

Connect SoCal[®]

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



Addendum 2 to the Program Environmental Impact Report Proposed Final

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1.0 Introduction

The Southern California Association of Governments (SCAG) proposes to amend the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS," "Connect SoCal 2024" or "plan"). Connect SoCal 2024 is a long-range regional transportation plan that provides a vision and goals for regional transportation investments, integrated with land use strategies, over a 20-year period. Key components include a growth forecast and regional development pattern based on population, household, and employment growth projections for the SCAG region through the year 2050 as well as a transportation network including a list of transportation projects and investments. The plan also identifies Regional Planning Policies and Implementation Strategies that the region could pursue over the plan horizon. Other components include financial assumptions and expenditures, key transportation investments, and an evaluation of the plan's performance. As part of Connect SoCal 2024, SCAG developed the Local Data Exchange (LDX) process to form the basis for the regional growth forecast, engage local jurisdictions, and obtain information needed to fulfill state planning requirements. Information shared during the LDX process through a combination of one-on-one meetings and data submissions with local jurisdictions includes data on land use, transportation, priority development areas, geographical boundaries, resource areas, and growth that was shared and exchanged. In consultation with the Technical Working Group, SCAG developed guiding principles to ensure that the regional growth forecast yields a technically robust forecasted regional development pattern that meets its statutory objectives, which are incorporated as part of the SCS.

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

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

The Final PEIR fulfills the requirements of CEQA for the plan by providing a region-wide assessment of the potential significant environmental effects of implementing the plan. As specified in CEQA Guidelines Section 15168, a PEIR "may be prepared on a series of actions that can be characterized as one large project and are related either 1) geographically, 2) as logical parts of the chain of contemplated actions, 3) in connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program, or 4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways." A PEIR provides a regional consideration of cumulative effects and includes land use policy alternatives and program-wide mitigation measures that are capable of avoiding, reducing, and

compensating for the potentially significant impacts of the plan. The CEQA Guidelines do not require a Program EIR to specifically list all subsequent activities that may be within its scope. For large scale planning approvals (such as the RTP/SCS), later activities may be examined in light of the Program EIR and site-specific EIRs or negative declarations may tier from the Program EIR. (See CEQA Guidelines §§ 15168 and 15152).

The Final PEIR for Connect SoCal 2024 (herein after referred to as "PEIR") was certified on April 4, 2024, by the SCAG Regional Council (SCH No. 2022100337). After the adoption of Connect SoCal 2024, SCAG received requests from several county transportation commissions to amend the plan to reflect changes to project scopes, costs, and/or schedule changes, and the addition of new transportation projects. These revisions were captured in the Project List included in Connect SoCal 2024 Amendment 1. As such, SCAG prepared Addendum 1 to the PEIR to assess potential environmental impacts of the proposed updates and revisions to the Project List. Addendum 1 to the PEIR was approved by the SCAG Regional Council on September 5, 2024, along with Connect SoCal 2024 Amendment 1.

Since the adoption of Connect SoCal 2024 Amendment 1, several county transportation commissions have requested to further amend the plan to reflect new project scopes, costs, or schedule changes, and the addition of new transportation projects. These requests are summarized in the Project List included in Connect SoCal 2024 Amendment 2 (Amendment 2). As such, this document has been prepared to assess potential environmental impacts of the proposed updates and revisions to the Project List included in Amendment 2.

To determine the appropriate type of environmental document, SCAG staff performed an environmental evaluation of proposed projects additions or changes documented in Amendment 2 pursuant to the requirements of CEQA. As described in more detail in the following document, an addendum is appropriate because the modifications to the Project List would not result in neither new significant environmental effects nor substantial increase in the severity of previously identified significant effects and that the modifications would be consistent with the environmental analysis, Regional Planning Policies and Implementation Strategies, CEQA mitigation measures, alternatives, Findings of Fact, and Statement of Overriding Considerations contained in the certified PEIR. A Subsequent or Supplemental PEIR is not required, and this addendum to the PEIR is sufficient. See Subsection 1.0.1 Basis for an Addendum, below, for more information. Therefore, this addendum to the previously certified PEIR (herein referred to as "Addendum 2") has been prepared by SCAG to assess potential environmental impacts of the proposed updates and revisions to the Project List included in Amendment 2.

Addendum 2 serves as an informational document to inform decision-makers and the public of the potential environmental impacts of updates and revisions to the Project List reflected in Amendment 2 in relation to the impacts analyzed by the previously certified PEIR. This analysis shows that Amendment 2 would not result in either new significant environmental effects or substantial increase in the severity of previously identified significant effects. Site specific analysis will occur as each project is defined and goes through individual project-level environmental review.

1.0.1 Basis for an Addendum

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

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

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

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

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

While the proposed changes to the Project List documented in Amendment 2 may arguably represent "new information of substantial importance" at the local project level, these changes are not substantial at

the regional program level as analyzed in the PEIR. More specifically, the proposed changes to the Project List documented in Amendment 2 would not result in one or more significant effects (at the regional level) not discussed in the PEIR, nor result in a substantial increase in the severity of previously identified significant effects disclosed in the PEIR. Moreover, no changes to the CEQA mitigation measures or alternatives contained in the PEIR are necessary or being proposed that could trigger additional review regarding such measures. Furthermore, as discussed in the PEIR, the level of detail for individual projects on the Project List is generally insufficient to be able to analyze local effects. Such analysis is more appropriately undertaken in project-specific environmental documents prepared by the individual CEQA lead agencies proposing each project.

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

1.0.2 Purpose and Scope of the Addendum to the PEIR

SCAG has prepared this addendum to the PEIR to demonstrate that the proposed changes to the Project List contained in Amendment 2, satisfies the requirements contained in Section 15164 of the CEQA Guidelines for the use of an Addendum to an EIR. The proposed changes to the Project List do not require the preparation of a Subsequent or Supplemental EIR pursuant to Sections 15162 and 15163, respectively, of the CEQA Guidelines due to the absence of new or substantially more adverse significant impacts than those analyzed in the certified EIR.

This Addendum 2 document neither controls nor determines the ultimate decision for approval for Connect SoCal 2024 Amendment 2 and the proposed changes to the Project List contained therein. The information presented in this Addendum 2 will be considered by SCAG's decision-making body, the Regional Council, prior to deciding on Amendment 2.

2.0 Project Description

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

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

- Project is new and not currently included in the Project List.

- Project is currently included in the Project List but has revisions including:
 - Revised description.
 - Revised schedule.
 - Change in total cost.
- Project is a duplicate and needs to be removed or combined with another project in the Project List.
- Project is no longer being pursued and the county transportation commission has requested its removal from the Project List.

Based on input received, Amendment 2 consists of 723 project changes, including 69 new, 605 modified, and 49 deleted projects. There are 696 financially constrained projects, and 27 financially unconstrained plan projects. About 448 out of 723 project changes involve short-term RTP projects. Among the 448 project changes, most of them are modifications to existing projects, including revised project descriptions, modeling updates, schedules, and/or total costs. The 69 new projects include primarily Transportation System Management/Transportation Demand Management projects, minor arterial widenings, intermodal facilities, and bikeway improvements, which provide benefits such as improving efficiency of existing systems and reducing congestion. These new projects involve new costs and modeling changes for projects that were previously not included in Connect SoCal 2024 as amended. There are 49 projects removed due to project cancellation or duplicate entries.

Of the 723 project changes in Amendment 2, 13 of the projects are within Imperial County, 232 of the projects are within Los Angeles County, 30 of the projects are within Orange County, 241 of the projects are within Riverside County, 131 of the projects are within San Bernardino County, 74 of the projects are within Ventura County, and 2 of the projects spread across multiple counties. A complete list of the project modifications is available in Amendment 2.

Consistent with the certified 2024 PEIR, the environmental analysis in this PEIR Addendum 2 is limited to the financially constrained projects.

