

## 10.0 CORRECTIONS AND ADDITIONS

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### 10.1 OVERVIEW

The *California Environmental Quality Act (CEQA) Guidelines* Section 15088.5 requires:

- (a) *A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice of its availability ... "significant new information" requiring recirculation includes, for example, a disclosure showing that:*
  - (1) *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
  - (2) *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*
  - (3) *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.*
  - (4) *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*
- (b) *Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in the adequate EIR.*
- (c) *If the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified.*
- (d) *Recirculation of an EIR requires notice pursuant to Section 15087, and consultation pursuant to Section 15086.*
- (e) *A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.*

New information is "significant" if as a result of the additional information "the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect." *Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* 864 P.2d 502, 510 (1993) (*Laurel Heights II*). *State CEQA Guidelines* Section 15088.5(a). Recirculation is not mandated when the new information merely clarifies, amplifies, or makes and insignificant modification to an adequate draft EIR. (*Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova*, 150 P.3d 709 (2007) (quoting *Laurel Heights II*, 864 P.2d at 510); see also *Marin Mun. Water Dist. v. KG Land California Corp.*, 235 Cal.App.3d 1652, 1667 (1991) (citing *Sutter Sensible Planning v. Board of Supervisors* 122 Cal.App.3d 813 (1981)).

In response to public comments received, clarifications to the mitigation measures, as well as staff-initiated text changes have been made to the Draft Program EIR (“Draft PEIR”). Additional information has been identified in comments to the Draft EIR and responded to in **Chapter 9.0, Responses to Comments**, of this Final Program EIR. These changes made since publication of the Draft PEIR do not substantially affect the analysis contained in the Draft PEIR, do not result in a substantial increase in the severity of a significant impact identified in the Draft EIR and do not change the conclusions in any way.

All public comments to the Draft PEIR, as well as these Corrections and Additions to the Draft PEIR have been carefully reviewed to determine whether recirculation of the Draft PEIR is required. All the new information in these Corrections and Additions to the Draft PEIR and in the comments and in the responses to comments merely clarify or amplify or make insignificant modifications to an adequate Draft PEIR. Therefore, the Draft PEIR need not be recirculated prior to certification.

### **Corrections and Additions**

This section consists of corrections and additions to the Draft PEIR that have resulted from responses to comments received from agencies and the public. All corrections and additions to the Draft PEIR were made to increase the understanding of the PEIR. These changes are minor and do not change the findings or conclusions of the PEIR.

The corrections and additions presented in this section provide information that is not required as a result of the following: new significant environmental impacts; substantial increases in the severity of the environmental impacts that have been proposed; the presentation of new, considerably different, and feasible alternatives or mitigation measures that would lessen the environmental impacts and were not adopted by the applicant; or the inadequacy of the Draft PEIR. The updates presented in this section are consistent with the findings as presented in the PEIR and/or are minor. In accordance with *CEQA Guidelines* Section 15088.5, recirculation of the PEIR document is not required where the new information added to the PEIR merely clarifies or amplifies or makes insignificant modifications in an adequate PEIR.

Page numbers refer to the Draft PEIR. Text deleted from the Draft PEIR is shown in strikethrough, and new text is underlined.

As noted in Chapter 8.0, Introduction, SCAG models are used to provide gross estimates of regional environmental parameters (in particular VMT, criteria pollutant emissions and GHG emissions).

However, the inputs to these models are subject to variability (location and density of land uses, travel patterns, fuel make up, pricing assumptions and many more). Because of this, minor changes to assumptions, resulting in minor changes to modeling results, are not statistically significant. Final

modeling data results from both the SCAG Regional Travel Demand Model and the Scenario Planning Model offered improved performance in some measured areas of Connect SoCal, including VMT per capita (5.0% reduction from 4.2%) and daily delay per capita (25.7% reduction from 22.4%). Several of the economic opportunity indicators also were improved by the final model runs, with the benefit/cost ratio for Connect SoCal investments increasing from 1.54 to 2.06, and the annual number of new jobs generated by improved regional economic competitiveness increasing from 195,500 to 264,500. As noted above, SCAG has made a number of refinements to the Connect SoCal Plan (as well as alternatives) including to land use patterns, transportation projects and policies. None of these refinements result in substantial changes to the information presented in the Draft PEIR, including modeling results.

## Executive Summary

The first sentence under the heading “Transportation Network” on page ES-8 is revised to clarify the term “roadways.”

The region’s transportation network comprises more than 9,000 miles of public transit, 5,000 miles of bikeways, 135,578 lane miles of roadways, including highways and freeways, and 94 miles of express lanes.

The first full paragraph on page ES-9 is revised to read as follows:

There are many contributors to the overall housing shortfall, such as state regulations, zoning, costs and fees... Additionally, population and employment growth in metropolitan areas in California has slowed in recent years, in part, because wages cannot compensate for the high cost of housing.

On page ES-10, the following sentence is modified:

Since the Plan envisions ~~foresees~~ regional growth with transportation system improvements, it identifies strategies to...

On page ES-11, under the subheading for “Highway and Arterial Network,” the following sentence is clarified:

Since the Plan envisions ~~foresees~~ regional growth with transportation system improvements, it identifies strategies to...

On page ES-11, following the subheading “Highway and Arterial Network,” the following revision is made:

**Highway and Arterial Network.** Connect SoCal emphasizes working with partner implementing agencies to prioritize projects that preserve and optimize the existing highway and arterial network. Projects include interchange improvements, auxiliary lanes, general purpose lanes, carpool lanes, toll roads, toll lanes and Express/HOT lanes.

On page 2.0-29, and page 3.4 -85 or Section 3.4, Biological Resources, mitigation measure PMM BIO-3 sub bullet (d) is revised as follows:

- d) Where avoidance is determined to be infeasible and proposed projects’ impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, and/or County Special Area Management Plans (SAMPs), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities:

The following mitigation measures included in Table ES-5 on pages 2.0-18 through 2.0-71 and throughout the document are revised to include the phrase “as applicable and feasible” PMM BIO-1, PMM BIO-2, PMM BIO-3, PMM BIO-4, PMM BIO-5, PMM BIO-6, PMM CULT-1, PMM GEO-1, PMM CULT-2, PMM GEO-1, PMM GHG-1, PMM NOISE-2, PMM TRA-1, PMM TCR-1.

In Table ES-5 and throughout the document SMM GEO-3 and PMM GEO-3 are renumbered to SMM GEO-2 and PMM GEO-2, respectively.

## Introduction

On page 1.0-3, the text before the heading 1.1 SCAG Region and Authority is revised to include the term “and counties” after. This change is made throughout the document.

...cities and counties....

On Page 1.0-3, text regarding the regions airports in the third paragraph has been corrected:

The total area of the SCAG region is approximately 38,000 square miles. The region includes the county with the largest land area in the nation, San Bernardino County, as well as the county with the highest population in the nation, Los Angeles County. The SCAG region is home to approximately 19 million people, or 49 percent of California's population, representing the largest and most diverse region in the country. The region is home to the two largest container ports in the Western Hemisphere (Los Angeles and Long Beach), and the world's ~~fourth~~ fourth busiest airport system (Los Angeles World Airports).

On Page 1.0-4, text in the third paragraph is revised to clarify the roles of SCAGs committees:

SCAG provides opportunities to participate in regional planning through collaboration and participation in regional programs and dialogs. Responsible for regional policy direction and review, standing committees at SCAG include the Executive/Administration Committee, the Transportation Committee, the Community, Economic & Human Development Committee, the Energy & Environmental Committee, ~~and Legislative/Communication & Membership Committee, and Emerging Technologies Committee.~~ In addition to the standing committees, there are various subcommittees (such as the Regional Housing Needs Assessment (RHNA) Subcommittee). In addition, there are technical advisory committees, working groups, and task forces that advise SCAG staff through their input and support report to the, while other groups are established on an ad hoc basis to assist with specific projects or address specific regional policy.

On page 1.0-17, at the end of the first full paragraph, the following is added:

As appropriate and applicable, it is anticipated that individual jurisdictions would identify project-specific performance criteria consistent with the identified mitigation measures.

On page 1.0-13, a comma is added after "orientation" to clarify the following sentence:

However, because locations, densities, orientation, timing, and other site-sensitive factors related to development are not specified in the Plan, SCAG cannot reliably quantify the impacts from such anticipated development.

On page 1.0-15, an addendum is added to the sentence to refer the reader to more information about the “Accelerated Tomorrow Scenario.”

This alternative analyzes more aggressive densities and land use patterns than included in the Accelerated Tomorrow Scenario (further described in the Connect SoCal Sustainable Communities Strategy Technical Report).

### Project Description

On Page 2.0-21, Table 2.0-6, Connect SoCal Guiding Principles, is deleted and replaced with the following table:

| <b>Connect SoCal Guiding Principles</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>1</b>                                | <u>Connect SoCal will be adopted at the jurisdictional level, and directly reflects the population, household and employment growth projects that have been reviewed and refined with feedback from local jurisdictions through SCAG’s Bottom-Up Local Input and Envisioning Process. The growth forecast maintains these locally-informed projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another.</u>                                            |
| <b>2</b>                                | <u>Connect SoCal’s growth forecast at the Transportation Analysis Zone (TAZ) level is controlled to not exceed the maximum density of local general plans as conveyed by jurisdictions, except in the case of existing entitlements and development agreements.</u>                                                                                                                                                                                                                                                |
| <b>3</b>                                | <u>For the purpose of determining consistency with Connect SoCal for California Environmental Quality Act (CEQA), grants or other opportunities, lead agencies such as local jurisdictions have the sole discretion in determining a local project’s consistency; SCAG may also evaluate consistency for grants and other resource opportunities; consistency should be evaluated utilizing the goals and policies of Connect SoCal and its associated Program Environmental Impact Report (PEIR).</u>             |
| <b>4</b>                                | <u>TAZ level data or any data at a geography small than the jurisdictional level has been utilized to conduct required modeling analysis and is therefore advisory only and non-binding, given that sub-jurisdictional forecasts are not adopted as part of Connect SoCal. TAZ level data may be used by jurisdictions in local planning as they seem appropriate. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal.</u> |
| <b>5</b>                                | <u>SCAG will maintain communication with agencies that use SCAG’s sub-jurisdictional level data to ensure that the “advisory and non-binding” nature of the data is appropriately maintained.</u>                                                                                                                                                                                                                                                                                                                  |

*Source: SCAG Connect SoCal Guiding Principles, 2020*

On Page 2.0-21, Table 2.0-7, Connect SoCal Performance Measures, has been revised.

| <b>Table 2.0-7<br/>Connect SoCal Performance Measures</b> |                                                                                                               |                            |
|-----------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|----------------------------|
| <b>Outcome</b>                                            | <b>Performance Measures</b>                                                                                   | <b>Connect SoCal Goals</b> |
| <b>Location Efficiency</b>                                | Share of regional households <del>located</del> <del>growth occurring</del> in HQTAs                          | 7, 9                       |
|                                                           | Share of regional employment <del>located</del> <del>growth occurring</del> in HQTAs                          | 1, 7                       |
|                                                           | Land consumption                                                                                              | 7, 10                      |
|                                                           | VMT per capita                                                                                                | 2, 5                       |
|                                                           | Average distance traveled for (work and non-work trips)                                                       | 2, 5                       |
|                                                           | Percent of trips less than 3 miles ( <del>work trips and non-work trips</del> )                               | 2, 5                       |
|                                                           | Work trip length distribution ( <del>&lt;10 miles and &lt;25 miles</del> )                                    | 2, 5                       |
| <b>Mobility and Accessibility</b>                         | Person delay per capita                                                                                       | 2, 4                       |
|                                                           | Person hours of delay by facility type (mixed flow/ HOV/arterials)                                            | 2, 4                       |
|                                                           | Truck delay by facility type (highways/arterials)                                                             | 1, 4                       |
|                                                           | <del>Travel time distribution by mode</del> Percentage of trips less than 45 minutes by mode (PM Peak Period) | 2, 8                       |
|                                                           | Transit mode share                                                                                            | 4, 7                       |
|                                                           | Mean commute time ( <del>all modes</del> )                                                                    | 2, 8                       |
| <b>Safety and Public Health</b>                           | Collision fatality rate ( <del>per 100 million VMT</del> )                                                    | 2, 6                       |
|                                                           | Collision serious injury rate ( <del>per 100 million VMT</del> )                                              | 2, 6                       |
|                                                           | Air pollution-related health measures                                                                         | 5, 6                       |
|                                                           | Physical activity-related health measures                                                                     | 6, 7                       |
|                                                           | Mode share for walking and biking                                                                             | 6, 7                       |
| <b>Environmental Quality</b>                              | Greenhouse gas (GHG) emissions reduction                                                                      | 5, 6                       |
|                                                           | Criteria pollutant emissions                                                                                  | 5, 6                       |
|                                                           | Non-SOV mode share                                                                                            | 2, 4                       |
| <b>Economic Opportunity</b>                               | New jobs supported by improved economic competitiveness                                                       | 1, 4                       |
|                                                           | New jobs supported by transportation system investments                                                       | 1, 3                       |
| <b>Investment Effectiveness</b>                           | Transportation system investment benefit/cost ratio                                                           | 1, 3                       |
| <b>Transportation System Sustainability</b>               | Cost per capita to preserve multimodal transportation system in current state of good repair                  | 1, 3                       |
|                                                           | <del>Interstate highway pavement condition</del>                                                              | <del>1, 3</del>            |
|                                                           | <del>Non-interstate National Highway System pavement condition</del>                                          | <del>1, 3</del>            |
|                                                           | <del>National Highway System bridge condition</del>                                                           | <del>1, 3</del>            |
| <b>Environmental Justice</b>                              | Environmental Justice Performance Measures                                                                    | 6, 9                       |

Source: SCAG ~~2019-2020~~

Pages 2.0-10 to 2.0-12, are revised to include the following:

### **2.5.1 Growth Vision, Consultation, Local Input and Public Outreach**

**Growth Vision:** The Growth Vision for Connect SoCal identifies areas enough to house the region’s population, including all economic segments of the population, through 2045 – taking into account net migration to the region, population growth, household formation, and employment growth. It also identifies areas sufficient to house an eight-year projection of housing need for the region.

