

# Connect SoCal™

The Southern California Association  
of Governments' 2024–2050  
Regional Transportation Plan/  
Sustainable Communities Strategy



# Addendum 1 to the Program Environmental Impact Report

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## 1.0 INTRODUCTION

The Southern California Association of Governments (SCAG) proposes to amend the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024 or RTP/SCS). Connect SoCal 2024 provides a vision and goals for regional transportation investments, integrated with land use strategies, for the period between 2024 and 2050. Key components include a growth forecast and regional development pattern based on population, household, and employment growth projections for the SCAG region through the year 2050 as well as a transportation network including a list of transportation projects and investments. Connect SoCal 2024 also identifies Regional Planning Policies and Implementation Strategies that the region could pursue over the plan horizon. Other components include financial assumptions and expenditures, key transportation investments, and an evaluation of the plan's performance. As part of Connect SoCal 2024, SCAG developed the Local Data Exchange (LDX) process to form the basis for the regional growth forecast. SCAG developed the LDX process to engage local jurisdictions and obtain information needed to fulfill state planning requirements. Information on land use, transportation, priority development areas, geographical boundaries, resource areas, and growth was shared and exchanged through a combination of one-on-one meetings and data submissions with local jurisdictions. In consultation with the Technical Working Group, SCAG developed growth forecast guiding principles to ensure that the regional growth forecast yields a technically robust forecasted regional development pattern that meets its statutory objectives, which are incorporated as part of the SCS.

The Connect SoCal 2024 Project List (Project List) contains thousands of individual transportation projects that aim to improve the region's mobility and air quality and revitalize the economy, including, but not limited to, highway improvements, such as mixed flow lanes, interchanges, ramps, high-occupancy vehicle lanes, toll lanes, and arterials; transit improvements, such as bus, bus rapid transit, and various rail upgrades; high-speed regional transport; and goods movement strategies. Although Connect SoCal 2024 has a long-term time horizon for planning and implementation of projects, federal and state mandates ensure that the plan is both flexible and responsive in the near term. Therefore, Connect SoCal 2024 is regarded as both a long-term regional transportation blueprint and a dynamic planning tool subject to ongoing refinement and modification.

As the Lead Agency under the California Environmental Quality Act (CEQA, Cal. Pub. Res. Code Section 21000 et seq.), SCAG prepared the Final Program Environmental Impact Report (Final PEIR) for Connect SoCal 2024 to evaluate the potential environmental impacts associated with implementation of the plan and to identify practical and feasible CEQA mitigation measures and alternatives.

The Final PEIR fulfills Connect SoCal 2024's CEQA requirements by providing a region-wide assessment of the potential significant environmental effects of implementing the plan. As specified in CEQA Guidelines Section 15168, a PEIR "may be prepared on a series of actions that can be characterized as one large project and are related either (1) geographically, (2) as logical parts of the chain of contemplated actions, (3) in connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program, or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways." A PEIR provides a regional consideration of cumulative effects and includes land use policy alternatives and program-wide mitigation measures capable of avoiding, reducing, and compensating for the potentially significant impacts of the plan. The CEQA Guidelines do not require a PEIR to specifically list all subsequent activities that may be within its scope. For large scale planning approvals (such as the

RTP/SCS), where site-specific EIRs or negative declarations will subsequently be prepared for specific projects broadly identified within a PEIR, the site-specific analysis can be deferred until the project level environmental document is prepared (Sections 15168 and 15152), provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

The Final PEIR (2024 PEIR) for Connect SoCal 2024 was certified on April 4, 2024, by the Regional Council (SCH No. 2022100337). After the adoption of Connect SoCal 2024, SCAG received requests from several county transportation commissions to amend the plan to reflect changes to project scopes, costs, and schedule for a number of transportation projects, as well as the addition of some new transportation projects contained in Connect SoCal 2024 Amendment 1, (Amendment 1).

SCAG staff performed an environmental evaluation of proposed projects additions or changes documented in Amendment 1 pursuant to the requirements of CEQA and determined that an addendum to the 2024 PEIR is the appropriate CEQA document for Amendment 1. Therefore, this addendum to the previously certified 2024 PEIR (PEIR Addendum 1) has been prepared by SCAG to assess potential environmental impacts of the proposed updates and revisions to the Project List included in Amendment 1. As described in more detail below, an addendum is appropriate because the modifications to the Project List would not result in either new significant environmental effects or substantial increase in the severity of previously identified significant effects and that the modifications would be consistent with the environmental analysis, Regional Planning Policies and Implementation Strategies, CEQA mitigation measures, alternatives, Findings of Fact, and Statement of Overriding Considerations contained in the certified 2024 PEIR. Therefore, a Subsequent or Supplemental PEIR is not required and this addendum to the 2024 PEIR is sufficient. See Subsection 1.0.1 Basis for an Addendum, below, for more information.

In summary, PEIR Addendum 1 serves as an informational document to inform decision-makers and the public of the potential environmental impacts of updates and revisions to the Project List reflected in Amendment 1 in relation to the impacts analyzed by the previously certified 2024 PEIR. This analysis shows that Amendment 1 would not result in either new significant environmental effects or substantial increase in the severity of previously identified significant effects. Site specific analysis will occur as each project is defined and goes through individual project-level environmental review.

## 1.0.1 BASIS FOR AN ADDENDUM

When an EIR has been certified and the project is modified or otherwise changed after certification, additional CEQA review may be necessary. The key considerations in determining the need for the appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code and CEQA Guidelines Sections 15162, 15163 and 15164.

Specifically, CEQA Guidelines Section 15162(a) provides that a Subsequent EIR is not required unless the following occurs:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new

- significant environmental effects or a substantial increase in the severity of previously identified significant effects;
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete, shows any of the following:
    - a. The project will have one or more significant effects not discussed in the previous EIR;
    - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

An addendum to an EIR may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (Section 15164(a)). An addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164(e)). The addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (Section 15164(c)). The decision-making body must consider the addendum to the EIR prior to making a decision on the project (15164(d)).

This PEIR Addendum 1 is appropriate to address the proposed changes in Connect SoCal 2024 because the proposed updates and revisions do not meet the conditions of Section 15162(a) for preparation of a subsequent EIR. Neither the proposed new projects or changes to existing projects would result in 1) substantial changes to Connect SoCal 2024 which will require major revisions of the 2024 PEIR; 2) substantial changes to the circumstances under which the Connect SoCal 2024 is being undertaken which will require major revisions in the 2024 PEIR; or 3) new information of substantial importance showing significant effects not previously examined.

While the proposed changes to the Project List documented in Amendment 1 may arguably represent "new information of substantial importance" at the local project level, these changes are not substantial at the regional program-level as analyzed in the 2024 PEIR. More specifically, the proposed changes to the Project List documented in Amendment 1 would not result in one or more significant effects (at the regional level) not discussed in the 2024 PEIR, nor result in a substantial increase in the severity of previously identified significant effects disclosed in the 2024 PEIR. Moreover, no changes to the CEQA mitigation measures or alternatives contained in the 2024 PEIR are necessary or being proposed that could trigger additional review regarding such measures. Furthermore, as discussed in the 2024 PEIR, the level of detail for individual projects on the Project List is generally insufficient to be able to analyze local effects. Such analysis is more appropriately undertaken in project-specific environmental documents prepared by the individual CEQA lead agencies proposing each project.

SCAG has assessed potential environmental effects of the proposed changes to the Project List contained in Amendment 1 at the regional program-level, and finds that the additional and modified projects contained in PEIR Addendum 1 are consistent with the region-wide environmental analysis, Regional

Planning Policies and Implementation Strategies, CEQA mitigation measures, alternatives, Findings of Fact, and Statement of Overriding Considerations discussed in the previously certified 2024 PEIR, and do not result in any of the conditions described in CEQA Guidelines Section 15162(a)(1)(2)(3). For these reasons, SCAG has elected to prepare an addendum to the 2024 PEIR rather than a Subsequent or Supplemental EIR, and the addendum is prepared in accordance with CEQA Guidelines Section 15164.

## 1.0.2 PURPOSE AND SCOPE OF THE ADDENDUM TO THE PEIR

SCAG has prepared this PEIR Addendum 1 to demonstrate that the proposed changes to the Project List contained in Amendment 1, satisfies the requirements contained in Section 15164 of the CEQA Guidelines for the use of an Addendum to an EIR. The proposed changes to the Project List do not require the preparation of a Subsequent or Supplemental EIR pursuant to Sections 15162 and 15163, respectively, of the CEQA Guidelines due to the absence of new or substantially more adverse significant impacts than those analyzed in the certified EIR.

This PEIR Addendum 1 neither controls nor determines the ultimate decision for approval for Connect SoCal 2024 Amendment 1 and the proposed changes to the Project List contained therein. The information presented in this PEIR Addendum 1 will be considered by SCAG's decision-making body, the Regional Council, prior to deciding on Connect SoCal 2024 Amendment 1.

## 2.0 PROJECT DESCRIPTION

A major component of Connect SoCal 2024 is the Project List, which includes thousands of individual transportation projects and programs that aim to improve the region's mobility and air quality and to revitalize the region's economy. More specifically, the Connect SoCal 2024 included approximately 2,000 projects with completion dates spread over a 25-year period (through 2050).

As part of the Connect SoCal 2024 RTP/SCS process, SCAG solicited input from the region's six county transportation commissions regarding updates to their individual project lists. The types of changes reflected in the updated Project List include:

- Project is new and not currently included in the Project List;
- Project is currently included in the Project List but has revisions including:
  - Revised description
  - Revised schedule
  - Change in total cost
- Project is a duplicate and needs to be removed or combined with another project in the Project List;
- Project is no longer being pursued and the county transportation commission has requested its removal from the Project List;

Based on input received, Amendment 1 consists of 351 project changes, including 210 new, 315 modified, and 15 deleted projects. About 322 out of 351 project changes involve short-term RTP projects programmed in the FTIP. Among the 322 project changes, most of them are modifications to existing projects, including revised project descriptions, modeling updates, schedules, and total costs. The 21 new projects primarily

include transportation system management and transportation demand management projects, minor arterial widenings, intermodal facilities, and bikeway improvements, which provide benefits such as improving existing system efficiency and reducing congestion. These new projects involve new costs and modeling changes for projects not included in Connect SoCal 2024. Additionally, 15 projects were removed due to project cancellation or duplicate entries.

Of the 351 project changes in Amendment 1, eight of the projects are within Imperial County, 129 of the projects are within Los Angeles County, 18 of the projects are within Orange County, 94 of the projects are within Riverside County, 83 of the projects are within San Bernardino County, 19 of the projects are within Ventura County, and none of the projects spread across multiple counties. A complete list of the project modifications is available in Amendment 1.

Consistent with the certified 2024 PEIR, the environmental analysis in this PEIR Addendum 1 is limited to the financially constrained projects.

## 3.0 ENVIRONMENTAL ANALYSIS

### 3.0.1 OVERVIEW

The environmental analysis in this chapter has been prepared by SCAG to assess potential environmental impacts of the proposed updates and revisions to the Project List included in Amendment 1. As described in Chapter 1, an addendum to the 2024 PEIR is appropriate because the modifications to the Project List would not result in either new significant environmental effects or substantial increase in the severity of previously identified significant effects and that the modifications would be consistent with the environmental analysis, Regional Planning Policies and Implementation Strategies, CEQA mitigation measures, alternatives, Findings of Fact, and Statement of Overriding Considerations contained in the certified 2024 PEIR. In summary, the changes to the Project List identified in Amendment 1 (described in Chapter 2.0, Project Description, above) would not result in a substantial change to the region-wide impacts programatically analyzed and disclosed in the certified 2024 PEIR.

