

Connect SoCal

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



CHAPTER 9 CLARIFICATIONS AND REVISIONS Final Program Environmental Impact Report

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CHAPTER 9

Clarifications and Revisions

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9.1 INTRODUCTION

This chapter consists of clarifications and revisions to the Connect SoCal 2024 Draft Program Environmental Impact Report (PEIR) for the 2024–2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), referred to as “Connect SoCal 2024”, “Plan”, or “Project”. It represents all revisions that have resulted from revisions to the Plan since publication of the 2024 Draft PEIR for a 65-day public review and comments from November 9, 2023, to January 12, 2024, responses to comments received from agencies and the public on the 2024 Draft PEIR, as well as staff-initiated text revisions to the 2024 Draft PEIR documents, as determined necessary by the Southern California Association of Governments (SCAG), as Lead Agency under the California Environmental Quality Act (CEQA).

9.2 CEQA BASIS FOR CLARIFICATIONS AND REVISIONS

The CEQA Guidelines permit clarifications and revisions in an EIR after public notice of its availability. CEQA Guidelines Section 15088(d) states:

- (d) *The response to comments may take the form of a revision to the draft EIR or may be a separate section in the final EIR. Where the response to comments makes important changes in the information contained in the text of the draft EIR, the Lead Agency should either:*
 - (1) *Revise the text in the body of the EIR, or*
 - (2) *Include marginal notes showing that the information is revised in the response to comments.*

CEQA Guidelines Section 15088.5 states:

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

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

As provided in CEQA Guidelines Section 15088(d), response to comments may take the form of a revision to a draft EIR or may be a separate section in the final EIR. In this Final PEIR, response to comments and additional clarifying information in responses to comments on the Draft PEIR are presented in Chapter 8, *Response to Comments*, of this Final PEIR. Necessary revisions to the text are presented in this Chapter 9. Chapter 8 and Chapter 9 are continued from Chapters 1 through 7 of the Draft PEIR. Along with their appendices, these chapters constitute the Final PEIR for Connect SoCal 2024. The changes to the text as presented below in Section 9.4 are incorporated into the Final PEIR.

9.3 SUMMARY OF REVISIONS

There are three categories of revisions to the 2024 Draft PEIR: (1) revisions to the Plan since publication of the 2024 Draft PEIR for the noticed 65-day public review and comment period; (2) response to comments on significant environmental issues in the 2024 Draft PEIR raised during the noticed public review and comment period; and (3) staff-initiated clarifications and revisions.

9.3.1 CATEGORY 1: REVISIONS TO THE PLAN SINCE PUBLICATION OF THE 2024 DRAFT PEIR

Since publication of the 2024 Draft PEIR, SCAG refined the modeling and revised the Plan to incorporate feedback and to evaluate the revisions to the Plan, which are summarized below and organized into seven categories (e.g., A through G). The detailed revisions and modeling results are presented in the Final Plan. **PEIR Appendix I, Updated Tables for the 2024 Final PEIR**, provides updated PEIR tables using the final modeling results for traffic, criteria pollutant emissions, GHG emissions and SPM data. These are the latest tables and should be used as the basis for future environmental reviews; they do not differ substantially from those circulated with the 2024 Draft PEIR. As further discussed below (in subsection 9.3.4 *Evaluation of All Three Categories of Revisions*), all updates result in minor changes and clarifications that do not substantially affect the PEIR analyses and do not affect the PEIR conclusions.

CATEGORY 1-A: MODIFICATIONS TO PLAN’S GOALS

The Plan includes four goals centered on mobility, communities, environment, and the economy which are designed to help SCAG achieve its vision for the region. In response to public comments, the Final Plan amends the Mobility goal from “Build and maintain a robust transportation network” to “Build and maintain an integrated multimodal transportation network.” No other changes were made to the Plan goals.

CATEGORY 1-B: MODIFICATIONS TO PLAN'S REGIONAL FORECASTED DEVELOPMENT PATTERN

The Plan contains growth projections to determine the projected increase in population, households, and jobs, which serves as the foundation for the Forecasted Regional Development Pattern. The Plan utilized the Local Data Exchange (LDX) process to collect input on land use data and growth projections for households and employment directly from SCAG's local jurisdictions. This process is documented in the Plan's Demographics & Growth Forecast Appendix. During the LDX process, the County of Los Angeles had noted two regionally significant development projects for which they did not yet have an accurate growth estimate. During the public review and comment period for the Plan, the County of Los Angeles Planning Department provided updated direction on two large development projects located in the North County planning area of unincorporated Los Angeles County. Based on these updates, SCAG staff amended the household and employment growth projections for Los Angeles County for the Final Plan which then resulted in a slightly higher population, household and employment projection for the county and SCAG region. Table ES-1 in Appendix I presents the updated population, households, and employment for LA County. No other changes were made to the Plan growth projections or the Forecasted Regional Development Pattern.

As further discussed below (in Subsection 9.3.4, *Evaluation of All Three Categories of Revisions*), the changes to the draft growth projections are minor and subsequent changes to the modeling to reflect these changes are minimal as well, and do not affect the impact analysis or conclusions included in the PEIR. In addition, such change is well within the range of impacts analyzed for the Project and the associated alternatives described in Chapter 4 of the 2024 Draft PEIR.

CATEGORY 1-C: CLARIFICATION REGARDING CONSISTENCY WITH THE SUSTAINABLE COMMUNITIES STRATEGY

Based on comments requesting language to explain project and plan consistency with the Plan's Sustainable Communities Strategy (SCS), SCAG worked with stakeholders to refine and clarify consistency and/or alignment with the SCS as well as the limited role of Transportation Analysis Zone (TAZ) data. This clarification language is included in the Plan's main document, the Demographics and Growth Forecast Technical Report, and the Land Use and Communities Technical Report.

CATEGORY 1-D: MODIFICATIONS TO PLAN'S PROJECT LIST

SCAG received input on the Draft Project List from six County Transportation Commissions (CTCs) during the Plan's public comment period. The provided updates reflect the latest project information at the time and are part of the finalization process by SCAG and the CTCs for the Final Project List. The Plan includes over 2,000 individual projects and programs across the region across all modes of transportation over the next 25 years.

Generally, changes to the Project List include the following:

- Existing projects in the Project List that have:
 - A revised description (including completion year, cost, or minor change to scope), and/or
 - A revised schedule.
- Existing projects in the Project List which were requested to be removed.
- New projects that were not included in the Draft Project List.

Based on CTC-provided input, SCAG modified approximately 95 financially constrained projects. Most project revisions involved updates to cost or schedule, which in part was due to recent FTIP amendments that came after the draft was prepared. Only three new financially constrained projects were added to the Project List. The remaining updates were minor corrections such as lead agency updates or the removal of duplicate project entries. Separately from the 95 project modifications, SCAG applied 32 project revisions on the unconstrained portion of the Project List. Overall, project modifications result a less than 2 percent change in total projects.

Though changes were minor, SCAG re-ran the travel demand and emission model with the updated transportation network to reflect these updates to the Project List. Accordingly, the transportation modeling was updated for both the Final Plan and the Final PEIR. See discussion in Category 1-E, below, for more information on the model updates. Revisions to the Project List, both the project modifications and three additions, have been determined to result in minor to no impacts on transportation modeling and the PEIR analysis or conclusions.

CATEGORY 1-E: MODELING ENHANCEMENTS AND IMPROVEMENTS

The Plan's performance is largely evaluated using a combination of modeling tools. The modeling results provide the basis for interpreting the anticipated outcomes of the Plan's investments and strategies. The PEIR uses these modeling results to qualitatively and quantitatively identify and analyze potential environmental impacts at the regional level. Subsequent to the release of the 2024 Draft PEIR for public review and comment, minor modifications and refinements were made to the modeling conducted for the Plan, as described below.

TRANSPORTATION MODEL

The SCAG transportation model has been enhanced to better accommodate the changes of future transit route patterns outlined in LA Metro's NextGen bus plan (starting from 2025). Furthermore, the model has been augmented through the integration of a commuter rail access variable, aimed at more precisely capturing the improvements in service resulting from Metrolink's Southern California Optimized Rail Expansion (SCORE) capital improvement program. This enhancement has resulted in an increase in transit boarding as well as the transit share, which correlates with the corresponding infrastructure enhancements, specifically the increase in revenue miles of transit services. The updated modeling results reflect the updated transportation network which includes the modifications to the Project List, as discussed above. The Plan outcome from these revisions resulted in incremental improvement in VMT which is discussed under the changes to Performance Measures section of the Final Connect SoCal 2024 document.

SCENARIO PLANNING MODEL

The Scenario Planning Model (SPM) has been updated with an increased coverage of agricultural land that is consistent with important farmland areas determined by the Department of Conservation Farmland Mapping and Monitoring Program. In addition, SPM has been enhanced with updated development density data that better aligns with the Regional Planning Policies and regional growth vision. This update has fine-tuned the estimated benefits of the Plan on conservation opportunities and ecosystems.

NOTABLE MODEL INPUT CHANGES AND UPDATES

- Socioeconomic data for LA County (refer to *Category 1-B: Modifications to Plan’s Regional Forecasted Development Pattern*, above, for additional details)
- Auto Operating Cost - SCAG updated auto operating cost calculation based on new data and assumptions commented from the California Air Resources Board (CARB).
- Bike Lane Density - SCAG updated the variable using bikeway data received from the LDX process.
- Highway network – SCAG updated highway networks based on input from the CTCs (refer to *Category 1-D: Modifications to Plan’s Project List*, above, for additional details on project changes)
- Ontario Airport Passenger Forecast – SCAG updated 2050 passenger forecast for Ontario international Airport (ONT) using Million Annual Passengers (MAP) received from their submitted public comment.

This technical transportation modeling updating process yields minor revisions to tables and maps in the 2024 Draft PEIR. PEIR Appendix I provides updated 2024 PEIR tables using the final modeling results for traffic, criteria pollutant emissions, GHG emissions and SPM data. These are the latest tables and should be used as the basis for future environmental reviews; they do not differ substantially from those circulated with the 2024 Draft PEIR and do not substantially affect the PEIR analyses or conclusions. For legibility, the updated tables are reproduced in their entirety and are not shown in underline or strikethrough mode. **Table 9-1, List of Updated 2024 PEIR Tables**, sets forth all the tables that are updated in Appendix I.

TABLE 9-1 List of Updated 2024 PEIR Tables

TABLE NUMBER	TABLE TITLE
Tables ES-1 and 2-1	2019–2050 Population, Households, and Employment Projections in the SCAG Region
Table 2-4	Connect SoCal 2024 Revenue Sources
Table 2-5	Connect 2024 SoCal Expenditure
Table 3.2-4	SCAG Region Estimated Maximum Direct Potential Loss of Important Agricultural Land, 2019–2050
Table 3.3-7	On-Road Transportation Criteria Pollutant Emissions by County—Existing Conditions (2019)
Table 3.3-14	On-Road Mobile Source Criteria Air Pollutant Emissions by County – Existing Condition (2019) vs Year 2030, 2040, and 2050 Plan
Table 3.6-1	Residential Energy Use and Cost per Household
Table 3.6-2	Residential Energy and Water Cost per Household
Table 3.6-3	Building Energy Consumption – Residential and Commercial
Table 3.6-4	SCAG Region Estimated Transportation Fuel Consumption
Table 3.6-5	Water Use – Residential and Commercial
Table 3.6-6	Water-Related Energy Use
Table 3.8-7	Greenhouse Gas Emissions from All On-Road Vehicles in the SCAG Region
Table 3.8-9	Greenhouse Gas Emissions (CO ₂ e) from All On-Road and Other Transportation Sources in the SCAG Region
Table 3.8-10	Greenhouse Gas Emissions Light-, Medium-, and Heavy-Duty On-Road Vehicle Transportation by County and Other Transportation Sources in the SCAG Region (CO ₂ e)
Table 3.8-11	Greenhouse Gas Emissions for the SCAG Region from Three Primary Sources (CO ₂ e)
Tables 3.8-12 and 3.17-14	Population and VMT (2019 and 2050)

TABLE NUMBER	TABLE TITLE
Table 3.14-6	Employment Growth for 2000 to 2019
Table 3.14-8	Population Projections in the SCAG Region (2019, 2020, 2030, 2045, and 2050)
Table 3.14-9	Household Projections in the SCAG Region (2019, 2020, 2030, 2045, and 2050)
Table 3.14-10	Employment Projections in the SCAG Region (2019, 2022, 2030, 2045, and 2050)
Table 3.17-1	Summary of Existing (2019) Daily and Per Capita Vehicle Miles of Travel
Table 3.17-2	Summary of Existing (2019) Daily and Percentage Vehicle Hours of Travel
Table 3.17-3	Summary of Existing (2019) Trip Length and Duration
Table 3.17-4	Existing (2019) Travel Mode Split
Table 3.17-11	Daily Transit Boardings
Table 3.17-13	VMT 2019 and 2050 By County
Table 3.17-15	VMT Per Capita by County (2019 and 2050)
Table 3.17-16	Total Daily Vehicle Hours of Delay (2019 and 2050)
Table 3.17-17	Percent of PM Work Trips Completed within 45 Minutes
Table 3.19-11	2050 Plan Lane Miles by County
Table 4-6	VMT 2050 by County
Table 4-7	Population and VMT (2050)
Table 4-8	Daily Transit Boardings
Table 4-9	Percentage of Mode Share on Transit and Active Transportation
Table 4-10	Total Daily Vehicle Hours of Delay (2050)
Table 4-11	Percent of PM Work Trips Completed within 45 Minutes

The modeling rerun also made minor modification to several maps that were a duplicate or reproduction of Plan maps. Such maps were not reproduced in the Final PEIR as changes were minor at a regional level and the PEIR analysis is based on the underlying information including but not limited to the Growth Forecast, Project List, and/or other GIS resource data, not the maps themselves. Such changes are minor and do not substantially affect the PEIR analyses or conclusions. Nevertheless, for informational purposes, **PEIR Appendix J, Table Directory for Plan Maps Relevant to the PEIR**, includes a reference table where the reader can locate the related Plan maps which were updated as part of the Final Plan.

