

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



FINAL ADDENDUM #4

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

JUNE 1, 2023

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CONNECT SOCAL Final Addendum #4 to the Program Environmental Impact Report

1.0 INTRODUCTION

Southern California Association of Governments (SCAG) proposes to amend the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (“RTP/SCS,” “Connect SoCal” or “Plan”). The RTP is a long-range vision for regional transportation investments. Using growth forecasts and economic trends, the RTP considers the role of transportation relative to economic factors, environmental issues and quality-of-life goals, and provides an opportunity to identify transportation strategies today that address mobility needs for the future. The RTP is updated every four years to reflect changes in economic trends, state and federal requirements, progress made on projects, and adjustments for population and jobs. The SCS, pursuant to Senate Bill (SB) 375, integrates land use, transportation strategies, and transportation investments within the Plan.

The 2020 Connect SoCal Project List (hereafter referred to as “Project List”) contains thousands of individual transportation projects that aim to improve the region’s mobility and air quality, and revitalize the economy and includes, but is not limited to, highway improvements such as mixed flow lanes, interchanges, ramps, high occupancy vehicle (HOV) lanes, toll lanes, and arterials; transit improvements such as bus, bus rapid transit and various rail upgrades; high speed regional transport; and goods movement strategies. Although the Connect SoCal has a long-term time horizon under which projects are planned and proposed to be implemented, federal and state mandates ensure that the Plan is both flexible and responsive in the near term. Therefore, Connect SoCal is regarded as both a long-term regional transportation blueprint and as a dynamic planning tool subject to ongoing refinement and modification.

As the Lead Agency under the California Environmental Quality Act (CEQA, Cal. Pub. Res. Code Section 21000 et seq.), SCAG prepared the [Final Connect SoCal Program Environmental Impact Report \(PEIR\)](#) for the Connect SoCal Plan to

evaluate the potential environmental impacts associated with implementation of Connect SoCal and to identify practical and feasible mitigation measures.

The Connect SoCal PEIR focuses on a region-wide assessment of existing conditions and potential impacts as well as broad policy alternatives and program-wide mitigation measures (CEQA Guidelines Section 15168(b)(4)). Pursuant to Section 15152 of the CEQA Guidelines, subsequent environmental analyses for separate, but related, future projects may tier off the analysis contained in the Connect SoCal PEIR. The CEQA Guidelines do not require a Program EIR to specifically list all subsequent activities that may be within its scope. For large scale planning approvals (such as the RTP/SCS), where site-specific EIRs or negative declarations will subsequently be prepared for specific projects broadly identified within a Program EIR, the site-specific analysis can be deferred until the project level environmental document is prepared (Sections 15168 and 15152), provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

The Connect SoCal PEIR was certified on May 7, 2020 by the Regional Council (SCH No. 20199011061). SCAG prepared the [Connect SoCal PEIR Addendum #1](#) (PEIR Addendum #1) to address technical refinements to the growth forecast in relation to entitlements and to address two comment letters from the Center of Biological Diversity which were received after the public comment period on May 1, 2020 and May 6, 2020. Upon evaluation, SCAG found that technical refinements¹ resulted in minimal impacts to Connect SoCal's performance results and the Plan would continue to achieve federal air quality conformity and meet the State's per-capita GHG reduction targets for 2020 and 2035. The Connect SoCal PEIR Addendum #1 was approved by the SCAG Regional Council on September 3, 2020, along with Connect SoCal (SCH No. 20199011061).

After the adoption of Connect SoCal, SCAG received requests from several county transportation commissions to amend the Plan to reflect changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new transportation projects contained therein herein referred to

as "Connect SoCal Amendment #1" and "Connect SoCal Amendment #2". As such, SCAG prepared [Connect SoCal PEIR Addendum #2](#) (herein referred to as "PEIR Addendum #2") and [Connect SoCal PEIR Addendum #3](#) (herein referred to as "PEIR Addendum #3") to assess potential environmental impacts of the proposed updates and revisions to the Project List included in [Connect SoCal Amendment #1 and Connect SoCal Amendment #2, respectively](#). Connect SoCal PEIR Addendum #2 was approved by the SCAG Regional Council on November 4, 2021, along with Connect SoCal Amendment #1. Connect SoCal PEIR Addendum #3 was approved by the SCAG regional Council on October 6, 2022, along with Connect SoCal Amendment #2.

Since the adoption of Connect SoCal Amendment #2, several county transportation commissions have requested to further amend the Plan to reflect changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new transportation projects contained therein (proposed Amendment #3 to Connect SoCal, referred to herein as "Connect SoCal Amendment #3"). Therefore, this PEIR Addendum #4 has been prepared by SCAG to assess potential environmental impacts of the proposed updates and revisions to the Project List included in Connect SoCal Amendment #3. This document is prepared as an addendum to the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3.²

As described in more detail below, an addendum is appropriate because the modifications to the Project List would not result in either new significant environmental effects or substantial increase in the severity of previously identified significant effects and that the modifications would be consistent with the analysis, mitigation measures, alternatives, and Findings of Fact contained in the Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. Therefore, a Subsequent or Supplemental PEIR is not required and this Addendum to the Connect SoCal PEIR is sufficient.

In summary, PEIR Addendum #4 serves as an informational document to inform decision-makers and the public of the potential environmental impacts of Connect SoCal Amendment #3 by analyzing the projects and programs on a broad regional

¹ For a summary of model rerun results and more information regarding Plan refinements for Addendum #1, please refer to the September 3, 2020, Regional Council staff report entitled: Final Connect SoCal Technical Refinements.

² It is important to note that when the Connect SoCal PEIR is referenced in the environmental analysis of this document, it also includes all revisions that were part of the Connect SoCal PEIR Addendums #1, #2, and #3.

scale, not at a site-specific level of analysis. This programmatic analysis shows that Connect SoCal Amendment #3 would not result in either new significant environmental effects or substantial increase in the severity of previously identified significant effects. Site specific analysis will occur as each project is defined and goes through individual project-level environmental review.

1.1 BASIS FOR THE ADDENDUM

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

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

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more

significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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

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

While the proposed changes to the Project List documented in Connect SoCal Amendment #3 may arguably represent "new information of substantial importance" at the local project-level, these changes are not substantial at the regional program-level as analyzed in the Connect SoCal PEIR. More specifically, the proposed changes to the Project List documented in Amendment #3 would not result in one or more significant effects (at the regional level) not discussed in the Connect SoCal PEIR, nor result in a substantial increase in the severity of previously identified significant effects disclosed in the Connect SoCal PEIR. Moreover, no changes to the mitigation measures or alternatives contained in the Connect SoCal

PEIR are necessary or being proposed that could trigger additional review regarding such measures. Furthermore, as discussed in the Connect SoCal PEIR, the level of detail for individual projects on the Project List is generally insufficient to be able to analyze local effects. Such analysis is more appropriately undertaken in project-specific environmental documents prepared by the individual CEQA lead agencies proposing each project.

