



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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Los Angeles, CA 90017
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MEETING OF THE

ENERGY AND ENVIRONMENT COMMITTEE

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

Thursday, April 6, 2023

9:30 a.m. – 11:30 a.m.

To Attend In-Person:

**SCAG Main Office – Policy A Meeting Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017**

To Attend and Participate on Your Computer:

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

To Attend and Participate by Phone:

**Call-in Number: 1-669-900-6833
Meeting ID: 317 727 062**

PUBLIC ADVISORY

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 Attending the Meeting

SCAG is providing multiple options to attend the meeting:

To Attend In-Person and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017. The meeting will take place in the Policy A Meeting Room on the 17th floor starting at 9:30 a.m.

To Attend on Your Computer

1. Click the following link: <https://scag.zoom.us/j/317727062>
1. 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.
2. Select “Join Audio via Computer.”
3. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

To Attend by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 317 727 062**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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



Instructions for Participating and Public Comments

You may participate and submit public comments in three (3) ways:

1. **In Writing**: Submit written comments via email to: EECPublicComment@scag.ca.gov by 5pm on Wednesday, April 5, 2023 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, April 5, 2023 will be announced and included as part of the official record of the meeting.
2. **Remotely**: If participating in real time via Zoom or phone, during the Public Comment Period (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called, use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.
3. **In-Person**: If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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

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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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

Daniel Brotman Glendale - City Hall 613 E Broadway, Suite 200 Glendale, CA 91206	Robert D. Copeland Signal Hill - City Hall 2175 Cherry Avenue Signal Hill, CA 90755	Ned E. Davis Westlake Village - City Hall 31200 Oak Crest Drive Westlake Village, CA 91361
Shari L. Horne Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637	Britt Huff Rolling Hills Estates - City Hall 4045 Palos Verdes Drive North Rolling Hills Estates CA, 90274	Elaine Litster Simi Valley - City Hall 2929 Tapo Canyon Road City Managers Conference Room Simi Valley, CA 93063
Cynthia Moran Chino Hills Government Center 14000 City Center Drive Second Floor - City Council Office Chino Hills, CA 91709	Jeannette Sanchez-Palacios 247 Los Altos Walk Ventura, CA 93004	Jennifer Stark Claremont - City Hall 207 Harvard Avenue Citrus Room/2nd Floor Claremont, CA 91711
Tamala Takahashi Burbank - City Hall 275 East Olive Avenue Council Conference Room, 2nd Floor Burbank, CA 91502	Connor Traut 5 Hutton Centre Drive, Suite 700 Santa Ana CA, 92707	Edward H.J. Wilson Signal Hill – City Hall Council Chambers 2175 Cherry Avenue Signal Hill, CA 90755



ENERGY AND ENVIRONMENT COMMITTEE AGENDA

EEC - Energy and Environment Committee *Members – April 2023*

1. **Hon. Deborah Robertson**
EEC Chair, Rialto, RC District 8
2. **Sup. Luis Plancarte**
EEC Vice Chair, Imperial County
3. **Hon. Damon Alexander**
San Bernardino, SBCTA
4. **Hon. Cindy Allen**
Long Beach, RC District 30
5. **Hon. Ana Beltran**
Westmorland, ICTC
6. **Hon. Phil Brock**
Santa Monica, WSCCOG
7. **Hon. Daniel Brotman**
Glendale, AVCJPA
8. **Hon. Margaret Clark**
Rosemead, RC District 32
9. **Hon. Robert Copeland**
Signal Hill, GCCOG
10. **Hon. Jenny Crosswhite**
Santa Paula, RC District 47
11. **Hon. Maria Davila**
South Gate, GCCOG
12. **Hon. Ned Davis**
Westlake Village, LVMCOG
13. **Hon. Rick Denison**
Yucca Valley, SBCTA
14. **Hon. Shari Horne**
Laguna Woods, OCCOG
15. **Hon. Britt Huff**
Rolling Hills Estates, SBCCOG

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

- 16. Hon. Dan Kalmick**
Huntington Beach, OCCOG
- 17. Hon. Joe Kalmick**
Seal Beach, RC District 20
- 18. Hon. Elaine Litster**
Simi Valley, VCOG
- 19. Hon. Vianey Lopez**
Ventura County
- 20. Hon. Lauren Meister**
West Hollywood, RC District 41
- 21. Hon. Cynthia Moran**
Chino Hills, SBCTA
- 22. Hon. Oscar Ortiz**
Indio, RC District 66
- 23. Hon. Randall Putz**
Big Bear Lake, RC District 11
- 24. Hon. Jeannette Sanchez-Palacios**
Ventura, VCOG
- 25. Hon. Jennifer Stark**
Claremont, SGVCOG
- 26. Hon. Tamala Takahashi**
Burbank, SFVCOG
- 27. Hon. Connor Traut**
Buena Park, OCCOG
- 28. Hon. Dale Welty**
Canyon Lake, WRCOG
- 29. Hon. Edward Wilson**
Signal Hill, GCCOG

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 - Policy A Meeting Room
Los Angeles, CA 90017
Thursday, April 6, 2023
9:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE *(The Honorable Deborah Robertson, Chair)*

GENERAL INFORMATION FOR PUBLIC COMMENTS

Members of the public can participate in the meeting via written or verbal comments. Written comments can be emailed to: EECPublicComment@scag.ca.gov. Written comments received by 5pm on Wednesday, April 5, 2023 will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Written comments received after will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

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

For members of the public participating in-person, Public Comment Cards are available. For members of the public attending remotely, please wait for the presiding officer to call the item and then indicate your interest in offering public comment by using the "raise hand" function on your computer or pressing *9 on your telephone.

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

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

This is the time for public comments on any matter of interest within SCAG's jurisdiction that is **not** listed on the agenda. For items listed on the agenda, public comments will be received when that item is considered. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time.



ENERGY AND ENVIRONMENT COMMITTEE AGENDA

REVIEW AND PRIORITIZE AGENDA ITEMS

ELECTION OF CHAIR AND VICE CHAIR

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – February 2, 2023

Receive and File

2. Energy and Environment Committee Outlook and Future Agenda Items
3. Connect SoCal 2024: Locally-Reviewed Growth Forecast Demographic and Economic Evaluation
4. Status Update for Draft Connect SoCal 2020 Amendment 3 and 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment #23-03
5. Climate Action Resolution Quarterly Update
6. Clean Transportation Technology Policy

INFORMATION ITEMS

7. SCAG Water Action Resolution Implementation Update 40 Mins.
(Kimberly Clark, Planning Supervisor, SCAG; Heather Cooley, Director of Research, Pacific Institute; and Morgan Shimabuku, Senior Researcher, Pacific Institute)
8. Connect SoCal 2024 Program Environmental Impact Report (State Clearinghouse No.: 2022100337): Status Update on Stakeholder Outreach and Highlights of Preliminary Approaches to Major Components 20 Mins.
(Karen Calderon, Senior Regional Planner, SCAG)
9. Equity Analysis Update - Priority Equity Communities 15 Mins.
(Anita Au, Planning Supervisor, SCAG)

CHAIR'S REPORT

(The Honorable Deborah Robertson, Chair)

STAFF REPORT

(Rachel Wagner, Government Affairs Officer, SCAG Staff)

ANNOUNCEMENTS

ADJOURNMENT



**MINUTES OF THE MEETING
ENERGY AND ENVIRONMENT COMMITTEE
THURSDAY, FEBRUARY 2, 2023**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE (EEC). A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

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

Members Present

Sup. Luis Plancarte (Vice Chair)

- Hon. Damon L. Alexander, San Bernardino
- Hon. Cindy Allen, Long Beach
- Hon. Ana Beltran, Westmoreland
- Hon. Daniel Brotman, Glendale
- Hon. Margaret Clark, Rosemead
- Hon. Robert Copeland, Signal Hill
- Hon. Jenny Crosswhite, Santa Paula
- Hon. Britt Huff, Rolling Hills Estates
- Hon. Dan Kalmick, Huntington Beach
- Hon. Joe Kalmick, Seal Beach
- Hon. Elaine Litster, Simi Valley
- Hon. Cynthia Moran, Chino Hills
- Hon. Oscar Ortiz, Indio
- Hon. Randall Putz, Big Bear Lake
- Hon. Jennifer Stark, Claremont
- Hon. Dale Welty, Canyon Lake
- Hon. Edward H.J. Wilson, Signal Hill

Imperial County

- SBCTA
- District 30
- ICTC
- AVCJPA
- SGVCOG
- GCCOG
- District 47
- SBCCOG
- OCCOG
- District 20
- VCOG
- SBCTA
- CVAG
- District 11
- SGVCOG
- WRCOG
- GCCOG



Members Not Present

Hon. Deborah Robertson, Rialto (Chair)	District 8
Hon. Maria Davila, South Gate	GCCOG
Hon. Ned Davis, Westlake Village	LVMCOG
Hon. Rick Denison, Yucca Valley	SBCTA
Hon. Julian Gold, Beverly Hills	WSCCOG
Hon. Shari Horne, Laguna Woods	OCCOG
Hon. Vianey Lopez	Ventura County
Hon. Tamala Takahashi, Burbank	SFVCOG
Hon. Connor Traut, Buena Park	OCCOG

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Vice Chair Luis Plancarte called the meeting to order at 9:31 a.m. and led the Pledge of Allegiance. Staff confirmed a quorum was present.

PUBLIC COMMENT PERIOD

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

He reminded the public to submit comments via email to EECPublicComment@scag.ca.gov. He noted that public comments received via email after 5pm on Wednesday, February 1, 2023, would be announced and included as part of the official record of the meeting.

SCAG staff no public comments had been received before the 5:00 p.m. deadline on February 1, 2023.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – January 5, 2023

Receive and File

2. Energy and Environment Committee Outlook and Future Agenda Items
3. Status Update on Air Quality Planning and Transportation Conformity Challenges in SCAG Region

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

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

AYES: Alexander, Allen, Beltran, Brotman, Crosswhite, Huff, D. Kalmick, J. Kalmick, Litster, Moran, Ortiz, Plancarte, Putz, Stark, and Welty (15)

NOES: None (0)

ABSTAINS: None (0)

INFORMATION ITEMS

4. Brownfields Expert Panel

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

Kimberly Clark, Planning Supervisor, introduced Item No. 4. She stated the presentation would touch on the opportunities Brownfield sites provided such as redevelopment and new housing and also the challenges such as remediation and cleanup efforts. Ms. Clark introduced the panelists that would be delving deeper into the topic of Brownfields. The first panelist was Maryam Tasnif-Abbasi, Brownfield Development Manager at CalEPA's Department of Toxic Substances Control (DTSC). The second panelist was Ignacio Dayrit, Director of Programs at the Center for Creative Land Recycling. Lastly, the third panelist was David Kyobe, Associate Regional Planner at SCAG.

Ms. Tasnif-Abbasi provided an overview of DTSC's office of Brownfields. She also discussed funding available to public entities, non-profit organizations and tribes if they wanted a piece of land to clean it up and prepare it for some kind of community benefit. Additionally, she discussed what the Equitable Community Revitalization Grant (ECRG) was and its eligibility requirements. Lastly, she

shared the schedule timeline for grant applications.

The comprehensive report and PowerPoint presentation can be found on SCAG's website.

Mr. Dayrit provided background information on the Center for Creative Land Recycling. In his presentation, he went into detail as to what Brownfields were and why communities should be interested in Land Recycling. Furthermore, he discussed some of the reuse barriers they encounter. He also shared who the stakeholder partners in brownfields reuse were. Lastly, he also discussed Federal, State and Local Brownfield Financing approaches as well as Grant funding.

The comprehensive report and PowerPoint presentation can be found on SCAG's website.

Mr. Kyobe provided a presentation on SCAG's Other-to-Residential Toolkit which was a REAP funded project. He discussed what the tool kit was, who it was for and why it was needed. His discussion focused on Brownfields and Gas Stations and the challenges sites like these poses for remediation purposes. His presentation also provided information on how potential sites are identified. He also provided a step by step walk through of what is needed to convert a site using the toolkit.

The comprehensive report and PowerPoint presentation can be found on SCAG's website.

5. Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act: Climate Resilience Funding Opportunities

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

David Angel, SCAG Legislative Analyst, introduced Leslie Pollner and Lauri Hettinger, Senior Policy Advisors with Holland & Knight who provided the presentation for Item 5. Ms. Pollner and Ms. Hettinger shared their expertise on the Inflation Reduction Act and the Infrastructure Investment and Jobs Act.

The comprehensive report and PowerPoint presentation can be found on SCAG's website.

6. Connect SoCal 2024: Draft SCS Technical Methodology

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

Camille Guiriba, SCAG Senior Regional Planner, presented Item No. 6. She discussed the Draft Technical Methodology for Connect SoCal 2024. She noted Technical Methodology was a required

document where they must explain the methods they would use to calculate GHG Emission Reductions of the potential strategies in the plan. She stated this was done to demonstrate how they would achieve their emissions reduction target. Additionally, she discussed what had changed since the last cycle. Lastly, she presented the timeline for submittal of the draft and final Technical Methodology document to CARB.

7. Connect SoCal 2024 Program Environmental Impact Report (State Clearinghouse No.: 2022100337): Status Update on Notice of Preparation Comments

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

Karen Calderon, SCAG Senior Regional Planner, presented Item No. 7. She provided a brief status update on the development of the PEIR. She reported that on October 6, the EEC had authorized release of a notice of preparation for a draft PEIR for the Connect SoCal 2024. She stated the notice had been released on October 17, for a required public comment period of 30 days which ended on November 16. She stated the release of the notice formally initiated the environmental process for Connect SoCal 2024. She stated they had received 16 comment letters and 7 verbal comments at the public scoping meetings. She stated the comments were regarding the plan and the EIR which were included in the packet. Lastly, she discussed the next steps and informed members they planned to provide periodic updates on the PEIR to give members the opportunity to become familiar with it such that recommendation for approval for the draft release can be made to the Regional Council in the fall of 2023.

CHAIR'S REPORT

Vice Chair Plancarte reminded the committee that the SCAG scholarship program application was open to students interested in urban planning or public policy. He stated the scholarship amount was up to \$4,000 per student. Furthermore, he stated that during the April 6th meetings, each policy meeting would hold elections for chair and vice chair. Lastly, he welcomed three new members to the committee: Jenny Crosswhite, Damon Alexander, and Tamala Takahashi.

STAFF REPORT

Rachel Wagner, Government Affairs Officer, stated the elections for Regional Council vacancies were ongoing and members should be aware of election notices going out. She reported that during the Joint Policy Committee in March, the three Connect SoCal subcommittees would make recommendations for their immediate applications to Connect SoCal 2024. Lastly, members were reminded that the Governors COVID-19 emergency order would be ending, and staff would provide additional information in the coming weeks.



ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

There being no further business, Vice Chair Plancarte adjourned the Energy and Environment Committee meeting at 11:29 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EEC]

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ENERGY AND ENVIRONMENT COMMITTEE ATTENDANCE REPORT

2022-23

MEMBERS	Representing	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	April	May	Total Mtgs Attended To Date
Alexander, Damon L.	San Bernardino, SBCTA									1				1
Allen, Cindy	Long Beach, District 30	1	1		1	1	1		1	1				7
Beltran, Ana	Westmoreland, ICTC	0	0		0	1	1		0	1				3
Brotman, Daniel	Glendale, AVCJPA	1	1		0	1	1		1	1				6
Clark, Margaret	Rosemead, SGVCOG	1	1		1	1	1		1	1				7
Copeland, Robert	Signal Hill, GCCOG	1	1		1	1	1		1	1				7
Crosswhite, Jenny	Santa Paula, District 47									1				
Davila, Maria	South Gate, GCCOG	0	0	D	0			D	1	0				1
Davis, Ned	Westlake Village, LVMCOG	1	0		0		1		0	0				2
Denison, Rick	Yucca Valley, SCBTA	1	0		0	1			1	0				3
Gold, Julian	Beverly Hills, WSCCOG	1	1		0	1	1		1	0				5
Horne, Shari	Laguna Woods, OCCOG	1	1		1	1	1		1	0				6
Huff, Britt	Rolling Hills Estates, SCBCOG	1	1	A	1	1	1	A	1	1				7
Kalmick, Dan	Huntington Beach, OCCOG	1	1		1	1	1		1	1				7
Kalmick, Joe	Seal Beach, District 20	1	1		1	1	1		1	1				7
Litster, Elaine	Simi Valley, VCOG	0	1		1	1			1	1				5
Lopez, Vianey	Ventura County								1	0				1
Moran, Cynthia	Chino Hills, SBCTA	1	0	R	1	1	1	R	0	1				5
Ortiz, Oscar	Indio, CVAG	0	0		0	1	1		1	1				4
Plancarte, Luis	Imperial County	1	1		1	1	1		1	1				7
Putz, Randall	Big Bear Lake, District 11	1	0		1	1			1	1				5
Robertson, Deborah	Rialto, RC District 8	1	1	K	1	1	1	K	1	0				6
Stark, Jennifer	Claremont, SGVCOG								0	1				1
Traut, Connor	Buena Park, OCCOG	1	1		1	1	1		1	0				6
Welty, Dale	Canyon Lake, WRCOG								1	1				2
Wilson, Edward H.J.	Signal Hill, GCCOG	0	0		0	1	1		1	1				4

Attachment: EEC Attendance Sheet 2022-23 (Minutes of the Meeting - February 2, 2023)



Southern California Association of Governments
Remote Participation Only
April 6, 2023

To: Energy and Environment Committee (EEC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Sarah Jepson, Chief Planning Officer
213-236-1955, jepson@scag.ca.gov

Subject: Energy and Environment Committee Outlook and Future Agenda Items

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The draft Policy Development Framework (“Framework”) for Connect SoCal 2024 was presented to the Energy and Environment Committee on April 7, 2022. Following the Regional Council adoption of the Framework on June 2, 2022, staff developed a 12-month look ahead for the EEC, to realize the goals and discussions committed to in the Framework and develop consensus around the policy priorities that will become final recommendations in Connect SoCal 2024. The look-ahead was also provided to the Executive Administration Committee (EAC) at the 2022 EAC Retreat and additional items were added in consultation with the EEC Chair and Vice-Chair to facilitate the implementation of Connect SoCal 2020 and provide updates to keep the committee apprised of federal and state policies and programs related to the committee’s work.