3.0 Environmental Analysis

3.0.1 Overview

The environmental analysis in this chapter has been prepared by SCAG to assess potential environmental impacts of the proposed updates and revisions to the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy ("Connect SoCal 2024," "RTP/SCS," and "plan") Project List included in Connect SoCal 2024 Amendment 2. As described in Chapter 1, an addendum to the Program Environmental Impact Report (PEIR) is appropriate because the modifications to the Project List would not result in either new significant environmental effects or substantial increase in the severity of previously identified significant effects and that the modifications would be consistent with the environmental analysis, Regional Planning Policies and Implementation Strategies, California Environmental Quality Act (CEQA) mitigation measures, alternatives, Findings of Fact, and Statement of Overriding Considerations contained in the certified PEIR. In summary, the changes to the Project List identified in Amendment 2 (described in Chapter 2.0, Project Description) would not result in a substantial change to the region-wide impacts programmatically analyzed and disclosed in the certified PEIR.

3.0.2 Connect SoCal 2024 PEIR

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

PLAN FEATURES THAT MAY REDUCE IMPACTS

As discussed in the PEIR, Connect SoCal 2024 includes Regional Planning Policies and Implementation Strategies that may reduce impacts. The Regional Planning Policies provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal 2024, which is a healthy, prosperous, accessible, and connected region for a more resilient and equitable future. The Implementation Strategies help the region to achieve this vision for the future and are priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies. The Regional Planning Policies and Implementation Strategies were developed to achieve California's greenhouse gas emission reduction goals as set forth in Senate Bill (SB) 375 and federal Clean Air Act Section 176(c) requirements for transportation conformity while meeting the broader regional objectives, such as improved equity and resilience in addition to preservation of natural lands, improvement of public health, increased roadway safety, support for the region's vital goods movement industries and more efficient use of resources. See Connect SoCal 2024, "Chapter 3: The Plan," for more details on the Regional Planning Policies and Implementation Strategies.

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

COMPLIANCE WITH LAWS AND REGULATIONS

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

MITIGATION MEASURES

As noted above, the PEIR addresses a large-scale region with a variety of potential projects spread over more than 20 years. As such, the PEIR identified regional-level mitigation measures to be implemented by SCAG over the lifetime of the plan as well as project-level mitigation measures that lead agencies can and should consider, as applicable and feasible, in subsequent project-specific design, CEQA review, and decision-making processes. Given that SCAG is not an implementing agency and has no authority over projects in the plan or any land use authority, it is ultimately up to the lead agency's own discretion to determine the appropriateness of the mitigation measures based on project-specific circumstances.

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

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

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

CUMULATIVE IMPACTS

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

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

SUMMARY OF IMPACTS FOR THE CONNECT SOCIAL 2024 PEIR

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

While the land use policies and strategies included in Connect SoCal 2024 would result in a more compact development pattern, which, in turn, would reduce impacts, the plan could also facilitate access to other areas of the state by increasing infrastructure that could ultimately influence growth in areas outside the region's boundaries. Mitigation measures would reduce impacts, but impacts would remain significant and could contribute to cumulative impacts outside the SCAG region.

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

ALTERNATIVES

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

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

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

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

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

PEIR Chapter 4, "Alternatives," also presents an evaluation of the environmentally superior alternative. Of the two alternatives, the Intensified Land Use Alternative would be considered the environmentally superior alternative due to fewer impacts resulting from the more compact land use development pattern, including reduced vehicle miles traveled and greenhouse gas (GHG) emissions. However, this alternative required implementation of the same mitigation measures required for the plan and would not resolve any of the significant and unavoidable impacts of the plan.

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

3.0.3 Environmental Analysis for Amendment 2

The changes described to the Project List identified in Amendment 2 would not result in a substantial change to the region-wide impacts programatically analyzed in the PEIR. The PEIR broadly identifies several region-wide significant impacts that would result from the numerous transportation policies and projects encompassed by Connect SoCal 2024.

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

Although the new projects identified in Amendment 2 were not identified in the PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in Connect SoCal 2024 and with the analysis and conclusions presented in the previously certified Connect SoCal 2024 PEIR. Modeling results indicate that modifications to the Project List resulted in an overall difference of less than one percent. Further, each project will be fully assessed at the project level by the implementing agency in accordance with CEQA, National Environmental Policy Act, and all applicable regulations.

No changes to the mitigation measures or alternatives contained in the Connect SoCal 2024 PEIR are necessary or proposed. SCAG has determined that the changes and additions identified above would result in impacts that would fall within the range of impacts already identified in the previously certified PEIR. Therefore, no substantial physical impacts to the environment beyond those already anticipated and documented in the PEIR are anticipated to result from the changes and additions identified in Amendment 2.

SCAG has evaluated the new projects identified in Amendment 2 at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in Connect SoCal 2024 and with the analysis and conclusions presented in the previously certified PEIR.

Consistent with the certified PEIR, each section in Addendum 2 describes the information that was considered in evaluating the questions contained in the Environmental Checklist of Appendix G of the CEQA Guidelines. The methodology for this Addendum 2 document is both qualitative and quantitative in nature. The Air Quality, Energy, Greenhouse Gas Emissions, and Transportation sections are based upon the latest U.S. EPA-approved EMFAC2021 with the adjustment factors approved by U.S. EPA on Nov., 21, 2025, and then the EMFAC2021 Heavy-Duty Inspection and Maintenance (HD I/M) adjustment factors approved by U.S. EPA on May 6, 2026, for regional emissions analyses in transportation plan and Transportation Improvement Program conformity determinations.

Potential region-wide environmental impacts from the proposed project changes documented in Amendment 2, as compared to those already identified in the certified PEIR, are summarized in **Table 3.0-1, Summary of Impacts from Amendment 2**. As with the plan, Amendment 2 would result in significant impacts in all issue areas except for two issue areas: 1) the plan's consistency with federal transportation conformity requirements under Air Quality and 2) the plan's consistency with SB 375 under Greenhouse Gas Emissions, similar to what was disclosed in the PEIR.

TABLE 3.0-1 Summary of Impacts from Amendment 2

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

3.1 Aesthetics

The proposed changes to the Project List identified in Amendment 2 are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts related to aesthetics beyond those already described and analyzed in the previously certified PEIR. The PEIR determined that the implementation of Connect SoCal 2024 would result in significant and unavoidable impacts with respect to substantial adverse effects on scenic vistas, scenic resources, the existing visual character or quality of public views, and creating a new source of substantial light affecting day or nighttime views. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with aesthetics, including cumulative impacts (see the PEIR, pp. 3.1-20-3.1-30), though impacts will remain significant and unavoidable.

The proposed changes to the Project List identified in Amendment 2 are not substantial at the regional program level, do not alter the fundamental characteristics of Connect SoCal 2024 improvements, and, accordingly, implementation of Amendment 2 would not result in new or substantially increased impacts with respect to aesthetics. Similarly, aesthetic impacts from the proposed projects included in Amendment 2 would fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on aesthetics and comparative analysis of alternatives on aesthetics as previously evaluated and identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate aesthetics impacts beyond those already identified in the PEIR.

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) identified in the PEIR are incorporated into Addendum 2 to reduce aesthetic impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified aesthetic impacts, and the impacts will remain significant and unavoidable. Cumulative impacts would also remain cumulatively considerable.

3.2 Agriculture and Forestry Resources

The proposed changes to the Project List identified in Amendment 2 are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts related to agriculture and forestry resources beyond those already described and analyzed in the previously certified PEIR. The PEIR determined that implementation of Connect SoCal 2024 would result in significant and unavoidable impacts with respect to converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use; conflicting with existing zoning for agricultural use, a Williamson Act contract, forest land; losing or converting forest land to non-forest use; and changing the existing environment resulting in conversion of Farmland to non-agricultural use or forest land to non-forest use. With respect to the impact to timberland or timberland zoned Timberland Production, the PEIR concluded that there would be no impact to timberland since no

land is zoned for timberland use, timberland harvesting does not currently occur in the SCAG region. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with agricultural and forestry resources, including cumulative impacts (see the PEIR, pp. 3.2-12-3.2-22), though impacts will remain significant and unavoidable.

