

2.0 TECHNICAL REFINEMENTS TO THE PLAN AND ENVIRONMENTAL EFFECTS

2.1 BACKGROUND

SCAG serves as the regional forum for cooperative decision-making by local government elected officials and its primary responsibilities in fulfillment of federal and state requirements include the development of the RTP/SCS; the Federal Transportation Improvement Program (FTIP); the annual Overall Work Program; and the transportation-related portions of local air quality management plans. SCAG's other major functions include determining that regional transportation plans and programs are in conformity with the federal Clean Air Act; determining that the RTP/SCS meets regional greenhouse gas (GHG) emissions reduction targets established by the California Air Resources Board (CARB); preparing a Regional Housing Needs Assessment (RHNA) every eight years; and intergovernmental review of regionally significant projects.

The Regional Council is SCAG's governing body. It consists of 86 elected officials, representing cities, counties, county transportation commissions, transportation corridor agencies, tribal governments, and air districts in the region. The Regional Council has general authority to conduct the affairs of SCAG and directs the actions of the agency throughout the year. Additionally, the Regional Council implements the policy direction provided at the annual General Assembly of its membership, acts upon policy recommendations from SCAG's standing policy committees and external agencies and appoints standing or ad-hoc subcommittees to study specific programs or issues. SCAG's Regional Council directs the policy initiatives of the organization. Consistent with state law and as a matter of policy, SCAG provides for local jurisdictions to have maximum flexibility to make decisions appropriate to their circumstances.

Connect SoCal is a long-range plan that builds upon and expands land use and transportation strategies aimed at increasing mobility options and achieving a more sustainable growth pattern. More than 4,000 individual transportation capital projects and programs, advanced through local and countywide plans, form the foundation of Connect SoCal. A comprehensive Plan update occurs every four-years, at which time the entirety of the Plan is reviewed and revised. During the comprehensive update, SCAG revises the Growth Forecast, integrates new projects and programs funded by the six county transportation commissions, confirms alignment with federal and state performance standards and environmental requirements, reviews and refines regional strategies to address gaps in achieving the region's vision for greater mobility, sustainability and economic prosperity.

Pursuant to the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill (SB) 375), SCAG prepared a sustainable communities strategy (SCS), a required component of the Plan that sets forth a forecasted regional development pattern, integrated with the transportation network, measures, and policies, to reduce GHG emissions from cars and light duty trucks. The Connect SoCal SCS meets the 8 percent per capita greenhouse gas (GHG) emissions for the SCAG region by 2020 and the 19 percent reduction in per capita GHG emissions by 2035 as mandated by California Air Resources Board (CARB). SB 375, and by extension the SCS, are part of California's overall strategy to reach GHG emissions reduction goals as set forth by Assembly Bill (AB) 32, Senate Bill (SB) 32, and Executive Orders S-03-05 and B-30-15.

The Plan also:

- Describes how implementation of the Plan is anticipated to generate and support 168,000 annual jobs stemming from direct transportation investments and 264,500 jobs annually from the enhanced economic competitiveness resulting from infrastructural improvements;
- Describes where and how the region can accommodate a 23 percent increase in projected households and 16 percent increase in jobs between 2020 and 2045; and
- Details a regional transportation investment given \$633.9 billion in expected revenues from federal, state, regional and local sources over the next 25 years

The Plan is constrained by expected transportation revenues and identifies transportation and land use strategies to accommodate projected population, household and employment growth and improve the quality of life for existing and future residents.

Connect SoCal Growth Forecast

As described above, the Plan updates the growth forecast, land use assumptions, and transportation investments that served as a foundation to prior regional transportation plans. On a national level, population growth has slowed, with the US Census Bureau projecting a decrease in national annual growth rate from about 0.75 percent in 2016 to approximately 0.40 percent by the 2040s. In the SCAG region, growth is similarly slowing down, from about 0.85 percent in 2020 to about 0.45 percent by 2045.

While growth rates are at a historic low; a gradual increase to the total population is expected. In the SCAG region, a 0.6 annual growth rate corresponds to about 114,000 new residents annually, or 3.2 million new residents between 2019 and 2045. At the county level, the region anticipates population

increases of 9.1% to 35.4% for its six-county area (Table 2.0-1, 2019-2045 Population, Households and Employment Projections in the SCAG Region)

**Table 2.0-1
2019-2045 Population, Households, and Employment Projections in the SCAG Region**

County Name	Population 2019	Population 2045	Percentage Increase	Households 2019	Households 2045	Percentage Increase	Employment 2019	Employment 2045	Percentage Increase
Imperial	207,700	281,200	35%	58,000	92,500	59%	77,300	130,200	68%
Los Angeles	10,333,600	11,677,200	13%	3,409,500	4,124,500	21%	4,826,600	5,382,200	12%
Orange	3,250,100	3,534,600	9%	1,053,500	1,153,500	10%	1,765,600	1,980,400	12%
Riverside	2,462,600	3,251,700	32%	758,300	1,086,100	43%	812,800	1,102,700	36%
San Bernardino	2,217,100	2,815,500	27%	656,500	874,800	33%	828,300	1,063,800	28%
Ventura	868,600	947,500	9%	276,100	306,400	11%	346,400	389,400	12%
SCAG Region	19,339,700	22,507,200		6,211,900	7,638,600		8,657,138	10,048,500	

Source: SCAG 2019

As growth rates are declining, the population is also aging. From 2000 to 2016, the region’s median age increased from 32.3 to 35.8. By 2045, this number is expected to reach 39.7.