The attached revised look ahead for the EEC provides updated information for the remainder of FY 2023. The look-ahead will be updated monthly as a receive & file item, reflecting agenda items covered and any modifications needed.

BACKGROUND:

What is Connect SoCal 2024?

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

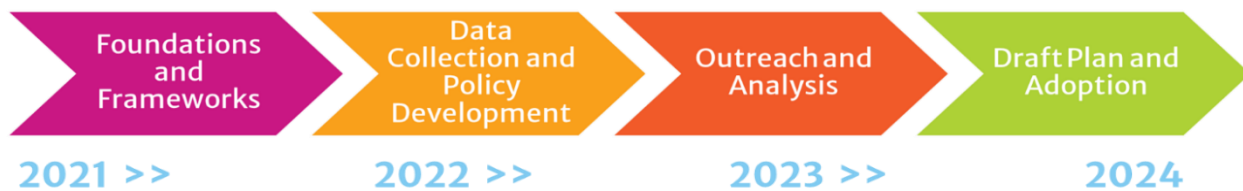
SCAG’s next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data as well as enhanced strategies and investments based on, and intended to strengthen, the plan

adopted by the SCAG Regional Council in 2020. The pillars of Connect SoCal—the *Core Vision* and *Key Connections*—are anticipated to continue into the next plan. The *Core Vision* centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. The *Key Connections* augment the *Core Vision* of the plan to address trends and emerging challenges. These *Key Connections* lie at the intersection of land use, transportation and innovation to accelerate progress on regional planning goals. For this plan development cycle, SCAG staff will focus on process improvements and data updates and refinements. However, in developing Connect SoCal, SCAG must continue to monitor and reexamine trends and emerging issues in order to put forth a plan that addresses the region’s evolving needs, challenges and opportunities. Thus the plan will be augmented with consideration of emerging issues, to be discussed through three Policy Subcommittees in Winter 2022.

Connect SoCal 2024: Status Update

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

Phases of Connect SoCal 2024 Development



Policy Development Framework for Connect SoCal 2024

In July 2021, the Executive Administration Committee convened for a strategic planning session. One action identified during that session was to create a Policy Development Framework for Connect SoCal 2024, in particular as a strategy to engage SCAG’s Policy Committees in the data, emerging issues and policy recommendations that will be presented in the plan. The draft Policy Development Framework (“Framework”) for Connect SoCal 2024 was presented to the Energy and Environment Policy Committee (EEC) on April 7, 2022 and was adopted by the Regional Council at the June 2, 2022 meeting. In furtherance of the adopted Policy Development Framework, staff

developed “look aheads” for each of the three Policy committees (EEC, CEHD, and TC) organized around three areas: Connect SoCal, Local Assistance Program and Regional Updates.

EEC COMMITTEE 12-MONTH LOOK AHEAD AND FRAMEWORK

Building on the Policy Framework and the commitment to creating more transparency and engagement in the policy development process, staff developed a 12-month look ahead for the Energy and Environment (EEC) Policy Committee to provide a framework and approach to the committee’s agenda from July 2022 through July 2023, and to present an overview of future topics.

The framework organizes content into three programmatic areas:

- 1. *Connect SoCal:*** Items within this area will center on the plan development process for 2024 and discussion of key policy issues and emerging trends for the 2024 Sustainable Communities Strategy portion of Connect SoCal. Presentations will offer best practices, lessons learned and emerging trends in key policy areas centered on fulfilling the agencies environmental requirements and meeting the region’s sustainability goals with a focus on resource conservation and environmental justice. To this end, the committee received a series of presentations in 2022 on the state of water, energy, air quality, natural lands and environmental challenges to provide the planning context to inform land-use strategies, environmental analysis, and mitigation measures to be considered in Spring 2023.
- 2. *Local Assistance Program:*** In this programmatic area, staff provided informational and action items related to programs that provide assistance to regional and local partners. Currently, the main programs that will be highlighted through the EEC committee are: the Sustainable Communities Program Call for Projects to support Civic Engagement, Equity and Environmental Justice Projects; and the development of a Regional Advance Mitigation Planning White Paper and Policy Framework to align the future Greenprint tool with policy objectives. The committee will also receive periodic updates on the overall status of REAP 2 and funds available to local partners to support Connect SoCal implementation.
- 3. *Regional Updates:*** This programmatic area will focus on federal and state policies and programs, and research and analysis of regional issues that can inform better planning and decision-making around environmental issues. This will include updates and review of the regional implications of the California Air Resource Board’s Draft 2022 Scoping Plan, which assesses progress toward the statutory 2030 target to reduce greenhouse gas emissions, while laying out a path to achieving carbon neutrality no later than 2045.

The look ahead is tracked to when the draft 2024 Connect SoCal will be published. Staff will ensure that the various policy and strategy recommendations in Connect SoCal 2024 will be reviewed and discussed by SCAG’s policy committees by July 2023, as the draft plan will be seeking feedback

through broader public participation channels beyond that date. This look ahead is a draft and topics and panels may change based on speaker availability, progress on the targeted programs, and other requests from the Committee Chair and Vice Chair as well as members.

The EEC Agenda Outlook for FY 2023 is included as Attachment 1.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. EEC Policy Committee Outlook 04_06 Update

EEC Committee Agenda Outlook for FY 2023

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

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

EEC Committee Agenda Outlook* for FY 2023

*Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

Date	Connect SoCal	Local Assistance Program	Regional Update
Jan	<ul style="list-style-type: none"> Transportation Conformity Analyses of Draft 2023 FTIP Modeling Amendment and Draft 2020 Connect SoCal Amendment #3 Planning Context: Climate Adaptation & Resilience (Moved to Subcommittee report back March JPC) Strategies for Clean Transportation Technologies (Policy to be recommended by ETC report back April) 	<ul style="list-style-type: none"> Regional Advance Mitigation Planning White Paper and Policy Framework Sustainable Communities Program: Civic Engagement, Equity, and Environmental Justice Projects: Approve Final Guidelines 	<ul style="list-style-type: none"> Climate Emergency Resolution Quarterly Update Final 2022 Air Quality Management Plan Appendix IV-C RTP/SCS and Transportation Control Measures (Presentation at RC) Scoping Plan
Feb	<ul style="list-style-type: none"> Planning Context: Brownfields Sustainable Communities Strategy Technical Methodology Submittal to CARB 	<ul style="list-style-type: none"> REAP 2.0 Program Development Progress Report IIJA & IRA: Climate Resilience Funding 	
March (JPC)	<ul style="list-style-type: none"> <u>Joint Policy Committee (No Regular Committees): Connect SoCal 2024 Subcommittee Recommendations (Action)</u> 		
April	<ul style="list-style-type: none"> Equity Analysis Update PEIR Mitigation Measures PEIR Alternatives Update 	<ul style="list-style-type: none"> REAP 2.0 Program Development Progress Report (moved to June) Electric Vehicle Planning Study: Final Report (moved to June) 	<ul style="list-style-type: none"> Water Resolution Update Sustainable Development and Water—Drought Tolerant Landscaping; Ground Water Infiltration
June	<ul style="list-style-type: none"> Forecasted Development Pattern-Input Assessment and Recommendations Strategies for Land-Use: Natural and Farmland Conservation (Carbon Sequestration Speaker) Strategies Climate Adaptation and Resilience 	<ul style="list-style-type: none"> REAP 2.0 Program Development Progress Report Electric Vehicle Planning Study: Final Report 	<p>Other Items To Be Scheduled:</p> <ul style="list-style-type: none"> Sustainable Communities Program: Civic Engagement, Equity, and EJ Projects: Approve Projects
July	<ul style="list-style-type: none"> Strategies for Land-Use: Housing Support Infrastructure (Water & Energy) Connect SoCal 2024 Policy Framework 	<ul style="list-style-type: none"> Clean Energy/Storage 	



Southern California Association of Governments
Remote Participation Only
April 6, 2023

To: Executive/Administration Committee (EAC)
Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Kevin Kane, Principal Planner
(213) 236-1828, kane@scag.ca.gov
Subject: Connect SoCal 2024: Locally-Reviewed Growth Forecast Demographic and
Economic Evaluation

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

Among the first steps in Connect SoCal 2024 is the development of growth projections for population, households, and employment in the region and six counties. With the help of an expert panel and consultants, staff developed a methodology and forecasted high, medium, and low regional growth ranges in Fall 2021. In February 2022, staff presented the preliminary regional and county growth forecast for 2019-2050 to the Joint Policy Committee. Staff then conducted a comprehensive outreach effort to all 197 local jurisdictions called the Local Data Exchange (LDX). SCAG asked local jurisdictions to review and provide feedback on the preliminary household and employment growth forecasts as well as several other Connect SoCal data layers by December 2, 2022.

This report presents staff's assessment of the locally-reviewed forecast, which projects 2.3 percent higher household growth, 1.8 percent higher population growth, and 1.0 percent higher employment growth than the preliminary forecast. This indicates that upon integrating the growth outlook of the region's local plans (in aggregate), Southern California is likely to grow more than was projected based on principally demographic and economic drivers as assessed in late 2021. Staff finds this forecast to be technically sound. Staff continue to assess and analyze the city and neighborhood-level edits provided by local jurisdictions.

BACKGROUND:

Pursuant to Government Code 65080(b)(2)(B) et seq., Connect SoCal 2024 is required to:

“set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board and will allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C Sec. 7506).”

With the help of an expert panel and consultants, staff developed a methodology and forecasted high, medium, and low regional growth ranges in Fall 2021. Panelists were asked to consider the most likely, and also reasonable higher and lower levels of seven key inputs to SCAG’s long-range forecast: births, deaths, immigration, domestic migration, labor force participation, and household formation. Rather than simply taking the highest and lowest of each input, the purpose of this exercise was to develop a coherent baseline as well as an understanding of where high and low future values might fall based on an assessment of these demographic and economic factors. The three scenarios included:

- Baseline (mid): *Slower Growth, Steady Improvement*
- Low: *Secular Stagnation*
- High: *Robust and Equitable Future Growth supported by Policy and Technology*

Importantly, each scenario must be reasonably balanced across population, households, and employment. Put differently, are there enough workers for the projected jobs and is there enough housing for them (Figure 1)?



Figure 1

Even before the COVID-19 pandemic, emerging data suggested that the population growth trajectory forecasted in Connect SoCal 2020 would require a downward revision. Fewer births, more deaths, and the temporary slowdown of foreign immigration from the pandemic has resulted in zero or negative population growth. While this kind of long-range projection must assess and integrate near-term shocks, its primary objective is to assess the likely growth to 2050 which is more heavily influenced by the strengths of Southern California compared to other US regions. With a favorable mix of industries, strong innovation hubs, a welcoming culture, and desirable natural amenities, it is difficult to foresee Southern California decreasing in jobs compared to the US. As such, the middle growth scenario titled “Slower growth, steady improvement” reflects the overall direction of the preliminary Connect SoCal 2024 projection and was updated and shared with SCAG’s Joint Policy Committee in February 2022.

While population growth is expected to continue, albeit more slowly, there are two major reasons that the growth rate in households is expected to exceed the population growth rate. First, the population is ageing even more quickly than anticipated, increasing the number of small households. Second, evidence is emerging that continued strength in housing production despite low population growth is beginning to address the previously existing housing shortage.

The Demographic Panel of Experts, which met twice in the Fall of 2021, stressed that the overwhelming impediment to increased employment growth in the region was housing supply and affordability. If this could not be addressed, the region’s growth trajectory might more closely resemble the low scenario. However, if a combination of market and policy factors could yield increases in household formation, the region’s strong economic fundamentals would be realized in strong job growth and a higher projection would be plausible.

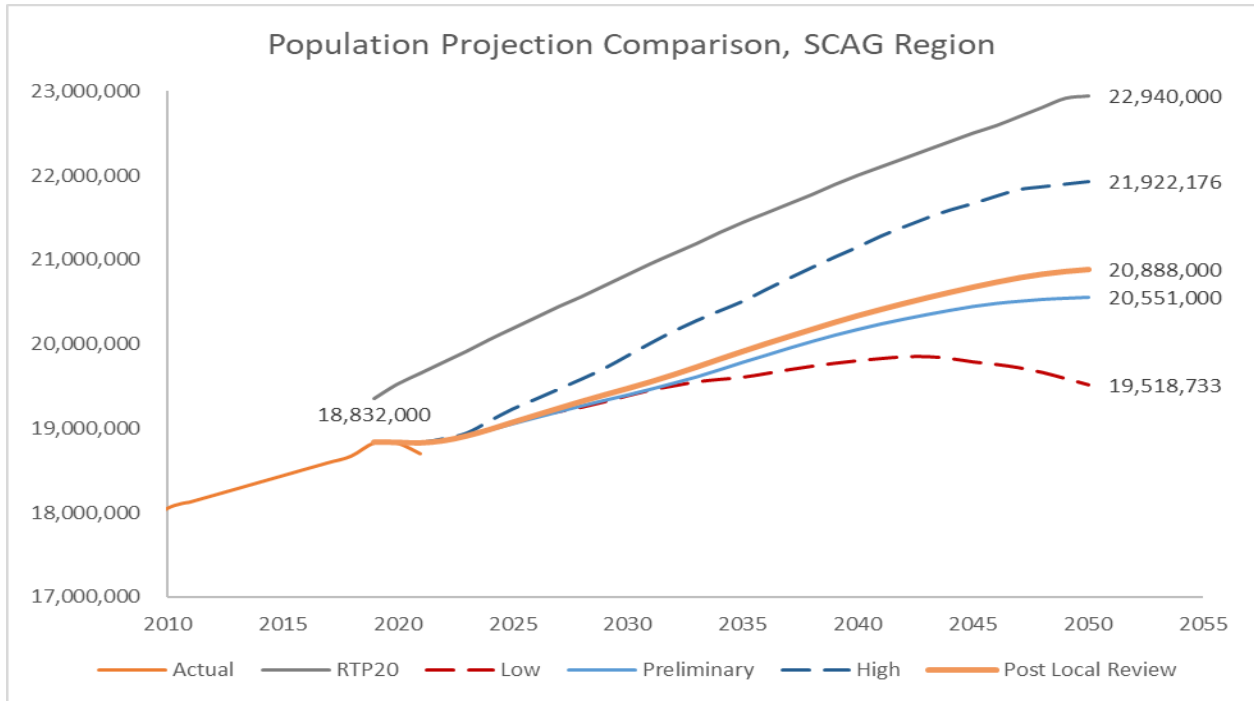


Figure 2

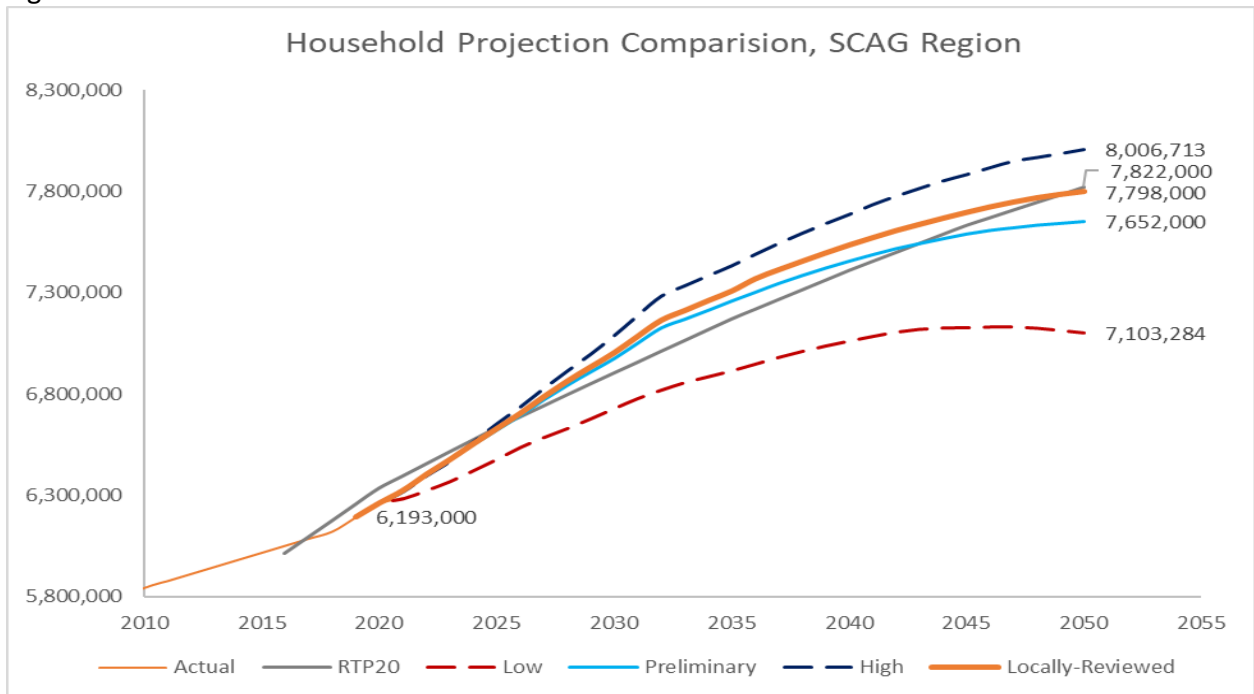


Figure 3

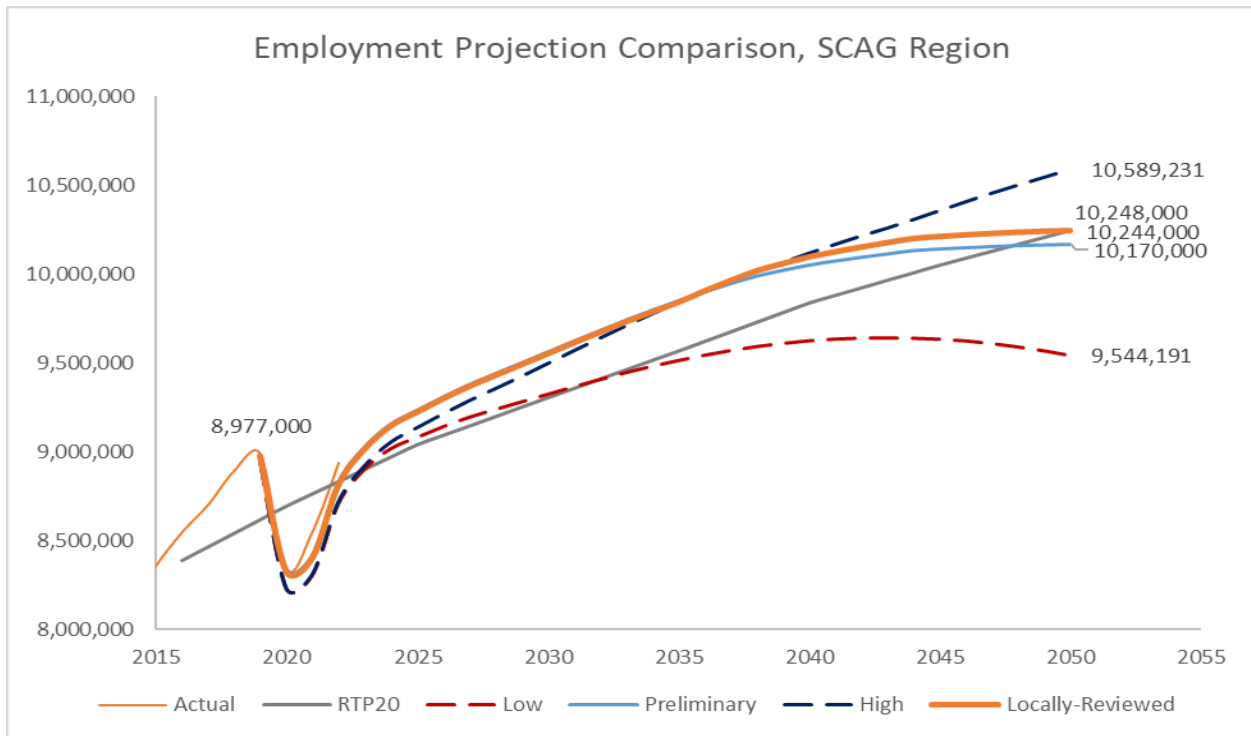


Figure 4

Actual data in Figures 2-4 are from the US Decennial Census, CA DOF, CA EDD, ACS PUMS, and BLS QCEW. Projections are from the final Connect SoCal 2020 and the preliminary and locally-reviewed versions of Connect SoCal 2024.