The proposed changes to the Project List identified in Amendment 2 are not substantial at the regional program level, do not alter the fundamental characteristics of Connect SoCal 2024 improvements, and, accordingly, implementation of Amendment 2 would not result in new or substantially increased impacts with respect to agriculture and forestry resources. Amendment 2 does not change the zoning for timberland use; therefore, no impact to timberland or timberland zoned Production Zones for Amendment 2 is anticipated as there is no change to the severity or level of significance and the impacts to timberland remain the same as concluded in the PEIR. Similarly, agriculture and forestry resource impacts from the proposed projects included in Amendment 2 would fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on agriculture and forestry resources and comparative analysis of alternatives on agriculture and forestry resources as previously evaluated and identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate agriculture and forestry resource impacts beyond those already identified in the PEIR.

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) identified in the PEIR are incorporated into Addendum 2 to reduce agriculture and forestry resource impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified agriculture and forestry resource impacts, and the impacts will remain significant and unavoidable. Cumulative impacts would also remain cumulatively considerable.

3.3 Air Quality

The proposed changes to the Project List identified in Amendment 2 are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts related to air quality beyond those already described and analyzed in the previously certified PEIR. The PEIR determined that implementation of Connect SoCal 2024 would result in significant and unavoidable impacts with respect to applicable air quality plans (except for the plan's consistency with federal transportation conformity requirements); cumulative net increase of criteria pollutants for which the region is non-attainment under federal or state ambient air quality standards; exposure of sensitive receptors to substantial pollutant concentrations; and result in other emissions that would adversely affect a substantial number of people. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with air quality, including cumulative impacts (see the PEIR, pp. 3.3-33-3.3-80), though impacts will remain significant and unavoidable.

With respect to applicable air quality plans, the plan as amended would continue to meet all applicable federal transportation conformity requirements set forth by the federal transportation conformity regulations, demonstrating positive transportation conformity (see the Transportation Conformity Analysis Section of Amendment 2). Therefore, at the regional level, with respect to federal transportation conformity requirements, Amendment 2 would not conflict with or obstruct applicable air quality management plans, local state implementation plans, and air quality plans. As such, the impacts from the

proposed projects included in Amendment 2 would remain the same as the PEIR and expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on federal transportation conformity and comparative analysis of alternatives on federal transportation conformity as previously identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate federal transportation conformity impacts beyond those already identified in the PEIR.

Regarding criteria pollutants, this analysis uses the latest U.S. EPA-approved EMFAC2021 with the adjustment factors approved by U.S. EPA on Nov. 21, 2025, and then the EMFAC2021 Heavy-Duty Inspection and Maintenance (HD I/M) adjustment factors approved by U.S. EPA on May 6, 2026, for regional emissions analyses in transportation plan and Transportation Improvement Program conformity determinations. The interim EMFAC2021 HD I/M off-model adjustment factors previously approved by U.S. EPA on May 26, 2023, are not used. **Table 3.3-1, On-Road Mobile-Source Criteria Air Pollutant Emissions By County – Existing Conditions (2019) vs Year 2050 Plan** shows that the plan conditions (2050) and existing conditions (base year 2019) of the criteria pollutant emissions for the six counties in the SCAG region remain similar to what was analyzed for Connect SoCal 2024. The air quality impacts from the proposed projects included in Amendment 2 would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on air quality and comparative analysis of alternatives on air quality as previously evaluated and identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate air quality impacts beyond those already identified in the PEIR.

The updated air quality analysis for Amendment 2 does not propose substantial changes or constitute substantial new information per CEQA Guidelines Section 15162. Rather, the air quality analysis reflects updated technical modeling and does not show that Amendment 2 would cause any new significant air quality effects not previously discussed or identified in the PEIR. Instead, the updated analysis confirms that the air quality effects of Amendment 2 would remain the same as the impacts previously evaluated in the PEIR.

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) identified in the PEIR are incorporated into Addendum 2 to reduce air quality impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified air quality impacts, and the impacts will remain significant and unavoidable. Cumulative impacts would also remain cumulatively considerable.

Table 3.3-1 On-Road Mobile Source Criteria Air Pollutant Emissions by County – Existing Condition (2019) vs Year 2050 Plan

County		(Tons/day)								
		ROG		NOx			CO	PM10	PM2.5	SOx
		Summer	Annual	Summer	Annual	Winter	Winter	Annual	Annual	Annual
Imperial	Existing (Year 2019)	2	2	5	6	6	16	0.3	0.1	0.0
	Plan (Year 2050)	1	1	2	2	2	6	0.3	0.1	0.0
	Difference (Amendment 2 – Year 2050)	-2	-1	-3	-4	-4	-10	0.0	0.0	0.0
	Previous Difference PEIR* (Year 2050)	-2	-1	-4	-4	-4	-10	<0.1	<0.1	<0.1
Los Angeles	Existing (Year 2019)	53	52	84	92	91	498	6.9	2.9	1.0
	Plan (Year 2050)	18	18	21	22	22	161	5.9	2.0	0.6
	Difference (Amendment 2 – Year 2050)	-34	-34	-64	-70	-69	-337	-1.0	-0.9	-0.4
	Previous Difference PEIR* (Year 2050)	-34	-34	-66	-72	-71	-338	-1.2	-1.0	-0.4
Orange	Existing (Year 2019)	16	16	22	24	24	150	2.2	0.9	0.3
	Plan (Year 2050)	6	6	5	6	6	54	1.9	0.6	0.2
	Difference (Amendment 2 – Year 2050)	-10	-10	-17	-18	-18	-95	-0.3	-0.3	-0.1
	Previous Difference PEIR* (Year 2050)	-10	-10	-18	-19	-19	-95	-0.4	-0.3	-0.1
Riverside	Existing (Year 2019)	14	13	28	30	30	115	2.0	0.9	0.3
	Plan (Year 2050)	6	6	11	12	12	52	2.2	0.8	0.2
	Difference (Amendment 2 – Year 2050)	-8	-7	-17	-19	-18	-63	0.2	-0.1	0.0
	Previous Difference PEIR* (Year 2050)	-8	-7	-19	-21	-20	-63	0.1	-0.2	-<0.1
San Bernardino	Existing (Year 2019)	16	15	32	34	34	129	2.2	1.0	0.3
	Plan (Year 2050)	6	6	11	12	12	51	2.3	0.8	0.2
	Difference (Amendment 2 – Year 2050)	-10	-9	-21	-23	-22	-78	0.1	-0.2	-0.1
	Previous Difference PEIR* (Year 2050)	-10	-9	-23	-25	-24	-78	0.0	-0.2	-0.1
Ventura	Existing (Year 2019)	3	3	6	6	6	25	0.5	0.2	0.1
	Plan (Year 2050)	1	1	1	1	1	8	0.4	0.1	0.0
	Difference (Amendment 2 – Year 2050)	-2	-2	-5	-5	-5	-18	-0.1	-0.1	0.0
	Previous Difference PEIR* (Year 2050)	-2	-2	-5	-5	-5	-18	-0.1	-0.1	0.0

Source: SCAG Modeling 2023/2024/2026

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

*PEIR calculations include the original Final PEIR and Addendum 1

3.4 Biological Resources

The proposed changes to the Project List identified in Amendment 2 are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts related to biological resources beyond those already described and analyzed in the previously certified PEIR. The PEIR determined that implementation of Connect SoCal 2024 would result in significant and unavoidable impacts with respect to species identified as a candidate, sensitive, or special status; riparian habitat or other sensitive natural community; state or federally protected wetlands; the movement of native resident, migratory fish, wildlife species, corridors, or nursery sites; and local policies or ordinances protecting biological resources or approved habitat conservation plans. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with biological resources, including cumulative impacts (see the PEIR pp. 3.4-29 – 3.4-52), though impacts will remain significant and unavoidable.