### 3.0.2 2024 PEIR

The 2024 PEIR focuses on the regional-scale impacts of Connect SoCal 2024 implementation and alternatives. The long-range planning horizon of more than 20 years necessitates that many of the projects included in Connect SoCal 2024 (and the alternatives) do not have project-level details. The 2024 PEIR broadly identifies region-wide significant environmental impacts that would result from the implementation of transportation policies and projects encompassed by Connect SoCal 2024 to the level that they can be assessed without undue speculation (CEQA Guidelines Section 15145).

### PLAN FEATURES THAT MAY REDUCE IMPACTS

As discussed in the 2024 PEIR, Connect SoCal 2024 includes Regional Planning Policies and Implementation Strategies that may reduce impacts. The Regional Planning Policies provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal 2024, which is a healthy, prosperous, accessible, and connected region for a more resilient and equitable future. The Implementation Strategies help the region to achieve this vision for the future and are priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies. The Regional Planning Policies and Implementation Strategies were developed to achieve California's greenhouse gas emission reduction goals as set forth in SB 375 and federal

Clean Air Act Section 176(c) requirements for transportation conformity while meeting the broader regional objectives, such as improved equity and resilience, preservation of natural lands, improvement of public health, increased roadway safety, support for the region's vital goods movement industries, and more efficient use of resources. See Connect SoCal 2024, "Chapter 3: The Plan," for more details on the Regional Planning Policies and Implementation Strategies.

As part of the environmental analysis, the 2024 PEIR considered and discussed the potential of Connect SoCal 2024' Regional Planning Policies and Implementation Strategies to reduce impacts to the environment prior to the application of feasible mitigation measures. While not specifically designed to avoid or reduce environmental impacts, Regional Planning Policies and Implementation Strategies may in effect address some potential environmental impacts of Connect SoCal 2024 (see CEQA Guidelines Section 15126.4(a)(2)). Rather than using the Regional Planning Policies and Implementation Strategies as mitigation measures, the 2024 PEIR considered these policies and strategies as features of the plan. Tables 2-2 and 2-3 in Chapter 2 of the 2024 PEIR assigns each Regional Planning Policy and each Implementation Strategy, respectively, with applicable environmental resource areas, to show how these Plan features may reduce environmental impacts evaluated in Sections 3.1 through 3.20 of the 2024 PEIR.<sup>1</sup>

## COMPLIANCE WITH LAWS AND REGULATIONS

Likewise, compliance with all applicable federal, state, and local laws, regulations, ordinances, rules, plans, and polices (as set forth in the Regulatory Framework for each resource area) would be reasonably expected to reduce impacts of Connect SoCal 2024 (see CEQA Guidelines Section 15126.4(a)(1)(B)). The requirements are incorporated into the impact analysis by reference and are generally not included as mitigation measures.<sup>2</sup> As discussed in more detail below, after consideration of Regional Planning Policies and Implementation Strategies and compliance with all laws and regulations, where there are remaining potentially significant impacts, feasible mitigation measures that go above-and-beyond existing laws, regulations, Regional Planning Policies and Implementation Strategies, are identified.

## MITIGATION MEASURES

As noted above, the 2024 PEIR addresses a large-scale region with a variety of potential projects spread over more than 20 years. As such, the 2024 PEIR identified regional-level mitigation measures to be implemented by SCAG over the lifetime of the plan as well as project-level mitigation measures that lead agencies can and should consider, as applicable and feasible, in subsequent project-specific design, CEQA review, and decision-making processes. Given that SCAG is not an implementing agency and has neither authority over projects in the plan nor any land use authority, it is ultimately up to the lead agency's own discretion to determine the appropriateness of the mitigation measures based on project-specific circumstances.

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<sup>1</sup> Note that some Regional Planning Policies and Implementation Strategies may have in the past been identified as SCAG mitigation measures, but, consistent with CEQA Guidelines Sections 15064(f)(2) and 15126.4(a)(1)(A), such mitigation measures have been elevated and incorporated as Plan features in Connect SoCal 2024. As such, the number of SCAG mitigation measures identified in the 2024 PEIR has been reduced.

<sup>2</sup> As with some of the Implementation Strategies, in the past, SCAG has incorporated many regulatory requirements in mitigation measures, which is allowable; however, in an effort to streamline the 2024 PEIR, SCAG will generally discuss the reduction in impacts as a result of regulatory compliance in the impact analyses. This will result in fewer project-level mitigation measures in the 2024 PEIR.

Consistent with CEQA Guidelines and case law, the mitigation measures to be implemented by SCAG in the 2024 PEIR correspond to SCAG's roles and are less detailed than those that would be part of a project EIR, and the more detailed, project-level, performance standards-based mitigation measures are properly deferred to future project-specific CEQA reviews by lead agencies with decision-making authority over individual projects (see CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B)).

SCAG has no authority to impose project-level mitigation measures; rather, lead agencies have the discretion to determine which mitigation measures are applicable and feasible based on the individual site conditions, project-specific details, and community values. SCAG, however, has identified project-level mitigation measures that lead agencies can and should consider (among others) for implementation as applicable and feasible.

The mitigation measures presented in the 2024 PEIR recognize the limits of SCAG's authority, distinguish between SCAG commitments and project-level responsibilities and authorities, optimize flexibility for project implementation, and facilitate CEQA streamlining (e.g., SB 375) and tiering where appropriate on a project-by-project basis determined by each lead agency.

## CUMULATIVE IMPACTS

CEQA Guidelines Section 15130 requires that an EIR evaluate potential environmental impacts that are individually limited but cumulatively significant. CEQA defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines Section 15355). The purpose of a cumulative analysis is to determine if several projects when evaluated together could result in a significant "cumulative" impact that would otherwise not be considered significant when projects are evaluated one at a time. If several projects considered together have the potential to result in a significant cumulative impact (that is not already identified as a significant project impact), the question becomes whether the project being analyzed would result in a "considerable" contribution to such a significant cumulative impact. Therefore, if a project results in a significant impact by itself, then its contribution to a cumulative impact is considerable.

Connect SoCal 2024 is a regional-scale plan comprised of regional policies and strategies, a regional growth forecast, and individual transportation projects. At this regional-scale, a cumulative or related project to the plan is another regional-scale plan (such as Air Quality Management Plans within the region) and similar regional plans for adjacent regions. In most resource areas, the plan, in and of itself, would result in adverse environmental impacts and would only add to impacts of other cumulative or related projects.

## SUMMARY OF IMPACTS FOR THE 2024 PEIR

The 2024 PEIR determined that Connect SoCal 2024 would result in significant or potentially significant impacts to Aesthetics; Agriculture and Forestry Resources (except for timberland); Air Quality (except for consistency with federal transportation conformity requirements); Biological Resources; Cultural Resources; Energy, Geology and Soils; Greenhouse Gas Emissions (except for consistency with SB 375); Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Mineral Resources; Noise; Population and Housing; Public Services; Recreation; Transportation; Tribal Cultural Resources; Utilities and Service Systems; and Wildfire.

While the land use policies and strategies included in Connect SoCal 2024 would result in a more compact development pattern, which, in turn, would reduce impacts, the plan could also facilitate access to other

areas of the state by increasing infrastructure that could ultimately influence growth in areas outside the region's boundaries. Mitigation measures would reduce impacts, but impacts would remain significant and could contribute to cumulative impacts outside the SCAG region.

As discussed in the PEIR, while plan features and compliance with applicable laws and regulations, could reduce impacts, uncertainty with respect to regulatory effectiveness and enforcement, individual circumstances, and project characteristics allows for the possibility that impacts could still be significant. Moreover, although mitigation measures have been proposed for all of the environmental resource areas identified above that would reduce the potentially significant impacts to the maximum extent practicable, and because individual circumstances and specific project characteristics are not reasonably foreseeable and SCAG has no authority over the implementation of project-level mitigation measures, impacts are considered to remain significant and unavoidable, even with the implementation of mitigation measures.

## ALTERNATIVES

CEQA requires an EIR to include a range of reasonable alternatives to the project or project location that could feasibly avoid or substantially lessen significant environmental impacts of the project while attaining most of the basic project objectives (CEQA Guidelines; California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15126.6, 2005). Plan alternatives are evaluated as to how well they feasibly achieve most of the goals, policies, and objectives, the extent of their environmental impacts compared to the plan, and whether or not they reduce or eliminate significant impacts caused by the plan.

The following two alternatives for the 2024 PEIR provided expected "bookends" of the range of potential alternatives to present a framework for understanding the greatest or least potential impacts from alternatives when compared to the plan:

- Alternative 1: No Project Alternative
- Alternative 2: Intensified Land Use Alternative

This alternatives approach represented a progression of regional land use strategies, such that the No Project Alternative includes the most dispersed land use pattern, and the Intensified Land Use Alternative represents the most compact land use pattern. The land use development pattern for Connect SoCal 2024 falls somewhere in-between the No Project Alternative and the Intensified Land Use Alternative. As such, the two selected alternatives provide expected "book ends" of the range of potential alternatives to present a framework for understanding the greatest potential impacts from alternatives when compared to the plan.

PEIR Chapter 4, *Alternatives*, summarizes the relative level of environmental impacts associated with each alternative as compared to the plan, based on the CEQA Guidelines Appendix G significance threshold questions used to analyze plan's environmental impacts in the 2024 PEIR. For each resource area evaluated, the PEIR concludes whether the impacts of the alternative would generally result in greater or lesser impacts than those of the plan.

PEIR Chapter 4, *Alternatives*, also presents an evaluation of the environmentally superior alternative. Of the two alternatives, the Intensified Land Use Alternative would be considered the environmentally superior alternative due to fewer impacts resulting from the more compact land use development pattern, including reduced vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions. However, this alternative

requires implementation of the same mitigation measures required for the plan and would not resolve any of the significant and unavoidable impacts of the plan.

Ultimately, the plan was selected the preferred alternative because it balances local input with the need to increase densities, complies with federal transportation conformity requirements for the RTP, and reduces GHG emissions consistent with SB 375 targets for the SCS, thereby achieving plan goals and objectives. While additional densities in urban areas could further reduce GHG emissions, such increased densities may not be consistent with existing General Plans and local planning policies.

### 3.0.3 ENVIRONMENTAL ANALYSIS FOR AMENDMENT 1

SCAG has evaluated the new projects identified in Amendment 1 at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in Connect SoCal 2024 and with the analysis and conclusions presented in the previously certified 2024 PEIR.

Consistent with the 2024 PEIR, each section in PEIR Addendum 1 describes the information considered in evaluating the questions contained in the Environmental Checklist of Appendix G of the CEQA Guidelines. The methodology for PEIR Addendum 1 is both qualitative and quantitative in nature. The "Air Quality," "Energy," "Greenhouse Gas Emissions," and "Transportation" sections are based upon the Emission Factor model (EMFAC) 2021 developed by the California Air Resources Board (CARB) and approved by the U.S. Environmental Protection Agency (EPA) on November 15, 2022.

Potential region-wide environmental impacts from the proposed project changes documented in Amendment 1, as compared to those already identified in the 2024 PEIR, are summarized in **Table 3.0-1, Summary of Impacts from Amendment 1**. As with Connect SoCal 2024, Amendment 1 would result in significant impacts in all issue areas except for two issue areas: the plan's consistency with federal transportation conformity requirements under Air Quality and the plan's consistency with SB 375 under Greenhouse Gas Emissions, similar to what was disclosed in the 2024 PEIR.

