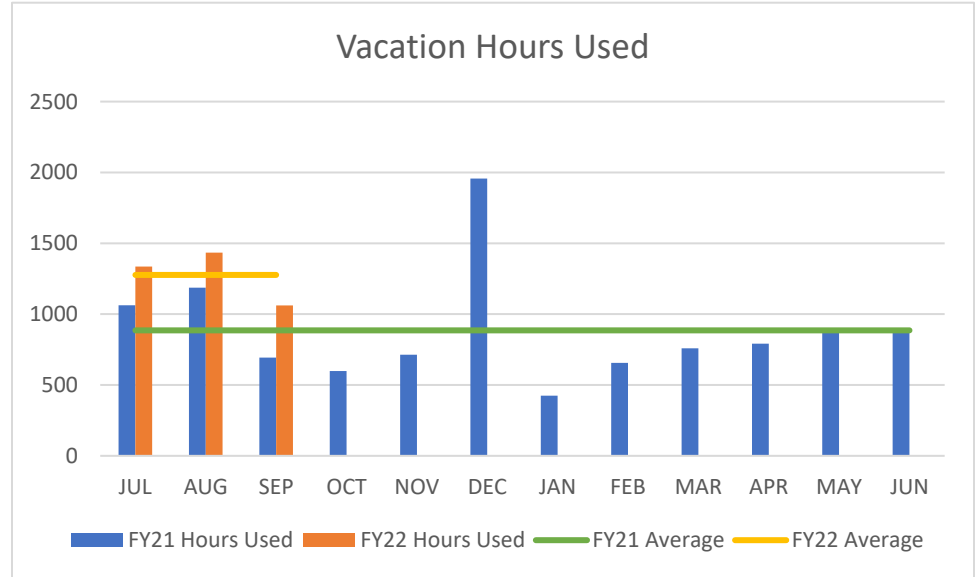
CFO Report

As of October 1, 2021

Vacation Update

Vacation Usage FY22

	Hours Used	Cost
Total	3,829.96	\$ 231,520.94
Average	41.18	\$ 2,489.47
# of Staff		93
% of Staff		53.45%



Vacation Cash Out Pilot Program Usage in FY22 and FY21

	FY22 Hours Used	FY22 Cost	FY21 Hours Used	FY21 Cost
Total	80	\$ 5,431.20	1,180	\$ 81,956.80
Average	26.67	\$ 1,810.40	39.33	\$ 2,731.80
Lowest	20	\$ 1,227.00	20	\$ 1,352.40
Highest	40 (max)	\$ 2,866.80	40 (max)	\$ 5,568.40
# of Staff			2	30
% of Staff		1.15%		17.75%



Southern California Association of Governments
Remote Participation Only
November 4, 2021

To: Community Economic & Human Development Committee (CEHD)
Regional Council (RC)
From: Kevin Kane, Senior Regional Planner
(213) 236-1828, kane@scag.ca.gov
Subject: Assessing the Potential Impacts of Senate Bill 9 on Housing Supply

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION CEHD:

Receive and File

RECOMMENDED ACTION FOR RC:

Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

Senate Bill (SB) 9 (Atkins, D-San Diego) was signed into law by Governor Gavin Newsom on September 16, 2021. SB 9 allows for by-right lot split and duplex developments on single-family residential parcels. The Regional Council (RC) voted to oppose SB 9 at its meeting on September 2, 2021. At its October 7, 2021 meeting, the RC accepted a recommendation from the Legislative/Communications and Membership Committee (LCMC) to study the impacts and potential mitigation strategies of SB 9.

Ian Carlton of MapCraft Labs will present research conducted by UC Berkeley’s Terner Center for Housing Innovation on a study which used parcel-level data and an economic model to assess the potential impacts of SB 9’s provisions on housing in the SCAG region. By assessing both physical constraints and market feasibility, this model estimates that a small percentage of the region’s single-family parcels would meet the criteria for development under SB 9’s provisions. The model does not consider whether landowners would be willing to execute on feasible development sites.

The findings of the analysis may assist the RC in understanding the potential impacts from SB 9 on the SCAG region, as the agency continues the discussion on potential mitigation strategies needed to address the bill.

BACKGROUND:

SB 9 Summary

SB 9 requires ministerial approval for certain housing development projects containing up to two duplexes (i.e. up to four total units) on existing residential parcels. First, SB 9 requires that 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. This ministerial approval applies only if the proposed housing development does not require demolition or alteration of housing that is subject to a recorded covenant or a rent control ordinance, does not require demolition of more than 25 percent of the existing exterior structural walls, and is not located within a historic district nor designated as a historic property by a local agency.

Second, SB 9 requires a city or county ministerially approve a parcel map or tentative and final map for an urban lot split if that proposed action is located within a residential zone, does not require the demolition or alteration of housing that is subject to a recorded covenant or a rent control ordinance, and if that the parcel is not located within a historic district nor 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 sensitive uses.

By requiring ministerial approval for the actions described above, the proposed project(s) would not 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 sets 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 prohibits 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) set maximum setback requirements under all other circumstances.

Additionally, SB 9 prohibits 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 further prohibits 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.

Amendments to SB-9 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. Further amendments require applicants for an urban lot split to sign an affidavit stating their intent to occupy one of the housing units as their principal residence for a minimum of three years from the date of the approval of the urban lot split, unless the applicants are a community land trust or a qualified nonprofit corporation.

In the Assembly, SB 9 passed off the floor on August 26, 2021, with a bipartisan vote of 45-19-15. SB 9 passed the Senate on August 30, 2021 by a vote bipartisan of 28-7-5. Governor Newsom signed SB 9 into law on September 16, 2021.

SCAG Position, Advocacy, and Next Steps

At its April 20, 2021 meeting, 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.

Subsequent to updating the agency’s formal position on SB 9, a meeting request and position letter were submitted to Governor Gavin Newsom urging a veto of SB 9. A virtual meeting was granted and on September 10, 2021, President Lorimore and several members of the Regional Council met with representatives from the Governor’s Office to express the agency’s opposition to this bill.

After SB 9 was signed by the Governor, the LCMC forwarded a status update on the bill to the RC and recommended that the agency study the impacts and potential mitigation strategies associated with the bill’s passage. Today’s presentation from Ian Carlton of MapCraft Labs is a first step in understanding SB 9’s potential impacts on the SCAG region.

About the Turner Center for Housing Innovation

Established in 2015, the Turner Center has become a strong voice for identifying, developing, and advancing solutions to housing policy challenges, particularly in California. The Center’s core focus areas are (i) increasing the supply and lowering the cost of housing in ways that align with equity and environmental goals, (ii) expanding access to quality homes and communities to support racial,

social, and economic inclusion, and (iii) driving innovation in housing policy and practice. The Turner Center's timely and data-driven analyses of proposed and existing housing policies have become important tools for policymakers and practitioners in recent years. The Center's briefs, papers, and analyses take advantage of the expertise of faculty and research staff at Berkeley and elsewhere as well as affiliated practitioners with both technical and policy expertise.

Turner Center Study of SB 9 with MapCraft Labs

Turner Center staff collaborated with MapCraft Labs, a policy analytics firm with expertise in spatial data and economic modeling, to analyze the potential impacts of SB 9 in a report released in July 2021. The study is available at <https://turnercenter.berkeley.edu/blog/duplexes-lot-split-sb-9/> and additional detail is provided in the attached presentation.

Summary of Findings and Linkage to SCAG's Development of the RTP/SCS

As part of the development of the quadrennial Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), SCAG develops long-range forecasts from the regional to the neighborhood level with the input of local jurisdictions and other stakeholders. Since at least 2008, SCAG has developed a standardized land use coding system and developed substantial open data resources to assess, analyze, and communicate land use and development information as it relates to regional planning.

SCAG is currently developing its forecast for the 2024 RTP/SCS, which will assess growth over 2019-2050 given existing and future anticipated trends as well as current policy. Following an expert panel, a preliminary range of growth trajectories for regional population, households, and employment was presented to CEHD in November 2021. As SCAG continues to develop the forecast at the county, jurisdictional, and neighborhood levels and begins engaging local jurisdictions for review and input in 2022, staff will continue to review the most up-to-date assessments of the potential impacts of policies including SB 9 on future growth.

Turner's study addresses both *physical constraints* – the size and/or suitable unbuilt area on parcels – and *financial constraints* – the market-based likelihood that the sale or rent price of a new unit would offset the cost to develop it. By comparison, SCAG previously collaborated with researchers at California State Polytechnic University at Pomona to analyze the *physical constraints* to ADU development following state legislation passed during 2016-2019. This study, available at <https://scag.ca.gov/post/accessory-dwelling-unit-adu-potential-scag-region> and dynamically through SCAG's Housing Element Parcel Tool (HELPR) at <https://maps.scag.ca.gov/helpr>, indicated that between 2.4 and 3 million parcels in the region could *physically* accommodate a detached ADU. MapCraft's econometric modeling is also able to consider which parcels may be suitable for development under SB 9 based on construction costs, market demand, and financing.

It is important to note that such a model is not a forecast of potential development over a particular time period. Rather, it assumes each property owner is making a rational decision based on the characteristics of their property and its economic potential. Furthermore, it is not able to comment on the preferences of property owners to substantially change their lot or to live in closer proximity to others. As such, it would likely take several years or longer for a combination of awareness of SB9's impacts, the construction industry and local jurisdictions' capacity to respond, and property owners' own preferences and decision making to realize this market potential.

