SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

RTP

2008 REGIONAL TRANSPORTATION PLAN

Making the Connections

Amendment #4

ADOPTED

NOVEMBER 2010

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

REGIONAL TRANSPORTATION PLAN AMENDMENT #4

2008

OUR VISION

An international and regional planning forum trusted for its leadership and inclusiveness in developing plans and policies for a sustainable Southern California.

OUR MISSION

Under the guidance of the Regional Council and in collaboration with our partners, our mission is to facilitate a forum to develop and foster the realization of regional plans that improve the quality of life for Southern Californians.

Funding: The preparation of this document was financed in part through funds from the Federal Highway Administration and Federal Transit Administration. Additional financial assistance was provided by the California State Department of Transportation.

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RESOLUTION NO. 10-524-01

RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING FINAL AMENDMENT #4 TO THE 2008 REGIONAL TRANSPORTATION PLAN (2008 RTP) AND THE CORRESPONDING ADDENDUM TO THE 2008 RTP PROGRAM ENVIRONMENTAL IMPACT REPORT AND CONFORMITY DETERMINATION

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to Section 6500 et seq. of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(d) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and as such, is responsible for preparing the Regional Transportation Plan (RTP) pursuant to 23 U.S.C. §134 et seq., 49 U.S.C. §5303 et seq., and 23 C.F.R. §450.312;

WHEREAS, SCAG is the designated Regional Transportation Planning Agency (RTPA) under state law, and as such is responsible for preparing, adopting, and updating the RTP pursuant to Government Sections 65080 et seq.;

WHEREAS, also pursuant to Section 130004 of the California Public Utilities Code, SCAG is the designated Regional Transportation Planning Agency and, as such, is responsible for preparation of the RTP under California Government Code §§ 65080 and 65082 respectively;

WHEREAS, 23 U.S.C. §134(a), 49 U.S.C. §5301 et seq., 23 CFR §450.312, and 49 CFR §613.100 require SCAG, as the designated MPO, to maintain a continuing, cooperative, and comprehensive transportation planning process in its development of the RTP;

WHEREAS, pursuant to 23 C.F.R. §450.316(b)(1)(iv), SCAG must provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including approval of plans and transportation improvement programs (the applicable comment period shall be at least 30 days for the plan, transportation improvement program and major amendment(s));

WHEREAS, on May 8, 2008, SCAG approved and adopted the 2008 RTP, and on June 5, 2008, the federal agencies found that the 2008 RTP conforms to the applicable State Implementation Plan (SIP);

WHEREAS, on December 4, 2008, SCAG approved Amendment #1 to the 2008 RTP incorporating additional project changes to the plan;

WHEREAS, on December 3, 2009, SCAG approved Amendment #2 to the 2008 RTP incorporating additional project changes to the plan;

WHEREAS, on April 1, 2010, SCAG approved Amendment #3 to the 2008 RTP incorporating additional project changes to the plan;

WHEREAS, SCAG has received requests from the local county transportation commissions (CTCs) for additional project additions or modifications to the 2008 RTP;

WHEREAS, on June 22, July 27, August 24, and September 28, 2010, the proposed 2008 RTP Amendment #4 addressing the latest CTC actions and local requests was discussed at the Transportation Conformity Working Group, SCAG's forum to support interagency coordination to help improve air quality and maintain transportation conformity in Southern California;

WHEREAS, on or about September 2, 2010, SCAG staff prepared the "Draft Amendment #4 to the 2008 RTP" (collectively referred to herein as the "Draft 2008 RTP Amendment"), including staff findings, in order to address the local requests;

WHEREAS, on September 2, 2010, SCAG's Transportation Committee (TC) approved the release of the Draft 2008 RTP Amendment for a 30-day public review and comment period;

WHEREAS, a Notice of Availability and Public Hearing was posted on the SCAG website at www.scag.ca.gov on September 2, 2010, and published in major newspapers in the six-county region, the Draft 2008 RTP Amendment was also made available on the SCAG website, and copies were provided for review at SCAG offices and at public libraries throughout the region;

WHEREAS, a public hearing for the Draft 2008 RTP Amendment was held at the SCAG Main Office in Los Angeles on September 21, 2010;

WHEREAS, SCAG has not received any written comments on the Draft 2008 RTP Amendment;

WHEREAS, amendments to the RTP must be consistent with the December 2007 RTP Guidelines and 2008 Addendum to the RTP Guidelines prepared by the California Transportation Commission;

WHEREAS, SCAG has complied with all applicable federal and state requirements in developing the RTP Amendment, including, but not limited to:

(1) SAFETEA-LU (23 U.S.C. §134 et seq.)

(2) The metropolitan planning regulations at 23 C.F.R. §450 et seq.;

(3) California Government Code §65080 et seq.;

(4) §§174 and 176(c) and (d) of the Federal Clean Air Act [42 U.S.C. §§7504 and 7506(c) and (d)];

(5) The Environmental Protection Agency (EPA) Transportation Conformity Rule at 40 CFR Parts 51 and 93 and all associated courts rulings and federal guidance.

(6) Title VI of the Civil Rights Acts of 1964 and the Title VI assurance executed by the State pursuant to 23 U.S.C. §324 and 29 U.S.C. §794;

(7) Title II of the American with Disabilities Act of 1990 (42 U.S.C. §120001 et seq.) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38); and

(8) The Department of Transportation's Final Environmental Justice Order, enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment and requirements set forth in U.S.D.O.T. Order 5610.2, FHWA Order 6640.23 and 23 C.F.R. § 450.316(b)(ii).

WHEREAS, pursuant to Section 176(c) of the Federal Clean Air Act (42 U.S.C. §7506(c)), no project may receive Federal funding unless it comes from an RTP which has been found to conform to the applicable SIP;

WHEREAS, as required by 23 C.F.R. §450.322(d), in nonattainment and maintenance areas for transportation-related pollutants, SCAG, the FHWA, and the FTA must make a conformity determination regarding any RTP update or amendment in accordance with the requirements of the Federal Clean Air Act (42 U.S.C. §7401 et seq.) and the Environmental Protection Agency (EPA) conformity regulations found at 40 C.F.R. Part 51;

WHEREAS, the 2008 RTP Amendment proposed herein does not revise or otherwise alter any Transportation Control Measure (TCM) in the 2008 RTP; as such, the funding priority of TCM projects in the South Coast Air Basin and Ventura County portion of the South Central Coast Air Basin in the federally approved conforming 2008 RTP remains unchanged, and the projects remain on schedule for timely implementation;

WHEREAS, the 2008 RTP remains financially constrained for all fiscal years with the project additions and revisions described in the subject 2008 RTP Amendment herein;

WHEREAS, SCAG is required to comply with the California Environmental Quality Act ("CEQA") [Cal. Pub. Res. Code §21000 et seq.] in amending the RTP;

WHEREAS, SCAG adopted and certified the Program Environmental Impact Report (PEIR) to the 2008 RTP in May 2008 (herein referred to the "2008 RTP PEIR");

WHEREAS, when an EIR has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary;

WHEREAS, an Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (CEQA Guidelines Section 15164(a), Cal. Administrative Code, Title 14);

WHEREAS, for the reasons set forth in the Addendum to the 2008 RTP PEIR, SCAG determined that an Addendum to the 2008 RTP PEIR is the appropriate CEQA document because the proposed changes to the 2008 RTP as described herein do not meet the conditions of CEQA Guidelines Section 15162(a) for preparation of a Subsequent EIR;

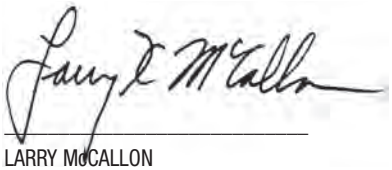
WHEREAS, SCAG prepared an Addendum to the 2008 RTP PEIR, which is included in Amendment #4 to the 2008 RTP, in order to address the modifications to the 2008 RTP due to the requests from the local agencies; and

WHEREAS, SCAG determined that adoption of the proposed Amendment #4 to the 2008 RTP would not result in either new environmental significant effects or a substantial increase in the severity of previously identified significant effects.