From 2010 to 2019, an additional 1,288,228 people moved to Southern California. Los Angeles County had the largest share of population growth among the six counties in the SCAG region during this period, adding an additional 514,935 new residents (approximately 42 percent of the region’s increase in population). Riverside County followed with the next largest share and experienced an increase of 272,951 new residents (nearly 22 percent of the region’s increase in population).

May 2020 Actions

On May 7, 2020, the Regional Council adopted Resolution No. 20-621-1 certifying the Connect SoCal Program Environmental Impact Report (PEIR) and approving Connect SoCal for federal conformity purposes only. The Resolution postponed for up to 120 days the date by which the Regional Council would be asked to consider approval of Connect SoCal in its entirety and for all other purposes, including but not limited to submittal to the CARB. The Resolution established the following expectations during this timeframe:

- Allow for more time to review Connect SoCal and consider its implications in light of the short and long-term impacts of the COVID-19 pandemic on the region as requested by many stakeholders;
- Work with local jurisdictions to make refinements to the Plan's Growth Forecast in relation to entitlements;
- Identify and quantify all differences within the SCS and locally-approved General Plans and quantify the increase (or decrease) in housing, jobs or population between Connect SoCal and each local General Plan within 60 days; and
- Provide a progress report describing modifications to the SCS and associated modeling and analysis within 60 days.

SCAG has addressed these directives as discussed below.

2.2 COVID-19 EFFECTS

Since the May 7th meeting, SCAG engaged in several outreach activities to learn more from stakeholders about how they have been impacted by COVID-19 and learn how Connect SoCal can best be positioned as a tool for recovery and regional resilience. Activities include engagement with regional planning working groups, direct outreach to specific stakeholders, focus groups with community-based organizations (CBOs), a public survey, and a public virtual town-hall.

Two focus groups with seven CBOs (including: Abundant Housing LA, People for Mobility Justice/ Ride in Living Color, Strategic Actions for a Just Economy, TRUST South LA, Kennedy Commission, Santa Ana Active Streets and Alianza Coachella Valley), reiterated issues raised during the Spring 2019 Connect SoCal outreach process and identified concerns in light of the on-going pandemic. Stakeholders continue to see significant value in strengthening connections within their established communities, but COVID-19 has amplified concerns about housing availability and affordability, evictions, limited alternative transportation options and displacement.

SCAG also conducted a survey asking stakeholders about the impact of COVID-19 on their communities as well as specific questions relating to SCAG's activities and long-range planning. The survey closed on June 25, 2020. A summary was provided in advance of the July Regional Council and Policy Committee meetings. The survey indicated the following concerns because of COVID-19:

- Lack of income to pay rent/mortgage and increased vehicle speeds on local roads

- Longer-term concerns include lack of government funding for services and programs
- Respondents noted that the Connect SoCal goals were either the same or more significant in light of COVID-19.

On June 24, 2020, SCAG held a Virtual Townhall: *Regional Dialogue on Connect SoCal and COVID-19 Recovery*. Small group breakout discussions were held to learn the specific impacts of COVID-19 in communities across the region and to hear from stakeholders about how Connect SoCal implementation, through the planning resources, research and convening functions of SCAG can help assist in moving the region forward.

Additionally, SCAG has undertaken some short-term socio-economic modeling of the effects of COVID-19, but it is not yet possible to forecast the potential long-term implications of the pandemic for the Connect SoCal horizon year of 2045. Since data from the pandemic is limited and the longer-term trajectory of recent trends is yet to be determined, SCAG staff recommends that any necessary changes based on impacts from the pandemic be reflected in the 2024 RTP/SCS.

2.3 TECHNICAL REFINEMENTS TO THE GROWTH FORECAST SINCE PUBLICATION OF THE FINAL PEIR

During the development of the Plan, SCAG coordinated an extensive local engagement process, called the Bottom-Up Local Input and Envisioning Process, with Southern California’s 197 towns, cities and counties while developing Connect SoCal to create a growth forecast that respects local land use policies, reflects local entitlements, and advances regional goals. In addressing the Regional Council directives, SCAG has continued to work closely with local jurisdictions and the development community to review the growth forecast.

In May and June 2020, SCAG conducted targeted outreach to jurisdictions where quantitative analysis indicated the need for direct discussion, and also welcomed all jurisdictions to again review SCAG’s Growth Forecast to ensure entitlements (with anticipated phasing) were captured and general plan maximums were reflected. In total, twelve jurisdictions provided feedback to SCAG – with six asking for adjustments due to general plan capacities and/or entitlements, and others specifically asking that the Growth Forecast not be changed for their jurisdiction at all.

In addition to reviewing general plan allowed densities, SCAG conducted further analysis to account for anticipated shifts—increases and decreases—in growth resulting from Connect SoCal policies. This analysis considered differences, within the locally allowed density ranges (i.e. not exceeding general plan

capacities), of the growth projected by Connect SoCal as compared to local growth assumptions (i.e. Local Input, provided directly by local jurisdictions). In some cases, the Connect SoCal growth assumptions are the same as the Local Input, where SCAG determined the jurisdiction's assumptions effectively capture regional policies. In other cases, the development anticipated is shifted to another location, within the same jurisdiction, to capture anticipated impacts of regional policies.

Capacities at the TAZ level were calculated using general plan designations for each jurisdiction (as updated by recent specific plans, development agreements and other entitlements) and the associated allowable maximum or average (as appropriate) dwelling unit densities per acre for each. This data was supplemented with "Local Input" (if growth conveyed by jurisdictions was higher than SCAG's calculated dwelling unit density). SCAG confirmed 95% of the evaluated TAZs (which account for 97% of the 2045 households) do not exceed allowable general plan densities. (For the remaining 5% SCAG did not have sufficient details regarding local density bonus, accessory dwelling unit ordinances and other zoning controls to definitively confirm allowable densities.) It is important to note that SCAG's assessment of general plan capacity is an estimate that does not consider all factors impacting development capacity (such as local ordinances for accessory dwelling units (ADUs), density bonuses, and zoning). These factors add additional capacity to TAZs.