Turner's July 2021 report concluded that SB 9's lot split and duplex provisions could enable the creation of over 700,000 new homes statewide that would otherwise not have been market feasible. Correspondingly, the study's data indicated that approximately 300,000 new homes would be feasible in the SCAG region's six counties (roughly 1 new unit for every 10 single-family parcels); however, due to data limitations related to city size, jurisdiction-level estimates from the original study were only available in 129 of the SCAG region's 197 jurisdictions.

While the above estimate indicates that SB 9 could result in a very small share of the region's parcels becoming financially feasible to develop, this potential supply increase could address a fairly substantial share of the region's housing need and is significant when compared to recent housing production. While this study is not linked to a particular time horizon, it demonstrates added potential equivalent in magnitude to nearly one-fourth of HCD's regional housing needs determination for the SCAG region of 1,341,827 million units over the period from 2021-2029. Additionally, during 2020 the region experienced a net gain of 44,769 housing units. In the eight-year period from 1/1/2013-1/1/2021, the region's net change in housing units was 302,696¹, which is roughly equivalent in magnitude to the above estimate of new market potential from SB 9 in the SCAG region.

Presenter – Ian Carlton, Ph.D

Ian Carlton, Ph.D. co-founded MapCraft Inc in 2015, which develops multi-user web apps for running interactive spatial analytics over wide geographies. MapCraft expands the capacity of urban planning professionals and helps institutions make effective urban policy.

Carlton's advisory work with local governments, transit agencies, regional planning organizations, and landowners focuses on analyses that aid policymaking, urban planning, and investment decision making. Carlton's project work encompasses land use modeling, transit planning, equitable transit-oriented development (TOD), affordable housing, economic development, public finance, land use planning, real estate investment, and value capture.

¹ State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State — January 1, 2011-2021. Sacramento, California, May 2021.



Carlton is a member of the Urban Land Institute's Transit-Oriented Development Product Council and sits on the Transportation Research Board's Economic and Land Development Committee. Carlton is also an adjunct professor of real estate development and planning at the University of Oregon and Portland State University. Carlton holds a Ph.D. and two master's degrees – City Planning and Transportation Engineering – from the University of California Berkeley and an Architecture degree focused on land development from the Georgia Institute of Technology.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. Turner SB 9 Brief July 2021
2. PowerPoint Presentation - MapCraft SB 9 SCAG

A TURNER CENTER REPORT - JULY 2021

Will Allowing Duplexes and Lot Splits on Parcels Zoned for Single-Family Create New Homes?

Assessing the Viability of New Housing Supply Under California's Senate Bill 9

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Introduction

In recent years, California lawmakers have proposed a number of legislative changes to address the state's ongoing housing shortage and affordability crisis. While the most ambitious of these efforts have not passed, momentum has increased around one solution in particular: legislation to allow modest increases in smaller-sized units in existing single-family neighborhoods. In 2020, Senate Bill 1120—which would have allowed for up to four new homes on existing single-family parcels—passed both the California Assembly and Senate, but fell short of becoming law as time ran out at the end of the session. This year, Senate President Pro Tempore Toni Atkins has introduced Senate Bill 9 (SB 9), which proposes a similar policy shift. SB 9 has now passed through the State Senate and is under discussion in the State Assembly; if approved by the Assembly, it may be poised to be the most significant housing bill coming out of California's current legislative session.

SB 9 has potential to expand the supply of smaller-scaled housing, particularly in higher-resourced, single-family neighborhoods. In this way, SB 9 builds on recent state legislation that opened up access to accessory dwelling units (ADUs) for virtually all California single-family parcels. What distinguishes SB 9 is that it allows for the development of new, for-sale homes, either on a newly subdivided lot or through the conversion of existing single-family homes into multiple units. This ability to create duplexes and/or split the lot and convey new units with a distinct title would allow property owners to pursue a wider range of financing options than are available for ADU construction to build these new homes.¹ In so doing, SB 9

could open up new homeownership opportunities at more attainable price points for prospective purchasers, who would be able to apply for a traditional mortgage to buy the home.

Yet, the likelihood of creating new housing and homeownership opportunities as a result of SB 9 largely depends on local context. While Senate Bill 9 does not apply to single-family parcels in historic districts, fire hazard zones, and rural areas, local market prices and development costs play a large role in determining where there is financial viability for the addition of new homes. Moreover, physical constraints, such as small lot sizes and other local regulations, can limit the number of new homes built as a result of this bill. To assess the potential impact of SB 9 on new housing supply, this analysis assesses the market feasibility of new homes as allowed by the current version of the Bill (as of July 2021).²

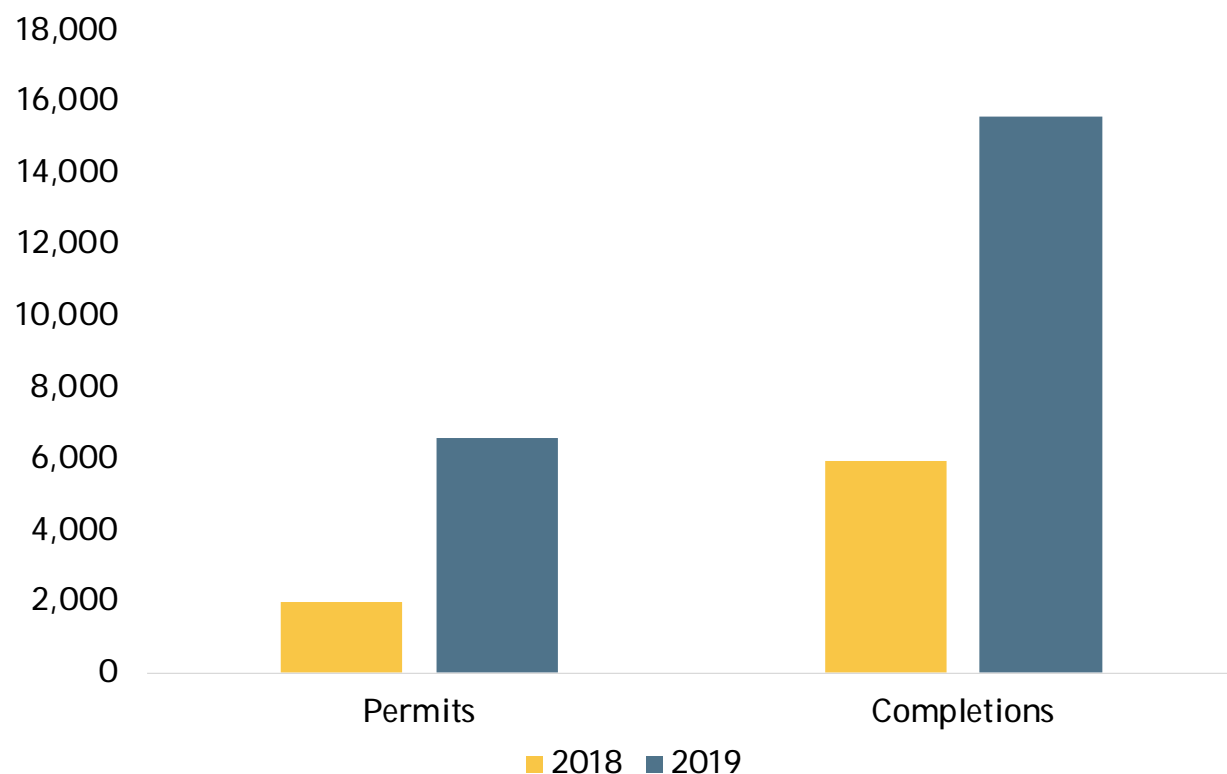
This analysis finds that SB 9's primary impact will be to unlock incrementally more units on parcels that are already financially feasible under existing law, typically through the simple subdivision of an existing structure. Relatively few new single-family parcels are expected to become financially feasible for added units as a direct consequence of this bill. While this analysis does not attempt to measure the actual rate of uptake for adding new units to single-family parcels, it is reasonable to assume that SB 9 will modestly accelerate the addition of new units relative to the status quo by facilitating access to conventional mortgage products for multiple households able to purchase homes on newly subdivided single-family parcels.

Background

California’s recent housing laws have largely failed to unlock significant housing production changes that would ease the ongoing housing and homelessness crisis. One of the state’s more effective housing solutions has been recent laws removing barriers to the construction and financing of ADUs. In 2016, Senate Bill 1069 and Assembly Bill 2299 expanded the ability of homeowners to build ADUs and Junior ADUs (JADUs). Subsequent legislation (Assembly Bill 68, Assembly Bill 881, Senate Bill 13) removed other barriers to ADU development, including lowering impact fees and removing owner occupancy requirements. The impacts of this legislation are already apparent throughout the state. Published state data demonstrates that the initial 2017 ADU law had immediate impacts: California

jurisdictions went from issuing 5,911 ADU permits in 2018 to 15,571 in 2019, with ADU completions following a similar upward trend, more than tripling over the same period (from 1,984 to 6,668 units) (Figure 1).³ The ADU laws that took effect in 2019 allowing two ADUs on single-family parcels and more on multi-family parcels are already having a significant impact on gently adding density across the state in single- and multi-family properties. In early 2021, the City of Los Angeles reports processing upwards of 20,000 ADUs where ADUs make up nearly 40 percent of all housing building permits, and the City of San Jose reports that ADUs make up 38 percent of all housing building permits.⁴ This progress signals the significance of easing approvals and barriers to smaller-scale, infill development in low-density areas.