In developing this vision, SCAG engaged with all 197 towns, cities, and counties in the region one-on-one to seek feedback on local growth between 2016 and 2045. SCAG also sought feedback on potential sustainable growth strategies from a broad range of stakeholder groups – including local jurisdictions, county transportation commissions, other partner agencies, industry groups, community-based organizations, and the general public. Connect SoCal utilizes a bottom-up approach in that total projected growth for each jurisdiction reflects feedback received from jurisdiction staff, including city managers, community development/planning directors, and local staff. Growth at the neighborhood level (i.e. transportation analysis zone (TAZ)) reflects entitled projects and adheres to current general and specific plan maximum densities as conveyed by jurisdictions (except in cases where entitled projects and development agreements exceed these capacities as calculated by SCAG). Neighborhood level growth projections also feature strategies that help to reduce greenhouse gas emissions (GHG) from automobiles and light trucks to achieve Southern California’s GHG reduction target, approved by the California Air Resources Board (CARB) in accordance with state planning law.

Connect SoCal’s Growth Vision is utilized for long range modeling purposes. SCAG does not have the authority to implement the plan -- neither through decisions about what type of development is built where, nor what transportation projects are ultimately built, as Connect SoCal’s adoption will be at the jurisdictional level. Achieving a sustained regional outcome depends upon informed and intentional local action. In addition, the proposed use of Connect SoCal’s growth forecast in the Regional Housing Needs Assessment (RHNA) is described with detail in materials available at <http://www.scag.ca.gov/programs/Pages/Housing.aspx>.

**Technical Consultation with SCAG’s Technical Working Group (TWG):** To ensure transparency and technical veracity during all phases of this process, SCAG has had regular engagements with the TWG to seek guidance. Membership on the TWG includes staff from local jurisdictions, county transportation commissions, subregional organizations, community-based organizations, and universities. Examples of consultation has included an assessment of the survey elements and datasets that underwent review by local jurisdictions and an overview of the scenario planning process, results of outreach, and technical

elements. The TWG also provided feedback on the approach for finalizing the Connect SoCal Growth Vision.

**Bottom-Up Local Input and Envisioning Process:** ~~Local Input Process:~~ The most recent RTP/SCS for the SCAG region was adopted by SCAG in April 2016. State law requires that it is updated every four years. Connect SoCal is an update that builds upon the growth patterns and strategies developed in the 2016 RTP/SCS but with updated planning assumptions that incorporate key economic, demographic and financial trends from the last four years.

SCAG developed a “Bottom-Up Local Input and Envisioning Process,” which assisted the agency in understanding ~~as to~~ what is happening at the local level – and formed the basis for projections and strategies in Connect SoCal. The local input process was approved and adopted by the SCAG Regional Council in October 2017.

SCAG held one-on-one meetings with all 197 local jurisdictions. In addition to seeking feedback on regional forecasts of population, household and employment growth, SCAG gathered data on land use, protected natural lands, farmland, flood areas and coastal inundation, regional bikeways, regional truck routes, planned major transit stops, high quality transit corridors, future transit priority areas, and other local data. In addition to the jurisdictions themselves, the data came from county assessors’ offices, county transportation commissions, and state and federal partners.

Approximately ~~82~~ 90 percent of local jurisdictions provided feedback on one or more data elements requested for local review. ~~Collectively, these towns, cities and counties represent an estimated 94 percent of the region’s residents.~~ SCAG staff also regularly convened a series of technical advisory groups that engaged local, state, and federal agencies in the transportation and sustainable communities planning process.

**Regional Collaboration on Scenario Development:** SCAG engaged with a diverse group of stakeholders through regional planning working groups, where monthly meetings began in May 2018 and served as a forum to obtain feedback on potential Connect SoCal strategies to better integrate land use, housing, and transportation. Feedback informed how data gathered through one-on-one sessions with local jurisdictions from the Bottom-Up Local Input and Envisioning Process could be utilized in developing Connect SoCal scenarios – principally how SCAG could envision a future that promoted regional outcomes for sustainability that also recognized the importance of local control. Moreover, outreach and events conducted in partnership with 18 community-based organizations across the region garnered feedback from stakeholders from traditionally underrepresented communities. These organizations assisted with workshop and survey outreach as well as hosting local gatherings for community members

to provide input on Connect SoCal.

**Coordination with County Transportation Commissions:** SCAG worked closely with each of the six county transportation commissions (CTCs) throughout 2018 to update the list of major local transportation projects that were listed in the 2016 RTP/SCS. Each CTC in turn worked with their partner transportation agencies (including applicable transit providers, rail operators, marine port and airport authorities and Caltrans District offices) to finalize a list of county-priority projects to submit to SCAG. This effort culminated in a comprehensive update to the list of programs and projects, capital list of projects, which numbers in the thousands. SCAG worked collaboratively with key stakeholders to identify additional regional initiatives that go beyond county-level commitments and projects that are intended to address challenges that are regional in nature.

**Topic Specific Working Groups:** SCAG has regularly convened topic-specific working groups, which bring together regional stakeholders to discuss the Plan's development and provide technical expertise. There were seven formal Regional Planning Working Groups, including Active Transportation, Environmental Justice, New Mobility, Natural Lands Conservation, Public Health, Sustainable Communities, and Transportation Safety. Additionally, SCAG convened an Emerging Technologies Committee (ETC). The ETC was formed to identify technological and societal trends (e.g. mobility as a service; zero emissions, automated and connected vehicles; smart cities and ITS; and the future of work) that may fundamentally alter the use of the region's transportation system and land use patterns. Emerging technology is a topic of intense speculation and interest at the regional planning level. Numerous popular press and academic articles have advanced the argument that the transportation sector is currently experiencing a period of changing transportation that has not been seen since the first decades of the previous century. Like that period, changes are now predominantly driven by private sector companies. In addition, the companies driving these changes are doing so through disruptive business models.

~~**Outreach to Community Based Organizations:** SCAG conducted a grassroots outreach initiative to engage diverse constituencies across Southern California. SCAG collaborated with 18 community based organizations (CBOs) from across the region. These organizations assisted with workshop and survey outreach as well as hosting local gatherings for community members to provide input on Connect SoCal.~~

A subsection describing SCAG's Growth Vision has been added on page 2.0-10:

### **Growth Vision**

SCAG used the performance of each scenario as well as input gathered through the public workshops to develop a final growth vision for the plan. This vision aims to increase mobility options and reduce the need for residents to drive by locating housing, jobs, and transit closer together. To help the region achieve sustainable outcomes, Connect SoCal's final growth vision focuses growth within jurisdictions near destinations and mobility options and promotes an improved jobs-housing balance to reduce commute times. This is reflective of Connect SoCal's Core Vision, built upon and expanding land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

The growth vision and the forecasted regional development pattern carries forth many principles from the initial scenario development to ensure that growth is feasible in terms of existing land use planning. This forecasted regional development pattern directs growth to Priority Growth Areas (PGAs) outlined below including: near existing and planned transit, within existing job centers, in communities with existing and planned infrastructure to support more walkability and use of alternative transportation modes, and in areas identified for jurisdictional expansion (i.e. spheres of influence). The growth vision includes entitled projects, reflects the local input growth totals and follows currently adopted local plans to allocate growth within the existing general plan maximums. It also accounts for absolute constrained lands which are legally protected from development and variable constrained lands which are dependent on local policies or voluntary actions. For more information regarding growth vision, please refer to the SCS Technical Report of the Final Connect SoCal Plan.

On Page 2.0-29, a new subsection titled constrained areas has been added:

### **Constrained Areas**

#### *Absolute Constrained Areas:*

There are inherent constraints to expansive regional growth and Connect SoCal recognizes locations that are susceptible to natural hazards and a changing climate. Options have been emphasized that conserve important farmland, resource areas and habitat corridors, while envisioned growth on lands that are vulnerable to wildfire, flooding, and near-term sea-level rise will be decreased. The growth constraints outlined below are used to articulate where future growth is not encouraged. Absolute constraints reflect areas where growth has been reduced and redirected to achieve Connect SoCal's regional vision. Variable

constraints reflect goals of Connect SoCal and were only applied to growth when there was not capacity in non-constrained areas per a jurisdiction's general plan or specific plans (as conveyed).

**Tribal Nation Lands:** SCAG utilized the Census Bureau's American Indian/Alaska Native/Native Hawaiian (AIANNH) Areas database for 2017 to identify tribal nations in the SCAG region.

**Military Lands:** Locations of military lands are derived from SCAG's 2016 Existing Land Use Database, which underwent review and refinement by local jurisdictions through the Bottom-Up Local Input and Envisioning Process.

**Open Space and Conserved Lands:** Data on conservation areas, open space, and parks from year 2017 comes from the Save Our Agricultural Resources (SOAR) protected areas in Ventura County, the California Conservation Easement Database, as well as the California Protected Areas Database (CPAD). Together, these data inventories represent protected open space lands, conserved areas, and conservation easements in the SCAG region and the greater State of California. Several elements were developed by aggregating and cross-checking various open space data from multiple public agencies by GreenInfo Network, and also benefit from feedback provided by local jurisdictions through SCAG's Bottom-Up Local Input and Envisioning Process.

**Sea Level Rise Areas (2 feet):** Data on coastal inundation were obtained from the National Oceanic and Atmospheric Administration (NOAA) Coastal Services Center's online mapping viewer depicting potential sea level rise and its associated impacts on the nation's coastal areas (accessed by SCAG in 2017). These data depict the potential inundation of coastal areas resulting from a projected 2 feet rise in sea level above current Mean Higher High Water (MHHW) conditions, and underwent review by SCAG's local jurisdictions.

**Farmlands in Unincorporated Areas:** Farmland information was obtained from the Farmland Mapping & Monitoring Program (FMMP) in the Division of Land Resource Protection in the California Department of Conservation. Established in 1982, the FMMP is to provide consistent and impartial data and analysis of agricultural land use and land use changes throughout the State of California. For SCAG's purposes, data from year 2016 (and 2014 in areas where 2016 data was unavailable) underwent review and refinement by local jurisdictions through the Bottom-Up Local Input and Envisioning Process.

The first paragraph of Page 2.0-30 has been updated to reflect the latest financial assumptions:

Anticipated land use patterns as part of Connect SoCal provide a strategic opportunity to build a smart transportation system that is responsive to the region's changes and challenges. Connect SoCal includes

proposed strategies for transportation investments, totaling approximately \$638.69 billion.

On Page 2.0-30, language describing Variable Constrained Areas has been added:

Variable Constrained Areas:

**Wildland-Urban Interface (WUI):** Data on areas where housing and vegetation intermingle (“intermix WUI”) and areas with housing in the vicinity of contiguous wildland vegetation (“interface WUI”) were derived from the 2010 national Wildland-Urban Interface dataset developed by the SILVIS Lab at the University of Wisconsin-Madison.

**Grazing Lands and Farmlands within Incorporated Jurisdictions:** Similar to farmlands identified in unincorporated areas, grazing lands and farmland information within incorporated areas were identified through the Farmland Mapping & Monitoring Program (FMMP) in the Division of Land Resource Protection in the California Department of Conservation, which underwent review by local jurisdictions.

**500 Year Flood Plains:** Information on flood areas were derived from the Digital Flood Insurance Rate Map (DFIRM), obtained from Federal Emergency Management Agency (FEMA) in August 2017. The DFIRM Database is a digital version of the FEMA Flood Insurance Rate Maps (FIRM) that is designed for use with digital mapping and analysis software. The FIRM is created by FEMA for the purpose of floodplain management, mitigation, and insurance activities for the National Flood Insurance Program (NFIP) and was included for local jurisdiction review through SCAG’s Bottom-Up Local Input and Envisioning Process.

**CalFire Very High Severity Fire Risk (state and local):** Information on areas with very high fire hazards was derived from CalFire’s state responsibility area and local responsibility area Very High Fire Hazard Severity Zone (VHFHSZ) data, accessed by SCAG in early 2019.

**Natural Lands and Habitat Corridors:** Data on habitat corridors was derived from California Essential Habitat Connectivity Project, as developed by the California Department of Fish and Wildlife, which identifies large blocks of intact habitat or natural landscapes with connectivity corridors essential for local wildlife. This dataset benefits from feedback from a selection of federal, state, local, tribal, and non-governmental organizations throughout California, and was made publicly available in 2010.