SCAG modified the sub-jurisdictional growth forecast at the request of six jurisdictions to account for updated general plan capacities including entitlements. The sub-jurisdictional growth forecast modifications were limited to six jurisdictions in Los Angeles (Unincorporated County, Duarte and Malibu), Orange (Anaheim), and San Bernardino (Unincorporated County and Chino) counties. There were no changes to any TAZs in Imperial, Riverside, and Ventura counties. In total, 5,880 households were shifted which represents 0.08 percent of total households in the region, were shifted in 0.29% of the region's 13,257 TAZs and 33,037 jobs, which represents 0.33 percent of total projected regional employment, were shifted in 0.77% of TAZs.

The largest growth shift occurred in Los Angeles County, where 3,080 households and 24,428 jobs were shifted within the jurisdictions of the City of Duarte, City of Malibu, and unincorporated Los Angeles County. Within Orange County 2,598 households and 1,645 jobs, all within the City of Anaheim were shifted. In San Bernardino County, 202 households and 6,964 jobs within the City of Chino and unincorporated area of San Bernardino County were shifted. There were no changes to growth in any TAZs in Imperial, Riverside, and Ventura Counties.

It is important to note that household and employment shifts occurred within each respective jurisdiction at the TAZ level. These sub-jurisdictional level changes did not affect the jurisdictional totals as

households and employment shifts did not occur across counties and cities, but rather within counties and cities. This is important because SCAG adopts the growth forecast at the jurisdictional level. While the TAZ level data is made available to jurisdictions for modeling and other purposes, it is not adopted by SCAG for any purpose. TAZ-level growth projections are used by SCAG for regional modeling purposes and are not adopted as part of Connect SoCal, nor are they used in the growth forecasts. As such, the TAZ level data is not intended to promote or constrain growth in any TAZ. Further, these technical refinements did not result in any changes to the SCS land use maps. Because no shifts occurred across jurisdictions, the jurisdictional level totals remain same as the numbers presented in Connect SoCal Plan, adopted on May 7, 2020.

2.4 ENVIRONMENTAL IMPACTS OF TECHNICAL REFINEMENTS TO THE PLAN

Under state planning law (SB 375), the SCS developed as part of the RTP cannot supersede local General Plan policies.¹ Rather, it is intended to provide a regional policy foundation that local governments may build upon if they so choose and generally includes the quantitative growth projections for each city and county in the region going forward. The PEIR, page 1.0-16 notes as follows:

... SB 375 specifically provides that nothing in an SCS supersedes the land use authority of cities and counties, and that cities and counties are not required to change their land use policies and regulations, including their general plans, to be consistent with the SCS or an alternative planning strategy.² Moreover, cities and counties have plenary authority to regulate land use through their police powers granted by the California Constitution, art. XI, §7, and under several statutes, including the local planning law,³ the zoning law,⁴ and the Subdivision Map Act.⁵

SB 375 does not require that general plans be consistent with the SCS. However, to use CEQA streamlining under SB 375 a lead agency must find that a project is consistent with the SCS. SCAG has clearly indicated that lead agencies/local jurisdictions have sole discretion to make consistency findings with the SCS for the purposes of CEQA.

Connect SoCal's Growth Forecast Guiding Principle No. 3 states the following:

¹ Cal. Gov Code Section 65080(b)(2)(K).

² California Legislative Information. *Public Resources Code – PRC, Division 13. Environmental Quality, Chapter 2.5, Definitions [21060-21074]*.

³ California Legislative Information. *Chapter 3. Local Planning 65100-65763*.

⁴ California Legislative Information. *Chapter 4. Zoning Regulations 65800-65912*.

⁵ California Legislative Information. *Division 2 Subdivisions 66410-66499.38*.

2.0 Technical Refinements to the Plan and Environmental Effects

For the purpose of determining consistency with Connect SoCal for the California Environmental Quality Act (CEQA), grant or other opportunities, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency; SCAG may also evaluate consistency for grants and other resource opportunities; consistency should be evaluated utilizing the goals and policies of Connect SoCal and its associated Program Environmental Impact Report (PEIR). However, TAZ growth projections for households, employment or population reflected in TAZ maps may not be utilized to determine consistency or inconsistency with Connect SoCal.^{6,7}

Changes to the distribution of growth have the potential to affect environmental impacts. The distribution of growth affects the transportation and air quality modeling undertaken by SCAG. The SCAG models are used to provide gross estimates of regional environmental parameters (in particular VMT, criteria pollutant emissions and GHG emissions). However, the inputs to these models are subject to variability (location and density of land uses, travel patterns, fuel make up, pricing assumptions and many more). Because of this, minor changes to assumptions result in minor changes to modeling results and are not statistically significant. As noted above, SCAG has made technical refinements to the growth forecast at the sub-jurisdictional (i.e., TAZ) level.

The environmental analysis provided in this Addendum describes the information that was considered in evaluating the environmental resource areas and checklist identified in Appendix G of the State CEQA Guidelines. None of these technical refinements result in substantial changes to the information presented in the Final PEIR, including modeling results (See **Table 2.0-2, Summary of Impacts from Technical Refinements to the Plan**). Nonetheless, below is a summary description of each topic area analyzed within the Final PEIR and how the changes described above would result in a change from the analysis presented in the Final PEIR.

