



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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Art Brown, Buena Park

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Jan C. Harnik, Riverside County Transportation Commission

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Art Brown, Buena Park

Community, Economic & Human Development
Frank Yokoyama, Cerritos

Energy & Environment
Deborah Robertson, Rialto

Transportation
Tim Sandoval, Pomona

SPECIAL MEETING

JOINT MEETING OF THE POLICY COMMITTEES (CEHD, EEC AND TC)

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

***Thursday, March 7, 2024
9:30 a.m. – 11:30 a.m.***

To Attend In-Person:

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

**SCAG Riverside Office – Suite 805
3403 10th Street
Riverside, CA 92501**

To Watch or View Only:

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

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/86344194827>

To Attend and Participate by Phone:

**Call-in Number: 1-669-900-6833
Meeting ID: 863 4419 4827**

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

To Attend In-Person and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Regional Council Room on the 17th floor starting at 9:30 a.m.

To Attend by Computer: Click the following link: <https://scag.zoom.us/j/86344194827>. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select “Join Audio via Computer.” The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

To Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 863 4419 4827**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

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

- 1. In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, March 6, 2024**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, March 6, 2024, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

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2. **Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.
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.

General Information for Public Comments

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

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

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

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**JOINT MEETING OF THE
POLICY COMMITTEES (CEHD, EEC, AND TC)
SPECIAL MEETING AGENDA**

VIDEOCONFERENCE AVAILABLE AT THE FOLLOWING LOCATION*

SCAG Riverside Office
3403 10th Street, Suite 805
Riverside, CA 92501

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

Community, Economic and Human Development (CEHD) Committee

<p>Ashleigh Aitken City of Anaheim - City Hall 200 S Anaheim Boulevard, 7th Floor Anaheim, CA 92805</p>	<p>Valerie Amezcua City of Santa Ana - City Hall 20 Civic Center Plaza, Room 813 Santa Ana, CA 92701</p>	<p>Drew Boyles City of El Segundo - City Hall 350 Main Street, Council Chambers El Segundo, CA 90245</p>
<p>Wendy Bucknum City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691</p>	<p>Don Caskey City of Laguna Hills - City Hall 24035 El Toro Road Laguna Hills, CA 92653</p>	<p>Debra Dorst-Porada City of Ontario - City Hall 303 East B Street Conference Room 2 Ontario, CA 91764</p>
<p>Lucy Dunn City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691</p>	<p>Keith Eich 4821 Daleridge Road La Canada Flintridge, CA 91011</p>	<p>Bob Engler Residence Inn by Marriott Washington Downtown/ Convention Center 901 L Street NW Washington DC 20001</p>
<p>Waymond Fermon 82-566 Cray Mill Drive Indio, CA 92203</p>	<p>Margaret E. Finlay 2221 Rim Rd. Duarte, CA 91008</p>	<p>Claudia Frometa City of Downey - City Hall 11111 Brookshire Avenue Council Conference Room Downey, CA 90241</p>
<p>Mark E. Henderson SBCCOG, Environmental Services Center 2355 Crenshaw Blvd, Suite 125 Torrance, CA 90501</p>	<p>Kathleen Kelly 46-100 Burroweed Lane Palm Desert, CA 92260</p>	<p>Tammy Kim Irvine Civic Center 1 Civic Center Plaza Irvine, CA 92623</p>
<p>Lauren Kleiman City of Newport Beach - City Hall 100 Civic Center Drive Bay 2D Newport Beach CA, 92660</p>	<p>Matt LaVere Ventura County Government Center 800 S Victoria Avenue, Fourth Floor Ventura, CA 93009</p>	<p>Jed Leano City of Claremont - City Hall 207 Harvard Avenue Conference Room Claremont, CA 91711</p>



**JOINT MEETING OF THE
POLICY COMMITTEES (CEHD, EEC, AND TC)
SPECIAL MEETING AGENDA**

<p>Carlos Leon City of Anaheim - City Hall 200 S Anaheim Boulevard, 7th Floor Anaheim, CA 92805</p>	<p>Anni Marshall City of Avalon - City Hall 410 Avalon Canyon Road Avalon, CA 90704</p>	<p>Casey McKeon Heslin Holdings 23421 South Pointe Dr, Suite 270 Laguna Hills, CA 92653</p>
<p>John A. Mirisch City of Beverly Hills - City Hall 455 N. Rexford Drive, 4th Floor Beverly Hills, CA 90210</p>	<p>Zizette Mullins City of Burbank - City Hall 275 East Olive Avenue, 2nd Floor Burbank, CA 91502</p>	<p>George A. Nava City of Brawley - City Hall 383 Main Street Brawley, CA 922277</p>
<p>Ariel Pe Lakewood City Council Chamber/Offices 5000 Clark Avenue Lakewood, CA 90712</p>	<p>Becky A. Shevlin City of Monrovia - City Hall 415 S Ivy Street Monrovia, CA 91016</p>	<p>Mary Solorio City of San Fernando - City Hall 117 Macneil Street San Fernando, CA 91340</p>
<p>Helen Tran City of San Bernardino - City Hall 290 North D Street 3rd floor Mayor's Conference Room San Bernardino, CA 92401</p>	<p>Mark Waronek 24116 Alliene Avenue Lomita, CA 90717</p>	<p>Acquanetta Warren City of Fontana - City Hall 8353 Sierra Ave Fontana, CA 92336</p>

Energy and Environment Committee (EEC)

<p>Art Bishop Town of Apply Valley - Town Hall 14955 Dale Evans Pkwy Conference Room A Apple Valley, CA 92307</p>	<p>Robert D. Copeland City of Signal Hill - City Hall 2175 Cherry Avenue Signal Hill, CA 90755</p>	<p>Ned E. Davis City of Westlake Village - City Hall 31200 Oak Crest Drive Westlake Village, CA 91361</p>
<p>Rick Denison Grand Desert Resort 265 E Harmon Avenue Business Suite, Tower 2, Main Lobby Las Vegas, NV 89119</p>	<p>Carmen Hernandez City of Barstow - City Hall 220 E Mountain View Barstow, CA 92311</p>	<p>Shari L. Horne City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637</p>
<p>Britt Huff City of Rolling Hills Estates - City Hall 4045 Palos Verdes Drive North Rolling Hills Estates CA, 90274</p>	<p>Dan Kalmick 16772 Glenhaven Lane Huntington Beach, CA 92647</p>	<p>Joe Kalmick City of Seal Beach - City Hall 211 8th Street, Council Chambers Seal Beach, CA 90740</p>
<p>Elaine Litster City of Simi Valley - City Hall 2929 Tapo Canyon Road Simi Valley, CA 93063</p>	<p>Vianey Lopez Ventura County Government Center 800 S. Victoria Avenue L#1860 Ventura, CA 93009</p>	<p>Luis Plancarte SCAG Imperial County Regional Office 1503 N. Imperial Avenue, Suite 104 El Centro, CA 92243</p>



**JOINT MEETING OF THE
POLICY COMMITTEES (CEHD, EEC, AND TC)
SPECIAL MEETING AGENDA**

<p>Deborah Robertson City of Rialto - City Hall 150 S. Palm Ave Rialto, CA 92376</p>	<p>Jeannette Sanchez-Palacios City of Ventura - City Hall 501 Poli Street Ventura, CA 93001</p>	<p>Nick Schultz City of Burbank - City Hall 275 East Olive Ave 2nd Floor, Council Office Burbank, CA 91502</p>
<p>Jennifer Stark City of Claremont - City Hall 207 Harvard Avenue Upstairs Citrus Room Claremont, CA 91711</p>	<p>Tamala Takahashi City of Burbank - City Hall 275 East Olive Avenue 2nd Floor, Council Office Burbank, CA 91502</p>	<p>Connor Traut 7897 Rio Vista Drive Earp, CA 92242</p>
<p>Stephanie Virgen City of Coachella - City Hall 1515 Sixth Street Coachella, CA 92236</p>		

Transportation Committee (TC)

<p>Adele Andrade-Stadler 2956 West Shorb Street Alhambra, CA 91803</p>	<p>Elizabeth Becerra City of Victorville - City Hall Conference Room A 14343 Civic Drive Victorville, CA 92392</p>	<p>Brian S. Berkson City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509</p>
<p>Russell Betts City of Desert Hot Springs - City Hall 11999 Palm Drive, Council Chambers Desert Hot Springs, CA 92240</p>	<p>Daniel Brotman City of Glendale - City Hall 613 E Broadway, Suite 200 Glendale, CA 91206</p>	<p>Ross Chun City of Laguna Hills - City Hall 24035 El Toro Road Laguna Hills, CA 92653</p>
<p>Denise Delgado Saul Martinez Elementary School 65705 Johnson Street Mecca, CA 92254</p>	<p>Jonathan Dumitru City of Orange - City Hall 300 E Chapman Ave Orange, CA 92866</p>	<p>J. John Dutrey City of Montclair - City Hall 5111 Benito St, Mayor's Office Montclair, CA 91763</p>
<p>James Gazeley City of Lomita - City Hall 24300 Narboone Avenue City Council Office Lomita, CA 90717</p>	<p>Jason Gibbs City of Santa Clarita - City Hall 23920 Valencia Boulevard First Floor, Orchard Conference Room Santa Clarita, CA 91355</p>	<p>Lauren Hughes-Leslie City of Lancaster - City Hall 44933 Fern Avenue Conference Room A Lancaster, CA 93534</p>
<p>Fred Jung City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton, CA 92832</p>	<p>Trish Kelley City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691</p>	<p>Linda Krupa City of Hemet - City Hall 445 E Florida Avenue Sister City Room Hemet, CA 92543</p>



**JOINT MEETING OF THE
POLICY COMMITTEES (CEHD, EEC, AND TC)
SPECIAL MEETING AGENDA**

<p>Bridgett Lewis City of Torrance - City Hall 3031 Torrance Boulevard Assembly Room - 3rd Floor Torrance, CA 90503</p>	<p>Malcolm Lilienthal City of Hemet - City Hall 445 E Florida Avenue Sister City Room Hemet, CA 92543</p>	<p>Richard Loa Law Offices of Richard Loa 536 East Palmdale Blvd Palmdale, CA 93550</p>
<p>Ken Mann City of Lancaster - City Hall 44933 Fern Avenue Conference Room A Lancaster, CA 93534</p>	<p>Marsha McLean City of Santa Clarita - City Hall 23920 Valencia Boulevard First Floor, Orchard Conference Room Santa Clarita, CA 91355</p>	<p>L. Dennis Michael City of Rancho Cucamonga - City Hall 10500 Civic Center Drive Rancho Cucamonga, CA 91730</p>
<p>Carol Moore City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637</p>	<p>Ara Najarian 500 N Brand Boulevard Suite 830 Conference Room Glendale, CA 91203</p>	<p>Maria Nava-Froelich Calipatria Unified School District 501 W. Main Street, Room 4 Calipatria, CA 92233</p>
<p>Frank J. Navarro City of Colton – City Hall Council Conference Room 650 N La Cadena Drive Colton, CA 92324</p>	<p>Sharona Nazarian City of Beverly Hills - City Hall 455 N. Rexford Drive, 4th Floor Beverly Hills, CA 90210</p>	<p>Ed Reece City of Claremont - City Hall 207 Harvard Avenue Council Office Room Claremont, CA 91711</p>
<p>Celeste Rodriguez City of San Fernando - City Hall 117 Macneil Street San Fernando, CA 91340</p>	<p>Crystal Ruiz 674 Sunnyside Boulevard San Jacinto, CA 92582</p>	<p>Ali Saleh City of Bell - City Hall 6330 Pine Avenue Bell, CA 90201</p>
<p>Zak Schwank City of Temecula - City Hall 41000 Main Street Councilmember Office Temecula CA, 92590</p>	<p>Ward Smith City of Placentia Civic Center City Council Chambers 401 E. Chapman Avenue Placentia, CA 92870</p>	<p>Wes Speake WSP 9177 Sky Park Court San Diego, CA 92123</p>
<p>Cynthia Sternquist 6131 Camellia Ave Temple City, CA 91780</p>	<p>Michael M. Vargas City of Perris - City Hall 101 N. D Street Office of the Mayor Perris, CA 92570</p>	<p>Donald P. Wagner County Administration North 400 West Civic Center Drive 6th Floor, Conference Room A Santa Ana, CA 92701</p>
<p>Alan D. Wapner City of Ontario - City Hall 303 East B Street Conference Room 1 Ontario, CA 91764</p>	<p>Jeff Wood Lakewood City Council Chamber/Offices 5000 Clark Avenue Lakewood, CA 90712</p>	

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



CEHD - Community, Economic and Human Development Committee
Members – March 2024

- 1. Hon. Frank A. Yokoyama**
CEHD Chair, Cerritos, RC District 23
- 2. Hon. David J. Shapiro**
CEHD Vice Chair, Calabasas, RC District 44
- 3. Hon. Cindy Allen**
2nd Vice President, Long Beach, RC District 30
- 4. Hon. Valerie Amezcua**
Santa Ana, RC District 16
- 5. Hon. Al Austin**
Long Beach, GCCOG
- 6. Hon. Gary Boyer**
Glendora, RC District 33
- 7. Hon. Drew Boyles**
El Segundo, RC District 40
- 8. Hon. Wendy Bucknum**
Mission Viejo, RC District 13
- 9. Hon. Don Caskey**
Laguna Hills, OCCOG
- 10. Hon. Tanya Doby**
Los Alamitos, OCCOG
- 11. Hon. Debra Dorst-Porada**
Ontario, Pres. Appt. (Member at Large)
- 12. Hon. Bobby Duncan**
Yucaipa, SBCTA
- 13. Ms. Lucy Dunn**
Business Representative, Non-Voting Member
- 14. Hon. Keith Eich**
La Cañada Flintridge, RC District 36
- 15. Hon. Bob Engler**
Thousand Oaks, VCOG

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

- 16. Hon. Rose Espinoza**
La Habra, OCCOG
- 17. Hon. Waymond Fermon**
Indio, CVAG
- 18. Hon. Margaret Finlay**
Duarte, RC District 35
- 19. Hon. Claudia Frometa**
Downey, RC District 25
- 20. Hon. John Gabbard**
Dana Point, District 12
- 21. Hon. Camilo Garcia**
Imperial County, CoC
- 22. Hon. Marshall Goodman**
La Palma, RC District 18
- 23. Hon. Mark Henderson**
Gardena, RC District 28
- 24. Hon. Cecilia Hupp**
Brea, OCCOG
- 25. Hon. Lynda Johnson**
Cerritos, GCCOG
- 26. Hon. Kathleen Kelly**
Palm Desert, RC District 2
- 27. Hon. Tammy Kim**
Irvine, RC District 14
- 28. Hon. Lauren Kleiman**
Newport Beach, RC District 15
- 29. Sup. Matt LaVere**
Ventura County CoC
- 30. Hon. Jed Leano**
Claremont, SGVCOG
- 31. Hon. Carlos Leon**
Anaheim, RC District 19

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

- 32. Hon. Anni Marshall**
Avalon, GCCOG
- 33. Hon. Andrew Masiel**
Tribal Govt Regl Planning Board Representative
- 34. Hon. Casey McKeon**
Huntington Beach, RC District 64
- 35. Hon. John Mirisch**
Beverly Hills, Pres. Appt. (Member at Large)
- 36. Hon. Geneva Mojado**
Soboba Band of Luiseño Indians
- 37. Hon. Joseph Morabito**
Wildomar, WRCOG
- 38. Hon. Zizette Mullins**
Burbank, AVCJPA
- 39. Hon. Joseph Murphy**
Pechanga Band of Indians
- 40. George Nava**
Brawley, ICTC
- 41. Hon. Marisela Nava**
Perris, RC District 69
- 42. Hon. Ariel Pe**
Lakewood, GCCOG
- 43. Hon. Misty Perez**
Port Hueneme, Pres. Appt. (Member at Large)
- 44. Hon. Freddy Puza**
Culver City, WCCOG
- 45. Hon. Nithya Raman**
Los Angeles, RC District 51
- 46. Hon. Gabriel Reyes**
San Bernardino County CoC
- 47. Hon. Rocky Rhodes**
Simi Valley, RC District 46

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

- 48. Hon. Sonny Santa Ines**
Bellflower, GCCOG

- 49. Hon. Andrew Sarega**
La Mirada, RC District 31

- 50. Hon. Becky Shevlin**
Monrovia, SGVCOG

- 51. Hon. Mary Solorio**
San Fernando, SFVCOG

- 52. Hon. Helen Tran**
San Bernardino, SBCTA

- 53. Hon. Mark Waronek**
Lomita, SBCCOG

- 54. Hon. Acquanetta Warren**
Fontana, SBCTA

- 55. Hon. Tony Wu**
West Covina, SGVCOG

- 56. Hon. Frank Zerunyan**
Rolling Hills Estates, SBCCOG

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

EEC - Energy and Environment Committee *Members – March 2024*

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. Ana Beltran**
Westmorland, ICTC
5. **Hon. Arthur Bishop**
Apple Valley, SBCTA
6. **Hon. Phil Brock**
Santa Monica, WSCCOG
7. **Hon. Margaret Clark**
Rosemead, RC District 32
8. **Hon. Robert Copeland**
Signal Hill, GCCOG
9. **Hon. Jenny Crosswhite**
Santa Paula, RC District 47
10. **Hon. Maria Davila**
South Gate, GCCOG
11. **Hon. Ned Davis**
Westlake Village, LVMCOG
12. **Hon. Rick Denison**
Yucca Valley, SBCTA
13. **Hon. Carmen Hernandez**
Barstow, SBCTA
14. **Hon. Shari Horne**
Laguna Woods, OCCOG
15. **Hon. Britt Huff**
Rolling Hills Estates, SBCCOG
16. **Hon. Dan Kalmick**
Huntington Beach, OCCOG