Page 2.0-26, 2<sup>nd</sup> bullet point under “Focus Growth Near Destinations and Mobility Options” has been revised:

Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets

Page 2.0-26, 2<sup>nd</sup> bullet point under “Promote Diverse Housing Choices” has been revised:

- Identify funding opportunities for new workforce and affordable housing development

Page 2.0-27, 2<sup>nd</sup> bullet point under “Leverage Technology Innovations” has been revised:

- Improve access to services through technology- such as telework and telemedicine as well as ~~commuter~~ other incentives such as a “mobility wallet”, an app-based system for storing transit and other multi-modal payments

Page 2.0-27, 3<sup>rd</sup> bullet point under “Support Implementation of Sustainability Policies” has been revised:

- Support ~~cities~~ local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects including parks and open space.

Page 2.0-31, language under “Congestion Pricing” has been revised:

**Congestion Pricing.** ~~Connect SoCal identified three congestion pricing strategies, two of which were incorporated into the 2012 and 2016 RTP/SCS:~~

- Develop a network of express lanes, that connects to existing express lanes in order to accommodate growing inter-county travel
- Establish a mileage-based user fee to generate a funding source for aging infrastructure and construction of other travel options
- Develop Cordon/Area Pricing which involves charging a variable or fixed fee to drive into or within a highly congested area.

Page 2.0-34, 7<sup>th</sup> bullet point under “Transportation Safety” has been revised:

- ~~Improve research and data collection~~ Leverage emerging technologies

Page 2.0-34, first bullet point under Transportation Demand Management has been revised:

- Reduce the number of SOV trips and per capita VMT through ~~ridesharing~~ ridesharing (which includes carpooling and vanpooling) and providing first/last mile services to and from transit

Page 2.0-34, a discussion regarding Transportation Systems Management has been added after the discussion about Transportation Demand Management:

**Transportation Systems Management.** Transportation Systems Management (TSM) employs a series of techniques designed to maximize the capacity and efficiency of the existing transportation system. Effective TSM strategies reduce traffic congestion, improve air quality, and reduce or eliminate the need to construct new and expensive transportation infrastructure. Many TSM strategies seek to optimize the operation of the existing transportation system through use of Intelligent Transportation Systems (ITS). For example, advanced technologies can anticipate changing traffic conditions and inform drivers about driving conditions on a real-time basis so that drivers can make more informed decisions. SCAG recently updated the Regional ITS Architecture which identifies a significant number of planned ITS projects, including those related to connected vehicle applications, transit signal priority, emergency response, express lanes, and goods movement.

On page 2.0-35, the sentence below is revised to include toll roads:

Projects include interchange improvements, auxiliary lanes, general purpose lanes, carpool lanes, toll roads, toll lanes and Express/HOT lanes.

## **Aesthetics**

On page 3.1-40, mitigation measure PMM AES-3 has been revised:

**PMM AES-3:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Use lighting fixtures that are adequately shielded to a point below the light bulb and

reflector and that prevent unnecessary glare onto adjacent properties.

- b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. or as otherwise required by applicable local rules or ordinances.

## Agriculture and Forestry

Page 3.2-23, Mitigation Measure SMM AG-3 has been revised:

**SMM AG-3:** SCAG shall align with funding opportunities and pilot programs to begin implementation of conservation strategies through (1) seeking planning and implementation funds, such as cap and trade auction proceeds that could advance ~~help~~ prepare for local action on acquisition and restoration projects locally and regionally, (2) supporting CTCs and other partners, and (3) continuing policy alignment with the State Wildlife Action Plan 2015 Update and its implementation.

## Air Quality

Page 3.3-1, the following text is added following the first paragraph:

The U.S. EPA, California Air Resources Board and the South Coast Air Quality Management District describe air quality, environmental impacts and public health impacts from air quality based on three major categories of emissions:

- Criteria Air Pollutants
- Toxic Air Pollutants / Toxic Air Contaminants
- Greenhouse Gases (refer to **Section 3.8 Greenhouse Gas Emissions**)

On Page 3.3-7, additional language has been added as the opening paragraphs for the environmental setting:

Although air quality has improved significantly over the past decades, the SCAG region still experiences among the worst air quality in the country. Almost the entire SCAG region fails to meet the health-based federal air quality standards for one or more transportation related air pollutants. In addition to public health impacts from unhealthy air quality, the challenge of meeting health-based federal air quality standards has serious implications for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the Federal Transportation Improvement Program (FTIP), and transportation

projects in the SCAG region.

A particularly pressing challenge is for the South Coast Region to meet the 2023 statutory deadline of attaining the 1997 ozone standard. Pursuant to the federal Clean Air Act (CAA), a Contingency Measure Plan was recently developed jointly by the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (ARB) and subsequently submitted to U.S. Environmental Protection Agency (EPA). The Contingency Measure Plan highlights the critical need for federal regulatory actions and/or funding to address emission sources under federal jurisdiction including aircraft, ships, trains, and out-of-state trucks in order to meet the air quality standard. This is in addition to the regulatory actions, programs and incentive funding SCAQMD and ARB have developed to achieve emission reductions.

If U.S. EPA disapproves the air plan, a federal sanctions clock will be triggered which will lead to federal highway sanctions if the underlying deficiency cannot be resolved within 24 months. Highway sanctions restrict federal funding to transportation projects that expand highway capacity, nonexempt project development activities, and any other projects that do not explicitly meet exemption criteria. If imposed, highway sanctions have the potential to impact billions of dollars of federal funding and tens of billions of dollars of important transportation projects in the SCAG region.

Transportation especially the goods movement sectors contributes to the overwhelming majority of air pollutant emissions causing ozone pollution. A comprehensive and coordinated regional solution including aggressive regulations, advancements in clean technologies, innovative solutions, and integrated land use and transportation planning from all levels of governments and all stakeholders will be required to achieve the needed emission reductions from the goods movement sectors.

Finally, the emissions of air pollutants come from a wide range of sources and may be transported upwind. Therefore, a mitigation strategy should be in place to assist impacted communities, even if the emissions are not being locally produced.

Page 3.3-19 is revised as follows:

***Existing Motor Vehicle Criteria Pollutant Emissions***

The existing conditions (base year 2019) of the motor vehicle criteria pollutant emissions for the six counties in the SCAG region are shown in **Table 3.3-5, Motor Vehicle Criteria Pollutant Emissions by County—Existing Conditions (2019)**. [The table title is similarly revised.]

The first paragraph on page 3.3-55 is revised to read as follows:

As mentioned above, air quality management and air pollution control districts are responsible for addressing air pollution from stationary sources, construction equipment, airplanes, trains, and ships within the SCAG region. These air quality and air pollution control districts include SCAQMD, MDAQMD, VCAPCD, AVAPCD, and ICAPCD. ~~The SCAQMD includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties.<sup>1</sup> Therefore, SCAQMD's 2016 AQMP's analysis of the emissions resulting from stationary sources, construction equipment, airplanes, trains, and ships is discussed below as a proxy for these emissions throughout the entire SCAG region. A review of the air district's emissions is summarized below.~~

The second paragraph on page 3.3-55 is revised to include the following:

In addition to on-road mobile sources provided by SCAG, SCAQMD's 2016 AQMP provides emissions estimates for stationary, and off-road mobile sources from 2019 to 2031, see **Table 3.3-12, 2016 AQMP Forecast of Annual Average Total Emissions in SCAB Through 2031**. VCAPCD's 2016 AQMP provides ROG and NO<sub>x</sub> emission estimates for stationary and off-road mobile sources from 2018 to 2035 for the SCCAB, see **Table 3.3-13, 2016 AQMP Forecast of Annual Average Total Emissions in SCCAB**. AVAQMD and MDAQMD regulate emissions in the MDAB and their *Federal 8-hour Ozone Attainment Plans* estimate stationary and off-road mobile sources for 2018 to 2016, see **Table 3.3-14, AQMP Forecast of Annual Average Total Emissions in MDAB in 2026**. The ICAPCD's *2018 Resignation Request and Maintenance Plan for Particulate Matter Less than 10 Microns in Diameters* includes projected PM<sub>10</sub> emissions from 2018 to 2030 for the SSAB, see **Table 3.3-15, 2018 Maintenance Plan Forecast of Annual Average Total Emissions in SSAB in 2030**. MDAQMD's 2008 Ozone Attainment Plan includes projected emissions only to 2020, as a result, an analysis was not included. Stationary sources include both point and area sources...

Page 3.3-56, last paragraph, third sentence is revised as follow:

Portions of the SSAB (City of Calexico) are also in nonattainment for PM<sub>2.5</sub>. The rest of the SSAB and SCCAB (Ventura Portion) ~~is and portions are the SSAB are also in non~~attainment for PM<sub>2.5</sub>.

<sup>1</sup> South Coast Air Quality Management District. Map of Jurisdiction. Available online at: <http://www.aqmd.gov/docs/default-source/default-document-library/map-of-jurisdiction.pdf>, accessed October 2, 2019.

On page 3.3-56, the following text is added following the last paragraph:

~~Other air basins in the SCAC region include the South Central Coast Air Basin (SCCAB), Salton Sea Air Basin (SSAB), and the Mojave Desert Air Basin (MDAB). As demonstrated in Table 3.3-4, similar to SCAB, all three air basins are in nonattainment for ozone and PM10. The SCCAB and portions of the SSAB are also in nonattainment for PM2.5. Each of these air basins has an AQMP to plan the basin's attainment status pursuant to the federal CAA Amendment. P to address nonattainment of ozone in the southwestern desert portion of the basin.<sup>2</sup>~~

As shown in Table 3.3-13, 2016 AQMP Forecast of Annual Average Total Emissions in SCCAB Through 2035, in the SCCAB region total VOC and NOx emissions are anticipated to decline from 2018 to 2035, although VOC emissions reach the lowest point in 2030 and start increasing by 2035.<sup>3</sup>

**Table 3.3-13  
2016 AQMP Forecast of Annual Average Total Emissions in SCCAB Through 2035**

| <u>Year</u> | <u>Tons/Summer Day</u> |              |
|-------------|------------------------|--------------|
|             | <u>VOC</u>             | <u>NOx</u>   |
| <u>2018</u> | <u>34.72</u>           | <u>35.23</u> |
| <u>2020</u> | <u>33.5</u>            | <u>32.06</u> |
| <u>2025</u> | <u>32.44</u>           | <u>26.57</u> |
| <u>2030</u> | <u>32.21</u>           | <u>24.62</u> |
| <u>2035</u> | <u>32.27</u>           | <u>23.93</u> |

*Source: Ventura County Air Pollution Control Board. 2017. Final 2016 Ventura County Air Quality Management Plan. Available online at: <http://www.vcapcd.org/pubs/Planning/AQMP/2016/Final/Final-2016-Ventura-County-AQMP.pdf>, accessed February 6, 2020.*

Within the VCAPCD, the majority of ROG emissions are anticipated to come from areawide sources, specifically consumer products. Moreover, the majority of NOx emissions are anticipated to come from mobile-source emissions, especially off-road equipment.

<sup>2</sup> MDAQMD. 2017. *Federal 75 ppb Ozone Attainment Plan (Western Mojave Desert Nonattainment Plan)*. Available online at: [https://ww3.arb.ca.gov/planning/sip/planarea/wmdaqmp/2016sip\\_mdplan.pdf](https://ww3.arb.ca.gov/planning/sip/planarea/wmdaqmp/2016sip_mdplan.pdf), accessed November 5, 2019.

<sup>3</sup> Ventura County Air Pollution Control Board. 2017. *Final 2016 Ventura County Air Quality Management Plan*. Available online at: <http://www.vcapcd.org/pubs/Planning/AQMP/2016/Final/Final-2016-Ventura-County-AQMP.pdf>, accessed February 6, 2020.

As shown in **Table 3.3-14, Attainment Plan Forecast of Annual Average Total Emissions in MDAB in 2026**, in the MDAB region total NOx emissions are anticipated to decline from 2018 to 2026, although VOC emissions are anticipated to remain similar from 2018 to 2026.<sup>4,5</sup> It should be noted that the AVAQMD and the MDAQMD regulate different portions of the MDAB, however review of their Federal 8-Hour Ozone Attainment Plans demonstrates that the projected emission estimates for VOC and NOx are the same.

**Table 3.3-14  
Attainment Plan Forecast of Annual Average Total Emissions in MDAB Through 2026**

| <u>Year</u> | <u>Tons/Day</u> |              |
|-------------|-----------------|--------------|
|             | <u>VOC</u>      | <u>NOx</u>   |
| <u>2018</u> | <u>38.82</u>    | <u>83.40</u> |
| <u>2020</u> | <u>38.49</u>    | <u>80.29</u> |
| <u>2023</u> | <u>38.61</u>    | <u>72.24</u> |
| <u>2026</u> | <u>38.67</u>    | <u>68.56</u> |

*Source: Antelope Valley Air Quality Management Plan. 2017. AVAQMD Federal 8-hour Ozone Attainment Plan. Available online at: [http://www.scag.ca.gov/programs/Documents/AQMP/SIP/AVAQMD\\_2017SIP.pdf](http://www.scag.ca.gov/programs/Documents/AQMP/SIP/AVAQMD_2017SIP.pdf), accessed February 6, 2020.*

*Mojave Desert Air Quality Management Plan. 2017. MDAQMD Federal 8-Hour Ozone Attainment Plan. Available online at: [https://ww3.arb.ca.gov/planning/sip/planarea/wmdaqmp/2016sip\\_mdplan.pdf](https://ww3.arb.ca.gov/planning/sip/planarea/wmdaqmp/2016sip_mdplan.pdf), accessed February 7, 2020.*

Review of the projected emissions demonstrates that the largest emitters of NOx emissions within the MDAB are HDDT and train traffic. Emissions from these sources are expected to decline into 2016, however these sources remain the largest contributor to area-wide NOx emissions.