⁶ Pending adoption from the Regional Council on September 3, 2020. Please refer to the Staff Report entitled: Final Connect SoCal Technical Refinements for details about the changes to the Growth Forecast Guiding Principles and other clarifications.

⁷ "TAZ-level growth projections" refer to the disaggregation of the regional and jurisdictional population, household, employment growth forecasts developed as part of the final, adopted Connect SoCal, and is in contrast to other TAZ-level data such as locally envisioned growth projections (i.e., "local input") or the 2016 base-year TAZ-level data developed by SCAG. "TAZ Maps" refer to visualizations in a map format of the TAZ-level growth projections within a TAZ boundary, which may be created by SCAG, and such maps are not developed, included, contained, approved or adopted as part of Connect SoCal.

**Table 2.0-2
Summary of Technical Refinements to the Plan**

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

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

Aesthetics and Views

The certified Final PEIR determined that the Plan would result in substantial degradation of the existing visual character or quality of sites and its surroundings, adverse effects on scenic vistas, damage to scenic resources, creating a new source of substantial light affecting day or nighttime thereby resulting in significant impacts.

SCAG prepared updated modeling and changes to the TAZ level growth forecasts. No changes were made to the transportation projects, Plan strategies, or the jurisdictional level forecasts. While the

distribution of households and jobs would change slightly, overall, the changes would not alter identified impacts with respect to scenic vistas, scenic highways, visual character, light, or glare. Therefore, impacts would not change as compared to those identified for the Final PEIR; no new or greater impacts would occur.

Regional-scale impacts to scenic resource and vista points would remain the same. None of the analysis presented in Section 3.1, Aesthetics, of the Final PEIR would be changed as a result of the technical refinements presented herein. While adjustments were made at the sub jurisdictional level, at the regional level, impacts would remain significant and unavoidable. The technical refinements would not result in any new significant impacts on aesthetic impacts at the regional level because the changes are minor and occur at the sub jurisdictional level.

Agriculture and Forestry

The certified Final PEIR determined that the Plan would have the potential to convert the following to non-agricultural use: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and land managed pursuant to Williamson Act contracts. Significant impacts to agriculture and forestry resources would occur.

As described above, technical refinements included modifications to the growth forecast in the form of shifting jobs and housing within a limited number of TAZs. Based on these technical refinements, the loss of agricultural land as identified within the PEIR could change slightly, but at the regional scale such impacts would be negligible. Because the refinements only occurred at the TAZ level, and there were no changes to the jurisdictional level or regional level growth forecast numbers, the impacts identified within the PEIR would not be expected to change substantially. While there could be some change in the loss of important farmland, or forest land at TAZ level as households and jobs are shifted, at the regional scale such impacts would be negligible.

While the distribution of individual land use projects could change slightly, overall, the changes to the modeling would not alter the impacts with respect to conflicts with agricultural zoning, forest zoning, or loss of forest and farmlands. Therefore, the technical refinements would not substantially change impacts as compared to those identified in the PEIR; no new or greater impacts would occur.

Air Quality

The Final PEIR concluded that the Plan will result in a less than significant air quality impact related to the potential to conflict with or obstruct implementation of the adopted SIPs/AQMPs/Attainment Plans in

the SCAG region and with regard to objectionable odors. The Final PEIR also concluded that the Plan could contribute to an air quality violation due to an increase in total VMT, and impacts would be significant.

As described above, technical refinements included modifications to the growth forecast in the form of shifting jobs and housing within a limited number of TAZs. While the distribution of individual land use projects could change slightly, overall, the changes to the modeling would not alter the impacts with respect to conflicts with air quality plans (SIP/AQMPs/Attainment Plans). Regarding air quality emissions, the slight change in at the TAZ level could result in incremental changes in total air pollutants for which the region is in non-attainment under applicable NAAQs or CAAQs. However, since the total population, housing, and employment remains constant at the jurisdictional level, such changes would not be significant. Additionally, none of the technical refinements impacts the air quality modeling provided for federal Transportation Conformity. SCAG has also reviewed the background information and mitigation measures suggested by CBD specific to air quality. The revised mitigation measures, and background information clarify the information with the Final PEIR and do not affect the determination of impacts. (Refer to **Chapter 3.0, PEIR Clarifications**, and **Chapter 4.0, Mitigation Measures**, of this Addendum, for additional information regarding refinements made to the mitigation measures.) Therefore, the technical refinements would not substantially change impacts as compared to those identified in the PEIR; no new or greater impacts would occur.

Biological Resources

The Final PEIR concluded the Plan and development projects anticipated to occur under the Plan would affect biological resources, including direct loss of sensitive plant and/or wildlife species resulting from injury, death, or disturbance of these species. The Final PEIR also concluded that the Plan would have a substantial adverse effect on riparian habitats and other sensitive natural communities. Impacts would be significant and unavoidable.