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

- 17. Hon. Joe Kalmick**
Seal Beach, RC District 20
- 18. Hon. Steven Leash**
Cahuilla Band of Indians
- 19. Hon. Elaine Litster**
Simi Valley, VCOG
- 20. Hon. Vianey Lopez**
Ventura County
- 21. Hon. Lauren Meister**
West Hollywood, RC District 41
- 22. Hon. Oscar Ortiz**
Indio, RC District 66
- 23. Hon. Daniel Ramos**
Adelanto, SBCTA
- 24. Hon. Jeannette Sanchez-Palacios**
Ventura, VCOG
- 25. Hon. Nicholas Schultz**
Burbank, AVCJPA
- 26. Hon. Jennifer Stark**
Claremont, SGVCOG
- 27. Hon. Ali Taj**
Artesia, Pres. Appt (Member at Large)
- 28. Hon. Tamala Takahashi**
Burbank, SFVCOG
- 29. Hon. Connor Traut**
Buena Park, OCCOG
- 30. Hon. Stephanie Virgen**
Coachella, CVAG
- 31. Hon. Dale Welty**
Canyon Lake, WRCOG
- 32. Hon. Edward Wilson**
Signal Hill, GCCOG

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TC - Transportation Committee *Members – March 2024*

1. **Hon. Tim Sandoval**
TC Chair, Pomona, RC District 38
2. **Hon. Mike Judge**
TC Vice Chair, VCTC
3. **Hon. Ashleigh Aitken**
OCTA Representative
4. **Hon. Adele Andrade-Stadler**
Alhambra, RC District 34
5. **Hon. Konstantine Anthony**
Burbank, RC District 42
6. **Hon. Kathryn Barger**
Los Angeles County
7. **Hon. Elizabeth Becerra**
Victorville, RC District 65
8. **Hon. Brian Berkson**
Jurupa Valley, Pres. Appt. (Member at Large)
9. **Hon. Russell Betts**
Desert Hot Springs, CVAG
10. **Hon. Daniel Brotman**
Glendale, AVCJPA
11. **Hon. Art Brown**
Buena Park, RC District 21
12. **Hon. Jeanette Burns**
Morongo Band of Mission Indians
13. **Hon. Ross Chun**
Aliso Viejo, OCCOG
14. **Hon. Denise Delgado**
Coachella, Pres. Appt. (Member at Large)
15. **Sup. Andrew Do**
Orange County CoC

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TRANSPORTATION COMMITTEE AGENDA

- 16. Hon. Jon Dumitru**
Orange, RC District 17
- 17. Hon. JJohn Dutrey**
Montclair, SBCTA
- 18. Hon. James Gazeley**
Lomita, RC District 39
- 19. Hon. Jason Gibbs**
Santa Clarita, NCTC
- 20. Sup. Curt Hagman**
San Bernardino County
- 21. Hon. Jan C. Harnik**
RCTC
- 22. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 23. Hon. Lauren Hughes-Leslie**
Lancaster, NCTC JPA
- 24. Hon. Heather Hutt**
Los Angeles, RC District 57
- 25. Hon. Fred Jung**
Fullerton, OCCOG
- 26. Hon. Trish Kelley**
TCA Representative
- 27. Hon. Paul Krekorian**
Los Angeles, RC District 49/Public Transit Rep.
- 28. Hon. Linda Krupa**
Hemet, RC District 3
- 29. Hon. Bridgett Lewis**
Torrance, Pres. Appt (Member at Large)
- 30. Malcolm Lilienthal**
Hemet, WRCOG
- 31. Hon. Richard Loa**
Palmdale, NCTC

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TRANSPORTATION COMMITTEE AGENDA

- 32. Hon. Clint Lorimore**
Eastvale, RC District 4
- 33. Hon. Ken Mann**
Lancaster, RC District 43
- 34. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 35. Hon. Ray Marquez**
Chino Hills, RC District 10
- 36. Hon. Larry McCallon**
Air District Representative
- 37. Hon. Marsha McLean**
Santa Clarita, Pres. Appt. (Member at Large)
- 38. Hon. Tim McOsker**
Los Angeles, RC District 62
- 39. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 40. Hon. Linda Molina**
Calimesa, Pres. Appt. (Member at Large)
- 41. Hon. Carol Moore**
Laguna Woods, OCCOG
- 42. Hon. Ara Najarian**
Glendale, SFVCOG
- 43. Hon. Maria Nava-Froelich**
ICTC
- 44. Hon. Frank Navarro**
Colton, RC District 6
- 45. Hon. Sharona Nazarian**
Beverly Hills, WSCCOG
- 46. Hon. Gil Rebollar**
Brawley, RC District 1
- 47. Hon. Ed Reece**
Claremont, SGVCOG

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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



TRANSPORTATION COMMITTEE AGENDA

- 48. Hon. Marlon Regisford**
Caltrans, District 7, Ex-Officio Non-Voting Member
- 49. Hon. Celeste Rodriguez**
San Fernando, RC District 67
- 50. Hon. Crystal Ruiz**
San Jacinto, WRCOG
- 51. Hon. Ali Saleh**
Bell, RC District 27
- 52. Hon. Suely Saro**
Long Beach, RC District 29
- 53. Hon. Zak Schwank**
Temecula, RC District 5
- 54. Hon. Marty Simonoff**
Brea, RC District 22
- 55. Hon. Jeremy Smith**
Canyon Lake, Pres. Appt. (Member at Large)
- 56. Hon. Ward Smith**
Placentia, OCCOG
- 57. Hon. Jose Luis Solache**
Lynwood, RC District 26
- 58. Sup. Hilda Solis**
Los Angeles County
- 59. Hon. Wes Speake**
Corona, WRCOG
- 60. Sup. Karen Spiegel**
Riverside County
- 61. Hon. Cynthia Sternquist**
Temple City, SGVCOG
- 62. Hon. Steve Tye**
Diamond Bar, RC District 37
- 63. Hon. Michael Vargas**
Riverside County CoC

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TRANSPORTATION COMMITTEE AGENDA

- 64. Hon. Scott Voigts**
Lake Forest, OCCOG

- 65. Sup. Donald Wagner**
Orange County

- 66. Hon. Colleen Wallace**
Banning, WRCOG

- 67. Hon. Alan Wapner**
SBCTA

- 68. Hon. Thomas Wong**
Monterey Park, SGVCOG

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

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**JOINT MEETING OF THE
POLICY COMMITTEES (CEHD, EEC, AND TC)
SPECIAL MEETING AGENDA**

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
**Thursday, March 7, 2024
9:30 AM**

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

*The Honorable Art Brown, President
The Honorable Frank Yokoyama, Chair, Community, Economic and Human Development Committee
The Honorable Deborah Robertson, Chair, Energy and Environment Committee
The Honorable Tim Sandoval, Chair, Transportation Committee*

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.

ACTION ITEMS

- 1. Connect SoCal 2024: Recommendation to Approve the Final 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) 60 Mins.
(Sarah Dominguez, Planning Supervisor, SCAG)

PPG. 18

RECOMMENDED ACTION:

Recommend that the Regional Council approve the proposed final 2024 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024, the 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment #23-26 and the associated proposed final transportation conformity analysis.

- 2. Recommendation to Certify the Connect SoCal 2024 Final Program Environmental Impact Report (PEIR) (State Clearinghouse No.: 2022100337) 15 Mins.
(Karen Calderon, Senior Regional Planner, SCAG)

PPG. 61

RECOMMENDED ACTION:

Recommend that the Regional Council certify the Final Program Environmental Impact Report (PEIR) for Connect SoCal 2024 and direct staff to carry out administrative tasks for the Final PEIR certification.

CONSENT CALENDAR

Approval Items

- 3. Minutes of the Meetings – September 7, 2023

PPG. 78

ADJOURNMENT



AGENDA ITEM 1
REPORT

Southern California Association of Governments
March 7, 2024

To: Joint Meeting of the Policy Committees (JPC)
From: Sarah Dominguez, Planning Supervisor
(213) 236-1918, dominguezs@scag.ca.gov
Subject: Connect SoCal 2024: Recommendation to Approve the Final 2024
Regional Transportation Plan/Sustainable Communities Strategy
(RTP/SCS)

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Recommend that the Regional Council approve the proposed final 2024 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024, the 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment #23-26 and the associated proposed final transportation conformity analysis.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On November 2, 2023, the SCAG Regional Council approved the draft 2024 RTP/SCS, Connect SoCal 2024, including the associated draft transportation conformity analysis, for public review and comment. The public comment period ended on January 12, 2024. This staff report and associated presentation provides an overview of the comments received by SCAG during the public review and comment period and the proposed revisions to the draft Plan for consideration by the Joint Policy Committee.

The staff report also acknowledges process-based feedback that will be considered in future plan updates and policy issues where divergent viewpoints reflect the need for further focus and engagement through SCAG's "continuing, cooperative, and comprehensive" approach to regional planning.

BACKGROUND:

Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and

operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the plan takes into account all modes of transportation and is accomplished through a “continuing, cooperative and comprehensive” (the 3 C’s) planning approach, which is also performance-driven and outcome based. In addition, because the SCAG region is designated as nonattainment or maintenance areas for ozone, particulate matter (PM10 and PM2.5), or carbon monoxide under the federal Clean Air Act (42 U.S.C. §7401 et seq.), the Plan must conform to applicable air quality management plan or state implementation plan in the SCAG region. The passage of California Senate Bill 375 (SB 375) in 2008 requires that SCAG prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)).

Over the past three years, SCAG completed many milestones in the development of Connect SoCal, including but not limited to data collection, research, policy development and outreach. During this process, SCAG staff discussed elements of Connect SoCal 2024 at over 90 working group or technical advisory committee meetings. SCAG’s Regional Council and Policy Committees reviewed over 100 staff reports related to development or specific elements of the Plan and three special subcommittees provided additional guidance on the policies and strategies for the Plan. SCAG staff collected key input from local jurisdictions on the Forecasted Regional Development Pattern and from County Transportation Commissions for the Project List. To engage the public, SCAG held 27 public workshops in the Spring of 2023, partnered with 15 community-based organizations, and collected over 3,600 unique survey submissions.

On November 2, 2023, the SCAG Regional Council approved the draft 2024 RTP/SCS, Connect SoCal 2024, including the associated draft transportation conformity analysis, for public review and comment. The public comment period ended on January 12, 2024. During the public review and comment period, SCAG held 15 elected official briefings and three public hearings¹. In total, SCAG received comment letters or submissions from 53 agencies/organizations and 28 individuals (including verbal comments at public hearings). These submissions included over 1,800 distinct comments. A direct response to each comment will be included in the proposed final proposed Connect SoCal 2024 Public Participation & Consultation Technical Report (See Appendix 1 for list of commenters.)

SCAG staff are currently in the process of updating the draft Connect SoCal 2024 in response to the comments received. The proposed final Connect SoCal 2024 will be available at [ConnectSoCal.org](https://connectsocal.org)

¹ For more details on SCAG’s outreach and engagement during the public review and comment period, see February 1, 2024 staff report “Connect SoCal 2024: Draft Plan Release Activities”:
<https://scag.igam2.com/Citizens/FileOpen.aspx?Type=1&ID=2475&Inline=True#page=26>

on March 28, 2024. In order to provide transparency to the changes between the draft and proposed final versions of the Plan, the following sections of this staff report summarize the changes being applied both to highlight the more notable changes and to inventory the changes by subject matter. Lastly, there were comments received for which direct changes to the Plan were either not feasible or not appropriate given the need for further discussion or analysis. Those comments and issues are also detailed in this staff report.

Notable Changes to Connect SoCal 2024

1. Mobility Goal

Based on comments from Caltrans, SCAG staff propose to amend the Mobility goal from “Build and maintain a robust transportation network” to “Build and maintain an integrated multimodal transportation network.”

2. Transportation Projects

Detailed in the “Summary of Comments and Response by Category: Project List” section below, a total of 95 project modifications have been made, most involving updates to cost or schedule.

The proposed final Plan will include three new financially constrained projects:

- San Bernardino County: Reimagining and Reconnecting Route 66 Project, a complete streets project
- Los Angeles County: Four Commuter Coaches for new High Desert Connector route, a new intercity route between Antelope and Victor Valleys
- Los Angeles County: Rosemead/Lakewood Boulevard Complete Corridor Plan, a transit enhancement feasibility study

These revisions, both the project modifications and three additions, have been determined to result in minor to no impacts on transportation modeling, transportation conformity, financial constraint, and the PEIR determination.

3. Regional Forecasted Development Pattern

During the Local Data Exchange process during which SCAG collected input on land use data and growth projections for households and employment, the County of Los Angeles had noted two regionally significant development projects for which they did not yet have an accurate growth estimate. During the public review and comment period, the County of Los Angeles Planning Department provided updated direction on two large development projects located in the North County planning area of unincorporated Los Angeles County. Based on these updates, SCAG staff amended the household and employment growth projections for Los Angeles County for the final proposed Connect SoCal 2024 which then results in a slightly higher population, household and employment projection for the county and SCAG region. No other changes were made to the draft Connect SoCal 2024 growth projections or the Forecasted Regional Development Pattern.

4. Sustainable Communities Strategy Consistency Language

Based on comments requesting standalone Sustainable Communities Strategy (SCS) consistency language, SCAG worked with stakeholders to refine and clarify SCAG’s interpretation of consistency and/or alignment with the SCS as well as the limited role of Transportation Analysis Zone (TAZ) data. This consistency language will be included within Connect SoCal 2024 in the main document, the Demographics and Growth Forecast Technical Report, and the Land Use and Communities Technical Report. For the specific text, please see Appendix 2: Growth Data and Sustainable Communities Strategy (SCS) Consistency Language.

5. Regional Planning Policies

Commenters requested specific edits to several draft Regional Planning Policies. In Table 1, below, the text on the left reflects the text as written in the draft Connect SoCal 2024 and the text on the right reflects the revision for the proposed final Connect SoCal 2024. One policy is being removed based on the inclusion of the new SCS Consistency language, noted above, which better details the relationship and applicability of the Forecasted Regional Development Pattern.

Table 1: Regional Planning Policy Changes

Draft Connect SoCal 2024	Proposed Final Connect SoCal 2024
<p>Complete Streets, pg. 114</p> <p>Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., older adults, children, pedestrians, bicyclists, etc.)</p>	<p>Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., <u>people, especially older adults and children,</u> pedestrians, bicyclists, etc. walking and biking.)</p>
<p>Transit and Multimodal Integration, pg. 114</p> <p>Create a resilient transit and rail system by preparing for emergencies and the impacts of extreme weather conditions</p>	<p>Create a resilient transportation system by preparing for emergencies and the impacts of extreme weather conditions climate change</p>
<p>Safety, pg. 115</p> <p>Eliminate transportation-related fatalities and serious injuries on the regional multimodal transportation system</p>	<p>Eliminate transportation-related fatalities and serious injuries (<u>especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking</u>) on the regional multimodal transportation system.</p>
<p>Sustainable Development, pg. 118</p> <p>Implement the Forecasted Regional</p>	<p><i>This policy is removed.</i></p> <p>Implement the Forecasted Regional</p>

Development Pattern of Connect SoCal 2024, consisting of household and employment projections that have been reviewed and refined by jurisdictions and stakeholders to advance this shared framework for regional growth management planning	Development Pattern of Connect SoCal 2024, consisting of household and employment projections that have been reviewed and refined by jurisdictions and stakeholders to advance this shared framework for regional growth management planning
Natural and Agricultural Lands Preservation, pg. 119 Encourage the conservation of agricultural lands to protect the regional and local food supply and the agricultural economy	Encourage the conservation and <u>viability</u> of agricultural lands to protect the regional and local food supply and the agricultural economy <u>ensure the sustainability of local agriculture as a vital part of the region's economy.</u>
Climate Resilience, pg. 119 Support local and regional climate and hazard planning and implementation efforts	Support local and regional climate and hazard planning and implementation efforts <u>for transportation, land use and other factors.</u>
Tourism, pg. 121 Encourage the reduced use of cars by visitors to the region by working with state, county and city agencies to highlight and increase access to alternative options, including transit, passenger rail and active transportation	Encourage the reduced use of cars by visitors to the region by working with state, county and city <u>local agencies (e.g., park services, transportation agencies)</u> to highlight and increase access to alternative options, including transit, passenger rail and active transportation

6. Implementation Strategies

Commenters requested specific edits to several draft Implementation Strategies. In the Table 2, below, the text on the left reflects the text as written in the draft Connect SoCal 2024 and the text on the right reflects the revision for the proposed final Connect SoCal 2024. Finally, the Implementation Strategies table will also be updated to acknowledge that the listing of “Responsible Parties” is not exhaustive.