Figure 1. ADU Permits and Completions in California, 2018 and 2019



Source: Chapple, K., et. al. (2020). "Reaching California’s ADU Potential: Progress to Date and the Need for ADU Finance." Retrieved from: <https://turnercenter.berkeley.edu/wp-content/uploads/2020/12/ADU-Brief-2020.pdf>.

The early success of recent ADU legislation has prompted lawmakers to examine similar policies that would incrementally unlock more homes in low-density urban infill neighborhoods where the housing crisis is particularly acute. Such policies would also align with state climate change policies encouraging additional homes near jobs and services to reduce vehicle miles travelled. Last year, SB 1120 proposed allowing up to four units in single-family-zoned parcels throughout the state. Analysis by the Turner Center of SB 1120 found that nearly six million single-family parcels statewide would theoretically be eligible, a significant expansion of buildable area in California.⁵ For example, if just 5 percent of those parcels created new two-unit structures as a result of SB 1120, that would have resulted in 597,706 new homes. That's more than five times the number of new homes that have been built in California annually since 2015.⁶ However, in a session marked by the disruptions related to the COVID-19 pandemic, SB1120 ran out of time to be sent to the governor's desk, despite passing both the Assembly and the Senate.

SB 9 was introduced with nearly identical language to its predecessor, SB 1120, but as the bill has progressed through the legisla-

tive process, some important changes have been made. Most notably, properties that have developed an ADU are not eligible for the density or lot split provisions of SB 9, and jurisdictions would have the option of imposing owner-occupancy requirements for lot split applicants, where the applicant would have to make one of the units on the site their primary residence for at least one year. This owner-occupancy provision has been added to address concerns that current homeowners could be incentivized to sell to private entities interested in speculative investment on single-family parcels and to encourage use of the law to create more opportunities for California families to buy a home. The provisions also ensure the law cannot be used to divide homes occupied by renters as a measure to prevent displacement. Other new provisions have made the legislation potentially more impactful. For example, SB 9 allows more flexibility in how the lot is split. SB1120 required that both newly created lots be of equal size, potentially limiting the number of instances where new homes would be feasible. New language in SB 9 requires that one of the newly created parcels only needs to be more than 40 percent of the original parcel size. Table 1 summarizes the key provisions of SB 9 as of July 2021.



Table 1: Eligibility Criteria Proposed for Split Lots Under SB 9

Location
<ul style="list-style-type: none"> • The parcel, lot, or development must be located in a single-family residential zone. • The parcel cannot not be located in a historic district or be a historic property itself (as defined by the state or local county or city). • The parcel cannot be located in a high fire zone area. • The parcel must be in a city whose boundaries include some portion of an urbanized area or urban cluster as designated by the U.S. Census Bureau. • If the parcel lies in an unincorporated area, then the parcel at stake must be a legal parcel wholly within the boundaries of an urbanized area/cluster.
Parcel Size
<ul style="list-style-type: none"> • The parcel must be a minimum of 2,400 square feet in size. • The newly created parcel as a result of a lot split may not be smaller than 40 percent of the lot area of the original parcel. • A locality cannot impose any standards that would preclude the construction of up to two units or physically precluding either of the two units from being at least 800 square feet in floor area. • A side and rear setback of up to four feet is allowed.
Anti-Displacement
<ul style="list-style-type: none"> • The lot split cannot require the demolition or alteration of a housing unit currently serving moderate-, low- or very-low income household(s) or a rent-controlled unit. • The lot split cannot result in the demolition or alteration of housing that has been occupied by a tenant in the last three years or where an owner has used the Ellis Act to remove a rental unit from the market within the last 15 years. • A jurisdiction may impose an owner-occupancy restriction for lot splits, where the applicant must intend to occupy one of the housing units as their principal residence for a minimum of one year from the date of the approval of the urban lot split.
Other
<ul style="list-style-type: none"> • The parcel cannot have been created from a previous lot split as provided by this policy. • The same person (or another party acting on their behalf) cannot perform a lot split on adjacent lots.

Methodology

It is unrealistic to assume that under SB 9, every single-family lot would be split, or that every existing single-family home would be demolished and replaced with four new units. For example, some lots may be too small, have other existing structures or ADUs, have a history of being rented, or other physical conditions that prevent changes. Some owners may have no interest in developing their property. And finally, even if a property owner is interested in pursuing new development on their land, trying to recoup this investment with market-rate rental or sales will prove financially infeasible in many instances. To develop a better estimate of the potential impact of SB 9 on new supply, we conducted an analysis of how many new homes would be both physically eligible and financially feasible as a result of SB 9, as well as what types of development would be most likely, taking into account on-the-ground market dynamics.

We partnered with MapCraft Labs, which developed a financial feasibility model to assess market-feasible housing capacity on existing parcels with detached single-family homes. The base layer for the analysis is a parcel dataset from UrbanFootprint which includes all counties in California with populations greater than 45,000 people, and covers homes built prior to 2020.⁷ This dataset includes roughly 7.5 million single-family parcels across the state. We used MapCraft's Lab analysis tool to determine what types and scales of housing development would be feasible with an approach that considers construction costs, market demand, financing, land use policies, and individual parcel characteristics.

To inform our model, several assumptions were made about market conditions and trends. For example, all properties with single-family detached land uses were assumed to conform to zoning and currently have exactly one existing unit (e.g., no ADUs). In combination with tax assessor data, we estimated the value of each existing single-family property on those parcels. MapCraft calculates standard development "pencil out" models to compute snapshots of market feasibility on every relevant parcel, both under current policies and as proposed in SB 9. These models are based on the financial evaluations conducted by developers to assess an investment's viability early in the development process by balancing the cost of developing the site with expected rental or sale income.⁸ MapCraft's models of small-scale development look at financial feasibility from the perspectives of owner-occupants, owner-occupant landlords, small-scale investors, and commercial investors, with market-feasible unit potential based on a probabilistic blend of all possible development options. Financial expectations of investors and lending terms are based on conversations with industry professionals and are updated by MapCraft regularly.

MapCraft's calculations incorporate data and assumptions about current rents, sales prices, construction costs, and investors' expected return on investment rates, and are validated by ECONorthwest, a West Coast economics consultancy. MapCraft's market demand information relies on multiple sources, including CoStar, Zillow, tax assessors, U.S. Census, and transaction records. MapCraft's construction cost information is based on interviews and RS Means. Finally, the modeling relies on

assumptions about parking requirements based on previous Turner Center research, typical unit sizes, and other factors that inform development.⁹

The provisions of SB 9 would allow for a variety of development options. For this analysis we examined the most likely development scenarios as shown in Appendix B. Our business-as-usual scenario evaluates development feasibility for housing supply changes currently permissible under single-family zoning, while the alternative policy scenario considers the additional set of development options allowed under SB 9. For example, under the business-as-usual scenario, a homeowner may decide to build an ADU but would only be able to split the parcel into two lots, each with two homes, under the alternative policy scenario allowed under SB 9.

Our estimates also account for the fact that SB 9 includes anti-displacement language that prohibits alteration or demolition of renter-occupied homes. To approximate this, we used the percentage of single-family home rentals in each census tract (as determined by ACS data) to discount results for development outcomes that alter or demolish the existing structure.

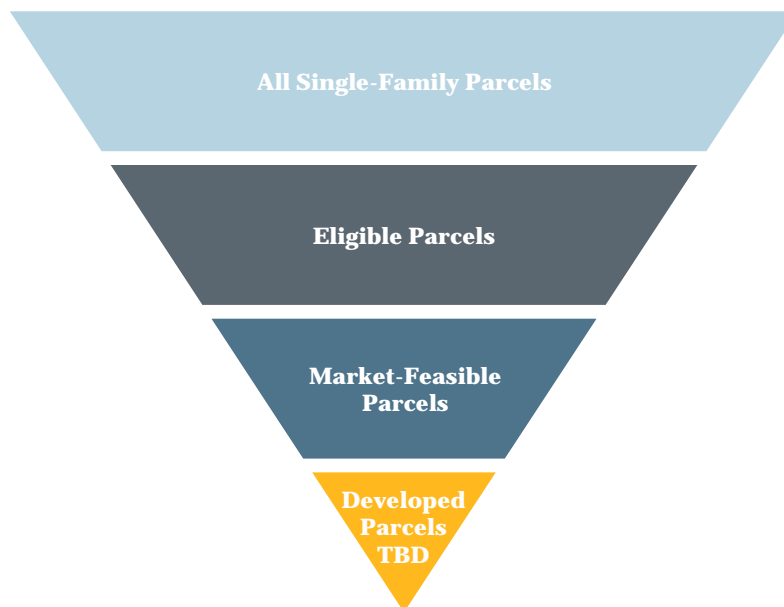
We also examined the potential impacts of owner-occupancy requirements by removing financial scenarios that assume all the new units are rentals, as well as development scenarios that require demolition of an existing structure. In addition, we assumed that owners received a 25 percent discount for the unit they occupied in split lot development scenarios.

Market-feasible capacity is not a forecast of future production.

While this analysis identifies the number of market-feasible units, in most cases these market-feasible units will take years to be developed, and some may never get built. This analysis considers the market feasibility of redevelopment on each eligible single-family parcel in isolation, and assumes that every property owner is maximizing the economic potential of their lot. However, that is not the case for several reasons.