Transportation projects, development projects anticipated to occur under the Plan, and Plan strategies, would not change as a result of the technical refinements described above, therefore the regional-scale direct impacts to biological resources would be the same as those identified in the PEIR. The impacts to natural vegetation, sensitive species and communities, habitat connectivity, and riparian and wetland areas, would also be the same. The acres of critical habitat would be similar to the amount impacted in Tables 3.4-13, Acres of Critical Habitat for Listed Species Potentially Affected by Connect SoCal Major Transportation Projects. The number of listed plant species and wildlife species affected by the Plan would be similar to those provided in Table 3.4-14, Records of Listed Plant Species within 500 Feet of

Connect SoCal Projects and Table 3.4-15, Records of Listed Wildlife Species within 500 Feet of Connect SoCal Projects. Similarly, acres of sensitive and riparian habitat within 500 feet of Connect SoCal projects (Table 3.4-16) would not substantively change based on the modifications described above. Miles of blueline streams and acres of federally protected waterways within 500 feet of Connect SoCal Projects would also not substantively change (Table 3.4-17, Table 3.4-18, and Table 3.4-19). Lastly acres used for wildlife movement (Table 3.4-20) would be minimally affected by the changes in the Final Plan. The changes in the Final Plan would not impact acres subject to HCP or NCCPs. SCAG has also reviewed the background information and mitigation measures suggested by CBD specific to biological resources. The revised mitigation measures, background information, and analysis amplify and clarify the information in the Final PEIR and do not affect the determination of impacts. (Refer to **Chapter 3.0, PEIR Clarifications**, and **Chapter 4.0, Mitigation Measures**, of this Addendum, for additional information regarding refinements made to the mitigation measures.)

While the distribution of housing and jobs would change slightly under limited circumstances as described above, overall, the refinements to the growth forecast would not alter the impacts with respect to threatened and/or endangered species, fully protected and sensitive species, locally important species, or associated critical habitat. Therefore, the technical refinements would not substantially change impacts as compared to those identified in the PEIR; no new or greater impacts would occur.

Cultural Resources

The Final PEIR concluded that the Plan would have the potential to cause significant and unavoidable impacts to historical and archaeological resources, including the potential to disturb human remains.

Transportation projects, potential land use development projects as a result of the Plan and Plan strategies, would not change as a result of the technical refinements described, therefore, regional-scale direct impacts to cultural resources, including impacts to historical and archaeological, resources would be similar to those identified in the Draft PEIR. The Plan would continue to include regional land use and transportation strategies that focus new growth in urbanized areas. Many urbanized areas are older urban or suburban town centers where structures of architectural or historical significance are likely to be located. Therefore, regional-scale impacts would not change. Transportation projects considered in the Plan would continue to have the potential to impact the nearly 100,000 archaeological resources in the SCAG region (Table 3.5-1). The Plan would continue to focus growth in urban areas and impacts would not substantively change.

While the distribution of housing and jobs would change slightly under limited circumstances as described above, overall, the refinements to the growth forecast would not alter the impacts with respect to historic and archaeological resources. Therefore, the technical refinements would not substantially change impacts as compared to those identified in the PEIR; no new or greater impacts would occur.

Energy

The Final PEIR concluded that the Plan would not result in wasteful or inefficient use of energy and would be consistent with energy conservation policies. This impact is less than significant.

Estimates of energy consumption are based on available consumption factors which are reasonably expected to change substantially over the coming years with increased focus on conservation and efficiency. The technical refinements to TAZ level jobs and housing numbers would not substantially affect the numbers presented in the Final PEIR. SCAG prepared updated modeling and changes to the TAZ level jurisdictional forecasts. While the distribution of housing and jobs would change slightly under limited circumstances as described above, overall, the refinements to the growth forecast would not alter the impacts with respect to wasteful, inefficient, or unnecessary consumption of energy. Therefore, the technical refinements would not substantially change impacts as compared to those identified in the PEIR; no new or greater impacts would occur.

Geology and Soils

The Final PEIR concluded that the Plan would result in less than significant impacts with regard to existing geologic hazards, including unstable geologic units or soils. However, impacts in relation to soil erosion and loss of topsoil were found to be significant and unavoidable.

Direct regional-scale impacts to geological resources would generally be similar as a result of the technical refinements. Implementation of the Plan would result in projects exposed to both direct and indirect effects of seismic activities compared to existing conditions (which is not an impact under CEQA). The Plan would neither cause nor exacerbate existing geologic hazards, including the likelihood of fault rupture. This condition exists throughout the SCAG region as it is a seismically active area.

Regarding impacts related to soil suitability, erosion and stability, because projects would be required to comply with existing state and local jurisdiction permitting, regulatory, and grading processes as well as the application of BMPs, regional-scale impacts would be the same as identified in the PEIR.

The potential regional-scale direct impacts on paleontological resources related to implementation of transportation projects and development projects anticipated to occur under the Plan and presented in the Draft PEIR would not change as a result of on the technical refinements.

While the distribution of housing and jobs would change slightly under limited circumstances as described above, overall, the refinements to the growth forecast would not alter the impacts with respect to seismic and geological hazards and soils. Therefore, the technical refinements would not substantially change impacts as compared to those identified in the PEIR; no new or greater impacts would occur.

Greenhouse Gases

The Final PEIR concluded that the Plan would generate greenhouse gas (GHG) emissions that would have a significant impact on the environment.

The technical refinements described above would result in minimal changes to the regional-scale GHG emission estimates presented in the PEIR. The Plan would continue to achieve GHG reduction targets of 8 for 2020 and 19 percent for 2035 (Table 3.8-10). As stated in Section 3.8, Greenhouse Gases, CARB has indicated that even if all MPOs meet their regional SB 375 GHG targets, the state would not be able to meet the statewide GHG reduction goals of AB 32, SB 32, and the Scoping Plan. As recognized by CARB, MPO's do not have land use authority to implement additional VMT reductions. Furthermore, SCAG has no control or authority over the other key sectors (e.g., energy, industry, water, waste and agriculture) in meeting the AB 32, SB 32, and Scoping Plan targets. Without additional information as to how other sectors would reduce emissions to meet targets, and assuming existing available emission factors, GHG emissions in the SCAG region are not on track to achieve targets identified in AB 32, SB 32 and the Scoping Plan. This would continue to be the case with the technical refinements. SCAG has also reviewed the background information and mitigation measures suggested by CBD specific to greenhouse gas emissions. The revised mitigation measures amplify and clarify the information in the Final PEIR and do not affect the determination of impacts. (Refer to **Chapter 4.0, Mitigation Measures**, of this Addendum, for additional information regarding refinements made to the mitigation measures.)