As shown in **Table 3.3-15, 2018 Maintenance Plan Forecast of Annual Average Total Emissions in**

<sup>4</sup> Antelope Valley Air Quality Management Plan. 2017. AVAQMD Federal 8-hour Ozone Attainment Plan. Available online at: [http://www.scag.ca.gov/programs/Documents/AQMP/SIP/AVAQMD\\_2017SIP.pdf](http://www.scag.ca.gov/programs/Documents/AQMP/SIP/AVAQMD_2017SIP.pdf), accessed February 6, 2020.

<sup>5</sup> Mojave Desert Air Quality Management Plan. 2017. MDAQMD Federal 8-Hour Ozone Attainment Plan. Available online at: [https://ww3.arb.ca.gov/planning/sip/planarea/wmdaqmp/2016sip\\_mdplan.pdf](https://ww3.arb.ca.gov/planning/sip/planarea/wmdaqmp/2016sip_mdplan.pdf), accessed February 7, 2020.

SSAB in 2030, in the SSAB region’s total PM10 emissions are anticipated to slightly increase from 2020 to 2030.<sup>6</sup>

**Table 3.3-15**  
**2018 Maintenance Plan Forecast of Annual Average Total Emissions in SSAB Through 2030**

| <u>Year</u> | <u>PM10 (tons/day)</u> |
|-------------|------------------------|
| <u>2020</u> | <u>284.99</u>          |
| <u>2021</u> | <u>285.19</u>          |
| <u>2022</u> | <u>283.84</u>          |
| <u>2023</u> | <u>284.44</u>          |
| <u>2024</u> | <u>284.66</u>          |
| <u>2025</u> | <u>284.88</u>          |
| <u>2026</u> | <u>285.02</u>          |
| <u>2027</u> | <u>285.24</u>          |
| <u>2028</u> | <u>285.48</u>          |
| <u>2029</u> | <u>285.71</u>          |
| <u>2030</u> | <u>285.96</u>          |

*Source: Imperial County Air Pollution Control District. 2018. Imperial County 2018 Resignation Request and Maintenance Plan for Particulate Matter Less than 10 Microns in Diameter. Available online at: <https://ww3.arb.ca.gov/planning/sip/planarea/imperial/sip.pdf>, accessed February 6, 2020.*

According to the ICAPCD’s SIP, the largest sources of PM10 emissions is fugitive windblown dust and unpaved road dust. Emissions of both windblown dust and unpaved road dust are anticipated to remain stagnant from 2020 to 2030.

On page 3.3-57, table number in the first paragraph under the heading “On-Road Mobile Source Emissions” is revised as follows:

**ROG, NO<sub>x</sub>, and CO emissions in every county are expected to decrease with implementation of the Plan (Table 3.3-1316, On-Road Mobile-Source Criteria Air Pollutant Emission by County – Existing Conditions [2019] vs Plan [2045]).**

<sup>6</sup> Imperial County Air Pollution Control District. 2018. Imperial County 2018 Resignation Request and Maintenance Plan for Particulate Matter Less than 10 Microns in Diameter. Available online at: <https://ww3.arb.ca.gov/planning/sip/planarea/imperial/sip.pdf>, accessed February 6, 2020.

On page 3.3-58, the table number is revised as follows:

**Table 3.3-~~1316~~, On-Road Mobile-Source Criteria Air Pollutant Emissions by County- Existing Condition (2019) vs Plan (2045)**

On page 3.3-58, the table number in the first full paragraph is revised as follows:

According to the SCAQMD 2016 AQMP, when compared to the 2012 AQMP, mobile-source emissions from airplane, train, and ship transportation sources have decreased VOC, NO<sub>x</sub>, CO, and PM<sub>2.5</sub> emissions in the SCAB region and will continue to decrease to 2031,<sup>7</sup> see **Table 3.3-~~1417~~, AQMP Forecast of Annual Average Off-Road Mobile Emissions in SCAB.**

On page 3.3-59, the table number is revised as follows:

**Table 3.3-~~1417~~, AQMP Forecast of Annual Average Off-Road Mobile Emissions in SCAB**

On page 3.3-59, table number in the second paragraph is revised as follows:

As shown in **Table 3.3-~~1417~~**, emissions from off-road mobile VOC, NO<sub>x</sub>, CO, and PM<sub>2.5</sub> emissions within the SCAB region are anticipated to decrease.

On page 3.3-59, the following text is added following the last paragraph before the subsection “Stationary Sources”:

**VCAPCD**

According to the VCAPCD’s Final 2016 AQMP, the total mobile sources are anticipated to decrease substantially from 2018 to 2035. Off-road mobile sources of NO<sub>x</sub> and VOC emissions are anticipated to decrease by approximately 2 and 1 tons/summer day from 2018 to 2035, respectively, see **Table 3.3-18, AQMP Forecast of Annual Average Off-Road Mobile Source in SCCAB.**

<sup>7</sup> SCAG acknowledges that AQMD, nor the other air districts in the region, has not identified emissions beyond 2031 (except the VCAPCD that estimated emissions until 2035). However, due to the overall downward trajectory and the substantial state requirements, it is assumed that emissions will continue to decline through 2045.

**Table 3.3-18**  
**2016 AQMP Forecast of Annual Average Off-Road Mobile Sources in SCCAB**

| <u>Year</u> | <u>Tons/Summer Day</u> |             |
|-------------|------------------------|-------------|
|             | <u>VOC</u>             | <u>NOx</u>  |
| <u>2018</u> | <u>6.97</u>            | <u>7.69</u> |
| <u>2020</u> | <u>6.63</u>            | <u>7.25</u> |
| <u>2025</u> | <u>6.12</u>            | <u>6.27</u> |
| <u>2030</u> | <u>5.91</u>            | <u>5.83</u> |
| <u>2035</u> | <u>5.94</u>            | <u>5.74</u> |

*Source: Ventura County Air Pollution Control Board. 2017. Final 2016 Ventura County Air Quality Management Plan. Available online at: <http://www.vcapcd.org/pubs/Planning/AQMP/2016/Final/Final-2016-Ventura-County-AQMP.pdf>, accessed February 6, 2020.*

As shown in **Table 3.3-18**, emissions from off-road mobile VOC and NOx emissions within the SCCAB region are anticipated to decrease.

#### **AVAQMD and MDAQMD**

According to the AVAQMD and MDAQMD's *Federal 8-hour Ozone Attainment Plan*, VOC and NOx off-road emissions are anticipated to decrease by approximately 0.4 and 10 tons/day, respectively, within the MDAB from 2018 to 2026, see **Table 3.3-19, Attainment Plan Forecast of Annual Average Off-Road Mobile Sources in MDAB.**

**Table 3.3-19**  
**Attainment Plan Forecast of Annual Average Off-Road Mobile Sources in MDAB**

| <u>Year</u> | <u>Tons/Day</u> |              |
|-------------|-----------------|--------------|
|             | <u>VOC</u>      | <u>NOx</u>   |
| <u>2018</u> | <u>4.64</u>     | <u>25.56</u> |
| <u>2020</u> | <u>4.38</u>     | <u>22.82</u> |
| <u>2023</u> | <u>4.29</u>     | <u>19.48</u> |
| <u>2026</u> | <u>4.21</u>     | <u>15.49</u> |

*Source: Antelope Valley Air Quality Management Plan. 2017. AVAQMD Federal 8-hour Ozone Attainment Plan. Available online at: [http://www.scag.ca.gov/programs/Documents/AQMPSIP/AVAQMD\\_2017SIP.pdf](http://www.scag.ca.gov/programs/Documents/AQMPSIP/AVAQMD_2017SIP.pdf), accessed February 6, 2020; Mojave Desert Air Quality Management Plan. 2017. MDAQMD Federal 8-Hour Ozone Attainment Plan. Available online at: [https://ww3.arb.ca.gov/planning/sip/planarea/wmdaqmp/2016sip\\_mdplan.pdf](https://ww3.arb.ca.gov/planning/sip/planarea/wmdaqmp/2016sip_mdplan.pdf), accessed February 7, 2020.*

As shown in **Table 3.3-19**, emissions from off-road mobile VOC and NO<sub>x</sub> emissions within the MDAB region are anticipated to decrease.

**ICAPCD**

Review of the ICAPCD’s 2018 PM<sub>10</sub> Plan, PM<sub>10</sub> emissions are anticipated to increase from off-road mobile sources from 2020 to 2030, see **Table 3.3-20, 2018 Maintenance Plan Forecast of Annual Average Off-Road Mobile Sources in SSAB.**

**Table 3.3-20**  
**2018 Maintenance Plan Forecast of Annual Average Off-Road Mobile Sources in SSAB**

| Year        | PM10 (tons/day) |
|-------------|-----------------|
| <u>2020</u> | <u>1.04</u>     |
| <u>2021</u> | <u>1.04</u>     |
| <u>2022</u> | <u>1.04</u>     |
| <u>2023</u> | <u>1.55</u>     |
| <u>2024</u> | <u>1.55</u>     |
| <u>2025</u> | <u>1.55</u>     |
| <u>2026</u> | <u>1.56</u>     |
| <u>2027</u> | <u>1.57</u>     |
| <u>2028</u> | <u>1.57</u>     |
| <u>2029</u> | <u>1.58</u>     |
| <u>2030</u> | <u>1.59</u>     |

*Source: Imperial County Air Pollution Control District, 2018. Imperial County 2018 Resignation Request and Maintenance Plan for Particulate Matter Less than 10 Microns in Diameter. Available online at: <https://ww3.arb.ca.gov/planning/sip/planareal/imperial/sip.pdf>, accessed February 6, 2020.*

As shown in **Table 3.3-20**, PM<sub>10</sub> emissions from off-road mobile sources is anticipated to increase by approximately 0.55 tons/day in the SSAB.

On page 3.3-59, the first paragraph under the subheading “Stationary Sources” was revised as follows:

According to the SCAQMD 2016 AQMP, when compared to the 2012 AQMP, stationary-source emissions from NO<sub>x</sub> will decrease in the SCAB region by approximately 17%. All other pollutants from stationary sources are anticipated to increase by 2031, see **Table 3.3-1521, AQMP Forecast of Annual**

**Average ~~Off-Road Mobile~~ Stationary Source Emissions in SCAB.**

On page 3.3-59, the table number from the second paragraph under the subheading “Stationary Sources” was revised as follows:

As shown in **Table 3.3-1521**, stationary source emissions from all criteria air pollutant, except NOx are anticipated to increase when 2019 conditions are compared to 2031.

On page 3.3-60, the table number is revised as follows:

**Table 3.3-1521, AQMP Forecast of Annual Average Stationary Source Emissions in SCAB**

On page 3.3-60, the following text is added following Table 3.3-15:

**VCAPCD**

According to the VCAPCD’s Final 2016 AQMP, stationary source emissions are anticipated to increase from 2018 to 2035, see **Table 3.3-22, AQMP Forecast of Annual Average Stationary Sources in SCCAB.**

**Table 3.3-22**  
**AQMP Forecast of Annual Average Stationary Sources in SCCAB**

| <u>Year</u> | <u>Tons/Summer Day</u> |            |
|-------------|------------------------|------------|
|             | <u>VOC</u>             | <u>NOx</u> |
| 2018        | 8.54                   | 1.89       |
| 2020        | 8.67                   | 1.87       |
| 2025        | 8.82                   | 1.88       |
| 2030        | 8.95                   | 1.89       |
| 2035        | 9.12                   | 1.92       |

*Source: Ventura County Air Pollution Control Board. 2017. Final 2016 Ventura County Air Quality Management Plan. Available online at: <http://www.vcapcd.org/pubs/Planning/AQMP/2016/Final/Final-2016-Ventura-County-AQMP.pdf>, accessed February 6, 2020.*

As shown in **Table 3.3-22**, VOC and NOx stationary source emissions within the SCCAB region are anticipated to increase by approximately 0.58 and 0.03 tons/summer day.

**AVAQMD and MDAQMD**

According to the AVAQMD and MDAQMD’s Federal 8-hour Ozone Attainment Plan, VOC and NOx off-road emissions are anticipated to decrease by approximately 0.4 and 10 tons/day, respectively, within the MDAB from 2018 to 2026, see **Table 3.3-23, Attainment Plan Forecast of Annual Average**

**Stationary Sources in MDAB.**

**Table 3.3-23**  
**Attainment Plan Forecast of Annual Average Stationary Sources in MDAB**

| <u>Year</u> | <u>Tons/Day</u> |              |
|-------------|-----------------|--------------|
|             | <u>VOC</u>      | <u>NOx</u>   |
| <u>2018</u> | <u>14.99</u>    | <u>34.88</u> |
| <u>2020</u> | <u>15.7</u>     | <u>37.48</u> |
| <u>2023</u> | <u>16.53</u>    | <u>39.86</u> |
| <u>2026</u> | <u>17.09</u>    | <u>41.48</u> |

Source: Antelope Valley Air Quality Management Plan. 2017. AVAQMD Federal 8-hour Ozone Attainment Plan. Available online at: [http://www.scag.ca.gov/programs/Documents/AOMPSIP/AVAQMD\\_2017SIP.pdf](http://www.scag.ca.gov/programs/Documents/AOMPSIP/AVAQMD_2017SIP.pdf), accessed February 6, 2020.