Table 2: Implementation Strategy Changes

Draft Connect SoCal 2024	Proposed Final Connect SoCal 2024
Transit and Multimodal Integration, pg. 125 Transit/Rail. Through land use planning, build residential development along high-frequency transit corridors and around transit/rail	Transit/Rail. Through land use planning, build <u>support</u> residential development along high-frequency transit corridors and around transit/rail facilities and centers

<p>facilities and centers</p>	
<p>Priority Development Areas, pg. 129 Develop housing in areas with existing and planned infrastructure and availability of multimodal options, and where a critical mass of activity can promote location efficiency</p>	<p><u>Support the development of</u> Develop housing in areas with existing and planned infrastructure and availability of multimodal options, and where a critical mass of activity can promote location efficiency</p>
<p>Natural and Agricultural Lands Preservation, pg. 132 Work with implementation agencies to support, establish or supplement regional advance mitigation programs (RAMP) for regionally significant transportation projects to mitigate environmental impacts, reduce per-capita VMT and provide mitigation opportunities through the Intergovernmental Review Process</p>	<p>Work with implementation agencies to support, establish or supplement <u>voluntary</u> regional advance mitigation programs (RAMP) for regionally significant transportation projects to mitigate environmental impacts, reduce per-capita VMT and provide mitigation opportunities through the Intergovernmental Review Process</p>
<p>Natural and Agricultural Lands Preservation, pg. 132 Support the integration of nature-based solutions into implementing agency plans to address urban heat, organic waste reduction, habitat and wildlife corridor restoration, greenway connectivity and similar efforts</p>	<p>Support the integration of nature-based solutions into implementing agency plans to address urban heat, organic waste reduction, <u>protection of wetlands</u>, habitat and wildlife corridor restoration, greenway connectivity and similar efforts</p>
<p>Climate Resilience, pg. 132 Support implementing agencies' efforts to include climate-ready home-hardening strategies in housing construction to minimize the potential loss of housing units stemming from climate-related hazards</p>	<p>Support implementing agencies' efforts to include climate-ready home-hardening strategies in housing construction <u>as well as retrofitting of existing structures</u> to minimize the potential loss of housing units stemming from climate-related hazards</p>
<p>Climate Resilience, pg. 133 Support implementing agencies' efforts to include climate-ready home-hardening strategies in housing construction to minimize the potential loss of housing units stemming from climate-related hazards</p>	<p>Support implementing agencies' efforts to include climate-ready home-hardening strategies in new construction <u>as well as the retrofitting of existing structures</u> to minimize the potential loss of housing units stemming from climate related hazards</p>

<p>Broadband, pg. 134</p> <p>Promote the use of a regional or statewide universal permit, ordinance and fee for expedited broadband, EV charging and Smart Cities infrastructure deployment</p>	<p>Promote the use of a regional or statewide universal permit, ordinance and fee for expedited broadband, EV charging and Smart Cities infrastructure deployment</p>
<p>Universal Basic Mobility, pg. 135</p> <p>Continue to develop an understanding of low-income travel patterns and needs, and the impact of shocks (e.g., COVID and telework adoption) on low-income travel</p>	<p>Continue to develop an understanding of low-income travel patterns and needs, and the impact of shocks (e.g., COVID <u>pandemic response</u> and telework adoption) on low-income travel</p>
<p>Workforce Development, pg. 135</p> <p>Encourage the growth of, and equitable access to, family-supporting jobs throughout the region</p>	<p>Encourage the growth of, and equitable access to, family-supporting <u>living-wage</u> jobs throughout the region</p>

7. Modeling Enhancements and Improvements

Transportation Model

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

Scenario Planning Model

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

Model Input Changes and Updates

- Auto Operating Cost - SCAG updated auto operating cost calculation based on new data and assumptions commented from the California Air Resources Board (CARB).

- Bike Lane Density - SCAG updated the variable using bikeway data received from the Local Data Exchange (LDX) process.
- Highway network – SCAG updated highway networks based on inputs from County Transportation Commissions (CTCs)
- Ontario Airport Passenger Forecast – SCAG updated 2050 passenger forecast for Ontario international Airport (ONT) using Million Annual Passengers (MAP) received from their submitted public comment.

Summary of Comments and Response by Category

SCAG staff reviewed and responded to all comments received. For each comment, staff assessed if any revision to the draft Connect SoCal 2024 was necessary and/or appropriate. Some comments could be addressed or clarified within the response itself. In general, most comments sought clarification or minor revisions to the draft text which have been applied. The sections below outline the comments and proposed revision approach for the main document and all Technical Reports, followed by a discussion of outstanding comments.

Connect SoCal 2024: Main Document

- a. Comments and Areas Seeking Clarification: Comments were focused on adding clarification text to descriptions of content and process, including the insertion of additional terms or language to better describe a topic. Several additions to the Glossary were requested along with clarification of acronyms used. Several requests were made by agencies to highlight other completed projects in Chapter 2.
- b. Proposed Revision Approach: SCAG will make text clarifications throughout the document as requested. The SCAG logo has been added to maps as requested. SCAG applied updates to add or clarify original data sources in tables, charts and maps as applicable. Several Regional Planning Policies and Implementation Strategies will be updated, as described in Tables 1 and 2 above.

Connect SoCal 2024: Technical Reports

1. Aviation and Airport Ground Access

- a. Comments and Areas Seeking Clarification: Most of the comments received were proofreading in nature (e.g., extra commas, spelling errors, redundant text, confusing text) but there were some comments that provided corrected or updated information (e.g., clarification on FAA programs, updated Ontario International Airport forecast).

- b. Proposed Revision Approach: SCAG has updated the narrative text, including figures and tables to reflect the proofreading comments and updated or corrected information.

2. Congestion Management

- a. Comments and Areas Seeking Clarification: Comments requested clarification regarding multiple strategies. For example, one comment sought clarification on the purpose of supporting the development of Transportation Management Agencies/Organizations. Another comment requested more detail on SCAG's planned leadership in planning for Connected and Autonomous Vehicles (CAV), while another asked that clarifying language be added to note that park and ride lots supporting carpooling and vanpooling may evolve to function as mobility hubs. Multiple comments expressed concern regarding the potential for expanded roadways and highways and faster speeds and corresponding negative impacts (e.g., more fatalities). Other comments requested clarifying language be added in reference to Orange County Transportation Authority (OCTA)'s congestion management efforts. Finally, a couple of comments requested clarification on the Plan's performance measures.
- b. Proposed Revision Approach: SCAG added clarifying language to note that park and ride lots supporting carpooling and vanpooling may evolve to function as mobility hubs. SCAG applied multiple revisions to reflect OCTA's congestion management efforts more accurately. SCAG also updated Map 1: Top 100 Bottlenecks to improve clarity.

3. Demographics and Growth Forecast

- a. Comments and Areas Seeking Clarification: Some comments requested more information regarding the region's growth outlook and its implications for housing, transportation, and other performance measures. These centered on the region's recent population decline, out-migration, and working-from-home, which are discussed in this technical report as key factors considered in forecasting. Some comments related to the yearlong Local Data Exchange (LDX) process whereby growth input was sought from local jurisdictions. Given the December 2022 LDX input deadline—which serves as a de facto 'effective date' for local input into the plan—the only changes that could be accommodated at this stage were specific follow-ups provided by local jurisdictions to data previously submitted prior to the deadline. As the regional plan process is ongoing, additional information such as recent specific plan approvals or other new information affecting future growth can be accommodated in future updates of the RTP/SCS.

-
- b. Proposed Revision Approach: SCAG made clarifications regarding the growth forecasting process, the manner in which certain societal changes are captured or reflected in future projections, and minor stylistic improvements. Two large development projects in unincorporated Los Angeles County are the only instances in which household or employment growth projections were changed—this new information results in a slightly higher population, household, and employment projection for the county and SCAG region. These changes were presented to SCAG’s Technical Working Group on February 15, 2024. The relationship between small-area growth forecast data and Connect SoCal 2024 policies and strategies was also described in its own section—stating, among other things, that fine-scaled data are intended to illustrate the plan’s policies and strategies and to facilitate modeling but are not binding.

4. Economic Impact Analysis

- a. Comments and Areas Seeking Clarification: Comments asked for clarification and made stylistic suggestions. In addition, comments requested more explicit citing of data sources and clearer labels in figures.
- b. Proposed Revision Approach: SCAG incorporated all suggestions made by the commenter into the technical report and added clarifying language to address the questions raised in the comments.

5. Equity Analysis

- a. Comments and Areas Seeking Clarification: Comments included several questions, suggestions, and corrections to clarify definitions, sources, and analysis. Some comments requested clarification on the purpose and methodology of developing Priority Equity Communities and suggested improvements to the visualizations that helped describe them. Additional context on equity, including an expanded discussion of policies, was suggested in both the Equity Analysis Technical Report and in the Main Book.
- b. Proposed Revision Approach: SCAG made text clarifications and corrections throughout the document as requested. SCAG revised several figures and tables for consistency and clarity. SCAG added more context on equity, Title VI, and Senate Bill 1000 to the report. Additionally, SCAG revised Priority Equity Communities to correct a calculation error and use the same High Quality Transit Corridors used in the rest of the Plan.

6. Goods Movement

- a. Comments and Areas Seeking Clarification: Comments included numerous questions, suggestions, and corrections to clarify goods movement analysis, definitions, and sources for multiple technical report sections, and involving maps,

tables, and figures. Comments also suggested modifications to the goods movement project list information. Additionally, some comments focused specifically on community challenges associated with goods movement impacts. SCAG addressed some of the comments by providing further clarification directly within the response and/or provided additional study, project, or program information for further reference.

- b. Proposed Revision Approach: SCAG incorporated many of the questions, suggestions, and proposed corrections made by each commenter into the technical report, through clarifying language, and/or updated maps, tables, and figures and source and goods movement project list information.

7. Housing

- a. Comments and Areas Seeking Clarification: Most comments received included clarification on data sources, definitions, word usage, grammar, and punctuation. Additional comments sought consistent data regarding race/ethnicity with other reports, understanding how communities of concern address homelessness and preservations of existing affordable housing strategies.
- b. Proposed Revision Approach: SCAG made text clarifications throughout the report to address comments and provide further analysis. SCAG edited several definitions used in the technical report and the main document for clarification.

8. Land Use and Communities

- a. Comments and Areas Seeking Clarification: Most comments received included recommendations on additional study areas or use of specific datasets (e.g. projected sea level rise), clarification on data sources, definitions, phrasing, grammar. Several comments had questions on projected outcomes for conservation, habitat, water, farmlands and their alignment with the themes, Regional Planning Policies and Implementation Strategies featured in Connect SoCal 2024.
- b. Proposed Revision Approach: SCAG added additional text throughout the report to clarify the use of specific datasets and their respective definitions. SCAG updated projected outcomes for conservation, habitat, water, and farmlands using revised model inputs (e.g. updated growth projections) and refined technical methods.

9. Mobility, by Chapter

- a. Transit/Rail
 - i. Comments and Areas Seeking Clarification: Comments requested clarifications regarding maps (e.g., year of source data, updating transit information) and miles of light/heavy rail, and revision of transit/rail project

opening dates. Comments requested that SCAG define transit safety events, and further describe strategies to encourage seamless connections across modes. Comments requested that SCAG provide examples of how it would support transit/rail policy and planning, and to better describe Metrolink's efforts to adapt its operations to meet changing customer needs. Comments also requested that SCAG reference the impact of the Olympic Games in 2028. Comments requested that SCAG revise transportation-related policies to better reflect how they support addressing climate change. Comments requested clarification on High Quality Transit Corridors (HQTCs) and connections to existing transit service. Comments requested clarification on the methodology used to develop Transit Asset Management (TAM) targets and connection to California's transit zero emission mandate. Comments sought clarification on SCAG's efforts towards better transit through bus lanes and transit priority treatments.

- ii. Proposed Revision Approach: SCAG applied updates to maps and clarified the miles of light/heavy rail along with transit/rail opening dates. SCAG provided a definition for transit safety events based on the National Transit Database Safety and Security Reporting Manual. SCAG described strategies to support more seamless connections across modes such as first/last mile projects and Mobility as a Service (Maas). SCAG described its work on the newly formed statewide Transit Transformation Task Force as a way to support transit/rail policy and planning. SCAG described Metrolink's efforts to adapt to changing customer needs. Though planning for the Olympics is still in its early stages, SCAG referenced their potential impact. SCAG revised the text of multiple policies to include more specific references to climate change.

b. Active Transportation

- i. Comments and Areas Seeking Clarification: Most of the comments were wordsmithing in nature (e.g., rephrasing and reiterating/referencing details mentioned in other sections of the technical report). Some comments provided updated information (e.g., adding the Interregional Transportation Strategic Plan as a State guidance document and adding two plans for Orange County).
- ii. Proposed Revision Approach: SCAG updated the narrative text, including figures and tables to reflect the wordsmithing comments and additional information.

c. Streets and Freeways

- i. Comments and Areas Seeking Clarification: Comments requested clarifications for figures and tables (e.g., delays and declining infrastructure figures) and for additional information on certain sections (e.g., speed strategies). Other comments requested map edits to improve clarity (e.g., Functional Road Classification).
- ii. Proposed Revision Approach: SCAG applied updates to the relevant figures and tables, provided additional clarification within the sections identified through comments, and updated maps to reflect Functional Road Classification based on Caltrans' definitions.

d. Clean Technology

- i. Comments and Areas Seeking Clarification: The feedback received was positive and acknowledged SCAG's involvement in advancing clean transportation technology. Comments emphasized the importance of maintaining technological neutrality in clean transportation and ensuring equitable access to technology such as broadband and clean transportation.
- ii. Proposed Revision Approach: SCAG addressed most comments through clarification provided in the responses. In terms of revisions, SCAG added more information on the zero-emission charging/fueling infrastructure needed to meet state mandates. SCAG identified specific barriers to the adoption of clean technology, drawing from the Clean Transportation Technology Compendium. SCAG also added to the list of Other Responsible Parties for the Clean Transportation implementation strategies.

10. Performance Monitoring

- a. Comments and Areas Seeking Clarification: Comments received related to the Connect SoCal 2024 performance assessment and monitoring program consisted primarily of requests for clarification and minor edits to the narrative accompanying some of the graphics. For example, there were requests for clarification language in the draft Performance Monitoring Technical Report to present the housing crisis as being a statewide issue, rather than only applying to Southern California and the SCAG region. Other clarification requests included an explanation of the difference between the use of the terms "percent" and "percentage points" in presenting the differential results of the Plan performance analysis, and a request to include the descriptor "miles" in the performance measures table to indicate the quantitative unit used to report average trip distance. Another comment sought clarification on the difference between the regional performance assessment results presented as "co-benefits" and those featured as Plan performance measures. The Connect SoCal performance measures are a specified set of modeled metrics used to quantitatively assess the ability of Connect SoCal to meet the regional goals defined in the Plan.

These measures are then tracked over time through ongoing regional performance monitoring. Co-benefits refer to additional modeled performance outcomes related to the implementation of Connect SoCal that are also supportive of regional goals but are not necessarily included among the Plan's designated set of performance measures. It is important to note that neither the Plan performance measures nor the co-benefits constitute specific performance targets in of themselves. For example, the co-benefit of land conservation does not constitute a numerical limit on development but rather compares the Plan development pattern to this historic baseline of development. Other comments received related to the presentation of the Plan overall rather than specific to any particular element, including an assertion that the presentation of statistics in the Plan may be perceived as being one-sided or skewed to present a more positive spin on regional progress. Other comments included a suggestion that post-pandemic changes in regional travel behavior be presented in more detail in the Plan, and a request that the impacts of potential project or funding delays be included in the Plan assessment process.

- b. Proposed Revision Approach: SCAG will accommodate most requested edits and clarifications to the text. SCAG will also update the Federal System Performance Report section of the Performance Monitoring Technical Report with more recently available information on the status of the new federal GHG emissions reduction performance measure. Based on feedback from CARB, SCAG removed Electric Vehicle Incentives and Co-working from the list of quantified greenhouse gas reduction strategies. The removal of this quantification designation does not impact related Regional Strategic Investments, Regional Planning Policies or Implementation Strategies—it only impacts how SCAG quantifies Connect SoCal's GHG emission reductions per SB 375.

11. Project List

- a. Comments and Areas Seeking Clarification: Public comments received on the Project List Technical Report involved corrections to scope, schedule, project cost, lead agency, and various changes to financially unconstrained projects in Table 3. Three new financially constrained projects were included from public comment, which did not involve increases to highway capacity.
- b. Proposed Revision Approach SCAG revised the project list introduction to elaborate on how SCAG determines regional significance. SCAG made approximately 95 project modifications. Most project revisions involved updates to cost or schedule, which in part was due to recent FTIP amendments that came after the draft was prepared. Three new financially constrained projects were included in the final from public comments. These included a complete streets project in San Bernardino County, an intercity bus route in the Antelope Valley region, and a complete corridor transit study in Los Angeles County. The remaining updates were minor corrections

such as lead agency updates or the removal of duplicate project entries. Separately from the 95 project modifications, SCAG applied 32 project revisions on the unconstrained project list in Table 3. The revisions applied per public comment or internal review were determined to result in minor to no impacts on transportation modeling, transportation conformity, financial constraint and the PEIR determination.

12. Public Participation and Consultation

- a. Comments and Areas Seeking Clarification: Comments received sought clarification on SCAG's survey responses, further detail on SCAG's engagement strategy review and evaluation, and noted the need for collaboration with community members.
- b. Proposed Revision Approach: SCAG updated the survey respondent data to reflect 3,600 total unique individual survey forms were submitted with over 50 percent of respondents who provided demographic information noting Los Angeles County as their location. SCAG added content to this technical report to reflect the public participation and consultation activities that occurred since the release of the draft Connect SoCal 2024 in November 2023.

13. Transportation Conformity Analysis

- a. Comments and Areas Seeking Clarification: Most comments requested further enhancements to the reporting and documentation of the transportation conformity analysis for Connect SoCal 2024 to better demonstrate compliance with federal transportation conformity regulations. Some comments requested updated information on nonattainment or maintenance area designations for the applicable criteria pollutants in the SCAG region. Furthermore, some comments requested references to other technical reports of Connect SoCal 2024.
- b. Proposed Revision Approach: SCAG incorporated additional documentation, updated information, and references as appropriate.

14. Transportation Finance

- a. Comments and Areas Seeking Clarification: Most of the comments were proofreading in nature (e.g., spelling errors, redundant text, confusing text) but there were some comments that provided corrected or updated information (e.g., the opening of the I-405 express lanes in Orange County).
- b. Proposed Revision Approach: SCAG updated the narrative text and figures to reflect the proofreading comments and updated or clarified information. Note, updates to the Project List and revenue data inputs from comments and stakeholder feedback

may have impacts to the overall financial summary. This potential change will be reflected in the final proposed Connect SoCal 2024.

15. Travel and Tourism

- a. Comments and Areas Seeking Clarification: Most of the comments were proofreading in nature (e.g., extra commas, spelling errors, redundant text, confusing text) but there were some comments that provided corrected or updated information (e.g., additional text to emphasize bike and walking travel options to travel/tourist destinations).
- b. Proposed Revision Approach: The narrative text has been updated to reflect the proofreading comments and updated or corrected information.

Summary of Outstanding Comments

There were comments received for which changes or additions to the Plan were requested but are not going to be applied. A number of these comments requested additional data that SCAG does not have available or further analysis that SCAG staff would not be able to complete in advance of the anticipated Connect SoCal 2024 adoption. These requests may be considered for the next RTP/SCS update. Additionally, SCAG staff did not apply changes that requested edits that contradicted existing state policy or the draft Connect SoCal 2024 goals.