While the distribution of housing and jobs would change slightly under limited circumstances as described above, overall, the refinements to the growth forecast would not alter the impacts with respect to generating GHG emissions and conflicting with GHG reduction plans. Therefore, the technical refinements would not substantially change impacts as compared to those identified in the PEIR; no new or greater impacts would occur.

Hazards and Hazardous Materials

The Final PEIR concluded that the Plan would result in significant and unavoidable impacts related to hazards and hazardous materials, including through the routine transport, use, or disposal of hazardous materials.

Even with the technical refinements, the same land use strategies that encourage infill and redevelopment and the same transportation network would remain; therefore, transportation of hazardous materials would be similar to those described in the PEIR. Regional-scale impacts related to the routine transport, use, or disposal of hazardous materials, the risk of upset of hazardous materials, risk of disturbing contaminated sites during construction, and the risk of release of hazardous materials within one-quarter mile of a school would not change from what is described in the PEIR.

While the distribution of housing and jobs would change slightly under limited circumstances as described above, overall, the refinements to the growth forecast would not alter the impacts with respect to the routine transport, use, or disposal of hazardous materials, the risk of upset of hazardous materials, risk of disturbing contaminated sites during construction, and the risk of release of hazardous materials within one-quarter mile of a school. Therefore, the technical refinements would not substantially change impacts as compared to those identified in the PEIR; no new or greater impacts would occur.

Hydrology and Water Quality

The Final PEIR concluded that the Plan would result in significant and unavoidable impacts to surface and groundwater quality, groundwater recharge, drainage patterns, and pollutant release.

The technical refinements would result in limited changes in the distribution of jobs and housing at the TAZ / sub jurisdictional level. These changes would not be measurable at the regional level as they relate to hydrology. Because the total number of jobs and housing stays constant at the jurisdictional level, any changes in greenfield consumption as a result of the technical refinements would be minimal.

While the distribution of housing and jobs would change slightly under limited circumstances as described above, overall, the refinements to the growth forecast would not alter the impacts with respect to violation of water quality standards, potential to decrease groundwater supplies, alternation of an existing drainage pattern, and flood hazards. Therefore, the technical refinements would not substantially change impacts as compared to those identified in the PEIR; no new or greater impacts would occur.

Land Use and Planning

The Final PEIR concluded that the Plan would result in significant and unavoidable impacts with respect to physically dividing an existing community and conflicting with land use plans, policies, or regulations.

The transportation strategies in the Plan, such as emphasis on complete streets and TDM strategies would continue to have limited potential for dividing established communities because they are generally expected to occur in established communities. Many of these strategies (i.e., bike lanes, pedestrian access) improve connectivity. As land gets converted from urban or agricultural uses, there would continue to be the potential for infrastructure or land developments to divide existing communities. This impact would not substantially change with the technical refinements described above.

With regard to conflict with existing plans, land use policies and strategies in the Plan would continue to encourage development of underutilized areas (infill, etc.). Development patterns, would continue to be supported by transportation investments that emphasize system preservation and enhancement, active transportation, and land use integration, and are generally consistent with local land use plans, goals, and policies calling for higher density, compact, mixed-use development that may be served by high-quality transit, bicycle and pedestrian improvements. There would continue to be the potential for inconsistencies between SCAG's land use strategies and local planning documents that could potentially lead to physical environmental impacts. The refinements to the Plan would not substantively change the analysis presented in the PEIR. Therefore, the technical refinements would not substantially change impacts as compared to those identified in the PEIR; no new or greater impacts would occur.

Mineral Resources

The Final PEIR concluded that the Plan would result in significant and unavoidable impacts with respect to consumption of aggregate resources and the availability of mineral resources.

Construction of transportation projects would continue to require substantial amounts of aggregate resources, continuing to constitute a significant impact. The technical refinements would not substantively change the analysis presented in the PEIR.

While the distribution of housing and jobs would change slightly under limited circumstances as described above, overall, the refinements to the growth forecast would not alter the impacts with respect to with respect to the loss of mineral resources and mineral resource recovery sites. Therefore, the technical refinements would not substantially change impacts as compared to those identified in the PEIR; no new or greater impacts would occur.

Noise

The Final PEIR concluded that the Plan would result in significant and unavoidable impacts with respect to generation of increased noise and vibration levels, including impacts associated with aviation.

The technical refinements would not change the transportation projects or land use strategies in the Plan. As such noise impacts would remain generally the same. The potential for generation of substantial temporary or permanent increases in ambient noise or vibration would remain approximately the same, as transportation projects or locations of the projects would not change and there would only be limited changes in the growth pattern. Since the growth pattern remains generally similar, the same impacts would occur. For a regional scale analysis, the technical refinements would not substantively change the analysis. Regarding aviation noise, sensitive receptors would continue to be impacted by airport noise.

While the distribution of housing and jobs would change slightly for six jurisdictions as described above, overall, the refinements to the growth forecast would not alter the impacts with respect to increases in ambient noise or vibration. Therefore, the technical refinements would not substantially change impacts as compared to those identified in the PEIR; no new or greater impacts would occur.

Population and Housing

The Final PEIR concluded that the Plan would result in significant and unavoidable impacts with respect to unplanned population growth and displacement.