At the June 2022 CEHD meeting, staff presented the preliminary methodology for allocating this growth to the jurisdictional and neighborhood (i.e., Transportation Analysis Zone, or TAZ) levels to form a *preliminary forecasted regional development pattern* which followed the following principles:

1. **Rooted in local planning policies.** The forecasted regional development pattern will use available local general plan information as a starting point and local jurisdictions will be asked to update and review the forecast with their expertise of local planning context and ongoing planning work.
2. **Steered by a regional vision.** The forecasted regional development pattern will integrate growth strategies of Connect SoCal 2020 and follow regional and county forecast totals as guided by the Panel of Experts.
3. **Aligned with state policy.** The forecasted regional development pattern will reflect policies including the 6th cycle housing element process and be assessed considering SCAG’s SB 375 greenhouse gas emission reduction targets.

Between February and December 2022, staff conducted the LDX process, formally meeting with 164 jurisdictions, and receiving data inputs from 142 jurisdictions by the December 2, 2022 deadline. Jurisdictions were asked to review total households and employment in 2019, 2035, and 2050. Input from jurisdictions became the *locally-reviewed forecasted regional development pattern*. While staff continues to assess the transportation and other impacts of locally-reviewed growth, this report provides staff’s assessment of *locally-reviewed* county and region-level totals against the preliminary projections reviewed by the Panel of Experts.

Household and employment totals in 2019, 2035, and 2050 were those received from jurisdictions (if input was provided). Intermediate years were generated by SCAG staff based on the trends found in the preliminary projections. Population totals were derived from the household totals provided by local jurisdictions, plus the population-to-household ratio in the preliminary population projections. In some instances, jurisdictions provided comments that additional growth was likely to be concentrated in smaller housing units, thus the increase in population is less than the increase in households.

Compared to the preliminary version, the locally-reviewed forecast projects 2.3 percent higher household growth, 1.0 percent higher employment growth, and 1.8 percent higher population growth by 2050:

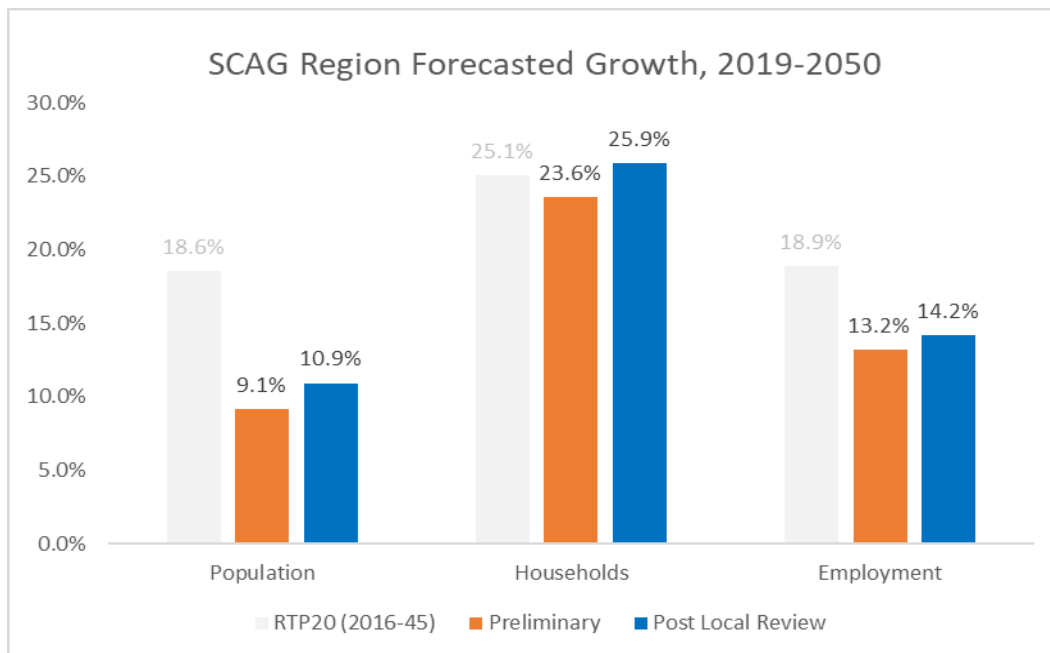


Figure 5

Table 1

SCAG Connect SoCal 2024 Locally-Reviewed Regional and County Growth Forecast
Provided to the Technical Working Group on 3/16/2023

Total Population	2019	2020	2025	2030	2035	2040	2045	2050	2019-2050	
									Growth	Pct. Growth
Imperial	181,000	180,000	186,000	193,000	198,000	203,000	207,000	210,000	29,000	16.0%
Los Angeles	10,046,000	10,018,000	10,051,000	10,230,000	10,449,000	10,633,000	10,749,000	10,767,000	721,000	7.2%
Orange	3,191,000	3,188,000	3,208,000	3,247,000	3,299,000	3,356,000	3,401,000	3,439,000	248,000	7.8%
Riverside	2,394,000	2,418,000	2,555,000	2,674,000	2,784,000	2,857,000	2,929,000	2,995,000	601,000	25.1%
San Bernardino	2,175,000	2,182,000	2,227,000	2,278,000	2,325,000	2,429,000	2,536,000	2,626,000	451,000	20.7%
Ventura	846,000	844,000	842,000	848,000	858,000	860,000	858,000	851,000	5,000	0.6%
SCAG	18,833,000	18,830,000	19,069,000	19,470,000	19,913,000	20,338,000	20,680,000	20,888,000	2,055,000	10.9%
Total Households	2019	2020	2025	2030	2035	2040	2045	2050	2019-2050	
									Growth	Pct. Growth
Imperial	52,000	52,000	56,000	61,000	65,000	68,000	70,000	72,000	20,000	38.9%
Los Angeles	3,393,000	3,420,000	3,595,000	3,788,000	3,948,000	4,049,000	4,114,000	4,138,000	745,000	22.0%
Orange	1,069,000	1,080,000	1,123,000	1,164,000	1,196,000	1,221,000	1,239,000	1,253,000	184,000	17.2%
Riverside	744,000	761,000	834,000	903,000	965,000	1,001,000	1,034,000	1,064,000	319,000	42.9%
San Bernardino	657,000	668,000	727,000	780,000	816,000	874,000	917,000	953,000	296,000	45.0%
Ventura	278,000	281,000	294,000	307,000	318,000	321,000	321,000	318,000	40,000	14.5%
SCAG	6,193,000	6,262,000	6,629,000	7,003,000	7,307,000	7,534,000	7,695,000	7,798,000	1,605,000	25.9%
Total Employment	2019	2020	2025	2030	2035	2040	2045	2050	2019-2050	
									Growth	Pct. Growth
Imperial	69,000	69,000	73,000	78,000	82,000	85,000	88,000	91,000	22,000	31.9%
Los Angeles	5,032,000	4,603,000	5,111,000	5,263,000	5,387,000	5,488,000	5,492,000	5,433,000	401,000	8.0%
Orange	1,805,000	1,684,000	1,857,000	1,903,000	1,942,000	1,977,000	1,998,000	2,019,000	214,000	11.9%
Riverside	847,000	800,000	909,000	983,000	1,057,000	1,106,000	1,147,000	1,185,000	338,000	39.9%
San Bernardino	860,000	838,000	903,000	948,000	992,000	1,060,000	1,108,000	1,145,000	285,000	33.1%
Ventura	363,000	332,000	371,000	379,000	384,000	383,000	380,000	376,000	13,000	3.6%
SCAG	8,977,000	8,326,000	9,224,000	9,553,000	9,843,000	10,099,000	10,215,000	10,248,000	1,273,000	14.2%

Note: Projections rounded to the nearest 1000. Population projections based on SCAG's preliminary model plus household totals provided by local jurisdictions.

SCAG demographic and economic staff, with assistance from PRB, conducted a series of robustness checks on the revised regional totals.

1. Locally-reviewed totals are well within the high and low ranges initially developed. While total households, employment, and population are all higher than the preliminary projection, they remain below the high scenario initially envisioned.
2. Following local review, household and employment both moved in the same direction. This contrasts with prior regional plans in which local review typically yields a higher employment projection, but a lower household projection. The result is a more balanced projection in terms of regional jobs and housing than has been done in the past.
3. The Demographic Panel of Experts noted that a higher growth could be possible if a combination of market and policy factors yielded increases in household formation. The locally-reviewed projection’s higher household growth is reflective of a greater amount of upcoming and planned housing development than was reflected in the preliminary projection.
4. The regional P:E ratio in 2050 increased nominally from 2.02 to 2.04. This is in line with expectations, owing to the higher rise in households than jobs following local review, and the decrease from the 2019 ratio of 2.10 is consistent with the expectations in the preliminary projection. A P:E ratio above 2, which is consistent with the region’s historic average, generally indicates sufficient population growth to fill the additional jobs which are projected.

Population-to-Employment (P:E) Ratio

	SCAG	Imperial	Los Angeles	Orange	Riverside	S. Bernardino	Ventura
2019	2.10	2.60	2.00	1.77	2.83	2.53	2.33
Growth	1.62	1.37	1.80	1.16	1.78	1.59	0.41
2050	2.04	2.31	1.98	1.70	2.53	2.29	2.26
<i>Difference from SCAG Region:</i>							
2019		0.50	-0.10	-0.33	0.73	0.43	0.23
2050		0.28	-0.06	-0.33	0.49	0.26	0.23

Table 2

5. A principle of the preliminary projection at the county level was to ensure that each county’s household growth is commensurate with its employment growth—i.e. will it be possible to house additional workers at least within the same county as where their jobs are anticipated. So long as a county’s P:E ratio doesn’t get *further* away from the regional value of 2.04, this is achieved—this is the case in all six counties in the region.

- a. For example, Los Angeles County currently has an oversupply of jobs compared to the region (suggesting in-commuting). However, by 2050 it is closer to the regional P:E ratio, (difference drops from -0.10 to -0.06 suggesting less future in-commuting).
 - b. Orange County’s job oversupply increases modestly; however, this is consistent with the regional trend toward fewer people per job and Orange County’s P:E ratio remains -0.33 below the region by 2050.
 - c. Many LA and Orange County jobs are filled by residents of Riverside County. However, by 2050 Riverside County’s job growth will have exceeded its population growth, meaning that it will have a more balanced relationship with the region.
6. The regional P:H ratio in 2050 decreased nominally from 2.69 to 2.68 after local review. This reflects both the ageing of the population and the expectation that housing production will continue to exceed the housing need derived from population growth. This is the case for every county in the region. In particular, the anticipated household growth by 2050 in Los Angeles County increased by 62,000 and in San Bernardino County by 55,000 following local review. A reasonable expectation from this trend is that household overcrowding rates, an indicator of housing undersupply in past periods, are likely to decline over the projection period.

Population-to-Household (P:H) Ratio

	SCAG	Imperial	Los Angeles	Orange	Riverside	S. Bernardino	Ventura
2019	3.04	3.50	2.96	2.98	3.22	3.31	3.04
Add'l people per add'l HH	1.28	1.45	0.97	1.35	1.89	1.53	0.13
2050	2.68	2.93	2.60	2.74	2.82	2.76	2.67

Table 3

7. The preliminary employment projection relied upon actual data through 2019. Comparing the preliminary projection with actual 2020-2022 employment, we see that the preliminary projections for the SCAG region closely followed the now-realized level of employment growth over the last three years. As such, we were able to replace 2020-2022 projections with actual data without requiring any additional modification. The post-LDX projection incorporates the input from local jurisdictions and shows 1.0 percent higher employment growth from 2019-2050 than the preliminary projection. The Local Data Exchange process provided valuable local knowledge regarding specific projects which are underway or expected soon and increases the robustness of SCAG’s forecast.

Conclusions

Following local review, staff followed up with several jurisdictions to request clarifications or additional documentation regarding major changes in growth projections. Broadly speaking, changes in growth took place where there was identified capacity to accommodate these changes. Specifically, efforts by Los Angeles County jurisdictions to promote infill or Accessory Dwelling Unit development have shown encouraging increases in recent years and are supported by local housing elements¹. San Bernardino County growth rates have historically lagged behind neighboring Riverside County, however they nearly achieve parity in the locally-reviewed projection and suggest the county’s land use planning may be able to foster relatively higher growth rates going forward.

Finally, the locally-reviewed projection indicates some distinct differences between the near or mid-term within the forecast horizon versus the long-range. This differs from the projection in Connect SoCal 2020. This projection’s anticipation of higher household formation rates in the coming decade would reflect higher housing growth in the mid-term (particularly during the 6th cycle housing element update) which would accommodate anticipated population and job growth as well as alleviate some of the results of past undersupply. However, increases in age and mortality in the region (and globally) would result in a slower rate of household growth needed to accommodate population & job increases in the late 2030s and 2040s. The population and employment projections envision moderate growth in the mid-term but taper off by the later years of the projection.

Table 4: Annual Household Growth

5-year period	Locally-reviewed Connect SoCal 2024	Final Connect SoCal 2020
2020-2025	73,400	57,000
2025-2030	74,800	57,000
2030-2035	60,800	53,400
2035-2040	45,400	46,300
2040-2045	32,200	46,300
2045-2050	20,600	--

FISCAL IMPACT:

This work is supported by OWP item 055-4856-01, Regional Growth and Policy Analysis.

¹ For example, in 2021 the City of Los Angeles alone represented 22 percent of the entire state’s increase in multifamily housing, see https://dof.ca.gov/wp-content/uploads/sites/352/Forecasting/Demographics/Documents/E-1_2022PressRelease.pdf. According to the California Department of Housing and Community Development’s Annual Progress Report data for 2021, 45 percent of the state’s permitted ADUs were in Los Angeles County.



Southern California Association of Governments
Remote Participation Only
April 6, 2023

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Status Update for Draft Connect SoCal 2020 Amendment 3 and 2023
Federal Transportation Improvement Program (FTIP) Consistency
Amendment #23-03

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On January 5, 2023, SCAG's Regional Council (RC) authorized the release of the Draft Connect SoCal 2020 Amendment 3 and 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment #23-03 for public review and comments.

Following the 30-day public comment period, SCAG staff continued to revise the draft amendments document based on public comments and provided updates to Caltrans, County Transportation Commissions (CTCs), and federal and State agencies at SCAG's Transportation Conformity Working Group (TCWG).

After review of feedback, SCAG staff concluded that the revisions would be minor and technical in nature, and do not alter the draft amendments' findings or conclusions, including the associated transportation conformity analysis and determination. Therefore, the revisions only serve to clarify, amplify, or make insignificant modifications, which do not require recirculation of the draft amendments.

As a precautionary measure, SCAG staff will post the revisions on SCAG's website (anticipated) in mid-April for another 15-day public review and will notify the TCWG of the availability of the revisions upon the web-posting.

Upon completion of the 15-day public review, SCAG staff will address all comments and finalize the draft amendments document. SCAG staff will seek RC approval of the proposed final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 in May/June 2023, pending conclusion of the 15-day public review and U.S. EPA final approval of the updated Coachella Valley ozone transportation conformity budgets.

BACKGROUND:

SCAG is the federally designated Metropolitan Planning Organization (MPO) for the six (6) county region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the FTIP and Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal) in cooperation with the State (i.e., Caltrans), CTCs, and public transit operators. Both the FTIP and RTP/SCS are developed through a “bottom-up” approach.

As requested by CTCs in March 2022, SCAG began the process for the Connect SoCal 2020 Amendment 3. Over the past several months, SCAG staff has worked in consultation and continuous communication with CTCs throughout the region to develop the Draft Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03.