Mojave Desert Air Quality Management Plan. 2017. MDAQMD Federal 8-Hour Ozone Attainment Plan. Available online at: [https://ww3.arb.ca.gov/planning/sip/planarea/wmdaqmp/2016sip\\_mdplan.pdf](https://ww3.arb.ca.gov/planning/sip/planarea/wmdaqmp/2016sip_mdplan.pdf), accessed February 7, 2020.

As shown in **Table 3.3-23**, VOC and NOx stationary source emissions within the MDAB region are anticipated to increase by approximately 2.1 and 6.6 tons/day.

**ICAPCD**

Review of the ICAPCD's 2018 PM10 Plan, PM10 emissions are anticipated to increase from stationary sources from 2020 to 2030, see **Table 3.3-24, 2018 Maintenance Plan Forecast of off-road mobile Annual Average Off-Road Mobile Sources in SSAB.**

**Table 3.3-24**  
**2018 Maintenance Plan Forecast of Annual Average Off-Road Mobile Sources in SSAB**

| <u>Year</u> | <u>PM10 (tons/day)</u> |
|-------------|------------------------|
| <u>2020</u> | <u>4.75</u>            |
| <u>2021</u> | <u>4.89</u>            |
| <u>2022</u> | <u>5.03</u>            |
| <u>2023</u> | <u>5.17</u>            |
| <u>2024</u> | <u>5.31</u>            |
| <u>2025</u> | <u>5.46</u>            |
| <u>2026</u> | <u>5.6</u>             |
| <u>2027</u> | <u>5.75</u>            |
| <u>2028</u> | <u>5.89</u>            |
| <u>2029</u> | <u>6.06</u>            |
| <u>2030</u> | <u>6.21</u>            |

Source: Imperial County Air Pollution Control District. 2018. Imperial County 2018 Resignation

*Request and Maintenance Plan for Particulate Matter Less than 10 Microns in Diameter. Available online at: <https://ww3.arb.ca.gov/planning/sip/planareal/imperial/sip.pdf>, accessed February 6, 2020.*

As shown in **Table 3.3-24**, PM10 emissions from stationary sources are anticipated to increase by approximately 1.46 tons/day in the SSAB.

On page 3.3-60, the first paragraph under the sub-section “Summary” is revised as follows:

Total emissions in the SCAB region ~~(as indicated in 2016 AQMP)~~ and likely across the SCAG region are expected to generally decline through at least 2031 except for small increases in PM 2.5 and SO<sub>x</sub> (**Table 3.3-12**). Total NO<sub>x</sub> and VOC emissions in the SCCAB and MDAB regions are expected to decline through at least 2035 and 2026, respectively (Table 3.3-13 and Table 3.3-14). Additionally, PM10 emissions in the SSAB region are expected to increase slightly through at least 2030 (**Table 3.3-15**). SCAG is responsible for assessing on-road mobile source emissions through 2045. In general, in 2045, when compared to existing conditions, on-road mobile-source PM2.5 would increase in Imperial, Riverside, and San Bernardino Counties and mobile-source PM10 would increase in Imperial, Orange, Riverside, and San Bernardino Counties due to increasing traffic (see **Table 3.3-1316**).

On page 3.3-63, the last paragraph is revised as follows:

Implementation of Connect SoCal, when compared to existing conditions, would decrease on-road mobile-source ROG and NO<sub>x</sub> emissions (**Table 1-1316, On-Road Mobile-Source Criteria Air Pollutant Emissions by County – Existing Conditions [2019] vs Plan [2045]**). Additionally, within the SCAB area NO<sub>x</sub> emissions are anticipated to decrease through at least 2031 from off-road vehicle and stationary source (**Table 3.3-1417, AQMP Forecast of Annual Average Off-Road Mobile Emissions in SCAB, and Table 3.3-1521, AQMP, Forecast of Annual Average Stationary Source Emissions in SCAB**). Through at least 2031, ROG emissions are expected to decrease from off-road vehicle emissions (**Table 3.3-1417, AQMP Forecast of Annual Average Off-Road Mobile Emissions in SCAB**) but will increase from stationary source (**Table 3.3-1521, AQMP Forecast of Annual Average Stationary Source Emissions in SCAB**). Overall, the total ROG and NO<sub>x</sub> emissions from on-road, off-road vehicle, and stationary sources are expected to decrease in the SCAB area through at least 2031 (**Table 3.3-12, 2016 AQMP Forecast of Annual Average Total Emissions in SCAB Through 2031**). Moreover, VOC and NO<sub>x</sub> emissions in the SCCAB and the MDAB are expected to decline from off-road mobile and stationary sources through at least 2035 and 2026, respectively (Table 3.3-18, AQMP Forecast of Annual Average Off-Road Mobile Sources in SCCAB; Table 3.3-22, AQMP Forecast of Annual Average Stationary Sources in SCCAB; Table 3.3-19, Attainment Plan Forecast of Annual Average Off-Road Mobile Sources in MDAB; and Table 3.3-23, Attainment Plan Forecast of Annual Average Stationary Sources in MDAB). Overall, the

total ROG and NOx emissions from on-road, off-road vehicle, and stationary sources are expected to decrease in SCCAB and MDAB (**Table 3.3-13, 2016 AQMP Forecast of Annual Average Total Emissions in SCCAB Through 2035 and Table 3.3-14, Attainment Plan Forecast of Annual Average Total Emissions in MDAB Through 2026**). SCAB was re-designated as in attainment of federal standards for CO in June 2017 and the last exceedance of state standards within the region for CO was in 2015. CO presents a significant health risk as it can interfere with oxygen transport within the body. Compared to existing conditions, mobile-source CO emissions in the future with implementation of Connect SoCal would decrease between now and 2045 despite increasing traffic, as a result of stringent emissions controls. (**Table 3.3-13, On-Road Mobile-Source Criteria Air Pollutant Emissions by County – Existing Condition [2019] vs Plan [2045]**).

On page 3.3-64, the table number in the first full paragraph is revised as follows:

Compared to existing conditions, mobile-source SOx emissions would not change substantially despite increasing traffic (**Table 3.3-13, On-Road Mobile-Source Criteria Air Pollutant Emissions by County – Existing Conditions [2019] vs Plan [2045]**).

On page 3.3-67, PMM-AQ-1 is revised as follows:

- o) Develop a traffic plan to minimize community impacts as a result of traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts.
- q) ~~Require projects within 500 feet of residences, hospitals, or schools to use Tier 4 equipment for all engines above 50 horsepower (hp) unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the~~

manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible.

- r) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles.
- s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects.<sup>8</sup>
- t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs.
- u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors).
- v) As applicable for airport projects, the following measures should be considered:
  - a. Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines.
  - b. Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project.
  - c. Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum.

<sup>8</sup> South Coast Air Quality Management District. *AB 617 Community Air Initiatives*. Available online at: <http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134>, accessed February 7, 2020.

w) As applicable for port projects, the following measures should be considered:

- a. Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE).
- b. Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress.
- c. Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power.
- d. Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized.
- e. Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin.
- f. Encourage the participation in the Green Ship Incentives.
- g. Offer incentives to encourage the use of on-dock rail.

x) As applicable for rail projects, the following measures should be considered:

- a. Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards.

y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.

z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.

- a. Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside.
- b. Identify the responsible implementing and enforcement agency to ensure that enhanced

- filtration units are installed on-site before a permit of occupancy is issued.
  - c. Disclose the potential increase in energy costs for running the HVAC system to prospective residents.
  - d. Provide information to residents on where MERV filters can be purchased.
  - e. Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units.
  - f. Identify the responsible entity such as future residents themselves, Homeowner’s Association, or property managers for ensuring enhanced filtration units are replaced on time.
  - g. Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units.
  - h. Set criteria for assessing progress in installing and replacing the enhanced filtration units; and
  - i. Develop a process for evaluating the effectiveness of the enhanced filtration units.
- aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities

On page 3.3-68, the table number in the second full paragraph is revised as follows:

Mobile-source particulate matter emissions would remain the same or decrease from existing conditions for all other pollutants (see **Table 3.3-~~1316~~, On-Road Mobile-Source Criteria Air Pollutant Emissions by County – Existing Conditions [2019] vs Plan [2045]**).

On page 3.3-76, the table number in the first full paragraph is revised as follows:

However, as shown in **Table 3.3-~~1625~~**, cancer risk would decrease considerably in the future, and local jurisdictions are requiring more robust air filtration and other ways of reducing exposure to existing sources of pollutants in particular proximity to freeways (see above discussion regarding the City of Los Angeles).

On page 3.3-77, the table number in the first full paragraph is revised as follows:

As shown on **Table 3.3-1625, Summary Maximum Exposed Individual Residential 30-Year Exposure Cancer Risk** (also see **Appendix 3.3**), the maximum 30-year exposure to residential cancer risk for each transportation segment is significantly reduced when compared to existing conditions.

On page 3.3-78, the table number is revised as follows:

**Table 3.3-1625, Summary Maximum Exposed Individual Residential 30-Year Exposure Cancer Risk**

On page 3.3-78, the table number in the first paragraph is revised as follows:

As demonstrated in **Table 3.3-1625**, six of the transportation segments under the No Project scenario would have lower cancer risk than under the Plan.

## Biological Resources

On page 3.4-58, under the heading “Orange County” the text is updated as follows:

The Resources Element of the Orange County General Plan has established one goal and one policy related to biological resources.<sup>9</sup> The one goal and one supporting policy relevant to SCAG projects provide protection to wildlife, plants and vegetation communities.

The Orange County Central-Coastal NCCP/HCP is one of the first regional HCPs developed in the country. It represents a voluntary, collaborative planning effort among a variety of partnerships having both conservation and development interests. Its purpose is to provide regional protection and recovery of multiple species and habitat while allowing compatible land use and appropriate development. The Plan was approved in 1996 and has a planning area of 208,000 acres, and covers 39 species, including six federally listed species. Habitat and focal species covered under the plan include: coastal sage scrub, grasslands, riparian, coastal California gnatcatcher, coastal cactus wren, and orange-throated whiptail.

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<sup>9</sup> Orange County Land Use Planning and Subdivision Services. 2005. *Orange County General Plan 2005: Chapter 6: Resources Element*. P. VI-32. Available online at: <http://ocplanning.net/civicax/filebank/blobdload.aspx?blobid=40235>, accessed January 10, 2019.

On Page 3.4-71, Mitigation Measure SMM BIO-2 has been revised:

**SMM BIO-2:** SCAG shall continue to develop a regional conservation strategy in coordination with local jurisdictions and other stakeholders, including the county transportation commissions. The conservation strategy will build upon existing efforts including those at the sub-regional and local levels to identify potential priority conservation areas. SCAG shall develop new regional tools, like the Regional Data Platform and Regional Greenprint to help local jurisdictions identify areas well suited for infill and redevelopment as well as critical habitat and natural lands to be preserved, including natural habitat corridors. SCAG will also collaborate with stakeholders to establish a new Regional Advanced Mitigation Program (RAMP) initiative to preserve habitat. The RAMP will be supplemental initiative to regional conservation and mitigation banks and other approaches by evaluating, advocating and highlighting projects that support per capita VMT reduction.

On page 3.4-72, PMM-BIO-1(d) is updated as follows:

Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or ~~non~~-native habitat wherever feasible, so as to avoid or minimize impacts to these species.

On page 3.4-85, PMM-BIO-3(d) is revised as follows:

Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plan (SAMP), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities...

On page 3.4-90, PMM-BIO-4(e) is updated as follows:

Prohibit construction activities with 300 ~~250~~ feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season.

On page 3.4-90, PMM-BIO-4(m) is updated as follows:

Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation.

On page 3.4-90, PMM-BIO-4(q) is added:

Incorporate Federal Highway Administration guidance (FHA-DOT 2015) as appropriate including best management practices to benefit pollinators with a focus on native plants.

## Cultural Resources

On page 2.5-35 Mitigation Measure SMM CULT-1 has been updated as follows:

SMM CULT-1: Impacts to cultural resources shall be minimized through cooperation, information sharing, and SCAG's ongoing regional planning efforts such as web-based planning tools for local governments including CA LOTS, and other GIS tools and data services, including, but not limiting to, Map Gallery, GIS library, and GIS applications<sup>1</sup>; and direct technical assistance efforts such as Toolbox Tuesday series and sharing of associated online Training materials. SCAG shall consult with resource agencies such as the National Park Service, Office of Historic Preservation, and Native American Heritage Commission, and with Native American tribes<sup>10</sup>, to identify opportunities for early and effective consultation to identify archaeological sites, historical resources, and cemeteries to avoid such resources wherever practicable and feasible and reduce or mitigate for conflicts in compatible land use to the maximum extent practicable.