The proposed changes to the Project List identified in Amendment 2 are not substantial at the regional program level and do not alter the fundamental characteristics of Connect SoCal 2024 improvements, and, accordingly, implementation of Amendment 2 would not result in new or substantially increased impacts with respect to biological resources. Similarly, biological resource impacts from the proposed projects included in Amendment 2 would fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on biological resources and comparative analysis of alternatives on biological resources as previously evaluated and identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate biological resource impacts beyond those already identified in the PEIR.

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) identified in the PEIR are incorporated into Addendum 2 to reduce biological resource impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified biological resource impacts, and the impacts will remain significant and unavoidable. Cumulative impacts would also remain cumulatively considerable.

3.5 Cultural Resources

The proposed changes to the Project List identified in Amendment 2 are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts related to cultural resources beyond those already described and analyzed in the previously certified PEIR. The PEIR determined that implementation of Connect SoCal 2024 would result in significant and unavoidable impacts with respect to historical or archeological resources and the disturbance of human remains. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with cultural resources, including cumulative impacts (see the PEIR pp. 3.5-24 – 3.5-32), though impacts will remain significant and unavoidable.

The proposed changes to the Project List identified in Amendment 2 are not substantial at the regional program level and do not alter the fundamental characteristics of Connect SoCal 2024 improvements. And, accordingly, implementation of Amendment 2 would not result in new or substantially increased impacts with respect to cultural resources. Similarly, cultural resource impacts from the proposed projects included in Amendment 2 would fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on cultural resources and comparative analysis of alternatives on cultural resources as previously evaluated and identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate cultural resource impacts beyond those already identified in the PEIR.

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) identified in the PEIR are incorporated into Addendum 2 to reduce cultural resource impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified cultural resource impacts, and the impacts will remain significant and unavoidable. Cumulative impacts would also remain cumulatively considerable.

3.6 Energy

The proposed changes to the Project List identified in Amendment 2 are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts related to energy beyond those already described and analyzed in the previously certified PEIR. The PEIR determined that implementation of Connect SoCal 2024 would result in significant and unavoidable impacts with respect to wasteful, inefficient, or unnecessary consumption of energy resources and interference with state or local plan for renewable energy or energy efficiency. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with energy, including cumulative impacts (see the PEIR pp. 3.6-15 – 3.6-26), though impacts will remain significant and unavoidable.

The proposed changes to the Project List identified in Amendment 2 are not substantial at the regional program level and do not alter the fundamental characteristics of Connect SoCal 2024 improvements, and, accordingly, implementation of Amendment 2 would not result in new or substantially increased impacts with respect to energy. Similarly, energy impacts from the proposed projects included in Amendment 2 would fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on energy and comparative analysis of alternatives on energy as previously evaluated and identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate energy impacts beyond those already identified in the PEIR.

The fuel consumption analysis uses the latest U.S. EPA-approved EMFAC2021 with the adjustment factors approved by EPA on Nov. 21, 2025, and then the EMFAC2021 Heavy-Duty Inspection and Maintenance (HD I/M) adjustment factors approved by the U.S. EPA on May 6, 2026, for regional emissions analyses in transportation plan and Transportation Improvement Program conformity determinations. **Table 3.6-1 SCAG Region Estimated Transportation Fuel Consumption – Amendment 2** shows that the estimated transportation fuel consumption for the SCAG region would remain similar to what was analyzed for

Connect SoCal 2024, with a negligible change to the estimated daily fuel consumption. The negligible change does not constitute a new or substantial impact when compared to the previously certified PEIR. Rather, the updated analysis confirms that Amendment 2 would remain within the scope of the regional and program-level energy analysis in the PEIR.

Table 3.6-1 SCAG Region Estimated Transportation Fuel Consumption – Amendment 2

	Fuel Consumed		Percentage Reduction Compared to 2019
	Billion Gallons per Year	Thousand Gallons per Day	
Existing (Year 2019)	7.6	20,771	—
Amendment 2 (2050 Plan)	5.3	14,427	-30.5%
Previous PEIR* (2050 Plan)	5.3	14,417	-30.8%
<i>Source: SCAG Modeling 2024/2026</i>			
<i>*PEIR calculations include the original Final PEIR and Addendum 1</i>			

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) identified in the PEIR are incorporated into Addendum 2 to reduce energy impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified energy impacts, and the impacts will remain significant and unavoidable. Cumulative impacts would also remain cumulatively considerable

3.7 Geology and Soils

The proposed changes to the Project List identified in Amendment 2 are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts related to geology and soils beyond those already described and analyzed in the previously certified PEIR. The PEIR determined that implementation of Connect SoCal 2024 would result in significant and unavoidable impacts with respect to the risk of loss, injury, or death involving: rupture of a known earthquake fault, seismic ground shaking or ground failure (including liquefaction and landslides); substantial soil erosion or the loss of topsoil; geologic units or soils that are unstable or expansive; soils incapable of supporting the use of septic tanks or alternative wastewater disposal systems; and destruction of a unique paleontological resource or site geologic feature. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with geology and soils, including cumulative impacts (see the PEIR pp. 3.7-25 – 3.7-39), though impacts will remain significant and unavoidable.

The proposed changes to the Project List identified in Amendment 2 are not substantial at the regional program level and do not alter the fundamental characteristics of Connect SoCal 2024 improvements, and, accordingly, implementation of Amendment 2 would not result in new or substantially increased impacts with respect to geology and soils. Similarly, geology and soil impacts from the proposed projects included in Amendment 2 would fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on geology and soils and comparative analysis of alternatives on geology and soils as previously evaluated identified in the PEIR. As such, no new or more

effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate geology and soil impacts beyond those already identified in the PEIR.

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) identified in the PEIR are incorporated into Addendum 2 to reduce geology and soil impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified geology and soil impacts, and the impacts will remain significant and unavoidable. Cumulative impacts would also remain cumulatively considerable.

3.8 Greenhouse Gas Emissions

The proposed changes to the Project List identified in Amendment 2 are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts related to greenhouse gas (GHG) emissions beyond those already described and analyzed in the previously certified PEIR. The PEIR identifies two thresholds of significance with respect to GHG emissions: does the Plan (1) generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment and (2) conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The PEIR found that implementation of Connect SoCal 2024 would result in significant and unavoidable impacts for both thresholds, except for the plan's consistency with SB 375 where the SCAG region would meet the GHG emission reduction targets determined by the California Air Resources Board. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with GHG emissions, including cumulative impacts (see PEIR, pp. 3.8-5-3.8-70), however impacts will remain significant and unavoidable.

The proposed changes to the Project List identified in Amendment 2 are not substantial at the regional program level, do not alter the fundamental characteristics of Connect SoCal 2024 improvements, and, accordingly, implementation of Amendment 2 would not result in new or substantially increased impacts with respect to GHG emissions. Similarly, GHG emission impacts from the proposed projects included in Amendment 2 would fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on greenhouse gas emissions and comparative analysis of alternatives on greenhouse gas emissions as previously evaluated and identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate for energy greenhouse gas emission impacts beyond those already identified in the PEIR.

As previously mentioned, this analysis uses the latest U.S. EPA-approved EMFAC2021 with the adjustment factors approved by U.S. EPA on Nov. 21, 2025, and then, where appropriate, the EMFAC2021 HD I/M adjustment factors approved by U.S. EPA on May 6, 2026. The interim EMFAC2021 HD I/M off-model adjustment factors previously approved by U.S. EPA on May 26, 2023, are not used. Similar to the analysis for the PEIR, transportation emissions for this Addendum 2 include on-road mobile sources such as light and medium duty vehicles, heavy duty vehicles, and buses (see **Table 3.8-1, Greenhouse Gas Emissions from All On-Road Vehicles in the SCAG Region (million metric tons per year) – Amendment 2**) and other transportation sources such as rail, aviation, and ocean-going vessels (see **Table 3.8-2, Greenhouse**

Gas Emissions from Other Transportation Sources in the SCAG Region (million metric tons per year) – Amendment 2).