On January 5, 2023, SCAG’s Regional Council authorized the release of the Draft Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 for public review and comments. After close of the formal thirty (30) day public comment period, SCAG staff continued to revise the draft amendments document based on public comments and provided updates on the draft amendments to staff representatives from Caltrans, CTCs, and federal and State agencies at SCAG’s TCWG. During this period, Ventura County Transportation Commission (VCTC) submitted a public comment requesting that SCAG include a new three-year pilot express bus service project. Although the pilot express bus service project is a regionally significant project requiring modeling, its modeled inclusion would not result in significant change to the RTP/SCS and FTIP Amendments modeling results. As part of the continued and ongoing interagency consultation, SCAG staff also received a comment from the TCWG concerning the EMFAC2021 adjustment factors applied in the conformity analysis of the Draft Amendments. SCAG staff is revising the draft amendments document to incorporate these comments. In addition, SCAG would be able to provide the CTCs the opportunity to program Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds via the current process prior to the June 30, 2023 deadline per the RC-approved STBG/CMAQ Compliance Action Plan.

SCAG staff has reviewed these revisions and concluded that none of the revisions constitutes a significance modification to the draft amendments. The revisions are technical in nature and minor because they will not change the findings and conclusions of the draft amendments, including the associated transportation conformity analysis and determination. As a result, these revisions merely

clarify, amplify, or make insignificant modifications, which do not require recirculation of the draft amendments.

In an abundance of caution, SCAG staff will post the revisions on SCAG’s website (anticipated) in mid-April for another 15-day public review and notify the TCWG of the availability of the revisions upon the web-posting.

Upon completion of the 15-day public review, SCAG staff will respond to all comments and finalize the draft amendments document including the revisions, the associated transportation conformity analysis, and the appropriate CEQA document in time to present the Proposed Final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 for the TC’s recommendation on the amendments, the EEC’s recommendations on the associated transportation conformity determination and the CEQA document, and the RC adoption on the same day in May/June 2023, pending conclusion of the 15-day public review and U.S. EPA final approval of the updated Coachella Valley ozone transportation conformity budgets. This will accelerate staff transmitting the final amendments to the federal agencies. SCAG staff also plans to request expedited federal review and approval to allow important transportation projects to move forward with implementation as soon as possible.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2022-2023 Overall Work Program (No. 23-010.0170.01: RTP Amendments, Management, and Coordination, No. 23-030.0146.02: Federal Transportation Improvement Program, and No. 23-025.0164.01: Air Quality and Conformity).



Southern California Association of Governments
Remote Participation Only
April 6, 2023

To: Energy & Environment Committee (EEC)
Energy and Environment Committee (EEC)
From: India Brookover, Senior Regional Planner
(213) 236-1919, brookover@scag.ca.gov
Subject: Climate Action Resolution Quarterly Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On January 7, 2021, the Regional Council (RC) adopted the Climate Change Action Resolution (Resolution 21-628-1) affirming a climate change crisis in Southern California and called on SCAG and other local and regional partners to join together to reduce greenhouse gas (GHG) emissions, improve regional resilience, and reduce hazards from a changing climate (the "Resolution"). The RC's action aims to promote climate adaptation, mitigation and resilience in support of the 197 jurisdictions in Southern California and the 19 million residents who call the SCAG region home. This report provides an update on the agency's progress in implementing the Resolution since the last quarterly update in January 2023.

BACKGROUND:

Since the adoption of Resolution 21-628-1 on January 7, 2021, SCAG has pursued a number of activities to reduce hazards from climate change and strengthen the resilience of the SCAG region. These actions emphasize adaptation to emerging climate-related hazards, conservation of natural lands and essential resources, mitigation of GHG emissions to reduce the impacts to the region from a changing climate, and the need to strengthen partnerships amongst local governments. Furthermore, Resolution 21-628-1 advances several goals, policies, and key connections from Connect SoCal 2020 and will help support development of Connect SoCal 2024.

Over the last two years, SCAG has been working to:

- Develop a **regional resilience framework** to help the region plan and prepare for a changing climate and other potential near- and long-term disruptions to Southern California;
- Initiate a **regional climate planning network** that will provide technical assistance for local climate adaptation and mitigation initiatives;
- Provide **resource support and technical assistance for local jurisdictions** to integrate climate planning in their local planning activities;
- Initiate a **Regional Advanced Mitigation Program (RAMP)** as described in the Connect SoCal Program Environmental Impact Report (PEIR);
- Develop a work plan to advance **the Accelerated Electrification strategy** envisioned in Connect SoCal;
- Evaluate **the economic and job creation benefits of climate adaptation and mitigation** practices for inclusion in regional planning efforts; and
- Develop **climate adaptation and mitigation analysis and strategies for the 2024 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)**.

SCAG continues to develop programs and outreach strategies to support near-term adaptation to address regionally significant climate vulnerabilities and long-term regional resilience planning.

Regional Resilience Framework

In June 2022, SCAG kicked off the Regional Resilience Framework project to explore the potential degree of disruption to the region that could result from land-based, atmospheric, public health and geologic natural hazards. Since the last update in January, the project has completed initial outreach and engagement with local partners, including a selection of community-based organizations and one tribal nation, and is in the early stages of the scenario planning phase. Engagement with local and community partners informs how resilience is approached and defined at the local or community level and carries into the development of multiple planning scenarios for the SCAG region. Through collaboration with jurisdictions, subregional and regional partners, the scenario planning process will evaluate how the region could fare in the face of various shocks and stressors under current and potentially extreme conditions in the future (e.g. ongoing perpetual drought through 2035). Initial findings from the scenario planning exercise will inform resilience policies and strategies in future Connect SoCal efforts.

Regional Climate Planning Network

Since the adoption of Resolution 21-628-1, SCAG continues to engage with and learn from existing climate networks, such as the Los Angeles Regional Collaborative (LARC), Central Coast Climate Collaborative (4C), Inland Southern California Climate Collaborative (ISC3), and other climate planning networks across the Southern California region. Through participation in various climate planning networks across both Southern California and statewide, SCAG continues to share grant information, provide support for grant applications from regional entities, offer technical assistance

and data for shareholders, and research best practices and strategies to encourage a coordinated regional approach to climate planning.

SCAG recently hosted regional stakeholders at the joint-meeting of the Sustainable & Resilient Communities and Natural & Farm Lands Conservation Regional Planning Working Groups on February 16, 2023. During this session, SCAG staff provided updates and sought feedback on potential approaches for Connect SoCal 2024 and its corresponding PEIR, the Regional Resilience Framework, recommendations from the Resilience & Conservation Special Subcommittee, next steps for the SoCal Greenprint Technical Advisory Committee, as well as upcoming grant opportunities at the state and federal levels. This regular session functions as a forum for SCAG staff to engage local jurisdictions, county transportation commissions, partner agencies, community-based organizations, for-profit entities, and universities in the development and implementation of plans and policies to advance the region's mobility, economy, and sustainability.

Regional Advance Mitigation Planning (RAMP)

As the conservation and management of natural and farm lands serves as an important strategy to mitigate climate change-inducing GHG emissions and support resource resilience through groundwater recharge, the Regional Council approved SCAG's Regional Advance Mitigation Policy Framework (RAMP) in February, 2023. This action further defines SCAG's efforts to establish a new Regional Advanced Mitigation Program (RAMP) initiative to preserve habitat, consistent with Connect SoCal 2020 and its corresponding PEIR. Overall, SCAG's RAMP effort can supplement regional conservation and mitigation banks to offset impacts of transportation and other development projects. This action directs the creation of the Greenprint Technical Advisory Committee (TAC) to ensure the future SoCal Greenprint tool is aligned with policy objectives identified in the framework. Recruitment for the TAC began in March, with letters to agencies and organizations asking for nominations, as well as outreach to SCAG's advisory groups to help spread the word. The TAC will convene in summer 2023 and will advise staff on the development of SoCal Greenprint – a tool to help stakeholders make early and informed decisions about infrastructure, growth and conservation, and to mitigate the environmental impacts of Connect SoCal 2020, the Regional Transportation Plan/Sustainable Communities Strategy. On March 9th, SCAG posted an RFP for a consultant to facilitate the TAC and complete the SoCal Greenprint tool. The consultant to be selected must have experience in developing environmental impact reports (EIRs) in Southern California.

Accelerated Electrification

Looking further into opportunities for climate mitigation, staff have been working to advance the Accelerated Electrification strategy adopted in Connect SoCal 2020 to provide a holistic and coordinated approach to decarbonizing or electrifying passenger vehicles, transit, and goods movement vehicles and exceed benefits achieved through state mandates alone. Within the first year subsequent to the adoption of Resolution 21-628-1, staff developed an Accelerated

Electrification Key Connection Workplan in April 2021. Within the second year of Resolution 21-628-1, SCAG has continued to explore electric vehicle charging station best practices and held listening sessions with local jurisdictions to address barriers and opportunities for electric vehicle charging infrastructure.

In February 2023, SCAG completed a regionwide electric vehicle site suitability analysis and identified potential locations for electric vehicle charging station sites. The results of this analysis will be used to update the Plug-in Electric Vehicle (PEV) Atlas, an online tool where cities and developers across the region can look to see the scored potential for a site to host EV charging stations. SCAG also hosts an active Clean Cities Coalition, which leverages Department of Energy (DOE) resources to provide technical assistance and outreach about clean technology across the region. In January 2023, SCAG initiated a study to create a regional roadmap for zero emission medium and heavy-duty trucking in the region and this is expected to be an 18-month effort. SCAG continues to provide technical assistance and information about zero emission transportation throughout the region to support the vision for zero emission transportation that was adopted in Connect SoCal 2020.

Inclusive Economic Recovery Strategy (IERS)

With support from Senator Susan Rubio, SCAG was awarded \$3.5 million in one-time grant funding through AB 129 (“Inclusive Economic Growth Grant”). The funding is to implement several core recommendations developed in the Inclusive Economic Recovery Strategy (IERS), which was adopted by the Regional Council (RC) on July 1, 2021. The grant funding is being implemented through an agreement with the California Workforce Development Board and the period of performance is 2022-2024. This project has five study areas and deliverables: (1) Supporting expansion of the number of, and access to, middle wage jobs, (2) strengthening supply chains and access to contracting opportunities for small, minority- and woman-owned businesses, (3) developing recommendations for expanding construction apprenticeships and training, (4) providing regional economic data, and (5) addressing human capital needs. In April 2022, SCAG kicked-off work on the Inclusive Economic Growth Grant with project development underway. Staff expects to complete this work in 2024.

Staff continues to monitor progress of the statewide Community Economic Resiliency Funding program (CERF). The CERF program has awarded subregional collaboratives \$5 million in planning grants to develop a comprehensive roadmap, including pilot projects and programs, that will support the transition away from a fossil-fuel based economy to a green economy, and supporting high road jobs in that process.

Resilience & Conservation Special Subcommittee for Connect SoCal 2024

Three special Regional Council subcommittees were created to dive deeper into key issues areas for Connect SoCal 2024: Next Generation Infrastructure, Resilience and Conservation, and Racial Equity

and Regional Planning. Each subcommittee met 4-5 times between September 2022 and February 2023 to identify recommendations that will inform how these emerging issues are addressed in Connect SoCal 2024. These meetings featured subject matter expert presentations and guest panelists to share insights on the relative topic areas, followed by robust discussions amongst the subcommittee members. Led by Hon. Kathleen Kelly and Vice-Chair Hon. Margaret Clark, the goal of the Resilience & Conservation Special Subcommittee was to advance the direction set in the SCAG Regional Council Resolution on Climate Change Action (No. 21-628-1) and Water Action (No. 22-647-3) to consider opportunities for enhanced resilience and resource conservation, and develop recommendations on how Connect SoCal can support our communities in adapting to changing conditions or mitigating risks to become more resilient.

As presented at the March 2, 2023 Special Joint Meeting of SCAG's Policy Committees, the Subcommittee recommended the following considerations for the development of Connect SoCal 2024:

- Define Resilience: The capacity of the SCAG region's built, social, economic and natural systems to anticipate and effectively respond to changing conditions, acute shocks, and chronic stressors by creating multiple opportunities for a sustainable, thriving and equitable future;
- Prioritize the most vulnerable populations and communities subject to climate hazards: Help the people, places, and infrastructure that are most at risk for climate change impacts, recognizing that disadvantaged communities are often overburdened;
- Build strong partnerships: Coordinate across multiple sectors, scales, and stakeholders to ensure all people have access to the fundamental physical, health, and social benefits of our natural and built systems;
- Apply ecosystem-based approaches: Incorporate ecosystem resilience, protection of ecosystem services, and sustainable resource management; and,
- Maximize mutual benefits: Support resilience and conservation initiatives across built, social, economic, and natural systems, such as disaster preparedness, to ensure synergies across systems and reduce/avoid impacts of maladaptation.

With this direction, SCAG staff are developing policies and implementation strategies to address climate adaptation and mitigation, which will be further considered by the Energy & Environment Policy Committee and Regional Council for inclusion in Connect SoCal 2024 later this calendar year.

FISCAL IMPACT:

Work for this effort is funded in SCAG's Fiscal Year 2022-2023 Overall Work Program (OWP) under project 065-4092.01 (Adaptation Analysis) and 290.4919.01 (Regional Advanced Mitigation Program Development).



Southern California Association of Governments
Remote Participation Only
April 6, 2023

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Alison Linder, Senior Regional Planner
(213) 236-1934, linder@scag.ca.gov
Subject: Clean Transportation Technology Policy

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC AND TC:

Receive and File

RECOMMENDED ACTION FOR RC:

Adopt the Southern California Association of Governments Resolution No. 23-654-5 pertaining to the Clean Transportation Technology Policy.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal

EXECUTIVE SUMMARY:

Mitigating the negative impact of the transportation system on regional air quality has long been a key priority for SCAG. With the advancement and proliferation of clean transportation technologies, coupled with the urgency of addressing climate change, the vision of a zero-emission transportation system is a core component of regional and state policy. SCAG's 2020 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS or Connect SoCal 2020) identified a holistic and coordinated approach for de-carbonizing or electrifying passenger vehicles, transit, and goods movement vehicles, further formalizing SCAG's vision for a zero-emission transportation system. In the last four years, SCAG has made progress in supporting the region's goals, and in Connect SoCal 2024, SCAG will refresh this vision, identifying regional progress and providing resources and strategies to accelerate Clean Transportation.

On February 23, 2023, the Emerging Technologies Committee recommended that the Regional Council adopt the attached Resolution No. 23-654-5 to formalize SCAG's Clean Transportation Technology Policy with the long-term aim of supporting the development, commercialization and deployment of a zero-emission transportation system and its supporting elements to: improve air quality, lower the health risks to all residents in the region, reduce greenhouse gas emissions to meet federal, state, and regional targets, and promote economic development, resilience, and

equity. The Resolution also affirms SCAG's commitment to Technology Neutrality, allowing operators to choose and invest in the most appropriate technology for their specific needs, while also encouraging further innovation in this area. In preparation for Connect SoCal 2024, SCAG will provide additional information about potential technologies in a Clean Transportation Technology Compendium.

BACKGROUND:

In the South Coast region in 2018, mobile sources were responsible for 85% of NOx emissions and nearly 29% of PM2.5 emissions. Statewide, 41% of greenhouse gas (GHG) emissions come from mobile sources.¹ Criteria pollutants such as NOx and PM2.5 threaten public health and GHGs lead to climate change which has exacerbated extreme heat days, drought, and wildfire in Southern California and further exacerbates inequities amongst the most vulnerable populations as they are most susceptible to impacts of climate change.

Additionally, the region's failure to meet requirements of the Federal Clean Air Act (CAA) means federal sanctions may be imposed, jeopardizing transportation funds. As such, the permitting of stationary facilities may become substantially more burdensome. The federal government may also take over local air quality regulation if state plans are not adequate to meet federal standards. To meet deadlines imposed by the Federal Clean Air Act, the region must reduce NOx emissions by 45% above and beyond the existing regulations by 2023, and 55% by 2031.

To support regional attainment and improve public health, a long-held priority for SCAG is to mitigate the impacts of the transportation system on regional air quality. As clean transportation technologies have improved and proliferated over time, minority and low-income communities continue to be the most impacted by air pollution, and the problems of climate change have intensified, resulting in the advancement of a long-term vision of a zero-emissions transportation as part of regional and state policy.

In response to these issues, the State of California established goals and adopted policies to accelerate the adoption of near-zero and zero-emission vehicles (ZEVs) across the mobile sources, among them the Climate Action Plan for Transportation Infrastructure (CAPTI). In September 2020, Governor Newsom signed Executive Order No. N-79-20, setting ambitious targets for the state to reach 100% ZEV sales for passenger vehicles by 2035, 100% medium and heavy-duty vehicles in the state by 2045 for all operations where feasible, and 100% zero-emission drayage trucks by 2035. Additionally, the state established a goal of fully transitioning the off-road equipment to zero-emission by 2035.

To achieve these ambitious targets, the California Air Resources Board (CARB) has adopted multiple regulations such as the Innovative Clean Transit (ICT), Advanced Clean Truck (ACT), and Advanced

¹ <https://ww2.arb.ca.gov/ghg-inventory-data>

Clean Cars (ACC) II regulations to accelerate the adoption of zero-emissions technologies for the on-road sector. For example, the recently adopted ACC II regulation will require 100% of light duty passenger vehicles sold in California to be zero-emissions by 2035. Further, CARB is pursuing a new regulation called Advanced Clean Fleet (ACF) which, starting in 2024, requires fleets operating in California to transition to zero-emission technology with the goal of transitioning all drayage trucks to zero-emission by 2035 and the rest of the medium and heavy-duty vehicles to zero-emission by 2045.

With these policies in place, the region must work towards deploying zero-emission vehicles and infrastructure needed to support them across all modes of transportation. Multiple stakeholders will be critical in meeting these goals. The private sector is innovating in producing zero-emission vehicles and developing charging and fueling stations as well as the supply chain needed to support them. Transit agencies are evaluating and implementing technologies to meet the ICT. Cities are pursuing permit streamlining and identifying opportunities to transition their own fleets. Multiple fleets and businesses are evaluating which technologies best fit their needs and utilities are enhancing their infrastructure for the production and distribution of the fuel required. The Clean Air Action Plan (CAAP) developed by the San Pedro Bay Ports (Los Angeles and Long Beach) sets a goal to achieve a 100% zero-emission drayage fleet by 2035, and both ports have been working hard to demonstrate and advance zero-emission drayage trucks in revenue service throughout the region.