NOW, THEREFORE BE IT RESOLVED THAT:

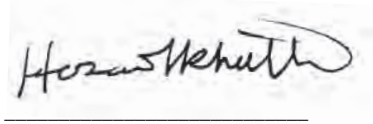
1. The Southern California Association of Governments finds and adopts as follows:
   a. That Amendment #4 to the 2008 RTP complies with all applicable federal and state requirements, including the federally approved SIPs;
   b. The 2008 RTP Amendment described herein does not revise or alter any Transportation Control Measure (TCM) in the 2008 RTP; as such, the funding priority of TCM projects in the South Coast Air Basin and Ventura County portion of the South Central Coast Air Basin in the federally approved conforming 2008 RTP remains unchanged, and the projects remain on schedule for timely implementation;
   c. The 2008 RTP as amended herein has been found to conform to the applicable SIP in accordance with the Clean Air Act and EPA conformity regulations; and
   d Proposed changes to the 2008 RTP as expressed in Amendment #4 to the 2008 RTP are not substantial changes which would require major revisions to the 2008 RTP PEIR, and the Addendum to the 2008 RTP PEIR relative to the project additions and revisions to the 2008 RTP as described herein fulfills SCAG's requirements for CEQA compliance, thus, no further CEQA document is required.
2. Incorporating all the foregoing recitals and findings in this Resolution, the Regional Council hereby approves and adopts Amendment #4 to the 2008 RTP in its final form, including the related 2008 RTP PEIR Addendum and conformity analysis.
3. SCAG's Executive Director or his designee is authorized to transmit the RTP Amendment and associated conformity finding to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 C.F.R. Parts 51 and 93.

Approved at a regular meeting of the Regional Council of the Southern California Association of Governments on this 4th day of November 2010.



LARRY McCALLON
President
Councilmember, City of Highland

Attested by:



HASAN IKHRATA
Executive Director

Approved as to Form:

JOANNA AFRICA
Chief Counsel

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I. INTRODUCTION

The Southern California Association of Governments (SCAG) is the federally designated metropolitan planning organization (MPO) for the six counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As the MPO, SCAG develops the Regional Transportation Plan (RTP or Plan) and updates it every four years through a continuous, comprehensive, and cooperative process. The RTP presents a transportation vision for the region at least 20 years into the future, and provides a long-term investment framework for addressing the region's transportation and related challenges.

SCAG adopted the current operating 2008 RTP on May 8, 2008 (Resolution No. 08-497-2). The 2008 RTP contains thousands of individual transportation projects.

On December 4, 2008, SCAG adopted Amendment #1 to the 2008 RTP (Resolution No. 08-504-1). On December 3, 2009, SCAG adopted Amendment #2 to the 2008 RTP (Resolution No. 09-514-03). On April 1, 2010, SCAG adopted Amendment #3 to the 2008 RTP (Resolution No. 10-518-01).

Since that time, the scopes of a relatively few projects in the 2008 RTP and RTIP have evolved. While some affected projects are time sensitive, all projects require amendment to the RTP and RTIP.

The purpose of this document is to identify the specific details of Amendment #4 to the 2008 RTP and to ensure that the proposed changes are consistent with federal and state requirements, including the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) planning requirements and the Transportation Conformity Rule. All associated analyses for the Amendments are incorporated into this document.

Finally, an Addendum #4 to the 2008 RTP Program Environmental Impact Report (PEIR) has been prepared to evaluate the potential environmental impacts associated with the changes to the 2008 RTP Project List as detailed herein. The PEIR Addendum #4 concludes that the proposed changes would not result in either new significant environmental effects or a substantial increase in the severity of any previously identified effect, and that the changes are not substantial in the context of the region analyzed in the 2008 PEIR.

II. PROJECT DESCRIPTIONS

The project changes proposed under this Amendment are presented in this chapter and are located in Orange, Riverside, and San Bernardino Counties. The reason for amending each of these projects can be broadly categorized as follows:

- Project is **new** and currently not in the 2008 RTP
- Project currently exists in the 2008 RTP, but:
  - has a **revised description**,
  - has a **revised schedule**,
  - has a **change in total cost**, or
  - includes **any combination of the above changes**.

Descriptions of major projects in each of the counties are provided to highlight the general scope of this Amendment. The locations of projects are depicted in Exhibits 2.1-2.3.

Project Summary Tables are organized to provide a complete list of the projects for each county and to document the details of the changes from the current Plan as last amended. In addition, the summary tables are also intended to illustrate a before-and-after scenario for each of the projects. All "existing" information for RTIP projects contained in the project descriptions in this Amendment is based on the adopted 2008 RTIP and its associated regional emissions analysis. For modeled projects, the "Project Completion By" year represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis.

For more specific individual project information as part of the RTP modeling and regional emissions analysis, refer to the Amendment's modeled projects list available at http://www.scag.ca.gov/rtp2008 .

Orange County

SAMPLE MAJOR PROJECTS

ANAHEIM RAPID CONNECTION

New Project (previously in Strategic Plan)

RTP/RTIP Project No. 2TR0701
Estimated Project Cost: $757 million
Project Completion By: 2020

Description:
This project will provide an elevated fixed-guideway system connecting the Anaheim Regional Transportation Intermodal Center (ARTIC), the Platinum Triangle, and the Anaheim Resort.

