

# ERRATA FOR THE FINAL CONNECT SOCAL PEIR

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This document presents additional staff-initiated text changes for the Connect SoCal Program Environmental Impact Report (PEIR). This PEIR text change reflects revisions that have occurred subsequent to the March 27, 2020 publication of the Proposed Final PEIR. The revisions are organized by EIR section and deleted text is ~~struckthrough~~ and new text is underlined. The text additions and revisions presented below clarify and expand the information presented in the Draft PEIR and Final PEIR. The revised text does not provide new information that identifies new significant environmental impacts; the clarified and expanded information does not identify mitigation measures that, if implemented, would result in significant environmental impacts; and considerably different alternatives or mitigation measures were not identified that would clearly lessen the significant environmental impacts of the proposed project. In sum, the staff-initiated text change provided does not change any of the conclusions presented in the Final PEIR, but rather clarifies and provides additional relevant information.

## 2.0 PROJECT DESCRIPTION

Revisions on Page 2.0-21, Table 2.0-6, Connect SoCal Guiding Principles are as follows:

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**Table 2.0-6  
Connect SoCal Guiding Principles**

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

Source: *Final Connect SoCal Plan*

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## 8.2 REFINEMENTS TO THE PLAN SINCE PUBLICATION OF THE DRAFT PEIR

### Modifications to the Connect SoCal Project List

A new project has been added to page 8.0-5:

SCAG received input on the Draft Project List from six County Transportation Commissions (CTCs) as part of the Connect SoCal update and finalization process. During the comment period for the Draft Plan, input was received from the six CTC's regarding modifications to the Final Project List. The provided updates reflect the latest Connect SoCal project information at the time and are part of the finalization process by SCAG and the CTCs for the Final Connect SoCal Project List. Connect SoCal includes over 4,000 individual capital projects and programs across the region across all modes of transportation over the next 25 years. During the public review period, SCAG received requests from the county transportation commissions to modify more than 170 projects (which represents less than 1 percent of total projects). Projects removed were due to duplicative entries. Notable projects that were removed between the Draft and Final Connect SoCal are as follows:

- 1TR103 – California High-Speed Rail Phase 1 (Duplicative)
- 1H0101 – Add 1 HOV lane SR-14
- 4M0714 – I-15 Mohave Interchange
- LA0G1099 – High Desert Corridor (Duplicative)
- LA0G901- Historic LA Streetcar

New projects that were added between the Draft and Final Connect SoCal are as follows:

- 1200P005 – Terminal Access Improvement on Harbor Scenic Drive
- 2200G001 – BNSF Line
- 200T004 – Replacement of 40 Buses
- 3200L300 – Railroad Crossing Safety Improvements
- 3200P200 – Metrolink low/zero emission technology trains
- 4A07004 – Widen US-395 from I-15 to SR 18 (Palmdale Rd)

- ORA120507 – Widen Route 74 (Ortega Highway)
- 720009 – High Desert Corridor – High Speed Rail Line (Palmdale to Victor Valley/PAED/PS&E)

### Adjustments for the Sustainable Communities Strategy (SCS)

Language regarding Adjustments to the Sustainable Communities Strategy (SCS) on Page 8.0-6 and 8.0-7 has been revised:

SCAG received many comments related to the SCS. Several comments raised concerns regarding housing affordability, climate change and certain GHG reduction strategies. Other comments sought clarity on the Connect SoCal Growth Vision. In response to comments, pursuant to the process outlined in October 2019 and February 2020 communications to jurisdictions and subregions, the Sustainable Communities Strategy reflects ~~has updated SCAG's Growth Vision and modified land use patterns in the Sustainable Communities Strategy, which resulted in adjustments to HQTAs in the region with revisions in the Forecasted Regional Development Pattern, which is updated due to feedback from jurisdictions and other stakeholders.~~

SCAG used the performance of each scenario as well as input gathered through the public workshops to refine the Growth Vision and Forecasted Development Pattern for the Plan, ~~which~~ This vision aims ~~aims~~ to increase mobility options and reduce the need for residents to drive by locating housing, jobs, and transit closer together. The final Plan focuses growth within jurisdictions near destinations and mobility options and promotes an improved jobs-housing balance to reduce commute times.