Will not be addressed:

Housing Technical Report: SCAG staff will not apply suggested changes that discourage Connect SoCal 2024's goal of promoting increased housing supply, choice, and affordability, such as only promoting housing only where they are more economically feasible to build. Additionally, SCAG staff will not apply changes based on strategies such as pre-approving housing sites for housing elements due to the difficulty of applying extensive individual local analysis at a regional scale to meet housing element compliance.

Land Use and Communities Technical Report: Recommendations to replace underlying data sources within Green Region Resource Areas (a key element of the Forecasted Regional Development Pattern) cannot be integrated as these layers helped to inform local jurisdictions' feedback on projected growth during the early stages of Connect SoCal 2024 development, primarily the Local Data Exchange (LDX).

Will be addressed, outside the scope of the proposed Final Plan:

Performance Monitoring Technical Report: One comment received by CARB requested that 2035 modeling results be provided to them in addition to the Base Year (2019) and Plan (2050) modeling results. Based on discussion with CARB staff, this request will be provided as part of the SCS Submittal Package, provided to CARB following the adoption of Connect SoCal 2024.

Topic Areas For Future Discussion and Development

There were several issues raised within the comments received and during the elected official briefings, for which direct plan changes were not applicable or feasible. Some of this was due to the requests or issue being process based (e.g. stakeholder engagement) or in some cases it was due to SCAG receiving conflicting recommendations. Further discussion or additional data and development is needed to understand how to incorporate or reflect the issue in the next RTP/SCS update or through SCAG's other programs.

1. **Overall Process Improvements:** One comment letter noted the challenge with SCAG's schedule for this and the past RTP/SCS development cycles in that it does not currently allow for a recirculation or full discussion of requested changes. The comment letter also noted concerns about the existing SCAG Working Groups and offered suggestions about how to better integrate and leverage working groups. SCAG staff will consider these suggestions and have further conversations with stakeholders as part of preparation for the next RTP/SCS development cycle.
2. **Application of Priority Equity Communities:** SCAG received a comment regarding when Priority Equity Communities should be used in funding opportunities and the potential confusion with other equity area definitions. To fully respond to this comment, SCAG will continue discussing the use of Priority Equity Communities in funding applications developed by SCAG and in coordination with local, state, and federal equity area definitions.
3. **Application of Priority Development Areas:** Given the relationship between infill growth and the plan's environmental objectives, continual refinement and outreach will be needed for concepts such as Priority Development Areas (PDAs). Concepts such as PDAs, were used in Connect SoCal 2024 as a non-binding growth visioning tool. Given new legislation and changes to state practice, SCAG will need to engage with stakeholders on the differences between growth forecasting and the Regional Housing Needs Allocation (RHNA) process.
4. **Comprehensive Sustainable Freight Planning:** The efficient movement of goods is critical to a strong economy and improves quality of life in the SCAG region by providing essential goods and supplies to residents and businesses, generating employment opportunities and providing access to markets through trade. However, increased volumes of goods moving across the transportation system also exacerbate issues such as congestion, safety, and harmful emissions, often disproportionately borne by our most vulnerable under-resourced communities. Connect SoCal includes an implementation strategy to perform a complete update of its prior regional goods movement plan. Such a Comprehensive Sustainable Freight Plan will produce updated data, tools, analysis, policies and strategies that address a wide range of issues including but not limited to forecast scenarios, clean technologies, freight demand management and operational strategies, community and health impacts, workforce development, system preservation and resilience, and warehousing and land use.

5. **Addressing VMT Increases from Roadway Capacity-Increasing Projects:** Connect SoCal 2024 includes some roadway capacity expansion projects that support the movement of people and goods. Although research indicates that roadway capacity expansion can induce new vehicle travel over the longer term, strategic improvements may be necessary for some communities to improve safety, reliability, and access. While the Plan includes a wide array of policies, strategies, and projects aimed at reducing VMT, additional work is needed to help offset potential VMT increases from roadway capacity projects. SCAG will continue to support development of local and regional VMT mitigation programs, including VMT bank and exchange programs and other programmatic approaches.
6. **Aligning Growth with Regional Resilience:** For regional economic, environmental, and social resilience it is important that regional growth meets the demand for housing and conserves natural lands. Natural lands clean our air and water, provide water storage, ensure access to green space and recreation, protect biodiversity and increase our ability to withstand the impacts of climate change and extreme weather. More work is needed to successfully collaborate with local and regional partners to implement the Plan, which can result in increased housing production and reduced greenfield consumption.
7. **Supporting the Clean Energy Transition:** The implementation of state regulations including Advanced Clean Cars II, Advanced Clean Fleets, and Innovative Clean Transit, are poised to significantly accelerate the adoption of zero-emission vehicles (ZEVs). Connect SoCal 2024 emphasizes the significance of incentives in promoting ZEV adoption. Notably, CARB's Clean Vehicle Rebate Project (CVRP) offers up to \$7,500 to individuals who buy or lease a new EV. Despite this, the cost of new ZEVs can still be prohibitive for low-income families, even when factoring in such incentives. To tackle this disparity and ensure equitable access, Connect SoCal includes implementation strategies to assist local jurisdictions both in developing an incentive program to further adoption of passenger ZEVs, and in accelerating deployment of supporting infrastructure. At the same time, SCAG recognizes the limitations and uncertainty regarding the capacity of the State's energy grid to support such a rapid increase in ZEV usage. Connect SoCal includes an implementation strategy to maintain a robust Clean Technology Program that focuses on planning, research, evaluation, stakeholder support and advocacy. This involves continued collaboration with partners and stakeholders at all levels to evaluate, and inform policymakers about, impacts on the grid, existing gaps, and areas for enhancement.
8. **Ensuring Equity in the Transition to User Fees:** SCAG has been studying mileage-based road user fees to replace existing fuel taxes for funding transportation over the last two decades, incorporating into SCAG's long-range planning work starting with the 2012 RTP/SCS. Since that time, SCAG has completed numerous studies including the "Mobility Innovations and Pricing (MIP): An Initiative to Elevate Equity in Planning" in March 2022. The MIP initiative focused on surfacing the priorities of historically marginalized populations that disproportionately bear the negative economic, environmental, personal safety, and public

health impacts of our transportation system. Although more work is needed to better understand the equity implications of mileage-based user fees, they can address some inequities inherent in our current system. For example, ZEV drivers today are not paying the same for system usage as drivers of conventional vehicles. With the transition to ZEVs, the burden of paying for our transportation system via the existing fuel taxes will be increasingly placed on low-income and rural drivers who often own older and less fuel-efficient vehicles.

9. **Identifying Needs and Strategies for Housing Infrastructure Investments:** Addressing barriers to development due to the need of upgrading whole utility systems can involve multiple agencies and utility providers, which go beyond the scope of a single project. To address this, Connect SoCal 2024 promotes a regional approach to pursuing strategic partnerships to align utility, transit, and infrastructure investment with housing development and equitable outcomes. However, work is needed to further understand utilities need related to housing production and partnerships will be critical to address needs and identify strategies to upgrade and provide utility infrastructure and is included as an implementation strategy in the Plan.
10. **Reforming Senate Bill 375 (SB 375):** Connect SoCal 2024 is SCAG's fourth joint RTP/SCS. SB 375 legislation has helped to encourage better integration of land use and transportation planning during this time and agencies within the SCAG region have shifted transportation policies and investments toward more sustainable modes. However, there are diminishing returns in terms of eligible greenhouse gas emission reductions under the current evaluation framework. For example, the CARB Board approved GHG reduction target from 2018 and subsequent staff guidance reflected in "Final Sustainable Communities Strategy Program and Evaluation Guidelines" set in 2019 have failed to keep pace with technological and policy changes, most notably CARB's passage of Advanced Clean Cars II (ACC II) regulation. ACCII is projected to result in nearly half of the passenger miles traveled by 2035, and 75 percent by 2050, being completed by zero-emission vehicles. Due to this policy change, CARB no longer allows SCAG to account for electric vehicle strategies in achieving its greenhouse gas reduction target, considering regional efforts as unnecessary to the transition. However, CARB has not updated its evaluation guidelines to account for the dramatic difference in greenhouse gas emissions generated from travel in a zero-emission vehicle versus an internal combustion engine (ICE) vehicle, nor pursued policy action to change the greenhouse gas reduction target to account for the benefits of zero-emission vehicles. This inconsistency compromises the integrity of the evaluation process and will need further consideration in future cycles. The update process should also consider the new federal GHG performance measure, which requires Caltrans to establish two and four-year statewide targets, while SCAG would establish four-year regional targets for reducing tailpipe carbon dioxide (CO₂) emissions on the national highways system. Under the federal evaluation process, SCAG's targets will consider both greenhouse gas emission reductions resulting from reduced travel as well as the benefits of clean technology. Recognizing and exploring opportunities to reconcile timelines and methods of assessment across federal

and state law should be considered to reduce administrative burden and promote clarity of purpose. Based on existing state law, CARB can update the SB 375 targets in 2026. SCAG is committed to continued GHG emission reduction but SB 375 program reform is needed to allow MPOs to focus on robust regional planning and implementation.

Next Steps:

On April 4, 2024, SCAG staff intends to seek approval from the Regional Council to adopt Connect SoCal 2024, including the associated proposed final transportation conformity analysis. If the Regional Council adopts Connect SoCal 2024 at that time, SCAG staff will proceed with submitting Connect SoCal 2024 and its adopted transportation conformity findings to the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA) who, in consultation with the U.S. Environmental Protection Agency (EPA) will review Connect SoCal 2024 to make the final transportation conformity determination in accordance with the federal Clean Air Act and EPA Transportation Conformity Regulations. FHWA/FTA final conformity determination is needed by June 5, 2024. SCAG will also submit the 2023 FTIP Consistency Amendment #23-26 to Caltrans (including conformity findings) for their review and approval. SCAG will also proceed with submitting Connect SoCal 2024 to the California Air Resources Board (CARB). CARB will then review SCAG's determination that the SCS would, if implemented, achieve the established greenhouse gas emission reduction targets.

FISCAL IMPACT: Work associated with this item is included in the FY 23-24 Overall Work Program (310.4874.01: Connect SoCal Development).

Appendix 1: Summary of Commenters

In total, SCAG received letters or submissions from 53 agencies/organizations and 28 individuals (including verbal comments at public hearings) which included over 1,800 distinct comments. A direct response to each individual comment will be included in the proposed final Connect SoCal 2024 Public Participation & Consultation Technical Report. See below for the list of each commenter and the summary of commenters by category.

List of Draft Connect SoCal 2024 Commenters
<i>Agency/Organizations</i>
Active Sierra Madre
Antelope Valley Transit Authority
California Air Resources Board
Caltrans
Center for Community Action and Environmental Justice
Center for Demographic Research
Citizens Coalition for Safe Community, and Sierra Club Transportation
City of Anaheim
City of Eastvale
City of Huntington Beach
City of Irvine
City of La Habra
City of Menifee
City of Murrieta
City of Oxnard
City of Pico Rivera
City of Riverside
City of Whittier*
Climate Action Santa Monica
County of Orange
County of Ventura Planning Division
Eve Air Mobility
Federal Aviation Administration
Five Point Operating Company, LP
Friends of Harbors Beaches and Parks
HDR, Inc.
Highland Fairview*

House Farm Workers
Inland Empire Biking Alliance
Los Angeles County Department of Regional Planning
Los Angeles World Airports*
Method Schools Corp
Naval Base Ventura County*
Neighborhood Housing Services of the Inland Empire
Ontario International Airport Authority
Orange County Council of Governments
Orange County Transportation Authority
Port of Long Beach
Port of Los Angeles*
Rail Passengers Association of California
Riverside County Transportation Commission
Riverside Neighbors Opposing Warehouses*
San Bernardino County Transportation Authority
San Gabriel Valley Council of Governments
Sierra Club
South Bay Cities Council of Governments
Southern California Leadership Council
Southern California Regional Rail Authority
The Robert Redford Conservancy for Southern California Sustainability
Transportation Corridor Agencies
Ventura County Transportation Commission
World Be Well Organization
<i>Individuals</i>
George Hague
Marven Norman
Tyler Roberts
Aida A
Carl Norlen
Austin Moreau
Dan Wentzel
Daniel Bowman
Jay Miller
Kevin Dedicatoria
James Albert

Mark Jolles
Michael Binnie
Mihir Samdarshi
Philip Burns
Donald Nielsen
Perias Billay
Darrell Clarke
Erin Hoops
Dawn Ertl
Ken Hartley
C M
Anonymous
Patrick Wilson
James Albert
Richard Sandbrook
Caroline Chen
TC

*Commenters who submitted comments after the January 12, 2024 5:00 p.m. deadline

Summary of Draft Connect SoCal 2024 Commenter by Categories	
Category of Commenters	Number
Sovereign Nations	0
Federal Agencies	2
State Agencies	2
Regional Agencies	2
Subregional Agencies	3
County Transportation Commissions	4
Local Agencies (including SCAG Member Jurisdictions)	15
Organizations	25
Individuals	28
Total	81

Appendix 2: Growth Data and Sustainable Communities Strategy (SCS) Consistency

The following language will be added to Connect SoCal 2024 in the main document “Supplementals” section, section 5.5 of the Demographics and Growth Forecast Technical Report and section 7.5 of the Land Use and Communities Technical Report.

In order to assess the ability of Connect SoCal 2024 to meet federal air quality standards and achieve the state greenhouse gas reduction target, SCAG develops small-area growth projection data for households and employment, which are known as Transportation Analysis Zone (TAZ) data. Although the data reflects all edits provided by local jurisdiction staff during the Connect SoCal 2024 Local Data Exchange (LDX) process between May and December 2022, it represents a snapshot in time and does not reflect subsequently available information or any entitled and pending project information not provided to SCAG during the LDX process (except for follow-up adjustments requested by local jurisdictions, e.g., County of Los Angeles in 2023). Additionally, the TAZ data does not project the full build-out or realization of localities’ general plans and may not fully reflect jurisdictions’ most recent housing elements (see Demographics & Growth Forecast TR Section 4.6). As local plans and approvals continue to evolve (driven by market forces influencing potential timing, location, and type of development), the applicable jurisdiction(s) should be contacted for the most up-to-date data.

Projections at the jurisdiction level or smaller geographies, including TAZ, are utilized to conduct required modeling and generally illustrate how regional policies and strategies may be reflected at the neighborhood level. They are advisory and non-binding. No jurisdiction has an obligation to change or conform its land use policies, general plan, housing element, zoning, regulations, or approvals of projects or plans, or consider or require mitigation measures or alternatives based on any numbers within or aggregates of Connect SoCal 2024 projections at any geographic level.

The Forecasted Regional Development Pattern (FRDP) is not solely based on TAZ-level household and employment projections. It is utilized to estimate the overall effect of the many policies, goals, and strategies of Connect SoCal. While TAZ-level projections enable the modeling of future conditions in order to evaluate conformity with federal air quality standards and achievement of the state greenhouse gas emissions reduction target; they do not reflect the only set of growth assumptions that may meet these standards and the target.

Therefore, insofar as housing and other laws or grants may require comparisons of projects or plans to Connect SoCal 2024, SCAG’s projections that are illustrated in TAZ data and maps—along with any related documents or modeling outputs—may not be used to determine the inconsistency of any plan or project in the region with Connect SoCal 2024. Local jurisdictions and other lead agencies shall have the sole discretion to determine a local project’s or plan’s consistency and/or

alignment with Connect SoCalⁱ (except where SCAG is required to make consistency or alignment finding for grant purposes).

For example, local jurisdictions' plans and approvals may be found to align with Connect SoCal 2024 if they directionally support a number of its objectives, such as by encouraging a mix of housing types that includes more affordable and multi-family housing rather than solely single-family, for-sale housing; providing for more housing located proximate to destinations or vice versa; or encouraging increased use of transit, ridesharing, biking, walking or micro-mobility, or hybrid and remote work to reduce commuting trips (See Chapter 3, "Communities"). Connect SoCal 2024 includes dozens of policies, goals, objectives, and measurements, any number of which may not be individually applicable to any given plan, project, or development. Such determinations could be evaluated based on (i) the totality of the goals, policies, and objectives of Connect SoCal 2024 and its associated Program Environmental Impact Report (PEIR), and (ii) the attributes of the local project or plan in overall relation to Connect SoCal. Consistency with Connect SoCal 2024 should not be evaluated in a prescriptive manner by applying SCAG's TAZ-level data, any aggregate thereof, or any particular one or more goals, policies, or objectives of Connect SoCal 2024 and its associated PEIR.

Household or employment growth included in the Connect SoCal 2024 TAZ-level data and maps may assist in determining consistency with the SCS for purposes of determining a project's eligibility for CEQA streamlining under SB 375 (Cal. Govt. Code § 21155(a)). TAZ-level data and maps may not otherwise be used or applied prescriptively to determine that a project is inconsistent with Connect SoCal 2024 for any purpose, given that they do not reflect the only set of growth assumptions that would be consistent with the SCS. Specifically, the TAZ-level data and maps do not supersede or otherwise affect locally approved housing elements, including those adopted in compliance with the 6th Cycle of the Regional Housing Needs Assessment (RHNA).

Map Disclaimer – to be put on all development maps

Note: The development patterns shown are based on Transportation Analysis Zone (TAZ) level data. Household and employment growth projection data at the jurisdiction level or smaller geography, including TAZ, are utilized (i) to conduct required modeling analysis and (ii) to generally illustrate how regional policies and strategies may be reflected at the neighborhood level. As such these data and maps are advisory and non-binding.

ATTACHMENT(S):

1. Connect SoCal 2024 and PEIR: Comment Response Presentation

ⁱ Consistency and alignment are used interchangeably for the purpose of this document. Neither consistency nor alignment shall be understood to require the analysis of numbers within or aggregates of Connect SoCal 2024 projections at any geographic level.