As further discussed below (in subsection 9.3.4 *Evaluation of All Three Categories of Revisions*), all updates result in minor changes and clarifications that do not substantially affect the PEIR analyses and do not impact the PEIR conclusions. These changes are well within the range of impacts analyzed for the Plan and the associated alternatives described in Chapter 4 of the 2024 PEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in CEQA Guidelines Section 15088.5.

CATEGORY 1-F: MODIFICATIONS TO PLAN'S REGIONAL PLANNING POLICIES AND IMPLEMENTATION STRATEGIES

In response to public comments, the Final Plan revises several of the Plan's draft Regional Planning Policies and Implementation Strategies. Most of the revisions are minor and were made for clarification purposes. Below is a summary of the revisions to the draft Regional Planning Policies:

- Complete Streets and Safety: clarify vulnerable road users
- Transit and Multimodal Integration: modify "extreme weather conditions" to "climate change"
- Sustainable Development: one policy removed based on the clarification language regarding project and plan consistency with the SCS (discussed above) which better details the relationship and applicability of the Forecasted Regional Development Pattern.
- Natural and Agricultural Lands Preservation: add language regarding the economic role of agriculture
- Climate Resilience: clarify support "for transportation, land use and other factors"
- Tourism: clarify role of local agencies

Below is a summary of the revisions to the draft Implementation Strategies:

- Transit and Multimodal Integration: modify "build" to "support" residential development
- Priority Development Areas: modify "develop" to "support the development of" housing
- Natural and Agricultural Lands Preservation: clarify RAMP is voluntary; include protection of wetlands
- Climate Resilience: add retrofitting of existing structures
- Broadband: remove the reference to EV charging
- Universal Basic Mobility: modify "pandemic response" instead of "COVID" as a shock to travel
- Workforce Development: modify "family-supporting" to "living-wage" jobs

Refer to Chapter 3 of the Final Plan for the complete list of the Final Regional Planning Policies and Implementation Strategies.

CATEGORY 1-G: MODIFICATIONS TO TRANSPORTATION FINANCE

In accordance with federal fiscal constraint requirements, the Plan is financially constrained. Modifications to transportation finance resulting from modeling changes are very minor and largely do not affect the numbers presented in the PEIR since those were rounded. Furthermore, financial details do not affect the environmental analysis as they serve to provide the reader with background information on funding sources rather than information on physical changes to the environment. Table 2-4, Connect SoCal 2024 Revenue Sources (in Billions), and Table 2-5, Connect 2024 SoCal Expenditure (in Billions), are updated in Appendix I and reflect the final revenue sources and expenditures for the Final Plan.

9.3.2 CATEGORY 2: RESPONSE TO COMMENTS ON THE 2024 DRAFT PEIR

The 2024 Draft PEIR was circulated for a 65-day public review and comment period from November 9, 2023, to January 12, 2024. 33 comment letters were received, including two after the close of the comment period. Responses to the comments raising significant environmental issues from public agencies and persons who reviewed the 2024 Draft PEIR and additional clarifying information in response to the comments received on the 2024 Draft PEIR are presented in Chapter 8 of this Final PEIR. As mentioned previously, the response to comments may take the form of a revision to the draft EIR (CEQA Guidelines Section 15088(d)). In this Final PEIR, revisions to the text of the 2024 Draft PEIR as determined necessary by SCAG are presented in this Chapter 9, specifically Section 9.4 below.

9.3.3 CATEGORY 3: STAFF-INITIATED CLARIFICATIONS AND REVISIONS

The Final PEIR includes staff-initiated revisions to correct typographical errors, including grammar, punctuation, misspellings, missing words, misnumbering, and other clerical errors. These corrections are minor and not substantive because they do not affect the adequacy, completeness, and sufficiency of the Final PEIR as an informational document. Therefore, they are not presented in this chapter.

9.3.4 EVALUATION OF ALL THREE CATEGORIES OF REVISIONS

SCAG models on travel demand and SPM are used in the PEIR 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 inputs result in minor changes to modeling results and are not statistically significant. As discussed above in Section 9.3, SCAG has made several refinements to the Plan since the release of the 2024 Draft PEIR as part of its public comment and finalization process. This results in minor changes to the underlying modeling data used for Draft PEIR analysis (alternatives would be similarly affected). However, none of these refinements result in substantial changes to the information, analysis, and conclusions presented in the 2024 Draft PEIR, including modeling results. Nonetheless, for informational purposes, below is a summary description of each topic area analyzed within the 2024 PEIR and how all the changes described above impact the analysis. As noted above, PEIR Appendix I provides updated PEIR tables using the final modeling results for traffic, criteria pollutant emissions, GHG emissions and SPM data. These are the latest tables and should be used as the basis for future environmental reviews; they do not differ substantially from those circulated with the 2024 Draft PEIR. Furthermore, as noted above, PEIR Appendix J provides a reference table where the reader can locate the related Plan maps which were updated as part of the Final Plan.

AESTHETICS

As described above in Section 9.3.1, the Final Plan includes generally the same transportation network and regional development pattern as the Draft Plan (with the exceptions noted above), and therefore would have similar regional impacts on aesthetics. The Final Plan maintains the focus of growth within jurisdictions near destinations and mobility options and continues to promote jobs-housing balance to reduce commute times. No revisions in this Final PEIR would change the analysis or conclusions presented in Section 3.1. As such, the regional impacts would be similar to and within the range of impacts already analyzed in the 2024 Draft PEIR. At the regional level, impacts would remain significant and unavoidable.

AGRICULTURE AND FORESTRY

Revisions to the Plan and PEIR, particularly changes in SCAG modeling could slightly change the estimated agricultural and forest land impacted by the Plan (see Appendix I), but at the regional scale such changes in impacts associated with conversion of agricultural and forest land to non-agricultural and non-forest use, and conflicts with zoning for agricultural land or forest land or with Williamson Act contracts would be negligible. Impacts to these issues would remain significant and unavoidable, while no impacts to Timberland would occur.

AIR QUALITY

Region-wide criteria pollutant emissions under the Final Plan and the calculated emissions are not substantially different from those presented in the 2024 Draft PEIR (see Appendix I). These minor changes do not affect the conclusions of the 2024 PEIR, and overall impacts related to criteria pollutants would remain significant and unavoidable. In addition, the Final Plan continues to meet federal transportation conformity requirements and is consistent with State Implementation Plan. Therefore, the Plan would continue to have a less than significant impact with respect to consistency with air quality management plans at the regional level. All other air quality impacts continue to be considered significant and unavoidable.

BIOLOGICAL RESOURCES

The transportation network for the Final Plan is similar to the network in the Draft Plan, therefore the regional-scale direct impacts of the Final Plan to biological resources is similar as those identified in the 2024 Draft PEIR. The impacts to natural vegetation, sensitive species and communities, habitat connectivity, and riparian and wetland areas, is also similar. Estimated acres of critical habitat affected by the Plan changes slightly but is still similar. The number of listed plant species and wildlife species affected by the final Plan is also similar to those provided Section 3.4 of the 2024 Draft PEIR. Similarly, estimated acres of sensitive and riparian habitat would not substantively change based on the modifications described above. Miles of blue-line streams and acres of federally protected waterways would also not substantively change. Lastly acres used for wildlife movement 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 NCPs. These minor changes do not affect the conclusions of the 2024 PEIR, and overall impacts related to biological resources would remain significant and unavoidable.

CULTURAL RESOURCES

The Final Plan has a similar transportation network as compared to the Draft Plan, therefore, regional-scale direct impacts to cultural resources, including impacts to historical and archaeological, resources would be similar to those identified in the 2024 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 archaeological resources in the SCAG region. The Plan would continue to focus growth in urban areas and impacts would not substantively change.

ENERGY

The changes to the Final Plan and PEIR result in minor changes to the energy numbers presented in PEIR Section 3.6, *Energy* (see Appendix I). These 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 minor changes reflected in the Final Plan do not substantially affect the numbers presented in the 2024 Draft PEIR and impacts would not substantively change.

GEOLOGY AND SOILS

Direct regional-scale impacts to geological resources in the Final Plan would be similar to those of the Draft Plan. 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). Changes to the Final Plan and PEIR 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 2024 Draft 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 2024 Draft PEIR would not change because of revisions to the Final Plan and PEIR.

GREENHOUSE GASES

Revisions to the Final Plan and PEIR would result in minimal changes to the regional-scale GHG emission estimates presented in the 2024 Draft PEIR (see Appendix I). On-road emissions would be similar for light and medium-duty vehicles and heavy-duty vehicles (see Table 3.8-7 in Appendix I). Similarly, total transportation section emissions would be similar (see Table 3.8-9 in Appendix I). As stated in Section 3.8, *Greenhouse Gases*, Senate Bill (SB) 375 requires CARB to develop regional CO₂ emission reduction targets, compared to 2005 emissions, for cars and light trucks only for 2020 and 2035 for each of the state's MPOs. The Plan would continue to achieve per capita GHG reduction targets of 8 and 19 percent. As discussed in Section 3.8, *Greenhouse Gas Emissions*, the Plan meets the SB 375 targets and is therefore not in conflict with SB 375 requirements. Because the Final Plan would continue to meet SB 375 targets, the Plan's impacts with regards to conflicting with SB 375 requirements continues to be less than significant. The reduction in VMT per capita from 2050 to 2019 would be similar for light duty vehicles and for all vehicles (see Tables 3.8-12 and 3.17-14 in Appendix I) as compared to numbers presented in the 2024 Draft PEIR (11.4 percent and 8.6 percent respectively). With regards to the possibility of conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions including AB 32 and SB 32, GHG impacts (except for compliance with SB 375) would remain significant and unavoidable.

HAZARDOUS MATERIALS

Revisions to the Final Plan and PEIR would not substantially change land use strategies that encourage infill and redevelopment and generally the same transportation network remains; therefore, transportation of hazardous materials would be similar to those described in the 2024 Draft 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 2024 Draft PEIR.

HYDROLOGY AND WATER QUALITY

The Final Plan and PEIR would have generally the same transportation projects and land use strategies as the Draft Plan, and as such, hydrology impacts including violation of water quality standards, potential to decrease groundwater supplies, alternation of an existing drainage pattern, and flood hazards would generally be the same. While modeling refinements may result in a change in the expected amount greenfields converted to urban uses (see Appendix I), at the regional level the impacts would not substantively change from what is described in the 2024 Draft PEIR.

LAND USE

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 revisions in the Final Plan or PEIR (see Appendix I).

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 revisions in the Final Plan or PEIR would not substantively change the analysis presented in the 2024 Draft PEIR.

MINERAL RESOURCE

Changes to transportation projects contained in the Plan and refinements to growth patterns would continue to require substantial amounts of aggregate resources for construction purposes, and coupled with foreseeable urban land use development under the Plan would also continue to have the potential result in loss of availability of known mineral resources in the region, continuing to constitute a significant impact. The refinements to the Plan would not substantively change the analysis presented in the 2024 Draft PEIR.

NOISE

The Final Plan and PEIR includes similar transportation projects and strategies as well as land use strategies as presented in the 2024 Draft PEIR. As a result, noise impacts would be similar. The potential for generation of substantial temporary or permanent increases in ambient noise or vibration would also be similar since the Final Plan would have generally the same transportation projects as the Draft Plan. The growth pattern is also similar to the Draft Plan meaning that generally the same impacts would occur and for a regional scale analysis, the Plan and PEIR revisions would not substantively change the analysis.

Regarding aviation noise, revisions to the Final Plan and PEIR, which include corrections to year 2050 passenger projections for Ontario International Airport, do not substantially change the transportation network and growth

pattern, as a result, it is expected that sensitive receptors would continue to be impacted by airport noise as analyzed for the Draft Plan. Revisions to the Final Plan and PEIR would not substantially change this impact.

POPULATION AND HOUSING

Minor modifications were made to the population, households, and employment numbers in the Final Plan (see Appendix I and the discussion under Category 1-B Modifications to Plan's Regional Forecasted Development Pattern). The analysis of impacts focuses on the Plan's potential to result in unplanned population growth. The Final Plan continues to include land use strategies and transportation projects and supporting strategies that generally encourage population growth in urbanized areas and PDAs. 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 Final Plan continues to include generally the same transportation network and growth pattern, as such impacts would remain the same.

PUBLIC SERVICES (FIRE, POLICE, SCHOOLS, LIBRARIES)

As described in Section 3.15, impacts to public services are largely population driven. As described under the preceding section (Population and Housing), only minor refinements to the population forecasts occurred. The analysis presented in the public services section 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 Section 3.15 remains the same.

RECREATION

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

TRANSPORTATION

As described above, the refinements to the Plan have generally resulted in incrementally better Plan performance. These changes are fully described in the Plan. These minor changes do not substantively change the analysis presented in the 2024 PEIR relative to impacts associated with conflicts with programs, plans, ordinances, or policies addressing transportation systems, VMT, and safety hazards.