As described above, minor modifications at the TAZ level were made to the households and employment distributions for six jurisdictions. The analysis of impacts focuses on the Plan's potential to result in unplanned population growth. The Plan continues to include land use strategies and transportation projects and supporting strategies that generally encourage population growth in urbanized areas and HQTAs. Generally, most jurisdictions have started planning for increases in density in urban areas and the Plan builds on local input (and is not intended to result in re-designation of areas where such re-designation is not approved by the local agency). There continues to be the potential for the Plan's strategies to influence population growth in areas where local general plans have not yet been updated to reflect such growth.

Regarding potential to displace housing, construction of transportation projects that require expansion of existing or designation of new ROWs would continue to have the potential to result in the displacement of existing people and housing, necessitating the construction of replacement housing. The technical

refinements would not modify the transportation network and the growth distribution would generally remain the same.

While the distribution of housing and jobs would change slightly under limited circumstances as described above, overall, the refinements to the growth forecast would not alter impacts respect to unplanned growth and displacement. The changes to the modeling affect the plan at the TAZ level, not at the jurisdictional level. Therefore, the technical refinements would not substantially change impacts as compared to those identified in the PEIR; no new or greater impacts would occur.

Public Services (Fire, Police, Schools, Libraries)

The Final PEIR concluded that the Plan would result in significant and unavoidable impacts with respect to public services, including fire protection, police protection, schools, and libraries.

As described in Sections 3.15-1, 3.15-2, 3.15-3 and 3.15-4 of the PEIR, impacts to public services are largely population driven. As described under the preceding section (Population and Housing), only minor refinements to the housing and employment forecasts occurred. The analysis presented in the public services sections is regional in nature and generally discusses the potential for impacts to occur as a result of the increased population. As the population numbers have not changed (although limited changes were made to the housing and jobs distribution), the analysis presented in Sections 3.15-1, 3.15-2, 3.15-3 and 3.15-4 remains the same.

While the distribution of housing and jobs would change slightly under limited circumstances as described above, overall, the refinements to the growth forecast would not alter impacts respect to the need for new or expanded public facilities the construction of which could cause physical impacts. The changes to the modeling affect the plan at the TAZ level, not at the jurisdictional level. Therefore, the technical refinements would not substantially change impacts as compared to those identified in the PEIR; no new or greater impacts would occur.

Parks and Recreation

The Final PEIR concluded that the Plan would result in significant and unavoidable impacts with respect to parks and recreation facilities.

As described in Section 3.16 Parks and Recreation, impacts to parks and recreational facilities are largely population driven. As described under the preceding section (Population and Housing), only minor refinements to the growth distribution occurred. The analysis presented in the parks and recreation

section is regional in nature and generally discusses the potential for impacts to occur as a result of the increased population resulting in overuse of existing parks, primarily in urban areas. As the population numbers have not substantively changed, the analysis presented in Section 3.16 remains the same.

While the distribution of housing and jobs would change slightly under limited circumstances as described above, overall, the refinements to the growth forecast would not alter impacts with respect to the need for new or expanded parks and recreational facilities the construction of which could cause physical impacts. The changes to the modeling affect the plan at the TAZ level, not at the jurisdictional level. Therefore, the technical refinements would not substantially change impacts as compared to those identified in the PEIR; no new or greater impacts would occur.

Transportation, Traffic and Safety

The Final PEIR concluded that the Plan would result in less than significant impacts with respect to conflicting with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. However, the Final PEIR also concluded that the Plan would be inconsistent with the state's VMT goals and would result in a significant impact.

The technical refinements resulted in minimal impacts to the performance results for Connect SoCal, and still achieves federal Transportation Conformity and meets the State's greenhouse gas reduction targets for passenger vehicles for 2020 and 2035. The transportation network and projects were not modified while conducting Plan refinements. As such, these minor changes do not substantively change the analysis presented in the PEIR.

The technical refinements and associated shifts in population and jobs resulted in shifts in trips. Most of the shift in trips resulted in similar trip lengths which resulted in only minor changes to modeling results (county-level and regional VMT as well as criteria pollutant and GHG emissions). One of the larger changes was the shift of 20,000 jobs and 2,500 households within northern Los Angeles County. While the specific location of these jobs and households changed, they were still largely in northern LA County and the number and length of trips remained similar. The modeling results for unincorporated Los Angeles County indicate that total trips and total VMT varied by a negligible amount (about 1 percent) between the May and September assumed land use distributions.

While the distribution of housing and jobs would change slightly under limited circumstances as described above, overall, the refinements to the growth forecast would not alter impacts with respect to programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway,

bicycle, and pedestrian facilities. Therefore, the technical refinements would not substantially change impacts as compared to those identified in the PEIR; no new or greater impacts would occur.

Tribal Cultural Resources

The Final PEIR concluded that the Plan would result in significant and unavoidable impacts with respect to tribal cultural resources.

Transportation projects and anticipated growth under the Plan would continue to have the potential to cause a substantial adverse change in the significance of tribal cultural resources in the SCAG region, defined in Public Resources Code section 21074, as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe. The technical refinements would not change the transportation network and would only result in minor modifications to the growth distribution. Therefore, the impacts would be the same as in the PEIR.

While the distribution of housing and jobs would change slightly under limited circumstances as described above, overall, the refinements to the growth forecast would not alter impacts with respect to tribal cultural resources. Therefore, the technical refinements would not substantially change impacts as compared to those identified in the PEIR; no new or greater impacts would occur.

Utilities and Service Systems

The Final PEIR concluded that the Plan would result in significant and unavoidable impacts with respect to utilities and service systems, including water, wastewater, and solid waste.