First, the most economically feasible use does not consider the motivations and preferences of individual property owners. Any change in use requires the cooperation of the owner, either to sell the site or to redevelop it themselves. The economics

Figure 2: Production Funnel



may suggest that the highest value of a house may be to tear it down and rebuild it into a much larger house, but if a homeowner prefers a small house or the existing architecture, they're not going to rebuild. Converting a house to a duplex and renting out half may be most profitable for a homeowner, but that will not happen if that homeowner is uninterested in living more closely with others in what was formerly "their" space or in becoming a landlord or homeseller. Even when a property owner does wish to redevelop their site, they may lack the upfront capital and sophistication to initiate the process; and then may be unable to access financing due to a low credit score or other underwriting barrier.

In addition, redevelopment does not happen instantaneously; it requires homeowner awareness and interest, available construction industry capacity, a suitable financing ecosystem and viable routinized business models for development in order to proceed. State ADU laws, for example,

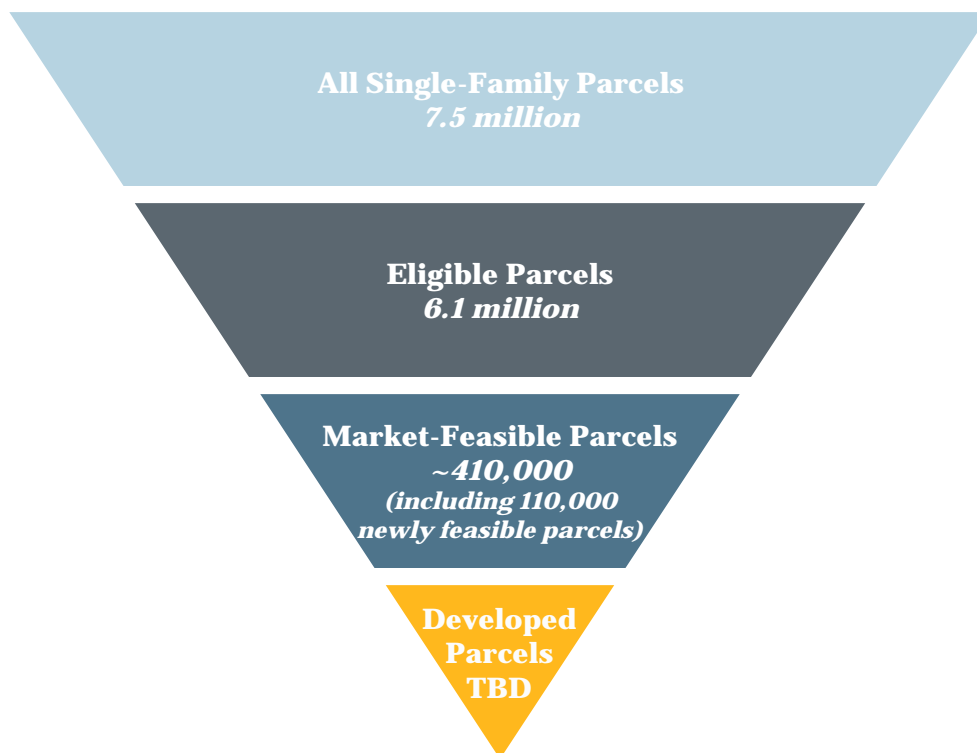
have taken several years to ramp up as awareness, delivery models, industry and local agency capacity have adapted to law changes. It is reasonable to assume that it may take years for that capacity to fully emerge in California if SB 9 becomes law.

Findings

SB 9 could enable the creation of over 700,000 new homes that would otherwise not be market feasible.

Under our business-as-usual scenario, we estimate 1,800,000 new ADUS/JADUS are currently market-feasible and could be built under today's zoning laws across California's 7,500,000 existing single-family housing parcels. With SB 9, we estimate that approximately 700,000 additional new units would become market-feasible, representing a 40 percent increase in existing development potential across California's single-family housing parcels.

Figure 3: Parcel Development Funnel (Total Numbers)



SB 9 would enable the development of more units on 410,000 single-family parcels, of which only 110,000 parcels would become newly feasible.

Overall, SB 9 would change the development feasibility of a relatively small number of parcels. First, the conditions stipulated by the legislation limit the number of parcels that can utilize the bill’s provisions, as illustrated in Figure 3. For example, the bill’s current limitations on new development in high fire hazard areas, historic districts, non-urbanized areas, and existing renter homes removes approximately 1.4 million existing single-family homes from consideration.¹⁰ Of the 6.1 million remaining parcels, the majority would not be affected because of an absence of physical capacity or financial feasibility. However, on 5.4 percent of current single-family parcels, SB 9 would enable new development. For 110,000 single-family parcels (1.5 percent of total single-family parcels), SB 9 would enable new development where none was financially feasible before, and for another

300,000 parcels, SB 9 would allow for more units than under our business-as-usual scenario.

For the majority of single-family properties, we find the most financially viable outcome is not to pursue any development whatsoever, both under our business-as-usual scenario and under our SB 9 scenario.

Under our assumptions about today’s regulations, market conditions, and development alternatives, we found that doing nothing was the most likely option for California’s single-family parcels: development is not feasible for 80 percent of parcels (Figure 4). If SB 9 passed, 110,000 parcels would be newly developable, causing the share of infeasible parcels to tick down slightly to 78 percent. The primary benefit of SB 9 comes from allowing slightly more units on parcels where development already makes sense and in opening up any added units to homeownership opportunities through the ability to legally subdivide those parcels.

Figure 4. Likely Parcel Feasibility By Number of Feasible Units

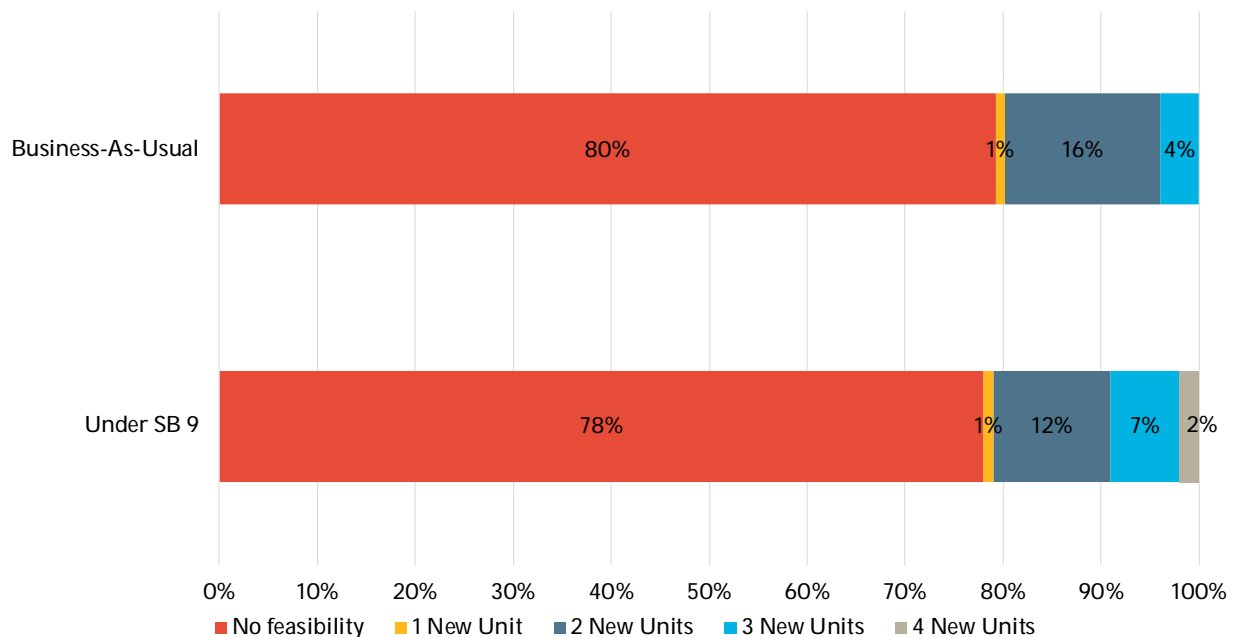
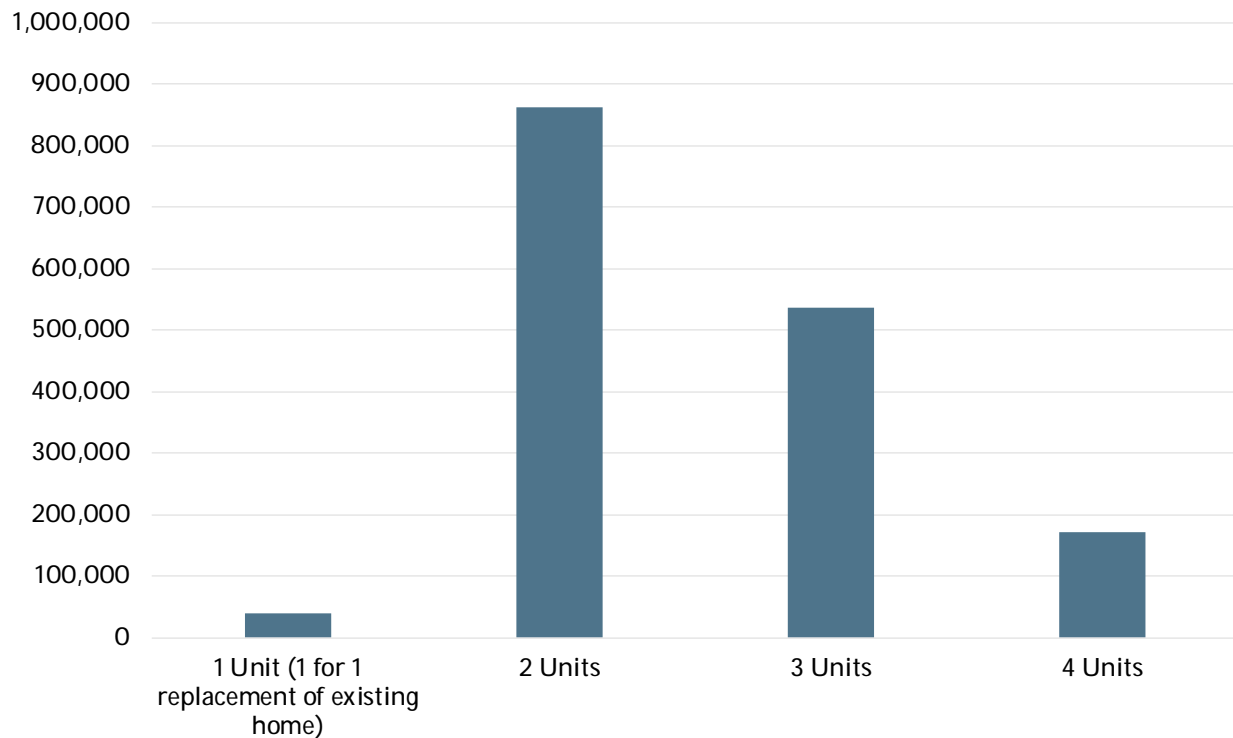