Connect SoCal 2024 & PEIR

March 7, 2024

WWW.SCAG.CA.GOV

1

Attachment: Connect SoCal 2024 and PEIR: Comment Response Presentation [Revision 1] (Connect SoCal 2024: Recommendation to approve



Presentation Agenda

- 1 **Public Comments**
- 2 **Plan Revisions**
- 3 **Topics for Further Discussion**
- 4 **Program Environmental Impact Report (PEIR)**
- 5 **Next Steps for the Plan and PEIR**

What is Connect SoCal?

- Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- Connect SoCal is a **20+ year plan** with **\$750 billion** in transportation investments, a regional development pattern and many supportive programs and strategies



Attachment: Connect SoCal 2024 and PEIR: Comment Response Presentation [Revision 1] (Connect SoCal 2024: Recommendation to approve

3

A “continuing, cooperative and comprehensive” approach



Plan development included many steps including:

- 90+ Working Group and Technical Advisory Committee meetings
- 3,600+ public outreach survey responses
- 100+ Staff Reports to SCAG’s Policy Committees and Regional Council
- Input solicited from County Transportation Commissions for Plan **Project List**
- Input solicited from local jurisdictions for **Forecasted Regional Development Pattern**

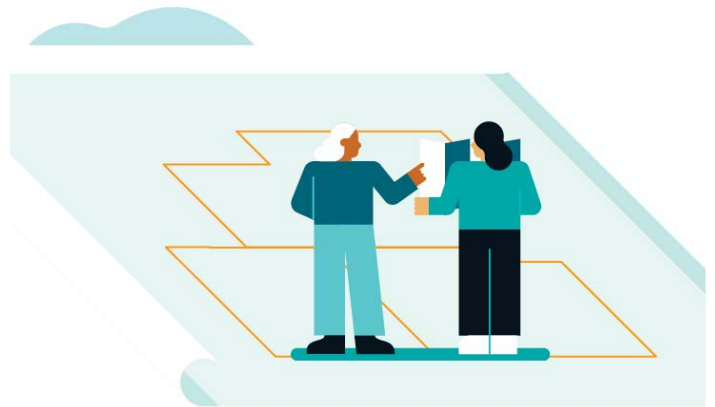
4



PUBLIC COMMENTS

Who did we hear from?

- **53 organizations/agencies**
 - State and federal governments (4)
 - Local governments (15)
 - Regional and subregional agencies (5)
 - County Transportation Commissions (4)
 - Organizations (25) (*incl. community, environmental, private sector*)
 - **28 individuals**
- = ~1,800 unique comments**



What did they say?

Organization/agency comments:

- Requests for clarifications, edits to text, or additional data and analysis
- Requests for project changes
- Suggestions for additional content or subject discussion

Individual(s) comment themes:

- SCAG consistency with CARB 2022 Scoping Plan 25% VMT reduction goal by 2030
- Questions about roadway investments versus active transportation and/or transit investments

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How will we respond?

- All comments and associated responses will be included in the final proposed Connect SoCal 2024 **Public Participation and Consultation Technical Report**
- SCAG staff have made necessary model updates and input adjustments and are currently applying text changes to the main document and all technical reports



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PLAN REVISIONS

Notable Changes to Connect SoCal 2024

1. Mobility Goal
2. Transportation Projects
3. Forecasted Regional Development Pattern
4. Sustainable Communities Strategy Consistency Language
5. Regional Planning Policies
6. Implementation Strategies
7. Modeling Enhancement and Improvements

1. Mobility Goal



Draft:

- “Build and maintain a robust transportation network”

Proposed final:

- “**Build and maintain an integrated multimodal transportation network.**”

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2. Transportation Projects

Three new projects

- *San Bernardino County:* Complete streets project
- *Los Angeles County:* New intercity bus route between Antelope and Victor Valleys
- *Los Angeles County:* Transit enhancement feasibility study

12

3. Forecasted Regional Development Pattern

- County of Los Angeles (unincorporated area): updates for two regionally-significant development projects
- Update results in slightly higher population, household and employment growth (~1-2%) for the county and the SCAG region



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4. SCS Consistency Language

- New language will be added in three sections of Connect SoCal 2024 to clarify SCAG's interpretation of consistency and SCS alignment
- See Appendix 2: Growth Data and Sustainable Communities Strategy Consistency Language

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5. Regional Planning Policies

- **Complete Streets and Safety:** clarify vulnerable road users
- **Transit and Multimodal Integration:** modify “extreme weather conditions” to “climate change”
- **Sustainable Development:** one policy removed
- **Natural and Agricultural Lands Preservation:** add language regarding the economic role of agriculture
- **Climate Resilience:** clarify support “for transportation, land use and other factors”
- **Tourism:** clarify role of local agencies



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

15

6. Implementation Strategies



- **Transit and Multimodal Integration:** modify “build” to “support” residential development
- **Priority Development Areas:** modify “develop” to “support the development of” housing
- **Natural and Agricultural Lands Preservation:** clarify RAMP is voluntary; include protection of wetlands
- **Climate Resilience:** add retrofitting of existing structures

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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6. Implementation Strategies (continued)



- **Broadband:** remove the reference to EV charging
- **Universal Basic Mobility:** modify “pandemic response” instead of “COVID” as a shock to travel
- **Workforce Development:** modify “family-supporting” to “living-wage” jobs

7. Modeling Enhancements and Improvements

Model Enhancements

- Reflects changes of future transit from Los Angeles Metro’s NextGen bus plan and Metrolink’s SCORE program

Scenario Planning Model

- Updated data to improve conservation estimates

Model Input Changes and Updates

- Auto Operating Cost
- Bike Lane Density
- Highway network
- Ontario Airport Passenger Forecast



Main Document and Technical Report Revisions

- Text additions or revisions for clarity
- Copy editing and stylistic edits
- Updated original sources or included references where feasible
- Updated maps, tables and figures
- Removal of two quantified GHG emission reduction strategies
- 95 project modifications



TOPICS FOR FURTHER DISCUSSION

Plan Process and Application



- Overall process improvements
- Application of Priority Equity Communities
- Application of Priority Development Areas

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Topics for Further Discussion

- Comprehensive sustainable freight planning
- Addressing VMT increases from roadway capacity-increasing projects
- Aligning growth with regional resilience
- Supporting the clean energy transition
- Ensuring equity in the transition to user fees
- Identifying needs and strategies for housing infrastructure investments
- Reforming Senate Bill 375



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PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

CEQA Requirements

- SCAG is the CEQA Lead Agency for Connect SoCal 2024 (CEQA Project)
- PEIR is the appropriate type of CEQA document for a regional plan
- PEIR includes a region-wide, first-tier, programmatic level assessment
- Evaluates and discloses potential environmental impacts of Plan
- Mitigates or avoids significant adverse environmental impacts of Plan



2024 PEIR Process



Three Components of the Proposed Final PEIR



**COMPLETE DRAFT PEIR
(CHAPTERS 1-7)**



**RESPONSE TO COMMENTS
(CHAPTER 8)**



**CLARIFICATIONS AND REVISIONS
(CHAPTER 9)**

Component No. 1: Complete Draft PEIR

- Executive Summary
- Chapter 1.0 – Introduction
- Chapter 2.0 – Project Description
- Chapter 3.0 – Environmental Setting, Impacts, and Mitigation Measures
- Chapter 4.0 – Alternatives
- Chapter 5.0 – Other CEQA Considerations
- Chapter 6.0 – List of Preparers
- Chapter 7.0 - Glossary
- 7 Technical Appendices supporting the 2024 Draft PEIR

For a complete copy of the 2024 Draft PEIR, please visit SCAG's website at: www.scag.ca.gov/peir



COMPONENT NO. 2 OF THE FINAL PEIR

Chapter 8 - Response to Comments

Comments Received on the Draft PEIR

- 33 comment letters
- Totaling ~700 unique comments
- Overall summary:
 - Requests for clarification or text edits
 - Requests for additional data or analysis (particularly at a local level)
 - Suggestions for additional content, subject discussion or mitigation

CATEGORY OF COMMENTERS	NUMBER
Sovereign Nations	1
Federal Agencies	1
State Agencies	3
Regional Agencies	2
Subregional Agencies	1
County Transportation Commissions	2
Local Agencies (including SCAG Member Jurisdictions)	6
Organizations	16
Individuals	1
Total	33*

*Note: Includes 31 timely submission of comment letters and two comment letter received after the close of the public review and comment period.

Master Responses for Recurring Themes

- No. 1 – Comments related to Draft Connect SoCal 2024
- No. 2 – General Comments and Non-CEQA Issues
- No. 3 – Level of Detail in a Program EIR versus Project EIR
- No. 4 – Regional Development Pattern and Growth Forecast
- No. 5 – Mitigation Measures
- No. 6 – Alternatives



COMPONENT NO. 3 OF THE FINAL PEIR

Chapter 9 - Clarifications and Revisions

Categories of Revisions

Category 1 – Revisions to the Plan Since Publication of the 2024 Draft PEIR

- Summarizes the latest project information for various Plan components such as Plan’s Project List, jurisdictional level growth forecast, modeling and SPM results, and transportation finance.

Category 2 – Response to Comments on the 2024 Draft PEIR

- Revisions and clarifications from comments received on Draft PEIR.

Category 3 – Staff-Initiated Clarification and Revisions

- Staff-initiated revisions to correct typographical errors, including grammar, punctuation, misspellings, missing words, misnumbering, and other clerical errors.

Bottom line: With public comments and updates, the conclusions regarding the significance of the impacts in the Draft PEIR were not affected. All information and revisions merely clarify, amplify, or make insignificant modifications to the Draft PEIR. Recirculation is not required.

Additional CEQA-Required Information for the Proposed Final PEIR

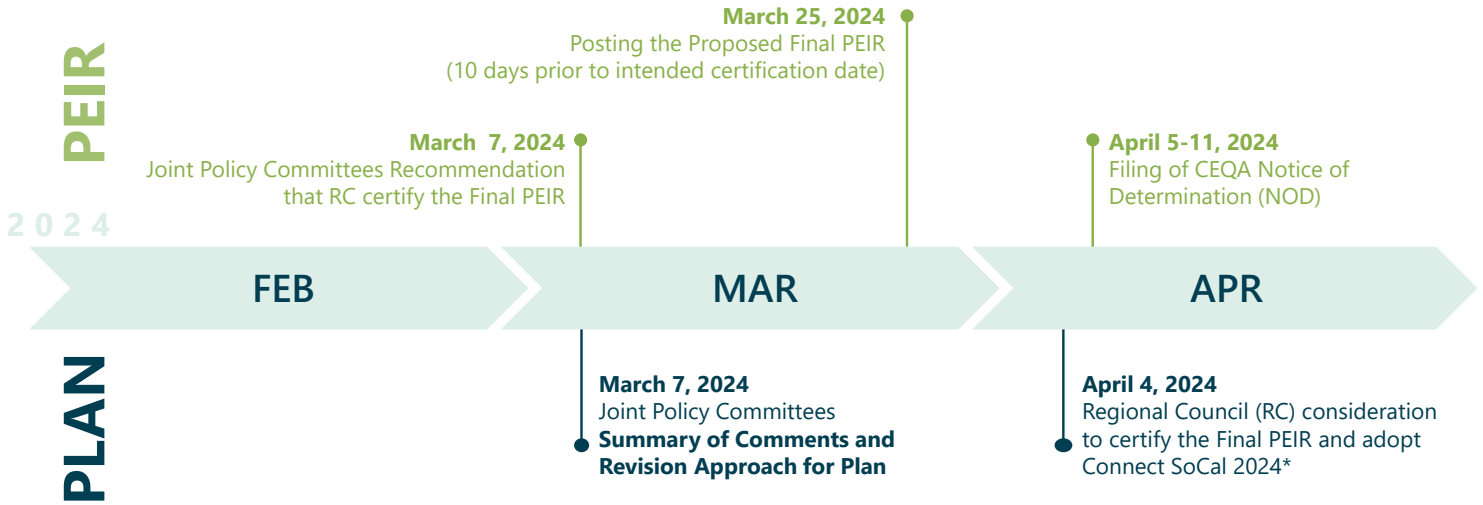
A resolution and three exhibits will be presented to the Regional Council at its April 4, 2024 meeting:

- 1) Exhibit A - Mitigation Monitoring and Reporting Program (CEQA Guidelines Section 15091(d) and 15097)
- 2) Exhibit B - Findings of Fact (CEQA Guidelines Section 15091)
- 3) Exhibit C - Statement of Overriding Considerations (CEQA Guidelines Section 15093)



NEXT STEPS FOR PLAN AND PEIR

Next Steps



*The Final PEIR must first be certified by the Regional Council prior to approving Connect SoCal 2024 (CEQA Guidelines Section 15090)

Recommended Actions – March 7, 2024

Plan Action	PEIR Action
<p>Recommend that the Regional Council approve the proposed final 2024 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024, the 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment #23-26, and the associated proposed final transportation conformity analysis.</p>	<p>Recommend that the Regional Council certify the Final Program Environmental Impact Report (PEIR) for Connect SoCal 2024 and direct staff to carry out administrative tasks for the Final PEIR certification.</p>



AGENDA ITEM 2 REPORT

Southern California Association of Governments
March 7, 2024

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Joint Meeting of the Policy Committees (JPC)
From: Karen Calderon, Senior Regional Planner
(213) 236-1983, calderon@scag.ca.gov
Subject: Recommendation to certify the Connect SoCal 2024 Final Program
Environmental Impact Report (PEIR) (State Clearinghouse No.:
2022100337)

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR JPC:

Recommend that the Regional Council certify the Final Program Environmental Impact Report (PEIR) for Connect SoCal 2024 and direct staff to carry out administrative tasks for the Final PEIR certification.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

As reported at the February 1, 2024 Regional Council (RC) meeting, the 65-day public review and comment period for the Connect SoCal 2024 Draft PEIR (Draft PEIR) closed on January 12, 2024, concurrent with the close of the 72-day public review and comment period for the Draft Connect SoCal 2024 (“Plan” or “Project”). While comments were related to both the Draft Plan and the Draft PEIR, this staff report focuses only on comments directly related to the Draft PEIR. For information on the comments and revisions for the Plan, please see Agenda Item No. 1 in the Joint Policy Committee’s (JPC) agenda packet.

The proposed Connect SoCal 2024 Final PEIR complies with the California Environmental Quality Act (CEQA) requirements. Serving as the basis of the proposed Final PEIR, this report provides: (1) a summary of outreach efforts for the 2024 PEIR; (2) a summary of contents of the proposed Final PEIR, including an overview of Draft PEIR comments, staff’s proposed approaches for responding to comments, and a summary of revisions to the Draft PEIR; (3) additional CEQA-required information for the proposed Final PEIR, and (4) a schedule of key milestones in March and April 2024 relating to web-posting and recommended action for the proposed Final PEIR. At today’s meeting, staff is seeking the Policy Committees’ support of the contents and approaches of the

proposed Final PEIR, and a joint recommendation by the Policy Committees to the RC to certify the proposed Final PEIR for Connect SoCal 2024 at its April 4, 2024 meeting.

Background and CEQA Basis for a PEIR:

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

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

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

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

Public Release of the 2024 Draft PEIR:

At the November 2, 2023 meetings, EEC recommended to the RC and then the RC authorized the release of the 2024 Draft PEIR for a 65-day CEQA public review and comment period from November 9, 2023 through January 12, 2024, and directed staff to carry out administrative tasks for the 2024 Draft PEIR public review. SCAG released the 2024 Draft PEIR on November 9, 2023 including technical appendices, and a public CEQA Notice of Availability (NOA) in English, Spanish, Chinese, Korean, and Vietnamese on SCAG's website at: <https://scag.ca.gov/peir>.

The CEQA NOA for the 2024 Draft PEIR, which included a link to the 2024 Draft PEIR document, was uploaded to and filed with the Governor’s Office of Planning and Research (OPR) CEQA submit Database on November 9, 2023 (State Clearinghouse [SCH]# 2022100337) and posted on State Clearinghouse’s CEQAnet Web Portal at <https://ceqanet.opr.ca.gov/2022100337>. In addition, the NOA was posted with each of the County Clerks for the six counties in the SCAG region.

The NOA and the 2024 Draft PEIR were distributed primarily using electronic mail to more than 7,900 interested parties. A summary of the NOA was translated to five languages and published in 13 newspapers, including the Los Angeles Times, and additional newspapers that address the large geographic reach and diverse population within the SCAG region. Hard copies of the NOA were also mailed directly to 171 interested parties and 68 major libraries in the region (in five languages). Hard copies of the NOA and 2024 Draft PEIR were also available at the six SCAG Regional Office locations.

The 65-day CEQA public review and comment period for the 2024 Draft PEIR closed at 5:00 PM (PST) on January 12, 2024, fulfilling and exceeding all CEQA noticing and public review requirements for a Draft EIR (CEQA Guidelines Sections 15087, 15105, and 15205).

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

As previously reported, the 2024 PEIR team (comprising SCAG staff and consultants) has complied with all applicable public and tribal outreach requirements, pursuant to CEQA and Assembly Bill 52 (AB 52), for the 2024 Draft PEIR. In addition to the required outreach efforts, the PEIR team has engaged with stakeholders, including representatives of tribal governments, throughout the 2024 PEIR development by providing periodic PEIR status updates.

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

Table 1: 2024 PEIR Outreach Activities (Since November 2, 2023 RC Meeting)

Date	Forum	Stakeholder Representatives	Topics Covered
November 16, 2023	Technical Working Group	Business; Environmental; Public Agencies; General Public	Status Update on the Public Release of 2024 Draft PEIR and Method for Submitting Draft PEIR Comments
December 4, 2023	Connect SoCal 2024 Public Hearing 1	Interested Stakeholders; General Public ^a	Method for Submitting Draft PEIR Comments

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

*Notes: (a) The 2024 PEIR public review process and method for how to provide CEQA comments on the 2024 PEIR was included in the presentation.

Contents of the Proposed Final PEIR:

Taking into consideration all public comments and stakeholder feedback received during the 65-day CEQA public review and comment period for the Draft PEIR, staff is preparing a proposed Final PEIR. In compliance with the CEQA Guidelines, the proposed Final PEIR is comprised of the following three components: (1) the complete Connect SoCal 2024 Draft PEIR, including an Executive Summary, Chapters 1 through 7, and seven technical appendices; (2) Chapter 8 – Response to Comments, including an appendix with a copy of all comment letters received on the Draft PEIR; and (3) Chapter 9 – Clarifications and Revisions, including an appendix with updated tables and maps. A summary of these components is provided below.