As an MPO, SCAG works to coordinate and support the work of these stakeholders through research and evaluation, resource and tool provision, intrastate and intraregional coordination, advocacy, and where applicable investment programs.

Connect SoCal and SCAG's Clean Transportation Technology Definition and Program

Connect SoCal 2020 identified a holistic and coordinated approach to de-carbonizing or electrifying passenger vehicles, transit, and goods movement vehicles, further formalizing SCAG's vision for a zero-emission transportation system where feasible. Pending approval of the Clean Technology Policy, a similar vision will be included in Connect SoCal 2024.

To support the holistic view of the Plan, the proposed policy defines Clean Transportation Technology as "zero- and near zero- emission vehicles, their supporting infrastructure, and facilitating products that reduce environmental impact over their life cycle." Development of the proposed policy considered the need for: the research and development of vehicles, improvement and deployment of infrastructure to support these vehicles, technological advancements in the Information Technology (IT) sector to facilitate and improve the use and efficiency of these technologies (i.e. Intelligent Transportation System (ITS)), and environmental life cycle for the design, production, use, transportation, and disposal of the technology.

Additionally, Connect SoCal 2020 put forth several actions SCAG might take to support this policy. In the light-duty sector, Connect SoCal described strategies to increase the availability of charging infrastructure (e.g., working with member agencies to streamline the process of permitting and installing new charging stations). For transit, Connect SoCal laid out strategies to facilitate the transition to zero-emission by working with transit agencies to ensure adequate charging stations and electricity rates are available. For goods movement, Connect SoCal set goals for achieving a zero-emission system, as well as early adoption of near-zero and clean combustion technologies. The Goods Movement Technical Appendix also identified a role for SCAG to work with partners in determining station locations for heavy duty fueling and a study to develop a regional roadmap for medium and heavy-duty supporting infrastructure, which kicked off in January 2023.

SCAG continues to further the vision of a zero-emission transportation system by providing support to the region through research, evaluation and planning, technical support, outreach and development of tools and resources, and advocacy and policy work to bring funding to the region to support these efforts. Examples of projects include but are not limited to:

- SCAG's Last Mile Freight Program (LMFP), funded through the state's Mobile Source Air Pollution Reduction Review Committee (MSRC), awarded grants totaling \$16.75 million to 26 clean-energy projects.
- Through the EV Charging Site Suitability Study (EVCSS), part of the Sustainable Communities Program, SCAG is currently partnering with 18 cities within the region to help jurisdictions promote development and deployment of EV charging infrastructure by providing tailored policy guidance to study partner cities; a regionwide site suitability analysis to target areas for future EV charging infrastructure; EV site evaluations; and a passenger EV Infrastructure Plan that will provide a roadmap for cities to spur development of charging stations and support EV adoption across Southern California.
- SCAG is working with partners to create a Medium and Heavy Duty Zero-Emission Roadmap through the Supporting Infrastructure for Zero-Emission Medium and Heavy-Duty Trucks Study and is leveraging this work in partnership with Energy Power Research Institute (EPRI) through the California Energy Commission (CEC) funded Research Hub for Electric Technologies in Truck Applications (RHETTA) project.
- SCAG runs an active Clean Cities Coalition, a program of the Department of Energy (DOE), and provides support, resources, and programming to the region through this effort.

Approach to Connect SoCal 2024

SCAG staff proposes to create a Clean Transportation Technology Compendium for Connect SoCal 2024. This will provide information on vehicles, infrastructure and supporting products needed for a zero-emission transportation system. The compendium will provide key information about different technologies using staff developed and stakeholder informed criteria of importance to

SCAG and the region. This collection of information will support end users in decision making about Clean Transportation investments. The compendium may include the following:

- a. Existing Conditions
- b. Compendium Need, Purpose, and Application
- c. SCAG Clean Transportation Technology Policy (pending approval)
- d. Guiding Principles for SCAG Emerging Technologies as applicable to the Clean Transportation Technology Program
- e. Scoping of criteria for compendium inclusion
- f. Descriptive characteristics for included technologies
- g. Recommendations for SCAG and Regional Clean Technology Strategies

Proper investment in vehicles, infrastructure and products requires a comprehensive understanding of the zero- and near zero-emission technology options across various sectors. Dozens of clean transportation technologies have been commercialized in the last several years, and many more are expected in the near future. However, these technologies can vary widely in terms of technology readiness, impacts on criteria pollutant and GHG emissions, cost, infrastructure requirements, and potential scale of deployment. As SCAG and the region continue to invest in clean transportation technology, it is important to allow for continuous innovation, while also meeting goals of standardization and interoperability. Furthermore, with the diversity of transportation and users within the region, it is important to allow flexibility for different technologies to be applied to different use cases as determined by the investing entity. Therefore, the proposed Clean Transportation Technology Policy defines Technology Neutrality as a “stance that does not give preference to a particular technology as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets.”

A detailed description for each technology will be provided along with knowledge gaps and uncertainties with respect to available technologies. Findings will be summarized, and recommendations and strategies will be offered to further deploy zero-emission supporting infrastructure which may include targeted incentive programs, streamlined permitting, site development, and promotion of public-private-partnership business models.

Proposed Clean Transportation Technology Policy

To best support the region in a transition to a zero-emissions transportation system, staff drafted a Clean Transportation Technology Policy with the long-term aim of supporting the development, commercialization and deployment of a zero-emission transportation system and its supporting elements to improve air quality, reduce greenhouse gas emissions, meet federal, state and regional targets and promote economic development, resilience and equity.

On February 23, 2023, staff presented the draft Clean Transportation Technology Policy to the Emerging Technologies Committee (ETC). The ETC recommended that policy point number 4 be modified to emphasize the end user as the decision maker. Upon that recommendation, the ETC approved to “Recommend that the Regional Council (RC) adopt the Regional Clean Transportation Technology Resolution.”

The Policy States that:

1. Clean Transportation Technology is defined as “zero- and near zero-emission vehicles, their supporting infrastructure, and other facilitating products that reduce environmental impacts over their full life cycle including upstream production and end of life.”
2. SCAG will take a technology neutral approach in its study of, advancement of, and where applicable investment in Clean Transportation Technology where SCAG defines Technology Neutrality as a “stance that does not give preference to a particular technology as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets.”
3. As part of the development of Connect SoCal 2024, SCAG will prepare a Clean Transportation Technology Compendium that will support decision making by providing information on various clean transportation technologies;
4. SCAG will continue to foster innovation and will support the study and deployment of a range of affordable and scalable Clean Transportation Technologies with consideration of the best available information and expected use case as determined by the end user, based on their operational needs, thus maintaining a Technology Neutral Approach;
5. SCAG will continue to support the region in deployment of Clean Transportation Technology through research and evaluation, stakeholder support, resource and tool provision, intrastate and intraregional coordination, advocacy, and where applicable investment programs; and
6. SCAG will promote equitable use of and access to Clean Transportation Technologies so that all may benefit from them.

The above policy broadly defines Clean Transportation Technology, provides direction for development of Connect SoCal 2024 and formalizes SCAG’s position on Technology Neutrality, while defining a broad role for SCAG in achieving the goal of an equitable zero emission transportation system in the region.

NEXT STEPS:

Upon Regional Council approval of Resolution No. 23-654-5, staff will continue implementation of the clean transportation technology program as shaped by the guidance and vision of this policy. Further, staff will apply the vision described in this policy to Connect So Cal 2024 and will develop a compendium of technologies to support decision making by providing information on various clean transportation technologies.

FISCAL IMPACT:

Funding for staff work on this issue is included in the OWP under 115.4912.01 (Clean Technology) and 310.4874.02 (Key Connections Strategy Team).

ATTACHMENT(S):

1. PowerPoint Presentation - Clean Transportation Technology Policy
2. Resolution No. 23-654-5 - Clean Transportation Technology Policy



Clean Transportation Technology Policy

WWW.SCAG.CA.GOV

Introduction

Clean Transportation Technology (Clean Tech) Vision

- Connect SoCal 2020 includes a holistic and coordinated approach to de-carbonizing or electrifying passenger, transit and goods movement vehicles and a *vision* for a zero-emission transportation system or using cleaner mobility options where zero emission options are not feasible.



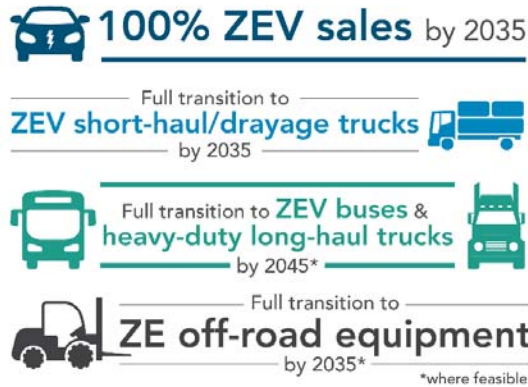
INNOVATING FOR A BETTER TOMORROW

SCAG is the nation's largest metropolitan planning organization, representing six counties, 191 cities and more than 19 million residents. SCAG undertakes a variety of planning and policy initiatives to encourage a more sustainable Southern California.

Attachment: PowerPoint Presentation - Clean Transportation Technology Policy (Clean Transportation Technology Policy)

Clean Transportation Technology Drivers

- Federal Clean Air Act
- GHG reduction
- Public Health
- Increased Public Funding
- Economic, Equity and Resilience Opportunities



Introduction

SCAG Clean Technology Program

- Ongoing research, evaluation and plan development
 - EV Charging Site Suitability Study (EVCSS), part of the Sustainable Communities Program
 - Medium and Heavy Duty Zero Emissions Roadmap
 - RHETTA pilot partnership with EPRI/CEC
- Providing Support to Regional Stakeholders
- Advocacy and Policy Work
 - Funding for city infrastructure and vehicle purchases
 - Continued funding for vehicle demonstration and early deployment (MD/HD)
 - Share success stories
- Investments in Clean Technology
 - Last Mile Delivery Program

Clean Transportation Technology Policy

1. Clean Transportation Technology is defined as “zero- and near zero-emission vehicles, their supporting infrastructure, and other facilitating products that reduce environmental impacts over their full life cycle including upstream production and end of life.”
2. SCAG will take a technology neutral approach in its study of, advancement of, and where applicable investment in Clean Transportation Technology where SCAG defines Technology Neutrality as a “stance that does not give preference to a particular technology as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets.”
3. As part of the development of Connect SoCal 2024, SCAG will prepare a Clean Transportation Technology Compendium that will support decision making by providing information on various clean transportation technologies;

Clean Transportation Technology Policy

4. SCAG will continue to foster innovation and will support the study and deployment of a range of affordable and scalable Clean Transportation Technologies with consideration of the best available information and expected use case as determined by the end user, based on their operational needs, thus maintaining a Technology Neutral Approach;
5. SCAG will continue to support the region in deployment of Clean Transportation Technology through research and evaluation, stakeholder support, resource and tool provision, intrastate and intraregional coordination, advocacy, and where applicable investment programs; and
6. SCAG will promote equitable use of and access to Clean Transportation Technologies so that all may benefit from them.

Clean Transportation Technology Compendium

- Systematic and comprehensive approach to presenting technology options
- Includes vehicles, supporting infrastructure and facilitating products
- Covers passenger, transit, rail and commercial heavy duty
- Describes important characteristics and makes information transparent
 - ex - total cost of ownership, technology readiness level, environmental impacts, safety, etc.
- Includes existing conditions, scoping criteria for compendium inclusion, descriptive characteristics, and regional clean technology strategies.

Feedback

- PEV Study City Stakeholders, Jan 18
- PEV Study Steering Committee, Jan 26
- Regional ZE Truck Collaborative, (over email)
- RTTAC, Jan 30
- GLUE Council, Jan 30
- Emerging Technologies Committee, Feb 23



Next Steps: Upcoming RTP/SCS Development (2024)

- Setting a vision for ZE Tech in the Region
 - Focus on publicly accessible stations
 - Regional Road Map for MD/HD Vehicles
- Demonstrate ability to meet and exceed state targets
- Create Technology Compendium (pending board direction)
- Continued Outreach



<https://scag.ca.gov/connect-social>
linder@scag.ca.gov

What other innovations, benefits or potential consequences need to be addressed as we roll out this technology?

10

Recommendation

Approve and adopt the Clean Transportation Technology Policy, Resolution **NO. XX-XXX-X**



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/alternative-fuels-vehicles>



RESOLUTION NO. 23-654-5

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING A REGIONAL CLEAN TRANSPORTATION TECHNOLOGY POLICY

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

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Executive/Administration Jan C. Harnik, Riverside County Transportation Commission

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Ray Marquez, Chino Hills

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

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

WHEREAS, improving mobility, accessibility, reliability, regional environmental conditions, and transportation safety has been a goal included in SCAG’s long-range plans, including Connect SoCal, for decades; and

WHEREAS, Connect SoCal 2020 identified a vision to create a holistic and coordinated approach to de-carbonizing passenger vehicles, transit, and goods movement vehicles; and

WHEREAS, improvement of regional air quality is a priority and the region is a non-attainment area for NOx; failure to meet requirements of the Federal Clean Air Act means federal sanctions may be imposed, jeopardizing transportation funds; and

WHEREAS, Clean Transportation Technology is defined via this document for SCAG’s purposes as “zero- and near zero-emission vehicles, their supporting infrastructure, and other facilitating products that reduce environmental impacts over their full life cycle including upstream production and end of life,” and the below policy will formalize this; and

WHEREAS, a zero-emission transportation system is envisioned as the regional goal, near-zero-emission technologies may play a role in support of this goal and offer short term benefits as bridging technologies where zero-emission solutions are not yet feasible or commercially viable (heavy duty vehicles); near zero implies a significant reduction compared to commonly used technologies;

WHEREAS, Clean Transportation Technology will be necessary in order to meet state climate and air quality goals and requirements such as the Innovative Clean Transit Rule, Advanced Clean Cars Act, the Advanced Clean Trucks Regulation

Attachment: Resolution No. 23-654-5 - Clean Transportation Technology Policy (Clean Transportation Technology Policy)

and those reflected in the Climate Action Plan for Transportation Infrastructure (CAPTI) and the 2022 California Air Resources Board (CARB) Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan); and

WHEREAS, SCAG’s Regional Council unanimously adopted a Climate Action Resolution in January 2021 that affirmed its commitment to reduce greenhouse gas emissions and to establish partnerships to support local jurisdictions’ climate adaptation and mitigation initiatives, including implementation of Clean Transportation Technologies; and

WHEREAS, investment in Clean Transportation Technologies is an important part of meeting SCAG’s objectives in economic development and recovery, resilience planning and achievement of equity; and

WHEREAS, jurisdictions throughout the region including cities, counties, transit agencies, and private fleets, are currently evaluating and making investments in Clean Transportation Technology based on their operational needs; and

WHEREAS, SCAG, though not an implementing agency, has an evolving role in Clean Transportation Technology Investment, including but not limited to the Last Mile Freight Program, and future funding opportunities; and

WHEREAS, SCAG supports the region in deployment of Clean Transportation Technology through research and evaluation, stakeholder support, partnerships, and advocacy;

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that SCAG hereby adopts a regional Clean Transportation Technology Policy with the long-term aim of supporting the development, commercialization and deployment of a zero-emission transportation system and its supporting elements to improve air quality, reduce greenhouse gas emissions, meet federal, state and regional targets and promote economic development, resilience and equity.

BE IT FURTHER RESOLVED THAT:

1. Clean Transportation Technology is defined as “zero- and near zero-emission vehicles, their supporting infrastructure, and other facilitating products that reduce environmental impacts over their full life cycle including upstream production and end of life.”
2. SCAG will take a technology neutral approach in its study of, advancement of, and where applicable investment in Clean Transportation Technology where SCAG defines Technology Neutrality as a “stance that does not give preference to a particular technology as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets.”
3. As part of the development of Connect SoCal 2024, SCAG will prepare a Clean Transportation Technology Compendium that will support decision making by providing information on various clean transportation technologies;

4. SCAG will continue to foster innovation and will support the study and deployment of a range of affordable and scalable Clean Transportation Technologies with consideration of the best available information and expected use case as determined by the end user, based on their operational needs, thus maintaining a Technology Neutral Approach;
5. SCAG will continue to support the region in deployment of Clean Transportation Technology through research and evaluation, stakeholder support, resource and tool provision, intrastate and intraregional coordination, advocacy, and where applicable investment programs; and
6. SCAG will promote equitable use of and access to Clean Transportation Technologies so that all may benefit from them.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 6th day of April, 2023.

Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:

Kome Ajjise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



Southern California Association of Governments
Remote Participation Only
April 6, 2023

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

From: India Brookover, Senior Regional Planner
(213) 236-1919, brookover@scag.ca.gov

Subject: SCAG Water Action Resolution Implementation Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On October 6, 2022, the Regional Council (RC) adopted the Water Action Resolution (Resolution 22-647-3) affirming the drought and water shortage emergency in Southern California and called on local and regional partners to join together to adopt an “all of the above” approach to address the water challenges in the SCAG region (“the Resolution”). This includes reducing water use; improving water conservation, reuse, and efficiency; enhancing water systems’ health and resilience; pursuing and potentially implementing new water supply and storage opportunities; and supporting investments in water infrastructure and conservation practices that support the region’s economic and population growth and fosters planning for the region’s housing needs identified in Connect SoCal. The RC’s action aims to promote sustainable water conservation and use practices, solutions to water supply challenges, and recommendations to include sustainable water infrastructure in housing development that meets the region’s housing needs. This report provides an update on the agency’s progress on implementing the Resolution.

Additionally, SCAG is welcoming guest speakers from the Pacific Institute, Heather Cooley and Morgan Shimabuku, to speak on best practices for storm water capture, ground water recharge, drought tolerant landscaping, and climate-related trends for the Colorado River.