Figure 5. Estimates of Parcels with Feasible Capacity Under SB 9



SB 9 is unlikely to lead to significant demolition of the existing stock.

We found that nearly 97 percent of single-family homes would be retained under SB 9's provisions, either without any modification or with less intensive development (e.g., subdividing the existing structure to enable a duplex conversion). In many places, existing zoning allows homes to be demolished and replaced with larger single-family homes, which we found was the most financially attractive scenario on 1 percent of all single-family parcels under our business-as-usual scenario. Under SB 9, the likelihood of tearing down a single-family home and replacing it with a larger single-family home falls by half to 0.5 percent due to other viable development opportunities.

While SB 9 would provide a boost in three- and four-unit feasibility, duplexes would be the most dominant form of financially-feasible development.

The majority of viable development opportunities should SB 9 be enacted would result in two units per existing lot (Figure 5). Duplexes comprise an important block of this new capacity, accounting for 35 percent of all new units, two thirds of which would be in converted existing single-family homes. SB 9 would also enable a somewhat higher total number of feasible units by allowing greater uptake of three- and four-unit development.

There is wide regional variation in market-feasible units.

The amount of new market-feasible units varies by region. Los Angeles County resulted in the most new market-feasible units under SB 9 with approximately 126,000 new homes. While significant, Los Angeles County also comprises both the most single-family parcels and SB 9 eligible parcels (Table 2). Analyzing new market-feasible units per eligible single-family parcel finds that Yuba, El Dorado, Sutter, and Nevada counties would see the most new market-feasible potential per parcel, although the overall number of new feasible units is relatively low compared to larger counties. Many coastal California counties exhibited higher than average per parcel unit ratios, such as Marin, Santa Cruz, San Luis Obispo, and Santa Barbara counties, signaling that rents and sales prices there could support new homes resulting from SB 9. Meanwhile, most Central Valley counties, such as Fresno, Merced, Kern, and Stanislaus, showed below average potential for new homes per parcel, reflecting lower financial feasibility. For a list of all county results, see Appendix A. At the city level, the state's most populous jurisdictions were all below average for market-feasible units per parcel, as shown in Table 3.

Owner-occupancy requirements would have a limited negative impact on the market feasibility of development pursuant to SB 9, but they could have a much larger impact on actual delivery of units under SB 9.

SB 9, as currently written, allows jurisdictions to impose owner-occupancy requirements for lot split applicants, but not for duplex conversions. Our analysis finds that, if every jurisdiction imposed

owner-occupancy requirements, the total financially feasible units enabled by SB 9 would decrease by roughly 6 percent, or approximately 40,000 units. This limited impact reflects the fact that our model indicates only 10 percent of new units under SB 9 would be attributable to lot splits.

While the owner-occupancy requirement would have only a modest impact on the financial viability of new units, it may have a significant effect on the number of owners willing to actually pursue new development on their properties. By preventing owners from splitting a lot unless they plan to live there themselves for at least a year, or from allowing a developer to take on development involving a lot-split pursuant to SB 9, the owner-occupancy requirement may reduce the number of homes that will result from SB 9.

Shifts in construction costs and rental and sales prices could change development feasibility.

In addition to assessing the potential impact of SB 9 using current market conditions, we also ran a sensitivity analysis to examine the potential impact of SB 9 under different market scenarios. Our analysis found that a 10 percent decrease in construction costs could increase the amount of market-feasible units by 5 percent, or roughly 36,000 more units than the 700,000 baseline impact of SB 9. Local and state policymakers should therefore also consider policies that could help reduce the costs of production to enable policies such as SB 9 to work more effectively in more places. In the opposite direction, we found that a 10 percent increase in construction costs lowers development feasibility by 4.5 percent, or by approximately 32,000 units. Our

Table 2. SB 9-Eligible Parcels and Market-Feasible New Units by Largest Counties

County	Total single-family parcels	SB 9-eligible parcels	Parcels where SB 9 would increase the number of market-feasible units	Parcels where SB 9 changes feasible outcome from no net new units to 1+ net new units*	Total market-feasible new units if SB 9 is enacted**	Total market-feasible new units divided by SB 9 eligible lots
Los Angeles	1,441,000	1,210,500	79,500	18,000	127,000	0.10
San Diego	554,500	398,500	28,500	9,000	54,500	0.14
Orange	557,000	486,000	26,500	8,500	47,000	0.10
Riverside	563,000	483,000	36,500	10,000	62,500	0.13
San Bernardino	493,000	385,000	32,000	8,000	56,500	0.15
Santa Clara	331,000	319,500	22,000	8,500	40,000	0.13
Alameda	306,500	277,000	16,000	3,500	25,000	0.09
Sacramento	369,500	360,500	25,000	5,000	40,500	0.11
Contra Costa	263,500	239,000	20,000	7,500	38,000	0.16
Fresno	203,500	186,000	5,500	500	10,500	0.06
Statewide totals (excluding counties with pop. under 45,000)	7,470,500	6,182,500	410,000	111,500	714,000	0.12

*Note: This is a subset of the parcels where SB 9 would increase the number of market-feasible units.

**Note: Market-feasible new units are rounded.

Table 3. SB 9-Eligible Parcels and Market-Feasible New Units by Most Populous California Cities*

City	Total single-family parcels	SB 9-eligible parcels	Parcels where SB 9 would increase the number of market-feasible units	Parcels where SB 9 changes feasible outcome from no net new units to 1+ net new units**	Total market-feasible new units if SB 9 is enacted	Total market feasible new units divided by SB 9 eligible lots
Los Angeles	447,500	355,000	23,000	6,000	37,500	0.11
San Diego	203,500	133,000	7,000	3,000	13,000	0.10
San Jose	168,500	168,000	10,500	2,500	16,000	0.10
San Francisco	94,500	93,500	6,500	500	8,500	0.09
Fresno	104,000	104,000	2,000	100	4,000	0.04
Sacramento	116,500	116,000	6,500	800	9,500	0.08
Long Beach	59,500	58,500	3,000	200	3,500	0.06
Oakland	66,500	51,000	3,000	100	3,500	0.07
Bakersfield	87,500	87,500	5,000	2,000	9,000	0.10
Anaheim	43,000	36,000	2,500	1,000	4,000	0.11

*Note: This is a subset of the parcels where SB 9 would increase the number of market-feasible units.

**Note: Market-feasible new units are rounded.

model also analyzed sensitivity to changes in rental and sales prices. We found that a 10 percent increase in prices resulted in an 8 percent increase in market-feasible units, or roughly 57,000 more units.

Policy Implications

A significant amount of land in California has historically been designated for single-family homes, limiting the development of a greater diversity of urban infill housing options in jurisdictions across the state. Solving California’s housing crisis—let alone tackling the challenges of climate change and residential segregation—requires policies that intensify land use in these communities. California’s statewide ADU laws were a step in the direction of gently adding more density to simultaneously address the housing, climate, and equity challenges faced by the state. But, in other ways, California lags behind other states in its land use regulations and dogged resistance to changing single-family zoning. For example, the state of Oregon recently required jurisdictions to allow multifamily housing—either two or three units—on all single-family parcels. Some cities have gone even further, such as Portland and Minneapolis, both of which have voted to loosen allowable homebuilding on single-family parcels. While many cities in California—including Los Angeles, San Diego, San Jose, Sacramento, Berkeley, and Oakland—are exploring similar options, SB 9 could play an important role in enabling the construction of a significant amount of new house options that are smaller-scale, more cost-effective, more varied, and inclusive across the urban areas of the state.

Our analysis shows that approximately 700,000 new, market-feasible homes would be enabled under SB 9. But despite the concerns of some of its detractors, SB 9 will not lead to the overnight transformation of residential neighborhoods. Differential owner preferences and limited applicability means that only a share of that potential is likely to be developed, particularly in the near term as awareness and capacity expands. As such, while important, the new units unlocked by SB 9 would represent a fraction of the overall supply needed to fully address the state’s housing shortage.