SCAG has determined that the changes and additions identified in Amendment 1 would not result in new or substantially increased impacts and fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of impacts and comparative analysis of alternatives already identified in the previously certified 2024 PEIR. No substantial physical impacts to the environment beyond those already anticipated and documented in the 2024 PEIR are anticipated to result from the changes and additions identified in Amendment 1. Therefore, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary or proposed as a result of Amendment 1 beyond those already identified in the 2024 PEIR. Furthermore, each project identified in Amendment 1 will be assessed at the project-level by the implementing agency in accordance with CEQA, National Environmental Policy Act, and all applicable regulations.

Table 3.0 -1 Summary of Impacts from Amendment 1

<b>Environmental Impact Areas</b>	<b>Compared to the Certified 2024 PEIR</b>
<b>Aesthetics</b>	Same; no new impacts
<b>Agriculture and Forestry Resources (except for timberline impact)</b>	Same; no new impacts
<b>Air Quality (except for consistency with federal transportation conformity requirements)</b>	Same; no new impacts
<b>Biological Resources</b>	Same; no new impacts
<b>Cultural Resources</b>	Same; no new impacts
<b>Energy</b>	Same; no new impacts
<b>Geology and Soils</b>	Same; no new impacts
<b>Greenhouse Gas Emissions (except for consistency with SB 375)</b>	Same; no new impacts
<b>Hazards and Hazardous Materials</b>	Same; no new impacts
<b>Hydrology and Water Quality</b>	Same; no new impacts
<b>Land Use and Planning</b>	Same; no new impacts
<b>Mineral Resources</b>	Same; no new impacts
<b>Noise</b>	Same; no new impacts
<b>Population and Housing</b>	Same; no new impacts
<b>Public Services</b>	Same; no new impacts
<b>Recreation</b>	Same; no new impacts
<b>Transportation</b>	Same; no new impacts
<b>Tribal Cultural Resources</b>	Same; no new impacts
<b>Utilities and Service Systems</b>	Same; no new impacts
<b>Wildfire</b>	Same; no new impacts
<b>Alternatives</b>	Same; no new impacts
<b>Other CEQA Considerations</b>	Same; no new impacts

### 3.1 AESTHETICS

The proposed changes to the Project List identified in Amendment 1 are not expected to result in any new or a substantial increase in the severity of significant impacts to aesthetics beyond those already described in the previously certified 2024 PEIR. The 2024 PEIR identified significant and unavoidable impacts with respect to a scenic vista, scenic resources, the existing visual character or quality of public views, and new sources of substantial light affecting day or nighttime views. Incorporation of mitigation measures identified in the 2024 PEIR would alleviate significant impacts associated with aesthetics, including cumulative impacts (see the 2024 PEIR pp. 3.1-20–3.1-30). Amendment 1 would result in neither new nor substantially increased impacts with respect to aesthetics. Similarly, aesthetic impacts from the proposed projects included in Amendment 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on aesthetics and comparative analysis of alternatives on aesthetics as previously identified in the 2024 PEIR. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for aesthetics impacts beyond those already identified in the 2024 PEIR are not needed.

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. Such policies, strategies, and measures are incorporated in this PEIR Addendum 1 and are expected to reduce identified significant impacts, but the significance level of aesthetics impacts from Amendment 1 remain the same as the 2024 PEIR.

The analysis in the certified 2024 PEIR “Aesthetics” section adequately addresses the range of aesthetic impacts that could result from Amendment 1 at the program level. Thus, incorporation of the proposed changes to the Project List contained in the Amendment 1 would not result in any new significant impacts to aesthetics, or a substantial increase in the severity of impacts to aesthetics beyond those programmatically addressed in the 2024 PEIR.

Because impacts on aesthetics resulting from Amendment 1 would remain the same, Amendment 1 is not expected to increase the severity of the cumulative impacts previously identified in the 2024 PEIR, which would remain cumulatively considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the same level of significant impacts, including cumulative impacts, associated with aesthetics from Amendment 1.

### 3.2 AGRICULTURE AND FORESTRY RESOURCES

The proposed changes to the Project List identified in Amendment 1 are not expected to result in any new or a substantial increase in the severity of significant impacts to agriculture and forestry resources beyond those already described in the previously certified 2024 PEIR. The 2024 PEIR identified significant and unavoidable impacts with respect to converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use; conflicting with existing zoning for agricultural use, a Williamson Act contract, forest land; losing or converting forest land to non-forest use; and changing the existing environment resulting in conversion of Farmland to non-agricultural use or forest land to non-forest use. With respect to the impact to timberland or timberland zoned Timberland Production, the 2024 PEIR concluded that there would be no impact to timberland since no land is zoned for timberland use, timberland harvesting does not currently occur in the SCAG region. Incorporation of mitigation measures identified in the 2024 PEIR would alleviate significant impacts associated with agricultural and forestry resources, including cumulative impacts (see the 2024 PEIR pp. 3.2-12 – 3.1-22).

Amendment 1 would result in neither new nor substantially increased impacts with respect to agriculture and forestry resources. Amendment 1 does not change the zoning for timberland use; therefore, no impact to timberland or timberland zoned Production Zones for Amendment 1 is anticipated, there is no change to the severity or level of significance, and the impacts to timberland remain the same as concluded in the 2024 PEIR. Similarly, agriculture and forestry resource impacts from the proposed projects included in Amendment 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on agriculture and forestry resources and comparative analysis of alternatives on agriculture and forestry resources as previously identified in the 2024 PEIR. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for agriculture and forestry resources impacts beyond those already identified in the 2024 PEIR are not needed.

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. Such policies, strategies, and measures are incorporated in this PEIR Addendum 1 and are expected to reduce identified significant impacts, but the significance level of agriculture and forestry resources impacts from Amendment 1 remain the same as the 2024 PEIR.

The analysis in the 2024 PEIR "Agriculture and Forestry Resources" section adequately addresses the range of agricultural and forestry impacts that could result from Amendment 1 at the program level. Thus, incorporation of the proposed changes to the Project List contained in Amendment 1 would not result in any new significant impacts to agriculture and forestry resources, or a substantial increase in the severity of impacts to agriculture and forestry resources beyond those programmatically addressed in the 2024 PEIR.

Because impacts on agriculture and forestry resources resulting from Amendment 1 would remain the same, Amendment 1 is not expected to increase the severity of the cumulative impacts previously identified in the 2024 PEIR, which would remain cumulatively considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the same level of significant impacts, including cumulative impacts, associated with agriculture and forestry resources from Amendment 1.

### 3.3 AIR QUALITY

The proposed changes to the Project List identified in Amendment 1 are not expected to result in any new or substantial increases in the severity of significant impacts to air quality beyond those already identified in the previously certified 2024 PEIR. The 2024 PEIR identified significant and unavoidable impacts with respect to applicable air quality plans (except for Connect SoCal 2024's consistency with federal transportation conformity requirements); cumulative net increase of criteria pollutants for which the region is non-attainment under federal or state ambient air quality standards; exposure of sensitive receptors to substantial pollutant concentrations; and other emissions that adversely affect a substantial number of people. Incorporation of mitigation measures identified in the 2024 PEIR would alleviate significant impacts associated with air quality, including cumulative impacts (see the 2024 PEIR pp. 3.3-33 – 3.3-80). Amendment 1 would not result in new or substantially increased air quality impacts.

With respect to applicable air quality plans, Connect SoCal 2024, as amended, would continue to meet all applicable federal transportation conformity requirements set forth by federal transportation conformity regulations, demonstrating positive transportation conformity (see the "Transportation Conformity Analysis"

chapter of Amendment 1). Therefore, at the regional level, with respect to federal transportation conformity requirements, Amendment 1 would not conflict with or obstruct applicable air quality management plans, local state implementation plans, and air quality plans. As such, the impacts from the proposed projects included in Amendment 1 would remain the same as the 2024 PEIR and expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on federal transportation conformity and comparative analysis of alternatives on federal transportation conformity as previously identified in the 2024 PEIR. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for federal transportation conformity impacts beyond those already identified in the 2024 PEIR are not needed.

Regarding criteria pollutants, this analysis uses the latest U.S. Environmental Protection Agency-approved (U.S. EPA) EMFAC2021 and applies the interim off-model adjustment factors for EMFAC2021 that CARB developed, and U.S. EPA approved on May 26, 2023, for regional emissions analyses in transportation plan and Transportation Improvement Program conformity determinations. **Table 3.3-1, On-Road Mobile-Source Criteria Air Pollutant Emissions By County – Existing Conditions (2019) vs Year 2050 Plan** shows that plan conditions (2050) and existing conditions (base year 2019) of the criteria pollutant emissions for the six counties in the SCAG region remain similar to what was analyzed for Connect SoCal 2024 with a slightly greater reduction in emissions with the proposed changes to the Project List identified in Amendment 1. The air quality impacts from the proposed projects included in Amendment 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on air quality and comparative analysis of alternatives on air quality as previously identified in the 2024 PEIR. Therefore, no changes to analyses and air quality findings previously discussed in the certified 2024 PEIR would occur. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for air quality impacts beyond those already identified in the 2024 PEIR are not needed.

Table 3.31 On-Road Mobile Source Criteria Air Pollutant Emissions by County – Existing Condition (2019) vs. Year 2050 Plan

COUNTY		(TONS/DAY)								
		ROG		NOX		WINTER	CO	PM10	PM2.5	SOX
		SUMMER	ANNUAL	SUMMER	ANNUAL					
<b>Imperial</b>	Existing (Year 2019)	2	2	5	6	6	16	0.3	0.1	<0.1
	Plan (Year 2050)	1	1	2	2	2	6	0.3	0.1	<0.1
	<b>Difference (Amendment 1 – Year 2050)</b>	<b>-2</b>	<b>-1</b>	<b>-4</b>	<b>-4</b>	<b>-4</b>	<b>-10</b>	<b>&lt;0.1</b>	<b>&lt;0.1</b>	<b>&lt;0.1</b>
	Previous Difference PEIR (Year 2050)	-2	-1	-4	-4	-4	-10	<0.1	<0.1	<0.1
<b>Los Angeles</b>	Existing (Year 2019)	53	52	84	92	91	498	6.9	2.9	1.0
	Plan (Year 2050)	18	18	18	19	19	161	5.6	1.9	0.6
	<b>Difference (Amendment 1 – Year 2050)</b>	<b>-34</b>	<b>-34</b>	<b>-66</b>	<b>-72</b>	<b>-71</b>	<b>-338</b>	<b>-1.2</b>	<b>-1.0</b>	<b>-0.4</b>
	Previous Difference PEIR (Year 2050)	-34	-34	-66	-73	-71	-338	-1.2	-1.0	-0.4
<b>Orange</b>	Existing (Year 2019)	16	16	22	24	24	150	2.2	0.9	0.3
	Plan (Year 2050)	6	6	5	5	5	54	1.8	0.6	0.2
	<b>Difference (Amendment 1 – Year 2050)</b>	<b>-10</b>	<b>-10</b>	<b>-18</b>	<b>-19</b>	<b>-19</b>	<b>-95</b>	<b>-0.4</b>	<b>-0.3</b>	<b>-0.1</b>
	Previous Difference PEIR (Year 2050)	-10	-10	-18	-19	-19	-95	-0.4	-0.3	-0.1
<b>Riverside</b>	Existing (Year 2019)	14	13	28	30	30	115	2.0	0.9	0.3
	Plan (Year 2050)	6	6	9	10	10	52	2.1	0.7	0.2
	<b>Difference (Amendment 1 – Year 2050)</b>	<b>-8</b>	<b>-7</b>	<b>-19</b>	<b>-21</b>	<b>-20</b>	<b>-63</b>	<b>0.1</b>	<b>-0.2</b>	<b>-&lt;0.1</b>
	Previous Difference PEIR (Year 2050)	-8	-7	-19	-21	-20	-63	0.1	-0.2	-<0.1
<b>San Bernardino</b>	Existing (Year 2019)	16	15	32	34	34	129	2.2	1.0	0.3
	Plan (Year 2050)	6	6	9	10	10	51	2.2	0.8	0.2
	<b>Difference (Amendment 1 – Year 2050)</b>	<b>-10</b>	<b>-9</b>	<b>-23</b>	<b>-25</b>	<b>-24</b>	<b>-78</b>	<b>0.0</b>	<b>-0.2</b>	<b>-0.1</b>
	Previous Difference PEIR (Year 2050)	-10	-9	-23	-25	-24	-78	0.0	-0.2	-0.1
<b>Ventura</b>	Existing (Year 2019)	3	3	6	6	6	25	0.5	0.2	0.1
	Plan (Year 2050)	1	1	1	1	1	8	0.4	0.1	<0.1
	<b>Difference (Amendment 1 – Year 2050)</b>	<b>-2</b>	<b>-2</b>	<b>-5</b>	<b>-5</b>	<b>-5</b>	<b>-18</b>	<b>-0.1</b>	<b>-0.1</b>	<b>0.0</b>
	Previous Difference PEIR (Year 2050)	-2	-2	-5	-5	-5	-18	-0.1	-0.1	0.0

Source: SCAG Modeling 2023/2024  
 Table Note: Numbers may not sum to total due to rounding.