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 Final Plan would have a similar transportation network and growth pattern as the Draft Plan. Therefore, the impacts would be the same as in the 2024 PEIR.

UTILITIES AND SERVICE SYSTEMS

As described in Section 3.19, impacts to utilities and service systems are largely population driven. As described previously under Population and Housing, only minor refinements to the population forecasts occurred. The analysis presented in the utilities and service systems section is regional in nature and generally discusses the potential for physical impacts to occur as a result of the increased population. As the population numbers have not substantively changed, the analysis presented in Section 3.19 remains the same.

WILDFIRE

Transportation projects and anticipated development projects would continue to be located in wildfire-prone areas which could continue to potentially exacerbate wildfire risks, including secondary effects, 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 Final Plan has generally the same transportation and growth pattern, therefore, impacts would remain the same as in the 2024 Draft PEIR.

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 2024 PEIR. The Final Plan includes minor modifications that 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 2024 Draft PEIR.

9.3.5 CONCLUSION OF EVALUATION OF REVISIONS

All public comments on environmental issues received on the 2024 Draft PEIR (category 2 of revisions) and revisions included in the Final Plan and Final PEIR (category 1 and category 3 of revisions) have been carefully reviewed to determine whether recirculation of the 2024 Draft PEIR is required. None of three categories of revisions and any of the detailed revisions made to the 2024 Draft PEIR described below in Section 9.4 constitute significant new information because (1) they do not substantially affect the environmental analysis contained in the 2024 Draft PEIR; (2) no new significant and unavoidable adverse environmental impacts would result from the project or from a new or a modified existing mitigation measure; (3) there is no substantial increase in the severity of a significant impact that would not be mitigated by measures already identified in the Draft EIR; (4) no change to the conclusions in any way; (5) no other feasible project alternative or mitigation measure was identified that would clearly lessen the environmental impacts of the project and was considerably different from those already identified and analyzed in the 2024 Draft PEIR; (6) there are no revisions or set of revisions that would reflect fundamental inadequacies in the 2024 Draft PEIR; and (7) the 2024 Draft PEIR process did not deprive the public

from meaningful public review and comment. All the information presented in this Chapter 9 and in Chapter 8, Response to Comments, merely clarify, amplify, or make insignificant modifications to an adequate Draft PEIR. Therefore, the Connect SoCal 2024 Draft PEIR in whole or in part need not be recirculated prior to certification pursuant to CEQA Guidelines Section 15088.5.

9.4 REVISIONS MADE TO THE 2024 DRAFT PEIR

The changes to the text as presented here are incorporated into the Final PEIR. This section consists of detailed revisions (e.g., corrections, deletions, and/or additions) to the 2024 Draft PEIR that result from the aforementioned three categories of revisions. Only portions of the 2024 Draft PEIR that were revised are included and presented in an “excerpt” style in this chapter. Readers are referred to 2024 Draft PEIR to view complete chapters, including Executive Summary and technical appendices to the 2024 Draft PEIR. To facilitate identification of revisions between the Draft PEIR and the Final PEIR, changes to the document are presented in revision-mode text, wherein deletions of text are shown in ~~striketrough~~ and additions of text are shown in underline. Updated maps are presented at the end of this section. The page and table numbering format in chapters from the 2024 Draft PEIR is maintained. Page numbers refer to page numbers in the 2024 Draft PEIR, so that the reader can easily locate where revisions have been made. Text revisions that occur in multiple pages are presented only once primarily in the Executive Summary and identified as a “global change”. Editorial changes that apply to multiple chapters are presented only once. Minor formatting or grammar changes are not shown in underline or strikethrough mode.

All revisions to the 2024 Draft PEIR are made to bolster understanding of the information in 2024 PEIR. As discussed above, these revisions are considered minor and do not change the findings or conclusions of the 2024 PEIR.

EDITORIAL CORRECTIONS (GLOBAL CHANGES)

The following editorial changes are made throughout the 2024 PEIR in the corresponding sections of the 2024 PEIR as appropriate:

- Capitalize “County” and “State”
- Remove references to first-person modifiers such as “we” and “our”
- Add page numbers to all maps
- Correct typographical and grammatical errors and add minor bridging text to clarify and make consistent without affecting meaning.

EXECUTIVE SUMMARY (INCLUDING GLOBAL CHANGES)

The following changes to the summary are also made in the corresponding sections of the 2024 PEIR as appropriate.

On page ES-4, the second to last sentence in the first paragraph is revised as follows:

To the north of the SCAG region are the Counties of Kern and Inyo; to the east is the State of Nevada and State of Arizona; to the south is San Diego County and the U.S.-Mexico border; and to the west is the ~~county~~ of San Diego County, Santa Barbara County, Kern County, and ; ~~and to the northwest~~ is the Pacific Ocean.

On page ES-4 and page 2-8, the third bullet is revised as follows:

- **Orange County.** Orange County covers an area of approximately ~~799,948~~ square miles. Anaheim is the city with the highest population level in the county, with approximately 347,000 people in 2019. Overall, the county had 3,191,000 residents that year.

On page ES-4, the last paragraph is revised as follows:

The region's transportation network comprises more than 33,485 miles of bus routes, including local bus, express and bus rapid transit (BRT), over 5,000 miles of bikeways, over 73,000 lane miles of roadways (including highways and freeways), and ~~1345~~ miles of high-occupancy vehicle (HOV) and highway express lanes (see **Map ES-3, Existing Arterial System, 2019**, below). The Ports of Los Angeles and Port of Long Beach are the largest container importers in the Western Hemisphere, which contribute to ~~our~~ the region's expansive goods movement system. The region's aviation system is one of the busiest in the world in terms of air passenger and cargo demand, with more than 116.5 million annual passengers and 3.53 million tons of cargo in 2019. Southern California features:

- ~~445,109~~ miles of heavy and light rail
- 885 miles of commuter rail (including ~~538,546~~ miles of Metrolink rail)
- 33,485 miles of bus routes (including local bus, rapid bus, and bus rapid transit routes)
- Over 5,000 miles of bikeways
- Over 73,000 total lane miles of roadways
- 2,302 miles of express bus lanes
- 161 miles of high-occupancy toll (HOT) road

On page ES-5, the third and fourth sentences in the first full paragraph on the page is revised as follows:

As of 2019, the SCAG region has a total of approximately ~~6.62~~ million housing units ~~households~~ in its housing stock, with over half of the housing units ~~households~~ having been built before 1980. While 54 percent are single-family homes, 46 percent are multi-family homes such as condominiums, townhouses, and apartments. For the purposes of the RTP/SCS, the category of "multi-family" includes apartments, condominiums and townhouses. See glossary in the Plan for additional details.

On page ES-6, the first sentences in the second full paragraph on the page is revised as follows:

The Plan was also developed to achieve state targets for greenhouse gas (GHG) emissions reductions, consistent with SB 375 and other regional goals.

On page ES-7, the second to last paragraph is revised as follows, and the addition of “per capita” to all references to GHG reduction targets pursuant to SB 375 is also made to all instances throughout the 2024 PEIR as a global change:

As part of developing a Sustainable Communities Strategy per SB 375, SCAG must include a “forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies ...” will enable SCAG to reach its GHG emission reduction target of 19 percent per capita below 2005 levels by 2035.

On page ES-7, the second to last sentence in the footnote is revised as follows, and all references to the housing element-related rezoning deadline of October 2024 are also updated throughout the 2024 PEIR as a global change, including instances on pages 2-6, 2-12 (footnote), 3-6, 3.14-11, and 3.14-16:

SCAG used its best efforts to incorporate the RHNA, but the data is inherently incomplete because only 12 of 197 jurisdictions had certified housing elements. Additionally, and based on when they achieved compliance, some local jurisdictions ~~may are~~ not ~~be~~ required to complete rezoning associated with housing elements until ~~October 2024~~ February 2025.

On page ES-12, the second to last sentence on the page is revised as follows, and all references to first two years of the previously conforming transportation plan and/or FTIP in the context of the No Project Alternative are also revised accordingly throughout the 2024 PEIR as a global change:

The No Project Alternative is aligned with the baseline discussion in the Plan and includes transportation projects that are in place at the time of preparation of Connect SoCal 2024 and that are included in the first ~~two~~ years of the previously conforming transportation plan and/or FTIP.

On page ES-13, the first paragraph under Summary of Alternatives Comparison is revised as follows:

As discussed in Chapter 4, Alternatives, the summary comparison for the No Project Alternative, Intensified Land Use Alternative, and the Plan is presented in ~~Error! Reference source not found.~~ **Table 4-12, Comparison of Significant Adverse Environmental Impacts for Connect SoCal 2024 and Alternatives**, which 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 Chapter 3, Environmental Setting, Impacts, and Mitigation Measures of this 2024 PEIR. For each resource area evaluated, ~~Table 4-7~~ Table 4-12 summarizes whether the impacts of the alternative would generally result in greater or lesser impacts than those of the Plan.

On page ES-22, the following edit is made to PMM-AG-3 and Table ES-3:

PMM AG-3 Project-level mitigation measures can and should be considered by lead agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of ~~Farmland~~ forest land to maximum extent practicable, as determined appropriate by each lead agency, may include the following, or other comparable measures:

- a) Minimize construction-related impacts to ~~agricultural and~~ forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with forestry resources.
- b) Acquire conservation easements for the loss of forestland ~~or timberland~~.
- c) Coordinate with responsible agencies including the United States Forest Service and Bureau of Land Management, as appropriate, regarding applicable requirements for transportation and urban land use projects within designated National Monuments in the SCAG region.

On page ES-29, the following edit is made to PMM-AQ-1 (ee) and Table ES-3:

PMM-AQ-1 ee) Lengthen the construction period during smog season (May through October) by extending the construction hours per workday or number of days worked per week, to minimize the number of vehicles and equipment operating at the same time.

On page ES-30, the following edit is made to PMM-AQ-2 and Table ES-3:

PMM-AQ-2 ~~For p~~Projects subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects) and located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and within one-quarter mile (1,320 feet) of a sensitive land use, project leads should~~shall~~ prepare an air quality analysis that evaluates potential localized project air quality impacts in conformance with SCAQMD methodology for assessing localized significance thresholds (LST) air quality impacts. If air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the project should~~shall~~ incorporate feasible mitigation measures to reduce air pollutant emissions.

On page ES-30, the following edit is made to PMM-AQ-3 and Table ES-3:

PMM-AQ-3 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to other emissions (such as those leading to odors) adversely affecting a substantial number of people. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Implement an odor management plan that consistent with the requirements from the local air quality management district or air pollution control district.
- b) Implement an odor control technique(s) or strategy(ies) consistent with the requirements from the local air quality management district or air pollution control district. Odor control techniques or strategies may include air filters, air scrubbers, enclosures, buzzer zones, physical barriers, housekeeping practices, or other techniques or strategies.

On page ES-33, the following edit is made to PMM-BIO-2 and Table ES-3:

- f) Consult with the CDFW for state-designated sensitive or riparian habitats where fur-bearing ~~beaming~~ bearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-bearing bearing mammals, are actively using the areas in conjunction with breeding activities.

On page ES-34, the following edit is made to PMM-BIO-3 and Table ES-3:

The new rule establishes performance standards, sets timeframes for decision making, and to the maximum extent feasible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:

- Permittee-responsible mitigation
- Contribution of ~~in-kind~~ in-lieu fees
- Use of in-kind mitigation bank credits”

On page ES-35, the following edit is made to PMM-BIO-4(e) and Table ES-3:

Prohibit construction activities within 300 feet, or modified as appropriate by a qualified biologist, of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season.

On page ES-37, the following edit is made to PMM-BIO-4(p) and Table ES-3:

Where the lead agency has identified that an RTP/SCS project, or other regionally significant project, has the potential to impact ~~other~~ open space or wildlife nursery site areas that are not designated as such by federal, state, or local jurisdictions, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.

On page ES-38, the following edit is made to PMM-BIO-4(v) and Table ES-3:

- v) Create wildlife corridor redundancy to help retain functional connectivity and resilience.

On page ES-39, the following edit is made to the second to last sentence in PMM-BIO-5(h) and Table ES-3:

Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation or as determined by the local jurisdictions, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations.

On page ES-47, the following edits are made to PMM-GHG-1(a)(ix),(e)(iv) through (e)(vi), (f), (g), (h), and (j)(iv),(l) and Table ES-3:

PMM-GHG-1

a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including:

ix) Install alternative fuel (e.g. electric, hydrogen-fueled, etc.) vehicle charging and fueling stations.

e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following:

iv. Increase access to common goods and services, such as groceries, schools, ~~and~~ day care, and medical care;

v. Incorporate ~~affordable~~ housing, including affordable housing, into the project;

vi. Incorporate a ~~the~~ neighborhood electric vehicle network;

f) Incorporate bicycle and pedestrian facilities into project designs, ~~maintain~~ing these facilities, and ~~provid~~ing amenities incentivizing their use; and ~~plann~~ing for and constructing ~~building~~ local bicycle projects that connect with the regional network;

g) ~~Improv~~ing transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; ~~and~~

h) ~~Adopt~~ing employer trip-reduction measures to reduce employee trips, such as vanpool and carpool programs, ~~provid~~ing end-of-trip facilities and telecommuting programs including but not limited to measures that:

iii. Shift single-occupancy vehicle trips to carpooling or vanpooling, for example by providing ride-matching services;

iv. Provide incentives or subsidies that increase ~~that~~ use of modes other than single-occupancy vehicle;

j) Land use siting and design measures that reduce GHG emissions, including:

iv) Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of alternative fuel (e.g. electric, hydrogen-fueled, etc.) vehicle charging and fueling stations or neighborhood alternative fuel ~~electric~~-vehicle networks, or charging for electric bicycles; and

l) Require at least five percent of all new vehicle parking spaces include alternative fuel (e.g. electric, hydrogen-fueled, etc.) vehicles charging and fueling stations, or at a minimum, install the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in. Encourage electric vehicle capable (branch circuit and raceway) or ready (charging outlet) spaces to accommodate future growth in electric vehicles.