SCAG has assessed potential environmental effects of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, at the regional program-level, and finds that the additional and modified projects contained in PEIR Addendum #4 are consistent with the region-wide environmental impacts analysis, mitigation measures, alternatives, and Findings of Fact discussed in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3, and do not result in any of the conditions described in CEQA Guidelines Section 15162(a)(1)(2)(3). For these reasons, SCAG has elected to prepare an addendum to the Connect SoCal PEIR rather than a Subsequent or Supplemental EIR, and this PEIR Addendum #4 is prepared in accordance with CEQA Guidelines Section 15164.

1.2 PURPOSE AND SCOPE OF THE ADDENDUM TO THE PEIR

SCAG has prepared this Addendum #4 to the Connect SoCal PEIR to demonstrate that the proposed changes to the Connect SoCal Project List, contained in Connect SoCal Amendment #3, satisfies the requirements contained in Section 15164 of the CEQA Guidelines for the use of an Addendum to an EIR. The proposed changes to the Project List do not require the preparation of a Subsequent or Supplemental EIR pursuant to Sections 15162 and 15163, respectively, of the CEQA Guidelines due to the absence of new or substantially more adverse significant impacts than those analyzed in the certified EIR.

Addendum #4 to the Connect SoCal PEIR neither controls nor determines the ultimate decision for approval for Connect SoCal Amendment #3 and the proposed changes to the Project List contained therein. The information presented in this Addendum #4 to the Connect SoCal PEIR will be considered by SCAG's decision-making body, the Regional Council, prior to deciding on the Connect SoCal Amendment #3.

2.0 PROJECT DESCRIPTION

A major component of Connect SoCal is the Project List, which includes thousands of individual transportation projects and programs that aim to improve the region's mobility and air quality, and to revitalize our economy. More specifically, the Connect SoCal includes approximately 2,500 projects with completion dates spread over a 25-year time period (through 2045).

As part of the RTP/SCS Connect SoCal process, SCAG solicited input from the region's six County Transportation Commissions (CTCs) regarding updates to their individual project lists. The types of changes reflected in the updated Project List include:

- Project is new and not currently included in the Project List;
- Connect SoCal Revisions in the Project List include:
 - Revised description;
 - Revised schedule; and/or
 - Change in total cost;
- Project is a duplicate and needs to be removed or combined with another project in the Project List;
- Project is no longer being pursued and the CTC has requested its removal from the Project List;

Based on input received, Amendment #3 consists of 215 project changes, including 22 new, 186 modified, and seven deleted projects. There are 212 financially constrained projects, and three strategic plan projects. About a fifth of the project changes, 43 out of 215, involve short-term RTP projects. Among the 215 project changes, most of them are modifications to existing projects, including revised project descriptions, modeling updates, schedules, and/or total costs. The 22 new projects include primarily Transportation System Management/Transportation Demand Management projects, minor arterial widenings, intermodal facilities, and bikeway improvements, which provide benefits such as improving efficiency of existing systems and reducing congestion. These new projects involve new costs and modeling changes for projects that were previously not included in Connect SoCal Amendment #2. There are seven projects removed due to project cancellation or duplicate entries.

Of the 215 project changes in Amendment #3, 13 of the projects are within Imperial County, 109 of the projects are within Los Angeles County, 12 of the projects are within Orange County, 50 of the projects are within Riverside County, 23 of the projects are within San Bernardino County, eight 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 #3.](#)

Consistent with the certified Connect SoCal 2020 PEIR, the environmental analysis in this Addendum #4 to the Connect SoCal PEIR is limited to the financially constrained projects

3.0 ENVIRONMENTAL ANALYSIS

The changes described above to the Project List identified in Connect SoCal Amendment #3 would not result in a substantial change to the region-wide impacts programmatically analyzed in the Connect SoCal PEIR. The Connect SoCal PEIR broadly identifies several region-wide significant impacts that would result from the numerous transportation policies and projects encompassed by Connect SoCal.

The Connect SoCal PEIR presents analysis at the programmatic level of various types of projects, including both modifications to the existing system as well as new systems such as new highway and transit facilities, goods movement roadway facilities, rail corridors, flyovers, interchanges, and High-Speed Rail.

Although the new projects identified in the Connect SoCal Amendment #3 were not identified in the Connect SoCal PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the Connect SoCal and with the analysis and conclusions presented in the previously certified Connect SoCal PEIR.

The environmental analyses in the Air Quality, Energy, and Greenhouse Gas Emissions sections in this Addendum #4 are based upon the California Air Resources Board's (CARB) Emission Factor model (EMFAC) 2021. Effective November 15, 2022, EMFAC2021 is the latest U.S. EPA-approved motor vehicle emissions model for California available at the time of the preparation of Connect SoCal Amendment #3. In addition, Connect SoCal Amendment #3 includes a required regional

TABLE 3-1 Summary of Impacts from Amendment #3

| Impact | Compared to the Certified Connect SoCal PEIR |
|-------------------------------------|--|
| Aesthetics | Same; no new impacts |
| Agriculture and Forestry Resources | Same; no new impacts |
| Air Quality | Same; no new impacts |
| Biological Resources | Same; no new impacts |
| Cultural Resources | Same; no new impacts |
| Energy | Same; no new impacts |
| Geology and Soils | Same; no new impacts |
| Greenhouse Gas Emissions | Same; no new impacts |
| Hazards and Hazardous Materials | Same; no new impacts |
| Hydrology and Water Quality | Same; no new impacts |
| Land Use and Planning | Same; no new impacts |
| Mineral Resources | Same; no new impacts |
| Noise | Same; no new impacts |
| Population, Housing, and Employment | Same; no new impacts |
| Public Services | Same; no new impacts |
| Parks and Recreation | Same; no new impacts |
| Transportation, Traffic, and Safety | Same; no new impacts |
| Tribal Cultural Resources | Same; no new impacts |
| Utilities and Service Systems | Same; no new impacts |
| Wildfire | Same; no new impacts |
| Cumulative Impacts | Same; no new impacts |
| Comparison of Alternatives | Same; no new impacts |
| Other CEQA Considerations | Same; no new impacts |

emission analysis using EMFAC2021. To be consistent with the regional emissions analysis in Connect SoCal Amendment #3, the analysis in the Addendum #4 uses EMFAC2021 and applies the interim off-model adjustment factors for EMFAC2021 to account for the emission benefits of California's Heavy-Duty Vehicle Inspection and Maintenance Program adopted by CARB after and thus not included in EMFAC2021. CARB developed and submitted to U.S. EPA and subsequently U.S. EPA approved the interim off-model adjustment factors, which account for only 50 percent of the emissions benefits of the previous EMFAC2021 adjustment factors for Metropolitan Planning Organizations (MPOs) to use for regional transportation conformity determinations. The interim off-model adjustment factors will remain applicable until the first California nonattainment area 70 parts per billion 8-hour attainment demonstration and/or reasonable further progress demonstration and associated motor vehicle emissions budgets approved by U.S. EPA.

Each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, National Environmental Policy Act (NEPA), and all applicable regulations.