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. Such policies, strategies, and measures are incorporated in this PEIR Addendum 1 and are expected to reduce identified significant impacts, but the significance level of air quality impacts from Amendment 1 remain the same as the 2024 PEIR.

The analysis in the previously certified 2024 PEIR "Air Quality" section adequately addresses the range of air quality impacts that could result from Amendment 1 at the program level. Thus, incorporation of the proposed changes to the Project List contained in Amendment 1, would not result in any new significant air quality impacts or substantially increase the severity of air quality impacts beyond those programmatically addressed in the 2024 PEIR.

Because impacts on air quality resulted from Amendment 1 would remain the same, Amendment 1 is not expected to increase the severity of the cumulative impacts previously identified in the 2024 PEIR, which would remain cumulatively considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the same level of significant impacts, including cumulative impacts, associated with air quality from Amendment 1.

### 3.4 BIOLOGICAL RESOURCES

The proposed changes to the Project List identified in Amendment 1 are not expected to result in any new or a substantial increase in the severity of significant impacts to biological resources beyond those already identified in the previously certified 2024 PEIR. The 2024 PEIR identified significant and unavoidable impacts with respect to species identified as a candidate, sensitive, or special status; riparian habitat or other sensitive natural community; state or federally protected wetlands; the movement of native resident, migratory fish, wildlife species, corridors, or nursery sites; and local policies or ordinances protecting biological resources or approved habitat conservation plans. Incorporation of mitigation measures identified in the 2024 PEIR would alleviate significant impacts associated with biological resources, including cumulative impacts (see the 2024 PEIR pp. 3.4-29–3.4-52). Amendment 1 would not result in new or substantially increased impacts with respect to biological resources. Similarly, biological resource impacts from the proposed projects included in this Addendum 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on aesthetics and comparative analysis of alternatives on aesthetics as previously identified in the 2024 PEIR. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for aesthetics impacts beyond those already identified in the 2024 PEIR are not needed.

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. Such policies, strategies, and measures are incorporated in this PEIR Addendum 1 and are expected to reduce identified significant impacts, but the significance level of biological resources impacts from Amendment 1 remain the same as the 2024 PEIR.

The analysis in the certified 2024 PEIR adequately addresses the range of impacts that could result from Amendment 1 at the program level. Thus, incorporation of the proposed changes to the Project List contained in Amendment 1 would not result in any new significant impacts to biological resources, nor a substantial increase in the severity of impacts to biological resources beyond those programmatically addressed in the 2024 PEIR.

Because impacts on biological resources resulted from Amendment 1 would remain the same, Amendment 1 is not expected to increase the severity of the cumulative impacts previously identified in the 2024 PEIR, which would remain cumulatively considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the same level of significant impacts, including cumulative impacts, associated with biological resources from Amendment 1.

### 3.5 CULTURAL RESOURCES

The proposed changes to the Project List identified in Amendment 1 are not expected to result in any new or a substantial increase in the severity of significant impacts to cultural resources beyond those already identified in the previously certified 2024 PEIR. The 2024 PEIR identified significant and unavoidable impacts with respect to historical or archeological resources and the disturbance of human remains. Incorporation of mitigation measures identified in the 2024 PEIR would alleviate significant impacts associated with cultural resources, including cumulative impacts (see the 2024 PEIR pp. 3.5-24 – 3.5-32). Changes to Connect SoCal 2024 would result in neither new nor substantially increased impacts to cultural resources. Similarly, cultural resource impacts from the proposed projects included in Amendment 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on cultural resources and comparative analysis of alternatives on cultural resources as previously identified in the 2024 PEIR. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for cultural resources impacts beyond those already identified in the 2024 PEIR are not needed.

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent site-specific environmental review, as appropriate and feasible. Such policies, strategies, and measures are incorporated in this PEIR Addendum 1 and are expected to reduce identified significant impacts, but the significance level of cultural resources impacts from Amendment 1 remain the same as the 2024 PEIR.

The analysis in the certified 2024 PEIR “Cultural Resources” section adequately addresses the range of cultural resource impacts that could result from Amendment 1 at the program level. Thus, incorporating the proposed changes to the Project List contained in Amendment 1 would not result in any new significant impacts to cultural resources, nor a substantial increase in the severity of impacts to cultural resources beyond those programmatically addressed in the 2024 PEIR.

Because impacts on cultural resources resulted from Amendment 1 would remain the same, Amendment 1 is not expected to increase the severity of the cumulative impacts previously identified in the 2024 PEIR, which would remain cumulatively considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the same level of significant impacts, including cumulative impacts, associated with cultural resources from Amendment 1.

### 3.6 ENERGY

The proposed changes to the Project List identified in Amendment 1 are not expected to result in any new or substantial increases in the severity of significant impacts to energy beyond those already described in the previously certified 2024 PEIR. The 2024 PEIR identified significant and unavoidable impacts with respect to wasteful, inefficient, or unnecessary consumption of energy resources and interference with state or local plan for

renewable energy or energy efficiency, including cumulative impacts (see the 2024 PEIR pp. 3.6-15 – 3.5-26). Amendment 1 would not result in new or substantially increased impacts with respect to energy. Similarly, energy impacts from the proposed projects included in this Amendment 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on energy and comparative analysis of alternatives on energy as previously identified in the 2024 PEIR. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for energy impacts beyond those already identified in the 2024 PEIR are not needed.

The fuel consumption analysis uses the latest U.S. EPA-approved EMFAC2021 available at the time of preparation of this Amendment 1 and applies the interim off-model adjustment factors for EMFAC2021 that CARB developed and submitted to U.S. EPA and subsequently approved by U.S. EPA. **Table 3.6-1 SCAG Region Estimated Transportation Fuel Consumption – Amendment 1** shows that the estimated transportation fuel consumption for the SCAG region would remain similar to what was analyzed for Connect SoCal 2024, with a minimal increase to the estimated daily fuel consumption. The negligible change does not constitute a new or substantial impact when compared to the previously certified 2024 PEIR.

**Table 3.6-1 SCAG Region Estimated Transportation Fuel Consumption – Amendment 1**

	FUEL CONSUMED		PERCENTAGE REDUCTION COMPARED TO 2019
	BILLION GALLONS PER YEAR	THOUSAND GALLONS PER DAY	
<b>Existing (Year 2019)</b>	7.6	20,771	—
<b>Amendment 1 (2050 Plan)</b>	<b>5.3</b>	<b>14,417</b>	<b>-30.8%</b>
<b>Previous PEIR (2050 Plan)</b>	5.2	14,331	-31.2%

*Source: SCAG Modeling 2024*

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. Such policies, strategies, and measures are incorporated in this PEIR Addendum 1 and are expected to reduce identified significant impacts, but the significance level of energy impacts from Amendment 1 remain the same as the 2024 PEIR.

The analysis in the certified 2024 PEIR “Energy” section adequately addresses the range of energy impacts that could result from Amendment 1 at the program level. Thus, incorporation of the proposed changes to the Project List contained in Amendment 1 would not result in any new significant impacts to energy, or a substantial increase in the severity of impacts to energy beyond those programmatically addressed in the 2024 PEIR.

Because impacts on energy resulted from Amendment 1 would remain the same, Amendment 1 is not expected to increase the severity of the cumulative impacts previously identified in the 2024 PEIR, which would remain cumulatively considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the same level of significant impacts, including cumulative impacts, associated with energy from Amendment 1.

### 3.7 GEOLOGY AND SOILS

The proposed changes to the Project List identified in Amendment 1 are not expected to result in any new or substantial increases in the severity of significant impacts to geology and soils beyond those already identified in the previously certified 2024 PEIR. The 2024 PEIR identified significant and unavoidable impacts with respect to the risk of loss, injury, or death involving: rupture of a known earthquake fault, seismic ground shaking or ground failure (including liquefaction and landslides); substantial soil erosion or the loss of topsoil; geologic units or soils that are unstable or expansive; soils incapable of supporting the use of septic tanks or alternative wastewater disposal systems; and destruction of a unique paleontological resource or site geologic feature. Incorporating mitigation measures identified in the 2024 PEIR would alleviate significant impacts associated with geology and soils, including cumulative impacts (see the 2024 PEIR pp. 3.7-25 – 3.7-39). Amendment 1 would result in neither new nor substantially increased impacts with respect to geology and soils. Similarly, geology and soil impacts from the proposed projects included in Amendment 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on geology and soils and comparative analysis of alternatives on geology and soils as previously identified in the 2024 PEIR. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for geology and soils impacts beyond those already identified in the 2024 PEIR are not needed.

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. Such policies, strategies, and measures are incorporated in this PEIR Addendum 1 and are expected to reduce identified significant impacts, but the significance level of geology and soil impacts from Amendment 1 remain the same as the 2024 PEIR.

The analysis in the certified 2024 PEIR “Geology and Soils” section adequately addresses the range of geology and soil impacts that could result from Amendment 1 at the program level. Thus, incorporating the proposed changes to the Project List, contained in Amendment 1, would not result in any new significant impacts to geology and soils, nor a substantial increase in the severity of impacts to geology and soils beyond those programmatically addressed in the 2024 PEIR.

Because impacts on geology and soils resulted from Amendment 1 would remain the same, Amendment 1 is not expected to increase the severity of the cumulative impacts previously identified in the 2024 PEIR, which would remain cumulatively considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the same level of significant impacts, including cumulative impacts, associated with geology and soils from Amendment 1.