SANTA ANA AND GARDEN GROVE FIXED GUIDEWAY

New Project

RTP/RTIP Project No. 2TR1001
Estimated Project Cost: $144 million
Project Completion By: 2020

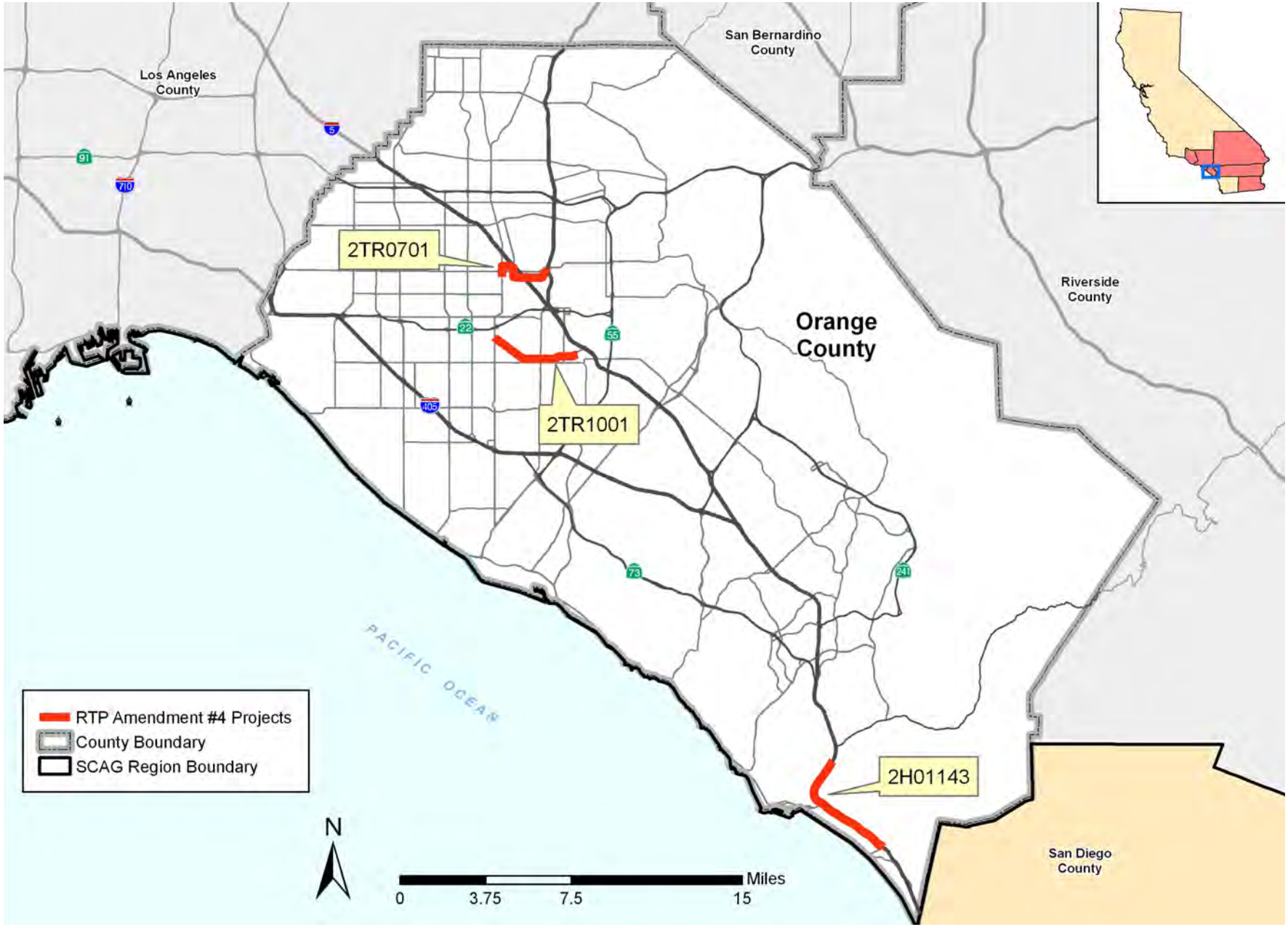
This project will provide a fixed guideway system connecting the Santa Ana Regional Transportation Center (SARTC) and Harbor Blvd/Westminster Ave.

TABLE 2.1 ORANGE COUNTY PROJECTS

COUNTY	CAT-EGORY	ROUTE	RTP/RTIP PROJECT ID	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
OR	HOV	5	2H01143	Existing: Coast Highway to Pico: Add 1 HOV lane each direction	2020	Existing: $513,100	N/A; COST DE-CREASE	Revised description and cost (including combination of RTP ID 2M0714 into this project)
				Revised: Add 1 HOV lane each direction from Avenida Pico to San Juan Creek Road & reconfigure Avenida Pico interchange		Revised: $365,000		
OR	Transit - Other	0	2TR0701	Anaheim Rapid Connection: Elevated fixed-guideway system connecting the Anaheim Regional Transportation Intermodal Center (ARTIC), the Platinum Triangle, and the Anaheim Resort	2020	$757,190	COST COVERED BY NEW STARTS AND CITY FUNDS	New project (previously in Strategic Plan)
OR	Transit - Other	0	2TR1001	Santa Ana and Garden Grove Fixed Guideway	2020	$143,730	COST COVERED BY NEW STARTS AND CITY FUNDS	New project