BACKGROUND:

Since the adoption of Resolution 22-647-3 on October 6, 2022, SCAG has made progress on several activities that highlight best practices and recommendations to implement sustainable water infrastructure, as well as the current water challenges and potential solutions across SCAG’s six

counties. Further, Resolution 22-647-3 advances several goals and policies from Connect SoCal and will support the development of Connect SoCal 2024.

Over the six months, SCAG has worked to:

- Further explore regional water challenges and solutions through the **Resilience & Resource Conservation Subcommittee**;
- Identify, recommend and integrate into **Connect SoCal 2024 policies and strategies to align investments in water infrastructure with housing needs** and the adopted growth forecast and development pattern; and
- Hold an **Industry Forum** and seek national **expertise on investments in sustainable water infrastructure that support housing production goals** identified in the region's 6th Cycle Housing Elements.

Resilience & Resource Conservation Subcommittee

To inform the development of Connect SoCal 2024, three special Regional Council subcommittees were formed on the topics of Next Generation Infrastructure, Resilience and Conservation, and Racial Equity and Regional Planning. The Resilience and Conservation Subcommittee's focus was to advance the direction set in the SCAG Regional Council Resolutions on Climate Change Action (No. 21-628-1) and Water Action (No. 22-647-3) to consider opportunities for enhanced resilience and resource conservation and develop recommendations on how Connect SoCal can support our communities in adapting to changing conditions or mitigating risks to become more resilient in the context of future growth, as well as identify and integrate policies and strategies to align investments in water infrastructure with housing needs and the adopted growth forecast and development pattern featured in Connect SoCal 2024.

The four meetings of the subcommittee featured several speakers on regional water issues, including the Southern California Water Coalition, Metropolitan Water District, and the Sonoran Institute.

Charles Wilson, Executive Director and CEO of the Southern California Water Coalition, focused on the current state and future of water supplies in the SCAG region, noting that the SCAG's region's primary water sources are severely stressed. In the coming decades, the region will have to prioritize increased conservation, and invest in new infrastructure for stormwater capture, large scale recycling, and desalination to ensure water supply.

Qinqin Liu, Ph.D., scientist and former analyst at the California Natural Resources Agency, Department of Fish and Wildlife, and Department of Water Resources, shared her conceptual model framework for water, energy, food and ecosystems with climate change, and its implications for integrated regional resource policy. For example, 12 percent of energy use is for water, so it is important to assess energy intensity for regional water planning on management. She concluded

that resilience depends on the coordination of multiple sectors including water, energy, agriculture and fish and wildlife, and to assess benefits, trade-offs and conflicts between these systems.

Waverly Klaw, Director of the Growing Water Smart program at the Sonoran Institute, provided information on land use strategies for local jurisdictions that can increase the resilience of the built and natural environment to the impacts of climate change. Growing Water Smart is a joint project between the Lincoln Institute and the Sonoran Institute featuring workshops that introduce communities to the full range of collaboration, communication, public engagement, planning, and policy implementation tools to realize their watershed health and community resiliency goals. Through Growing Water Smart, communities learn to better integrate land use and water planning.

David Sumi and Elise Goldman, Resource Specialists at Metropolitan Water District (MWD), spoke on the agency's WaterWise conservation efforts, as well as the 2020 Urban Water Management Plan that provides an assessment of Metropolitan's water service reliability, describes and evaluates sources of water supply, efficient uses of water, demand management measures, implementation strategy and schedule, and other relevant information and programs. In addition to the water reliability assessments, the plan includes an evaluation of frequent and severe periods of droughts, as described in the Drought Risk Assessment, and the preparation and adoption of the Water Shortage Contingency Plan (WSCP).

Overall, feedback from members of the Subcommittee can be grouped into four broad recommendations. These recommendations will inform the Connect SoCal Policy Development Framework and on-going development and policy discussions related to Connect SoCal 2024, and will be taken to the Regional Council for further deliberation:

- Define Resilience: The capacity of the SCAG region's built, social, economic and natural systems to anticipate and effectively respond to changing conditions, acute shocks, and chronic stressors by creating multiple opportunities for a sustainable, thriving and equitable future;
- Prioritize the most vulnerable populations and communities subject to climate hazards: Help the people, places, and infrastructure that are most at risk for climate change impacts, recognizing that disadvantaged communities are often overburdened;
- Build strong partnerships: Coordinate across multiple sectors, scales, and stakeholders to ensure all people have access to the fundamental physical, health, and social benefits of our natural and built systems;
- Apply ecosystem-based approaches: Incorporate ecosystem resilience, protection of ecosystem services, and sustainable resource management; and,

- Maximize mutual benefits: Support resilience and conservation initiatives across built, social, economic, and natural systems, such as disaster preparedness, to ensure synergies across systems and reduce/avoid impacts of maladaptation.

Utilities Industry Forum

As part of the REAP 2.0 program, SCAG is positioned to receive an allocation of \$246M, with \$35M of these funds to be allocated to the new Regional Utilities Supporting Housing (RUSH) program. The RUSH program will be a competitive grant program that will fund systemwide sustainable utility infrastructure to support housing production throughout the SCAG region. As such, SCAG, in partnership with Placeworks and the Urban Land Institute of Los Angeles (ULI/LA), will be hosting a week-long Advisory Services Panel event on April 24-28, 2023, that will culminate into a day-long Utilities Industry Forum on April 28th. This event will bring together local and national experts to discuss innovative strategies and solutions to plan, finance, and implement regional utilities to accelerate infill housing production in the region.

Throughout the week, expert panelists will hold interviews with key stakeholders, such as local jurisdictions, utility providers, and local practitioners that work in utilities and infrastructure. At the Utilities Industry Forum at the end of the week, the panelists will present key findings and recommendations. Although the expert panelists are still being confirmed, the Southern California Water Coalition's Executive Director Charles Wilson is a potential panelist. The Industry Forum will serve as an opportunity for SCAG to explore potential implementation strategies and investments in sustainable water infrastructure.

Looking forward, SCAG staff will continue to provide updates to the Energy and Environment Committee on the agency's progress on completing the activities in Resolution 22-647-3.

Water Resilience Guest Speakers

In an effort to highlight best practices on sustainable water use and management, SCAG welcomes Heather Cooley, Director of Research at the Pacific Institute, and Morgan Shimabuku, Senior Researcher, to speak on best practices for storm water capture, ground water recharge, drought tolerant landscaping, and climate-related trends for the Colorado River. For 35 years, the Pacific Institute has provided trusted science-based research, recommended feasible policy and practice solutions, and convened diverse stakeholders —from frontline communities and water utilities to Fortune 500 companies and governments —to advance solutions for the world's most urgent water challenges. From the Colorado River Basin of the drought-prone US West to the world stage at the UN Climate Change Conference in Egypt, decision-makers turn to the Pacific Institute for science-backed leadership on water resilience.

FISCAL IMPACT:



Work for this effort is funded in SCAG's Fiscal Year 2022-2023 Overall Work Program (OWP) under project 065-4092.01 (Adaptation Analysis) and project 290-4914.01 (Land Use Alternatives Development).



Southern California Association of Governments
Remote Participation Only
April 6, 2023

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Karen Calderon, Senior Regional Planner
(213) 236-1983, calderon@scag.ca.gov
Subject: Connect SoCal 2024 Program Environmental Impact Report (State
Clearinghouse No.: 2022100337): Status Update on Stakeholder Outreach
and Highlights of Preliminary Approaches to Major Components

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:
Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, TC, AND RC:
Receive and File

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

EXECUTIVE SUMMARY:
At the February 2, 2023 meeting SCAG staff provided the EEC with a status update on the public comments received on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (2024 Draft PEIR) for the proposed 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), referred to alternatively as “Connect SoCal 2024”, “Plan”, or “Project”. This report provides the EEC with a status update on stakeholder outreach efforts and highlights of preliminary approaches to major components to be included in the 2024 Draft PEIR. Further, this report provides a schedule of events relating to preparation of the PEIR. Staff plans to provide periodic updates on the progress of the PEIR development and to give EEC members ample opportunity to become familiar with the PEIR such that a recommendation for approval to release the 2024 Draft PEIR can be made to the Regional Council (RC) currently planned in Fall 2023.

Background:

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

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

The PEIR will serve as a first-tier, programmatic document and provides a region-wide assessment of potential environmental impacts of the proposed Connect SoCal 2024, including direct and indirect impacts, growth-inducing impacts, and cumulative impacts. The PEIR must also evaluate alternatives to the proposed Connect SoCal 2024 and propose feasible mitigation measures.

Status Update on 2024 PEIR Stakeholder Outreach:

The 2024 PEIR team (comprising SCAG staff and consultants) has complied with all applicable public and tribal outreach requirements, pursuant to CEQA and Assembly Bill (AB 52), for the 2024 Draft PEIR. As discussed below, largescale outreach efforts were conducted for the NOP and with tribal governments as appropriate for the large geographic and demographically diverse area.

In addition to the required outreach efforts, the PEIR team has—and will continue to—engage with stakeholders, including representatives of tribal governments, throughout the 2024 Draft PEIR development by providing periodic PEIR status updates and sharing the preliminary approaches to major components. Additional outreach efforts are beyond state requirements, and as such there are no guidelines for how to conduct these efforts. Considering SCAG's existing forums, Plan outreach initiatives, and past stakeholder outreach efforts from previous RTP/SCS PEIRs, the PEIR team developed an approach to additional stakeholder outreach that consists of two components: 1) leveraging existing stakeholder outreach forums, primarily SCAG's Technical Advisory Committees and Working Groups, and 2) targeted outreach of key stakeholders on topics specific to the PEIR. Stakeholder outreach efforts for 2024 Draft PEIR, to date, are presented in Table 1, below.

1. Required Stakeholder Outreach Pursuant to CEQA and AB 52

NOP Public Outreach. On October 17, 2022, staff released the NOP of a Draft PEIR for a required

30-day public review and comment period ending on November 16, 2022. The NOP was distributed to over 5,000 stakeholders and members of the public. A summary of the NOP was translated into five languages and published in 12 newspapers across the SCAG region. As part of the scoping process, two virtual public NOP scoping meetings were conducted on November 9 and 10, 2022, respectively.

Tribal Outreach. On October 13, 2022, PEIR staff requested a list from the California Native American Heritage Commission (NAHC) of California Native American tribes that are traditionally and culturally affiliated with the geographic area of the Plan. SCAG staff initiated the tribal consultation process on October 27, 2022 by sending Tribal Consultation Initiation letters to all of SCAG's tribal contacts within the 15 days of the release of the NOP, as required by AB 52. Additional letters were sent on December 14, 2022 and December 20, 2022, upon receipt of the tribal contacts list from the NAHC. In total, staff contacted 64 tribal contacts and 54 tribes in the SCAG region. The AB 52 tribal outreach concluded on January 20, 2023 with no requests for consultation.

2. Additional Stakeholder Outreach

Leveraging Existing Stakeholder Outreach Forums. The PEIR team is leveraging SCAG's existing Technical Advisory Committees and Working Groups to advance the outreach efforts on the 2024 Draft PEIR. SCAG's Technical Advisory Committees and Working Groups function as a forum for SCAG staff to engage stakeholders in the development and implementation of plans and policies, including the Connect SoCal 2024 PEIR. Members and attendees of SCAG's Technical Advisory Committees and Working Groups include representatives from the business/development sector; the environmental sector; local jurisdictions; and the general public. To date, the PEIR team has provided six PEIR updates to four different Technical Advisory Committees and Working Groups. See Table 1, 2024 Draft PEIR Stakeholder Outreach, below for dates and topics covered. Staff will continue to update Table 1 as the 2024 Draft PEIR outreach efforts continue. To learn more or view past agendas and presentations, please visit SCAG's Technical Advisory Committees and Working Groups [webpage](#).

Targeted Stakeholder Outreach. The 2024 PEIR team is also conducting targeted outreach to key stakeholders by topics specific to the PEIR. For example, PEIR staff reached out to representatives of all five air districts in the SCAG region to discuss the preliminary approach to 2024 Draft PEIR's air quality and GHG sections. Two one-and-one meetings were coordinated with CEQA staff from the South Coast Air Quality Management District and Ventura County Air Pollution Control District through this effort, as detailed in Table 1. When appropriate, staff has also coordinated meetings with public agencies and other interested stakeholders to hold specific PEIR related discussions, upon request. The content for targeted outreach was tailored to the specific interests of the stakeholders.

Table 1: 2024 Draft PEIR Stakeholder Outreach (As of Mid-March 2023)

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

Stakeholder engagement efforts throughout the development of the 2024 Draft PEIR will be ongoing through both existing venues and targeted meetings on specific PEIR topics, upon request.

Highlights of Preliminary Approaches to Major Components of the 2024 Draft PEIR:

Building upon the certified Final PEIR for Connect SoCal 2020 and the 2024 Draft PEIR presentations

and discussions at various targeted stakeholder outreach meetings discussed above, SCAG staff has prepared a set of preliminary approaches to the 2024 Draft PEIR. While staff continues to evaluate various appropriate approaches to the PEIR analysis during preparation of the 2024 Draft PEIR document, which is ongoing at this time, staff's intent is to inform the EEC members of the PEIR team's current thinking to offer the opportunity to review, comment, and become familiar with the PEIR's approaches such that a recommendation for approval to release the 2024 Draft PEIR document may be made to the RC in Fall 2023.

The following discussion highlights the preliminary approaches to addressing four major components of the 2024 Draft PEIR.

1. Environmental Setting

CEQA requires an EIR to identify an environmental setting and create a baseline to which potential incremental environmental impacts that would be expected to result from implementation of the proposed Plan is compared. CEQA allows discretion for the Lead Agency to select an appropriate CEQA baseline to determine what constitutes existing conditions. The 2024 Draft PEIR is proposing to select 2019 as the baseline year, based on the following considerations: stable benchmark that is appropriate for a regionwide environmental analysis; availability of comprehensive data (i.e. land use, demographics, traffic count, and vehicle miles traveled) at the regional scale; as well as technical and modeling assumptions for the proposed Plan. Where appropriate and identified throughout the 2024 Draft PEIR, the base year of the environmental and regulatory settings of some resource areas may vary to better characterize baseline conditions and may differ from the time of the NOP release.

2. Environmental Impacts Analyses by Topics

Structure and Environmental Topics. Similar to the Connect SoCal 2020 PEIR, the contents of the 2024 Draft PEIR will be structured to follow the environmental topics included in the Appendix G of the CEQA Guidelines, as presented in Table 2, Environmental Topics Covered in the 2024 Draft PEIR, below. Please note that Environmental Justice is not an issue area required for environmental analysis under CEQA, and, therefore, the 2024 Draft PEIR will not include a designated Environmental Justice section. However, a robust Environmental Justice analysis will be included in Connect SoCal 2024, and the 2024 Draft PEIR will integrate and cross-reference relevant information from the Connect SoCal 2024 Environmental Justice analysis throughout the various Draft PEIR sections, where applicable.

Table 2: Environmental Topics* Covered in the 2024 Draft PEIR

<ul style="list-style-type: none"> • Aesthetics • Agriculture and Forestry Resources • Air Quality** • Biological Resources • Cultural Resources • Energy • Geology and Soils • Greenhouse Gas Emissions • Hazards and Hazardous Materials • Hydrology and Water Quality 	<ul style="list-style-type: none"> • Land Use and Planning • Mineral Resources • Noise • Population and Housing • Public Services • Recreation • Transportation • Tribal Cultural Resources • Utilities and Service Systems • Wildfire
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Notes: *Environmental Justice is not an issue area required for environmental analysis under CEQA, and, therefore, the 2024 Draft PEIR will not include a designated Environmental Justice section. ** The Air Quality Section will include a Health Risk Assessment. The Air Quality Section will also include a Health Impact Assessment per the December 2018 California Supreme Court’s decision in the case of *Sierra Club v. County of Fresno* (2018) 5. Cal. 5th 502.

Analytical Themes. Analysis of CEQA topic areas, where applicable, will include Plan benefits that are anticipated to result from region-wide, ongoing implementation of policies and programs that promote active transportation, public health, and quality of life and that also integrate transit and transportation facilities with land use planning and sustainable communities strategies in the SCAG region. The 2024 Draft PEIR may also recognize other environmental-related SCAG work efforts and initiatives underway that could co-benefit the environment in addition to Plan benefits.

The 2024 Draft PEIR will also enhance its interdisciplinary approach to analyzing environmental impacts, acknowledging crossover in environmental impacts between resource areas (e.g., environmental impacts from hydrogen vehicles crossover between air quality construction emissions, transportation of hazardous materials, and energy). The 2024 Draft PEIR will look for opportunities to identify shared impacts and address them comprehensively to the extent feasible.

Additionally, the 2024 Draft PEIR aims to increase clarity and succinctness of the PEIR document, where feasible and appropriate, by cross-referencing within and across sections to avoid duplication. Technical appendices will be used to hold extensive technical details to condense analyses in the 2024 Draft PEIR sections to be more reader friendly while maintaining the informative value to decision-maker and the public.

3. CEQA Mitigation Measures

CEQA requires that SCAG identify all feasible mitigation measures in the PEIR that will avoid or substantially lessen the significant environmental effects of the Plan. As SCAG has no concurrent authority/jurisdiction to implement mitigation related to transportation and land use projects or plans that implement Connect SoCal 2024, the upcoming 2024 Draft PEIR will employ the same approach to mitigation measures as the previously certified PEIRs for the 2016-2040 RTP/SCS and Connect SoCal 2020 (2020-2045 RTP/SCS). The mitigation approach will bifurcate the mitigation measures into two types: SCAG mitigation measures and project-level mitigation measures.

SCAG Mitigation Measures. SCAG mitigation measures are program wide measures for implementation by SCAG that address the large-scale regional impacts from the variety of projects spread over more than 20 years.

Project-level Mitigation Measures. The 2024 Draft PEIR will also identify project-level mitigation measures as resources for implementing CEQA lead agencies to consider, as applicable and feasible, when these agencies conduct and carry out subsequent, project-specific design, environmental analyses, and decision-making processes to meet the specified performance standards for the mitigation to achieve.