### 3.8 GREENHOUSE GAS EMISSIONS

The proposed changes to the Project List identified in Amendment 1 are not expected to result in any new or substantial increases in the severity of significant impacts to greenhouse gas (GHG) emissions beyond those already identified in the 2024 PEIR. The 2024 PEIR identifies two thresholds of significance with respect to GHG emissions: does the plan 1) generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment and 2) conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the GHG emissions. The 2024 PEIR found that implementation of Connect SoCal 2024 would result in significant and unavoidable impacts for both thresholds, except for the plan’s consistency with SB 375, where the SCAG region would meet the GHG emission reduction targets determined by CARB. Incorporation of

mitigation measures identified in the 2024 PEIR would alleviate significant impacts associated with GHG emissions (see 2024 PEIR pp. 3.8-51–3.8-70), including cumulative impacts. Amendment 1 would result in neither new nor substantially increased impacts with respect to GHG emissions. Similarly, GHG emissions impacts from the proposed projects included in Amendment 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on greenhouse gas emissions and comparative analysis of alternatives on GHG emissions as previously identified in the 2024 PEIR. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for energy impacts beyond those already identified in the 2024 PEIR are not needed.

As previously mentioned, this analysis uses the latest U.S. EPA-approved EMFAC2021 available at the time of preparation of Amendment 1 and applies the interim off-model adjustment factors for EMFAC2021 that CARB developed and submitted to U.S. EPA and was subsequently approved by U.S. EPA. Similar to the analysis for the 2024 PEIR, transportation emissions for this Addendum 1 include on-road mobile sources, such as light and medium duty vehicles, heavy duty vehicles, and buses (see **Table 3.8-1, Greenhouse Gas Emissions from All On-Road Vehicles in the SCAG Region (million metric tons per year) – Amendment 1**), and other transportation sources, such as rail, aviation, and ocean-going vessels (see **Table 3.8-2, Greenhouse Gas Emissions from Other Transportation Sources in the SCAG Region (million metric tons per year) – Amendment 1**).

Amendment 1 would result in a slight increase in million metric tons (MMT) per year of carbon dioxide equivalent (CO<sub>2</sub>e) total GHG emissions from on-road vehicles compared to Connect SoCal 2024, from approximately 44.20 MMT per year CO<sub>2</sub>e total GHG emissions to 44.50 MMT per year CO<sub>2</sub>e total GHG emissions from Amendment 1 as shown in **Table 3.8-1**. As shown in **Table 3.8-2**, Amendment 1 would result in no changes when compared to the 2019 base year for total GHG emissions from other transportation sources. Therefore, the proposed changes from the Amendment 1 Project List would result in similar GHG emissions from on-road and off-road vehicles.

**Table 3.8-1 Greenhouse Gas Emissions from All On-Road Vehicles in the SCAG Region (million metric tons per year) – Amendment 1**

ON-ROAD VEHICLES	2019 (MMT/YEAR)			2030 (PLAN) (MMT/YEAR)			2045 (PLAN) (MMT/YEAR)			2050 (PLAN) (MMT/YEAR)		
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Light- and Medium-Duty Vehicles	49.38	0.0025	0.0010	36.78	0.0011	0.0004	32.89	0.0007	0.0002	32.85	0.0007	0.0002
Heavy-Duty Vehicles	12.31	0.0005	0.0014	11.87	0.0003	0.0006	10.29	0.0002	0.0005	10.81	0.0002	0.0005
Buses	1.54	0.0008	0.0001	1.22	0.0008	0.0000	0.61	0.0001	0.0000	0.58	0.0001	0.0000
<i>Subtotal On-Road Vehicles in CO<sub>2</sub></i>	<i>63.23</i>	<i>0.0039</i>	<i>0.0025</i>	<i>49.87</i>	<i>0.00</i>	<i>0.00</i>	<i>43.79</i>	<i>0.00</i>	<i>0.00</i>	<i>44.24</i>	<i>0.00</i>	<i>0.00</i>
<i>Subtotal On-Road Vehicles in CO<sub>2</sub>e*</i>	<i>63.23</i>	<i>0.0812</i>	<i>0.78</i>	<i>49.87</i>	<i>0.05</i>	<i>0.31</i>	<i>43.79</i>	<i>0.02</i>	<i>0.23</i>	<i>44.24</i>	<i>0.02</i>	<i>0.24</i>
<b>Total GHG Emissions from On-Road Vehicles in CO<sub>2</sub>e (Amendment 1)</b>	<b>64.09</b>			<b>50.23</b>			<b>44.04</b>			<b>44.50</b>		
<i>Total GHG Emissions from On-Road Vehicles in CO<sub>2</sub>e (Previous PEIR)</i>	<i>64.09</i>			<i>50.23</i>			<i>44.03</i>			<i>44.20</i>		
Source: SCAG Modeling (2023/2024) Table Notes: Numbers may not sum to total due to rounding. *CO <sub>2</sub> was converted to CO <sub>2</sub> e based on the Global Warming Potential (GWP) (CARB, undated[b]).												

Table 38-2 Greenhouse Gas Emissions from Other Transportation Sources in the SCAG Region (million metric tons per year) – Amendment 1

OFF-ROAD VEHICLES**	2019 (MMT/YEAR)			2030 (PLAN) (MMT/YEAR)			2045 (PLAN) (MMT/YEAR)			2050 (PLAN) (MMT/YEAR)		
	CO2	CH4	N02	CO2	CH4	N02	CO2	CH4	N02	CO2	CH4	N02
Rail	—	<0.0001	0.0006	—	<0.0001	0.0007	—	<0.0001	0.0004	—	<0.0001	0.0004
Aviation***	1.29	—	—	1.66	—	—	2.17	—	—	2.34	—	—
Airport Ground Support (GSE)	0.11	<0.0001	<0.0001	0.13	<0.0001	<0.0001	0.15	<0.0001	<0.0001	0.15	<0.0001	<0.0001
Ocean-Going Vessel	0.42	<0.0001	0.0002	0.43	<0.0001	0.0001	0.55	<0.0001	0.0001	0.57	<0.0001	0.0001
<i>Subtotal Other Transportation Sources</i>	<i>1.82</i>	<i>&lt;0.0001</i>	<i>0.0008</i>	<i>2.23</i>	<i>&lt;0.0001</i>	<i>0.0009</i>	<i>2.86</i>	<i>&lt;0.0001</i>	<i>0.0005</i>	<i>3.05</i>	<i>&lt;0.0001</i>	<i>0.0005</i>
<i>Subtotal Other Transportation Sources in CO2e*</i>	<i>1.82</i>	<i>0.0007</i>	<i>0.2522</i>	<i>2.23</i>	<i>0.0007</i>	<i>0.2798</i>	<i>2.86</i>	<i>0.0005</i>	<i>0.1699</i>	<i>3.05</i>	<i>0.0005</i>	<i>0.1526</i>
<b>Total GHG Emissions from Off-Road Vehicles in CO2e* (Amendment 1)</b>	<b>2.07</b>			<b>2.51</b>			<b>3.04</b>			<b>3.21</b>		
<i>Total GHG Emissions from Off-Road Vehicles in CO2e* (Previous PEIR)</i>	<i>2.07</i>			<i>2.51</i>			<i>3.04</i>			<i>3.21</i>		
Source: SCAG Modeling (2023/2024); SCAQMD 2016												
Table Notes:												
* CO2 was converted to CO2e based on the <a href="#">Global Warming Potential (GWP)</a> (CARB, undated[b]).												
** Rail, aviation, and ocean-going vessels are regulated at the federal level. Airport Ground Support (GSE) sources are regulated at the state level. Rail CO2 emissions are not available.												
*** Aviation CO2 MMT values linearly interpolated from presented years 2012 and 2040 from the SCAQMD Aircraft Emission Inventory (August 2016). This study includes Burbank, John Wayne, Long Beach, LAX, Ontario, and Palm Springs, which are a substantial fraction of the entire SCAG region. These airports represent 99.99% of the passenger traffic and 99.96% of cargo volume from commercial airports in the region in 2019 (see the 2024 PEIR Aviation Noise Technical Report for additional details). Note that CH4 and N2O are not presented. Aviation GHG emissions from other air basins are unavailable.												

Table 3.8-3 Greenhouse Gas Emissions (CO<sub>2</sub>e) from All On-Road and Other Transportation Sources in the SCAG Region (million metric tons per year) – Amendment 1

	2019 BASE YEAR	2030 (PLAN)	2045 (PLAN)	2050 (PLAN)
Total GHG Emissions from On-Road Vehicles in CO <sub>2</sub> e (Amendment 1)	64.09	50.23	44.04	44.50
Total GHG Emissions from Other Transportation Sources in CO <sub>2</sub> e* (Amendment 1)	2.07	2.51	3.04	3.21
All Transportation Sector (On-Road and Other Sources) in CO <sub>2</sub> e (Previous PEIR)	66.16	52.74	47.06	47.41
<b>All Transportation Sector (On-Road and Other Sources) in CO<sub>2</sub>e (Amendment 1)</b>	<b>66.16</b>	<b>52.74</b>	<b>47.08</b>	<b>47.71</b>
2030, 2045, 2050 Plan (Previous PEIR) vs. 2019 Base Year	-	-20.6%	-29.1%	-28.62%
<b>2030, 2045, 2050 Plan (Amendment 1) vs. 2019 Base Year</b>	-	<b>-20.3%</b>	<b>-28.8%</b>	<b>-27.9%</b>
Source: SCAG Modeling (2023/2024)				
Table Notes: CO <sub>2</sub> was converted to CO <sub>2</sub> e based on the Global Warming Potential (GWP) (CARB, undated[b]). Numbers may not sum to total due to rounding.				
*Emission sources include rail, aviation, GSE, and ocean-going vessels. Rail, aviation, and ocean-going vessels are regulated at the federal level. Airport Ground Support (GSE) sources are regulated at the state level.				

SB 375 requires CARB to develop regional GHG emission reduction targets for cars and light-duty trucks for 2020 and 2035 (compared to 2005 emissions) for each of the state’s metropolitan planning organizations (MPOs) on a per capita basis. Each MPO is required to prepare an Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP) to meet GHG emissions reduction targets by aligning transportation, land use, and housing strategies with respect to SB 375. For SCAG, the targets are to reduce per capita GHG emissions by 8 percent below 2005 levels by 2020 and 19 percent below 2005 levels by 2035. Determining the per capita CO<sub>2</sub> emissions requires modeling vehicle miles traveled (VMT) by passenger vehicles and light trucks that emit CO<sub>2</sub> and dividing the number by the total population.

The proposed changes to the Project List identified in Amendment 1 would not interfere with the Connect SoCal 2024 RTP/SCS’s ability to achieve the 8 percent per capita GHG emissions target for 2020 as set by CARB for the SCAG region for SB 375 purposes. Similarly, the RTP/SCS would continue to meet the 19 percent per capita GHG target for 2035. As discussed in the 2024 PEIR, Connect SoCal 2024 has met state requirements for RTP/SCS under SB 375 and is not in conflict with SB 375. In addition, implementation of the Connect SoCal 2024’s Regional Planning Policies and Implementation Strategies throughout the lifetime of the plan (beyond 2035), including investments and strategies in transit improvements, traffic congestion management, emerging technology, and active transportation within the SCAG region, will further reduce GHG by 2050. Thus, Connect SoCal 2024 would not be in conflict with SB 375, as concluded in the 2024 PEIR. Amendment 1 would continue to remain in compliance with SB 375 and will meet or exceed the GHG emission reduction targets. As such, Amendment 1 would not conflict with SB 375 requirements, consistent with the conclusion already identified in the 2024 PEIR.

Additionally, Amendment 1 would not interfere with the reduction strategies provided in the SCS, including congestion pricing, mileage-based user fees, and co-working at strategic locations. By meeting the SB 375 targets for 2020 and 2035, implementation of Amendment 1 would continue to achieve SB 375 per capita GHG reduction targets for the SCAG region. Furthermore, Amendment 1 would result in the same GHG reduction trajectory as the originally adopted Connect SoCal 2024 and would not conflict with the state’s long term GHG emission reduction goals.