No changes to the mitigation measures or alternatives contained in the Connect SoCal PEIR are necessary or proposed. SCAG has determined that the changes and additions identified above would result in impacts that would fall within the range and severity of impacts already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. Therefore, no substantial physical impacts to the environment beyond those already anticipated and documented in the Connect SoCal PEIR are anticipated to result from the changes and additions identified in the Connect SoCal Amendment #3.

The environmental analysis provided in this Addendum #4 describes the information that was considered in evaluating the questions contained in the Environmental Checklist of the State CEQA Guidelines, Appendix G, consistent with the Connect SoCal PEIR. Potential region-wide environmental impacts from the proposed project changes, documented in the Connect SoCal Amendment #3, as compared to those already identified in the Connect SoCal PEIR are summarized in **TABLE 3-1, Summary of Impacts from Amendment #3.**

3.1 AESTHETICS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to aesthetics beyond those already described in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to substantial adverse effects on a scenic vista, scenic resources, the existing visual character or quality of public views, and creating a new source of substantial light affecting day or nighttime views. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with aesthetics (see Connect SoCal PEIR pp. 3.1-26 – 3.1-42). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to aesthetics. Similarly, aesthetic impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Aesthetics Section and previous addendums, adequately addresses the range of aesthetic impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to aesthetics, or a substantial increase in the severity of impacts to aesthetics beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.2 AGRICULTURE AND FORESTRY RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to agriculture and forestry resources beyond those already described in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant

impacts with respect to converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use; conflicting with existing zoning for agricultural use, a Williamson Act contract, forest land or timberland zoned Timberland Production; losing or converting forest land to non-forest use; and changing the existing environment resulting in conversion of Farmland to non-agricultural use or forest land to non-forest use. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with agricultural and forestry resources (see Connect SoCal PEIR pp. 3.2-21 – 3.1-33). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to agriculture and forestry resources. Similarly, agriculture and forestry resource impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the Connect SoCal PEIR Agriculture and Forestry Resources Section and previous addendums adequately addresses the range of agricultural and forestry impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to agriculture and forestry resources, or a substantial increase in the severity of impacts to agriculture and forestry resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.3 AIR QUALITY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to air quality beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified that implementation of the Connect SoCal would result in less than significant impacts with respect to applicable air quality plans and other emissions, such as odors. However, the PEIR identified potential significant

impacts with respect to air quality standards violations; cumulative net increase of criteria pollutants for which the region is non-attainment under federal or state ambient air quality standards; and exposure of sensitive receptors to substantial pollutant concentrations. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with air quality (see Connect SoCal PEIR pp. 3.3-51 – 3.3-88). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to air quality.

As described in the Transportation Conformity Section of the Connect SoCal Amendment #3, the Plan would continue to meet the regional emissions and other tests set forth by the federal Transportation Conformity regulations, demonstrating the integrity of the State Implementation Plans prepared pursuant to the federal Clean Air Act for the non-attainment and maintenance areas in the SCAG region.

As previously mentioned, this analysis uses the latest U.S. EPA-approved EMFAC2021 available at the time of preparation of Connect SoCal Amendment #3 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 3-2, On-Road Mobile-source Criteria Pollutant Emission By County – (2045) vs. Existing Conditions (2019) - Amendment #3** shows the Plan conditions (2045) 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 with a slightly greater reduction in emissions with the proposed changes to the Project List identified in the Connect SoCal Amendment #3. Therefore, no changes to analyses and air quality findings previously discussed in the certified Connect SoCal PEIR and previous addendums would occur.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the previously certified Connect SoCal PEIR Air Quality Section and previous addendums adequately addresses the range of air quality impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant air quality impacts or a substantial increase in the severity of air quality impacts beyond those

TABLE 3-2 On-Road Mobile-Source Criteria Air Pollutant Emissions by County - Existing Condition (2019) vs Plan (2045) - Amendment #3

| County | | (Tons/Day) | | | | | | | | |
|----------------|----------------------------------|------------|------------|-----------------|------------|------------|-------------|------------------|-------------------|-----------------|
| | | ROG | | NO _x | | | CO | PM ₁₀ | PM _{2.5} | SO _x |
| | | Summer | Annual | Summer | Annual | Winter | Winter | Annual | Annual | Annual |
| Imperial | Existing | 2 | 2 | 6 | 6 | 7 | 16 | 0.3 | 0.2 | 0.0 |
| | Plan | 1 | 1 | 3 | 3 | 3 | 8 | 0.4 | 0.2 | 0.1 |
| | Difference (Amendment #3) | -1 | -1 | -3 | -4 | -4 | -8 | 0.1 | 0.0 | 0.0 |
| | Previous Difference (PEIR)* | -1 | -1 | -2 | -2 | -3 | -4 | 0.3 | 0.1 | 0.0 |
| Los Angeles | Existing | 55 | 54 | 92 | 100 | 99 | 521 | 7.2 | 3.1 | 1.0 |
| | Plan | 22 | 22 | 22 | 24 | 24 | 192 | 6.4 | 2.2 | 0.8 |
| | Difference (Amendment #3) | -33 | -32 | -69 | -76 | -75 | -329 | -0.7 | -0.9 | -0.3 |
| | Previous Difference (PEIR) * | -30 | -29 | -55 | -60 | -60 | -261 | -0.2 | -0.6 | -0.3 |
| Orange | Existing | 17 | 17 | 23 | 25 | 25 | 155 | 2.2 | 0.9 | 0.3 |
| | Plan | 7 | 7 | 6 | 6 | 6 | 61 | 2.0 | 0.7 | 0.2 |
| | Difference (Amendment #3) | -10 | -10 | -17 | -19 | -19 | -94 | -0.2 | -0.3 | -0.1 |
| | Previous Difference (PEIR) * | -8 | -8 | -15 | -16 | -16 | -68 | 0.1 | -0.1 | -0.1 |
| Riverside | Existing | 14 | 13 | 36 | 39 | 38 | 116 | 2.3 | 1.1 | 0.3 |
| | Plan | 7 | 6 | 12 | 13 | 13 | 56 | 2.4 | 0.9 | 0.3 |
| | Difference (Amendment #3) | -7 | -7 | -24 | -25 | -25 | -60 | 0.2 | -0.2 | 0.0 |
| | Previous Difference (PEIR) * | -7 | -6 | -20 | -21 | -21 | -49 | 0.8 | 0.2 | 0.0 |
| San Bernardino | Existing | 16 | 15 | 41 | 44 | 43 | 127 | 2.5 | 1.2 | 0.3 |
| | Plan | 7 | 7 | 16 | 17 | 17 | 58 | 2.9 | 1.1 | 0.3 |
| | Difference (Amendment #3) | -9 | -8 | -25 | -27 | -26 | -69 | 0.4 | -0.1 | 0.0 |
| | Previous Difference (PEIR) * | -9 | -8 | -20 | -21 | -21 | -60 | 1.1 | 0.3 | 0.0 |
| Ventura | Existing | 3 | 3 | 6 | 7 | 7 | 26 | 0.5 | 0.2 | 0.1 |
| | Plan | 1 | 1 | 1 | 1 | 1 | 9 | 0.4 | 0.1 | 0.0 |
| | Difference (Amendment #3) | -2 | -2 | -5 | -5 | -5 | -17 | -0.1 | -0.1 | 0.0 |
| | Previous Difference (PEIR) * | -3 | -3 | -4 | -5 | -5 | -21 | 0.0 | 0.0 | 0.0 |

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded. Based on the interim off-model adjustment factors for EMFAC2021.

* PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.4 BIOLOGICAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to biological resources beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to species identified as a candidate, sensitive, or special status; riparian habitat or other sensitive natural community; State or Federally Protected Wetlands; the movement of native resident, migratory fish, wildlife species, corridors, or nursery sites; and local policies or ordinances protecting biological resources or approved habitat conservation plans. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with biological resources (see Connect SoCal PEIR pp. 3.4-61 – 3.4-102). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to biological resources. Similarly, biological resource impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by each implementing agency for each individual project.

The analysis in the certified Connect SoCal PEIR and previous addendums, adequately addresses the range of impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to biological resources, or a substantial increase in the severity of impacts to biological resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.5 CULTURAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal

Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to cultural resources beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to historical or archeological resources and the disturbance of human remains. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with cultural resources (see Connect SoCal PEIR pp. 3.5-33 – 3.5-42). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to cultural resources. Similarly, cultural resource impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

TABLE 3-3 SCAG Region Estimated Transportation Fuel Consumption – Amendment #3

| Year | Fuel Consumed | | Percentage under Existing |
|---------------------|--------------------------|--------------------------|---------------------------|
| | Billion Gallons per Year | Thousand Gallons per Day | |
| 2019 | 8.1 | 22,127 | — |
| 2045 Baseline | 6.6 | 18,005 | -18.6% |
| Amendment #3 | 6.4 | 17,475 | -21.0% |
| PEIR* | 6.7 | 18,236 | -20.3% |

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded. * PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

The analysis in the certified Connect SoCal PEIR Cultural Resources Section and previous addendums, adequately addresses the range of cultural resource impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to cultural resources, or a substantial increase in the severity of impacts to cultural resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.6 ENERGY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to energy beyond those already described in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified less than significant impacts with respect to wasteful, inefficient, or unnecessary consumption of energy resources and interference with state or local plan for renewable energy or energy efficiency (see Connect SoCal PEIR pp. 3.6-32 – 3.5-43). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to energy. Similarly, energy impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As previously mentioned, this analysis uses the latest U.S. EPA-approved EMFAC2021 available at the time of preparation of Connect SoCal Amendment #3 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 3-3, SCAG Region Estimated Transportation Fuel Consumption – Amendment #3**) shows that the estimated transportation fuel consumption for the SCAG region would remain similar to what was analyzed for the Connect SoCal, with a slight reduction to the estimated daily fuel consumption. The 21 percentage reduction of fuel used compared to existing conditions (base year 2019) reflects this change. As such, no new or substantial impacts would occur when compared to the previously certified Connect SoCal PEIR and previous addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Energy Section and previous addendums, adequately addresses the range of energy impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to energy, or a substantial increase in the severity of impacts to energy beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums

3.7 GEOLOGY AND SOILS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to geology and soils beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified less than significant impacts with respect to the risk of loss, injury, or death involving: rupture of a known earthquake fault, seismic ground shaking or ground failure (including liquefaction and landslides); geologic units or soils that are unstable or expansive; or soils incapable of supporting the use of septic tanks or alternative wastewater disposal systems. The Connect SoCal PEIR identified potential significant impacts with respect to destruction of a unique paleontological resource or site geologic feature. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with geology and soils (see Connect SoCal PEIR pp. 3.7-31 – 3.7-51). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to geology and soils. Similarly, geology and soil impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

TABLE 3-4 Greenhouse Gas Emissions from On-Road Vehicles in the SCAG Region (Million Metric Tons Per Year) – Amendment #3

| On-Road Vehicles | 2019 Base Year | | | 2045 (Plan) | | |
|--|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | CO ₂ | CH ₄ | N _{2O} | CO ₂ | CH ₄ | N _{2O} |
| Light and Medium Duty Vehicles | 56.53 | 0.003 | 0.0012 | 41.71 | 0.001 | 0.0003 |
| Heavy Duty Trucks | 16.37 | 0.001 | 0.002 | 17.24 | 0.000 | 0.000 |
| Buses | 1.69 | 0.001 | 0.0001 | 0.67 | 0.000 | 0.0000 |
| On-Road Vehicles (Subtotal) in CO ₂ | 74.59 | 0.004 | 0.003 | 59.63 | 0.001 | 0.001 |
| On-Road Vehicles (Subtotal) in CO _{2e} * | 74.59 | 0.092 | 0.987 | 59.63 | 0.027 | 0.204 |
| Total GHG Emissions from on-road vehicles in CO_{2e} (Amendment #3) | 75.7 | | | 59.9 | | |
| Previous Total GHG Emissions from on-road vehicles in CO_{2e} (PEIR) ** | 77.4 | | | 63.4 | | |

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded.

*CO₂ was converted to CO_{2e} based on the Global Warming Potential (GWP): <http://www.arb.ca.gov/cc/inventory/background/gwp.htm>

** PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

TABLE 3-5 Greenhouse Gas Emissions from Off-Road Vehicles in the SCAG Region (Million Metric Tons Per Year) – Amendment #3

| Off-Road Vehicles | 2019 Base Year | | | 2045 (Plan) | | |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | CO ₂ | CH ₄ | N _{2O} | CO ₂ | CH ₄ | N _{2O} |
| Rail | 2.16 | 0.00 | 0.00 | 3.86 | 0.00 | 0.00 |
| Aviation | 3.15 | 0.00 | 0.00 | 1.97 | 0.00 | 0.00 |
| Ocean-going Vessel | 1.13 | 0.00 | 0.00 | 3.95 | 0.00 | 0.00 |
| Other Transportaton Sources (Subtotal) in CO ₂ | 6.45 | 0.00 | 0.00 | 9.78 | 0.00 | 0.00 |
| Other Transportation Sources (Subtotal) in CO _{2e} * | 6.45 | 0.00 | 0.49 | 9.78 | 0.00 | 0.29 |
| Total GHG Emissions from off-road vehicles in CO_{2e} (Amendment #3) | 6.9 | | | 10.1 | | |
| Previous Total GHG Emissions from off-road vehicles in CO_{2e} (PEIR) ** | 6.9 | | | 10.1 | | |

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded.