Amendment 2 would result in similar million metric tons (MMT) per year of carbon dioxide equivalent (CO₂e) total GHG emissions from on-road vehicles compared to the Plan as shown in **Table 3.8-1**. As shown in **Table 3.8-2**, Amendment 2 would result in similar changes when compared to the 2019 base year for total GHG emissions from other transportation sources. Therefore, the proposed changes from the Amendment 2 Project List would result in GHG emissions from on-road and off-road vehicles that are similar in scale to those evaluated in the PEIR. The negligible change in on-road GHG emissions does not alter the PEIR's significance determination, does not represent a new significant impact, and does not constitute a substantial increase in the severity of previously identified significant GHG impacts. Rather, the updated analysis confirms that Amendment 2 would remain within the scope of the regional and program-level GHG analysis in the PEIR.

Table 3.8-1 Greenhouse Gas Emissions from All On-Road Vehicles in the SCAG Region (million metric tons per year) – Amendment 2

On-Road Vehicles	2019 (MMT/year)			2030 (Plan) (MMT/year)			2045 (Plan) (MMT/year)			2050 (Plan) (MMT/year)		
	CO ₂	CH ₄	N ₂ O	CO ₂	CH ₄	N ₂ O	CO ₂	CH ₄	N ₂ O	CO ₂	CH ₄	N ₂ O
Light- and Medium-Duty Vehicles	49.38	0.0025	0.0010	36.79	0.0011	0.0004	32.92	0.0007	0.0002	32.88	0.0007	0.0002
Heavy-Duty Vehicles	12.31	0.0005	0.0014	11.50	0.0003	0.0006	9.98	0.0002	0.0005	10.81	0.0002	0.0005
Buses	1.54	0.0008	0.0001	1.22	0.0008	0.0000	0.61	0.0001	0.0000	0.58	0.0001	0.0000
Subtotal On-Road Vehicles in CO₂	63.2	0.004	0.003	49.5	0.002	0.001	43.5	0.001	0.001	44.3	0.001	0.001
Subtotal On-Road Vehicles in CO₂e*	63.2	0.081	0.8	49.5	0.05	0.3	43.5	0.02	0.2	44.3	0.02	0.2
Total GHG Emissions from On-Road Vehicles in CO₂e (Amendment 2)	64.09			49.87			43.76			44.53		
<i>Total GHG Emissions from On-Road Vehicles in CO₂e (Previous PEIR)**</i>	64.09			50.23			44.04			44.50		

Source: SCAG Modeling (2023/2024/2026)

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

*CO₂ was converted to CO₂e based on the Global Warming Potential (GWP) (CARB, undated[b]).

**PEIR Calculations include the original Final PEIR and PEIR Addendum 1

Table 3.8-2 Greenhouse Gas Emissions from Other Transportation Sources in the SCAG Region (million metric tons per year) – Amendment 2

Off-Road Vehicles**	2019 (MMT/year)			2030 (Plan) (MMT/year)			2045 (Plan) (MMT/year)			2050 (Plan) (MMT/year)		
	CO2	CH4	N2O	CO2	CH4	N2O	CO2	CH4	N2O	CO2	CH4	N2O
Rail	—	0.00002	0.0006	0.00	0.00002	0.0007	0.00	0.00001	0.0004	0.00	0.00001	0.0004
Aviation***	1.29	—	—	1.66	—	—	2.17	—	—	2.34	—	—
Airport Ground Support (GSE)	0.11	0.00000	0.000	0.13	0.00000	0.00002	0.15	0.00000	0.00002	0.15	0.00000	0.00002
Ocean-Going Vessel	0.42	0.00001	0.0002	0.43	0.0000	0.0001	0.55	0.0000	0.0001	0.57	0.0000	0.0001
Subtotal Other Transportation Sources	0.5	0.000	0.001	0.6	0.000	0.001	0.7	0.000	0.001	0.7	0.000	0.000
Subtotal Other Transportation Sources in CO2e*	0.5	0.001	0.3	0.6	0.00	0.3	0.7	0.00	0.2	0.7	0.00	0.2
Total GHG Emissions from Off-Road Vehicles in CO2e* (Amendment 2)	2.07			2.51			3.04			3.21		
Total GHG Emissions from Off-Road Vehicles in CO2e* (Previous PEIR)****	2.07			2.51			3.04			3.21		

Source: SCAG Modeling (2023/2024/2026); SCAQMD 2016

Table Notes:

* CO2 was converted to CO2e based on the [Global Warming Potential \(GWP\)](#) (CARB, undated[b]).

** Rail, aviation and ocean-going vessels are regulated at the federal level. Airport Ground Support (GSE) sources are regulated at the state level. Rail CO2 emissions are not available.

*** Aviation CO2 MMT values linearly interpolated from presented years 2012 and 2040 from the SCAQMD Aircraft Emission Inventory (August 2016). This study includes Burbank, John Wayne, Long Beach, LAX, Ontario and Palm Springs which are a substantial fraction of the entire SCAG region. These airports represent 99.99% of the passenger traffic and 99.96% of cargo volume from commercial airports in the region in 2019 (see the 2024 PEIR Aviation Noise Technical Report for additional details). Note CH4 and N2O not presented. Aviation GHG emissions from other air basins unavailable.

****PEIR calculations include the original Final PEIR and the PEIR Addendum 1

Table 3.8-3 Greenhouse Gas Emissions (CO₂e) from All On-Road and Other Transportation Sources in the SCAG Region (million metric tons per year) – Amendment 2

	2019 Base Year	2030 (Plan)	2045 (Plan)	2050 (Plan)
Total GHG Emissions from On-Road Vehicles in CO ₂ e (Amendment 2)	64.09	49.87	43.76	44.53
Total GHG Emissions from Other Transportation Sources in CO ₂ e* (Amendment 2)	2.07	2.51	3.04	3.21
All Transportation Sector (On-Road and Other Sources) in CO ₂ e (Previous PEIR**)	66.16	52.74	47.08	47.71
All Transportation Sector (On-Road and Other Sources) in CO ₂ e (Amendment 2)	66.16	52.37	46.80	47.74
2030, 2045, 2050 Plan (Previous PEIR**) vs. 2019 Base Year	-	-20.3%	-28.8%	-27.9%
2030, 2045, 2050 Plan (Amendment 2) vs. 2019 Base Year	-	-20.8%	-29.3%	-27.8%
<i>Source: SCAG Modeling (2023/2024/2026)</i>				
<i>Table Notes: CO₂ was converted to CO₂e based on the Global Warming Potential (GWP) (CARB, undated[b]). Numbers may not sum to total due to rounding.</i>				
<i>*Emission sources include rail, aviation, GSE, and ocean-going vessels. Rail, aviation, and ocean-going vessels are regulated at the federal level. Airport Ground Support (GSE) sources are regulated at the state level.</i>				
<i>**PEIR calculations include the original Final PEIR and the PEIR Addendum 1</i>				

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

The proposed changes to the Project List identified in Amendment 2 would not interfere with the plan's ability to achieve the 8 percent per capita GHG emissions target for 2020 as set by CARB for the SCAG region for SB 375 purposes. Similarly, the plan would continue to meet the 19 percent per capita GHG target for 2035. As discussed in the PEIR, the plan has met state requirements for RTP/SCS under SB 375 and is considered not in conflict with SB 375. In addition, implementation of the plan's Regional Planning Policies and Implementation Strategies throughout the lifetime of the plan (beyond 2035), including investments and strategies in transit improvements, traffic congestion management, emerging technology, and active transportation within the SCAG region, will lead to further GHG reductions by 2050. Thus, the plan would not be in conflict with SB 375, as concluded in the PEIR. Amendment 2 would continue to remain in compliance with SB 375 and will meet and/or exceed the GHG emission reduction targets (refer to Connect SoCal 2024 Amendment 2, Senate Bill 375 and the Sustainable Community Strategy for further details). Accordingly, Amendment 2 would not result in a new significant impact or substantial increase in the severity of previously identified impacts related to consistency with plans, policies, or regulations adopted for the purpose of reducing GHG emissions.