Component No. 1: Complete Connect SoCal 2024 Draft PEIR. This is comprised of an Executive Summary, seven chapters, and inclusive of technical appendices:

- Executive Summary
- Chapter 1.0 – Introduction
- Chapter 2.0 – Project Description
- Chapter 3.0 – Environmental Setting, Impacts, and Mitigation Measures
- Chapter 4.0 – Alternatives
- Chapter 5.0 – Other CEQA Considerations
- Chapter 6.0 – List of Preparers
- Chapter 7.0 - Glossary
- 7 Technical Appendices supporting the 2024 Draft PEIR

For a complete copy of the 2024 Draft PEIR, including technical appendices, and CEQA notices, please visit SCAG’s website at: <https://scag.ca.gov/peir>. For a detailed summary of the 2024 Draft PEIR, throughout its development process, please see previous SCAG staff reports from the April 2023, July 2023, and November 2023 EEC meetings, at: <https://scag.ca.gov/energy-and-environment-committee-past-agendas>.

Component No. 2: Chapter 8.0 – Response to Comments. This chapter provides background information on the proposed Final PEIR process and include responses to all written comments on the Draft PEIR. A copy of all written public comments received on the 2024 Draft PEIR is included as an appendix to this chapter. As allowed by CEQA, responses in this chapter are presented as individual responses to unique comments or as Master Response(s) for recurring themes of comments made by multiple commenters on similar topics, as discussed below. Responses to individual comments cite pertinent Master Response(s), where appropriate, and additional information is provided for comments not fully addressed through a Master Response(s). The following discussion provides a summary of six Master Responses for recurring themes of comments that staff identified.

Overview of Comments on the 2024 Draft PEIR

SCAG received a total of 33 comment letters on the Draft PEIR (including two comment letters received after close of the 65-day public review and comment period).¹ The 33 comment letters represent 28 commenters. Three commenters provided multiple comment letters. A complete list of commenters, including their associated affiliations, is included in **Attachment 2** at the end of this staff report.

Draft PEIR comment letters were divided into nine categories of commenters: 1) sovereign nations; 2) federal agencies; 3) state agencies; 4) regional agencies; 5) subregional agencies; 6) county transportation commissions; 7) local agencies (including SCAG member jurisdictions); 8) organizations; and 9) individuals. Most comment letters were provided by organizations (16 out of 33), followed by local agencies (6 out of 32). A summary of the Draft PEIR comment letters by categories of commenters is presented in **Attachment 3** at the end of this staff report.

Among the 33 comment letters, there were approximately 700 unique comments directly related to environmental issues in the Draft PEIR. Several comment letters addressed to the PEIR included comments on both the Draft PEIR and the Draft Plan or comments only on the Draft Plan. Plan-related comments included in PEIR comment letters were reviewed but addressed separately as part of the Final Plan. See discussion under Master Response 1, below, for additional details.

Master Responses to Address Recurring Themes in Draft PEIR Comments

Upon evaluation of the Draft PEIR comments, SCAG staff determined many comments focused on six recurring themes: (1) Plan comments; (2) general comments related to issues outside of CEQA; (3) level of details for Draft PEIR analysis; (4) Plan's regional development pattern and growth forecast underlying the PEIR analysis; (5) mitigation measures; and (6) PEIR's alternatives analysis. To address the recurring themes observed among the Draft PEIR comments, Master Responses for each of these six topics have been prepared as summarized below.

- 1) Master Response No. 1 – Comments related to Draft Connect SoCal 2024 explains that several comment letters contained comments on both the Draft PEIR and the Draft Plan or comments only on the Draft Plan. SCAG is required to evaluate only those comments on environmental issues and respond in good faith to comments raising “significant environmental issues” (CEQA Guidelines Section 15088). Comments on the Draft Plan were re-routed to SCAG's online comment response form system, which documents and tracks all Plan-related comments using submission ID numbers. Plan-related comments have been reviewed and responded to through the Plan comments review and response process. See Agenda Item No. 1 in the JPC agenda packet for an overview of Plan comments and revisions.

¹ Under CEQA, a lead agency is required to consider comments on the Draft PEIR and to prepare written responses if a comment is received within the public comment period (Public Resources Code Section 21091(d), CEQA Guidelines Section 15088). Nonetheless, for information purposes, SCAG has elected to respond to late letters.

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- 2) Master Response No. 2 – General Comments and Non-CEQA Issues explains that the focus of SCAG’s responses to comments is the “disposition of significant environmental issues raised” in the comments (CEQA Guidelines Section 15088(c)). Detailed responses are not provided for comments that do not relate either to significant environmental issues or adequacy of the analysis in the 2024 PEIR. As stated in Section 15151 of the CEQA Guidelines, disagreement among experts does not make an EIR inadequate. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

 - 3) Master Response No. 3 – Level of Detail in a Program EIR versus Project EIR explains that the 2024 PEIR is a programmatic document that provides a region-wide environmental assessment of the potential significant environmental effects of implementing policies, strategies, projects, and programs included in the Plan over a minimum 20-year horizon period. Because it is a regional plan, the focus of the environmental analysis in the PEIR is on a regional perspective and is programmatic in nature, and it does not include site-specific analysis of any project contained in Connect SoCal 2024 as detailed project/site specific analysis is not possible or appropriate at this time without undue speculation. (See CEQA Guidelines Section 15126.6(f)(3)). Subsequent activities must be examined on a project-by-project basis by its lead agency.

 - 4) Master Response No. 4 – Regional Development Pattern and Growth Forecast explains that the distribution of growth represents one pattern of growth that could occur consistent with the Plan. This regional development pattern is used to model and evaluate traffic, air quality, per-capita GHG emission reduction, and general growth-related impacts. Therefore, while SCAG undertakes detailed regional modeling including growth assumptions at the TAZ level to assess GHG impacts, the set of TAZ-level growth projections analyzed in Connect SoCal 2024 and in the 2024 PEIR is not the only set of assumptions that could ensure that per capital GHG emission reduction targets are met. Each local agency is responsible for the development within its jurisdiction and for determining consistency with the RTP/SCS.

- 5) Master Response No. 5 – Mitigation Measures explains that the 2024 PEIR embeds certain mitigation measures from previous cycles within the Plan itself as Regional Planning Policies and/or Implementation Strategies (also referred to as “Plan Features”). Moving such measures in to the Plan itself is consistent with CEQA Guidelines Sections 15064(f)(2) and 15126.4(a)(1)(A). While they are not labeled as mitigation measures in the 2024 PEIR, they would nonetheless be implemented and would ultimately result in the overall reduction of potential significant impacts to affected resources in the region. Moreover, consistent with the bifurcation of mitigation measures in the 2016 and 2020 PEIRs, the 2024 PEIR includes mitigation measures to be implemented by SCAG and those to be considered for implementation by each lead agency, as appropriate and feasible. As authorized by the CEQA Guidelines and case law, the program-wide SCAG mitigation measures are in line with SCAG’s regional role and lack of land use or purse-string authority over transportation and land use projects. Project-level mitigation measures are intended to be a toolbox and are up to each lead agency to determine the applicability and appropriateness based on project-specific circumstances. This bifurcated mitigation approach recognizes the limits of SCAG’s authority; distinguishes between SCAG commitments and project-level responsibilities and authorities; optimizes flexibility for project implementation; and facilitates CEQA streamlining and tiering where appropriate on a project-by-project basis determined by each lead agency.
- 6) Master Response No. 6 – Alternatives explains the 2024 PEIR’s two “book-ends” approach to alternatives and addresses requests to consider additional PEIR alternatives, including a local input alternative. In previous cycles, PEIR alternatives included: 1) the land use growth pattern of the previous plan and 2) an alternative that reflected Local Input. This approach reflects the Connect SoCal 2024 planning process, which has resulted in the first RTP/SCS to not substantially modify local inputs. Therefore, a “local input” alternative raised by some commenters is not needed because the growth projections for Connect SoCal 2024 reflect the local inputs.

Component No. 3: Chapter 9.0 – Clarifications and Revisions. This chapter provides clarifications and revisions to the 2024 Draft PEIR. As allowed under CEQA, revisions are made in “excerpt style” using ~~strikethrough~~/underline format, meaning only the portions of the Draft PEIR that were revised are included and presented in this chapter. Readers are referred to 2024 Draft PEIR to view complete chapters. A summary of the revisions by category is included below.

- 1) Category 1 – Revisions to the Plan Since Publication of the 2024 Draft PEIR includes a summary of revisions resulting from refinements to the Draft Plan since publication of the 2024 Draft PEIR as part of the finalization process for both documents. This category of revisions includes a summary of Plan changes and references the latest Project information for various Plan components including the Plan’s Project List, jurisdictional level growth forecast, modeling and SPM results, and transportation finance. See Agenda Item No. 1 in the JPC agenda packet for additional details on the proposed revisions to the Plan.

- 2) Category 2 – Response to Comments on the 2024 Draft PEIR includes revisions resulting from comments received on the Draft PEIR. This category includes corrections or additions to PEIR text or maps. Additional clarifying information in response to the comments received on the Draft PEIR will be presented in Chapter 8 of this Final PEIR.
- 3) Category 3 – Staff-Initiated Clarifications and Revisions includes staff-initiated revisions to correct typographical errors, including grammar, punctuation, misspellings, missing words, misnumbering, and other clerical errors. Most of these corrections are not substantive because they do not affect the adequacy, completeness, and sufficiency of the Final PEIR as an informational document. Minor formatting or grammar changes are not presented in underline or strikethrough format.

In addition, this chapter includes a discussion of staff’s assessment as to if any and all of the corrections, deletions, or additions to the 2024 Draft PEIR would necessitate and require recirculation of the 2024 Draft PEIR prior to certification of the Final PEIR pursuant to CEQA Guidelines Section 15088.5. At the time of preparing this staff report, staff’s assessment indicates that all the information presented in the proposed Final PEIR merely clarify, amplify, or make insignificant modifications to an adequate Draft PEIR, and that recirculation of the 2024 Draft PEIR is not required.

For additional details on the components of each of the chapters for the proposed Final PEIR, see the staff report for the February 1, 2024 EEC meeting: <https://scag.ca.gov/sites/main/files/file-attachments/rc020124fullpacket.pdf?1706218474>.

Additional CEQA-Required Information for the Proposed Final PEIR

CEQA requires additional information to support RC’s consideration to certify the 2024 Final PEIR prior to considering whether to approve a project (CEQA Guidelines Sections 15090 and 15092). The information is separately attached as “exhibits” to the resolution that will be presented to RC at its April 4, 2024 meeting.

- 1) Mitigation Monitoring and Reporting Program (MMRP) is prepared in compliance with the requirements of Section 21081.6 of the California Public Resources Code and CEQA Guidelines Section 15091(d) and Section 15097. The MMRP applies to the goals, policies, and strategies articulated in the Plan and related mitigation measures to be implemented by SCAG and project-level mitigation measures which are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes.

- 2) Findings of Fact is prepared in compliance with the requirements of Section 21081.6 of the California Public Resources Code and CEQA Guidelines Section 15091 for each significant effect of the Plan. It describes facts, discussions, and conclusions reached in the environmental review relative to impacts, mitigation measures, and selection of an alternative. The existence of significant unavoidable impacts as identified in the Findings of Fact requires the preparation of a Statement of Overriding Considerations. After considering the Final PEIR and in conjunction with Findings made under CEQA Guidelines Section 15091, the RC may decide whether or how to approve or carry out the Plan.
- 3) A Statement of Overriding Considerations explains why SCAG, as the CEQA Lead Agency for the Plan, is willing to accept the significant unavoidable adverse environmental impacts, in compliance with Section 21081 of Public Resources Code and CEQA Guidelines Section 15093. It describes that the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits of Connect SoCal 2024 outweigh and override the significant and unavoidable environmental impacts associated with the Plan. The Statement of Overriding Consideration “reflect[s] the ultimate balancing of competing public objectives when the agency decides to approve a project that will cause one or more significant effects on the environment” (CEQA Guidelines Section 15021 (d)).

Next Steps:

SCAG must provide a written proposed response to comments made by public agencies at least 10 days prior to the intended certification date (CEQA Guidelines Section 15088). SCAG staff will post the proposed Final PEIR on SCAG’s website on March 25, 2024, including responses to all comments (not limited to agencies comments) and associated revisions. Pending JPC’s consideration of staff recommendation at today’s meeting, SCAG staff intends to seek RC certification of the proposed Connect SoCal 2024 Final PEIR and RC authorization for staff to carry out administrative tasks for the certification at its April 4, 2024 meeting. The Final PEIR must first be certified by the RC prior to approving the Final Connect SoCal 2024 (CEQA Guidelines Section 15090). After the anticipated RC approval of Connect SoCal 2024 on April 4, 2024, SCAG staff must file a Notice of Determination (NOD) within five working days with the Governor’s Office of Planning and Research (OPR) and with each of the County Clerks for the six counties in the SCAG region. Dates of key milestones for the 2024 Final PEIR are shown in Table 2, below.

Table 2: Key Milestones Dates and Actions for the Connect SoCal 2024 Final PEIR

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

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

FISCAL IMPACT:

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

Attachment 1: 2024 PEIR Outreach Activities (as of March 2024)*

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



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

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



February 15, 2024	Technical Working Group	Business; Environmental; Public Agencies; General Public	Status Update on the 2024 PEIR and Preliminary Outline of Draft Contents for the 2024 Proposed Final PEIR
March 7, 2024 <i>(today's meeting)</i>	Joint Policy Committees	Elected Officials, Interested Stakeholders, General Public	Status Update on 2024 PEIR Stakeholder Outreach, Comments and Responses, and Recommendation that RC certify the 2024 Final PEIR

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

Attachment 2: List of Draft PEIR Commenters

Commenter
Agua Caliente Band of Cahuilla Indians
Department of the Navy
California Department of Transportation, Aeronautics Program
California Department of Transportation
California Highway Patrol
Imperial Irrigation District
Transportation Corridor Agencies
Orange County Council of Governments
Orange County Transportation Authority
San Bernardino County Transportation Authority & San Bernardino Council of Governments
City of El Segundo
City of Garden Grove
City of Huntington Beach
City of Irvine
City of Riverside
City of Whittier
Citizens Coalition for Safe Community and Sierra Club Transportation
Center for Demographic Research*
Friends of Harbors, Beaches and Parks*
Hills for Everyone
Natural Lands Coalition
Rail Passengers Association of California
Robert Redford Conservancy for Southern California Sustainability
Riverside Neighbors Opposing Warehouses*
Southern California Business Coalition
World Be Well Organization
George Hague

*Notes: These commenters submitted two or more separate comment letters on the 2024 Draft PEIR.

Attachment 3: Breakdown of Draft PEIR Comment Letters by Categories of Commenters

Category of Commenters	Number
Sovereign Nations	1
Federal Agencies	1
State Agencies	3
Regional Agencies	2
Subregional Agencies	1
County Transportation Commissions	2
Local Agencies (including SCAG Member Jurisdictions)	6
Organizations	16
Individuals	1
Total	33*

Notes: Includes 31 timely submission of comment letters and two comment letters received after the close of the public review and comment period.



**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
SPECIAL JOINT MEETING OF THE JOINT POLICY COMMITTEES
(COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE (CEHD);
ENERGY AND ENVIRONMENT COMMITTEE (EEC); AND TECHNOLOGY COMMITTEE (TC))
MINUTES OF THE MEETING
THURSDAY, SEPTEMBER 7, 2023**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE JOINT POLICY COMMITTEES. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE AT: <http://scag.igm2.com/Citizens/>

The Joint Policy Committees of the Southern California Association of Governments (SCAG) held its meeting both in person and virtually (telephonically and electronically). A quorum was present.