*CO₂ was converted to CO_{2e} based on the Global Warming Potential (GWP): <http://www.arb.ca.gov/cc/inventory/background/gwp.htm>

** PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

The analysis in the certified Connect SoCal PEIR Geology and Soils Section and previous addendums, adequately addresses the range of geology and soil impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to geology and soils, or a substantial increase in the severity of impacts to geology and soils beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.8 GREENHOUSE GAS EMISSIONS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to greenhouse gas (GHG) emissions beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identifies two thresholds of significance with respect to GHG emissions: does the Plan (1) generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment and (2) conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing

the emissions of greenhouse gases. The PEIR found that implementation of Connect SoCal would result in significant and unavoidable impacts for both thresholds, but the Plan complied with SB 375 as it would meet the GHG emissions reduction targets determined by CARB. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with GHG emissions (see Connect SoCal PEIR pp. 3.8-61 – 3.8-81). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to GHG emissions. Similarly, GHG emissions impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As previously mentioned, this analysis uses the latest U.S. EPA-approved EMFAC2021 available at the time of preparation of Connect SoCal Amendment #3 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. Based on the analysis for the Connect SoCal PEIR, transportation emissions for this PEIR Addendum #4 include on-road mobile sources such as light and medium duty vehicles, heavy duty trucks, and buses (**TABLE 3-4, Greenhouse Gas Emissions from On-Road Vehicles in the SCAG Region – Amendment #3**)

TABLE 3-6 Greenhouse Gas Emissions from On-Road and Off-Road Sources in the Transportation Sector in the SCAG Region – Amendment #3

| | 2019 Base Year | 2045 (Plan)** |
|---|----------------|---------------|
| Total GHG Emissions from on-road vehicles in CO _{2e} * | 75.7 | 59.9 |
| Total GHG Emissions from other transportation sources in CO _{2e} | 6.9 | 10.1 |
| All Transportation Sector (On-Road and Off-Road Vehicles) in CO _{2e} | 82.6 | 69.9 |
| Amendment #3 vs. 2019 Base Year | | -15.4% |
| PEIR** vs. 2019 Base Year | | -13.0% |

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded.

*CO₂ was converted to CO_{2e} based on the Global Warming Potential (GWP): <http://www.arb.ca.gov/cc/inventory/background/gwp.htm>

** PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

and off-road emission sources such as rail, aviation, and ocean-going vessels (**TABLE 3-5, Greenhouse Gas Emissions from Off-Road Vehicles in the SCAG Region – Amendment #3**).

Connect SoCal Amendment #3 would result in a slight decrease compared to Connect SoCal to approximately 59.9 million metric tons per year CO₂e total GHG emissions from on-road vehicles and, similar to Connect SoCal, 10.1 million metric tons per year CO₂e from off-road vehicles in 2045, as shown in **TABLE 3-4** and **TABLE 3-5**, below. According to **TABLE 3-6, Greenhouse Gas Emissions from On-Road and Off-Road Sources in the Transportation Sector in the SCAG Region – Amendment #3**, Connect SoCal Amendment #3 would result in a 15.4 percent GHG emission reduction when compared to the 2019 baseline, which is a slight increase compared to the 13.0 percent estimated for Connect SoCal. Therefore, the proposed changes from the Connect SoCal Amendment #3 project list would result in similar GHG emissions from on-road and off-road vehicles.

SB 375 requires CARB to develop regional GHG emission reduction targets for cars

TABLE 3-7 SB 375 Analysis – Amendment #3

| | 2005 (Baseline) | 2020 (Plan) | 2035 (Plan) |
|---|--------------------|----------------|-----------------|
| Resident population (per 1,000) | 17,161 | 19,194 | 21,109 |
| CO ₂ emissions (per 1,000 tons) | 204.0* | 204.5** | 197.4*** |
| Per capita emissions (pounds/day) | 23.8 | 21.3 | 18.7 |
| % difference from Amendment #3 (2020) to Baseline (2005) | | | -8%**** |
| % difference from Amendment #3 (2035) to Baseline (2005) | | | -19%**** |
| Previous % difference from Plan (2020) to Baseline (2005) | | | -8%**** |
| Previous % difference from Plan (2035) to Baseline (2005) | | | -19%**** |

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded.

* Based on EMFAC2007

** Based on EMFAC2014

*** Based on EMFAC 2014 Included off-model adjustments for 2035

**** Included EMFAC Adjustment

and light-duty trucks for 2020 and 2035 (compared to 2005 emissions) for each of the state MPOs on a per capita basis. Each MPO is required to prepare an SCS as part of the RTP in order to meet these GHG emissions reduction targets by aligning transportation, land use, and housing strategies with respect to SB 375. For SCAG, the targets are to reduce per capita GHG emissions by 8 percent below 2005 levels by 2020 and 19 percent below 2005 levels by 2035. Determining the per capita CO₂ emissions requires modeling vehicle miles traveled (VMT) by passenger vehicles and light trucks that emit CO₂ and dividing the number by the total population.

According to **TABLE 3-7, SB 375 Analysis – Amendment #3**, per capita CO₂ emissions from cars and light duty trucks (only) from Connect SoCal Amendment #3 would remain at 21.3 pounds per day in 2020. Amendment #3 would result in no change to the Plan's 8 percent decrease in per capita CO₂ emissions from 2005 to 2020 and would achieve the 8 percent emissions reduction target by 2020 for the region set by SB 375. By 2035, Addendum #4 projects 18.7 pounds per day for per capita CO₂ emissions from cars and light-duty trucks (only), which is the same as the projection in the previously certified Connect SoCal PEIR with PEIR Addendums #1, #2, and #3. Like the Plan, this represents a 19 percent decrease in per capita CO₂ emissions from 2005 to 2035. This 19 percent decrease would achieve the 19 percent emissions reduction target set by CARB for 2035. CARB has not set per capita GHG emission reduction targets for passenger vehicles for the Plan's horizon year (2045). However, due to the projects and policies proposed by SCAG to reduce GHG emissions through transit improvements, traffic congestion management, emerging technology, and active transportation, the Plan's GHG emission reduction trajectory is expected to meet more aggressive GHG emission reductions by 2045. Additionally, Connect SoCal Amendment #3 would not interfere with the reduction strategies provided in the SCS, including congestion pricing, mileage-based user fees, and co-working at strategic locations. By meeting the SB 375 targets for 2020 and 2035, implementation of Connect SoCal Amendment #3 would continue to achieve SB 375 per capita GHG reduction targets for the SCAG region.