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. Such policies, strategies, and measures are incorporated in this PEIR Addendum 1 and are expected to reduce identified significant impacts, but the significance level of GHG impacts from Amendment 1 remain the same as the 2024 PEIR.

The analysis in the certified 2024 PEIR “Greenhouse Gas Emissions” section adequately addresses the range of GHG emission impacts that could result from Amendment 1 at the program level. Thus, incorporating the proposed changes to the Project List contained in Amendment 1 would result in neither any new significant impacts to GHG emissions, nor a substantial increase in the severity of impacts to GHG emissions beyond those programmatically addressed in the 2024 PEIR.

Because impacts on greenhouse gas emissions resulted from Amendment 1 would remain the same, Amendment 1 is not expected to increase the severity of the cumulative impacts previously identified in the 2024 PEIR, which would remain cumulatively considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the same level of significant impacts, including cumulative impacts, associated with greenhouse gas emissions from Amendment 1.

### 3.9 HAZARDS AND HAZARDOUS MATERIALS

The proposed changes to the Project List identified in Amendment 1 are not expected to result in any new or substantial increases in the severity of significant impacts to hazards and hazardous materials beyond those already identified in the previously certified 2024 PEIR. The 2024 PEIR identified significant and unavoidable impacts with respect to the routine transport, use, or disposal of hazardous materials; reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; emission or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; be located on a hazardous materials site pursuant to Government Code Section 65962.5; result in a safety hazard or excessive noise for people residing or working within two miles of a public airport; interfere with an adopted emergency response plan or emergency evacuation plan; or expose people or structures to a significant risk of loss, injury or death involving wildland fires. Incorporation of mitigation measures identified in the 2024 PEIR would alleviate significant impacts associated with hazards and hazardous materials, including cumulative impacts (see the 2024 PEIR pp. 3.9- 31–3.9-51). Amendment 1 would not result in new or substantially increased impacts with respect to hazards and hazardous materials. Similarly, hazards and hazardous material impacts from the proposed projects included in this Addendum 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on aesthetics and comparative analysis of alternatives on hazards as previously identified in the 2024 PEIR. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for aesthetics impacts beyond those already identified in the 2024 PEIR are not needed.

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. Such measures are incorporated in this addendum and are expected to reduce identified significant impacts, but the same level of hazards and hazardous materials impacts from Amendment 1 remain.

The analysis in the certified 2024 PEIR “Hazards and Hazardous Materials” section adequately addresses the range of hazard impacts that could result from Amendment 1 at the program level. Thus, incorporation of the proposed changes to the Project List contained in Amendment 1 would result in neither new significant impacts to hazards and hazardous materials, nor a substantial increase in the severity of impacts to hazards and hazardous materials beyond those programmatically addressed in the 2024 PEIR.

Because impacts on hazards and hazardous materials resulted from Amendment 1 would remain the same, Amendment 1 is not expected to result in an increase in the severity of cumulative impacts previously identified in the 2024 PEIR, which would remain cumulatively considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the same level of significant impacts, including cumulative impacts, associated with aesthetics from Amendment 1.

### 3.10 HYDROLOGY AND WATER QUALITY

The proposed changes to the Project List identified in Amendment 1 are not expected to result in any new or substantial increases in the severity of significant impacts to hydrology and water quality beyond those already identified in the previously certified 2024. The 2024 PEIR identified significant and unavoidable impacts with respect to water quality standards or waste discharge requirements, and surface or groundwater quality; groundwater supplies or interfere substantially with groundwater recharge; existing drainage patterns of the site or area including through the addition of impervious surfaces resulting in substantial erosion or siltation, alteration of the course of a stream or river resulting in substantially increasing the rate or amount of flooding or impeding or redirecting flows, contributing runoff water which would exceed the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff; risk of flood hazard, tsunami, or seiches zones; and conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Incorporation of mitigation measures identified in the 2024 PEIR would alleviate significant impacts associated with hydrology and water quality, including cumulative impacts (see 2024 PEIR pp. 3.10-34 – 3.10-53). Amendment 1 would not result in new or substantially increased impacts with respect to hydrology and water quality. Similarly, hydrology and water quality impacts from the proposed projects included in Amendment 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on hydrology and water quality and comparative analysis of alternatives on hydrology and water quality as previously identified in the 2024 PEIR. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for hydrology and water quality impacts beyond those already identified in the 2024 PEIR are not needed.

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. Such policies, strategies, and measures are incorporated in this PEIR Addendum 1 and are expected to reduce identified significant impacts, but the significance level of hydrology and water quality impacts from Amendment 1 remain the same as the 2024 PEIR.

The analysis in the certified 2024 PEIR “Hydrology and Water Quality” section adequately addresses the range of hydrology and water quality impacts that could result from Amendment 1 at the program level. Thus, incorporation of the proposed changes to the Project List contained in the Amendment 1 would not result in any new significant impacts to hydrology and water quality, or a substantial increase in the severity of impacts to hydrology and water quality beyond those programmatically addressed in the 2024 PEIR.

Because impacts on hydrology and water quality resulted from Amendment 1 would remain the same, Amendment 1 is not expected to increase the severity of the cumulative impacts previously identified in the 2024 PEIR, which would remain cumulatively considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the same level of significant impacts, including cumulative impacts, associated with hydrology and water quality from Amendment 1.

### 3.11 LAND USE AND PLANNING

The proposed changes to the Project List identified in the Amendment 1 are not expected to result in any new or substantial increases in the severity of significant impacts to land use and planning beyond those already identified in the previously certified 2024 PEIR. The 2024 PEIR identified significant and unavoidable impacts with respect to physically dividing an established community and conflicting with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects. Incorporation of mitigation measures identified in the 2024 PEIR would alleviate significant impacts associated with land use and planning, including cumulative impacts (see the 2024 PEIR pp. 3.11-26 – 3.11-32). Amendment 1 would not result in new or substantially increased impacts with respect to land use and planning. Similarly, land use and planning impacts from the proposed projects included in this Amendment 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on land use and planning and comparative analysis of alternatives on land use and planning, as previously identified in the 2024 PEIR. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for land use and planning impacts beyond those already identified in the 2024 PEIR are not needed.

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. Such policies, strategies, and measures are incorporated in this PEIR Addendum 1 and are expected to reduce identified significant impacts, but the significance level of land use and planning impacts from Amendment 1 remain the same as the 2024 PEIR.

The analysis in the certified 2024 PEIR “Land Use and Planning” section adequately addresses the range of impacts that could result from Amendment 1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Amendment 1, would not result in any new significant impacts to land use and planning or substantially increase the severity of impacts to land use and planning beyond those programmatically addressed in the 2024 PEIR.

Because impacts on land use and planning resulted from Amendment 1 would remain the same, Amendment 1 is not expected to result in an increase in the severity of the cumulative impacts previously identified in the 2024 PEIR, which would remain cumulatively considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the same level of significant impacts, including cumulative impacts, associated with land use and planning from Amendment 1.

### 3.12 MINERAL RESOURCES

The proposed changes to the Project List identified in Amendment 1 are not expected to result in any new or substantial increases in the severity of significant impacts to mineral resources beyond those already identified in the previously certified 2024 PEIR. The 2024 PEIR identified significant and unavoidable impacts with respect to

the loss of availability of a known mineral resource that would be of value to the region and the residents of the state and the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Incorporation of mitigation measures identified in the 2024 PEIR would alleviate significant impacts associated with mineral resources, including cumulative impacts (see the PEIR pp. 3.12-7 – 3.12-12). Amendment 1 would result in neither new nor substantially increased impacts to mineral resources. Similarly, mineral resource impacts from the proposed projects included in Amendment 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on mineral resources and comparative analysis of alternatives on mineral resources previously identified in the 2024 PEIR. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for mineral resources impacts beyond those already identified in the 2024 PEIR are not needed.

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. Such policies, strategies, and measures are incorporated in this PEIR Addendum 1 and are expected to reduce identified significant impacts, but the significance level of mineral resource impacts from Amendment 1 remain the same as the 2024 PEIR.

The analysis in the certified 2024 PEIR “Minerals” section adequately addresses the range of mineral resource impacts that could result from Amendment 1 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in Amendment 1, would not result in any new significant impacts to mineral resources, or a substantial increase in the severity of impacts to mineral resources beyond those programmatically addressed in the 2024 PEIR.

Because impacts on mineral resources resulted from Amendment 1 would remain the same, Amendment 1 is not expected to increase the severity of the cumulative impacts previously identified in the 2024 PEIR, which would remain cumulatively considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the same level of significant impacts, including cumulative impacts, associated with mineral resources from Amendment 1.

### 3.13 NOISE

The proposed changes to the Project List identified in Amendment 1 are not expected to result in any new or substantial increases in the severity of significant impacts to noise beyond those already identified in the previously certified 2024 PEIR. The 2024 PEIR identified significant and unavoidable impacts with respect to ambient noise levels in the vicinity of a project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies as well as groundborne vibration or noise levels and exposure to excessive noise levels within two miles of a public airport, including cumulative impacts. Incorporation of mitigation measures identified in the 2024 PEIR would alleviate significant impacts associated with noise impacts (see the 2024 PEIR pp. 3.13-26 – 3.13-39). Amendment 1 would result in neither new nor substantially increased noise impacts. Similarly, noise impacts from the proposed projects included in Amendment 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on noise and comparative analysis of alternatives on noise previously identified in the 2024 PEIR. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for noise impacts beyond those already identified in the 2024 PEIR are not needed.

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. Such policies, strategies, and measures are incorporated in this PEIR Addendum 1 and are expected to reduce identified significant impacts, but the significance level of noise impacts from Amendment 1 remain the same as the 2024 PEIR.

The analysis in the certified 2024 PEIR “Noise” chapter adequately addresses the range of noise impacts that could result from Amendment 1 at the program level. Thus, incorporation of the proposed changes to the Project List contained in the Amendment 1 would not result in any new significant impacts to noise, nor a substantial increase in the severity of impacts to noise beyond those programmatically addressed in the 2024 PEIR.

Because noise impacts resulting from Amendment 1 would remain the same, Amendment 1 is not expected to increase the severity of cumulative impacts previously identified in the 2024 PEIR, which would remain cumulatively considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the same level of significant impacts, including cumulative impacts, associated with noise from Amendment 1.

### 3.14 POPULATION AND HOUSING

The proposed changes to the Project List identified in Amendment 1 are not expected to result in any new or substantial increases in the severity of significant impacts to population and housing beyond those already identified in the 2024 PEIR. The 2024 PEIR identified significant and unavoidable impacts with respect to unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) and displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Incorporation of mitigation measures identified in the 2024 PEIR would alleviate significant impacts associated with population, housing, and employment, including cumulative impacts (see 2024 PEIR pp. 3.14-20 – 3.14-27). Amendment 1 would result in neither new nor substantially increased impacts with respect to population and housing. Similarly, population and housing impacts from the proposed projects included in Amendment 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on population and housing and comparative analysis of alternatives on population and housing previously identified in the 2024 PEIR. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for population and housing impacts beyond those already identified in the 2024 PEIR are not needed.

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. Such policies, strategies, and measures are incorporated in this PEIR Addendum and are expected to reduce identified significant impacts, but the significance level of population and housing impacts from Amendment 1 remain the same as the 2024 PEIR.