On pages ES-59 and ES-60, PMM-HYD-4 is renumbered to PMM-HYD-3 and the text in is revised as follows:

PMM-HYD-34 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:

- a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. In areas affected by coastal flooding, new projects should be designed for resilience against ~~with~~ 3.5 feet of sea-level rise, as per California Ocean Protection Council's strategic guidance. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated, and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.

On pages ES-71 and ES-72, the following introductory text is added to PMM-TRA-3:

PMM-TRA-3 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation impacts. Such measures may include the following or other comparable measures identified by the lead agency:

On page ES-73, the text in PMM-UTIL-2 and Table ES-3 is revised as follows:

PMM-UTIL-2 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:

- a) Reduce exterior consumptive uses of water in public areas, and ~~should~~ promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.
- b) Promote the availability of drought-resistant landscaping options and provide information on ~~where~~ how these can be ~~obtained~~ purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible.

On page ES-75, the text in mitigation measure PMM-UTIL-3 and Table ES-3 is modified as follows:

- j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing additional opportunities to divert food waste away from landfills and toward food banks and composting facilities.

On page ES-77, the following text is added to mitigation measure PMM-WF-1 and Table ES-3:

- l) Explore and implement new strategies and better roadway easement management to minimize fire ignitions along roadways.
- m) Coordinate with CalFIRE, local Fire Safe Councils, and homeowners' associations to implement FireWise Communities, implement restoration projects that remove highly flammable non-native grasses, and improve habitat via restoration projects at the Wildland Urban Interface.

On page ES-78, Map ES-1 (as well as on Map 2-1 in Chapter 2, *Project Description*) is updated to include page number, a label for Orange County, and the source revised to SCAG.

On page ES-79, the legend on Map ES-2 (as well as on Map 2-2 in Chapter 2, *Project Description*) is updated to change "Imperial Valley Association of Governments (IVAG)" to "Imperial County Transportation Commission".

PROJECT DESCRIPTION

On page 2-7, the text in the last sentence of the third paragraph is revised as follows:

As noted above, Connect SoCal 2024 utilized the LDX process to solicit land use and growth input directly from SCAG's local jurisdictions, and the Plan is the first RTP/SCS prepared by SCAG that did not modify the requested local data inputs of housing and employment."

On page 2-8, the text in the last paragraph is revised as follows:

The region's transportation network comprises more than 33,485 miles of bus routes, including local bus, express and bus rapid transit (BRT), 5,000 miles of bikeways, 73,000 lane miles of roadways, and 134 miles of express lanes (see **Map 2-3, Existing Transit Network, 2019, Map 2-4, Existing Arterial Network, 2019, Map 2-5, Existing Regional Goods Movement System, and Map 2-6, Major Airports in SCAG Region**). The Ports of Los Angeles and Long Beach are the largest container importers in the Western Hemisphere that contribute to ~~our~~ the region's expansive goods movement system. The region's aviation system is one of the busiest in the world in terms of air passenger and cargo demand, with more than 116.5 million annual passengers and 3.53 million tons of cargo in 2019. Southern California features:

- ~~40109~~ miles of heavy and light rail
- ~~538546~~ miles of commuter rail (Metrolink)
- 33,485 miles of bus routes (including local bus, express, and bus rapid transit [BRT])
- 5,000 miles of bikeways
- 74,172 total lane miles of roadways
- 2,302 miles of express bus lanes
- 161 miles of high-occupancy toll (HOT) roads

On page 2-9, the text in the third sentence in the first paragraph is revised as follows:

As of 2019, the SCAG region has a total of 6.6 million units in its housing stock, with over half of the housing units having been built before 1980. While ~~654~~ percent are single-family homes, ~~346~~ percent are multifamily homes such as condominiums, townhouses, and apartments. For the purposes of the RTP/SCS, the category of "multi-family" includes apartments, condominiums and townhouses. See glossary in the Plan for additional details.

On page 2-9, the text in the third paragraph under Land Uses is revised as follows:

More than 20 million acres of open space within the SCAG region is currently ~~conserved protected~~ under a Habitat Conservation Plan or Natural Community Conservation Plan or will be protected by a future conservation plan that is currently in its planning stages. Data from CDFW and USFWS show 31 plans with durations of 16–80 years providing conservation efforts nearly 3 million acres in the SCAG region. These plans identify and provide for the regional protection of plants, animals and their habitats, while allowing compatible and appropriate economic activity.

On page 2-13, the text in the first sentence of the first full paragraph is revised as follows:

SCAG has the opportunity to analyze and address the inequities that the public, government, and planning profession have created by systemically driving and perpetuating societal differences along racial lines.

On page 2-18, the asterisks for item 6 in Table 2-2 are removed as follows:

6. Support implementation of complete streets improvements in Priority Equity Communities~~*~~, and particularly with respect to Transportation Equity Zones~~*~~, to enhance mobility, safety, and access to opportunities.

On page 2-18, the text for the first reference under subsection 2.11, Sources, is revised as follows:

U.S. Census Bureau American Community Survey 2017 1-Year Estimates American FactFinder. 2017. 2017 Population Estimates. <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>. Accessed July 29, 2019.

On page 2-33, additional language is added to the end of the second to last paragraph:

While individual transportation projects are included in the Plan, this PEIR is programmatic in nature and the analysis considers impacts that would reasonably be expected in conjunction with the transportation investments and land use development patterns envisioned in the Plan; the potential for significant and unavoidable impacts after the consideration of feasible mitigation measures; and a range of feasible alternatives. Project-level analysis will be prepared by implementing agencies, serving as a lead agency under CEQA, with the authority and principal responsibility for approving or carrying out the individual projects. These agencies include the six counties and 191 cities in the region. Other project implementing agencies may include public transit providers, other public agencies such as joint power authorities, air districts, water districts, colleges and universities, and Caltrans, among others. Implementation of individual projects may require permits from other public agencies who are responsible for or are required to carry out or approve some activities involved in the projects pursuant to CEQA Guidelines Sections 15096 and 15381 (e.g., projects requiring air quality permits). Implementing agencies serving as a lead agency under CEQA for individual projects may arrange appropriate consultations with the permitting agency to determine applicable registration and permitting requirements.

On page 2-40, Map 2-6 is updated to depict commercial airports consistent with Map 1 from the Plan's Final Aviation and Ground Access Technical Report, and is included at the end of this section.

INTRODUCTION TO THE ANALYSIS

On page 3-5 the footnote is revised as follows:

SCAG's regional growth forecasting process emphasized the participation of local jurisdictions ~~and other stakeholders~~. The Local Data Exchange (LDX) process was used to give local jurisdiction's the opportunity to provide input related to land use and the future growth of employment and households to ensure that the most updated information from local jurisdictions was gathered to link and align local planning with a regional plan that can meet federal and state requirements and reflect a regional vision. Therefore, LDX was a key component of allocation of growth across jurisdictions in the SCAG region with 67% of jurisdictions providing information as part of the LDX process, which ended in December 2022.

AGRICULTURE AND FORESTRY RESOURCES

On pages 3.2-3 and 3.2-4, the following note is added to Tables 3.2-1, 3.2-2, and 3.2-3:

"Land use for farmland designation within the SCAG region was sourced from the Department of Conservation Farmland Mapping and Monitoring Program (FMMP). FMMP farmland designation is not necessarily reflective of the most current zoning codes or General Plan land use designations for local jurisdictions in the SCAG region. In addition, not all land used for farming was permanent farmland."

AIR QUALITY

On page 3.3-2, the following edit is made to the definition of ozone (O3):

- *Ozone (O3)* is a colorless gas that is formed in the atmosphere when reactive organic gases (ROG) and nitrogen oxides (NOx) react in the presence of ultraviolet sunlight. Ozone is not a primary pollutant; rather, it is a secondary pollutant formed by complex interactions of two pollutants directly emitted into the atmosphere. The primary sources of ROG and NOx, the components of ozone, are automobile exhaust and industrial sources. Meteorology and terrain play major roles in ozone formation. Ideal conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. The greatest source of smog-producing gases in California is the automobile source sector. Short-term exposure (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes (USEPA 2023f).

On page 3.3-4, the following edits are made to the last sentence in the third full paragraph on the page:

This value is similar to the National Ambient Air Quality Standard established for fine particulate matter, which is 12 μm^3 for the primary standard and 15 μm^3 for the secondary standard (USEPA 2014a).

On pages 3.3-9 and 3.3-10, the following text and table header edits are made (and to the corresponding table title in the Table of Contents):

The rate of emergency department visits for Asthma in the SCAG region ranges from 28 to 80 per 10,000 people (**Table 3.3-2, Population-Weighted Rate of Emergency Department Visits for Asthma Rate per 10,000**). Asthma rates are a good indicator of population sensitivity to environmental stressors because asthma is both caused by and exacerbated by pollutants.

On page 3.3-10, the following edits are made to the last sentence in the third paragraph:

This range exceeds the new federal primary standard of 9 µg/m³ (which became effective February 7, 2024) and the secondary standard of 15 µg/m³ standard and is also above the as well as the state standard of 12 µg/m³.

Page 3.3-10, the last sentence of the third paragraph under Table 3.3-2 is revised as follows:

This range exceeds the new federal primary annual standard of 9 µg/m³ (which became effective February 7, 2024) and secondary standard of 15 µg/m³ standard and is also above, as well as the state annual standard of 12 µg/m³.

Page 3.3-11, Table 3.3-3 National Ambient Air Quality Standards, the PM_{2.5} primary standard is changed from 12 µg/m³ to 9 µg/m³ and the following footnote is added to the table for this entry:

* On February 7, 2024, the EPA finalized the revision to the primary PM_{2.5} standard. The change from 12 µg/m³ to 9 µg/m³ became effective immediately.

On page 3.3-11, the following text edit is made:

Map 3.3-2, Average Daily Ozone Exposure in Excess of National 8-Hour Standard, shows the average daily ozone exposure in the SCAG region that is in excess of the national 8-hour standard (0.070 ppm) in the SCAG region for years 2015~~7~~ to 2017~~9~~.

On page 3.3-15, the following text in the first paragraph and Table 3.3-7 table header edits are made:

The existing conditions (base year 2019) of the criteria pollutant emissions for the six counties in the SCAG region are shown in **Table 3.3-7, On-Road Transportation Criteria Pollutant Emissions by County—Existing Conditions (2019)**.

On Page 3.3-41, additional language is added to the last paragraph:

As discussed above, at the regional level, the Plan meets the federal transportation conformity requirements and therefore, would not conflict with or obstruct applicable AQMPs, local SIPs, and air plans. In addition, the applicable AQMPs, local SIPs, and air plans' primary purpose is to identify, develop, and implement strategies and control measures to achieve federal and state air quality standards. However, federally supported individual transportation projects are required to perform their own project-level conformity. In PM_{2.5} and/or PM₁₀ nonattainment and maintenance areas within the SCAG region (except the Ventura County portion of the South Central Coast Air Basin), SCAG's TCWG determines if a federally supported transportation or transit project is considered a "Project of Air Quality Concern" (POAQC) (SCAG 2023d). For example, if a new highway project included in the Plan's Project

List involves significant levels of diesel vehicle traffic, it could be determined by the TCWG as a POAQC that may need a project-level PM hot spot analysis (40 CFR 93.123(b)). PM hot spot analyses are required only for projects of local air quality concerns. As such, the potential exists that individual transportation projects in the Plan could result in conflicts with or obstruction of implementation of applicable air quality plans. Therefore, impacts with regards to project-level conformity are considered significant and mitigation measures are required. During the Plan's development timeframe spanning 20+ years, predicting which projects could result in conflicts with or obstruction of implementation of applicable AQMPs, local SIPs, and air quality plans without firm evidence based on facts to support the analysis would require an engagement in speculation or conjecture that is inappropriate for this PEIR. Therefore, this analysis takes on a conservative approach for CEQA purposes in concluding that the Plan has the potential to conflict with or obstruct implementation of applicable air quality plans (except for Plan's consistency with federal transportation conformity requirements). However, this conclusion should not be viewed in any way to diminish local air districts' efforts in achieving federally and state required air quality standards or to lessen the continuing and comprehensive coordination that SCAG has already and will continue to undertake with air districts to support air quality planning efforts and attainment of air quality standards in the SCAG region.

On Page 3.3-47, additional language is added:

As previously discussed, the Plan, for federal transportation conformity purposes, conforms to the applicable AQMPs/SIPs in the SCAG region, and the Plan's regional emissions would be below the applicable emissions caps of all applicable criteria pollutants as set forth in the applicable AQMPs/SIPs that are approved by or pending approval of USEPA, for all applicable milestones, attainment, and planning horizon years, and in all 26 nonattainment and maintenance areas within the SCAG region. In addition, the primary purpose of the applicable AQMPs/ SIPs in the SCAG region are to identify, develop, and implement strategies and control measures to achieve the federal and state ambient air quality standards. However, while the Plan demonstrates positive transportation conformity and complies with the federal Transportation Conformity Regulations, it is not possible or feasible to determine if individual projects would conflict with to obstruct implementation of applicable air quality plans. During the Plan's horizon timeframe spanning 20+ years, predicting which individual projects could result in conflicts with or obstruction of implementation of applicable AQMPs, local SIPs, and air quality plans without firm evidence based on facts to support the analysis would require an engagement in speculation or conjecture that is inappropriate for this PEIR. Given the uncertainties regarding the nature and location of future development, this 2024 PEIR identifies SCAG mitigation measures and project-level mitigation measures.