On page 2.5-37 Mitigation Measure PMM CULT-1 has been updated as follows:

h. During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. ~~In the event the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.~~ Survey (s) shall be conducted where the records indicate that no previous survey has been

<sup>10</sup> Note that no confidential cultural or tribal cultural resource location information will be housed in SCAG's GIS Database. All regulations pertaining to cultural resources site location confidentiality will be respected.

conducted, or if a survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the record search, a Native American representative traditionally affiliated with the project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys.

i. If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Archaeological materials collected from a significant resource should be curated with a recognized scientific or educational repository. Should the project require extended Phase I testing, Phase II evaluation, or Phase III data recovery, a Native American representative traditionally affiliated with the project area, as indicated by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with the archaeological assessments. The long-term disposition of archaeological materials collected from a significant resource should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.

j. In cases where the project area is developed and no natural ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development history, and consultation with tribal parties. ~~If a records search~~ this archaeological desktop assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, the project should retain an archaeological monitor and, in the case of sensitivity for tribal resources, a tribal monitor, to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological

monitor should be supervised by an archaeologist meeting the SOI PQS.

- k. Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated.
- l. Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, ~~it should be~~ its long-term disposition should be determined in consultation with the affiliated tribe(s); this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinterment in an area designated by the tribe.

On page 3.5-42, Mitigation Measure PMM CULT-2 is revised as follows

**PMM CULT-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a. In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.
- b. If any discovered remains are of Native American origin as determined by the county Coroner, an experienced osteologist, or another qualified professional:
  - Contact the County Coroner to contact the NAHC to designate and notify a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human

remains. In some cases, it is necessary for the Lead Agency, qualified archaeologist, or developer to also reach out to the NAHC to coordinate and ensure notification in the event the Coroner is not available.

## Greenhouse Gases

On page 3.8-1, the nitrous oxide abbreviation is revised as follow:

The six major GHGs are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (~~NO<sub>2</sub>~~N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), hydrofluorocarbons (HFCs), and perfluorocarbon (PFCs).

On page 3.8-1, the definition for “Greenhouse Gases” is revised to delete the words “thought to be linked” from the third sentence.

On page 3.8-2 and throughout the document, the nitrous oxide abbreviation is revised from ~~NO<sub>2</sub>~~ to N<sub>2</sub>O

In the first paragraph on page 3.8-5, is revised to remove the words “significant” and “have caused or will”

In the first paragraph under section “Existing Conditions” on page 3.8-5, the sentence is revised to add the word “longwave” to describe infrared radiation.

In the first paragraph on page 3.8-6, the paragraph below is revised as follows:

These feedback loops include, but are not limited to: loss of sea ice, which reflects heat back into the atmosphere rather than the ocean, causing further melting; the melting of permafrost, which would release new methane emissions into the atmosphere; and the cooling effects of sulfate pollution in the atmosphere, the loss of which would lead to additional warming. In California, the average maximum daily temperature is projected to increase by 5.6°F to 8.8°F, depending on the GHG emission reductions taken by 2100. Climate change within the state is expected to make forests more susceptible to wildfires, lead to complete beach erosion in 31 to 67 percent of Southern California beaches by the end of the century, increases in heat-related deaths, increases in residential electricity demand, increased vulnerability in the state’s agriculture, and degradation of coastal and marine environments. Other  
~~a~~Adverse impacts from global climate change worldwide and in California may include...

On page 3.8-6, the second bullet is revised as follows:

Since the early 1970s, glacier mass loss and ocean thermal expansion from warming together explain about 75% of the observed global mean sea level rise. Over the period 1993 to 2010, global mean sea level rise is consistent with the sum of the observed contributions from ocean thermal expansion due to warming from changes in glaciers, Greenland ice sheet, Antarctic ice sheet, and land water storage. Sea level in California has risen approximately 7 inches from 1900 to 2005, according to the National Climate Assessment. In California, glaciers in the Sierra Nevada have retreated dramatically. From the beginning of the twentieth century to 2014, some of the largest glaciers have lost an average of about 70 percent of their area, with losses ranging from about 50 to 85 percent.

On page 3.8-6, the fourth bullet is revised as follows:

Declining Sierra snowpack levels, ~~which account for approximately half of the surface water storage in California, by 70 percent to as much as 90 percent over the next 100 years~~ the mean snow water equivalent declines to less than two-thirds of its historical average by 2050 and decline by less than half of the historical medium by 2100.

On page 3.8-6, footnote 10 is revised as follows:

California's Office of Planning and Research. 2019. *California's Fourth Climate Change Assessment*. Available online at: <https://www.energy.ca.gov/sites/default/files/2019-07/Statewide%20Reports-%20SUM-CCCA4-2018-013%20Statewide%20Summary%20Report.pdf>, accessed February 18, 2020. ~~California Environmental Protection Agency, Climate Action Team. 2006. *Climate Action Team Report to Governor Schwarzenegger and the Legislature.*~~

On page 3.8-8, the last sentence in the first paragraph is revised to replace "from" with "by."

On page 3.8-8, the first full paragraph is revised as follows:

Though no single wildfire can be attributed solely to climate change, evidence shows that the increase in average temperatures statewide is creating conditions more prone to wildfires. Over the past five decades, fire occurring during dry Santa Ana wind conditions and non-Santa Ana wind conditions spread three times faster, occurred closer to urban areas, and burned in areas with greater housing values. Non-Santa ana condition fires were more sensitive to age-dependent fuels, often occurred in higher elevation forests, and last for extended periods of time. The area burned in non-Santa Ana condition and Santa Ana condition fires is anticipated to increase by 77% and 64% by the mid-21<sup>st</sup> century, respectively.<sup>22</sup> Southern California has warmed about three degrees Fahrenheit in the last

century, and every additional increment of warming speeds up evaporation, dries out soil and vegetation, and increases the amount of fuel available for a wildfire.<sup>23</sup>

On page 3.8-8, the second full paragraph is revised as follows:

As temperatures warm and GHG concentrations increase, more carbon dioxide dissolves in the ocean, making it more acidic. More acidic ocean water affects a wide variety of marine species, including species that people rely on for food.<sup>25</sup> Additionally, climate change is resulting in the alteration of marine habitats that may result in shifts in species distribution from lower to higher latitudes, shifts from near-surface to deeper waters, declines in calcifying species, and increases in the abundance of warm-water species. Local adaption may also occur, however environmental changes might presently occur faster than species with long generation times are able to adopt, while organisms with short generation times, such as microbes, are better suited to keep pace with environmental changes.<sup>26</sup>

On page 3.8-9, the first paragraph is revised as follows:

These extreme precipitation events, together with the rising snowline, often cause devastating floods in major river basins (e.g., California's Russian River). According to the Santa Ana Watershed Basin Study, climate change may result in increased flash flooding and inland flooding, increased coastal flooding, inundation of coastal community storm drains, and damage to coastal community sewer system from sea level rise. Sea level rise in Southern California is expected to rise by 1.5 to 12 inches by 2030, 5 to 24 inches by 2050, and 16 to 66 inches by 2100 thereby making the coastal areas more vulnerable to flooding.<sup>28</sup> Looking ahead, the frequency and severity of atmospheric rivers on the U.S. West Coast will increase due to higher atmospheric water vapor that occurs with rising temperatures, leading to more frequent flooding.<sup>29, 30</sup>

On page 3.8-11, under Table 3.8-2, the following paragraph was included:

**Table 3.8-2** represents the annual GHG emissions produced by each country. However, looking at the cumulative CO<sub>2</sub> emissions emitted from each of these countries from 1850 to 2011 demonstrates that the United States has emitted approximately 27% of the world's total GHG emissions emitted. The European Union has emitted approximately 25% followed by China which has emitted approximately 11% of the world's total GHG emissions. Russia, India, and Indonesia have emitted 8%, 3%, and 1%, respectively. Therefore, while China emitted approximately twice as many emissions as the United States in 2014, the United States that cumulatively emitted over twice as much as China from 1850 to 2011.<sup>43</sup>

On page 3.8-14, the following additions were added to the first paragraph under subsection “SCAG Region”:

Transportation emissions accounted for approximately 38 percent of total emissions in the SCAG region, compared to 26 percent of total emissions in the United States in 2008.<sup>54</sup> According to CARB, statewide emissions from transportation sources were relatively constant from 2002 to 2007, declined through 2013, then increased by 9.0 MMT CO<sub>2</sub>e (or 6 percent) from 2013 to 2017. Emissions from gasoline used in on-road vehicles are the main driver of that increase. It is expected that the SCAG region followed similar trends.

On page 3.8-16, the “Public Health” section was revised as follows:

As a result of extreme heat days there may be longer and more severe droughts. Extreme heat can lead to excessive drying of soil and vegetation as well as melting of California’s Sierra snowpack. During the next few decades, the projected average temperature is expected to risk between 1°F and 2.3°F in California. Imperial County’s historical average temperature is approximately 73.4°F. By 2099, Imperial County is expected to have an average temperature increase of 3.4°F to 6.4°F. Los Angeles County’s historical average temperature is approximately 65.2°F. By 2099, Los Angeles County is expected to have an average temperature increase of 3.6°F to 6.1°F. Orange County’s historical average temperature is approximately 61.3°F. By 2099, Orange County is expected to have an average temperature increase similar to Los Angeles County of 3.6°F to 6.1°F. Riverside County’s historical average temperature is approximately 63.5°F. By 2099, Riverside County is expected to have an average temperature increase of 3.7°F to 6.5°F. San Bernardino County has a historical average temperature of 64.3°F and by 2099 the average temperature will increase by 3.8°F to 6.7°F. Finally, Ventura County has a historical average temperature of 60.0°F. By 2099, Ventura County’s average temperature will increase by 3.6°F to 6.0°F, like Los Angeles and Orange Counties. San Bernardino County is expected to see the greatest increase in average temperature; however, Imperial County will remain the warmest County in the SCAG region.<sup>58</sup>

Climate change can also lead to sea level rise. Orange County has the greatest risk for inundation within the SCAG region, with 3.6 percent of the population in an inundation zone. Los Angeles and Ventura Counties have 1.6% and 0.17%, respectively, of their county population living within inundation zones. Sea level rise can lead to flooding in these areas and can create important health consequences such as contaminating drinking water or respiratory issues from mold in flood-damaged homes.

Finally, climate change can lead to food insecurity. Climate change is expected to have global impacts on food production and distribution systems. These changes can cause an increase in food prices, making food less affordable and increases food insecurity, obesity, and malnutrition is economically constrained

households.

While all Californians are vulnerable to the health impacts of climate change, certain groups are more susceptible to extreme heat and weather events such as the young and the elderly. Additionally, those with chronic medical conditions, psychiatric illness, people taking multiple medications, people without means of evacuation (such as no access to private or public transportation, medically fragile people, and people living in institutions may be more susceptible to climate change. The size of vulnerable populations in California expected to increase in the coming decades, for example, the share of individuals ages 65 or older within the state will increase from 13 percent in 2010 to 19 percent in 2050.<sup>59</sup>

The second bullet on page 3.8-16 is revised to replace the word “low” with “no.”

On page 3.8-17, the following bullet was added:

- Transitioning from use of flurochlorines in industry

On page 3.8-17, the following bullets were added to the list of climate adaptation solutions:

- Incorporate climate considerations in emergency planning efforts at all levels
- Enhance preparedness and coordination to address climate change impacts and inform emergency management policy
- Support and coordinate adaptation efforts across jurisdictions and policy areas to maximize community resilience
- Increase climate resiliency in low-income and disadvantaged communities
- Increase restoration and enhancement activities to increase climate resiliency of natural and working lands
- Prepare California for flooding
- Support regional groundwater management for drought resiliency
- Improve water storage capacity
- Protect and restore water resources for important ecosystems
- Require closer collaboration and coordination of land use and water planning activities to ensure

sustainable development

- Continue to assess community and ecosystem vulnerability to climate impacts
- Promote “cool streets” and parking lots
- Advance water management and energy efficiency in agricultural operations
- Improve transportation system resiliency
- Improve public health preparedness and emergency response

On page 3.8-17, the following sentence is revised as follows:

These actions take the form of climate action plans, general plan policies, Local Hazard Mitigation Plan (LHMPs), GHG reduction plans, sustainability plans, and ordinances.

On page 3.8-35, the following additions were made to the state regulatory framework:

**Senate Bill 379**

SB 379 (Jackson) was signed into law by Governor Jerry Brown on October 8, 2015 and requires the safety element of a city or county’s general plan to be reviewed and updated as necessary to address climate adaptation and resiliency strategies applicable to that city or county. The update is required to include a set of goals, policies, and objectives based on a vulnerability assessment, identifying the risks that climate change poses to the local jurisdiction and the geographic areas at risk from climate change impacts.<sup>123</sup>

**Senate Bill 1000**

SB 1000 (Leyva) was signed into law by Governor Jerry Brown on September 24, 2016 and requires planning agencies to review and revise the safety element of general plans in order to address flooding and fires. Additionally, the bill would add to the required elements of the general plan an environmental justice element, or related goals, policies, and objectives integrated in other elements, that identified disadvantages communities, as defined, within the area covered by the general plan of the city, county, or both should there be a disadvantaged community within its jurisdiction. The bill would require the general plan to identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities, such as, identify objectives and policies to promote civil engagement and identify objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities.<sup>124</sup>

**Senate Bill 1035**

SB 1035 (Jackson) was signed into law by Governor Jerry Brown on September 23, 2018 and requires the safety element of a general plan to be reviewed and revised as necessary to address climate adaption and resiliency strategies and would require, after these revisions, the planning agency to review and, if necessary, revise the safety element upon each revision of the housing element or local hazard mitigation plan, but not less than once every 8 years, to identify new information relating to flood and fire hazards and climate adaptation and resiliency strategies applicable to the city or county that was not available during the previous revision of the safety element.<sup>125</sup>

On page 3.8-37, the following additions were made to the state regulatory framework:

**Executive Order B-55-18**

On September 10, 2018, Governor Brown issued Executive Order B-55-18 to establish a target of carbon neutrality in California by 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. The EO calls on CARB to address this goal in future Scoping Plans, which affect other major sectors of California’s economy, including transportation, agriculture, development, industrial, and others.