SCAG revised Connect SoCal's Forecasted Regional Development Pattern ~~forecasted development pattern~~, by initiating a peer review with local jurisdictions regarding population, household, and employment growth at the sub-jurisdictional level (i.e. transportation analysis zone (TAZ) level) prior to the release of the draft Connect SoCal plan. SCAG provided jurisdictions the opportunity to review and provide feedback to SCAG over a six-week timeframe, with requested revisions due to SCAG by December 11, 2019. From this engagement, technical refinements were made to the Forecasted Regional Development Pattern in Connect SoCal that included adjustments to growth due to entitlements and maximum planned capacities. Fifty jurisdictions requested revisions, and the majority participating in this exercise indicated that growth projections provided to SCAG in 2018 as part of the Bottom-Up Local Input and Envisioning Process were the most accurate reflection of entitlements and their phasing through the Plan's horizon of 2045. Taking this feedback, SCAG evaluated the locally provided, neighborhood level growth forecast data alongside the draft dataset for Connect SoCal to determine which dataset best reflected the policies and principles of the draft plan. Specifically, this involved analyzing each jurisdiction's concentration of growth in the draft plan's priority growth and constrained

areas. As a result, SCAG replaced the draft plan data with the original local, neighborhood-level growth forecast data in approximately one third of jurisdictions, including unincorporated Los Angeles County. See Connect SoCal’s Process for Incorporating Entitlements, located at: <https://www.connectsocal.org/Documents/DataMapBooks/Incorporating-Entitlements-Process.pdf>

The revised Forecasted Regional Development Pattern brings forward data elements provided by jurisdictions in 2018 during the Bottom-Up Local Input and Envisioning Process - including entitled projects and phasing, reflects “locally envisioned” jurisdictional growth totals detailed in the Demographics and Growth Forecast Technical Report and allocates growth within existing planned maximum densities as conveyed by jurisdictions. Consistent with the policies and principles of the draft Plan,

~~Technical refinements were made to the Forecasted Development Pattern in Connect SoCal that included adjustments to growth due to entitlements and maximum planned capacities. “Locally envisioned growth” was used in some instances to further Connect SoCal’s Growth Vision of reducing the need for residents to drive by locating housing, jobs and transit closer together helping to assure that Connect SoCal’s land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.~~

~~The revised Forecasted Regional Development Pattern forecasted development pattern~~ directs growth to Priority Growth Areas (PGAs) near existing and planned transit, within existing job centers, in communities with existing and planned infrastructure to support more walkability and use of alternative transportation modes, and in areas identified for jurisdictional expansion (i.e. spheres of influence). ~~The final growth vision includes entitled projects and reflects the local input growth totals, and follows currently adopted local plans to allocate growth within the existing general plan maximums.~~ Growth through 2045 was reduced in and redirected from constrained areas within a jurisdiction (e.g. very high severity fire risk areas, farmland, protected open space, wildlife corridors, areas at risk for near-term sea level rise, flood hazard areas, etc.). To ensure transparency during the process to finalize the Forecasted Development Pattern for Connect SoCal, SCAG emailed a letter to each jurisdiction starting February 21, 2020 that included a detailed methodology document for SCAG’s Growth Vision (For further details please refer to the Connect SoCal Growth Vision Methodology located at: <https://www.connectsocal.org/Documents/DataMapBooks/Growth-Vision-Methodology.pdf>).

Jurisdictions were also given access to their jurisdictional and neighborhood level Forecasted Development Pattern data via SCAG’s Scenario Planning Model - Data Management Site. Throughout this effort, SCAG engaged with stakeholders from the Technical Working Group, and provided an update on the peer review exercise to the Community, Economic, and Human Development Policy

Committee. It should be emphasized that Connect SoCal does not supersede local jurisdiction land use authority or decisions on future development, including entitlements and development agreements. Use of SCAG’s neighborhood level Forecasted Development Pattern data for project level CEQA analysis is at the discretion of the lead agency and/or lead applicant.

No changes were made to the underlying policies or strategies presented in the ~~draft~~ Connect SoCal Plan ~~which~~ that would constitute a major change in the Project Description.