Policymakers should consider complementary strategies to ensure that this legislation is effective. These strategies could include outreach to make sure that homeowners are aware of and understand the opportunities allowed by recent policy changes, either through SB 9 or existing ADU laws, and the expansion of more robust financing options to moderate- and low-income owners who wish to add new units to their parcels. Increasing housing production in single-family zoned areas is also not the only policy shift that is needed. Policymakers should add additional tools to boost supply overall, including by expanding permissible residential development on commercial property and by further reducing local barriers to new housing through expedited approval processes for conforming projects and reform of the local regulatory barriers and fees.

APPENDIX A

Appendix Table 1. County-Level Results

County Name	Existing SFR Lots	SFR Lots Eligible for SB 9	Additional Lots with 1+ Unit Capacity Under SB 9	SB 9 Net Change in Market-Feasible Units*	SB 9 Net Units Per Eligible Lot
Alameda	306,306	276,795	3,633	25,000	0.09
Butte	65,020	32,720	47	3,000	0.09
Contra Costa	263,303	238,957	7,438	38,000	0.16
El Dorado	57,386	19,133	583	4,500	0.24
Fresno	203,474	185,908	564	10,500	0.06
Humboldt	35,672	22,560	93	2,500	0.11
Imperial	33,036	27,002	76	1,500	0.06
Kern	216,321	174,219	2,226	14,500	0.08
Kings	29,045	26,784	87	1,500	0.06
Lake	27,095	10,257	60	1,000	0.10
Los Angeles	1,441,148	1,210,729	18,130	127,000	0.10
Madera	35,785	22,474	1,196	4,500	0.20
Marin	60,998	46,841	2,163	9,500	0.20
Mendocino	19,350	8,949	90	1,500	0.17
Merced	55,676	51,972	106	2,500	0.05
Monterey	75,348	55,097	845	6,000	0.11
Napa	31,248	25,890	1,108	5,000	0.19
Nevada	43,090	5,618	199	1,500	0.27
Orange	557,820	485,756	8,730	47,000	0.10
Placer	125,458	94,273	1,448	13,000	0.14
Riverside	562,935	482,821	10,149	62,500	0.13

APPENDIX A

Appendix Table 1. County-Level Results (Continued)

County Name	Existing SFR Lots	SFR Lots Eligible for SB 9	Additional Lots with 1+ Unit Capacity Under SB 9	SB 9 Net Change in Market-Feasible Units*	SB 9 Net Units Per Eligible Lot
Sacramento	369,605	360,485	5,006	40,500	0.11
San Benito	12,747	9,940	740	2,500	0.25
San Bernardino	492,806	385,243	7,848	56,500	0.15
San Diego	554,502	398,386	9,015	54,500	0.14
San Francisco	94,400	93,514	486	8,500	0.09
San Joaquin	164,796	147,577	2,159	14,000	0.09
San Luis Obispo	75,016	53,068	1,229	8,500	0.16
San Mateo	151,508	134,531	3,112	17,000	0.13
Santa Barbara	91,540	75,399	1,506	10,000	0.13
Santa Clara	331,232	319,319	8,527	40,000	0.13
Santa Cruz	54,817	43,522	1,422	8,000	0.18
Shasta	55,366	25,997	402	3,500	0.13
Solano	110,592	105,962	684	8,500	0.08
Sonoma	124,610	103,452	2,688	16,500	0.16
Stanislaus	123,922	116,754	1,542	9,500	0.08
Sutter	24,707	19,357	1,111	4,000	0.21
Tehama	18,504	7,903	35	500	0.06
Tulare	104,235	86,679	1,096	6,000	0.07
Tuolumne	25,386	995	1	100	0.10
Ventura	184,033	135,836	1,604	14,500	0.11
Yolo	43,761	40,940	550	4,500	0.11
Yuba	16,743	13,064	2,016	4,500	0.34
Statewide Total	7,470,342	6,182,678	111,746	714,100	0.12

+Note: Parcels that could have feasibly built ADUs or JADUs in a pre-SB 9 scenario are not included in the "New Market-Feasible Lots Under SB 9" category in this table, even if our analysis found that under SB 9, they could now feasibly build three or four units. As a result, per lot averages of new feasible units will yield results higher than four units per lot.

*Note: Market-feasible new units are rounded

APPENDIX B

Specific Modeling Assumptions

The following assumptions were incorporated into MapCraft’s analysis of SB 9.

Allowed Prototypes

The prototypes in the following tables were evaluated on each site.

Appendix Table 2. Prototype Options When SB 9’s Lot Split Provision Is NOT Used

Keep Existing Structure	Demo Existing Structure
<i>Do nothing</i>	<i>Build new single-family residence (SFR)</i>
<i>Add detached ADU (DADU)</i>	<i>Build new SFR + detached ADU (DADU)</i>
<i>JADU conversion + DADU</i>	<i>Build new SFR + DADU + JADU</i>
Convert to duplex	Build duplex
Convert to duplex + DADU	Build duplex + DADU
Convert to duplex + DADU + JADU	Build duplex + DADU + JADU

Italicized indicates outcomes that are possible in the business-as-usual scenario under current single-family zoning, without SB 9.

Appendix Table 3. Prototype Options When Using SB 9’s Lot Split Provision

Keep Existing Structure		Demo Existing Structure and Create Two Lots
Subdivided Lot with Existing Structure	New Lot	
		Build two new SFR
Do nothing	SFR	Build two new SFR + ADU
Add detached ADU (DADU)	SFR	Build two new SFR + JADU + ADU
JADU conversion	SFR	Build two new duplexes
JADU conversion + DADU	SFR	
Duplex conversion	SFR	
Do Nothing	SFR + ADU	
Add detached ADU (DADU)	SFR + ADU	
JADU conversion	SFR + ADU	
JADU conversion + DADU	SFR + ADU	
Duplex conversion	SFR + ADU	
Do nothing	SFR + JADU + ADU	
Add detached ADU (DADU)	SFR + JADU + ADU	
JADU conversion	SFR + JADU + ADU	
JADU conversion + DADU	SFR + JADU + ADU	
Duplex conversion	SFR + JADU + ADU	
Do nothing	Duplex	
Add detached ADU (DADU)	Duplex	
JADU conversion	Duplex	
JADU conversion + DADU	Duplex	
Duplex conversion	Duplex	

For new-built duplex prototypes, MapCraft evaluated both stacked and side-by-side variations at a variety of scales. Also, four scales of single-family prototypes were tested. In total, 652 pro formas were evaluated on each parcel.

Data Inputs

The parcel data for this analysis was provided by UrbanFootprint and includes approximately 7.5 million parcels: all parcels with single-family dwellings in California counties with populations greater than 45,000 people.

For the purposes of this work, all properties with single-family detached land use were assumed to currently have one existing unit (i.e., no ADUs) and single-family zoning that limited development of multiple primary units. To support the assumption, UrbanFootprint scanned zoning in a sample of cities, finding that the vast majority of parcels with single-family homes are zoned for single-family. UrbanFootprint's parcel data included information on each lot and the single-family homes on those lots. In combination with tax assessor data, the value of each existing single-family property was estimated in the second quarter of 2020.

To be realistic about the policy constraints that limit development under current policies and SB9, MapCraft relied on coarse zoning-like limitations interpolated from homes built in each tract between 2005 and 2020. MapCraft assumed that developments on a parcel would need to conform to the 90th percentile of height, FAR, and lot coverage of other recently built homes in the same census tract. In other words, MapCraft assumed that plexes would be held to the same bulk restrictions as newer single-family homes.

MapCraft's financial calculations incorporated data and assumptions about early 2020 rents, sales prices, construction costs, and investors' expected return rates, which were validated by ECONorthwest and Economic & Planning Systems, two West Coast economics consultancies. Early 2020 data was used given the volatility of both the rental and for-sale prices during the COVID-19 pandemic. MapCraft's market demand information relied on multiple sources, including CoStar, Zillow, tax assessors, U.S. Census, and transaction records. MapCraft's construction cost information was based on interviews with cost observations localized based on RS Means. Financial expectations of investors and lending terms were based on MapCraft's conversations with industry professionals. Finally, the modeling relied on assumptions about parking requirements, typical unit sizes, development fees, and other factors that inform development. The Turner Center provided input on parking and fees that were incorporated into the analysis.

Tenancy-Based Eligibility Restrictions

SB 9 prohibits demolition or alteration of renter-occupied housing. To address this, Mapcraft used the percentage of single-family rentals in each tract (per the U.S. Census) to discount results for outcomes that require demolition of the existing structure.

SB 9 also allows jurisdictions to impose certain owner-occupancy requirements. Mapcraft tested the impact of this provision by running bookend scenarios at two extremes: 1) no jurisdictions impose owner-occupancy restrictions, and 2) all jurisdictions impose

owner-occupancy restrictions. To model the owner-occupancy requirement, Mapcraft disallowed all-rental valuation options and prototype options that required demolition of the existing structure. Mapcraft also tested the imposition of a risk premium threshold that eliminates any second split lot prototypes that do not generate residual land values that exceed the reduced value of the original property by 25 percent.

Notably, the results do not estimate the number of owner-occupants that may pursue development given an owner-occupancy requirement.

Lot Splitting Limitations

MapCraft used the following assumptions in modeling the ability of a parcel to split into two lots:

- Lots smaller than 2,400 square feet cannot be split.
- In cases where the existing structure is retained, the lot must have at least 4,000 sq ft of unbuilt area (after deducting the footprint of the existing structure from the lot size).