** For modeled projects, represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis*

EXHIBIT 2.1 ORANGE COUNTY PROJECT LOCATIONS



Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

Riverside County

SAMPLE MAJOR PROJECTS

MONTEREY AVE WIDENING

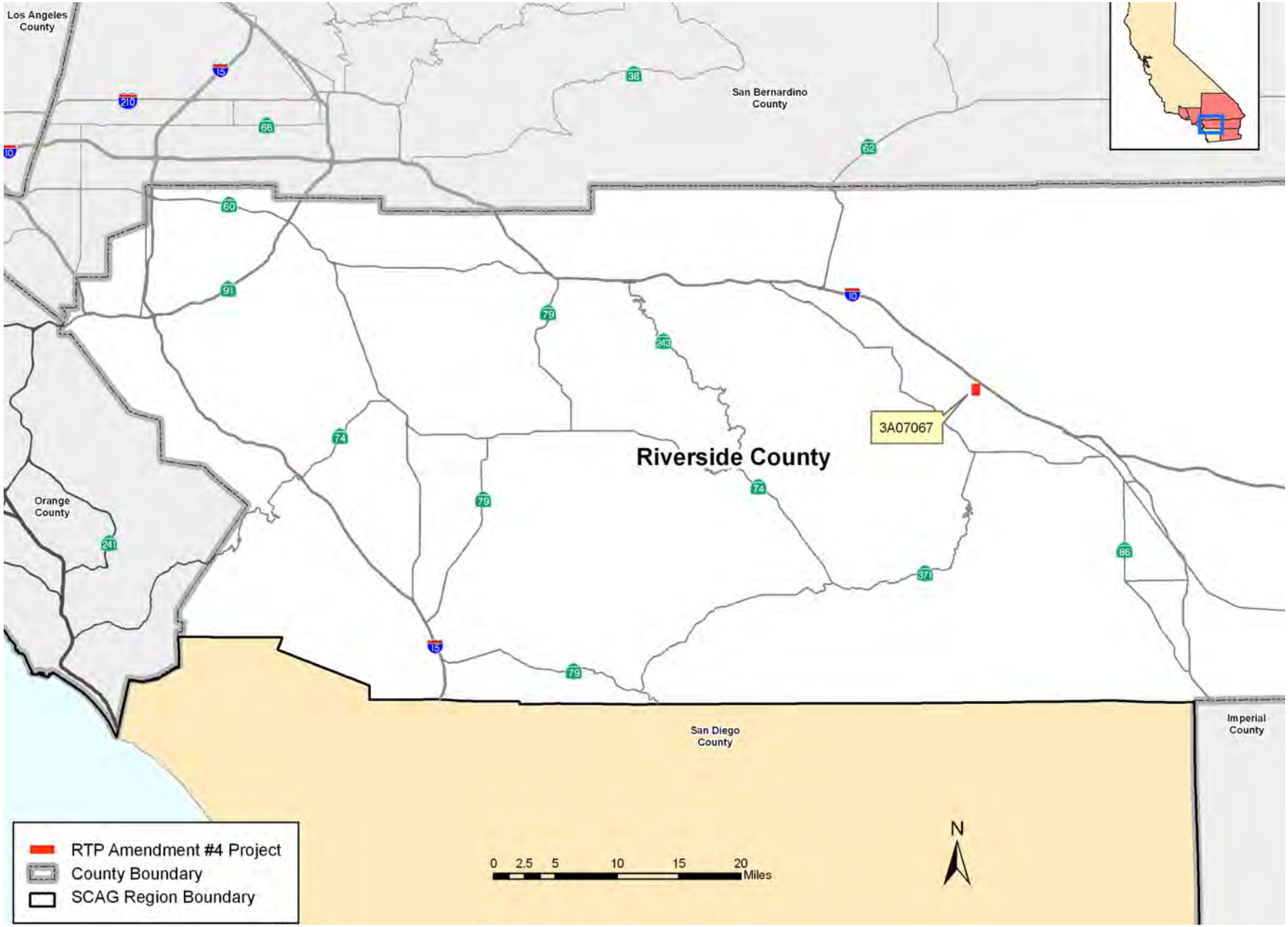
Revised Description, Schedule, and Cost

RTP/RTIP Project No. 3A07067
Estimated Project Cost (existing): $8.0 million
Estimated Project Cost (revised): $1.0 million
Project Completion By (existing): 2010
Project Completion By (revised): 2014

Description (existing):
This project will provide a widening of Monterey Ave from 4 to 6 lanes from Gerald Ford Dr and Dinah Shore Dr.

Description (revised):
This project will provide a widening of southbound Monterey Ave from 2 to 3 lanes from Gerald Ford Dr and Dinah Shore Dr.

EXHIBIT 2.2 RIVERSIDE COUNTY PROJECT LOCATIONS



Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

TABLE 2.2 RIVERSIDE COUNTY PROJECTS

COUNTY	CAT-EGORY	ROUTE	RTP/RTIP PROJECT ID	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
RV	Arterial	0	3A07067	Existing: GERALD FORD DR TO DINAH SHORE DR: WIDEN MONTEREY AVE FROM 4 TO 6 LANES	Existing: 2010	Existing: $8,032	N/A; COST DECREASE	Revised description, schedule, and cost
				Revised: GERALD FORD DR TO DINAH SHORE DR: WIDEN SOUTHBOUND MONTEREY AVE FROM 2 TO 3 LANES	Revised: 2014	Revised: $1,045		

** For modeled projects, represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis*

San Bernardino County

SAMPLE MAJOR PROJECTS

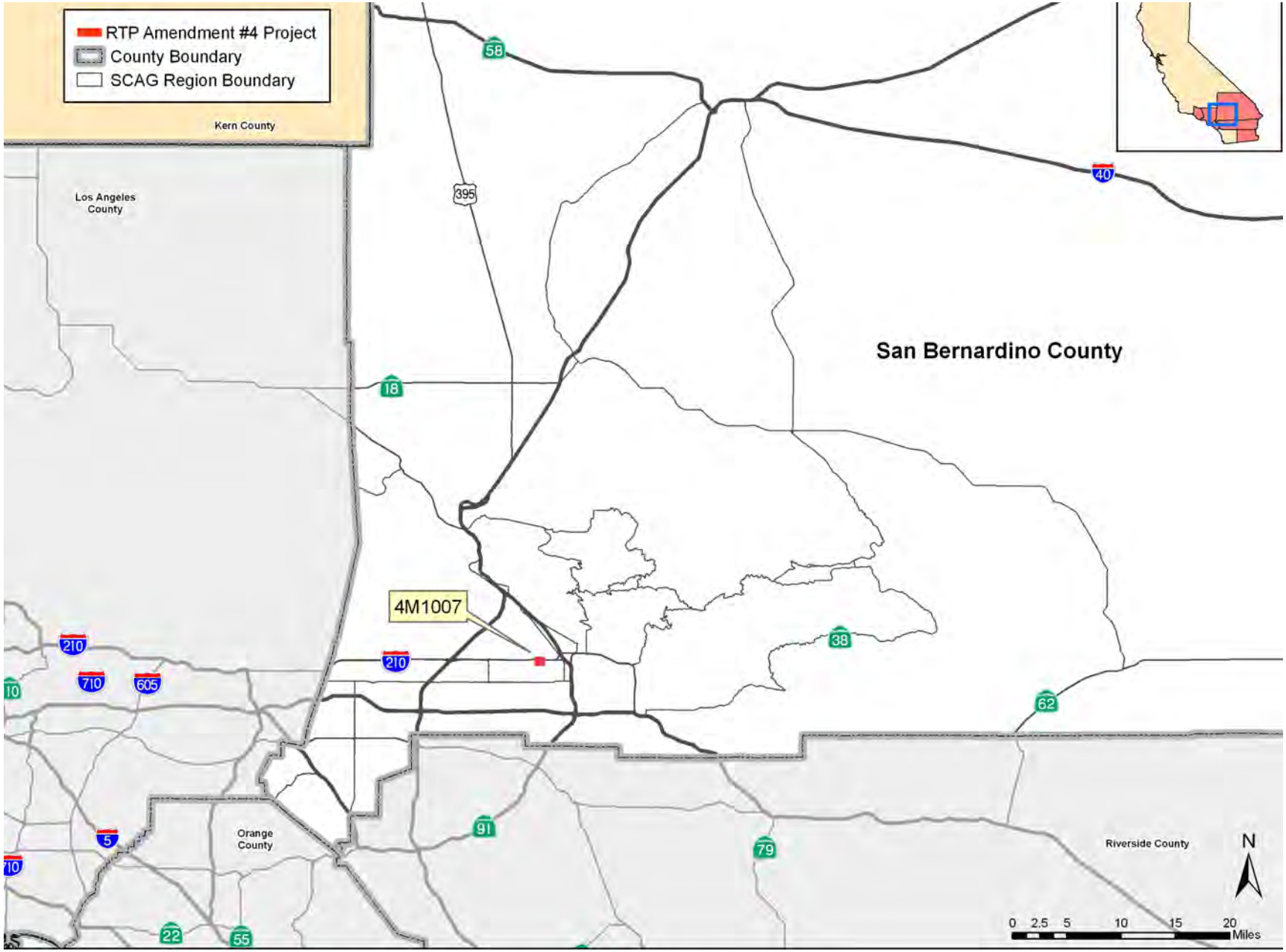
SR-210/PEPPER AVE INTERCHANGE

New Project

RTP/RTIP Project No. 4M1007
Estimated Project Cost: $24.1 million
Project Completion By: 2020

Description:
This project will provide a new full-service interchange with diamond configuration at SR-210 and Pepper Ave in the City of Rialto, along with westbound and eastbound acceleration and deceleration lanes and local street improvements (construct 4 lanes on Pepper Ave from Highland Ave to 160 feet south of SR-210).