Additionally, Amendment 2 would not interfere with the reduction strategies provided in the SCS, including congestion pricing, mileage-based user fees, and co-working at strategic locations. By meeting the SB 375 targets for 2020 and 2035, implementation of Amendment 2 would continue to achieve SB 375 per capita GHG reduction targets for the SCAG region. Furthermore, Amendment 2 would result in the same GHG reduction trajectory as the plan and would not conflict with the state's long term GHG emission reduction goals. The updated GHG analysis does not constitute new information of substantial importance showing that Amendment 2 would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions in a manner not previously analyzed in the PEIR.

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project level) identified in the PEIR are incorporated into Addendum 2 to reduce greenhouse gas emission impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified greenhouse gas emission impacts, and the impacts will remain significant and unavoidable. Cumulative impacts would also remain cumulatively considerable.

3.9 Hazards and Hazardous Materials

The proposed changes to the Project List identified in Amendment 2 are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts related to hazards and hazardous materials beyond those already described and analyzed in the previously certified PEIR. The PEIR determined that implementation of Connect SoCal 2024 would result in significant and unavoidable impacts with respect to the routine transport, use, or disposal of hazardous materials; reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; emission or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; be located on a hazardous materials site pursuant to Government Code Section 65962.5; result in a safety hazard or excessive noise for people residing or working within two miles of a public airport; interfere with an adopted emergency response plan or emergency evacuation plan; or expose people or structures to a significant risk of loss, injury or death involving wildland fires. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with hazards and hazardous materials, including cumulative impacts (see the PEIR pp. 3.9- 31 – 3.9-51), though impacts will remain significant and unavoidable.

The proposed changes to the Project List identified in Amendment 2 are not substantial at the regional program level, do not alter the fundamental characteristics of Connect SoCal 2024 improvements, and, accordingly, implementation of Amendment 2 would not result in new or substantially increased impacts with respect to hazards and hazardous materials. Similarly, hazards and hazardous material impacts from the proposed projects included in Amendment 2 would fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on hazards and hazardous materials and comparative analysis of alternatives on hazards as previously evaluated and identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate for hazards and hazardous material impacts beyond those already identified in the PEIR.

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) identified in the PEIR are incorporated into Addendum 2 to reduce hazards and hazardous material impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified hazards and hazardous material impacts, and the impacts will remain significant and unavoidable. Cumulative impacts would also remain cumulatively considerable.

3.10 Hydrology and Water Quality

The proposed changes to the Project List identified in Amendment 2 are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts related to hydrology and water quality beyond those already described and analyzed in the previously certified PEIR. The PEIR determined that implementation of Connect SoCal 2024 would result in significant and unavoidable impacts with respect to water quality standards or waste discharge requirements, and surface or groundwater quality; groundwater supplies or interfere substantially with groundwater recharge; existing drainage patterns of the site or area including through the addition of impervious surfaces resulting in substantial erosion or siltation, alteration of the course of a stream or river resulting in substantially increasing the rate or amount of flooding or impeding or redirecting flows, contributing runoff water which would exceed the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff; risk of flood hazard, tsunami, or seiches zones; and conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with hydrology and water quality, including cumulative impacts (see PEIR, pp. 3.10-34-3.10-53), though impacts will remain significant and unavoidable.

The proposed changes to the Project List identified in Amendment 2 are not substantial at the regional program level, do not alter the fundamental characteristics of Connect SoCal 2024 improvements, and, accordingly, implementation of Amendment 2 would not result in new or substantially increased impacts with respect to hydrology and water quality. Similarly, hydrology and water quality impacts from the proposed projects included in Amendment 2 would fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on hydrology and water quality and comparative analysis of alternatives on hydrology and water quality as previously evaluated and identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate hydrology and water quality impacts beyond those already identified in the PEIR.

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) identified in the PEIR are incorporated into Addendum 2 to reduce hydrology and water quality impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified hydrology and water quality impacts, and the impacts will remain significant and unavoidable. Cumulative would also remain cumulatively considerable.

3.11 Land Use and Planning

The proposed changes to the Project List identified in Amendment 2 are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts related to land use and planning beyond those already described and analyzed in the previously certified PEIR. The PEIR determined that implementation of Connect SoCal 2024 would result in significant and unavoidable impacts with respect to physically dividing an established community and conflicting with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with land use and planning, including cumulative impacts (see the PEIR pp. 3.11-26 – 3.11-32), though impacts will remain significant and unavoidable.

The proposed changes to the Project List identified in Amendment 2 are not substantial at the regional program level, do not alter the fundamental characteristics of Connect SoCal 2024 improvements, and, accordingly, implementation of Amendment 2 would not result in new or substantially increased impacts with respect to land use and planning. Similarly, land use and planning impacts from the proposed projects included in Amendment 2 would fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on land use and planning and comparative analysis of alternatives on land use and planning as previously evaluated and identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate land use and planning impacts beyond those already identified in the PEIR.

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) identified in the PEIR are incorporated into Addendum 2 to reduce land use and planning impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified land use and planning impacts, and the impacts will remain significant and unavoidable. Cumulative impacts would also remain cumulatively considerable.

3.12 Mineral Resources

The proposed changes to the Project List, identified in Amendment 2, are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts related to mineral resources beyond those already described and analyzed in the previously certified PEIR. The PEIR determined that implementation of Connect SoCal 2024 would result in significant and unavoidable impacts with respect to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state and the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with mineral resources, including cumulative impacts (see the PEIR pp. 3.12-7 – 3.12-12), though impacts will remain significant and unavoidable.

The proposed changes to the Project list identified in Amendment 2 are not substantial at the regional program level, do not alter the fundamental characteristics of Connect SoCal 2024 improvements, and, accordingly, implementation of Amendment 2 would not result in new or substantially increased impacts with respect to mineral resources. Similarly, mineral resource impacts from the proposed projects included in Amendment 2 would fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on mineral resources and comparative analysis of alternatives on mineral resources previously evaluated and identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate mineral resource impacts beyond those already identified in the PEIR.

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) identified in the PEIR are incorporated into Addendum 2 to reduce mineral resource impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified mineral resource impacts, and the impacts will remain significant and unavoidable. Cumulative impacts would also remain cumulatively considerable.

3.13 Noise

The proposed changes to the Project List identified in Amendment 2 are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts related to noise beyond those already described and analyzed in the previously certified PEIR. The PEIR determined that implementation of Connect SoCal 2024 would result in significant and unavoidable impacts with respect to ambient noise levels in the vicinity of a project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies; groundborne vibration or noise levels; and exposure to excessive noise levels within two miles of a public airport, including cumulative impacts. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with noise, including cumulative impacts (see PEIR, pp. 3.13-26-3.13-39), though impacts will remain significant and unavoidable.

The proposed changes to the Project List identified in Amendment 2 are not substantial at the regional program level, do not alter the fundamental characteristics of Connect SoCal 2024 improvements, and, accordingly, implementation of Amendment 2 would not result in new or substantially increased impacts with respect to noise. Similarly, noise impacts from the proposed projects included in Amendment 2 would fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on noise and comparative analysis of alternatives on noise as previously evaluated and identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate noise impacts beyond those already identified in the PEIR.

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) identified in the PEIR are incorporated into Addendum 2 to reduce noise impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified noise impacts, and the impacts will remain significant and unavoidable. Cumulative impacts would also remain cumulatively considerable.