Parking Provision

MapCraft used Turner Center’s California Residential Land Use Survey to help define parking delivery minimums. Even if a jurisdiction’s code or SB 9 eliminates parking requirements, demand for parking may still exist, and developers will still provide parking. MapCraft assumed that developers will provide at least the parking ratios shown in Appendix Table 4.

Appendix Table 4. Assumptions of Minimum Demanded Parking for New Construction

	Within ½ Mile of High-Capacity Transit	Not Near High-Capacity Transit
Small Units (2 Bedrooms or Fewer)	0.5 stalls/unit	1 stall/unit
Large Units (3+ Bedrooms)	1 stall/unit	2 stalls/unit

In prototypes where a small unit is added without a lot split or demolition of the existing structure, MapCraft assumed that no new parking spaces will be added.

Relaxed Zoning Restrictions

SB 9 prohibits local jurisdictions from imposing zoning standards on two-unit developments or newly split lots that would physically preclude the construction of up to two units, or that would preclude units from being at least 800 square feet. To reflect this, MapCraft increased the existing zoning restrictions on FAR, lot coverage, and impervious coverage. FAR was relaxed by increasing the allowed FAR by one quarter, lot coverage was relaxed by one quarter up to 75 percent coverage, and impervious coverage was increased one quarter up to 90 percent coverage.

ENDNOTES

1. It is often difficult for a homeowner to finance an ADU. Few loan products exist to finance ADU construction, and those that are available often do not go far enough to cover the costs of development. See <https://turnercenter.berkeley.edu/research-and-policy/reaching-californias-adu-potential-progress-to-date-and-the-need-for-adu-finance/>.
2. Senate Bill 9: Housing development approvals, April 27, 2021. https://leginfo.legislature.ca.gov/faces/billVersionsCompareClient.xhtml?bill_id=20210220SB9
3. Chapple, K., et. al. (2020). “Reaching California’s ADU Potential: Progress to Date and the Need for ADU Finance.” Retrieved from: <https://turnercenter.berkeley.edu/wp-content/uploads/2020/12/ADU-Brief-2020.pdf>.
4. 2021 Casita Coalition Best Practices Webinar Series. https://www.youtube.com/playlist?list=PLRPPog7f6IzVUuadN9ED5HztZGU_tgY32
5. Garcia, D., Tucker, J. & Schmidt, I. (2020). “Single-Family Zoning Reform: An Analysis of SB 1120.” Turner Center for Housing Innovation, UC Berkeley. Retrieved from: https://turnercenter.berkeley.edu/wp-content/uploads/2020/12/Single-Family_Zoning_Reform_An_Analysis_of_SB_1120.pdf.
6. On average, California added roughly 100,000 new homes each year between 2015 and 2019. California Industry Research Board, “Housing Production in California, 2005-2019”.
7. The following counties are not included: Calaveras, Siskiyou, Amador, Lassen, Glenn Del Norte, Colusa, Plumas, Inyo, Mariposa, Mono, Trinity, Modoc, Sierra, and Alpine.
8. For more information on the financial dynamics of development decisions, see our 2019 brief “Making it Pencil: The Math Behind Housing Development”.
9. Mawhorter, S. & Reid, C. (2018). Turner California Residential Land Use Survey. Berkeley, CA: University of California, Berkeley. Retrieved from: <https://californialanduse.org/>.
10. Historic areas were determined using National Park Service data, which does not include local or state historic designations.

ABOUT THE TERNER CENTER

The Turner Center formulates bold strategies to house families from all walks of life in vibrant, sustainable, and affordable homes and communities. Our focus is on generating constructive, practical strategies for public policy makers and innovative tools for private sector partners to achieve better results for families and communities.

For more information visit: www.turnercenter.berkeley.edu

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This research does not represent the institutional views of UC Berkeley or of Turner Center's funders. Funders do not determine research findings or recommendations in Turner Center's research and policy reports.



SB9 Analysis Overview for SCAG Board

Ian Carlton
MapCraft Inc

November 2021

California's SB9 Policy

As of January 2022, state law will allow up to 4 homes in eligible single-family zones, regardless of local zoning

Eligibility is limited to urbanized areas

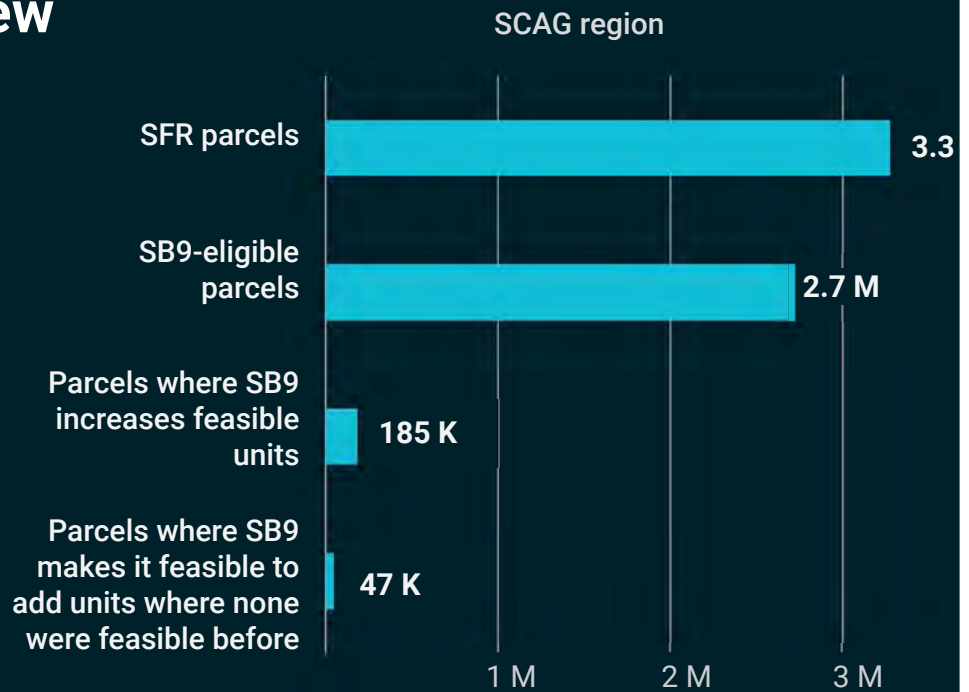
Sites are ineligible in areas subject to fire, earthquake, historic districts, and other restrictions

If splitting the lot, owners must occupy an existing or new house for 3 years



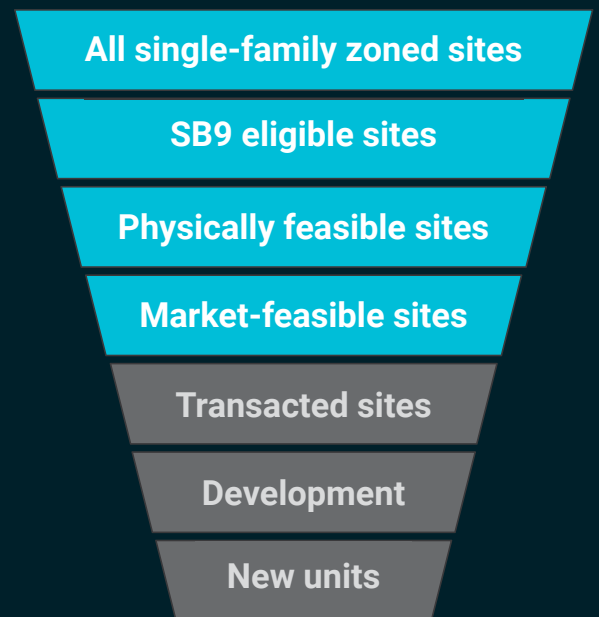
SCAG SB9 Overview

- 83% of existing SFR lots are eligible for SB9
- SB9 increases the number of market-feasible units on 7% of eligible lots
- 309,000 market-feasible units enabled by SB9
- Increase in market-feasible capacity: 0.09 homes per eligible lot



Market-feasible Capacity Estimation

- Investment pencil-outs for each parcel
- Assess dozens of investment options on each site, including “do nothing”
- Sites evaluated in isolation
- No estimation of whether landowners will actually sell or develop
- No timeline for build-out of market-feasible units