On page 3.3-68, the following edit is made to the third paragraph:

Map 3.3-5, SCAG Region AB 617 Community PM2.5 Emissions Improvement, graphically illustrates the progress of improvements to PM2.5 emissions (as well as PM2.5-related community-wide health risk) in the SCAG region and in AB 617 communities (identified as Priority Equity Communities) from year 2019 to year 2050.

On page 3.3-79, the text under Project-Level Mitigation Measures is modified as follows:

See PMM-AQ-1 and PMM-AQ-2.

PMM-AQ-23 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce ~~substantial~~ significant adverse effects related to other emissions (such as those leading to odors) adversely affecting a substantial number of people. Such measures may include the following or other comparable measures identified by the lead agency:

The following text edit is made to the legend of Map 3.3-2:

(20157 to 20179)

CULTURAL RESOURCES

On page 3.5-24, the first paragraph is modified as follows:

In accordance with California Government Code Sections 65560(g) and (i), like the six counties in the SCAG region, all cities are required to have a conservation element and an open space element, as mandatory elements of their general plans. Generally, Conservation and Open Space Elements provide goals and policies for the protection and preservation of cultural resources, including archaeological, and historic resources. Cities may also ~~designate~~ recognize preservation as a legitimate and significant land use concern for their community and include a specific Historic Preservation Element in their general plan. While there is variety in content and organization, a Historic Preservation Element can include a historic context, existing conditions, information on a community's Preservation program, outline a legal basis for historic preservation at a local, state and/or federal level, survey methodology and results, and detail its relationship to other elements in the general plan. a neighborhood as a local historic district, referred to as a Historic Preservation Overlay Zone (HPOZ) which aims to identify and protect the distinctive architectural and cultural resources within a city. HPOZs provide an additional layer of planning control during the project review process. Many city general plans have provisions for historic districts and protection of locally important cultural resources that may or may not meet the criteria for eligibility for listing in the NRHP or CRHR. For example, the City of Los Angeles's local historic districts program aims to identify and protect the distinctive architectural and cultural resources of Los Angeles's historic neighborhoods. Designating a neighborhood as a local historic district/HPOZ means that any new projects in that neighborhood must complement its historic character. The City currently has 35 officially designated HPOZs in its jurisdiction (City of Los Angeles 2023). While a Historic Preservation Element does not guarantee a successful preservation program, it ensures preservation will have a seat at the table of discussion and will be considered an equal priority to other land use concerns in a community.

ENERGY

On page 3.6-14, the following edit is made to Section 3.6, *Energy*, heading “City of Riverside Green Action Plan” and final paragraph:

Refer to Section 3.8, *Greenhouse Gas Emissions*, for a detailed discussion of this regulation. ~~The City of Riverside’s Green Action Plan aims to reduce the City’s environmental impact by increasing the City’s renewable energy production and reduce the City’s GHG emissions, waste, and water consumption. Regarding energy, the Green Action Plan includes goals to install at least 20 MW of photovoltaic systems by 2020, reduce the City’s peak electrical load demand by 10 percent, and meet 33 percent of electricity demand from renewable sources by 2050 (City of Riverside 2012).~~

GREENHOUSE GAS EMISSIONS

On page 3.8-3, the following edit is made:

By 1850, the world emitted a cumulative total of approximately 4.76 billion tons of CO₂ and by 2019, the world emitted a cumulative total of approximately 1.39 trillion tons of CO₂ (estimated from the year 1750 onward and includes fossil fuels and industry only).

On page 3.8-7, the following edit to third full sentence in the first paragraph is made:

Furthermore, the global average temperature for July 2023 was the highest on record for the last 120,000 years, ~~where the month July 2023~~ is estimated to have been around 1.5 degrees Celsius warmer than the average from for 1815 to 1900, which represents ~~ing~~ the average for pre-industrial times, ~~and g~~Global sea surface temperatures records were also broken in July 2023 where ocean surface temperatures were the highest ever recorded and 0.51 degrees Celsius above the 1991-2020 average (United Nations News 2023).

On page 3.8-9, the following text is added to bullet d in Table 3.8-3 and is also added, as appropriate, to tables throughout the 2024 PEIR:

d. CARB revised the State’s 1990 level GHG emissions using GWPs from the IPCC AR4 (IPCC 2007). Numbers may not total due to rounding.

On page 3.8-10, the text in the second paragraph is modified as follows:

These results are consistent with SCAG estimates of GHG emissions for 2019 (see ~~Table 3.8-7~~**Table 3.8-10, Greenhouse Gas Emissions All On-Road and Other Transportation Sources by County (CO₂e) Greenhouse Gas Emissions Light-, Medium-, and Heavy-Duty On-Road Vehicle Transportation by County and Other Transportation Sources in the SCAG Region (CO₂e) (million metric tons per year)**, later in this document. It should be noted that the 2011 FFCO₂ estimates does not include Imperial County, ~~which, according to Table 3.8-7,~~ However, Imperial County was included in 2019 (as shown in Table 3.8-10) and contributed approximately 1.97 percent of the regional total transportation GHG emissions. Therefore, these results are representative of the SCAG region (Gurney et al. 2019).

On page 3.8-50, the following edit is made to Section 3.8, *Greenhouse Gas Emissions*, heading “City of Riverside Green Action Plan” and final paragraph:

City of Riverside ~~Green Action Plan~~ Restorative Growthprint

The City of Riverside’s Green Action Plan aims to reduce the City’s environmental impact by increasing the City’s renewable energy production and reduce the City’s GHG emissions, waste, and water consumption. Regarding energy, the Green Action Plan includes goals to install at least 20 megawatts (MW) of photovoltaic systems by 2020, reduce the City’s peak electrical load demand by 10 percent, and meet 33 percent of electricity demand from renewable sources by 2050 (City of Riverside, undated).

The City of Riverside’s Restorative Growthprint (RRG) Plan combines the Economic Prosperity Action Plan and Climate Action Plan and includes action related to GHG emissions reductions and energy efficiency. The RRG supersedes the City’s Green Action Plan and builds upon its goals. The RRG sets a target of 15 percent below 2010 emissions levels by 2020 and a goal of 49 percent below 2010 emissions level by 2035. The RRG includes energy measures related to increased efficiency, renewable energy use, and renewable energy generation. The RRG also includes measures aimed at reducing single-occupancy vehicle travel, encouraging alternative fuel use, conserving potable water, and reducing water use.

On page 3.8-57, the text in the column headers for Tables 3.8-7 and 3.8-8 is modified as follows:

2019 (MMT/YEAR)			2030 (PLAN) (MMT/YEAR)			2045 (PLAN) (MMT/YEAR)			2050 (PLAN) (MMT/YEAR)		
CO2	CH4	N2O/NO2	CO2	CH4	N2O/NO2	CO2	CH4	N2O/NO2	CO2	CH4	N2O/NO2

On page 3.8-63, the following edit is made to the second paragraph:

At the time of preparing this 2024 PEIR it is unknown how CARB and other state agencies, through statewide programs or in coordination with local and regional governments, would meet the identified higher VMT reductions needed to meet the 2022 Scoping Plan’s target of VMT per capita that is 25 percent below 2019 levels by 2030 and 30 percent below 2019 by 2045.

LAND USE AND PLANNING

On page 3.11-2, the text in the sixth bullet is revised as follows:

- *Recreation:* Recreation areas may be composed of one large site or several sites located in proximity that together provide a recreation opportunity at the local and/or regional level. These ~~parks~~ public and private areas may include areas of significant natural resources, as well as more developed activity sites.

On page 3.11-5, the last two sentences in the first paragraph are revised as follows:

The Plan's policies and strategies encourage improvement in the region's jobs-housing balance by focusing new housing and employment in Priority Development Areas (PDAs). A general discussion of the land use patterns is provided for each of the six SCAG counties below and is sourced from each County government's General Plan:

On page 3.11-5, the text in the third bullet is revised as follows:

- **Orange County.** Between 2000 and 2019, the total population of Orange County increased by 12.1 percent (U.S. Census Bureau 2002; SCAG 2021, 2023a), which was slightly ~~higher~~-lower than the SCAG regional increase of 14 percent (SCAG 2021, 2023a). The County of Orange's General Plan assessed that Orange County would experience a steady but declining amount of land available for development. The General Plan projected a significant level of new housing is anticipated to be constructed in the south and eastern portions of the County, while infill and redevelopment are identified primarily in the northern and central regions.

On page 3.11-6, the text in the second bullet is revised as follows:

- **San Bernardino.** Between 2000 and 2019, the total county population increased by 27.2 percent (U.S. Census Bureau 2002; SCAG 2021, 2023a); well above the SCAG regional increase of 14 percent (SCAG 2021, 2023a). Much of the development in San Bernardino has occurred on unincorporated county land. The County's General Plan focuses new development in areas where there is infrastructure in place, including potable water, wastewater treatment, roadways, and public services.

On page 3.11-6, the text in the third bullet is revised as follows:

- **Ventura County.** Between 2000 and 2019, Ventura County's population growth increase of 12.8 percent (U.S. Census Bureau 2002; SCAG 2021, 2023a) was slightly lower ~~higher~~ than the SCAG regional increase of 14 percent (SCAG 2021, 2023a).

On page 3.11-8, the last three sentences in the first full paragraph are revised as follows:

~~City and county general plans must be consistent with each other.~~ Local jurisdictions implement their general plans through zoning ordinances. Zoning ordinances provide a much greater level of detail including the general plan land use designations and such information as permitted uses, yard setbacks, and uses that would require a conditional use permit (**Map 3.11-1, General Plan Land Use Designations**, shows the general land use designations (consolidated for purposes of consistency and mapping) for the six ~~SCAG member~~ counties and 191 cities in the SCAG region).

On page 3.11-8, the first two paragraphs in the subsection entitled Existing Land Uses by County are revised as follows:

The land use elements of the county and city general plans within the SCAG region generally classify lands into ~~to~~ 35 34 land use categories (**Table 3.11-2, SCAG Region General Land Use Categories**).

According to SPM data, the Plan would add approximately 50,000 urbanized acres to the region by 2050 (SCAG 2023c). The 34 land use categories noted in Table 3.11-2 are then subsequently grouped into three Land Development Categories (LDCs) to describe the general conditions in a given area, including urban, compact, and standard LDCs. The following describes the LDCs considered in the Plan (SCAG 2023b):

On page 3.11-11, the third paragraph is revised as follows:

Multi-family units are used as a generic category to refer to all homes other than single-family detached homes. Therefore, the category referred to as multi-family includes attached residences, such as apartments and condominiums, along with ~~and~~ townhouses, which are actually single-family attached structures.

On page 3.11-11, the fifth paragraph is revised as follows:

Duplexes, Triplexes, and 2- or 3-Unit Condominiums and Townhouses. This category is composed of duplexes, triplexes, and 2- or 3-unit condominiums, which are multi-family structures, and townhouses, which are attached single-family units that are attached multifamily structures.

On page 3.11-11, the first sentence in the eighth paragraph is revised as follows:

Typically, low-rise apartments, and condominiums, ~~and townhouses~~ occur together in large contiguous areas since land use is restricted to multi-family zoned areas.

On page 3.11-12, the first sentences in the first and third paragraphs are revised as follows:

Medium-Rise Apartments and Condominiums. This category includes multi-family structures of three to four stories and more than >18 units/acre.

High-Rise Apartments and Condominiums. This category includes multi-family structures of five stories or greater and more than >18 units/acre.

On page 3.11-17, the source for Table 3.11-4 is revised as follows:

CCC-California Coastal Commission 2019

On page 3.11-21, the following footnote is added to the end of the second sentence in the first paragraph:

1 “Transit Priority Area” means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan.

On page 3.11-24, the second paragraph is revised as follows:

SB 375 now synchronizes the schedules of the RHNA and regional transportation plan processes. The RHNA, which is developed ~~after the~~ concurrent with the regional transportation plan every 8 years, must also allocate housing units within the region consistent with the forecasted regional development pattern included in the SCS. Previously, the vast majority of the RHNA determination was based on anticipated population growth projections produced by DOF. ~~SB 375~~ The RHNA statutes requires the determination to be based upon population projections by DOF ~~and~~ or regional population forecasts used in preparing the regional transportation plan. (See Cal. Govt. Code section 65584.01). If the total regional population forecasted used in the regional transportation plan is within a range of ~~three~~ 1.5 percent of the regional population forecast completed by DOF for the same planning period, then the population forecast developed by the regional agency and used in the regional transportation plan shall be the basis for the determination. If the difference is greater than ~~three~~ 1.5 percent, then the two agencies shall meet to discuss variances in methodology and seek agreement on a population projection for the region to use as the basis for the RHNA determination. If no agreement is reached, then the basis for the RHNA determination shall be the regional population projection created by DOF.

On page 3.11-35, Map 3.11-1 is updated to reflect SCAG's more recent (2019) generalized land use data, and an updated source citation and page number are added to Map 3.11-1.

MINERAL RESOURCES

On page 3.12-2, the following sentence is added to the end of the paragraph under Imperial County:

Such explorations for lithium along the Salton Sea have revealed that there are an estimated 18 million metric tons of raw lithium in Imperial County, or enough to produce about 375 million electric vehicle batteries (KPBS 2023).