The bifurcated mitigation approach fulfills SCAG's responsibilities as a lead agency pursuant to the provisions of CEQA; recognizes the limits of SCAG's authority; distinguishes between SCAG commitments and project-level lead agency responsibilities; optimizes flexibility for project implementation; and facilitates CEQA streamlining and tiering where appropriate on a project-by-project basis determined by each implementing agency. Plan Design Features may also serve to mitigate the potential environmental impacts of the Plan.

4. Alternatives Analysis Approach

The 2024 Draft PEIR will consider a range of reasonable alternatives to Plan. Pursuant to CEQA, a range of reasonable alternatives include those alternatives that would feasibly attain most of the basic objectives of the 2024 Draft PEIR but would avoid or substantially lessen any of the significant environmental effects. The range of alternatives required in the PEIR is limited to only those alternatives necessary to permit a reasoned choice. The PEIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative. The PEIR will briefly describe the rationale for selecting the alternatives to be discussed.

Connect SoCal 2024 is still under development which will inform the design considerations for the number and range of alternatives considered in the 2024 Draft PEIR. However, based on the preliminary evaluation of previous RTP/SCSs and respective alternatives analysis in the associated

PEIRs, SCAG staff has generally observed that as local agencies incorporate RTP/SCS concepts into their own general/local plans, the previously analyzed No Project alternatives are showing signs of converging with previous regional plans. Additionally, as the Plan is updated and improves each cycle, it also gets closer to regional policies for more compact development patterns in high-quality transit areas (HQTAs). As such, SCAG has found that using a scenario planning process to identify alternative land use patterns for the 2024 RTP/SCS to be less useful and instead incorporated regional growth strategies in datasets for review by local jurisdictions which will then be incorporated into the Plan. Given this shift in approach and the converging of alternative scenarios, SCAG is currently considering a qualitative analytical approach for the alternatives other than the No Project Alternative.

The PEIR team is still in the process of identifying impacts of the Plan but is considering to, at a minimum, analyze the following two Plan alternatives in the 2024 Draft PEIR: 1) No Project Alternative and 2) Intensified Land Use Alternative, as discussed below. The No Project Alternative and the Intensified Land Use Alternative are expected “book-ends” of the range of potential alternatives to provide a framework for understanding the greatest potential impacts from alternatives when compared to the proposed Plan.

No Project Alternative. The No Project Alternative is required by CEQA Guidelines Section 15126.6(e)(2) and assumes what would reasonably be expected to occur in the foreseeable future if Connect SoCal 2024 were not adopted. The No Project Alternative assumes continued implementation of goals and polices of the adopted 2020 RTP/SCS, as amended. The No Project Alternative would include those transportation projects that are in the first year of the previously conforming FTIP (i.e., 2023 FTIP).

Intensified Land Use Alternative. SCAG anticipates that it will consider an Intensified Land Use Alternative which would be based on a transportation network for the 2024 RTP/SCS with more aggressive land use development patterns. Land use development patterns in this alternative would build on land use strategies as described in the Plan by maximizing growth around HQTAs. Potential growth patterns associated with this alternative would optimize urban areas and suburban town centers, livable corridors, and neighborhood mobility areas.

Next Steps:

Key milestones for development of the Connect SoCal 2024 PEIR are listed in Table 3, below.

Table 3: Key Milestones for the Connect SoCal 2024 PEIR

Milestones	Dates (Expected)
Release of 2024 Draft PEIR for Public Review and Comments	Within 30 days after Draft Connect SoCal 2024 Release
2024 Draft PEIR Public Review and Comment Period Closes	At least 45 days after 2024 Draft PEIR



	Release
Certification of the Final PEIR for the Final Connect SoCal 2024 by the RC	April 2024

Key milestones for EEC review of and action on the Connect SoCal 2024 PEIR are listed in Table 4, below.

Table 4: Key Milestones for EEC Review of and Action on the Connect SoCal 2024 PEIR

Milestones	Dates (Expected)
EEC Review of Preliminary Approaches to 2024 Draft PEIR Major Components and Preliminary Contents	Spring-Summer 2023 (this meeting)
EEC Review of the Highlighted Contents of the 2024 Draft PEIR and Consideration to Recommend that RC Release the 2024 Draft PEIR for Public Review and Comments	Fall 2023
EEC Review of the Highlighted Contents of the Proposed 2024 Final PEIR and Consideration to Recommend that RC Certify the Proposed 2024 Final PEIR	March 2024

Staff will continue to provide periodic status updates to the EEC at the next several EEC or Joint Committee meetings as development of the Connect SoCal 2024 PEIR progresses such that a recommendation for approval to release the 2024 Draft PEIR can be made to the RC currently planned in Fall 2023.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. PowerPoint Presentation - 2024 PEIR Stakeholder Outreach and Approach to Major Components



Connect SoCal 2024 PEIR: Stakeholder Outreach and Preliminary Approaches to Major Components

Energy and Environment Committee
April 6, 2023

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Presentation Agenda

- 1 Introduction
- 2 Objectives
- 3 Stakeholder Outreach Efforts & Opportunities
- 4 Highlights of Preliminary Approaches to Major Components
- 5 Next Steps

Connect SoCal 2024 PEIR and SCAG's Role

- SCAG is the CEQA Lead Agency for the Connect SoCal 2024
- SCAG determined a Program EIR is the appropriate type of CEQA document
- The PEIR will include a region-wide, first-tier, programmatic level environmental assessment



Presentation Objectives

- 1) Stakeholder outreach efforts and opportunities
- 2) Highlights of preliminary approach and seek early feedback before release of the 2024 Draft PEIR (anticipated Fall 2023)



Stakeholder Outreach Efforts & Opportunities



Stakeholder Outreach Efforts & Opportunities

Required Public Outreach Pursuant to CEQA

- SCAG released the [Notice of Preparation \(NOP\) of a Draft PEIR](#) for Connect SoCal 2024 (State Clearinghouse No.: 2022100337) for a required 30-day public review and comment period:
10/17/2022 – 11/16/2022
- Held two virtual public scoping meetings on November 9 and 10, 2022.



NOTICE OF PREPARATION

TO: Interested Agencies, Organizations, and Individuals

SUBJECT: Notice of Preparation of a Draft Program Environmental Impact Report for Connect SoCal 2024 (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy) (State Clearinghouse No. T80)

DATE: October 17, 2022

LEAD AGENCY: Southern California Association of Governments
900 Wilshire Blvd, Suite 1700
Los Angeles, California 90017

The Southern California Association of Governments (SCAG), as Lead Agency, is publishing this Notice of Preparation (NOP) to prepare a Draft Program Environmental Impact Report (Draft PEIR) in accordance with the California Environmental Quality Act (CEQA) for the proposed 2024-2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), referred to alternatively as "2024 RTP/SCS", "Connect SoCal 2024", "Plan", or "Project".

To ensure full consideration of environmental issues with potential significant adverse impacts when preparing the Draft PEIR, all written comments on the NOP must be received within thirty (30) days of the start of the required 30-day public review and comment period, which begins October 17, 2022, and ends November 16, 2022 at 5:00 PM (PST).

Two (2) virtual public scoping meetings for the NOP, each providing the same information, will be held on **Wednesday, November 9, 2022, from 6:00 PM to 8:00 PM**, and **Thursday, November 10, 2022, from 10:00 AM to 12:00 PM**. The meetings will be held in an online format using Zoom. You may join, view, and participate in the meetings by using the Zoom application, your web browser, or by phone. Information for the webinar is provided below:

<https://scag.zoom.us/j/91023287939>
 Dial by location: +1 669 900 6833 US Toll or +1 669 444 9171 US Toll
 Meeting ID: 810 2328 7939

Please send your comments on the NOP to Ms. Karen Calderon, Senior Regional Planner, either electronically to: ConnectSoCalPEIR@scag.ca.gov or by mail to the address shown above. If you wish to be placed on the mailing list to receive CEQA notices regarding the PEIR for the Plan, need additional information, or require special accommodations or translation services for a scoping meeting, please email Ms. Karen Calderon at least 72 hours prior to the scoping meeting or call (213) 236-1983 so that SCAG has sufficient time to make arrangements.

Footnote: SCAG. Available at: <https://scag.ca.gov/ceqa>

Required Tribal Outreach Pursuant to AB 52

- California Native American Heritage Commission (NAHC) provided a contact list of tribes traditionally and culturally affiliated with the SCAG region
- Staff sent Tribal Consultation Initiation letters to 64 tribal government contacts (representing 54 tribes)
- Concluded required AB 52 tribal outreach with no requests for consultation



STATE OF CALIFORNIA
NATIVE AMERICAN
HERITAGE COMMISSION



Additional Stakeholder Outreach

- Beyond state requirements
- Consider SCAG's existing forums, Plan outreach initiatives, and outreach efforts from previous RTP/SCS PEIRs
- Consists of two components:
 - 1) leveraging existing stakeholder outreach forums
 - 2) targeted outreach



Existing Stakeholder Outreach Forums (Ongoing)

- [Technical Advisory Committees](#)
- [Regional Planning Working Groups](#)
- [SCAG's Policy Committees](#)
- Attendants include representatives from the business/development sector; the environmental sector; local jurisdictions; and the general public

Targeted Stakeholder Outreach (Ongoing)

- Key stakeholders by topics specific to the PEIR
 - E.g. Air Districts
- Meetings with public agencies and other interested stakeholders, upon request
- Stakeholder engagement opportunities will be ongoing throughout the development of the 2024 Draft PEIR



HIGHLIGHTS OF PRELIMINARY APPROACHES TO MAJOR COMPONENTS

Highlights of Preliminary Approaches to Major Components

Environmental Setting

- CEQA requirements
 - Typically, date of NOP release
 - CEQA allows Lead Agency discretion
- Proposing to select 2019 as baseline year
- Preliminary Considerations:
 - Stable and appropriate for regionwide environmental analysis
 - Data availability
 - Technical and modeling assumptions
- CEQA baseline year may vary depending on environmental resource areas

Environmental Impacts Analyses by Topics

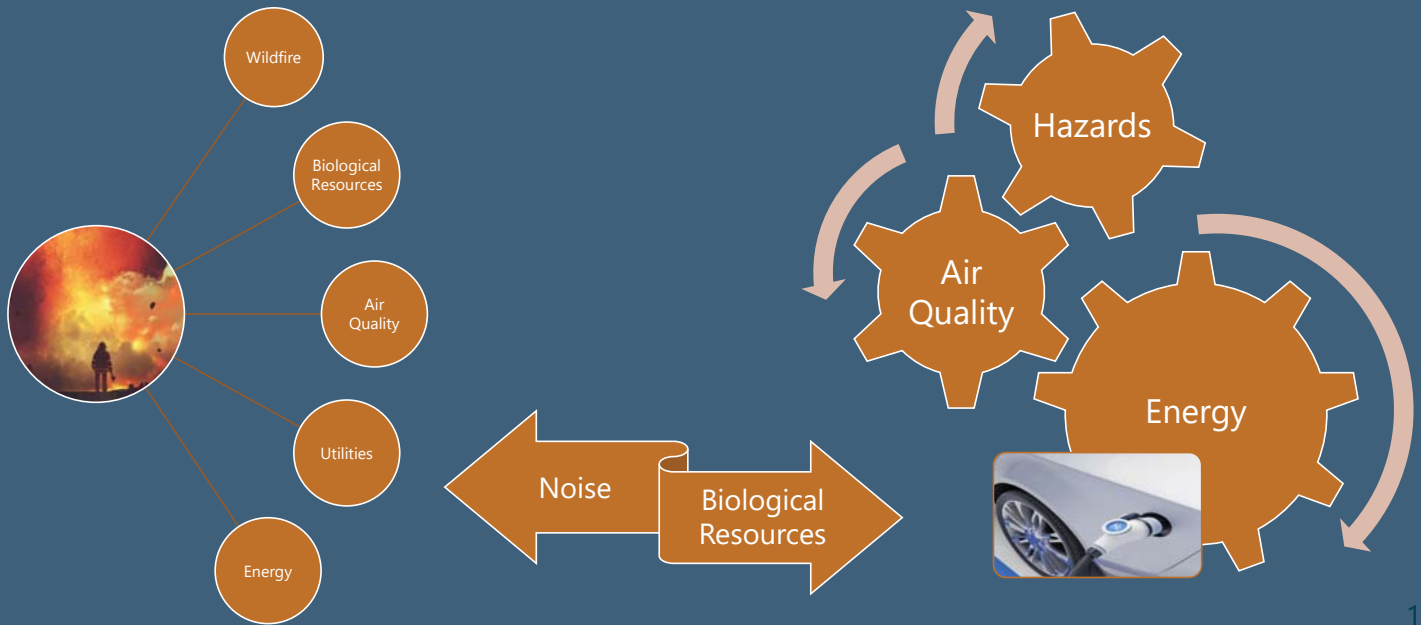
- Structure and topics consistent with Appendix G of the CEQA Guidelines
- Environmental Justice is not a CEQA impact area

Environmental Topics Covered in the 2024 Draft PEIR		
Aesthetics	Agriculture & Forestry Resources	Air Quality
Biological Resources	Cultural Resources	Energy
Geology and Soils	Greenhouse Gas Emissions	Hazards and Hazardous Materials
Hydrology & Water Quality	Land Use & Planning	Mineral Resources
Noise	Population and Housing	Public Services
Recreation	Transportation	Tribal Cultural Resources
Utilities & Service Systems	Wildfire	

Analytical Themes

- Discuss Plan elements and other environmental-related SCAG work that could co-benefit the environment, where applicable
- Enhance interdisciplinary approach to analyzing environmental impacts

Examples of Interdisciplinary Approach



Mitigation Measures

- CEQA requirements
- SCAG has no authority or jurisdiction to require or implement project-level mitigation
- SCAG Mitigation Measures
 - Implemented by SCAG
- Project-Level Mitigation Measures
 - Implemented by local agencies or developers, as applicable
 - Useful for tiering
- Plan Design Features may also serve to mitigate potential environmental impacts of the Plan



Preliminary Consideration of Alternatives

- CEQA Requirements:
 - No Project Alternative
 - A range of reasonable alternatives
 - Meet most of the basic project objectives (Plan Goals and Objectives)
 - At least one needs to be environmentally superior
- Preliminary Alternatives:
 - No Project Alternative (Quantitative)
 - Intensified Land Use Alternative (Qualitative)



Conclusion

Next Steps





THANK YOU!

For more information, please visit: <https://scag.ca.gov/peir>

For questions, please contact Karen Calderon at: (213) 236-1983
or via e-mail: ConnectSoCalPEIR@scag.ca.gov



Southern California Association of Governments
Remote Participation Only
April 6, 2023

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Anita Au, Planning Supervisor
(213) 236-1874, au@scag.ca.gov

Subject: Connect SoCal 2024: Equity Analysis Update - Priority Equity Communities

RECOMMENDED ACTION FOR EEC:

Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, TC, and RC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

With direction from the Regional Council, Energy and Environment Committee (EEC), and Racial Equity and Regional Planning Subcommittee, SCAG continues to affirm its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California by working to operationalize racial equity through regional planning functions. Last year staff proposed a new approach for Connect SoCal 2024’s Equity Analysis to the EEC. This staff report and the corresponding presentation provides an update on SCAG’s proposed approach for the Equity Analysis resulting from collaboration with internal subject matter experts and external stakeholders. Staff propose revised methods for defining Priority Equity Communities (formerly Environmental Justice areas) and Equity Performance Measures to frame and focus the Equity Analysis on populations that have been historically marginalized and are susceptible to inequitable outcomes.

BACKGROUND:

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for

integrating land use and transportation for increased mobility and more sustainable development. SCAG's next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. An Equity Analysis is included to comply with statutory requirements and ensure there are no disparate or disproportionate impacts to people of color or low-income populations as a result of implementing Connect SoCal 2024.

The consideration of Environmental Justice (EJ) in the transportation process stems from Title VI of the Civil Rights Act of 1964,¹ and was further enhanced by Executive Order 12898² (1994) which established the need for transportation agencies to disclose to the general public the benefits and burdens of proposed projects on people of color and low-income populations. Executive Order 12898 amplified Title VI by providing protections based on income in addition to race and ordered all federal agencies to consider environmental justice during the planning and decision-making process for all federally funded projects. As a Metropolitan Planning Organization (MPO) that receives federal funding, SCAG is required to conduct early and meaningful outreach to EJ communities and develop an EJ analysis for its regional transportation plans. In addition to federal requirements, SCAG must also comply with California Government Code Section 11135,³ which mandates fair treatment of all individuals for all state-funded programs and activities.

In July 2020, SCAG's Regional Council adopted Resolution 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California and subsequently adopted the Racial Equity Early Action Plan (EAP) in May 2021, outlining goals, strategies, and actions to advance equity. The Energy and Environment Committee (EEC) provides policy direction for this work, which aligns with the primary goals of the EAP, which are to: 1) center racial equity in regional policy and planning and bring equity into SCAG's regional planning functions, and 2) encourage racial equity in local planning practices by promoting racial equity in efforts involving local elected officials and planning professionals. In March 2023, SCAG's Joint Policy Committee adopted the Racial Equity and Regional Planning Subcommittee White Paper, which included recommendations for Connect SoCal 2024 and suggested preliminary strategies for inclusion in the Plan.

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

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

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

On April 7, 2022, staff provided the EEC a preview of the approach for the Connect SoCal 2024 Equity Analysis, including revisiting the populations and communities analyzed in previous EJ analyses, and developing a new equity area definition of Priority Equity Communities. On September 1, 2022, staff provided the EEC with proposed updates to the equity performance measures for Connect SoCal 2024. With the input from members of the EEC and collaboration with internal subject matter experts and external stakeholders from SCAG's Equity Working Group and Technical Working Group, staff propose an updated method for defining Priority Equity Communities to frame and focus the Equity Analysis on populations that have been historically marginalized and are susceptible to inequitable outcomes.