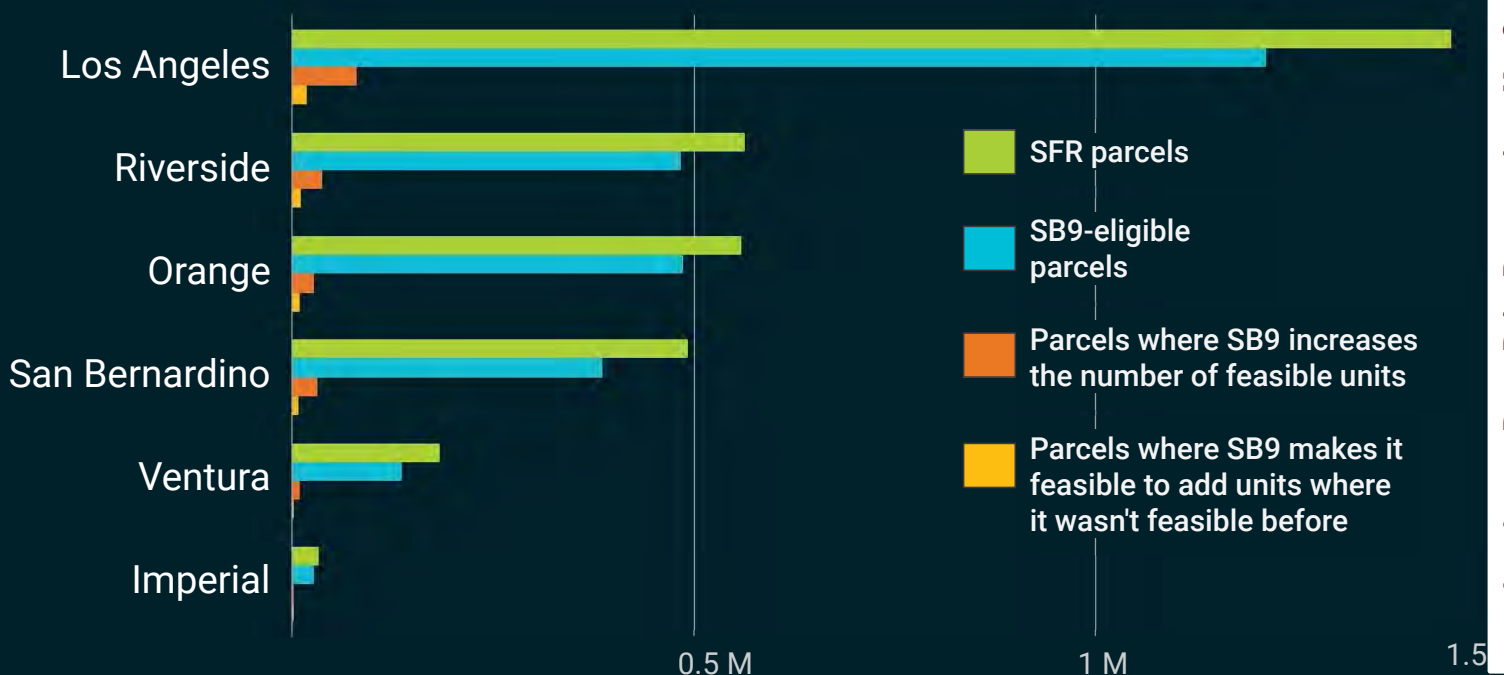


NOT A FORECAST OF NEW UNITS

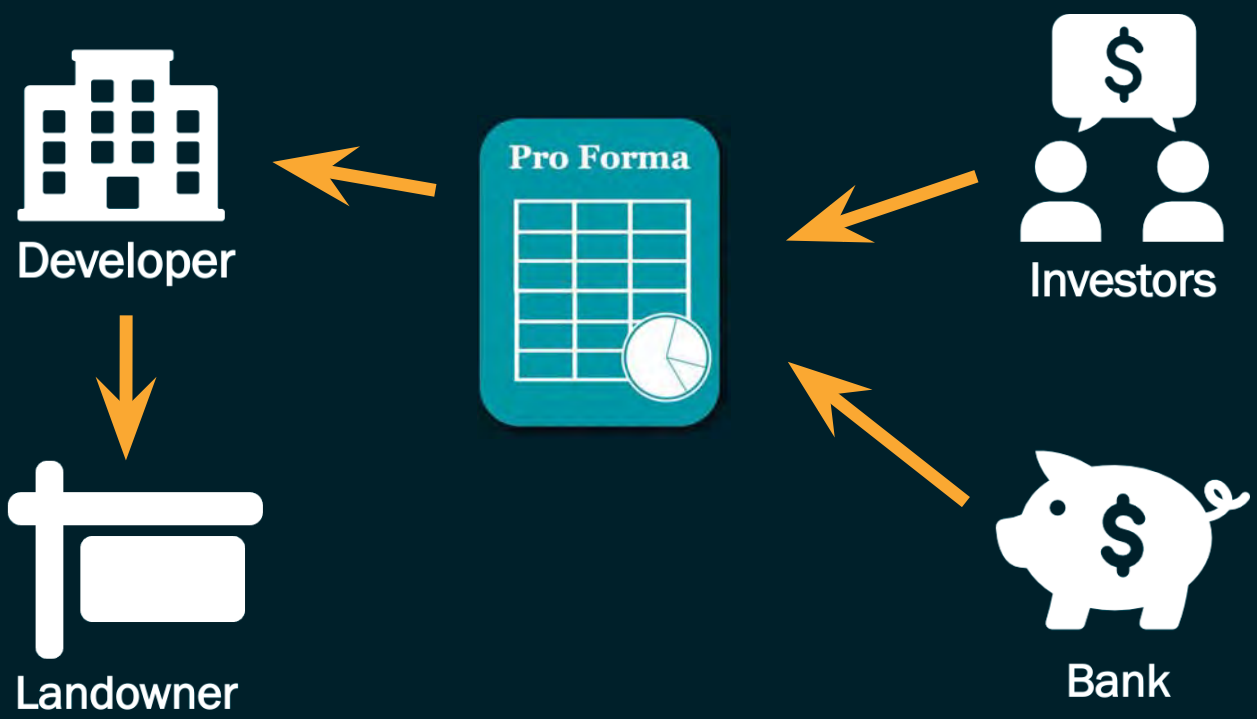
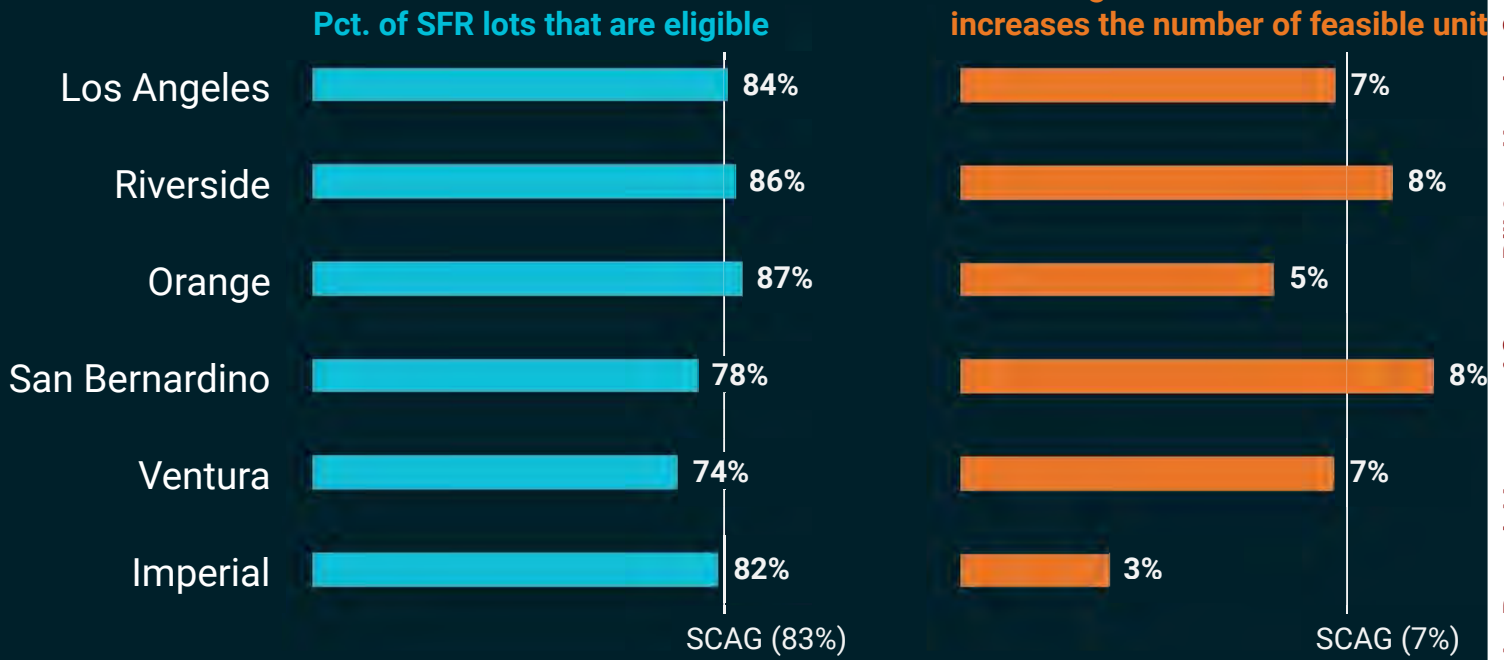
Terner/MapCraft SB9 Analysis Limitations

- Imperfect estimate of lot eligibility:
 - Used existing SFR land use as proxy for SFR zoning (due to lack of statewide zoning data)
 - Incomplete or missing data on Ellis Act actions, septic systems, protected species habitat, historic designations, and renter occupancy
- Analyzed draft bill language as of May 2021:
 - Tested up to 6 units/lot (using ADUs+JADUs), but final bill limits to 4 units
- Other issues:
 - Relied on pre-COVID market data
 - No parcel data on presence of existing ADUs/JADUs

SB9 Impact on SCAG Parcels



SB9 County Overview



Attachment: PowerPoint Presentation - MapCraft SB 9 SCAG (Assessing the Potential Impacts of Senate Bill 9 on Housing Supply)

Looking Ahead: SB9 Unit Production Uncertainties

- Any change in use requires the cooperation of the owner, either to redevelop or sell
 - Many factors other than profitability go into people's land use decisions
 - Developers must overcome homeowner preferences, concerns, and path dependency
- Redevelopment is not automatic. It requires:
 - Available construction industry capacity
 - Suitable financing ecosystem
 - For owner-occupants: upfront capital, credit score, time and energy, nuisance acceptance
 - For developers: viable routinized business models that can attract investors
- Jurisdictions have wide implementation authority that will lead to diverse paradigms