As described in Sections 3.19-1, 3.19-2, and 3.19-3, impacts to utilities and service systems are largely population driven. As described under the preceding section (Parks and Recreation), only minor refinements to the jobs and housing forecasts occurred, and these changes were at the TAZ level. The analysis presented in the utilities sections is regional in nature and generally discusses the potential for impacts to occur as a result of the increased population. As the population numbers have not substantively changed, the analysis presented in Sections 3.19-1, 3.19-2, and 3.19-3 remains the same.

While the distribution of housing and jobs would change slightly under limited circumstances as described above, overall, the refinements to the growth forecast would not alter impacts with respect to utilities and service systems. Therefore, the technical refinements would not substantially change impacts as compared to those identified in the PEIR; no new or greater impacts would occur.

Wildfire

The Final PEIR concluded that the Plan would result in significant and unavoidable impacts with respect to risks associated with wildfires.

Transportation projects and anticipated development projects would continue to be located in wildfire-prone areas which could continue to potentially exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from wildfires or the uncontrolled spread of wildfires, particularly those populations living down wind of the fire. The technical refinements include minor shifts to jobs and housing but would maintain generally the same transportation and growth pattern, therefore, impacts would remain the same as in the PEIR. SCAG has also reviewed the background information and mitigation measures suggested by CBD specific to wildfire. The revised mitigation measures and background information amplify and clarify the information in the Final PEIR and do not affect the determination of impacts. (Refer to **Chapter 3.0, PEIR Clarifications**, and **Chapter 4.0, Mitigation Measures**, of this Addendum, for additional information regarding refinements made to the mitigation measures.)

While the distribution of housing and jobs would change slightly under limited circumstances as described above, overall, the refinements to the growth forecast would not alter impacts with respect to wildfire risk. Therefore, the technical refinements would not substantially change impacts as compared to those identified in the PEIR; no new or greater impacts would occur.

Cumulative Impacts

At the regional level, the cumulative analysis of impacts would not change. The potential for the Plan to combine with other regional plans to create impacts would remain the same as described in the Final PEIR. The technical refinements to the Plan resulted in minimal impacts to the performance results to Connect SoCal, and still achieves federal Transportation Conformity and meets the State's greenhouse gas reduction targets for passenger vehicles for 2020 and 2035 and do not substantively change the analysis of any of the impact areas (as described above). Therefore, cumulative impacts would remain the same as in the PEIR.

Comparison of Alternatives

Technical refinements for the Plan would not significantly change the comparison of alternatives in the Connect SoCal Final PEIR. Potential impacts from technical refinements are anticipated to be within the

scope of the programmatic-level comparison among the alternatives already considered in the Connect SoCal PEIR: 1) No Project Alternative; 2) Local Input Alternative; and 3) Intensified Land Use Alternative.

The Alternatives chapter of the Final PEIR adequately addresses the range of potential impacts at the programmatic level. Technical refinements would not require a comparison of any new alternatives or alternatives which are considerably different from or inconsistent with those already analyzed in the Connect SoCal PEIR. Therefore, no further comparison is required at the programmatic level.

Other CEQA Considerations

Technical refinements to the Plan, as described in Chapter 2.0, would not significantly change the scope of analysis presented in Chapter 5.0 Other CEQA Considerations, of the Final PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, and growth inducing impacts. The technical refinements to the Plan are reasonably covered by the unavoidable and irreversible impacts previously discussed in the Final PEIR.

At the programmatic level, any region-wide growth inducing impacts as a result of the technical refinements are expected to be approximately equivalent to those previously disclosed in the Final PEIR. As such, the technical refinements to the Plan would not be expected to result in any new long-term impacts that are considerably different from or inconsistent with those already analyzed in the Final PEIR.

2.5 SUMMARY OF EFFECTS

As shown above, the technical refinements discussed in this Addendum would be consistent with the Final PEIR. As a result, and as demonstrated in this Addendum, all impacts would be less than or equal to those analyzed in the Final PEIR.

Therefore, the technical refinements discussed in this Addendum would not result in 1) substantial changes in the Plan that require major revisions to the Final PEIR; 2) substantial changes to circumstances that require major revisions to the Final PEIR due to 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 at the time to Final PEIR was certified which shows that the Plan will have more significant effects or substantially more severe effects, infeasible mitigation measures are in fact feasible, or other different mitigation measures which would substantially reduce significant effects are not adopted. Therefore, the technical refinements would not trigger any of the conditions that require the preparation of a subsequent or supplemental EIR under

Guidelines sections 15162 and 15163. However, because some changes or additions are necessary to the PEIR, an Addendum to the Final PEIR is the appropriate CEQA document to address the technical refinements (Guidelines § 15164).

2.6 ERRATA TO THE FINAL CONNECT SOCAL PEIR

The Final PEIR Corrections and Additions and accompanying May 7, 2020, Errata identified a change to the Plan Guiding Principles. The revisions incorrectly identified the Growth Forecast Guiding Principles as Plan Guiding Principles. The correct Guiding Principles for the Plan were correctly identified on Page 2.0-21, Table 2.0-6, of the Draft EIR and are provided again below:

**Table 2.0-3
Connect SoCal Guiding Principles**

Connect SoCal Guiding Principles	
1	Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.
2	Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.
3	Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.
4	Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.
5	Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.
6	Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.
7	Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long-term resilience.

Source: SCAG Connect SoCal, 2020

It is noted that the Growth Forecast Guiding Principles have been updated to address the use of TAZ-level data and maps. In addition, SCAG has clarified the use of TAZ-level data and maps in connection with RHNA compliance. Please refer to the September 3, 2020, Regional Council staff report entitled: Final Connect SoCal Technical Refinements for details about the changes to the Growth Forecast Guiding Principles and other clarifications.