EXHIBIT 2.3 SAN BERNARDINO COUNTY PROJECT LOCATIONS



Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

TABLE 2.2 SAN BERNARDINO COUNTY PROJECTS

COUNTY	CAT-EGORY	ROUTE	RTP/RTIP PROJECT ID	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
SB	IC/Ramps	210	4M1007	CONSTRUCT NEW FULL-SERVICE INTERCHANGE WITH DIAMOND CONFIGURATION AT SR-210 AND PEPPER AVE IN THE CITY OF RIALTO. ADD WB AND EB ACCEL AND DECEL LANES AND LOCAL STREET IMPROVEMENTS (CONSTRUCT 4 LANES ON PEPPER AVE FROM HIGHLAND AVE TO 160 FT SOUTH OF SR-210).	2020	$24,061	COST COVERED BY MEASURE I FUNDS	New project

** For modeled projects, represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis*

III. FISCAL IMPACT

Amendment #4 to the 2008 RTP includes changes to existing projects and the addition of new projects. The fiscal impact of each individual project is discussed in the respective county summary table provided in Chapter 2 of this document.

In terms of overall impact on the RTP Financial Plan, there was a net cost increase of $734 million to the 2008 RTP Financial Plan from changes to existing projects and new projects. These changes are broken down by county in the below table (see first three rows in table below).

Any net cost increases to the RTP Financial Plan are being funded by the identified sources broken down by county (see table below) which are in addition to 2008 RTP forecasted revenues.

Based on review of the funding considerations for each project documented herein, SCAG finds that this amendment does not adversely impact the financial constraint of the 2008 RTP. The Plan remains financially constrained.

TABLE 3.1 FISCAL IMPACT SUMMARY

(Amounts in $1,000's)	Orange	Riverside	San Bernardino	SCAG Region
Cost Increases: Changes to Existing and New Projects	$900,920	$0	$24,061	$924,981
Cost Decreases: Changes to Existing Projects & Deleted Projects	($184,200)	($6,987)	($0)	($191,187)
Net Cost Increase (Decrease)	**$716,720**	**($6,987)**	**$24,061**	**$733,794**
Additional Funding Sources:				
County Sales Tax (San Bernardino Measure I)	$0	$0	$24,061	$24,061
Other Local Funds (City Funds)	$450,460	$0	$0	$450,460
Federal Transit Non-Formula (Section 5309)	$450,460	$0	$0	$450,460
Total Sources	**$900,920**	**$0**	**$24,061**	**$924,981**

IV. TRANSPORTATION CONFORMITY

Transportation conformity is required under the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards. Conformity applies to non-attainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM2.5 and PM10), carbon monoxide (CO), and nitrogen dioxide (NO2).

Under the U.S. DOT Metropolitan Planning Regulations and EPA's Transportation Conformity Regulations, Amendment #4 to the 2008 Regional Transportation Plan (RTP) (the "2008 RTP Amendment #4") needs to pass five tests: consistency with the adopted 2008 RTP as previously amended, regional emissions analysis, timely implementation of transportation control measures (TCMs), financial constraint, and interagency consultation and public involvement.

The findings of the conformity determination for the 2008 RTP Amendment #4 are presented below. Details of the regional emissions analysis follow the findings.

Conformity Findings

SCAG's findings for the approval of the 2008 RTP Amendment #4 are as follows:

- **Consistency with 2008 RTP Test**
  Inclusion of the amended projects in the 2008 RTP would not change any other policies, programs or projects in the federally approved 2008 RTP as previously amended.

  Finding: The 2008 RTP Amendment #4 is consistent with the federally approved 2008 RTP as previously amended, and meets all federal and state requirements and regulations.

- **Regional Emissions Tests**
  Finding: The regional emissions analyses for the 2008 RTP Amendment #4 update the regional emissions analyses for the federally approved 2008 RTP as previously amended.

  Finding: The 2008 RTP Amendment #4 regional emissions analysis for PM2.5 and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).

  Finding: The 2008 RTP Amendment #4 regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the SCAB, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).

  Finding: The 2008 RTP Amendment #4 regional emissions for NO2 meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

  Finding: The 2008 RTP Amendment #4 regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.

  Finding: The 2008 RTP Amendment #4 regional emissions for PM10 and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).

  Finding: The 2008 RTP Amendment #4 regional emissions for PM10 meet the interim emission test (build/no-build test) for all milestone,

attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).

- **Finding:** The 2008 RTP Amendment #4 regional emissions analysis for PM2.5 and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (Imperial County portion).
- **Timely Implementation of TCMs Test**
  Finding: The 2008 RTP Amendment #4 does not revise or otherwise alter the scope, schedule, funding priority, or implementation of any TCM.
- **Financial Constraint Test**
  Finding: All projects listed in the 2008 RTP, including all previously approved amendments and the Amendment, are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact chapter of this report.
- **Interagency Consultation and Public Involvement Test**
  Finding: 2008 RTP Amendment #4 complies with all federal requirements for interagency consultation and public involvement. The Amendment was discussed at the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state, and local air quality and transportation agencies, on four occasions (June 22, July 27, August 24, and September 28, 2010). The draft conformity analysis was released for a 30-day public review starting September 2 , 2010 and a public hearing was held on September 21, 2010. No comments were received.

Regional Emissions Analysis

The following tables summarize the required regional emission analyses for each of the non-attainment areas within SCAG's jurisdiction. For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by California Air Resources Board to set the budgets (i.e., any fraction rounded up to the nearest ton), and are the basis of the conformity findings for these areas.

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

TABLE 4.1 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant		2010	2020	2030	2035
ROG	Budget	13	13	13	13
	Plan	11	7	6	5
	Budget - Plan	**2**	**6**	**7**	**8**
NOx	Budget	19	19	19	19
	Plan	17	9	6	6
	Budget - Plan	**2**	**10**	**13**	**13**

SOUTH COAST AIR BASIN

TABLE 4.2 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant		2011	2014	2017	2020	2030	2035
ROG	Budget	176	150	131	116	116	116
	Plan	167[a]	141	125[b]	110	84	76
	Budget - Plan	**9**	**9**	**6**	**6**	**32**	**40**
NOx	Budget	354	287	232	190	190	190
	Plan	326[a]	258	210[b]	162	120	112
Budget - Plan		**28**	**29**	**22**	**28**	**70**	**78**

[a] *2011 interpolated between 2010 and 2012*

[b] *2017 interpolated between 2014 and 2020*

TABLE 4.3 PM2.5 (24-HOUR EMISSIONS [TONS/DAY])

Pollutant		2012	2020	2030	2035
ROG	Budget	163	163	163	163
	Plan	154	107	81	73
	Budget - Plan	**9**	**56**	**82**	**90**
NOx	Budget	337	337	337	337
	Plan	309	176	122	114
	Budget - Plan	**28**	**161**	**215**	**223**
PM2.5	Budget	38	38	38	38
	Plan	36	36	37	38
	Budget - Plan	**2**	**2**	**1**	**0**

TABLE 4.4 PM10 (24-HOUR EMISSIONS [TONS/DAY])

Pollutant		2010	2020	2030	2035
ROG	Budget	251	251	251	251
	Plan	173	107	81	73
	Budget - Plan	**78**	**144**	**170**	**178**
NOx	Budget	549	549	549	549
	Plan	371	176	122	114
	Budget - Plan	**178**	**373**	**427**	**435**
PM10	Budget	166	166	166	166
	Plan	156	153	152	155
	Budget - Plan	**10**	**13**	**14**	**11**