CEHD Members Present:

Hon. Frank Yokoyama (Chair)	<i>Cerritos</i>	District 23
Hon. David Shapiro (Vice Chair)	<i>Calabasas</i>	District 44
Hon. Cindy Allen	<i>Long Beach</i>	District 30
Hon. Valerie Amezcua	<i>Santa Ana</i>	District 16
Hon. Gary Boyer	<i>Glendora</i>	District 33
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Don Caskey	<i>Laguna Hills</i>	OCCOG
Hon. Tanya Doby	<i>Los Alamitos</i>	OCCOG
Ms. Lucy Dunn	Business Representative	Ex-Officio
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Bob Engler	<i>Thousand Oaks</i>	VCOG
Hon. Waymond Fermon	<i>Indio</i>	CVAG
Hon. John Gabbard	<i>Dana Point</i>	District 12
Hon. Camilo Garcia	<i>Imperial County</i>	CoC
Hon. Marshall Goodman	<i>La Palma</i>	District 18
Hon. Mark Henderson	<i>Gardena</i>	District 28
Hon. Cecilia Hupp	<i>Brea</i>	OCCOG
Hon. Lynda Johnson	<i>Cerritos</i>	GCCOG
Hon. Kathleen Kelly	<i>Palm Desert</i>	District 2
Hon. Tammy Kim	<i>Irvine</i>	District 14



Hon. Lauren Kleiman	<i>Newport Beach</i>	District 15
Sup. Matt LaVere	<i>Ventura County</i>	CoC
Hon. John Mirisch	<i>Beverly Hills, Pres. Appt.</i>	Member at Large
Hon. Joseph Morabito	<i>Wildomar</i>	WRCOG
Hon. Marisela Nava	<i>Perris</i>	District 69
Hon. Freddy Puza	<i>Culver City</i>	WSCCOG
Hon. Gabriel Reyes	<i>San Bernardino County</i>	CoC
Hon. Rocky Rhodes	<i>Simi Valley</i>	District 46
Hon. Sylvia Robles	<i>Grand Terrace</i>	SBCTA
Hon. Celeste Rodriguez	<i>San Fernando</i>	District 67
Hon. Sonny Santa Ines	<i>Bellflower</i>	GCCOG
Hon. Nicholas Schultz	<i>Burbank</i>	AVCJPA
Hon. Becky Shevlin	<i>Monrovia</i>	SGVCOG
Hon. Mary Solorio	<i>San Fernando</i>	SFVCOG
Hon. Acquanetta Warren	<i>Fontana</i>	SBCTA
Hon. Tony Wu	<i>West Covina</i>	SGVCOG

CEHD Members Not Present:

Hon. Ashleigh Aitken	<i>Anaheim</i>	District 19
Hon. Al Austin, II	<i>Long Beach</i>	GCCOG
Hon. Debra Dorst-Porada	<i>Ontario, Pres. Appt.</i>	Member at Large
Hon. Rose Espinoza	<i>La Habra</i>	OCCOG
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Claudia M. Frometa	<i>Downey</i>	District 25
Hon. Jed Leano	<i>Claremont</i>	SGVCOG
Hon. Anni Marshall	<i>Avalon</i>	GCCOG
Hon. Andrew Masiel, Sr.	<i>Tribal Gov't Reg'l Planning Rep.</i>	
Hon. Casey McKeon	<i>Huntington Beach</i>	District 64
Hon. George A. Nava	<i>Brawley</i>	ICTC
Hon. Ariel Pe	<i>Lakewood</i>	GCCOG
Hon. Misty Perez	<i>Port Hueneme, Pres. Appt.</i>	Member at Large
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Andrew Sarega	<i>La Mirada</i>	District 31
Hon. Helen Tran	<i>San Bernardino</i>	SBCTA
Hon. Mark Waronek	<i>Lomita</i>	SBCCOG
Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG



EEC Members Present:

Hon. Deborah Robertson (Chair)	<i>Rialto</i>	District 8
Sup. Luis Plancarte (Vice Chair)		Imperial County
Hon. Damon L. Alexander	<i>San Bernardino</i>	SBCTA
Hon. Ana Beltran	<i>Westmoreland</i>	ICTC
Hon. Art Bishop	<i>Apple Valley</i>	SBCTA
Hon. Phil Brock	<i>Santa Monica</i>	WSCCOG
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Jenny Crosswhite	<i>Santa Paula</i>	District 47
Hon. Rick Denison	<i>Yucca Valley</i>	SBCTA
Hon. Shari Horne	<i>Laguna Woods</i>	OCCOG
Hon. Britt Huff	<i>Rolling Hills Estates</i>	SBCCOG
Hon. Dan Kalmick	<i>Huntington Beach</i>	OCCOG
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Elaine Litster	<i>Simi Valley</i>	VCOG
Hon. Vianey Lopez		Ventura County
Hon. Lauren Meister	<i>West Hollywood</i>	District 41
Hon. Oscar Ortiz	<i>Indio</i>	District 66
Hon. Jeannette Sanchez-Palacios	<i>Ventura</i>	VCOG
Hon. Jennifer Stark	<i>Claremont</i>	SGVCOG
Hon. Tamala Takahashi	<i>Burbank</i>	SFVCOG
Hon. Connor Traut	<i>Buena Park</i>	OCCOG
Hon. Dale Welty	<i>Canyon Lake</i>	WRCOG
Hon. Edward H.J. Wilson	<i>Signal Hill</i>	GCCOG

EEC Members Not Present:

Hon. Robert Copeland	<i>Signal Hill</i>	GCCOG
Hon. Maria Davila	<i>South Gate</i>	GCCOG
Hon. Ned Davis	<i>Westlake Village</i>	LVMCOG
Hon. Cynthia Moran	<i>Chino Hills</i>	SBCTA
Hon. Stephanie Virgen	<i>Coachella</i>	CVAG

TC Members Present:

Hon. Tim Sandoval (Chair)	<i>Pomona</i>	District 38
Hon. Mike T. Judge (Vice Chair)		VCTC
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Kathryn Barger		Los Angeles County
Hon. Liz Becerra	<i>Victorville</i>	District 65
Hon. Brian Berkson	<i>Jurupa Valley, Pres. Appt.</i>	Member at Large



Hon. Russel Betts	<i>Desert Hot Springs</i>	CVAG
Hon. Art Brown	<i>Buena Park</i>	District 21
Hon. Denise Delgado	<i>Coachella, Pres. Appt.</i>	Member at Large
Hon. Jonathan Dumitru	<i>Orange</i>	District 17
Hon. John Dutrey	<i>Montclair</i>	SBCTA/SBCCOG
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Jason Gibbs	<i>Santa Clarita</i>	NCTC
Hon. Brian Goodell		OCTA
Hon. Curt Hagman		San Bernardino County
Hon. Jan Harnik		RCTC
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Fred Jung	<i>Fullerton</i>	OCCOG
Hon. Trish Kelley	<i>Mission Viejo</i>	OCCOG
Hon. Linda Krupa	<i>Hemet</i>	District 3
Hon. Bridgett Lewis	<i>Torrance, Pres. Appt.</i>	Member at Large
Hon. Malcolm Lilienthal	<i>Hemet</i>	WRCOG
Hon. Richard Loa	<i>Palmdale</i>	NCTC
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Linda Molina	<i>Calimesa, Pres. Appt.</i>	Member at Large
Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
Hon. Maria Nava-Froelich		ICTC
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Sharona Nazarian	<i>Beverly Hills</i>	WSCCOG
Hon. Gil Rebolgar	<i>Brawley</i>	District 1
Hon. Ed Reece	<i>Claremont</i>	SGVCOG
Hon. Crystal Ruiz	<i>San Jacinto</i>	WRCOG
Hon. Suely Saro	<i>Long Beach</i>	District 29
Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Jeremy Smith	<i>Canyon Lake, Pres. Appt.</i>	Member at Large
Hon. Ward Smith	<i>Placentia</i>	OCCOG
Hon. Jose Luis Solache	<i>Lynwood</i>	District 26
Hon. Wes Speake	<i>Corona</i>	WRCOG
Hon. Karen Spiegel		Riverside County



Hon. Michael Vargas	<i>CoC</i>	Riverside County
Hon. Don Wagner		Orange County
Hon. Wallace, Colleen	<i>Banning</i>	WRCOG
Hon. Alan Wapner		SBCTA/SBCOG
Hon. Thomas Wong	Monterey Park	SGVCOG
Hon. Jeff Wood	<i>Lakewood</i>	District 24
Mr. Paul Marquez	<i>Caltrans District 7</i>	Ex-Officio Member

TC Members Not Present:

Hon. Konstantine Anthony	<i>Burbank</i>	District 42
Hon. Daniel Brotman	<i>Glendale</i>	AVCJPA
Hon. Ross Chun	<i>Aliso Viejo</i>	OCCOG
Hon. Andrew Do	<i>CoC</i>	Orange County
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49
Hon. Ken Mann	<i>Lancaster</i>	District 43
Hon. Larry McCallon	<i>Highland</i>	District 7
Hon. Ara Najarian	<i>Glendale</i>	SFVCOG
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Hilda Solis		Los Angeles County
Hon. Cynthia Sternquist	<i>Temple City</i>	SGVCOG
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Scott Voigts	<i>Lake Forest</i>	OCCOG

Staff Present

- Kome Ajise, Executive Director
- Darin Chidsey, Chief Operating Officer
- Debbie Dillon, Chief Strategy Officer
- Javiera Cartagena, Chief Government and Public Affairs Officer
- Sarah Jepson, Chief Planning Officer
- Cindy Giraldo, Chief Financial Officer
- Julie Shroyer, Chief Information Officer
- Richard Lam, Deputy Legal Counsel
- Ruben Duran, Board Counsel
- Maggie Aguilar, Office of Regional Council Support
- Cecilia Pulido, Deputy Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Art Brown called the meeting to order at 9:35 a.m. A quorum was confirmed. President Brown asked the Honorable Frank Yokoyama, CHED Policy Committee Chair, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

President Brown opened the Public Comment Period and outlined instructions for public comments.

The Clerk of the Board announced that there were no written public comments received by email before and after the deadline. Additionally, the Clerk confirmed that there were no public comment speakers.

Seeing no other public comment speakers, President Brown closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of items.

ACTION ITEM

In the interest of time, action on Item 1 and the Consent Calendar were acted upon together. The roll call vote is reflected below.

1. Connect SoCal 2024 Update

Ms. Aditi Shakkawar, representing United Way of Great Los Angeles, stated they were in favor of adopting this plan and expressed support for goal #40 due to its potential to drive systemic change.

There were no additional comments on Item 1.

Kome Ajise, Executive Director, provided brief comments on the fourth iteration of the Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS). He noted that like the others before it, this plan satisfied their core requirements of meeting transportation conformity under the Federal Clean Air Act and their greenhouse gas emission reduction target under the State requirements. He shared that this plan was also critical to ensuring that they maintain their eligibility as a region for State and Federal transportation funding. He also noted that this plan would allow them to move forward as a region such that they can attain a robust and thriving future for the region. He explained that this plan also gave them direction for addressing long standing challenges like housing, affordability, equity, and sustainability. He indicated that the presentation would provide an update and summary on the purpose of the plan, include the

process they went through in developing the plan, an overview of what the plan contains, and a deeper look at some of the trends and challenges to which this plan responds. He shared that while much had changed since the adoption of the last plan in 2020, much more had persisted in terms of the region's challenges and opportunities. He indicated that the plan reflects the leadership of the Policy Committees and Regional Council in steering the region towards a brighter future. He highlighted that this plan would take them in the horizon year 2050 and that by that time, they would have invested an additional \$750 billion into their regional transportation system. He noted that the majority of these investments would be for operations and maintenance of transit, highways and their regionally significant local streets and roads. He emphasized that per dollar invested, this plan would yield a \$1.50 in return and in terms of growth, they anticipated adding two million people to the region by 2050, almost half as much as they had expected in the 2020 plan. He also indicated that they expected to accelerate housing production to address the under supply of housing and were forecasting that about half of these new homes and jobs would be near high quality transit and 65 percent of them in areas identified as priority for housing due to their likelihood to offer a range of mobility options or amenities within a short trip. However, he indicated that challenges still remained, and one was maintaining their transportation infrastructure in a state of good repair given declining revenues from traditional transportation funding sources like the gas tax and the escalating costs in both labor, construction, and material costs. Lastly, he shared that costs were also rising as climate related and other shocks imposed new resiliency needs on their list of regional projects.

Sarah Dominguez, Panning Supervisor, provided a brief overview of what Connect SoCal is and noted that it was their statutorily required RTP/SCS which was intended to represent their vision for Southern California's future, including policies, strategies, projects and programs to advance their region in terms of the mobility communities, the environment and the economy. Her presentation also addressed CEQA requirements that require SCAG, as the lead agency for Connect SoCal, to evaluate and disclose potential environmental impacts and mitigate or avoid significant environmental impacts. She also provided an overview of how they prepared the plan over the last three years which consisted of several milestones, including data collection, research, policy development and outreach, all culminating in a draft plan that would be ready for review in November. She explained that following approval to release the draft plan for public review and comment, they would open the public comment period, respond to all comments, and make any necessary adjustments to the plan before presenting the final in April 2024. She shared that in preparation of the plan they had benefited from leadership and direction from each of SCAG's Policy Committees and that after the last plan they had received some feedback about the need to have some more discussion throughout the plan development. As a result, she noted that this plan had certainly benefited from this and the additional review and deliberation. She also noted that there were three special subcommittees that allowed them to dive deeper into some key emerging policy areas. She indicated that during plan development they met with the county transportation commissions and their staff and local jurisdictions who provided key data inputs, hosted several

ongoing working groups and technical advisory committees, which helped to support the development process and technical elements of the plan, and engaged with the public and partnered with several community-based organizations to get public and additional stakeholder feedback on the draft elements of the plan. Her presentation also included information on the plan implementation since 2020 and noted that SCAG's role in implementing Connect SoCal was primarily in one of 4 ways: collaboration with other governments, funding administration, research, and resources. She also shared that over the past several years SCAG passed a series of resolutions that helped to shape and inform the work of the plan, specifically the Policy Priorities of Connect SoCal 2024, which dealt with climate change, racial equity and the digital divide, and were established as the plan policy priority areas in the Policy Development Framework that was adopted earlier this year. Her presentation included a preview of the plan outline [the main book] which was organized by chapters and summarized the region's existing conditions, the key plan elements, provided a financial summary, and included measurement of their progress and as well as supplemental materials. She also noted that the work was supported by 15 technical reports and expressed that for the first time, SCAG was including a housing technical report to provide extensive background on the housing challenge facing the region along with a series of best practices and strategies that can support housing production. She explained that the vision for the region in 2050 was based on public and stakeholder review which was for the region to have a healthy, prosperous, accessible, and connected region for a more resilient and equitable future. She noted that this was articulated in a set of goals around the areas of mobility, communities, the environment, and economy, and were further supported by subgoals. Her presentation also included information on how they achieve the vision by doing data collection and research, how they engage agencies and jurisdictions across the region to understand how they are planning for the future, looking at how the region changed since their last plan and what they have learned, and the need to understand the many challenges facing their region. With respect to shaping the plan elements, she emphasized that while SCAG's work and this plan help facilitate implementation, SCAG does not directly implement or construct projects or have land use authority. Instead, they are part of a large body of governments and public agencies that collectively plan, construct, operate and maintain the region's transportation system, plan for housing, and regulate land use. She briefly described the Plan Elements which included Regional Planning Policies that help provide guidance during plan implementation for transportation agencies or local jurisdictions, Project List that detail plan investments, Forecasted Regional Development Pattern which comes out of that local data exchange with local jurisdictions to show where future housing and employment will be located within the region, Regional Strategic Investments that are developed to address the gap between local plans and regional performance targets or goals, and Implementation Strategies that are areas where SCAG will lead, partner, or support plan implementation. She also displayed a draft Connect SoCal 2024 Investment chart with information on revenues and expenditures from FY2025 through FY 2050 and a chart that highlighted the Regional Strategic Investments.

Sarah Jepson, Chief Planning Officer, provided an overview of how the plan is responding to trends and challenges. Specifically, she focused on addressing what has changed in this plan, how the region is responding to the trends and challenges, and changes in the Federal and State policy landscape. Her presentation also included information on the accelerated growth in the region and noted that their local jurisdictions were projecting 30% more household growth by 2030 than they projected when they adopted their last plan. She further noted that their plan was projecting 1.6 million household growth by 2050. She also addressed how this plan aims to foster and continue to support household growth in the region through a variety of things like regional planning policies, regional investments, and implementation strategies. She also emphasized that it was important that this plan recognize that infrastructure is needed to support the housing growth. Her presentation also included information on the changing workplace patterns related to work from home. She explained that for Connect SoCal 2024, they assumed that 22-25% of workdays would be conducted at home through 2050 which was a significant increase from their last plan. She explained that as a result they would continue to carry forward their transportation demand management policies and strategies from past plans and would also introduce new strategies and policies specific to broadband to address the digital divide. She also shared that the last plan brought issues of resilience to the forefront with the pandemic and wildfires. As a result, it raised the importance of preparing for a more resilient region since they were seeing frequent climate hazards and climate events, including extreme heat, fires, and flooding. She explained that the plan carries forward and introduces new policies related to resilience that were based off feedback from the resilience subcommittee and that in their regional strategic investments they reflect that the money for housing supported infrastructure should be leveraged as an opportunity to make sure their communities are more resilient. She further explained that in the plan they increased the investments for operation and management of their transportation system as they recognize that transportation infrastructure is very susceptible to climate events. Additionally, she noted that in implementing this, their plan was to support local planning and help their local jurisdictions seek funding opportunities. She also shared that another significant change since the last plan was shift in transit which continues to serve as the backbone for sustainable development in their region. She explained that they needed to ensure transit ridership recovers which will require the provision of fast, frequent, safe, and reliable transit and rail service. She also emphasized that recovery depended on solid transit and rail asset management and the goal of ensuring a state of good repair on that system. From the 2020 plan, they were continuing to look at high quality transit corridors in partnership with their regional transit agencies. She noted that the plan further assumes regional strategic investments and transit service improvements on these corridors, contingent upon some new revenues that will help the region with both transit ridership recovery and meeting their greenhouse gas reduction targets. She indicated that new for 2024, they had re-envisioned and strengthened some of their concepts around dedicated transit lanes and added enhanced strategies around micro mobility and car share to create more mobility hubs around their transit network. She emphasized that they were also recognizing that accessibility to transit continued to be constrained for low-income households and as a result the plan continued equity

enhancements from the 2020 plan. She indicated that they have a program to support universal basic mobility which provides qualified residents with subsidies for transit and other mobility services. Her presentation also included information on a trend that was indicating that their roads were becoming more unsafe. She noted that earlier in the year SCAG had adopted the Regional Complete Streets policy, continuing the work from the last plan, which included strategies and analysis on safety. She indicated that this plan would strengthen this for safety and would have an equity focus. She also provided information on the goods movement and indicated that it remains very volatile and were faced with many old and new challenges, which is why it was important to recognize that freight cycles from expansion, to contraction, to recession, were much more volatile than overall economic gross domestic product performance. She briefly touched upon supply chain issues, the regulatory environment, operations, local community impacts and safety and security. She also explained that this plan continues to advance policies to promote more comprehensive system level planning of corridor and supply chain operational strategies that integrate the road and rail infrastructure and inland port concepts. She noted that their policies also prioritize community and environmental justice concerns, together with the economic needs, and support workforce development opportunities, particularly around zero emission and clean transportation technologies. She also shared that another significant policy change that was impacting this plan was the State's policies on electric vehicles. She explained that the California Air Resources Board recently enacted legislation that would accelerate a trend which was the shift to a largely zero emission vehicle fleet. She emphasized that the transitioning to clean transportation technology posed a great opportunity but would also require fundamental shifts in how they think about and plan for transportation, land use and energy. She also noted that while there were benefits in the shift to clean transportation technologies, there was also significant impacts to transportation funding, and indicated that they were projecting a loss in gas tax revenue of up to \$93 billion. She explained that the drop in revenues had real impacts to the SCAG region, especially in the case of maintaining their local streets and roads. She expressed that the decline in revenue and escalating costs to build, operate, and maintain their transportation infrastructure, requires that they have new and more sustainable revenue sources that are linked to how they use the system. She indicated that they needed to prioritize their limited resources to reserve and maintain their existing system and noted that the regional strategic investments and implementation strategies carried forward these themes and ensured that changes to how they fund their transportation system are equitable. Her presentation also included information on GHG reduction strategies and how SCAG meets the established targets through a combination of Plan strategies and exogenous factors.