On page 3.8-40, the following additions were made to the state regulatory framework:

**Emergency Response Plan / Emergency Evacuation Plan**

California updated its State of California Multi-Hazard Mitigation Plan in 2018.<sup>11</sup> The state is required to adopt a federally approved State Multi-Hazard Mitigation Plan to be eligible for certain disaster assistance and mitigation funding. The State Multi-Hazard Mitigation Plan is an evaluation of the hazards California faces and the strategies, goals, and activities the state will pursue to address these hazards. It:

- Documents statewide hazard mitigation planning in California,
- Describes strategies and priorities for future mitigation activities,
- Facilitates the integration of local and tribal hazard mitigation planning activities into statewide efforts, and

<sup>11</sup> California Governor’s Office of Emergency Services. 2019. State Hazard Mitigation Plan. Available online at: <https://www.caloes.ca.gov/cal-oes-divisions/hazard-mitigation/hazard-mitigation-planning/state-hazard-mitigation-plan>, accessed July 29, 2019.

- Meets state and federal statutory and regulatory requirements.

All six SCAG counties and a number of cities within the SCAG region have completed LHMPs, although Ventura County is currently in the process of updating its documents. California Emergency Management Agency (Cal EMA) dictates that these plans must be updated every three years.<sup>138</sup> See Section 3.20, Wildlife, for an additional discussion of emergency response plans and emergency evacuation plans.

The following text is added to the end of the paragraph under the subheading Ventura County on page 3.8-49:

The County of Ventura is currently developing a Climate Action Plan (CAP) that is being integrated into its General Plan Update 2020-2040. It also contains General Plan Implementation Measures for GHG-reductions and General Plan Policies related to climate change. The Draft EIR for the CAP was publicly released on January 13, 2020. The General Plan Update contains General Plan Implementation Measures for GHG-reductions and General Plan Policies related to climate change.

On page 3.8-50, the following additions were made to the regional and local regulatory framework:

**COG Climate Action/Climate Adaptation Plans**

Councils of Governments (COGs) are regional agencies that can undertake any action in which their member cities and counties share in common. Although many COGs are formed to focus on transportation planning and programming, some COGs have been tasked by their local governments to address regional issues such as climate change. The South Bay Cities COG (SBCCOG) prepared their *Sub-Regional Climate Adaption Plan* on September 13, 2019 which will allow cities to assess and mitigate the extent to which climate change will negatively impact South Bay communities. The Climate Adaption Plan includes a Vulnerability Assessment for the sub-region and selected adaptation strategies designed to support cities in mitigating their climate risk through education, training, planning, and outreach.<sup>165</sup>

On page 3.8-52, Table 3.8-4, California Jurisdictions Addressing Climate Change in the SCAG Region (2019), the line for City of Lakewood is changed to remove the second A.

Page 3.8-58, Table 3.8-4 California Jurisdictions Addressing Climate Change in the SCAG Region (2019), the line for Ventura County in the column for Climate Action Plan is changed from “A” (adopted) to “IP” (in progress).

Page 3.8-58, Table 3.8-4 the line for City of Indio is updated as follows: GHG Reduction Plan changed from “IP” to “A”, Climate Action Plan changed from “IP” to “A”, and General Plan Policy changed from “IP” to “A”.

On the last paragraph on page 3.8-63, the text is revised as follows to reflect the final numbers in the Connect SoCal Plan:

In order to assess the impacts of direct emissions as a result of Connect SoCal, the transportation emissions from on-road (light and medium duty vehicles, heavy duty vehicles, and buses) and other sources transportation (rail, aviation, and ocean-going vessels) were evaluated in **Table 3.8-5, Greenhouse Gas Emissions from All On-Road Vehicles in the SCAG Region**, and **Table 3.8-6, Greenhouse Gas Emissions from Other Transportation Sources in the SCAG Region**. **Table 3.8-7, Greenhouse Gas Emissions from All On-Road Vehicles and Other Transportation Sources in the SCAG Region**, provides a summary of **Tables 3.8-5 and 3.8-6** to demonstrate that the SCAG region will decrease mobile-source GHG emissions by approximately ~~12~~ 13 percent from 2019 to 2045.

On page 3.8-72, an additional item is added to Mitigation Measure PMM-GHG-1:

k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible.

## Land Use and Planning

The term “Livable Corridors” is defined after “Land Use Element” and before “Natural Lands” on page 3.11-2.

**Livable Corridors:** Livable corridors are arterial roadways where jurisdictions may plan for a combination of the following elements: high-quality bus frequency; higher density residential and employment at key intersections; and increased active transportation through dedicated bikeways.

The term “Neighborhood Mobility Areas” is defined after “Livable Corridors” on page 3.11-2.

**Neighborhood Mobility Areas (NMAs):** Neighborhood Mobility Areas are intended to provide sustainable transportation options for residents of the region who lack convenient access to high-frequency transit but make many short trips within their urban neighborhoods. NMAs are conducive to active transportation and include a “Complete Streets” approach to roadway improvements to encourage replacing single- and multi-occupant automobile use with biking, walking, skateboarding, neighborhood

electric vehicles and senior mobility devices.

On page 3.11-3, the definition for “Regional Housing Needs Assessment” is revised as follows:

**Regional Housing Needs Assessment (RHNA):** ~~Regional Housing Needs Assessment~~ ~~Quantifies~~ ~~Statutorily mandated state program that quantifies~~ the need for housing within each jurisdiction of the SCAG region based on population, household and employment growth projections. Jurisdictions ~~Communities~~ then address this need through the process of updating ~~completing~~ the housing elements of their General Plans.

The term “Urban Infill” is defined after “Urban Areas” and before “Vacant Land” on page 3.11-4.

**Urban Infill:** Urban Infill refers to building within unused and underutilized lands within existing development patterns in existing urban areas.

On the bottom of page 3.11-5, the following sentence is revised as follows:

Military lands are included in a separate category and include, but are not limited to, Barstow Marine Corps Logistics Base, Edwards Air Force Base, El Centro Naval Air Facility, Fort Irwin, Joint Forces Training Base-Los Alamitos, Los Angeles Air Force Base, March Air Reserve Base, Naval Warfare Assessment Station Corona, Naval Weapons Station Seal Beach, Point Mugu Naval Air Weapons Station, Twentynine Palms Marine Corps Combat Center, and Chocolate Mountains Aerial Gunnery Range.

In the first paragraph on page 3.11-12, the following sentence is removed for inaccuracy:

~~City and county general plans must be consistent with each other.~~

The fourth full paragraph on page 3.11-15 is revised as follows:

***Multi-Family Residential (Attached units)***

The term “multi-family units” is used to describe those housing units that are attached residences. This includes apartments, condominiums, and townhouses, even if townhomes are typically categorized as single-family units.

In the first paragraph on page 3.11-20, the sentence below is revised as follows:

In yet other instances, lands may be designated or zoned as open space or as agriculture but still allow for development of a single-family home.

In Table 3.11-4 on page 3.11-21, the number of acres of San Manuel tribal lands is revised as follows:

|            |                |           |
|------------|----------------|-----------|
| San Manuel | San Bernardino | 1,124,673 |
|------------|----------------|-----------|

In the final paragraph on page 3.11-22, the sentence below is revised to describe how far inland is considered to be in the coastal zone:

Each local jurisdictional authority (city or county) with lands within the coastal zone (extending inland generally 1,000 yards from the mean high tide line of the sea) is required to develop, and comply with, a coastal management plan.

On page 3.11-32, a clarification is added to the following sentence:

The purpose of the housing element is to identify the community’s housing needs, as determined by the RHNA process, state the community’s goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs.

On page 3.11-38 reference to the following report is added to the regulatory framework:

**South Coast AQMD Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning**

The Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning provides suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. The objective of the guidance document is to facilitate stronger collaboration between local governments and the South Coast AQMD to reduce community exposure to source-specific and cumulative air pollution impacts.

On page 3.11-43, under Impact LU-2, the sentence below is modified as follows:

Land use strategies included in the Plan aim to redistribute ~~focus~~ most of the new housing and job growth in high-quality transit areas... Land use strategies also seek to concentrate ~~focus~~ growth in other PGAs such as job centers and neighborhood mobility areas (NMAs) to maximize existing infrastructure and encourage infill development.

On page 3.11-45, the following sentence is clarified to define the term “smaller individual numbers.”

For example, while the Plan includes strategies for compact development and higher densities as a means to accommodate increased population in an efficient manner, many jurisdictions are planning for smaller populations individual numbers and may assume lower smaller densities.

On page 3.11-45, the following sentence is as follows:

It is possible that local general plans have not been updated to reflect the land use assumptions within the Plan, because jurisdictions do not have to change their general plans to be consistent with the SCS. ~~despite SCAG’s outreach and bottom up planning process for the reasons stated above.~~ As a result, there exists the potential for SCAG’s projected land use pattern to conflict with a local general plan ~~to conflict with SCAG’s projected land use pattern.~~

## Noise

On page 3.13-39, the following is added to PMM NOISE-1:

y. Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.

## Population and Housing

On page 3.14-1, an addendum is added to the definition of “household” as follows:

A person living alone in a housing unit, or a group of unrelated people sharing a housing unit such as partners or roomers, is also counted as a household. There is no more than one household per housing unit.

On page 3.14-1, the following is added to the definition of “housing.”

Housing data presented herein represents the most recent, reliable, and representative data to describe current regional conditions at the time of publication of the NOP for the PEIR, January 23, 2019. In most instances, the most recent available data was for 2018 or 2019. For population, land use and related modeling analyses (air quality, transportation and noise), base year information is collected every four years as part of the Plan. The base year for the Plan is 2016. For purposes of the PEIR, 2019 data has been estimated based on an interpolation of 2016 to 2045 projections. Department of Finance is the source for housing data provided in this section.

On page 3.14-2, under the subheading “Population,” the American FactFinder is cited as footnote 1. Although the population data referenced in the sentence remains the same, the citation has been revised to 2018 to reflect the latest available population data:

<sup>1</sup> American FactFinder. ~~2018~~ ~~2017~~. 2018 ~~2017~~ *Population Estimates*. Available online at: <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>, accessed ~~February 6, 2020~~ January 29, 2018.

Sources for Table 3.14-1, Population Growth in the SCAG Region (2000-2019 for Incorporated Cities and Unincorporated Areas), on Page 3.14-3, have been updated:

<sup>1</sup> ~~SCAG. 2016 Draft RTP.SCS. 3.14 Population, Housing, and Employment. Table 3.14.2-3 “Population Growth in the SCAG Region for 2000-2014.” Available online at: <http://scagrtppcs.net/Pages/DRAFT2016PEIR.aspx>, accessed September 3, 2019. U.S. Census Bureau of Decennial Census 2010.~~  
<sup>2</sup> ~~California Department of Finance (DOF). 2010. E-5 Population and Housing Estimates for Cities, Counties, and the State. January. Available online at: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>, accessed August 30, 2019. U.S. Census Bureau of Decennial Census 2010.~~

On page 3.14-5, in Table 3.14-2 on page 3.14-4, the source for Number of Households in 2010 and 2019, respectively, is revised as follows:

*Source: SCAG. 2019-US Census Bureau Decennial Census 2010 and SCAG 2019 (interpolation).*

Language regarding household size on Page 3.14-4, 2<sup>nd</sup> Paragraph has been updated:

Household size in the SCAG region (Incorporated Cities) increased between 2000 and ~~2018-19~~, from ~~3.16~~ 3.01 persons per household to ~~3.2~~ 3.09 persons per household, or an increase of the equivalent of an average of ~~0.04~~ 0.08 persons per household

On page 3.14-4, the first complete sentence on the page is revised as follows:

At a fundamental level, there is simply not enough housing for everyone who wants to live in the state in the type of housing unit they can afford in the jurisdiction they prefer.