The analysis in the certified 2024 PEIR “Population and Housing” section adequately addresses the range of population and housing impacts that could result from Amendment 1 at the program level. Thus, incorporation of the proposed changes to the Project List contained in the Amendment 1 would result in neither new significant impacts nor a substantial increase in the severity of impacts to population and housing beyond those programmatically addressed in the 2024 PEIR.

Because impacts on population and housing resulted from Amendment 1 would remain the same, Amendment 1 is not expected to increase the severity of cumulative impacts previously identified in the 2024 PEIR, which would remain cumulatively considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the significant impacts, including cumulative impacts, associated with population and housing from Amendment 1.

### 3.15 PUBLIC SERVICES

The proposed changes to the Project List identified in Amendment 1 are not expected to result in any new or substantial increases in the severity of significant impacts to public services beyond those already identified in the 2024 PEIR. The 2024 PEIR identified significant and unavoidable impacts to the ability to maintain acceptable service ratios, response times, or other performance objectives with respect to fire, police, educational, and library facilities. Incorporation of mitigation measures identified in the 2024 PEIR would alleviate significant impacts associated with public services, including cumulative impacts (see the 2024 PEIR pp. 3.15-22 – 3.15-32). Amendment 1 would result in neither new nor substantially increased impacts to public services. Similarly, public service impacts from the proposed projects included in this Amendment 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on public services and comparative analysis of alternatives on public services previously identified in the 2024 PEIR. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for public services impacts beyond those already identified in the 2024 PEIR are not needed.

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. Such policies, strategies and measures are incorporated in this PEIR Addendum 1 and are expected to reduce identified significant impacts, but the significance level of public services impacts from Amendment 1 remain the same as the 2024 PEIR.

The analysis in the certified 2024 PEIR “Public Services” section, adequately addresses the range of impacts that could result to public services from Amendment 1 at the program level. Thus, incorporation of the proposed changes to the Project List contained in the Amendment 1 would neither result in any new significant impacts to public services, nor substantially increase the severity of impacts to public services beyond those programmatically addressed in the 2024 PEIR.

Because impacts on public services resulted from Amendment 1 would remain the same, Amendment 1 is not expected to increase the severity of cumulative impacts previously identified in the 2024 PEIR, which would remain cumulatively considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the same level of significant impacts, including cumulative impacts, associated with public services from Amendment 1.

### 3.16 RECREATION

The proposed changes to the Project List identified in Amendment 1 are not expected to result in any new or substantial increases in the severity of significant impacts to recreation beyond those already identified in the 2024 PEIR. The 2024 PEIR identified significant and unavoidable impacts with respect to existing neighborhood and regional parks or other recreational facilities, park facilities, and service ratios or other performance objectives. Incorporation of mitigation measures identified in the 2024 PEIR would alleviate significant impacts associated

with recreation, including cumulative impacts (see the 2024 PEIR pp. 3.16-13 – 3.16-18). Amendment 1 would not result in new or substantially increased impacts with respect to recreation. Similarly, recreation impacts from the proposed projects included in this Amendment 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on recreation and comparative analysis of alternatives on recreation previously identified in the 2024 PEIR. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for recreation impacts beyond those already identified in the 2024 PEIR are not needed.

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. Such policies, strategies and measures are incorporated in this PEIR Addendum 1 and are expected to reduce identified significant impacts, but the significance level of recreation impacts from Amendment 1 remain the same as the 2024 PEIR.

The analysis in the certified 2024 PEIR “Recreation” section adequately addresses the range of recreation impacts that could result from Amendment 1 at the program level. Thus, incorporation of the proposed changes to the Project List contained in the Amendment 1 would not result in any new significant impacts to recreation, or a substantial increase in the severity of impacts to recreation beyond those programmatically addressed in the 2024 PEIR.

Because impacts on recreation resulted from Amendment 1 would remain the same, Amendment 1 is not expected to result in an increase in the severity of the cumulative impacts previously identified in the 2024 PEIR and would remain cumulatively considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the same level of significant impacts, including cumulative impacts, associated with recreation from Amendment 1.

### 3.17 TRANSPORTATION

The proposed changes to the Project List identified in Amendment 1 are not expected to result in any new or substantial increases in the severity of significant impacts to transportation beyond those already identified in the 2024 PEIR. The 2024 PEIR utilized data from the SCAG Regional Travel Demand Model to present a regional analysis for the impacts of the 2024 PEIR on transportation. The 2024 PEIR identified significant and unavoidable impacts with respect to: programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities; CEQA Guidelines section 15064.3(b) including per capita Vehicle Miles Traveled (VMT); hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); and inadequate emergency access. Incorporation of mitigation measures identified in the 2024 PEIR would alleviate significant impacts associated with transportation impacts, including cumulative impacts (see the 2024 PEIR pp. 3.17-38 – 3.17-54). Amendment 1 would not result in new or substantially increased impacts with respect to transportation. Similarly, transportation impacts from the proposed projects included in this Amendment 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on transportation and comparative analysis of alternatives on transportation previously identified in the 2024 PEIR. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for transportation impacts beyond those already identified in the 2024 PEIR are not needed.

As shown in **Table 3.17-1 VMT 2019 and 2050 by County – Amendment 1** and **Table 3.17-2 VMT per Capita by County (2019 and 2050) – Amendment 1**, Amendment 1 would result in the same daily vehicle miles traveled and vehicle miles traveled per capita throughout the SCAG region as previously disclosed in the 2024 PEIR. **Table 3.17-3 Total Daily Vehicle Hours of Delay (2019 and 2050) – Amendment 1** and **Table 3.17-4 Percent of PM Work Trips Completed within 45 Minutes – Amendment 1** indicate that there would be a slight increase (less than 0.1%) in total hours of delay in 2050 and a slight decrease in the percentage of work trips of less than 45 minutes as a result of the Project List changes identified in Amendment 1. **Table 3.17-5 Percentage of Mode Share on Transit and Active Transportation** indicates no change in the percentage of mode share on transit and active transportation would occur. As such, project changes are not expected to result in any new or substantial impacts when compared to the certified 2024 PEIR.

Table 3.17-1 VMT 2019 and 2050 by County – Amendment 1

COUNTY	IN THOUSANDS <sup>1</sup>			
	2019		2050 PLAN	
	LIGHT-MEDIUM DUTY VEHICLES	ALL VEHICLES	LIGHT-MEDIUM DUTY VEHICLES	ALL VEHICLES
Imperial	6,000	7,000	7,000	9,000
Los Angeles	207,000	220,000	188,000	206,000
Orange	72,000	77,000	70,000	75,000
Riverside	54,000	59,000	63,000	72,000
San Bernardino	57,000	63,000	62,000	72,000
Ventura	18,000	19,000	16,000	17,000
<b>SCAG Region (Amendment 1)</b>	<b>414,000</b>	<b>444,000</b>	<b>407,000</b>	<b>450,000</b>
<i>SCAG Region (Previous PEIR)</i>	<i>414,000</i>	<i>444,000</i>	<i>407,000</i>	<i>450,000</i>
<i>Source: SCAG modeling (2023/2024)</i> <i>Table Notes: Numbers may not sum to total due to rounding.</i> <i>Numbers are rounded to nearest thousand.</i>				

Table 3.17-2 VMT per Capita by County (2019 and 2050) – Amendment 1

COUNTY	TOTAL VMT PER CAPITA			
	LIGHT/MEDIUM-DUTY VEHICLES		ALL VEHICLES	
	2019	2050	2019	2050
Imperial	32.98	35.03	38.47	42.31
Los Angeles	20.61	17.39	21.93	19.05
Orange	22.65	20.29	23.97	21.82
Riverside	22.67	21.18	24.77	23.95
San Bernardino	26.24	23.83	28.87	27.26
Ventura	20.63	18.52	21.93	20.14
<b>SCAG Reion (Amendment 1)</b>	<b>21.99</b>	<b>19.44</b>	<b>23.59</b>	<b>21.52</b>
SCAG Region (Previous PEIR)	21.99	19.44	23.59	21.52
Source: SCAG modeling (2023/2024); SCAG 2023c				
Table Note: Numbers may not sum to total due to rounding.				

Table 3.17-3 Total Daily Vehicle Hours of Delay (2019 and 2050) – Amendment 1

COUNTY	2019	2050 PLAN
Imperial	6,726	11,422
Los Angeles	1,533,818	1,094,547
Orange	364,635	241,766
Riverside	142,765	167,636
San Bernardino	169,850	161,681
Ventura	64,782	34,115
<b>Regional (Amendment 1)</b>	<b>2,282,577</b>	<b>1,711,167</b>
Regional (Previous PEIR)	2,282,577	1,710,995
Source: SCAG modeling (2023/2024)		
Table Note: Numbers may not sum to total due to rounding.		

Table 3.17-4 Percent of PM Work Trips Completed within 45 Minutes – Amendment 1

COUNTY	2019	2050 PLAN
<b>Single Occupant Vehicles</b>		
Imperial	89.09%	85.25%
Los Angeles	74.04%	84.50%
Orange	85.98%	91.28%
Riverside	71.16%	83.60%
San Bernardino	68.41%	80.92%
Ventura	77.34%	86.22%
<b>Region (Amendment 1)</b>	<b>75.69%</b>	<b>85.30%</b>
<i>Region (Previous PEIR)</i>	<i>75.69%</i>	<i>85.31%</i>
<b>High Occupancy Vehicles</b>		
Imperial	88.87%	78.06%
Los Angeles	75.80%	83.32%
Orange	86.19%	90.15%
Riverside	71.48%	83.20%
San Bernardino	72.22%	81.14%
Ventura	79.83%	87.33%
<b>Region (Amendment 1)</b>	<b>77.01%</b>	<b>84.41%</b>
<i>Region (Previous PEIR)</i>	<i>77.01%</i>	<i>84.44%</i>
<b>Transit</b>		
Imperial	46.00%	29.41%
Los Angeles	37.22%	39.53%
Orange	42.07%	45.14%
Riverside	59.56%	55.04%
San Bernardino	55.06%	48.07%
Ventura	46.63%	53.81%
<b>Region (Amendment 1)</b>	<b>38.87%</b>	<b>41.62%</b>
<i>Region (Previous PEIR)</i>	<i>38.87%</i>	<i>41.70%</i>

Source: SCAG Modeling (2023/2024)

Table Note: Numbers may not sum to total due to rounding.

Table 3.17-5 Percentage of Mode Share on Transit and Active Transportation – Amendment 1

MODE SHARE	2019	2050 PLAN
Walk	9.0%	10.2%
Bike	1.3%	3.5%
Transit	2.5%	4.2%
<b>Total (Amendment 1)</b>	<b>12.7%</b>	<b>17.9%</b>
Total (Previous PEIR)	12.7%	17.9%

Source: SCAG Modeling (2023/2024)

Table Note: Numbers may not sum to total due to rounding.

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. Such policies, strategies, and measures are incorporated in this PEIR Addendum 1 and are expected to reduce identified significant impacts, but the significance level of transportation impacts from Amendment 1 remain the same as the 2024 PEIR.

The analysis in the certified 2024 PEIR “Transportation” section adequately addresses the range of transportation emission impacts that could result from Amendment 1 at the program level. Thus, incorporation of the proposed changes to the Project List contained in the Amendment 1 would not result in any new significant impacts to transportation, or a substantial increase in the severity of impacts beyond those programmatically addressed in the 2024 PEIR.

Because impacts on transportation resulted from Amendment 1 would remain the same, Amendment 1 is not expected to result in an increase in the severity of the cumulative impacts previously identified in the 2024 PEIR and would remain cumulative considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the same level of significant impacts, including cumulative impacts, associated with transportation from Amendment 1.