3.14 Population and Housing

The proposed changes to the Project List identified in Amendment 2 are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts related to population and housing beyond those already identified in the PEIR. The PEIR determined that implementation of Connect SoCal 2024 would result in significant and unavoidable impacts with respect to unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) and displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with population, housing, and employment, including cumulative impacts (see PEIR, pp. 3.14-20-3.14-27), though impacts will remain significant and unavoidable.

The proposed changes to the Project List identified in Amendment 2 are not substantial at the regional program level, do not alter the fundamental characteristics of Connect SoCal 2024 improvements, and, accordingly, implementation of Amendment 2 would not result in new or substantially increased impacts with respect to population and housing. Similarly, population and housing impacts from the proposed projects included in Amendment 2 would fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on population and housing and comparative analysis of alternatives on population and housing as previously evaluated and identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate population and housing impacts beyond those already identified in the PEIR.

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) identified in the PEIR are incorporated into Addendum 2 to reduce population and housing impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified population and housing impacts, and the impacts will remain significant and unavoidable. Cumulative impacts would also remain cumulatively considerable.

3.15 Public Services

The proposed changes to the Project List identified in Amendment 2 are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts related to public services beyond those already described and analyzed in the previously certified PEIR. The PEIR determined that implementation of Connect SoCal 2024 would result in identified significant and unavoidable impacts with respect to fire, police, educational, and library facilities in order to maintain acceptable service ratios, response times, or other performance objectives. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with public services, including cumulative impacts (see the PEIR, pp. 3.15-2-3.15-32), though impacts will remain significant and unavoidable.

The proposed changes to the Project List identified in Amendment 2 are not substantial at the regional program level, do not alter the fundamental characteristics of Connect SoCal 2024 improvements, and, accordingly, implementation of Amendment 2 would not result in new or substantially increased impacts with respect to public services. Similarly, public service impacts from the proposed projects included in Amendment 2 would fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on public services and comparative analysis of alternatives on public services as previously evaluated and identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate public service impacts beyond those already identified in the PEIR.

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) identified in the PEIR are incorporated into Addendum 2 to reduce public service impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified public service impacts, and the impacts will remain significant and unavoidable. Cumulative impacts would also remain cumulatively considerable.

3.16 Recreation

The proposed changes to the Project List identified in Amendment 2 are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts related to recreation beyond those already identified in the PEIR. The PEIR determined that implementation of Connect SoCal 2024 would result in significant and unavoidable impacts with respect to existing neighborhood and regional parks or other recreational facilities, park facilities, and service ratios or other performance objectives. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with recreation, including cumulative impacts (see the PEIR, pp. 3.16-13-3.16-18), though impacts will remain significant and unavoidable.

The proposed changes to the Project List identified in Amendment 2 are not substantial at the regional program level, do not alter the fundamental characteristics of Connect SoCal 2024 improvements, and, accordingly, implementation of Amendment 2 would not result in new or substantially increased impacts with respect to recreation. Similarly, recreation impacts from the proposed projects included in Amendment 2 would fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on recreation and comparative analysis of alternatives on recreation as previously evaluated and identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate recreation impacts beyond those already identified in the PEIR.

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) identified in the PEIR are incorporated into Addendum 2 to reduce recreation impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified recreation impacts, and the impacts will remain significant and unavoidable. Cumulative impacts would also remain cumulatively considerable.

3.17 Transportation

The proposed changes to the Project List identified in Amendment 2 are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts to transportation beyond those already identified in the PEIR. The PEIR utilized data from the SCAG Regional Travel Demand Model to present a regional analysis for the impacts of the PEIR on transportation. The PEIR determined that implementation of Connect SoCal 2024 would result in significant and unavoidable impacts with respect to: programs, plans, ordinances, or policies addressing the circulation system including transit, roadway, bicycle, and pedestrian facilities; CEQA Guidelines section 15064.3(b) including per capita Vehicle Miles Traveled (VMT); hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); and inadequate emergency access. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with transportation impacts, including cumulative impacts (see the PEIR, pp. 3.17-38-3.17-54), though impacts will remain significant and unavoidable.

The proposed changes to the Project List identified in Amendment 2 are not substantial at the regional program level, do not alter the fundamental characteristics of Connect SoCal 2024 improvements, and, accordingly, implementation of Amendment 2 would not result in new or substantially increased impacts with respect to transportation. Similarly, transportation impacts from the proposed projects included in Amendment 2 would fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on transportation and comparative analysis of alternatives on transportation as previously evaluated and identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate transportation impacts beyond those already identified in the PEIR.

As shown in **Table 3.17-1 VMT 2019 and 2050 by County – Amendment 2** and **Table 3.17-2 VMT per Capita by County (2019 and 2050) – Amendment 2**, Amendment 2 would result in a negligible change in daily vehicle miles traveled and vehicle miles traveled per capita throughout the SCAG region as previously disclosed in the PEIR. **Table 3.17-3 Total Daily Vehicle Hours of Delay (2019 and 2050) – Amendment 2** and **Table 3.17-4 Percent of PM Work Trips Completed within 45 Minutes – Amendment 2** indicate that there would be a slight increase (0.2 percent change) in total hours of delay in 2050 and a slight decrease in the percentage of work trips of less than 45 minutes as a result of the Project List changes identified in Amendment 2. As such, project changes are not expected to result in any new or substantial impacts when compared to the certified PEIR since the changes are negligible at the regional level. Therefore, no changes to analyses and transportation findings previously discussed in the certified PEIR.

Table 3.17-1 VMT 2019 and 2050 by County – Amendment 2

County	In Thousands ¹			
	2019		2050 Plan	
	Light-medium duty Vehicles	All Vehicles	Light-medium duty Vehicles	All Vehicles
Imperial	6,000	7,000	7,000	9,000
Los Angeles	207,000	220,000	188,000	206,000
Orange	72,000	77,000	70,000	75,000
Riverside	54,000	59,000	63,000	72,000
San Bernardino	57,000	63,000	63,000	71,000
Ventura	18,000	19,000	16,000	17,000
SCAG Region (Amendment 2)	414,000	444,000	407,000	450,000
SCAG Region (Previous PEIR*)	414,000	444,000	407,000	450,000
<i>Source: SCAG modeling (2023/2024/2026)</i>				
<i>Table Notes: Numbers may not sum to total due to rounding.</i>				
<i>Numbers are rounded to nearest thousand.</i>				
<i>*PEIR calculations include the original Final PEIR and the PEIR Addendum #1</i>				

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

County	Total VMT per Capita			
	Light/Medium-Duty Vehicles		All Vehicles	
	2019	2050	2019	2050
Imperial	32.98	35.03	38.47	42.31
Los Angeles	20.61	17.42	21.93	19.08
Orange	22.65	20.30	23.97	21.84
Riverside	22.67	21.18	24.77	23.96
San Bernardino	26.24	23.83	28.87	27.26
Ventura	20.63	18.51	21.93	20.12
SCAG Reion (Amendment 2)	21.99	19.46	23.59	21.53
SCAG Region (Previous PEIR*)	21.99	19.44	23.59	21.52

Source: SCAG modeling (2023/2024/2026); SCAG 2023c

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

***PEIR calculations include the original Final PEIR and the PEIR Addendum #1**

Table 3.17-3 Total Daily Vehicle Hours of Delay (2019 and 2050) – Amendment 2

County	2019	2050 Plan
Imperial	6,726	11,310
Los Angeles	1,533,818	1,102,221
Orange	364,635	241,457
Riverside	142,765	165,334
San Bernardino	169,850	160,047
Ventura	64,782	34,786
Regional (Amendment 2)	2,282,577	1,715,155
Regional (Previous PEIR*)	2,282,577	1,711,167

Source: SCAG modeling (2023/2024/2026)