Furthermore, Amendment #3 would result in the same GHG reduction trajectory as the original Plan and would not conflict with the State's long term GHG emission reduction goals.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Greenhouse Gas Emissions Section and previous addendums, adequately addresses the range of GHG emission impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to GHG emissions, or a substantial increase in the severity of impacts to GHG emissions beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.9 HAZARDS AND HAZARDOUS MATERIALS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3 are not expected to result in any new or a substantial increase in the severity of significant impacts to hazards and hazardous materials beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to the routine transport, use, or disposal of hazardous materials; reasonably foreseeable upset and accident conditions involving the release of hazardous materials; emission or handling hazardous materials within one-quarter mile of a school; be located on a hazardous materials site pursuant to Government Code Section 65962.5; result in a safety hazard or excessive noise for people residing or working within two miles of a public airport; interfere with an adopted emergency response plan or emergency evacuation plan; or expose people or structures to a significant risk of loss, injury or death involving wildland fires. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with hazards and hazardous materials (see Connect SoCal PEIR pp. 3.9-39 – 3.9-60). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to hazards and hazardous materials. Similarly, hazards and hazardous material impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Hazards and Hazardous Materials Section and previous addendums, adequately addresses the range of hazard impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to hazards and hazardous materials, or a substantial increase in the severity of impacts to hazards and hazardous materials beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.10 HYDROLOGY AND WATER QUALITY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to hydrology and water quality beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to water quality standards waste discharge requirements, and groundwater quality; groundwater supplies or interfere substantially with groundwater recharge; existing drainage patterns of the area; runoff water that would exceed the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff; risk of flood hazard, tsunami, or seiches; and conflict with a water quality control plan or sustainable groundwater management plan. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with hydrology and water quality (see Connect SoCal PEIR pp. 3.10-52 – 3.10-72). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to hydrology and water quality. Similarly, hydrology and water quality impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Hydrology and Water Quality Section and previous addendums, adequately addresses the range of hydrology and water

quality impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to hydrology and water quality, or a substantial increase in the severity of impacts to hydrology and water quality beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.11 LAND USE AND PLANNING

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to land use and planning beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to physically dividing an established community and land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with land use and planning (see Connect SoCal PEIR pp. 3.11-40 – 3.11-56). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to land use and planning. Similarly, land use and planning impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Land Use and Planning Section and previous addendums, adequately addresses the range of impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to land use and planning, or a substantial increase in the severity of impacts to land use and planning beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.12 MINERAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to mineral resources beyond those already identified in the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state and the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with mineral resources (see Connect SoCal PEIR pp. 3.12-8 – 3.12-13). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to mineral resources. Similarly, mineral resource impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Minerals Section and previous addendums, adequately addresses the range of mineral resource impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to mineral resources, or a substantial increase in the severity of impacts to mineral resources beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.13 NOISE

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to noise beyond those already identified in the

previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to ambient noise levels, groundborne vibration or noise levels, and exposure to excessive noise levels near airports. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with noise impacts (see Connect SoCal PEIR pp. 3.13-33 – 3.13-51). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to noise. Similarly, noise impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Noise Section and previous addendums, adequately addresses the range of noise impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to noise, or a substantial increase in the severity of impacts to noise beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.14 POPULATION, HOUSING AND EMPLOYMENT

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to population, housing, and employment beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to unplanned population growth and displacement of substantial numbers of existing people or housing. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with population, housing, and employment (see Connect SoCal PEIR pp. 3.14-21 – 3.14-31). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with

respect to population, housing, and employment. Similarly, population, housing, and employment impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Population, Housing, and Employment Section and previous addendums, adequately addresses the range of population, housing, and employment impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts or a substantial increase in the severity of impacts to population, housing, and employment beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.15 PUBLIC SERVICES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to public services beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1 #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to fire, police, school, and library facilities and service ratios. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with public services (see Connect SoCal PEIR pp. 3.15.1-15 – 3.15.4-6). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to public services. Similarly, public service impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Public Services Section and previous

addendums, adequately addresses the range of public services impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to public services, or a substantial increase in the severity of impacts to public services beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.16 RECREATION

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to recreation beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to existing neighborhood and regional parks or other recreational facilities, park facilities, and service ratios. Incorporation of mitigation measures identified in the Connect SoCal PEIR would

alleviate significant impacts associated with recreation (see Connect SoCal PEIR pp. 3.16-22 – 3.16-30). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to recreation. Similarly, recreation impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Recreation Section and previous addendums, adequately addresses the range of recreation impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to recreation, or a substantial increase in the severity of impacts to recreation beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

TABLE 3-8 Daily Vehicle Miles Traveled in 2019 and 2045 – Amendment #3

| County | In Thousands | | |
|----------------------------------|----------------|-----------------|----------------|
| | 2019 Base Year | 2045 No Project | 2045 Plan |
| Imperial | 6,973 | 11,338 | 11,161 |
| Los Angeles | 231,455 | 254,574 | 239,163 |
| Orange | 79,200 | 85,517 | 83,039 |
| Riverside | 60,611 | 80,219 | 76,767 |
| San Bernardino | 62,676 | 85,194 | 81,297 |
| Ventura | 19,238 | 21,250 | 19,942 |
| SCAG Total (Amendment #3) | 460,153 | 538,092 | 511,369 |
| Previous SCAG Total (PEIR) * | 460,153 | 538,092 | 511,124 |

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Numbers are rounded to nearest thousand.

* PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

TABLE 3-9 VMT Per Capita by County - Amendment #3

| County | Light/Medium Duty Vehicles | | All Vehicles | |
|--------------------------------|----------------------------|--------------|--------------|--------------|
| | 2019 | 2045 | 2019 | 2045 |
| Imperial | 29.69 | 32.41 | 35.01 | 41.00 |
| Los Angeles | 21.47 | 19.24 | 22.77 | 20.88 |
| Orange | 23.59 | 22.30 | 24.73 | 23.82 |
| Riverside | 22.29 | 20.60 | 24.95 | 23.91 |
| San Bernardino | 25.34 | 24.28 | 28.82 | 29.32 |
| Ventura | 21.30 | 19.52 | 22.44 | 21.11 |
| Regional (Amendment #3) | 22.45 | 20.73 | 24.18 | 23.10 |
| Regional (PEIR) * | 22.45 | 20.71 | 24.18 | 23.08 |

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded.

* PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

Table 3-10 Total Daily Hours of Delay in 2019 and 2045 - Amendment #3

| County | 2019 Base Year | 2045 No Project | 2045 Plan |
|--------------------------------|------------------|------------------|------------------|
| Imperial | 9,529 | 38,571 | 26,398 |
| Los Angeles | 1,685,849 | 2,048,956 | 1,599,453 |
| Orange | 438,551 | 546,434 | 393,465 |
| Riverside | 167,164 | 373,426 | 238,097 |
| San Bernardino | 151,356 | 320,519 | 197,911 |
| Ventura | 54,696 | 76,854 | 43,312 |
| Regional (Amendment #3) | 2,507,144 | 3,404,759 | 2,498,636 |
| Regional (PEIR) * | 2,507,144 | 3,404,759 | 2,486,467 |

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded.

* PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

TABLE 3-11 Percentage of PM Peak Period Work Trips Completed Within 45 Minutes - Amendment #3

| County | 2019 Base Year | 2045 No Project | 2045 Plan |
|--|----------------|-----------------|---------------|
| AUTOS – SINGLE OCCUPANCY VEHICLES | | | |
| Imperial | 93.54% | 91.72% | 91.27% |
| Los Angeles | 79.50% | 80.06% | 86.00% |
| Orange | 84.97% | 86.08% | 89.53% |
| Riverside | 71.88% | 73.97% | 81.49% |
| San Bernardino | 72.18% | 74.67% | 79.87% |
| Ventura | 81.04% | 83.49% | 86.40% |
| Region | 79.14% | 80.09% | 85.39% |
| AUTOS – HIGH OCCUPANCY VEHICLES | | | |
| Imperial | 94.93% | 92.13% | 90.96% |
| Los Angeles | 79.09% | 78.09% | 83.06% |
| Orange | 85.89% | 84.67% | 88.88% |
| Riverside | 71.00% | 70.68% | 80.00% |
| San Bernardino | 73.76% | 73.31% | 79.92% |
| Ventura | 83.70% | 84.30% | 87.73% |
| Region | 79.45% | 78.33% | 83.84% |
| TRANSIT | | | |
| Imperial | 66.67% | 59.39% | 62.54% |
| Los Angeles | 43.62% | 42.58% | 44.06% |
| Orange | 60.03% | 62.18% | 59.66% |
| Riverside | 69.74% | 69.88% | 65.64% |
| San Bernardino | 67.06% | 68.58% | 63.09% |
| Ventura | 67.91% | 63.13% | 64.65% |
| Region (Amendment #2) | 47.25% | 46.68% | 46.94% |
| Region (PEIR) * | 47.25% | 46.68% | 46.90% |

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded.

* PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

3.17 TRANSPORTATION, TRAFFIC, AND SAFETY

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to transportation, traffic, and security beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR utilized data from the Regional Travel Demand Model to present a regional analysis for the impacts of the Connect SoCal PEIR on transportation. The Connect SoCal PEIR identified potential significant impacts with respect to: programs, plans, ordinances or policies addressing the circulation system; CEQA Guidelines section 15064.3(b) including per capita Vehicle Miles Traveled (VMT); hazards due to geometric design feature; inadequate emergency access; and emergency response or evacuation plans. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with transportation, traffic, and safety impacts (see Connect SoCal PEIR pp. 3.17-47 – 3.17-79). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially

increased impacts with respect to transportation, traffic, and safety. Similarly, transportation, traffic, and safety impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As shown in **TABLE 3-8 Daily Vehicle Miles Traveled in 2019 and 2045 – Amendment #3** and **TABLE 3-9 VMT Per Capita by County – Amendment #3, Connect SoCal Amendment #3** would result in the same daily vehicle miles traveled and vehicle miles traveled per capita throughout the SCAG region as previously disclosed in the PEIR. **TABLE 3-10 Total Daily Hours of Delay in 2019 and 2045 – Amendment #3** and **TABLE 3-11 Percentage of PM Peak Period Work Trips Completed within 45 Minutes – Amendment #3** indicate that there would be a slight increase (less than 0.5%) in total hours of delay in 2045 and a slight increase by 0.04% in the percentage of work trips of less than 45 minutes as a result of the Project List changes identified in the Connect SoCal Amendment #3. **TABLE 3-12 Percentage of Mode Share on Transit and Active Transportation – Amendment #3** indicates a slight decrease by 0.2% in the percentage of mode

TABLE 3-12 Percentage of Mode Share on Transit and Active Transportation – Amendment #3

| Mode Share | 2019 | 2045 No Project | 2045 Plan |
|-----------------------------|--------------|-----------------|--------------|
| Walk | 7.8% | 7.7% | 8.6% |
| Bike | 1.4% | 1.6% | 2.1% |
| Transit | 2.0% | 2.4% | 3.7% |
| Total (Amendment #3) | 11.2% | 11.8% | 14.3% |
| Previous Total (PEIR) * | 11.2% | 11.8% | 14.5% |

SOURCE: SCAG Transportation Modeling, 2020 and 2021. NOTE: Calculations may be rounded.
 * PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

share on transit and active transportation would occur. As such, project changes are not expected to result in any new or substantial impacts when compared to the certified Connect SoCal PEIR and previous addendums. Therefore, no changes to analyses and transportation findings previously discussed in the certified Connect SoCal PEIR and previous addendums would occur.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Transportation, Traffic, and Safety Section and previous addendums, adequately addresses the range of GHG emission impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to transportation, or a substantial increase in the severity of impacts beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums

3.18 TRIBAL CULTURAL RESOURCES

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to tribal resources beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to tribal cultural resources defined in Public Resources Code section 21074. SCAG met the requirements of AB 52 by performing the requisite tribal consultation as documented in Appendix 3.5 of the PEIR. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with tribal cultural resources (see Connect SoCal PEIR pp. 3.18-18 – 3.18-21). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to tribal cultural resources. Similarly, tribal cultural resource impacts from the proposed projects included in

TABLE 3-13 2045 Plan Lane Miles by County (PM Peak Network) - Amendment #3

| County | Freeway (Mixed-Flow) | Toll* | Truck | Expressway/ Parkway | Principal Arterial | Minor Arterial | Collector | Freeway (HOV) | Ramp | Total (All Facilities) |
|--------------------------------|----------------------|--------------|------------|---------------------|--------------------|----------------|---------------|---------------|--------------|------------------------|
| Imperial | 417 | - | - | 323 | 342 | 568 | 2,465 | - | 38 | 4,153 |
| Los Angeles | 4,801 | 354 | 153 | 6 | 8,466 | 9,065 | 6,958 | 380 | 946 | 31,129 |
| Orange | 1,425 | 471 | 16 | 4 | 3,857 | 3,097 | 1,088 | 244 | 379 | 10,580 |
| Riverside | 1,875 | 297 | 13 | 121 | 1,509 | 3,604 | 5,734 | 18 | 362 | 13,533 |
| San Bernardino | 2,604 | 279 | 55 | 256 | 2,075 | 4,665 | 6,796 | 138 | 350 | 17,218 |
| Ventura | 568 | - | - | - | 861 | 1,007 | 1,059 | 60 | 123 | 3,677 |
| Total (Amendment #3) | 11,689 | 1,401 | 237 | 710 | 17,110 | 22,006 | 24,099 | 839 | 2,198 | 80,289 |
| Previous Total (PEIR) * | 11,685 | 1,467 | 237 | 710 | 17,071 | 22,030 | 24,090 | 866 | 2,198 | 80,354 |

SOURCE: SCAG Transportation Modeling, 2020, 2021, and 2022. NOTE: Calculations may be rounded.

* Toll includes HOT

** PEIR calculations include the original Final PEIR and the PEIR Addendums #1, #2, and #3

this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Tribal Cultural Resources Section and previous addendums, adequately addresses the range of tribal cultural resource impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, 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 Connect SoCal PEIR and previous addendums.