DEFINING PRIORITY EQUITY COMMUNITIES:

Staff propose replacing the three equity communities (i.e., Environmental Justice Areas, SB 535 Disadvantaged Communities, and Communities of Concern) with a new, flexible equity area definition, called Priority Equity Communities, to comply with statutory requirements and support SCAG equity efforts beyond the Plan. Priority Equity Communities are *census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.*

Staff propose determining a census tract as a Priority Equity Community if there is a concentration above the county average of:

1. **BOTH** low-income households and people of color; **OR**
2. **EITHER** low-income households or people of color **AND** of four or more of the following:
 - i. Vulnerable Ages [Older adults (65+) or Young Children (<5)]
 - ii. People with Disabilities
 - iii. People with Limited English Proficiency
 - iv. Limited Vehicle and Transit Access [zero- and one-vehicle households not located near a High-Quality Transit Corridor]
 - v. People without a High School Diploma
 - vi. Single Parent Households
 - vii. Housing Cost Burdened Households [including homeowners and renters]

With the proposed approach, Priority Equity Communities cover 50 percent of the region's population. The counties of Orange (49.3%), Riverside (46.1%), and Ventura (44.7%) would have under half of their population in Priority Equity Communities.

Existing Equity Area Definitions

Recently, several federal, state and local agencies developed equity area definitions that cover all or part of the SCAG region. They defined these "equity areas," sometimes called Disadvantaged Communities, Priority Populations or Equity Focus Communities, to target analysis, investment and policy benefits in historically marginalized communities. Each equity area definition and

methodology differ to serve its own purpose, and as a result highlights different areas of the region. With the proposed definition of Priority Equity Communities, there are significant spatial overlaps with the following equity area definitions:

- Disadvantaged Communities per Climate and Economic Justice Screening Tool, US Council on Environmental Quality
- Disadvantaged Communities per *[draft]* Equitable Transportation Community Explorer, US Department of Transportation (DOT)
- Transportation Disadvantaged Census Tracts⁴, US DOT
- SB535 Disadvantaged Communities per CalEnviroScreen 4.0, California Environmental Protection Agency and California Office of Environmental Health Hazard Assessment
- Priority Populations per *[draft]* Transportation Equity Index, Caltrans
- Transportation Equity Zones, SCAG
- Equity Focus Communities, Los Angeles County Metropolitan Transportation Authority

Note that there are several other data/mapping tools available to support equitable decision-making that do not specify a methodology for defining equity areas.

In partnership with several stakeholders, including community-based organizations, SCAG developed Transportation Equity Zones (TEZs) with the Mobility Innovations and Pricing Report (March 2022) to identify “areas that currently experience transportation-related burdens and may face disproportionate impacts from future mobility innovations.” Thus, staff propose using TEZs instead of Priority Equity Communities in the Equity Analysis only when evaluating impacts of mobility pricing strategies, like mileage-based user fees. This approach validates TEZs as an equity area definition that was developed with community input for a specific purpose, while still meeting statutory requirements.

EQUITY PERFORMANCE MEASURES:

As presented in September 2022, SCAG staff recommends several overarching enhancements to the performance measures, including incorporating data from the most recently available data sources, adding analysis from the Racial Equity Baseline Conditions Report, aligning demographics analyzed across performance measures, and incorporating disaggregated results where possible. To improve readability of the report, staff recommend consolidating measures to reduce redundant context, and focusing on the key takeaways from the analysis.

Based on feedback from EEC members at the September 1, 2022 and further discussion with subject-matter experts, staff modified methodologies for some of the Equity Performance Measures, including:

⁴ To be retired upon adoption of US DOT’s new tool.

- Revising the neighborhood change definition to identify *gentrifying neighborhoods*, or census tracts that were initially low-income and had significant increase in college-educated residents over a given time period, and adding an assessment of eviction filings to **Neighborhood Change and Displacement**
- Several changes to **Access to Everyday Destinations**:
 - Adding schools and health care facilities as destinations
 - Adding walking and biking access analysis
 - Removing bus-only transit analysis while maintaining all-transit analysis
 - Revising travel cost thresholds and park and retail access metrics based on a literature review
- Adding drought and earthquake hazard zones to **Resilience and Climate Vulnerabilities**

Attachment 1 (Proposed Equity Performance Measures) includes an updated list of the performance measures with definitions and the proposed changes in detail.

NEXT STEPS:

SCAG's Priority Equity Communities and Equity Performance Measures will be shared with the public through the Connect SoCal outreach workshop scheduled for April and May 2023. Through this outreach, staff aims to ground truth the Priority Equity Communities and assess the public's priorities on regional equity issues. Staff will return to the EEC to provide updates on the Connect SoCal 2024 Equity Analysis and any input received during the public outreach process. SCAG will continue to explore opportunities to incorporate Priority Equity Communities in planning practices and to advance equity through the policies and strategies in the plan.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. Proposed Equity Performance Measures (March 2023)
2. PowerPoint Presentation - Equity Analysis Update



Connect SoCal 2024

Draft Performance Measures: Equity*

Category	Subcategory**	Performance Measures	Plan Evaluation Measure***	Definition	New, Existing, Revised, Removed	Changes/Notes
Economy	Revenue Sources In Terms of Tax Burdens	Proportion of Connect SoCal revenue sources		Proportion of Connect SoCal revenue sources (taxable sales, income, and gasoline taxes) generated from low income households and people of color	Revised	Adding racial/ethnic disaggregation
Economy	Investments vs. Benefits	Transportation system investment benefit/cost ratio	X	Analysis of Connect SoCal investments by income quintile and race/ethnicity	Existing	Continue to 2024.
Economy	Geographic Distribution of Transportation Investments	Geographic distribution of transportation investments by mode	X	Evaluation of Connect SoCal transit, roadway, and active transportation infrastructure investments in various communities throughout the region	Existing	Continue to 2024.
Economy	Impacts from Mileage-Based User Fees (MBUF)	MBUF impacts		Examination of potential impacts from implementation of a mileage-based user fee on low income households and people of color in the region	Revised	Adding racial/ethnic disaggregation
Communities	Jobs-Housing Imbalance	Jobs-house balance		Comparison of median earnings for intra-county vs intercounty commuters for each county; analysis of relative housing affordability and jobs throughout the region	Revised	Adding racial/ethnic disaggregation
Communities	Neighborhood Change and Displacement	Neighborhood change trends		Examination of demographic changes within gentrifying neighborhoods	Revised	Adding racial/ethnic disaggregation; Added gentrifying neighborhoods definition
Communities	Neighborhood Change and Displacement	Eviction filings		Examination of eviction filings and households threatened with eviction within gentrifying neighborhoods	New	
Communities	Rail-Related Impacts	Proximity to rail corridors	X	Demographic analysis for areas in close proximity to rail corridors	Revised	
Communities	Rail-Related Impacts	Proximity to planned grade separations	X	Demographic analysis for areas in close proximity to planned grade separations	Revised	
Communities	Rail-Related Impacts	Proximity to railyards	X	Demographic analysis for areas in close proximity to railyards	New	
Mobility	Access to Everyday Destinations	Job access	X	Number of employments reachable within 15/30 minutes by automobile and 15/45 minutes by transit during morning peak period (6 - 9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	Revised	Added walkshed and bikeshed analyses; Removing bus-only transit analysis
Mobility	Access to Everyday Destinations	Shopping access	X	Number of retail establishments reachable within 15/30 minutes by automobile and 15/30 minutes by transit during morning peak period (6 - 9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	Revised	Added walkshed and bikeshed analyses; Removing bus-only transit analysis; Redefined transit travel time cost threshold; Revised access metric from number of retail employments
Mobility	Access to Everyday Destinations	Parks access	X	Percent of population that can reach a park location within 15/30 minutes by automobile and 15/30 minutes by transit during morning peak period (6 - 9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	Revised	Added walkshed and bikeshed analyses; Revising access metric from park acreage
Mobility	Access to Everyday Destinations	School access	X	Number of schools within 15/30 minutes by automobile and 15/30 minutes by transit during morning peak period (6 - 9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	New	
Mobility	Access to Everyday Destinations	Health care access	X	Number of health care facilities within 15/30 minutes by automobile and 15/30 minutes by transit during morning peak period (6 - 9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	New	
Mobility	Bicycle and Pedestrian Collisions	Bike and pedestrian collisions		Percent of Bicycle/Pedestrian HINs that fall within Priority Equity Communities	Revised	Renaming from "Active Transportation Hazards"; adding overlay with High Injury Network
Mobility	Travel Time and Travel Distance Savings	Distribution of travel time	X	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel time for 30 minutes auto and 45 minute transit	Existing	Continue to 2024.
Mobility	Travel Time and Travel Distance Savings	Distribution of travel distance	X	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel distance savings for 30 minutes auto and 45 minute transit	Existing	Continue to 2024.
Mobility	Share of Transportation System Usage	Mode share	X	Comparison of transportation system usage by mode for low income households and people of color relative to each group's regional population share	Existing	Continue to 2024.
Environment	Resilience and Climate Vulnerabilities	Climate risk areas	X	Assessment of overlay between Priority Equity Communities and Climate Risk Areas, including flood hazard zones, sea level rise, wildfire risk, substandard housing, extreme heat, drought, and earthquake hazard zones	Revised	Renaming from "Climate Vulnerability" indicators; Adding extreme heat, drought, and earthquake hazard zones
Environment	Emissions Impacts Analysis	Emissions impacts (CO and PM2.5)	X	Examination of change in air pollutant emissions region-wide as a result of the Plan in region and Priority Equity Communities	Existing	
Environment	Emissions Impacts Analysis	Proximity to freeways and highly traveled corridors	X	Examination of change in air pollutant emissions, focusing on demographics of areas in close proximity to freeways and highly traveled corridors, as a result of the Plan in region and Priority Equity Communities	Revised	Combining "Emissions Impacts Along Freeways and Highly Traveled Corridors" indicator into the "Emissions Impact Analysis"
Environment	Noise Impacts	Roadway Noise		Qualitative assessment of the disproportionate impacts of roadway noise impacts and the policies, programs, and plans to address project-level impacts	Revised	Combining with "Aviation Noise Impacts"; Shifting to qualitative analysis
Environment	Noise Impacts	Aviation Noise		Qualitative assessment of the disproportionate impacts of aviation noise impacts and the policies, programs, and plans to address project-level impacts	Revised	Combining with "Roadway Noise Impacts"
Environment	Public Health	N/A		Summary of historical emissions and health data for areas with high concentrations of minority and low income population	Removed	Public health topics (e.g., life expectancy, health insurance, and health risks) are incorporated throughout the Equity Analysis

*Formerly referenced as "Environmental Justice (EJ)"

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

***Plan Evaluation Measures are metrics that involve modeling outcomes to forecast regional performance with and without the implementation of the Plan. All other measures are "on-going" measures used to assess progress being made over time.



Equity Analysis Update

Anita Au and Annaleigh Ekman

April 6, 2023

Key Definitions



Environmental Justice

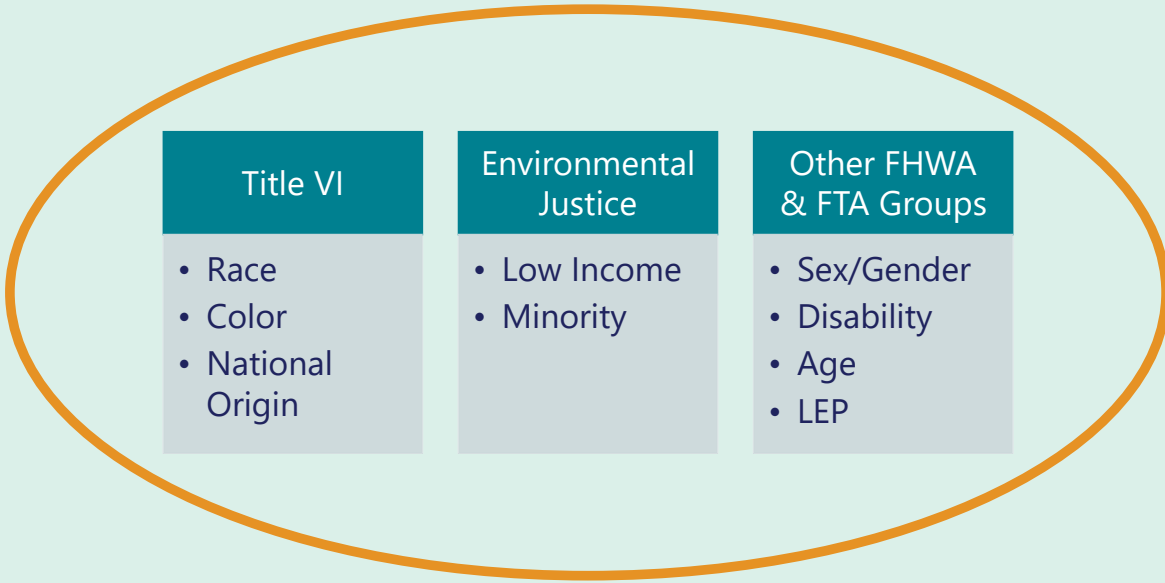
The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Racial Equity

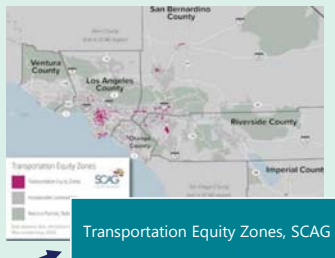
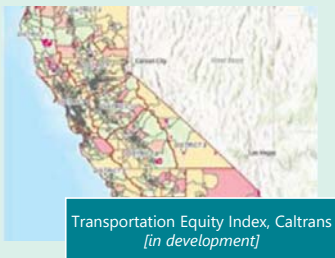
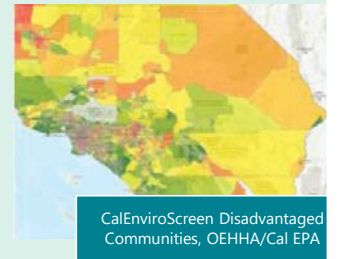
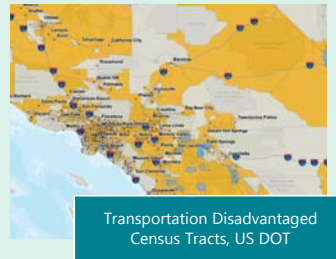
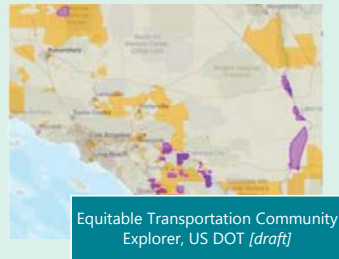
As central to SCAG's work, racial equity describes the actions, policies, and practices that eliminate bias and barriers that have historically and systemically marginalized communities of color, to ensure all people can be healthy, prosperous, and participate fully in civic life.

Incorporating Equity into Analysis

EQUITY



Existing Equity Area Definitions



Note: TEZs to be used in pricing discussion in Equity Analysis

Priority Equity Communities

Priority Equity Communities

Definition

Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.

Priority Equity Communities

Definition



Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.

7

Priority Equity Communities

Definition



Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.

8

Priority Equity Communities

Definition



Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.

Priority Equity Communities



Census tracts that have a concentration **above county average** of:

A.  People of Color &  Low-Income Households

B.  People of Color **OR**  Low-Income Households

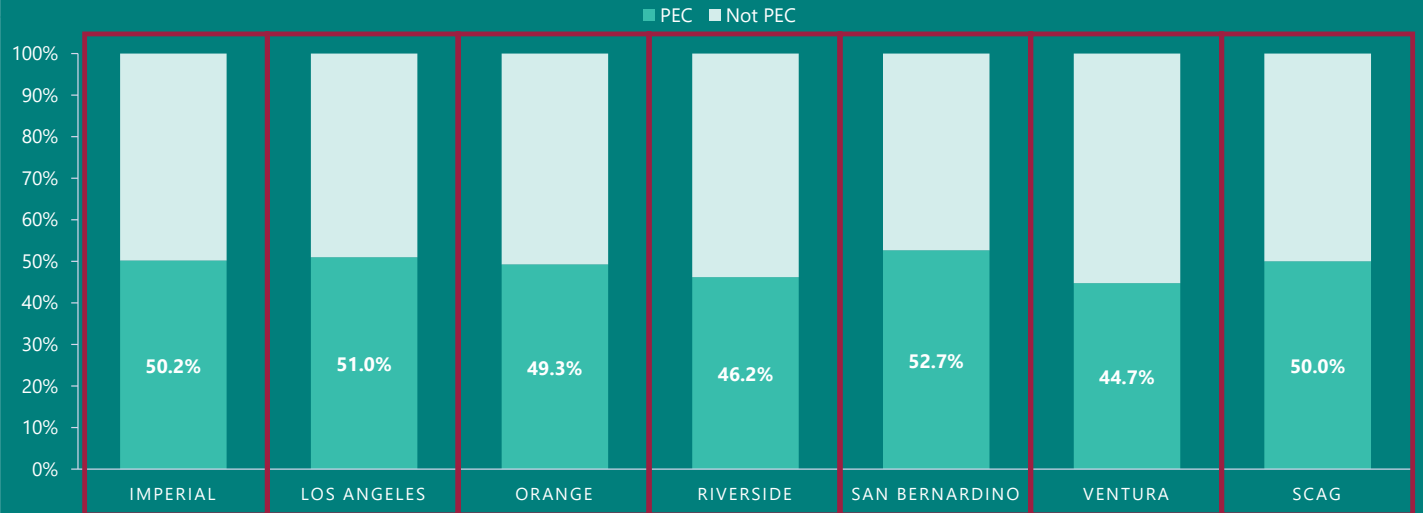
AND 4+ of the 7 other priority population criteria:

 Limited Vehicle and Transit Access	 Vulnerable Ages	 Single Parent Households
 People without a High School Diploma	 People with Disabilities	 Housing Cost Burdened Households
 People with Limited English Proficiency		

Priority Equity Communities Identification



PERCENT OF POPULATION IN PRIORITY EQUITY COMMUNITIES (PEC)



Equity Performance Measures

Equity Performance Measures



Economy

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

Communities

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

Mobility

- Share of Transportation System Usage
- Travel Time and Travel Distance Savings
- Access to Everyday Destinations
- Bicycle and Pedestrian Collisions

Environment

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

13

Next Steps

Timeline



Questions? Comments?

FOR MORE INFORMATION, PLEASE VISIT
SCAG.CA.GOV/CONNECT-SOCAL