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

***PEIR calculations include the original Final PEIR and the PEIR Addendum #1**

Table 3.17-4 Percent of PM Work Trips Completed within 45 Minutes – Amendment 2

County	2019	2050 Plan
Single Occupant Vehicles		
Imperial	89.09%	85.32%
Los Angeles	74.04%	84.49%
Orange	85.98%	91.21%
Riverside	71.16%	83.61%
San Bernardino	68.41%	81.00%
Ventura	77.34%	85.94%
<i>Region (Amendment 2)</i>	75.69%	85.28%
<i>Region (Previous PEIR*)</i>	75.69%	85.30%
High Occupancy Vehicles		
Imperial	88.87%	79.21%
Los Angeles	75.80%	83.29%
Orange	86.19%	90.09%
Riverside	71.48%	83.27%
San Bernardino	72.22%	81.09%
Ventura	79.83%	87.17%
<i>Region (Amendment 2)</i>	77.01%	84.39%
<i>Region (Previous PEIR*)</i>	77.01%	84.41%
Transit		
Imperial	46.00%	21.05%
Los Angeles	37.22%	38.91%
Orange	42.07%	45.36%
Riverside	59.56%	55.90%
San Bernardino	55.06%	47.97%
Ventura	46.63%	54.35%
<i>Region (Amendment 2)</i>	38.87%	41.27%
<i>Region (Previous PEIR*)</i>	38.87%	41.62%

Source: SCAG Modeling (2023/2024/2026)

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

***PEIR calculations include the original Final PEIR and the PEIR Addendum #1**

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) identified in the PEIR are incorporated into Addendum 2 to reduce transportation impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified transportation

impacts, and the impacts will remain significant and unavoidable. Cumulative impacts would also remain cumulatively considerable.

3.18 Tribal Cultural Resources

The proposed changes to the Project List identified in Amendment 2 are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts related to Tribal resources beyond those already identified in the PEIR. The PEIR determined that implementation of Connect SoCal 2024 would result in significant and unavoidable impacts with respect to Tribal cultural resources defined in Public Resources Code section 21074. SCAG met the requirements of AB 52 by performing the requisite tribal consultation as documented in Appendix G of the PEIR. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with Tribal cultural resources, including cumulative impacts (see the PEIR, pp. 3.18-6 3.18-10), though impacts will remain significant and unavoidable.

The proposed changes to the Project List identified in Amendment 2 are not substantial at the regional program level, do not alter the fundamental characteristics of Connect SoCal 2024 improvements, and, accordingly, implementation of Amendment 2 would not result in new or substantially increased impacts with respect to Tribal cultural resources. Similarly, Tribal cultural resource impacts from the proposed projects included in Amendment 2 would fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on Tribal cultural resources and comparative analysis of alternatives on tribal cultural resources as previously evaluated and identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate Tribal cultural resource impacts beyond those already identified in the PEIR.

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) identified in the PEIR are incorporated into Addendum 2 to reduce Tribal cultural resource impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified Tribal cultural resource impacts, and the impacts will remain significant and unavoidable. Cumulative impacts would also remain cumulatively considerable.

3.19 Utilities and Service Systems

The proposed changes to the Project List identified in Amendment 2 are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts to utilities and service systems beyond those already identified in the PEIR. The PEIR determined that implementation of Connect SoCal 2024 would result in significant and unavoidable impacts with respect to the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects; determination by the wastewater treatment provider that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; generating solid waste in excess of state or local standards, in excess

of the capacity of local infrastructure, or that would otherwise impair the attainment of solid waste reduction goals; and compliance with federal, state, and local management and reduction statutes and regulations related to solid waste. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with utilities and service systems, including cumulative impacts (see the PEIR, pp. 3.19-38–3.19-54), though impacts will remain significant and unavoidable.

The proposed changes to the Project List identified in Amendment 2 are not substantial at the regional program level, do not alter the fundamental characteristics of Connect SoCal 2024 improvements, and, accordingly, implementation of Amendment 2 would not result in new or substantially increased impacts with respect to utilities and service systems. Similarly, utilities and service system impacts from the proposed projects included in Amendment 2 would fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on utilities and service systems and comparative analysis of alternatives on utilities and service systems as previously evaluated and identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate utilities and service system impacts beyond those already identified in the PEIR.

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) identified in the PEIR are incorporated into Addendum 2 to reduce utilities and service system impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified utilities and service system impacts, and the impacts will remain significant and unavoidable. Cumulative impacts would also remain cumulatively considerable.

3.20 Wildfire

The proposed changes to the Project List identified in Amendment 2 are not expected to result in any new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts to wildfire beyond those already identified in the PEIR. The PEIR determined that implementation of Connect SoCal 2024 would result in significant and unavoidable impacts with respect to substantially impairing an adopted emergency response plan or emergency evacuation plan; slope, prevailing winds, and other factors, exacerbating wildfire risks and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment; and expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes. Incorporation of mitigation measures identified in the PEIR would reduce significant impacts associated with wildfire, including cumulative impacts (see the PEIR, pp. 3.20-19-3.20-26), though impacts will remain significant and unavoidable.

The proposed changes to the Project List identified in Amendment 2 are not substantial at the regional program level, do not alter the fundamental characteristics of Connect SoCal 2024 improvements, and, accordingly, implementation of Amendment 2 would not result in new or substantially increased impacts with respect to wildfire. Similarly, wildfire impacts from the proposed projects included in Amendment 2 would fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of

regional impacts on wildfire and comparative analysis of alternatives on wildfire as previously evaluated and identified in the PEIR. As such, no new or more effective Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) are necessary to mitigate wildfire impacts beyond those already identified in the PEIR.

In sum, while the Regional Planning Policies, Implementation Strategies, and mitigation measures (both SCAG and project-level) identified in the PEIR are incorporated into Addendum 2 to reduce wildfire impacts, the impacts resulting from Amendment 2 would remain the same as those identified in the PEIR. Amendment 2 would not result in an increase in the severity of previously identified wildfire impacts, and the impacts will remain significant and unavoidable. Cumulative impacts would also remain cumulatively considerable.

4.0 Alternatives

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

The Alternatives Chapter of the previously certified PEIR adequately addresses the range of alternatives to the proposed projects at the programmatic level. Incorporation of the proposed projects identified in Amendment 2 would not require comparison of any new alternatives or alternatives which are considerably different from or inconsistent with those already analyzed in the PEIR. Therefore, no further comparison is required at the programmatic level.

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

5.0 Other CEQA Considerations

The proposed changes to the Project List identified in Amendment 2 would not significantly change the scope of the discussion presented in the Other CEQA Considerations Chapter of the PEIR, which includes an assessment of growth inducing impacts, programmatic level unavoidable impacts, and irreversible impacts (see PEIR, pp. 5-15-11). Unavoidable and irreversible impacts from inclusion of the proposed changes to the Project List identified in Amendment 2 are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified PEIR.

At the programmatic level, any region-wide growth inducing impacts from the proposed projects (as revised by Amendment 2) are expected to be approximately equivalent to those previously disclosed in the PEIR. Overall, the proposed changes to the Project List presented in Amendment 2 are within the scope of the broad, programmatic-level region-wide impacts identified and disclosed in the PEIR. Thus,

Amendment 2 would not be expected to result in any new CEQA impacts that have not been analyzed in the previous PEIR or any long-term impacts that are considerably different from or inconsistent with those already analyzed in the certified PEIR.

6.0 Findings

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

Further, SCAG finds that the proposed changes to the Project List identified in Amendment 2 does not require any new mitigation measures or alternatives previously unidentified in the PEIR, nor do the proposed changes significantly affect mitigation measures or alternatives already disclosed in the PEIR. As such, SCAG has assessed the proposed changes to the Project List included in Amendment 2 at the programmatic level and finds that inclusion of the proposed changes would be within the range of, and consistent with, the environmental analysis, Regional Planning Policies and Implementation Strategies, CEQA mitigation measures, alternatives, Findings of Fact, and Statement of Overriding Considerations contained in the certified PEIR. Therefore, a Subsequent or Supplemental EIR is not required, and SCAG concludes that this addendum to the previously certified PEIR fulfills the requirements of CEQA.



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