On page 3.12-15, the following citation is added to Section 3.12.4, Sources:

KBPS.org. 2023. Report details rich lithium deposits in Imperial County. <https://www.kpbs.org/news/science-technology/2023/12/01/report-details-rich-lithium-deposits-in-imperial-county>. Accessed February 24, 2024.

POPULATION AND HOUSING

On page 3.14-1, the first bullet is revised as follows:

- *Employment:* Also known as "jobs," employment includes both wage and salary workers and self-employed workers. Paid, wage, and salary employment consists of full- and part-time employees, including salaried officers and executives of corporations, who were on the payroll in the pay period. Included are employees on sick leave, holidays, and vacations; not included are proprietors and partners of unincorporated businesses.

On page 3.14-1, the fifth bullet is revised as follows:

- *Housing unit:* A house, an apartment or other group of rooms, or a single room are regarded as housing units when occupied or intended for occupancy as separate living quarters. These include single-family and multi-family units, as well as accessory dwelling units (ADUs). Different jurisdictions have slightly different definitions of what constitutes a housing unit.

On page 3.14-1, the sixth bullet is revised as follows:

- *Population:* As used in this analysis, population totals and population detail are is data available from the U.S. Census Bureau and from the State Department of Finance for the SCAG region for the period of 1900 through ~~2019~~2022, with population projections available from SCAG for future years ~~in 2023~~ for the projected population growth through 2050.

On page 3.14-2, the fourth sentence in the first paragraph is revised as follows:

Historically, population within the SCAG region was heavily influenced by net migration, or the difference between people coming into an area (immigrating) and the people leaving an area (emigrating) as opposed to the natural increase, which is the number of births over minus the number of deaths.

On page 3.14-2, the third sentence of the third paragraph is revised as follows:

The change is largely attributed to four key factors: (1) lower birth rates (fewer children), (2) lower immigration rates (fewer immigrants and domestic in-migrants), (3) aging population (fewer at childbearing age), and (4) high housing costs (lack of housing) (SCAG 2023a).

On page 3.14-2, the text in Table 3.14-1 is revised as follows:

TABLE 3.14-1 Population Growth in the SCAG Region (2000–2019 for Incorporated Cities and Unincorporated Areas)

COUNTY	POPULATION 2000 ¹	POPULATION 2010 ²	POPULATION 2019 ¹	GROWTH RATE PERCENTAGE 2000–2010	GROWTH RATE PERCENTAGE (2010–2019)
Imperial	142,000	175,000	181,000	0.226 <u>22.6%</u>	0.037 <u>3.7%</u>
Los Angeles	9,519,000	9,819,000	10,046,000	0.031 <u>3.1%</u>	0.023 <u>2.3%</u>
Orange	2,846,000	3,010,000	3,191,000	0.058 <u>5.8%</u>	0.060 <u>6.0%</u>
Riverside	1,545,000	2,190,000	2,386,000	0.417 <u>41.7%</u>	0.093 <u>9.3%</u>
San Bernardino	1,709,000	2,035,000	2,175,000	0.191 <u>19.1%</u>	0.069 <u>6.9%</u>
Ventura	753,000	823,000	846,000	0.093 <u>9.3%</u>	0.028 <u>2.8%</u>
SCAG Region	16,514,000	18,052,000	18,827,000	0.093<u>9.3%</u>	0.043<u>4.3%</u>

Sources: 1. SCAG 2023a
2. SCAG 2021a

Table Note: Numbers are rounded to the nearest thousand.

On page 3.14-3, the last sentence of the second paragraph is revised as follows:

At a fundamental level, there ~~are is~~ simply not enough housing ~~for everyone~~ units to accommodate demand/need ~~who wants to live in the state.~~

On page 3.14-4, the data for Orange County in Table 3.14-3 is modified as follows:

Orange	2.99	2.99 2.99	0.00-1.70
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On page 3.14-4, the source information in Table 3.14-3 is modified as follows:

Connect SoCal 2024 base year, based on 2020 U.S. Decennial ~~decennial~~ Census P.L. 94-171 Redistricting data PL-94 redistricting-file and 2019 DOF E-5 estimates.

On page 3.14-4, the text in Table 3.14-4 is modified as follows:

TABLE 3.14-4 Individual Poverty Rates in the SCAG Region (1990–2021)					
COUNTY	1990 POVERTY RATE ¹	2000 POVERTY RATE ²	2010 POVERTY RATE ³	2019 POVERTY RATE ⁴	2021 POVERTY RATE ⁵
Imperial	0.23 23.8%	0.22 22.6%	0.21 21.4%	0.25 25.1%	0.16 16.4%
Los Angeles	0.15 15.1%	0.17 17.9%	0.17 17.5%	0.13 13.4%	0.14 14.2%
Orange	0.08 8.5%	0.10 10.3%	0.12 12.2%	0.09 9.4%	0.09 9.9%
Riverside	0.11 11.5%	0.14 14.2%	0.16 16.3%	0.11 11.3%	0.11 11.6%
San Bernardino	0.12 12.7%	0.15 15.8%	0.18 18.0%	0.13 13.3%	0.13 13.2%
Ventura	0.07 7.3%	0.09 9.2%	0.10 10.7%	0.07 7.9%	0.08 8.8%
SCAG Region Average	0.13 13.2%	0.15 15.7%	0.16 16.3%	0.12 12.3%	0.12 12.8%
State Average	0.12 12.5%	0.14 14.2%	0.15 15.8%	0.11 11.8%	0.12 12.3%

Sources: 1. SCAG 2016
 2. Decennial Census DP3 2000
 3. U.S. Census Bureau 2019
 4. U.S. Census Bureau ~~bureau~~ 2020, American Community Survey 2020 1-year estimates, ~~Table table~~ B17001
 5. U.S. Census Bureau ~~bureau~~ 2021, American Community Survey 2021 1-year estimates, ~~Table table~~ S1701

On page 3.14-11, the second sentence in the third paragraph is revised as follows:

At the time of preliminary Plan forecast development (April 2022) only 12 of the region’s 197 jurisdictions had 6th cycle housing elements ~~which that~~ had been adopted and certified by the state.

On page 3.14-12, the last sentence in the second paragraph is revised as follows:

In addition, decisions made regarding the building and expansion of transportation systems divided communities of color and primarily benefited non-Hispanic White ~~white~~ suburban commuters.

On page 3.14-14, the following text is added above the heading California Relocation Assistance Act:

HOUSING CRISIS ACT OF 2019 – SENATE BILL 330 AND SENATE BILL 8

SB 330 was signed into law by Governor Newsom on October 9, 2019. The bill establishes a statewide housing emergency for five years, until January 1, 2025 and was enacted to help reach the goal of creating 3.5 million new housing units by 2025. SB 8 extends SB 330’s provisions until 2030 and adds clarifying language to ensure that the bill’s original intent of streamlining the production of housing that meets a local jurisdiction’s existing zoning and other rules is met. To address the state’s housing crisis and help meet California’s housing needs, SB 330 will facilitate housing construction and protect lower income residents from displacement by:

- Suspending enactment of local downzoning and housing construction moratoriums
- Requiring timely processing of housing permits following existing local zoning rules
- Lifting required parking minimums
- Eliminating certain fees on low-income units
- Postponing requirements for voter approval of zoning, general plan changes
- Protecting rent controlled or Section 8 units from demolition, and
- Requiring resettlement benefits and first right of refusal in new units or compensation for rehousing for renters who may be displaced.

Lastly, the bill requires HCD to establish a minimum code for health and safety for buildings that are currently inhabited but do not meet all current building code standards.

On pages 3.14-16 through 3.14-18, the text in the table title and header for Table 3.14-11 are modified, respectively, as follows:

TABLE 3.14 11, Summary of Housing Goals by County Governments in the SCAG Region

~~County and City~~ Policies and Ordinances.

On page 3.14-22, the second sentence in the second paragraph is revised as follows:

However, transit stations are generally located in areas that are already developed or where growth is planned and desirable.

On page 3.14-22, the fourth paragraph is revised as follows:

As discussed above and in Chapter 2, *Project Description*, the Plan’s forecasted regional development pattern provides for a projected population distribution that could occur in 2050. The total SCAG region population is expected to increase by approximately 1.3 million persons by 2050. The Regional Planning Policies and Implementation Strategies included in the Plan would encourage growth in PDAs and ~~minimize~~ reduce growth in GRRAs.

On page 3.14-22, the first sentence in the last paragraph is revised as follows:

Implementation of the Plan would accommodate a majority 60.4 percent of the region's future population growth in PDAs: 60.4 percent of the population growth, 61.2 percent of the household growth, region's future housing units, and 64.8 percent of the future employment growth in PDAs (SCAG 2023d).

On page 3.14-23, SMM-POP-1 is revised as follows:

SMM-POP-1 SCAG shall continue to facilitate collaboration forums, such as through SCAG's Housing Working Group, and host public outreach events in various formats that respond to issues that shape the housing crisis and share information on sustainable housing development and potential funding opportunities.

On page 3.14-24, the first sentence in the last paragraph is revised as follows:

In urban areas, redevelopment often has the potential to displace affordable housing and can disproportionately affect people of color, particularly non-Hispanic Black and Indigenous populations.

On page 3.14-25, the first full paragraph is revised as follows:

Despite Plan policies to address displacement, the potential to directly or indirectly induce substantial population growth, especially in PDAs, and displace a community in such an area could occur. However, it should be noted that, given the anticipated household and population growth, increased price-driven displacement (both within and outside the SCAG region) resulting from the currently limited housing construction rates occurring in the region may be substantially reduced with Plan implementation, especially in light of ongoing efforts by local jurisdictions to support and expand the production of affordable housing in PDAs.

On page 3.14-31, the following citation is added to Section 3.14.5, Sources:

Office of Senator Nancy Skinner. 2024. Senate Bill 330 The Housing Crisis Act Senator Nancy Skinner (D-Berkeley). <https://drive.google.com/file/d/1vDJkzkhofWceOf76XqWPqarp-Kaf7XI4/view>. Accessed January 30, 2024.

TRANSPORTATION

On page 3.17-13, the text in the fourth sentence in first full paragraph is modified as follows:

Class I bikeways are separate shared-use paths also used by pedestrians, Class II bikeways are striped lanes in streets, and Class III bikeways are signed routes that are shared with motor vehicles and may include elements such as shared lane markings or "sharrows".

On page 3.17-19, the text in the first sentence in last paragraph is modified as follows:

As described above, the SCAG region has an extensive transportation system, with more than 73,000 lane miles of freeways, highways, and arterials and more than 59,000 miles of bikeways.

On page 3.17-20, the text under Rail and Mass Transit is modified as follows:

As summarized in TABLE 3.17-10 the regional transit system includes the following:

- ~~115~~109 miles of local heavy and light rail serving 108 stations
- 885 miles of commuter rail (including ~~538~~546 miles of Metrolink rail)
- 33,485 miles of bus routes (including local bus, rapid bus, and bus rapid transit routes)
- Over 5,000 miles of bikeways
- Over 73,000 total lane miles of roadways
- 2,302 miles of express bus lanes

On page 3.17-27, the fifth bullet is revised as follows:

- Streamline access to public transportation through programs such as the California Integrated Travel Project, which directs travelers toward more efficient and sustainable modes of travel, reduces operating costs for transit agencies, simplifies the traveling experience, and provides a seamless, user-friendly system.

On page 3.17-52, the following is added to the end of the first paragraph:

In addition, local traffic congestion at freeway offramps can back up onto freeway mainline segments resulting in safety hazards, especially where line of sight is an issue; local jurisdictions must coordinate with Caltrans to ensure such situations are addressed.

TRIBAL CULTURAL RESOURCES

On page 3.18-2, the following edit is made in the second paragraph:

"The federal government established reservations in Southern California between 1875 and 1891. This includes the ~~Torres~~ Martinez, ~~and Fort Yuma Indian, and Colorado River~~ reservations in Imperial County. In Riverside County are Torres Martinez, Cabazon, Augustine, Santa Rosa, Ramona, Pechanga, Soboba, Agua Caliente, Mission Creek, and Morongo.

ALTERNATIVES

On page 4-5, the text in the second sentence in the first paragraph is modified as follows:

As a result, Connect SoCal 2024 is SCAG's first RTP/SCS to not modify local data inputs for housing and employment.

On page 4-7, the text in the last bullet is modified as follows:

- Work from Home (WfH) is the percentage of workers in a work arrangement that do not travel to their workplace on all work days, including telecommuting, home office workers, or other strategies. It is noted that the “rebound effect,” which is the increase in travel from WfH workers for non-work purposes, is included SCAG’s activity-based travel demand model for the Plan. While a WfH worker saves commuting trips to and from the workplace, SCAG’s model includes the additional non-work travel or business (work-related) travel by the worker.

On page 4-14, the text in the fourth sentence in the third paragraph is modified as follows:

For example, Segment 1 is in El Centro on the I-8; under the Plan, the segment would experience a decrease in VMT from light- and medium-duty cars of approximately 1,400 VMT as compared to the No Project; however, heavy-duty truck traffic is expected to increase by over 200 daily trips under the Plan as compared to the No Project scenario. Since the majority of DPM (diesel particulate matter) emissions and the associated health risk result from heavy-duty vehicles, the health risk would be greater in this segment under the Plan.

On page 4-22, the last sentence in the last paragraph is modified as follows:

Therefore, the more dispersed land use pattern of this alternative and lack of transportation system improvements would result in greater impacts associated with emergency access and conflicts with emergency response and evacuation plans, and impacts would be significant.