TABLE 4.5 CO (WINTER EMISSIONS [TONS/DAY])

Pollutant		2010	2015	2020	2030	2035
CO	Budget	2,137	2,137	2,137	2,137	2,137
	Plan	1,668	1,223[a]	910	624	568
	Budget - Plan	**469**	**914**	**1,227**	**1,513**	**1,569**

[a] *2015 interpolated between 2014 and 2020*

TABLE 4.6 NO2 (WINTER EMISSIONS [TONS/DAY])

Pollutant		2010	2020	2030	2035
NO2	Budget[a]	680	680	680	680
	Plan	398	187	129	119
	Budget - Plan	**282**	**493**	**551**	**561**

[a] *The motor vehicle emissions budgets in the nitrogen dioxide (NO2) maintenance plan portion of the 2007 South Coast SIP, as submitted by the California Air Resource Board (CARB) on May 1, 2009, were found adequate by EPA on November 29, 2009.*

WESTERN MOJAVE DESERT AIR BASIN – LOS ANGELES COUNTY (ANTELOPE VALLEY PORTION) AND SAN BERNARDINO COUNTY (WESTERN PORTION OF MDAB)

TABLE 4.7 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant		2010	2020	2030	2035
ROG	Budget	22	22	22	22
	Plan	20	12	10	10
	Budget - Plan	**2**	**10**	**12**	**12**
NOx	Budget	77	77	77	77
	Plan	74	33	26	27
	Budget - Plan	**3**	**44**	**51**	**50**

MOJAVE DESERT AIR BASIN – SAN BERNARDINO COUNTY PORTION EXCLUDING SEARLES VALLEY

TABLE 4.8 PM10 (24-HOUR EMISSIONS [TONS/DAY])

		2010	2020	2030	2035
PM10	No Build	9.3	8.6	9.5	10.3
	Build	8.2	7.9	9.0	9.8
	No Build - Build	**1.1**	**0.7**	**0.5**	**0.5**

MOJAVE DESERT AIR BASIN – SEARLES VALLEY PORTION OF SAN BERNARDINO COUNTY

TABLE 4.9 PM10 (24-HOUR EMISSIONS [TONS/DAY])

		2010	2020	2030	2035
PM10	No Build	0.1	0.1	0.1	0.1
	Build	0.1	0.1	0.1	0.1
	No Build - Build	**0.0**	**0.0**	**0.0**	**0.0**

SALTON SEA AIR BASIN – RIVERSIDE COUNTY COACHELLA VALLEY PORTION

TABLE 4.10 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant		2012	2020	2030	2035
ROG	Budget	7	7	7	7
	Plan	7	5	4	4
	Budget - Plan	**0**	**2**	**3**	**3**
NOx	Budget	26	26	26	26
	Plan	25	14	11	12
	Budget - Plan	**1**	**12**	**15**	**14**

TABLE 4.11 PM10 (24-HOUR EMISSIONS [TONS/DAY])

		2010	2020	2030	2035
PM10	Budget[a]	10.9	10.9	10.9	10.9
	Plan	8.5	8.0	8.2	8.6
	Budget - Plan	**2.4**	**2.9**	**2.7**	**2.3**

[a] *Budget set to one decimal place by 2003 Coachella SIP.*

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

TABLE 4.12 OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant		2010	2020	2030	2035
ROG	Budget	7	7	7	7
	Plan	6	5	4	5
Budget - Plan		**1**	**2**	**3**	**2**
NOx	Budget	17	17	17	17
	Plan	16	10	9	10
Budget - Plan		**1**	**7**	**8**	**7**

TABLE 4.13 PM10 (24-HOUR EMISSIONS [TONS/DAY])

Pollutant		2010	2020	2030	2035
PM10	No Build	4.2	6.5	8.0	8.6
	Build	4.1	6.3	7.6	8.2
No Build - Build		**0.1**	**0.2**	**0.4**	**0.4**

TABLE 4.14 PM2.5 (24-HOUR EMISSIONS [TONS/DAY])

Pollutant		2010	2020	2030	2035
PM2.5	No Build	1.1	1.3	1.6	1.7
	Build	1.1	1.3	1.5	1.6
No Build - Build		**0.0**	**0.0**	**0.1**	**0.1**

V. ADDENDUM #4 TO THE 2008 RTP PROGRAM ENVIRONMENTAL IMPACT REPORT

Introduction

The Southern California Association of Governments (SCAG) proposes to amend the 2008 RTP (2008 RTP Amendment #4) to reflect updates and additional revisions to projects contained in the project list attached to the Final 2008 RTP (2008 RTP or Plan) as amended in April 2010.

The 2008 RTP is a long-range program that addresses the transportation needs for the six-county SCAG Region through 2035. It includes both specific projects and strategies that address transportation goals and policies and potential growth patterns. The 2008 RTP Program Environmental Impact Report (2008 EIR) analyzes the projects and programs on a broad regional scale, not at the site-specific level of analysis; site-specific analysis will occur as each project is defined and goes through individual project review.

Projects included in the 2008 PEIR include highway improvements such as mixed flow lanes, interchanges, ramps, high occupancy vehicle (HOV) lanes, toll lanes, and arterials; transit improvements such as bus, bus rapid transit (BRT) and various rail upgrades; high speed regional transport (HSRT); and goods movement strategies. Although the 2008 RTP has a long-term time horizon under which projects are planned and proposed to be implemented, federal and state mandates ensure that the Plan is both flexible and responsive in the near term. Therefore, the 2008 RTP is regarded as both a long-term regional transportation blueprint and as a dynamic planning tool subject to ongoing refinement and modification.

The 2008 PEIR was certified on May 8, 2008;[1] minor revisions to the 2008 RTP were made in three prior Amendments and reviewed in three prior PEIR Addenda (October 2008, December 2009, and April 2010). This Addendum to the 2008 RTP PEIR (Addendum #4) has been prepared to address additional updates and revisions to the 2008 RTP project list.

As the Lead Agency under the California Environmental Quality Act (CEQA, Cal. Pub. Res. Code Section 21000 et seq.), SCAG prepared the Final RTP PEIR for the 2008 RTP to evaluate the potential environmental impacts associated with implementation of the 2008 RTP and to identify practical and feasible mitigation measures. The 2008 PEIR identifies the potentially significant environmental impacts associated with the implementation of the projects, operations, programs, and policies included in the 2008 RTP. The 2008 PEIR serves as the informational document to inform decision-makers, agencies and the public of the potential environmental consequences of approving the 2008 RTP. As is appropriate for a program EIR, the 2008 PEIR focuses on the broad policy alternatives and program-wide mitigation measures (CEQA Guidelines Section 15168(b)(4))[2]. The 2008 PEIR is a first tier environmental document that serves as a regional-scale environmental analysis and planning tool that can be used to support subsequent, site-specific project-level CEQA analyses.