Mr. Cesar Aranguri, member of the public, inquired about the demographic feedback that was provided by the community-based organizations (CBO). He asked if SCAG had numbers on the age and ethnics groups that provided feedback. Additionally, he asked if any tribal CBO's or affiliated organizations were consulted. Staff acknowledged they had numbers on the age and ethnic groups

that provided feedback and informed Mr. Aranguri that they would have to look at whether any of the CBO's identified themselves as tribal organizations.

Regional Council Member Adele Andrade-Stadler, Alhambra, District 34, noted the population plan for 2020 and emphasized the reduction in population. She asked if staff relied on the American Community Survey or if they used non-census data for their projections. SCAG staff acknowledge that they relied on a wide range of data inputs from the American Community Survey to input and review by their local jurisdictions for the projections.

Regional Council Member Oscar Ortiz, Indio, District 66, asked if they had any analysis on how much residential solar energy they had in the region and if there was a goal that they want to meet for residential solar energy in the region. SCAG staff indicated that this was not included as an element of the plan but that they did have policies in the plan that support sustainable development.

Regional Council Member Karen Spiegel, Riverside County, expressed concern about the lack of information on expansion and asked where they were looking at for infrastructure as they grow. She also brought up the issue of penalizing commuters who were paying more for gas and for the mileage track. She indicated it was a larger discussion that was focused on what's equitable financially for their constituents and allows the ability to improve and expand their infrastructure. SCAG staff expressed that they carried over many of the highway investments that were incorporated in the previous plan as well as incorporated the submissions by the CTC's. Staff also indicated that for the most part the highway investments included the continued expansion and build out of the express lane network. Staff also noted that they included bottleneck relief strategies to support their goods movement industry. Staff also provided clarity on the issue of equity and the mileage-based user fee [the road charge] and noted that in terms of the gas tax, they were assuming an actual replacement of the State and Federal gas tax so that they are not paying the gas tax and then on top of that a road charge.

Policy Committee Member John Mirisch, Beverly Hills, expressed that he thought the growth projections from both SCAG and DOF were a little optimistic and noted that he understood that no one wanted to admit a population trend that showed reduction in population. He indicated that people sometimes could interpret this as failure and that should not be the case. He expressed that instead it was opportunity to focus on improving the lives of people who are here rather than planning for growth and suggested that they carefully track the demographics. He also thanked staff for addressing the issue of remote work and suggested that they look at creating policies to leverage the potential of remote work to achieve goals in mobility and climate.

Policy Committee Member Crystal Ruiz, San Jacinto, asked if in the data they took into consideration overall debt and the possibility of another lockdown. If they did consider this, she

asked how it changed their estimates and if they did not, how they thought it would affect their projections. Staff explained that it was not taken into consideration but did note that this was long range planning. Staff indicated they would have another opportunity, if in fact there was a lockdown between now and 2028, for a recalibration of the system.

Regional Council Member Suely Saro, Long Beach, District 29, noted that page 73 cited “37 square miles bared from development” and page 68 “prioritize the benefit of natural and agricultural lands in the region” and asked if it was a regional planning policy goal. Staff explained that the statistics were coming from their preliminary analysis comparing what would occur with the plan and without the plan. Regional Council Member Saro also asked if they would have a goal set up for how much square feet, or parcels of land will be preserved for natural and agricultural lands in the document, and if it was in alignment with State goals. Staff indicated they had not articulated any sort of quantitative goal and it was more like policy and was up to each jurisdiction to apply that locally to their planning policies. Staff also noted that they were generally in connection with State goals and emphasized that SCAG did not have land use authority to make it a definitive policy goal but did work closely with the local agencies on the regional planning policies.

Policy Committee Member Dale Welty, Canyon Lake, expressed it was interesting that they were going to have a 10% increase in population and a 25% increase in households and thought it would be interesting for the developers to see these numbers. He also indicated that he thought the typical 3,000 square foot house they were developing now may not be the one they need in the future and noted that it would be interesting to see the demand broken out so they can look at smaller development or units in the future, and thought they needed more data in the report. Staff indicated that they had the data and were planning for many more multi-family units in this region as they moved forward. Additionally, staff noted that through the planning requirements around RHNA, cities were required to plan for units at all income levels given the higher density requirements around that planning, which was part of the reason why they anticipated more growth in those multi-family units in this region.

Regional Council Member Margaret Clark, Rosemead, District, expressed the road charge was very concerning to her given the unattended consequences. She indicated her concern was that putting a road charge would hurt low-income people and hoped they could get something equitable that won't hurt the low-income minority population. Staff indicated this was a deep concern of theirs as they were evaluating some of these concepts.

Regional Council Member Gil Rebollar, Brawley, District 1, thanked staff for their efforts, especially on outreach and engagement. He noted that when he looked at the survey respondents about a fourth of them were in the income over six figures and that the medium income in Imperial County was \$49,000. He asked if there were any takeaways or lessons learned, and if there were any efforts to ensure they are getting feedback from disadvantage communities. Staff indicated they

had also noticed this trend and that internally they were discussing future strategies such as exploring public opinion polling rather than a survey. Staff explained that one of the things that was really successful for this cycle was the partnership with community-based organizations who were the ones that drove a lot of the outreach to underrepresented communities.

Regional Council Member Gary Boyer, Glendora, District 33, indicated that he noticed they were putting a lot of emphasis on transit, which is good and asked if there was any emphasis being put on investing in safety as he did not see it in the plan. Staff indicated that safety was a large part of the operation maintenance costs, and that they had allocated a substantial number of resources towards operation maintenance of the transit system. Staff explained that they had included safety related policies where they were really highlighting the importance of ensuring that there is a safe and secure ride for those riding transit.

Regional Council Member Jenny Crosswhite, Santa Paula, District 47, noticed that part of the report talked about more transportation options for non-work trips but then it also talked about the fact that the majority of the people who were working remotely was skewed towards higher wage earners. She asked what assumptions they were making in the plan around remote work other than broadband. Staff indicated that one of the key assumptions they were making was around their policy goal of 15-minute communities. Staff explained that the idea was having destinations in close proximity where they can get to within a 15-minute walk, bike ride or having destinations in close proximity to each other so that when they get there, they make fewer trips. Staff indicated that they considered having different options around active transportation like walking, biking, and using transit.

Regional Council Member Lauren Meister, West Hollywood, District 41, asked if there were strategies in the plan to develop economic hubs in less dense areas where there's room for housing and housing is less expensive. Staff indicated they had strategies around the economy, and that there was policy language around workforce development, supporting entrepreneurial growth, and a resilient workforce. Staff shared that beyond that, one of the key things that they were thinking about, and perhaps it touches on the 15-minute community concept, was complete communities. Staff explained that as they are thinking about communities, they wanted to make sure that there was comprehensive planning that includes opportunities for jobs, destinations, housing, and recreation.

Policy Committee Member Tamala Takahashi, Burbank, thanked staff for all of the work that was put into this project. In regard to the household growth projection, she asked if they had a sense of what portion of that 26% projection would be increasing density and existing neighborhoods versus increasing sprawl on the outskirts of the network. Staff indicated that they look at the data and analysis from their plan and 65% of that household growth is in what they call their priority development areas. They indicated that those were going to be places that were focused on infill

development either around transit or in communities that have a good backbone where they have opportunities for shorter trips. Policy Committee Member Takahashi also asked if part of the planning was to take a look at density and the benefits of density, building density, and encouraging density in order to benefit both transportation network and the environmental front. Staff explained that the regional planning policies that relate to land use in the plan were going to support more sustainable development and noted that the technical report on land use and the strategies in the plan included some analysis on the additional benefits that they will get from their more sustainable development pattern that they put forward in this plan. With respect to mobility, safety and project planning, Policy Committee Member Takahashi asked if there was any incorporation of a concept that's part of what's called vision zero, and in particular about the quick builds and incremental builds to be able to plan projects faster and get them implemented faster so that they can increase safety faster, especially in the transit corridor that has high fatalities and injury. Staff indicated that they would have to go back and look at the plan but that they certainly promote active transportation and quick build projects. Staff shared that they had done a lot of work with their local jurisdictions to support safety planning and making it safer for walking and biking, and that they were funding quick build projects.

Regional Council Member Trish Kelley, TCA, asked staff to explain what is included in the new revenue strategies that would help to make up for that \$162 billion dollar shortfall. Staff explained that the predominance of the sources was an assumption of a federal gas tax increase in order to maintain purchasing power. Staff noted that the federal gas tax had not been adjusted since 1993, so they assumed an adjustment to the federal gas tax in 2029 through 2034, which would then get replaced with the mileage-based user fee alongside the State gas tax. Staff indicated it was also included as a part of their new revenue sources because if there was no conversion, they would see a substantial decline, so those were both components that were included. Staff also noted that they also assumed local recharge components, essentially congestion pricing, so they incorporated assumptions about this and about parking pricing, and the price managed lane network. Staff shared that the remaining strategies included tax increment financing to support their transit supportive housing, private equity investments that require public private partnerships, and bond financing to support the timing of some projects. Regional Council Member Kelley asked what their best estimate was and at what point in time would these new revenue sources need to be in place in order to generate the shortfall in the revenues, and would any of them need to be in place during the next four years. Staff indicated that the only revenue source that would have an immediate impact would be the price managed lands given the development of many of those projects that were actually in the pipeline. Beyond that, staff explained that these sources were longer term but ideally should be in advance of 2035.

Regional Council Member Brian Goodell, OCTCA, asked staff to repeat their comment about bus headway to reduce greenhouse gas. Staff indicated they were referring to the headways and the high-quality transit corridors that they assume reduced headways on the high-quality transit

corridors. Staff explained that for those corridors they were set at 15-minute headways and had been reduced down to about 10 minutes. Regional Council Member Goodell asked how this relates to the greenhouse gases. Staff explained that the transit service was more frequent, and therefore had to wait a shorter distance of time in between one bus coming from the next. Basically, they were looking at ways to make transit service more attractive in the corridor to get more people to take advantage of it which was better towards achieving their greenhouse gas goals.

Policy Committee Member Wes Speake, Corona, expressed a need to educate the public on how transportation will work in the future as there wasn't going to be any more general-purpose lanes or widening of freeways. He also indicated he was happy to see mention of workforce development in the plan and while the idea of 15-minute communities was great, he asked how they would make sure that people are living where they work. He also asked if the percent of land being preserved was based on density. Staff indicated it was due to some allocation of growth in some infill areas and not necessarily implied density. Staff explained that it could be putting a single-family house on a vacant lot within an existing jurisdiction as opposed to putting it in a greenfield area outside of a sphere of influence. Staff also indicated that the assumptions were based on information provided by the local jurisdictions who shared where they anticipated growth to occur.

Regional Council Member Wendy Bucknum, Mission Viejo, District 13, thanked staff for the approach they took in obtaining information from the local level and really doing a bottom-up analysis which has shown to be pretty fruitful. She also brought up the issue of the multifamily industry that was having issues getting fire insurance and as result sales were stopping. She indicated it was a result of state policies that have caused a major impact on insurance and wanted to make sure they talked about it because of the impact on the economic viability of projects. She also noted that staff had identified 18% of the GHG emissions would be achieved through the user fees and pricing and assumed that that user fee was synonymous with the fees that they had been discussing based on miles driven. She asked if there was a point in time where they felt that the user fees were soon to be operational to achieve the emission reduction and would it be possible to have this before the 2028 RTP/SCS. Staff indicated that they did not assume the operation of a user fee until 2035 as there needed to be substantial amount of work done ahead of that. Staff clarified that when they highlight the 19% reduction as a result of pricing, some of the resources to pay for other infrastructure was actually coming from the pricing component and without it they couldn't hit some of the other targets. Regional Council Member Bucknum asked 1) if the SCAG region would embark on user fees in parallel with the statewide effort, or would it be going at it alone; 2) if Connect SoCal included a specific assumption as to how much the user fee would be; 3) how much a statewide user fee would be; and 4) did they dive that far into it. Staff indicated they did and would definitely work in coordination and collaboration with the state. Staff indicated that they did have specific estimates and would get back to her with the specifics. Regional Council Member Bucknum also asked if the plan was going to include any technical study or policy

direction on how user fees would or would not be imposed on individuals that can't afford to pay the user fee. Staff noted that they did discuss the equity impacts and the equity implications of all of this and that they did assume an equity mobility fund which provides an access transportation option for the most vulnerable households. Regional Council Member Bucknum asked what the source of this funding would be. Staff explained that it would be generated from the user fees and that a portion of that would be taken to provide subsidies for low-income communities. Staff also noted that they are paying close attention to the insurance issue and shared they had been part of conversations going on in Sacramento. Staff indicated they were expecting some intervention at the state level to resolved some of this.

Policy Committee Member Gabriel Reyes, San Bernadino County CoC, asked staff to clarify if they were referring to Measure I or SB 1 funding in relation to the gas tax reduction and the expenditures on electric vehicles. Staff clarified that the gas tax was supporting SB 1 but ultimately resources to support SB 1 and other programs were declining and they needed to replace it with some sort of user charge. Policy Committee Member Reyes asked if they knew the percentage of renters because as remote work was becoming more of an option not many renters had access to solar as opposed to homeowners. He inquired whether SCAG had thought about doing some type of policy to incentivize homeowners who rent their homes to put solar. Staff explained that it would not be a regional policy and noted that they were promoting sustainability, but their expectation would be that they have local city ordinances and programs that encourage this. Staff shared that they were currently doing a program that would look at utilities supporting housing to promote housing production. Policy Committee Member Reyes also expressed concern about getting rid of gas cars and going to electric cars as it was going to have an impact on the low-income community that live in apartments.

Policy Committee Member Masha McLean, Santa Clarita asked if they took into consideration in their assumptions the quality of life for people that need to live in these dense properties and projects when developers are allowed to reduce the open space within the community, reduce parking or no parking, and no storage space for their units. She emphasized that quality of life should be taken into consideration in their assumptions, and wondered if they are based on the fact that people with lower incomes deserve to have safe quality of life as people who are able to afford to live elsewhere in single family homes. Staff explained they worked closely with their local communities and knew that the local planning process was very much geared towards developing a community to maximize quality of life. Staff noted that they continue to support the local planning that puts these things in balance like the need for housing, recreation, and economic development to develop complete communities.

Policy Committee Member Sylvia Robles, Grand Terrace, echoed the comments of others on transit and hoped they could focus on low-income communities having better commute times.

Policy Committee Member Tanya Doby, Los Alamitos, asked what consideration was given for small cities because in her city there was no retail, and she wanted her city to be a 15-minute community. Staff explained that the concept of a 15-minute community was really meant to be very broad, flexible, and applicable in many different place types. Staff indicated that many cities have a main street where they may not have a lot of stuff but it's a destination where there could be a park, a community center, or maybe a mom-and-pop store. Staff further explained that the idea was that there was place that allows for incremental change overtime that can be made to create a facility to have more proximity of destinations, and also those mobility improvements. Staff also shared that as part of the implementation strategies they were also looking at pilots to support implementation and further study 15-minute communities to see how it can be applied in different place types. Policy Committee Member Doby expressed she was interested in adding something that makes her city attractive.

Regional Council Member Damon Alexander, San Bernardino, District 7, asked how they plan to measure the user-based fee and miles and if they were going to build infrastructure on their freeways to measure it. Staff indicated that the measurement was still to be determined and that there had been a number of pilots conducted by the State of California looking at both more technology-based mechanisms, as well as other types of self-reported paper manual mechanisms, but there was still more work to be done.

Regional Council Member Ortiz shared information on some of the local strategies they put in place to address growth in housing and the continued improvement of their roads. He also shared that they had a huge need for electrical infrastructure and were looking at how they bring in federal loans, programs, and state grants to bring a residential solar program to their city.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

2. Minutes of the Meetings – March 2, 2023

Receive and File

3. REAP 2: RUSH Industry Forum Summary and Path Guidelines Update

A MOTION was made (Plancarte) to approve **Item 1:** to recommend that the Regional Council approve release of the draft 2024 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024, including the associated draft transportation conformity analysis, for public review and comment; and the **Consent Calendar:** Item 2 and Receive and File Item 3. Motion was SECONDED (Shapiro). The motion passed by the following roll call votes:

AYES: (CEHD) Allen, Boyer, Bucknum, Caskey, Doby, Dorst-Porada, Eich, Engler, Fermon, Garcia, Gabbard, Goodman, Henderson, Hupp, Johnson, Kelly, Kim, Mirisch, Morabito, M. Nava, Puza, Reyes, Rhodes, Robles, Rodriguez, Santa Ines, Shapiro, Shevlin, Solorio, Warren, Yokoyama; (EEC) Alexander, Beltran, Brock, Clark, Crosswhite, Horne, Huff, D. Kalmick, J. Kalmick, Litster, Lopez, Meister, Ortiz, Plancarte, Stark, Takahashi, Traut, Welty, Wilson; (TC) Andrade-Stadler, Becerra, Berkson, Betts, Brown, Delgado, Dumitru, Dutrey, Gazeley, Hagman, Harnik, L. Hernandez, Judge, Kelley, Krupa, Lilienthal, Loa, Lorimore, Manos, R. Marquez, McLean, Michael, Molina, Moore, Nava-Froelich, Navarro, Nazarian, Rebollar, Ruiz, Sandoval, Saro, Simonoff, W. Smith, Speake, Spiegel, Vargas, Wallace, Wapner, Wong, and Wood (90)

NOES: None (0)

ABSTAIN: Goodell (1)

ADJOURNMENT

There being no further business, President Brown adjourned the Joint Policy Committee meeting at 11:58 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE JOINT POLICY COMMITTEES]

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