On page 4-22, the footnote is modified as follows:

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 Equipment (GSE) sources are regulated at the state level.

On page 4-23, third paragraph under Hydrology and Water Quality the text in the first sentence in the is modified as follows:

In With regard to flood hazard, tsunami, and seiche (an oscillation of a body of water in an enclosed basin) zones, the No Project Alternative would result in a larger development footprint, which would in turn increase the potential for inundation where development occurs within areas subject to such hazards.

On page 4-25, the text in the paragraph under Population and Housing is modified as follows:

The No Project Alternative is anticipated to result in population and housing impacts similar to those that would be generated under the Plan, because the same levels of total population, housing, and employment are assumed, and population and housing impacts are generally population -driven. The No Project Alternative assumes a more dispersed growth pattern which may result in less pressure to redevelop existing sites, and therefore and that are the result in induce direct population growth by encouraging new residential and commercial development within more rural or suburban settings. where such growth may not have been planned. In addition, this alternative could indirectly induce future-unplanned growth in some areas of the SCAG region, similar to the Plan, due to urban redevelopment projects that could displace existing housing units and affected residents; however, this alternative would result in less displacement than under the Plan given the less intense urban development compared to the

Plan. However, it is also acknowledged that the No Project Alternative could exacerbate price-driven displacement based on the expectation that less housing stock would be constructed within PDAs compared to the Plan considering the lower urban density, which would typically lead to a relative increase in housing prices and greater displacement potential.

On page 4-29, the text in last sentence in the first the paragraph is modified as follows:

However, impacts related to design hazards for transportation projects would be greater as fewer transportation improvements that meet current design standards would be constructed and the Plan’s focus on safety would not be implemented to the extent it would under the Plan. Overall impacts in this regard would be greater and would remain significant.

On page 4-38, the following sentence is added after the third sentence in the paragraph under Population and Housing:

However, the Intensified Land Use Alternative could incrementally reduce price-driven displacement compared to the Plan based on the expectation that more housing stock could be constructed within PDAs compared to the Plan considering the higher urban density, which would typically lead to a relative decrease in housing prices and less displacement potential.

On page 4-40, the first sentence in the last paragraph is modified as follows:

The performance comparison for the No Project Alternative and the Plan is included in the Connected SoCal 2024⁵ Land Use and Community Technical Report.

On page 4-42, the text in Table 4-12 for Impact AG-3 is modified as follows:

Conflict with forest land zoning (AG-3)	No Impact (Timberland) Significant (Forest Land) Significant (except for timberland)	Similar (No Impact [Timberland]; Significant [Forest Land]) Similar (Significant)	Similar (No Impact [Timberland]; Significant [Forest Land]) Similar (Significant)
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On page 4-43, the text in Table 4-12 for Impacts GHG-1 and GHG-2 is modified as follows:

Generate greenhouse gas emission (GHG-1) and Conflict with Plans (GHG-2)	Significant (except for consistency with SB 375)	Greater (Significant)	Similar (Significant except for consistency with SB 375)
Conflict with Plans (GHG-2)	Significant (except for consistency with SB 375)	Greater (Significant)	Similar (Significant except for consistency with SB 375)

OTHER CEQA CONSIDERATIONS

On page 5-3, the text in the fifth sentence in second bullet is modified as follows:

Within the South Coast Air Basin (SCAB) (which is likely indicative of the region as a whole), the ~~Southern California~~ South Coast Air Quality Management District (SCAQMD) indicates that total pollutant emissions are being reduced through at least 2031, except for small increases in SOx and PM2.5.

On page 5-4, the text in the paragraph under Greenhouse Gas Emissions is modified as follows:

- **Greenhouse Gas Emissions (GHG):** Implementation of the Plan may result in impacts to GHG emissions. While one of the primary objectives of Connect SoCal 2024 is to reduce GHG emissions, and the Plan has met its regional GHG target pursuant to SB 375, given the regional scale of the analysis, number and variety of transportation projects included in the Plan, the variety of transportation and land use strategies, implementation of the Plan could conflict with AB 32 and SB 32 and other applicable plans, policies or regulations adopted for the purpose of reducing emissions of GHGs. Furthermore, while per capita GHG emissions are anticipated to decrease compared to existing conditions by year 2030, 2045 and 2050, they are not anticipated to be reduced sufficiently for the State to meet the statewide GHG emissions reduction targets and GHG emissions resulting directly and indirectly from the Plan, and may result in significant and unavoidable impacts. Therefore, GHG impacts, with the exception of the Plan's compliance with SB 375, are conservatively considered significant and unavoidable.

On page 5-6, the text in the last bullet is modified as follows:

- **Wildfire:** Implementation of the Plan may potentially exacerbate wildfire risks and thereby expose people to pollutant concentrations from wildfires or the uncontrolled spread of wildfires, particularly those populations living down wind of the fire. Despite encouraging development in PDGAs and discouraging development in GRRAs, development may continue to occur in urban/wildlands interface areas. Both development as well as and necessary infrastructure, such as power poles, could result in additional wildfire risk.

On page 5-8, the first sentence in the first paragraph is modified as follows:

However, construction activities related to transportation projects and land use development would nevertheless result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including ~~fuel oil~~), natural gas, ~~diesel~~ and ~~petroleum-gasoline~~ for automobile and construction equipment) and aggregate supply used in construction.

On page 5-10, the text in the last paragraph is modified as follows:

The Plan represents the coordination of local land use policies with transportation investments that support more mixed-use and compact development, transportation options, housing choice and diversity, conservation of agricultural land and natural resources, and use of existing assets. By accommodating efficient, sustainable, compact growth in existing developed areas and limited new areas, and by orienting the balance of growth away from not planning for anything more than nominal or by-right growth in rural areas, regional development pressures are accommodated in a more sustainable pattern, resulting in overall beneficial effects for the region.

On page 5-11, the last sentence in the first paragraph is modified as follows:

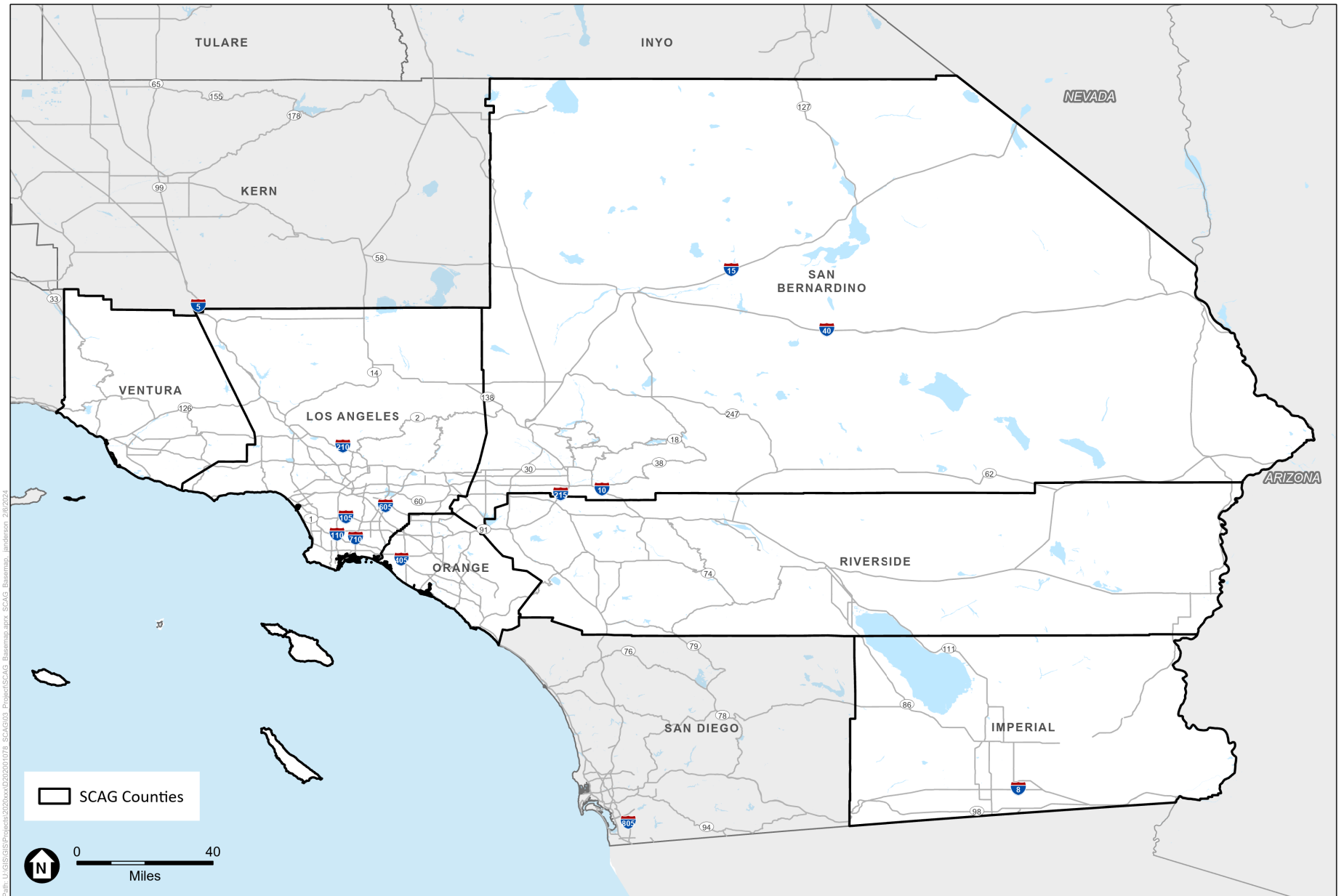
However, the improved accessibility from the Plan’s transportation projects, transit investments, and land use strategies could also facilitate population and economic growth in areas of the region that are currently not developed, despite policies designed to discourage ~~limit~~ such development.

GLOSSARY

On pages 7-2 to 7-18, the following terms are added to the glossary:

ABBREVIATION	DEFINITION
<u>15-minute communities</u>	<u>A community characterized by the ability to walk, bike, or roll to attractive and useful destinations within 15 minutes, with high-quality conditions for users (e.g., Complete Streets, traffic calming measures, low-stress bikeways).</u>
<u>ACS</u>	<u>American Communities Survey</u>
<u>AFFH</u>	<u>Affirmatively Further Fair Housing</u>
<u>AT</u>	<u>Active Transportation</u>
<u>AVTA</u>	<u>Antelope Valley Transit Authority</u>
<u>BTU</u>	<u>British thermal units</u>
<u>BUILD</u>	<u>Building Initiative for Low-Emissions Development Program</u>
<u>CPI</u>	<u>California Consumer Price Index</u>
<u>CTC</u>	<u>California Transit Commission</u>
<u>DOT</u>	<u>California Department of Transportation</u>
<u>EEC</u>	<u>Energy and Environment Committee</u>
<u>FEMA</u>	<u>Federal Emergency Management Agency</u>
<u>FHSZ</u>	<u>Fire Hazard Severity Zone</u>
<u>FLMA</u>	<u>Federal Land Management Agencies</u>
<u>FMMP</u>	<u>Farmland Mapping and Monitoring Program</u>
<u>GDP</u>	<u>Gross Domestic Product</u>
<u>Historically marginalized</u>	<u>Refers to population groups who have historically been systematically excluded from dominant social, economic, education, and/or cultural life, including women, people of color, people with disabilities, LGBTQ+ people, Indigenous people, and low-income people.</u>
<u>HQTCs</u>	<u>High Quality Transit Corridors</u>
<u>HSD</u>	<u>Housing and Sustainable Development</u>
<u>ICT</u>	<u>Innovative clean technology</u>
<u>Indigenous Populations</u>	<u>Refers to distinct cultural and social population groups that share ancestral connections to the lands they live on or were displaced from.</u>
<u>INFRA</u>	<u>Infrastructure for Rebuilding America grant program</u>
<u>LMFDS</u>	<u>Last Mile Freight Delivery Study</u>
<u>LMFP</u>	<u>Last Mile Freight Program</u>
<u>MBPS</u>	<u>Megabits per second</u>

ABBREVIATION	DEFINITION
<u>MIP</u>	<u>Mobility Innovations and Pricing</u>
<u>NHS</u>	<u>National Highway System</u>
<u>OGV</u>	<u>Ocean-going Vessels</u>
<u>PACT</u>	<u>Consists of Pedestrian Target Safeguarding Plan, an Active Transportation Plan, a Complete Streets Ordinance, and a Trails Master Plan.</u>
<u>Protected populations p. 188</u>	<u>Refers to populations that the Code of Federal Regulations outlines specific requirements to enhance their protection. These include pregnant women, human fetuses, neonates, children, and prisoners.</u>
<u>Priority communities p. 188</u>	<u>Communities with sufficient data to define their population for the SCAG region which have been identified by SCAG and regional stakeholders for additional consideration when analyzing equity.</u>
<u>PTS</u>	<u>Pedestrian Target Safeguarding</u>
<u>PUMS</u>	<u>Public Use Microdata Sample</u>
<u>RIF</u>	<u>Road Improvement Fee</u>
<u>RRIF</u>	<u>Railroad Rehabilitation and Improvement Financing</u>
<u>RTPA</u>	<u>Regional Transportation Planning Agencies</u>
<u>SAFETEA-LU</u>	<u>Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users</u>
<u>SCMI</u>	<u>Smart Cities & Mobility Innovations</u>
<u>SCORE</u>	<u>Metrolink’s Southern California Optimized Rail Expansion program</u>
<u>SCP</u>	<u>Sustainable Communities Program</u>
<u>SCRRA</u>	<u>Southern California Regional Rail Authority</u>
<u>SOAR</u>	<u>County of Ventura Save Our Agricultural Resources program</u>
<u>SPM</u>	<u>Scenario Planning Model</u>
<u>SSO</u>	<u>FTA’s State Safety Oversight program</u>
<u>TCA</u>	<u>Transportation Corridor Agencies</u>
<u>TEZ</u>	<u>Transportation Equity Zone</u>
<u>TIF</u>	<u>Tax Increment Financing</u>
<u>TMO</u>	<u>Transportation Management Organization</u>
<u>TMP</u>	<u>Trails Master Plan</u>
<u>UBM</u>	<u>Universal Basic Mobility</u>
<u>ZETI</u>	<u>Zero-Emission Truck Infrastructure</u>