Section 15152 of the CEQA Guidelines indicates that subsequent environmental analyses for separate, but related, future projects may tier off the analysis contained in the PEIR. The CEQA Guidelines do not require a Program EIR to specifically list all subsequent activities that may be within its scope. For large scale planning approvals (such as the RTP), where site-specific EIRs or negative declarations will subsequently be prepared for specific projects broadly identified within a Program EIR, the site-specific analysis can be deferred until the project level environmental document is prepared (Sections 15168 and 15152) provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

Basis for the Addendum

An Addendum to the 2008 RTP PEIR is appropriate to address proposed changes to the 2008 RTP contained in the 2008 RTP Amendment #4. The 2008 RTP Amendment #4 contains a list of all currently proposed changes to the 2008

1 The Final 2008 Regional Transportation Plan Program Environmental Impact Report (SCH No. 2007061126) ("Final PEIR" or "2008 PEIR") is incorporated herein by this reference and an electronic version is available at http://scag.ca.gov/RTPpeir2008/final/addendum.htm.

2 Unless otherwise indicated, all citations by section number are to the CEQA Guidelines (Cal. Administrative Code, tit. 14, Section 15000 et seq.)

RTP project list. The changes now proposed to the 2008 RTP project list generally consist of the following:

- Changes in completion year of project already included in the 2008 RTP.
- Changes in estimated costs of project already included in the 2008 RTP.
- Changes in description of projects already included in the 2008 RTP.
- New projects to be included in the 2008 RTP.

The types of projects affected generally consist of the following:

- HOV Lane projects, lane widening projects, interchange reconfiguration and construction, and arterial projects.
- Transit projects.

Further detail on the proposed 2008 RTP Amendment #4 is provided under the subheading "Project Description."

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

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

1. Substantial changes are proposed in the project which will require major revisions in the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

   a. The project will have one or more significant effects not discussed in the previous EIR;

   b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

   d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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

For the reasons set forth in this Addendum, SCAG has determined that an Addendum to the 2008 PEIR is the appropriate CEQA document because the proposed revisions to the 2008 RTP project list do not meet the conditions of Section 15162(a) for preparation of a Subsequent EIR.

While the proposed changes to the RTP project list may represent "*New information of substantial importance…*" at the local level, these changes are not substantial at the regional scale analyzed in the 2008 PEIR and as stated in 15162(a)(3), the proposed changes to the 2008 RTP project list would not result in one or more significant effects (at the regional level) not discussed in the 2008 PEIR, nor result in impacts that are substantially more severe than shown in the 2008 PEIR. Moreover, no changes to the mitigation measures contained in the 2008 PEIR are being proposed that could trigger additional review regarding such measures. Furthermore, as discussed in the 2008 RTP PEIR, the level of detail for individual projects on the RTP project list is generally insufficient to be able to reliably analyze local effects. Such analysis is more appropriately undertaken in Tier 2, project-specific environmental documents undertaken by the individual agencies proposing each project. Proposed changes to the 2008 RTP project list, contained in the 2008 RTP Amendment #4 do not result in any of the conditions described in CEQA section 15162(a).

As indicated in the 2008 RTP Amendment #4 (and summarized above), no substantial changes are proposed to this regional scale project (the 2008 RTP); the 2008 RTP PEIR was certified approximately 22 months ago, and since that time, economic conditions have resulted in slowed growth which in general has lead to limited changes occurring with respect to the circumstances under which the 2008 RTP (as amended) is to be undertaken.

SCAG has assessed the additional and modified projects at the programmatic level, and finds that the projects identified in this Amendment are consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2008 PEIR. Further, SCAG finds that the proposed changes to the 2008 RTP project list identified in 2008 RTP Amendment #4 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2008 PEIR.

Project Description

As noted previously, the 2008 RTP Amendment #4 includes changes to the project list contained in the 2008 RTP as amended by Amendments #1, #2 and #3. A total of 5 (five) projects would be revised or added in RTP Amendment #4.

There are generally two types of projects included in the 2008 RTP Amendment #4:

(1) Revisions to Projects – Two projects which appear in the existing 2008 RTP, would be modified as part of this amendment. Project changes in the 2008 RTP Amendment #4 include the following revisions:

- revisions to project scopes (such as adding additional lanes and arterial widening projects and updating project descriptions to reflect slight modifications and the latest project development details, including revised post miles);
- revisions to schedules (revised completion year, within ten years of the completion year indicated in the 2008 RTP); and
- revisions and/or changes in project costs (consisting of decreases to previously estimated costs).

(2) New Projects – Three projects which were not included in the 2008 RTP project list as amended would be added to the existing 2008 RTP. These new projects represent additions to existing infrastructure that were included in the regional level analysis conducted in the 2008 PEIR.

Changes to projects contained in this RTP amendment, listed by county include the following:

- Orange County: Addition of Anaheim Rapid Connection project (previously part of the 2008 RTP's Strategic Plan); addition of Santa Ana and Garden Grove Fixed Guideway project; and revised description and cost to I-5 HOV lane addition and I-5/Avenida Pico interchange reconfiguration.

- Riverside County: Revised description, schedule, and cost to Monterey Ave widening project.
- San Bernardino County: Addition of SR-210/Pepper Ave interchange project.

The revised 2008 RTP project list can be found in Chapter 2 of the 2008 RTP Amendment #4.

Analysis of Impacts

The changes described above to the 2008 RTP project list identified in the 2008 RTP Amendment #4 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2008 PEIR. The 2008 PEIR broadly identifies a number of region-wide significant impacts that would result from the numerous transportation policies and projects encompassed by the 2008 RTP.

The 2008 PEIR presents analysis at the programmatic level of various types of projects, including both modifications to the existing system as well as new systems such as new facilities, goods movement roadway facilities, rail corridors, flyovers, interchanges, and High-Speed Regional Transport.

Although the new projects identified in the 2008 RTP Amendment #4 were not identified in the 2008 PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the 2008 RTP and with the analysis and conclusions presented in the 2008 PEIR. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, NEPA, and all other applicable regulations.

No changes to the mitigation measures contained in the 2008 PEIR are proposed. SCAG has determined that the changes and additions identified above would result in impacts that would fall within the range of impacts identified in the 2008 PEIR. Therefore, no substantial physical impacts to the environment beyond those already anticipated and documented in the 2008 PEIR are anticipated to result from the changes and additions identified in the 2008 RTP Amendment #4.

AESTHETICS AND VIEWS

The proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #4 are not expected to cause significant adverse impacts to aesthetics or views beyond those already described in the 2008 PEIR. Significant impacts anticipated in the 2008 PEIR would be the obstruction of scenic views and resources, altering areas along state designated scenic highways and vista points, creating significant contrasts with the scale, form, line, color and overall visual character of the existing landscape, and adding visual urban elements to rural areas (2008 PEIR pp. 3.1-10 – 3.1-22).

The revised project list included in 2008 RTP Amendment #4 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2008 PEIR.

AIR QUALITY

The proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #4 are not expected to cause additional significant air quality impacts beyond those already identified in the 2008 PEIR. The 2008 PEIR identified significant and unavoidable impacts to regional air quality, cancer risk increases, and short-term air emissions from implementation of the RTP (2008 PEIR pp 3.2-22 – 3.2-43). The conformity analysis prepared for the 2008 RTP and RTP Amendment #4 demonstrated a positive conformity finding, showing that clean air requirements have been met.