### 3.18 TRIBAL CULTURAL RESOURCES

The proposed changes to the Project List identified in Amendment 1 are not expected to result in any new or substantial increases in the severity of significant impacts to tribal resources beyond those already identified in the 2024 PEIR. The 2024 PEIR identified significant and unavoidable impacts with respect to tribal cultural resources defined in Public Resources Code section 21074. SCAG met the requirements of AB 52 by performing the requisite tribal consultation as documented in Appendix G of the 2024 PEIR. Incorporation of mitigation measures identified in the 2024 PEIR would alleviate significant impacts associated with tribal cultural resources, including cumulative impacts (see the 2024 PEIR pp. 3.18-6 – 3.18-10). Amendment 1 would not result in new or substantially increased impacts with respect to tribal cultural resources. Similarly, tribal cultural resource impacts from the proposed projects included in this Amendment 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on tribal cultural resources and comparative analysis of alternatives on tribal cultural resources previously identified in the 2024 PEIR. New or more effective

Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for tribal cultural resources impacts beyond those already identified in the 2024 PEIR are not needed.

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. Such policies, strategies, and measures are incorporated in this addendum and are expected to reduce identified significant impacts, but the significance level of tribal cultural resource impacts from Amendment 1 remain the same as the 2024 PEIR.

The analysis in the certified 2024 PEIR “Tribal Cultural Resources” section adequately addresses the range of tribal cultural resource impacts that could result from Amendment 1 at the program level. Thus, incorporation of the proposed changes to the Project List contained in the Amendment 1 would not result in any new significant impacts, or a substantial increase in the severity of impacts to tribal cultural resources beyond those programmatically addressed in the 2024 PEIR.

Because impacts on tribal cultural resources resulted from Amendment 1 would remain the same, Amendment 1 is not expected to result in an increase in the severity of the cumulative impacts previously identified in the 2024 PEIR and would remain cumulatively considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the same level of significant impacts, including cumulative impacts, associated with tribal cultural resources from Amendment 1.

### 3.19 UTILITIES AND SERVICE SYSTEMS

The proposed changes to the Project List identified in Amendment 1 are not expected to result in any new or substantial increases in the severity of significant impacts to utilities and service systems beyond those already identified in the 2024 PEIR. The 2024 PEIR identified significant and unavoidable impacts with respect to the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects; determination by the wastewater treatment provider that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments; generating solid waste in excess of state or local standards, in excess of the capacity of local infrastructure, or that would otherwise impair the attainment of solid waste reduction goals; and compliance with federal, state, and local management and reduction statutes and regulations related to solid waste. Incorporation of mitigation measures identified in the 2024 PEIR would alleviate significant impacts associated with utilities and service systems, including cumulative impacts (see the 2024 PEIR pp. 3.19-38 – 3.19-54). Amendment 1 would result in neither new nor substantially increased impacts with respect to utilities and service systems. Similarly, utilities and service systems impact from the proposed projects included in this Amendment 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on utilities and service systems and comparative analysis of alternatives on utilities and service systems previously identified in the 2024 PEIR. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for utilities and service systems impacts beyond those already identified in the 2024 PEIR are not needed.

As indicated by **Table 3.19-1 2050 Plan Lane Miles by County – Amendment 1**, proposed changes to the Project List identified in Amendment 1 would result in minimal changes to lane miles, with a net increase of 4 lane miles across all facilities. These changes are minor and would not substantially increase impervious surfaces.

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. Such policies, strategies, and measures are incorporated in this PEIR Addendum 1 and are expected to reduce identified significant impacts, but the significance level of utilities and service systems impacts from Amendment 1 remain the same as the 2024 PEIR.

The analysis in the certified 2024 PEIR "Utilities and Service Systems" section adequately addresses the range of utility impacts that could result from Amendment 1 at the program level. Thus, incorporation of the proposed changes to the Project List contained in the Amendment 1 would not result in any new significant impacts to utilities and service systems, or a substantial increase in the severity of impacts to utilities and service systems beyond those programmatically addressed in the 2024 PEIR.

Because impacts on utilities and service systems resulted from Amendment 1 would remain the same, Amendment 1 is not expected to increase the severity of cumulative impacts previously identified in the 2024 PEIR, which would remain cumulatively considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the same level of significant impacts, including cumulative impacts, associated with utilities and service systems from Amendment 1.

Table 3.19-1 2050 Plan Lane Miles by County – Amendment 1

COUNTY	FREEWAY (MIXED- FLOW)	TOLL*	TRUCK	EXPRESSWAY/ PARKWAY	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	FREEWAY (HOV)	RAMP	TOTAL (ALL FACILITIES)
Imperial	417	-	-	324	413	529	2,479	-	38	4,199
Los Angeles	4,682	376	141	206	7,931	8,967	7,085	354	925	30,667
Orange	1,424	525	16	4	3,853	3,086	1,101	141	376	10,525
Riverside	1,938	180	13	122	1,364	3,686	5,834	102	362	13,600
San Bernardino	2,597	281	55	263	1,995	4,625	6,800	138	352	17,106
Ventura	570	-	-	-	848	989	1,083	60	122	3,672
<b>Total (Amendment 1)</b>	<b>11,626</b>	<b>1,362</b>	<b>224</b>	<b>918</b>	<b>16,404</b>	<b>21,883</b>	<b>24,382</b>	<b>795</b>	<b>2,175</b>	<b>79,768</b>
<i>Total (Previous PEIR)</i>	<i>11,627</i>	<i>1,398</i>	<i>224</i>	<i>918</i>	<i>16,372</i>	<i>21,888</i>	<i>24,377</i>	<i>786</i>	<i>2,173</i>	<i>79,764</i>
<p><i>Source: SCAG Transportation Modeling (2023/2024)</i></p> <p><i>Table Notes: Numbers may not sum to total due to rounding.</i></p> <p><i>* Toll includes truck and High-occupancy toll (HOT)</i></p>										

## 3.20 WILDFIRE

The proposed changes to the Project List identified in Amendment 1 are not expected to result in any new or substantial increases in the severity of significant impacts to wildfire beyond those already identified in the 2024 PEIR. The 2024 PEIR identified significant and unavoidable impacts with respect to substantially impairing an adopted emergency response plan or emergency evacuation plan; slope, prevailing winds, and other factors exacerbating wildfire risks, and thereby exposing project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; installing or maintaining of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that could exacerbate fire risks or that may result in temporary or ongoing impacts to the environment; and expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes. Incorporation of mitigation measures identified in the 2024 PEIR would alleviate significant impacts associated with wildfire, including cumulative impacts (see the 2024 PEIR pp. 3.20-19 – 3.20-26). Amendment 1 would result in neither new nor substantially increased impacts with respect to wildfire. Similarly, wildfire impacts from the proposed projects included in this Amendment 1 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on wildfire and comparative analysis of alternatives on wildfire previously identified in the 2024 PEIR. New or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) for wildfire impacts beyond those already identified in the 2024 PEIR are not needed.

The 2024 PEIR includes Regional Planning Policies, Implementation Strategies, and mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. Such policies, strategies, and measures are incorporated in this PEIR Addendum 1 and are expected to reduce identified significant impacts, but the significance level of wildfire impacts from Amendment 1 remain the same as the 2024 PEIR.

The analysis in the certified 2024 PEIR “Wildfire” section adequately addresses the range of wildfire impacts that could result from Amendment 1 at the program level. Thus, incorporation of the proposed changes to the Project List contained in the Amendment 1 would not result in any new significant impacts, or a substantial increase in the severity of impacts to wildfire beyond those programmatically addressed in the 2024 PEIR.

Because impacts on wildfire resulting from Amendment 1 would remain the same, Amendment 1 is not expected to increase the severity of the cumulative impacts previously identified in the 2024 PEIR, which would remain cumulatively considerable. Additionally, Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) in the 2024 PEIR are incorporated in Addendum 1 to alleviate the same level of significant impacts, including cumulative impacts, associated with wildfire from Amendment 1.

## 4.0 ALTERNATIVES

The proposed changes to the Project List identified in Amendment 1 would not significantly change the comparison of alternatives in the 2024 PEIR. Potential impacts from the proposed changes to the Project List are anticipated to be within the scope of the programmatic-level comparison among the alternatives already considered in the 2024 PEIR: 1) No Project Alternative and 2) Intensified Land Use Alternative.

The “Alternatives” chapter of the previously certified 2024 PEIR adequately addresses the range of alternatives to the proposed projects at the programmatic level. Incorporation of the proposed projects identified in Amendment 1 would not require comparison of any new alternatives or alternatives which are considerably different from or inconsistent with those already analyzed in the 2024 PEIR. Therefore, no further comparison is required at the programmatic level.

As demonstrated in the environmental analysis in sections 3.1 to 3.20 in this PEIR Addendum 1, because there are no new significant impacts for those impacts that were found to be no impact or less than significant impacts in the 2024 PEIR, and because there are no substantial increases in the severity of previously identified significant impacts in the 2024 PEIR, the level and severity of cumulative impacts for all the environmental impact areas are expected to remain the same as those in the 2024 PEIR.

## 5.0 OTHER CEQA CONSIDERATIONS

The proposed changes to the Project List identified in Amendment 1 would not significantly change the scope of the discussion presented in the “Other CEQA Considerations” chapter of the 2024 PEIR, which includes an assessment of growth inducing impacts, programmatic level unavoidable impacts, and irreversible impacts (see 2024 PEIR pp. 5-1 – 5-11). Unavoidable and irreversible impacts from inclusion of the proposed changes to the Project List identified in Amendment 1 are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2024 PEIR.

At the programmatic level, any region-wide growth inducing impacts from the proposed projects (as revised by Amendment 1) are expected to be approximately equivalent to those previously disclosed in the 2024 PEIR. Overall, the proposed changes to the Project List presented in Amendment 1 are within the scope of the broad, programmatic-level region-wide impacts identified and disclosed in the 2024 PEIR. Thus, Amendment 1 would not be expected to result in any new CEQA impacts that have not been analyzed in the previous 2024 PEIR or any long-term impacts that are considerably different from or inconsistent with those already analyzed in the certified 2024 PEIR.

## 6.0 FINDINGS

After completing a programmatic environmental assessment of the proposed changes described herein to the Project List and when compared to the previously certified 2024 PEIR, SCAG finds that the proposed changes identified in Connect SoCal 2024 Amendment 1 would result in neither new significant environmental effects nor a substantial increase in the severity of any previously identified significant effect. The proposed changes are not substantial changes on a regional level and have already been adequately and appropriately analyzed in the 2024 PEIR. The proposed changes to the Project List do not require revisions to the programmatic, region-wide analysis presented in the previously certified 2024 PEIR.

Further, SCAG finds that the proposed changes to the Project List identified in Amendment 1 does not require any new mitigation measures or alternatives previously unidentified in the 2024 PEIR, nor do the proposed changes to the Project List identified in Amendment 1 significantly affect mitigation measures or alternatives already disclosed in the 2024 PEIR. As such, SCAG has assessed the proposed changes to the Project List included in Amendment 1 at the programmatic level and finds that the proposed changes would be within the range of, and consistent with, the environmental analysis, Regional Planning Policies and Implementation Strategies, CEQA mitigation measures, alternatives, Findings of Fact, and Statement of Overriding Considerations contained in the certified 2024 PEIR. Therefore, a Subsequent or Supplemental

EIR is not required, and SCAG concludes that this addendum to the previously certified 2024 PEIR fulfills the requirements of CEQA.



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