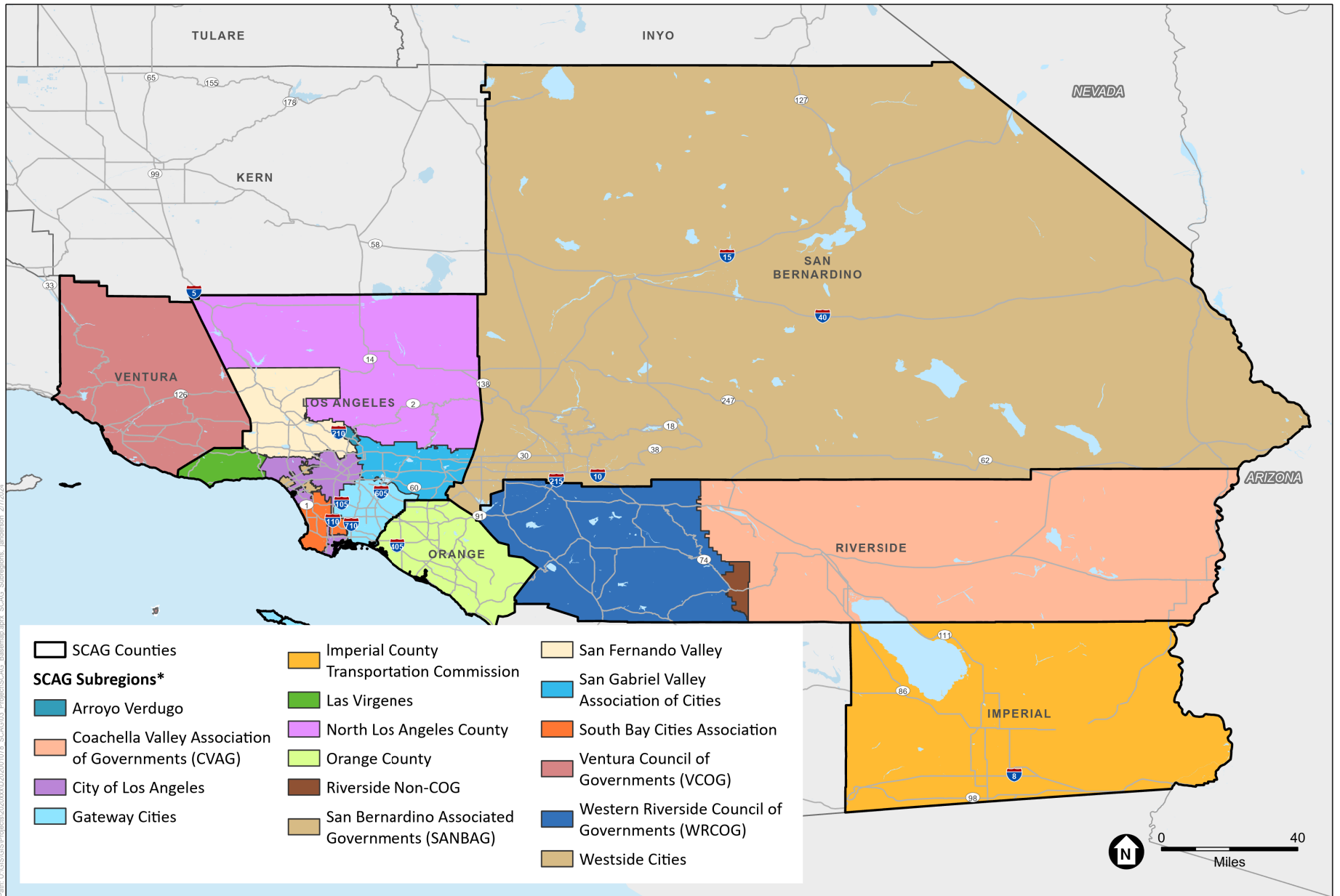
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SOURCE: SCAG, 2023

Connect SoCal 2024 PEIR

Map ES-1
SCAG Region





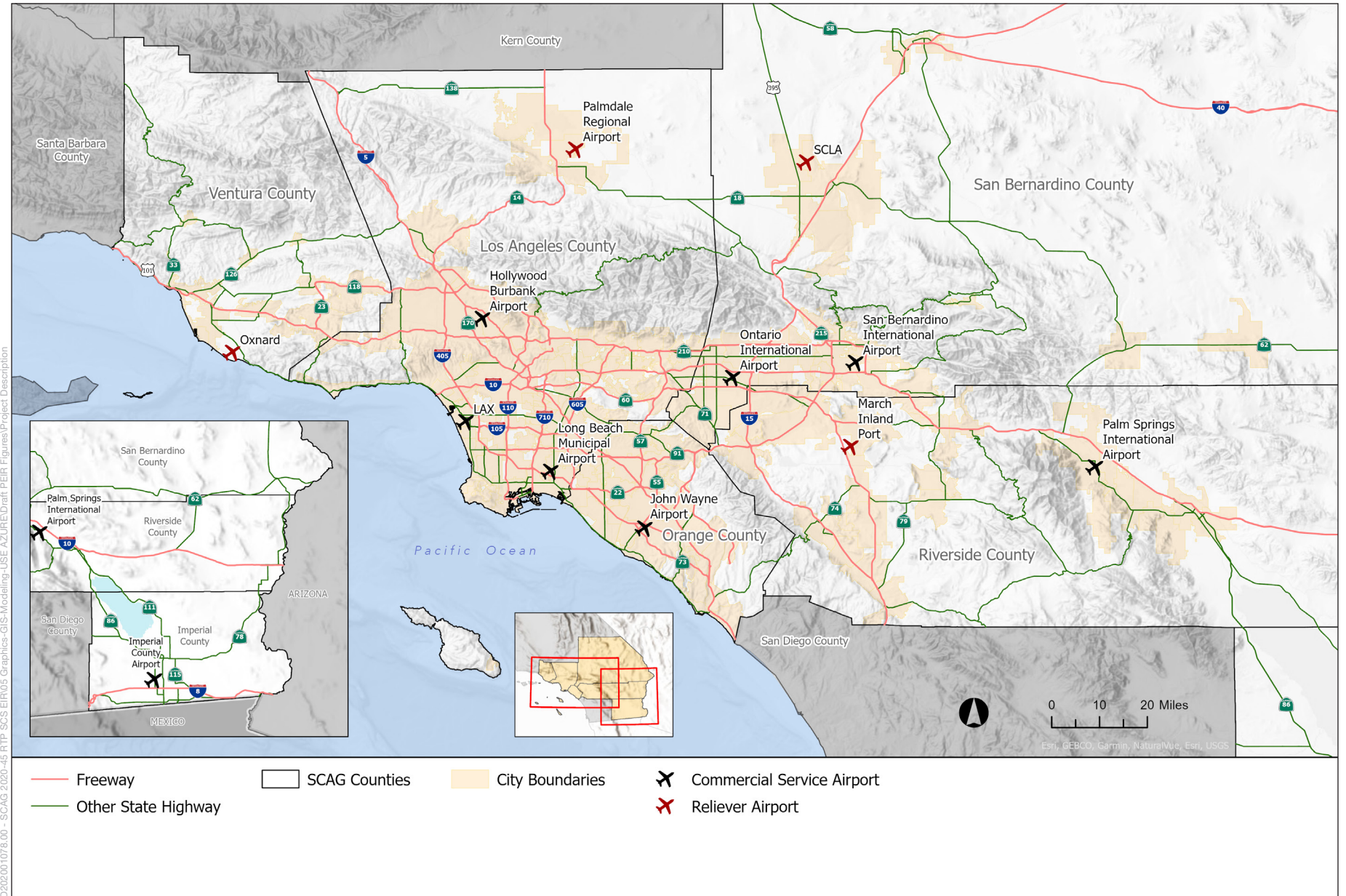
SOURCE: SCAG, 2021

*NOTE: Fifteen sub regional entities are shown on the map, plus one area in Riverside County that is not included within a COG.

Connect SoCal 2024 PEIR

Map ES-2
SCAG Subregions



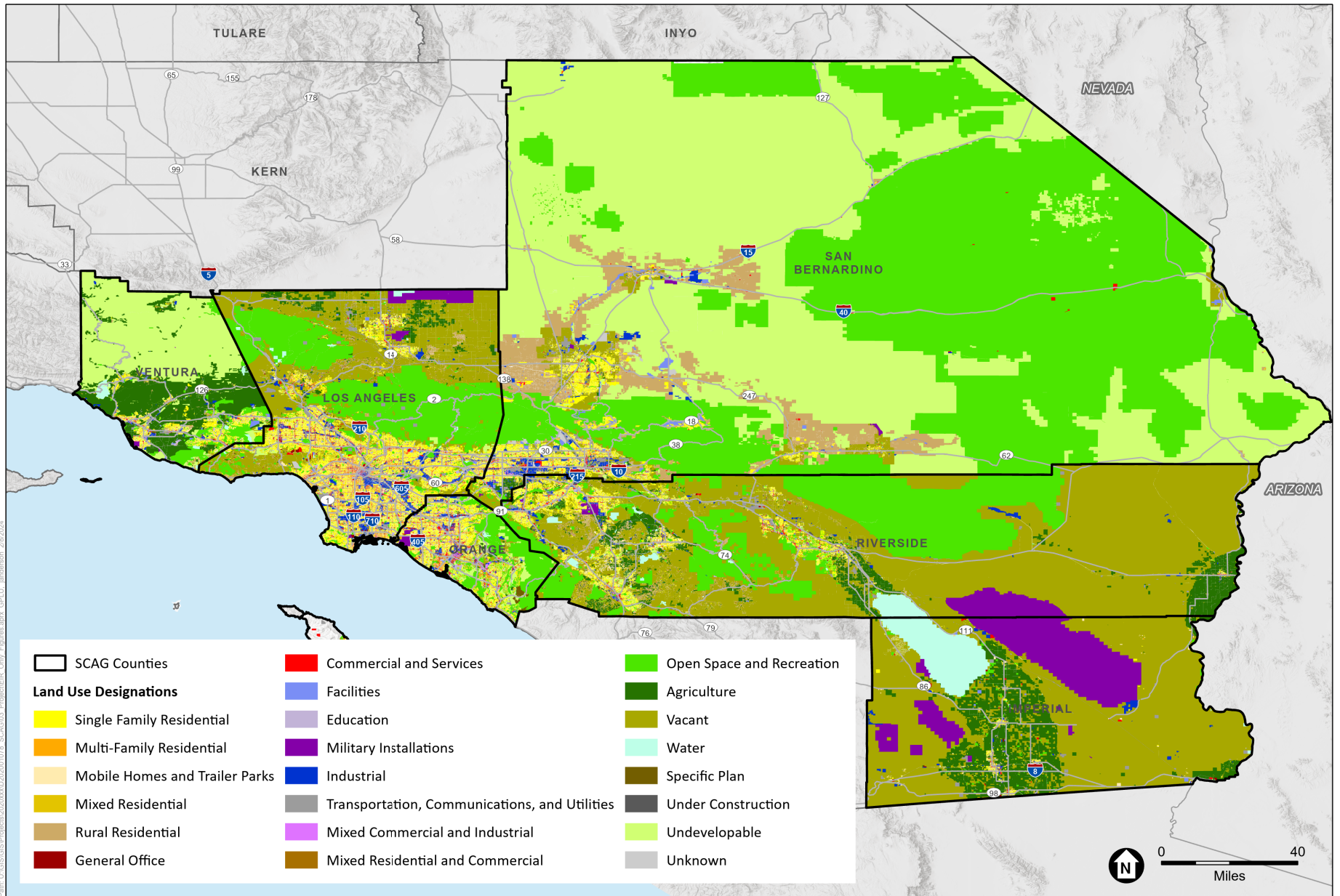


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SOURCE: SCAG, 2022

Connect SoCal 2024 PEIR





SOURCE: SCAG, 2019

Connect SoCal 2024 PEIR

Map 3.11-1
General Plan Land Use Designations





Main Office

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
Tel: (213) 236-1800
www.scag.ca.gov

Regional Offices

Imperial County

1503 N. Imperial Ave., Ste.104
El Centro, CA 92243
Tel: (213) 236-1967

Orange County

OCTA Building
600 S. Main St., Ste. 1143
Orange, CA 92868
Tel: (213) 236-1904

Riverside County

3403 10th St., Ste. 805
Riverside, CA 92501
Tel: (951) 784-1513

San Bernardino County

1170 W. Third St., Ste. 140
San Bernardino, CA 92410
Tel: (213) 630-1499

Ventura County

4001 Mission Oaks Blvd., Ste. L
Camarillo, CA 93012
Tel: (213) 236-1960