Sources and data for Table 3.14-3, Households Size in the SCAG Region (persons) on Page 3.14-5 have been updated:

**Table 3.14-3  
Household Size in the SCAG Region (Persons)**

| <b>County</b>      | <b>2000<sup>1</sup></b> | <b>2018<sup>2</sup></b> | <b>2000–2018 Change</b> |
|--------------------|-------------------------|-------------------------|-------------------------|
| Imperial           | 3.42 <u>3.33</u>        | 3.6 <u>3.54</u>         | 0.18 <u>0.21</u>        |
| Los Angeles        | 3.14 <u>2.98</u>        | 3.0 <u>3.01</u>         | -0.14 <u>0.03</u>       |
| Orange             | 3.06 <u>3.00</u>        | 3.1 <u>3.03</u>         | 0.04 <u>0.03</u>        |
| Riverside          | 3.09 <u>2.98</u>        | 3.3 <u>3.32</u>         | 0.21 <u>0.34</u>        |
| San Bernardino     | 3.17 <u>3.15</u>        | 3.3 <u>3.38</u>         | 0.13 <u>0.23</u>        |
| Ventura            | 3.11 <u>3.04</u>        | 3.1 <u>3.07</u>         | -0.01 <u>0.03</u>       |
| <b>SCAG Region</b> | <b>3.16 <u>3.01</u></b> | <b>3.2 <u>3.09</u></b>  | <b>0.04 <u>0.08</u></b> |

Sources:  
 1 ~~1~~ Southern California Association of Governments (SCAG). 2016. 2016 RTP/SCS Program Draft Environmental Impact Report. State of California, Department of Finance, E-8 Historical Population and Housing Estimates, 2000-2010 Report, by Year. Sacramento, California, November 2012 (U.S. Census 2000). Available online at <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/>  
 2 ~~Southern California Association of Governments (SCAG). 2019. 2019 Local Profiles. Available online at: <https://www.scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx>, accessed September 3, 2019. State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State – January 1, 2011-2019. Sacramento, California, May 2019. Available online at <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/>~~

Sources have been updated for Table 3.14-4, Poverty Rates in the SCAG Region (1990-2018), on Page 3.14-6:

~~1 Southern California Association of Governments (SCAG). 2016. 2016 RTP/SCS Program Draft Environmental Impact Report. U.S. Census Bureau. Decennial Census Poverty Data Tables for 1990, 2000, 2010. Available online at: <https://census.gov/topics/income-poverty/poverty/data/>, accessed March 12, 2020~~

Sources have been updated for Table 3.14-7, Unemployment Rates on Page 3.14-8:

~~1 Southern California Association of Governments (SCAG). 2016. 2016 RTP/SCS Program Draft Environmental Impact Report. State of California Employment Development Department. Database – Unemployment Rates (By County) Available Online at: [labormarketinfo.edd.ca.gov/cgildatanalysis/areaselection.asp](http://labormarketinfo.edd.ca.gov/cgildatanalysis/areaselection.asp), accessed March 12, 2020.~~

On page 3.14-8, the last paragraph of the page is updated as follows:

**Growth Forecasts**

In order to develop growth forecasts, SCAG encourages and utilizes the participation and cooperation of all local government partners within the SCAG region. SCAG uses a bottom-up planning process by which all local governments are informed of the Connect SoCal planning process and have clear and

adequate opportunities to provide input. Growth forecasts and land use updates for development under the Plan have been developed through this bottom-up local input process, reflecting the following guiding principles ~~approved by SCAG's Regional Council on August 1, 2019.~~

SCAG's Guiding Principles on Page 3.14-9 have been revised:

~~Principle #1: The draft plan forecast for Connect SoCal shall be adopted by the Regional Council at the jurisdictional level, thus directly reflecting the employment, population and household growth projections derived from local input and previously reviewed and approved by SCAG's local jurisdictions. The draft plan growth forecast maintains these projected jurisdictional growth totals, meaning further growth is not reallocated from one local jurisdiction to another. Connect SoCal will be adopted at the jurisdictional level, and directly reflects the population, household and employment growth projects that have been reviewed and refined with feedback from local jurisdictions through SCAG's Bottom-Up Local Input and Envisioning Process. The growth forecast maintains these locally-informed projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another.~~

~~Principle #2: The draft plan forecast at the Transportation Analysis Zone (TAZ) level is controlled to be within the density ranges of local general plans or input received from local jurisdictional in this most recent round of review. Connect SoCal's growth forecast at the Transportation Analysis Zone (TAZ) level is controlled to not exceed the maximum density of local general plans as conveyed by jurisdictions, except in the case of existing entitlements and development agreements.~~

~~Principle #3: For the purpose of determining consistency for California Environmental Quality Act (CEQA) streamlining, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the Plan. For the purpose of determining consistency with Connect SoCal for California Environmental Quality Act (CEQA), grants or other opportunities, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency; SCAG may also evaluate consistency for grants and other resource opportunities; consistency should be evaluated utilizing the goals and policies of Connect SoCal and it's associated Program Environmental Impact Report (PEIR).~~

~~Principle #4: TAZ level data or any data at a geography smaller than the jurisdiction is included in the draft plan forecast only to conduct the required modeling analytical work and is therefore, only advisory and non-binding as SCAG's sub-jurisdictional forecasts are not formally adopted as part of the Plan. TAZ level data or any data at a geography small than the jurisdictional level has been utilized to conduct required modeling analysis and is therefore advisory only and non-binding, given that sub-jurisdictional~~

forecasts are not adopted as part of Connect SoCal. TAZ level data may be used by jurisdictions in local planning as they seem appropriate. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal.

Principle #5: SCAG will maintain communication with agencies that use SCAG’s sub-jurisdictional level data to ensure that the “advisory and non-binding” nature of the data is appropriately maintained.

Page 3.14-14 in the last full paragraph on the page, the text is updated as follows:

As discussed above in the discussion of SB 375, state law requires preparation of a RHNA allocation plan every eight years. SCAG’s 6<sup>th</sup> Cycle RHNA quantifies the regional need for housing and then allocates the regional need to each jurisdiction for a planning period between October 2021 and October 2029. Local jurisdictions are required to plan and zone to accommodate their respective RHNA allocation (housing units) by income categories through the process of updating the Housing Elements of their General Plans. ~~The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth and address existing need, so that they can grow in ways that enhance quality of life, improve access to jobs, transportation and housing, and not adversely impact the environment.~~<sup>12</sup>

In the last paragraph of page 3.14-20, the sentence below is revised as follows:

SCAG holds growth projection numbers constant at the jurisdiction, county and regional level, meaning that as the distribution of population, housing and employment changes, the total numbers remain constant.

In the last paragraph on page 3.14-23, the sentence below is revised as follows:

Specifically, improved accessibility and connectivity potentially gained from transportation investments in the Plan could facilitate population and economic growth in areas of the region that are currently not developed or are underdeveloped and in areas not currently planned for the type of density the Plan proposes.

<sup>12</sup> SCAG. *Regional Housing Needs Assessment (RHNA) & Housing*. Available online at: <https://www.scag.ca.gov/programs/Pages/Housing.aspx>, accessed August 29, 2019.

In the second paragraph on page 3.14-27, the sentence below is revised as follows:

Supported by other public amenities and transit services, housing in these areas tends to cost more ~~command higher premiums~~ and may be attractive to more affluent residents and unaffordable for ~~to~~ current residents in these areas.

## **Parks and Recreation**

On page 3.16-9, discussion of the parkland to resident ratio is revised as follows:

~~The Los Angeles County General Plan has established a standard of 4 acres of local parkland per 1,000 residents in the unincorporated areas and 6 acres of regional parkland per 1,000 residents of the total population in Los Angeles County. According to the General Plan (2015), the County has a substantial deficit in local parkland, providing approximately 0.6 acres of local parkland per 1,000 unincorporated residents but 7.02 acres of regional parkland per 1,000 residents (total), which is above the regional standard. According to the Los Angeles County Parks Needs Assessment (2016), there are 3.3 acres of local parkland per 1,000 residents, which is less than the 4.0 acres per 1,000 goal in the Los Angeles County General Plan. There are 86.2 acres of regional open space and natural areas per 1,000 people, which exceeds the goal of 6 acres of regional parkland per 1,000 in the Los Angeles County General Plan.~~

The first sentence on page 3.16-10 is corrected as follows:

Los Angeles County has 181 ~~177~~ County parks and 24 state parks, the most of any county in the SCAG region.

At the top of page 3.16-18, two new subsections are added as follows:

### **Los Angeles Countywide Parks and Recreation Needs Assessment**

The Parks & Recreation Needs Assessment, adopted May 2016, documents existing parks and recreation facilities in cities and unincorporated communities and uses the data to determine the scope, scale, and location of park needs in Los Angeles County. The Parks & Recreation Needs Assessment also establishes new ways of understanding about parks, recreation, and open space by: considering parks as key infrastructure; using a new series of metrics to determine park needs; supporting a need-based allocation of funding for parks and recreation; and emphasizing community priorities and deferred maintenance projects. As part of the assessment, the Los Angeles County Department of Parks and Recreation collaborated with 86 cities.

### **Transit to Parks Strategic Plan**

The Transit to Parks Strategic Plan by Metro presents a systematic vision for increasing access to parks and open space countywide. The goal is to find targeted, holistic ways to increase access to parks and open spaces, especially for communities of need. These communities, especially those that are not within walking distance or without convenient public transit to a park, are the focus of the Plan. Expanding access is a key priority for the region, as demonstrated in the Countywide Parks Needs Assessment, which highlights the lack of park and open space access in communities across the county, particularly for lower income, disadvantaged residents.

### **Transportation, Traffic and Safety**

On page 3.17-55 footnote 75 is updated to remove the date from the link :

75 National Center for Sustainable Transportation. Induced Travel Calculator. Accessed at <https://blinktag.com/induced-travel-calculator/about.html>.

### **Tribal Cultural Resources**

The following details regarding the tribal consultation process under AB 52 have been added to page 3.18-5:

On December 10, 2019, SCAG sent all parties on the NAHC list copies of the draft PEIR and the draft version of this technical report by mail. Two comments were received. The Santa Ynez Band of Chumash Indians Tribal Elders' Council replied in a letter dated December 27, 2019 and indicated that they requested no further consultation on the project; however, they requested that if supplementary literature reveals additional information, or if the scope of the work changes, they be notified. The San Manuel Band of Mission Indians responded in an email dated January 6, 2020 indicating that they had no concerns or comments regarding the project, but noted that the acreage of the San Manuel Reservation is actually 1,243.68 acres, not the 673 acres referenced from a Bureau of Indian Affairs source in the draft PEIR.

SCAG followed up with the five tribal parties who requested AB 52 consultation on the project via email on February 19, 2020 to confirm receipt of the December 2019 draft PEIR and technical report and to solicit input. A response was received from the San Manuel Band of Mission Indians, who referenced their January 2020 correspondence described above. The Gabrieleno Band of Mission Indians – Kizh Nation responded via email on March 3, 2020. The Fernandeno Tataviam Band of Mission Indians requested a consultation call to discuss their comments. The consultation conference call was held on

March 4, 2020. Jairo Avila of the Fernandeño Tataviam Band of Mission Indians relayed comments on the proposed mitigation measures for cultural and tribal cultural resources. A written comment letter detailing the comments was received on March 13, 2020. The mitigations measures were revised based on the input received from tribal parties. Follow up calls were placed to the Agua Caliente Band of Cahuilla Indians and the Jauneño Band of Mission Indians, Acjachemen Nation on March 3, 2020, but no additional comments were received. The results of the Native American outreach effort are further detailed in Appendix E. Copies of relevant correspondence are included in Confidential Appendix F.

On page 3.18-20 Mitigation Measure SMM TCR-1 is revised as follows:

**SMM TCR-1:** ~~Impacts to tribal cultural resources shall be minimized through cooperation, information sharing, and SCAG's ongoing regional planning efforts such as web-based planning tools for local governments including CA LOTS, and other GIS tools and data services, including, but not limiting to, Map Gallery, GIS library, and GIS applications; and direct technical assistance efforts and sharing of associated online Training materials.~~ SCAG shall consult with the Native American Heritage Commission, as well as Native American tribes, to identify opportunities for early and effective consultation to identify tribal cultural resources to avoid such resources wherever practicable and feasible and reduce or mitigate for conflicts in compatible land use to the maximum extent practicable.

## Utilities and Service Systems

Page 3.19.1-1, Table 3.19.1-1 is revised to correct the tonnage in Ventura County to be 1,904,702 (rather than 1,908,462).

SMM USWS on page 3.19.3-20 has been revised:

**SMM USWS-1:** SCAG shall coordinate with local agencies as part of SCAG's Sustainability Program regarding the implementation of Urban Greening, Greenbelts and Community Separator land use strategies. Primary features of land use strategies address the following:

- Increased trail and greenway connectivity;
- Improved water quality, groundwater recharge and watershed health;
- Strategies for stormwater and rainwater collection, infiltration, treatment and

release

- Reduce urban runoff;
- Expand the urban forest;
- Provision of wildlife habitat and increased biodiversity;
- Expand recreation opportunities and beautification;
- Preserving agrarian economies;
- Restore severed wildlife corridors.

## Glossary

The following change is made to page 7.0-1 of the PEIR:

The following terms are used in the PEIR:

Development Center – are centralized developments such as town centers, or urban centers

Urban infill - is defined as new development that is sited on vacant or undeveloped land within an existing community, and that is enclosed by other types of development.

Compact/walkable communities – communities with high urban density with mixed land uses

Large lot single family homes – varies among zoning for each specific community and can range from 5,000 square foot lots and up.

Small lot single family homes - Typically, small lot developments involve multiple-level, townhome-style single family homes with little or no back yards and minimal setback from the property boundaries

ROW - Right of Way

## PEIR Appendix

Appendix 3.5, Cultural Resources Technical Appendix, is replaced in its entirety.

Page 12 and page 15 of Appendix 3.13, Aviation Noise Technical report, is revised as follows:

There ~~is~~ are residential land uses interspersed among the commercial uses with single-family and multifamily land uses.~~25 miles south west of the runway. and~~ There are also residential land uses (single family and multi-family) ~~beyond the commercial land uses~~ approximately .75 miles to the north, .5 miles to the west, and one mile to the east. ~~and approximately .25 miles to the south.~~ Figure 6, John Wayne Airport Location, illustrates the airport relationship to these land uses.