3.19 UTILITIES AND SERVICE SYSTEMS

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to utilities and service systems beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to generating solid waste in excess of state or local standards or infrastructure capacity; nonattainment of solid waste reduction goals, or federal, state, and local management and reduction statutes and regulations; result in new or expanded wastewater treatment or storm drainage facilities or water facilities, which could cause significant environmental effects; and inadequate wastewater or water supply capacity. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with utilities and service systems (see Connect SoCal PEIR pp. 3.19.1-12 – 3.19.3-25). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to utilities and service systems. Similarly, utilities and service systems impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As indicated by **TABLE 3-14, 2045 Plan Lane Miles by County (PM Peak Network)** -

Amendment #3 minimal changes to lane miles, with a net decrease of 65 lane miles across all facilities, would occur as a result of the proposed changes to the Project List identified in the Connect SoCal Amendment #3. These changes are minor and would not substantially increase impervious surfaces.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Utilities and Service Systems Section and previous addendums, adequately addresses the range of utility impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts to utilities and service systems, or a substantial increase in the severity of impacts to utilities and service systems beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.20 WILDFIRE

The proposed changes to the Project List, identified in the Connect SoCal Amendment #3, are not expected to result in any new or a substantial increase in the severity of significant impacts to wildfire beyond those already identified in the Connect SoCal PEIR and PEIR Addendums #1, #2, and #3. The Connect SoCal PEIR identified potential significant impacts with respect to pollutant concentrations or the uncontrolled spread of a wildfire or a significant risk of loss, injury or death; the installation or maintenance of associated infrastructure that may exacerbate fire risks or impact the environment; and significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes. Incorporation of mitigation measures identified in the Connect SoCal PEIR would alleviate significant impacts associated with wildfire (see Connect SoCal PEIR pp. 3.20-24 – 3.20-32). The previous addendums to the Connect SoCal PEIR determined that changes to Connect SoCal would not result in new or substantially increased impacts with respect to wildfire. Similarly, wildfire impacts from the proposed projects included in this Addendum #4 would be expected to fall within the range of impacts previously identified in the Connect SoCal PEIR and addendums.

As noted in the PEIR, detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the certified Connect SoCal PEIR Wildfire Section and previous addendums, adequately addresses the range of wildfire impacts that could result from Connect SoCal Amendment #3 at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Connect SoCal Amendment #3, would not result in any new significant impacts, or a substantial increase in the severity of impacts to wildfire beyond those programmatically addressed in the Connect SoCal PEIR and previous addendums.

3.21 CUMULATIVE IMPACTS

The proposed changes to the Project List identified in the Connect SoCal Amendment #3 would not significantly change the scope of the discussion presented in the Cumulative Impacts Chapter of the Connect SoCal PEIR, which includes an assessment of programmatic level unavoidable cumulative impacts (see Connect SoCal PEIR pp. 3.21-1 – 3.21-14). Cumulative impacts from inclusion of the proposed changes to the Project List identified in the Connect SoCal Amendment #3 are reasonably covered by the cumulatively impacts previously discussed in the certified Connect SoCal PEIR.

At the programmatic level, any region-wide cumulative impacts from the proposed projects (as revised by the Connect SoCal Amendment #3) are expected to be approximately equivalent to those previously disclosed in the Connect SoCal PEIR. Overall, the proposed changes to the Project List presented in the Connect SoCal Amendment #3 are within the scope of the broad, programmatic-level region-wide impacts identified and disclosed in the Connect SoCal PEIR and previous addendums. Thus, the Connect SoCal Amendment #3 would not be expected to result in any new cumulative impacts that have not been analyzed in the previous Connect SoCal PEIR and addendums, or cumulative impacts that are considerably different from or inconsistent with those already analyzed in the previous Connect SoCal PEIR and previous addendums.

4.0 COMPARISON OF ALTERNATIVES

The proposed changes to the Project List identified in the Connect SoCal Amendment #3 would not significantly change the comparison of alternatives in the Connect SoCal PEIR. Potential impacts from the proposed changes to the Project List are anticipated to be within the scope of the programmatic-level comparison among the alternatives already considered in the Connect SoCal PEIR: 1) No Project Alternative; 2) Existing Plans-Local Input Alternative; and 3) Intensified Land Use Alternative.

The Alternatives Chapter of the previously certified Connect SoCal PEIR adequately address the range of alternatives to the proposed projects at the programmatic level. As referenced in the previous addendums, no changes to the alternatives occurred as a result of PEIR Amendments #1 or #2. Incorporation of the proposed projects identified in the Connect SoCal Amendment #3 would not require comparison of any new alternatives or alternatives which are considerably different from or inconsistent with those already analyzed in the Connect SoCal PEIR. Therefore, no further comparison is required at the programmatic level.

5.0 OTHER CEQA CONSIDERATIONS

The proposed changes to the Project List identified in the Connect SoCal Amendment #3 would not significantly change the scope of the discussion presented in the Other CEQA Considerations Chapter of the Connect SoCal PEIR, which includes an assessment of growth inducing impacts, programmatic level unavoidable impacts, and irreversible impacts (see Connect SoCal PEIR pp. 5.0-1 – 5.0-12). Unavoidable and irreversible impacts from inclusion of the proposed changes to the Project List identified in the Connect SoCal Amendment #3 are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified Connect SoCal PEIR.

At the programmatic level, any region-wide growth inducing impacts from the proposed projects (as revised by the Connect SoCal Amendment #3) are expected to be approximately equivalent to those previously disclosed in the Connect SoCal PEIR. Overall, the proposed changes to the Project List presented in the Connect

SoCal Amendment #3 are within the scope of the broad, programmatic-level region-wide impacts identified and disclosed in the Connect SoCal PEIR and previous PEIR Addendums #1, #2, and #3. Thus, the Connect SoCal Amendment #3 would not be expected to result in any new CEQA impacts that have not been analyzed in the previous Connect SoCal PEIR and addendums, or any long-term impacts that are considerably different from or inconsistent with those already analyzed in the previous Connect SoCal PEIR and previous addendums.

6.0 FINDINGS

After completing a programmatic environmental assessment of the proposed changes described herein to the Project List and when compared to the previously certified Connect SoCal PEIR and PEIR Addendums #1, #2, and #3, SCAG finds that the proposed changes identified in the Connect SoCal Amendment #3 would not result in either new significant environmental effects or a substantial increase in the severity of any previously identified significant effect. The proposed changes are not substantial changes on a regional level as those have already been adequately and appropriately analyzed in the Connect SoCal PEIR and previous addendums. The proposed changes to the Project List do not require revisions to the programmatic, region-wide analysis presented in the previously certified Connect SoCal PEIR and addendums.

Further, SCAG finds that the proposed changes to the Project List identified in the Connect SoCal Amendment #3 does not require any new mitigation measures or alternatives previously unidentified in the Connect SoCal PEIR, or significantly affect mitigation measures or alternatives already disclosed in the Connect SoCal PEIR. As such, SCAG has assessed the proposed changes to the Project List included in Connect SoCal Amendment #3 at the programmatic level and finds that inclusion of the proposed changes would be within the range of, and consistent with the findings of impacts analysis, mitigation measures, and alternatives contained in the Connect SoCal PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the Connect SoCal. Therefore, a Subsequent or Supplemental EIR is not required, and SCAG concludes that this Addendum to the previously certified Connect SoCal PEIR fulfills the requirements of CEQA.



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FINAL ADDENDUM #4

TO THE
PROGRAM ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE #2019011061

JUNE 1, 2023

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