Based on the conformity analysis undertaken for the 2008 RTP Amendment #4, the proposed changes to the 2008 RTP project list meet the regional emissions test and all other federally required conformity tests for all non-attainment and maintenance areas in the SCAG region.

Thus, incorporation of the projects identified in the 2008 RTP Amendment #4 would not result in a substantial change to the air quality impacts programmatically addressed in the 2008 PEIR.

BIOLOGICAL RESOURCES

The proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #4 are consistent with the findings of the 2008 PEIR analysis of biological resources. The 2008 PEIR concluded that implementation of the RTP would adversely affect biological resources and result in habitat loss, fragmentation and degradation, direct fatalities to wild-life, encroachment of non-native species, water diversion and degradation, displacement of riparian, wetland, or other sensitive habitats, and other human activities, such as litter, light pollution, trampling, off-road vehicle activity and increasing access to previously inaccessible and undisturbed areas (2008 PEIR pp 3.3-22 – 3.3-57).

Detailed project-level analysis, including project level mitigation measures, will be conducted by each implementing agency for each individual project. The analysis in the 2008 PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2008 RTP Amendments #1, #2, #3, and #4) at the program level.

The incorporation of the projects identified in the 2008 RTP Amendment #4 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2008 PEIR.

CULTURAL RESOURCES

The proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #4 would result in impacts consistent with the findings of the 2008 PEIR on cultural resources. The 2008 PEIR determined that the development of new transportation facilities may affect archaeological and paleontological resources, primarily through the disturbance of buried resources. Additionally, the development of new transportation facilities may affect historic architectural resources (structures 50 years or older), either through direct affects to buildings within the proposed project area, or through indirect affects to the area surrounding a resource if it creates a visually incompatible structure adjacent to a historic structure (2008 PEIR pp. 3.4-19 - 3.4-29).

The incorporation of the projects identified in the 2008 RTP Amendment #4 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2008 PEIR.

ENERGY

The proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #4 are not expected to cause significant energy impacts beyond those identified in the 2008 PEIR. The 2008 PEIR concluded that significant impacts would result from an increase in transportation-related energy demands. Impacts that would occur upon implementation of the 2008 RTP include the substantial increase in consumption of electricity, natural gas, gasoline, diesel, and other non-renewable energy types and the potential inability to meet greenhouse gas reduction levels identified in AB32 (2008 PEIR pp. 3.5-32 – 3.5-46).

The analysis in the 2008 PEIR adequately addresses the range of impacts that could result from these projects at the program level. Thus, incorporation of the projects identified in the 2008 RTP Amendment #4 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2008 PEIR.

GEOLOGY, SOILS, AND SEISMICITY

Potential impacts on geology, soils, and seismicity resulting from the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #4 would be consistent with the findings of the 2008 PEIR. The 2008 PEIR identified that damage to transportation infrastructure can result from geologic and seismic activity, such as surface rupture, ground shaking, subsidence, liquefaction, soil expansion and land-sliding. In addition work associated with implementation of the 2008 RTP could cause impacts such as soil ero-

sion and ground instability. However, incorporation of mitigation measures identified in the 2008 PEIR would alleviate significant impacts associated with geological safety (2008 PEIR pp. 3.6-17 – 3.6-25).

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project. Thus, incorporation of the projects identified in 2008 RTP Amendment #4 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2008 PEIR.

HAZARDOUS MATERIALS

Potential impacts on hazardous materials from the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #4 would be consistent with the findings of the 2008 PEIR. The 2008 PEIR concluded that the RTP would facilitate the movement of goods, including hazardous materials, through the region. The potential significant impacts include potential hazards created due to the disturbance of contaminated property during implementation of the 2008 RTP and risk of accidental releases due to an increase in the transportation of hazardous materials and the potential for such releases to reach schools within one-quarter mile of transportation facilities affected by the 2008 RTP (2008 PEIR pp. 3.7-12 – 3.7-18).

The analysis in the 2008 PEIR adequately addresses impacts at the program level that could result from the projects identified in the 2008 RTP Amendment #4. Thus, incorporation of the proposed changes to the 2008 RTP project list would not result in any additional significant impacts beyond those identified in the 2008 PEIR.

LAND USE

Potential impacts to land use that could result from the proposed changes to the 2008 RTP project list contained in the 2008 RTP Amendment #4 are anticipated to result in impacts consistent with the findings of the 2008 PEIR. The 2008 PEIR analyzed potential impacts of the 2008 RTP on land use consistency and compatibility. The 2008 PEIR concluded that the RTP would result in significant impacts that could disrupt and divide established communities or cause inconsistencies with general plans or other adopted local land use policies and plans (2008 PEIR pp. 3.8-10 – 3.8-17).

The analysis in the 2008 PEIR adequately addresses impacts at the program level that could result from the projects identified in the 2008 RTP Amendment #4. Thus, incorporation of the proposed changes to the 2008 RTP project list would not result in any additional significant impacts beyond those identified in the 2008 PEIR.

NOISE

Potential noise impacts from the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #4 are anticipated to be consistent with the findings of the 2008 PEIR for noise. The projects could potentially cause temporary or permanent increases in ambient noise levels and expose noise-sensitive land uses to noise increases in excess of acceptable levels. However, the assessment in the 2008 PEIR Noise Chapter adequately evaluates these impacts at the programmatic level and includes mitigation measures to be implemented at the project level (2008 PEIR pp. 3.9-13 – 3.9-32). Impacts from the proposed project identified in this Amendment would be expected to fall within the range of impacts previously identified in the 2008 PEIR.

The analysis in the 2008 PEIR adequately addresses impacts at the program level that could result from the projects identified in 2008 RTP Amendment #4. Thus, incorporation of the proposed changes to the 2008 RTP project list would not result in any additional significant impacts beyond those identified in the 2008 PEIR.

OPEN SPACE

Potential impacts to open space resources from the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #4 are anticipated to be consistent with the findings of the 2008 PEIR for open space.

The 2008 PEIR concluded that the RTP would result in significant impacts such as the loss and disturbance of agricultural lands, the loss and disturbance of natural open space and/or recreational lands, and the deterioration and decreased performance of recreational facilities through increased use by a growing population (2008 PEIR pp. 3.10-20 – 3.10-33).

The analysis in the 2008 PEIR adequately addresses impacts at the program level that could result from the projects identified in the 2008 RTP Amendment #4. Thus, incorporation of the proposed changes to the 2008 RTP project list would not result in any additional significant impacts beyond those identified in the 2008 PEIR.

POPULATION, HOUSING AND EMPLOYMENT

Potential impacts to population, housing, and employment from the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #4 are anticipated to be consistent with the findings for the 2008 PEIR. The 2008 PEIR analyzed potential impacts to population growth and current residential and business land uses that could occur upon implementation of the 2008 RTP. The 2008 PEIR concluded that the RTP would result in significant impacts to population growth and the displacement of a number of existing homes and businesses (2008 PEIR pp. 3.11-9 – 3.11-14).

These impacts are within the range of impacts assessed at the programmatic level in the 2008 PEIR. Therefore, inclusion of the projects identified in the 2008 RTP Amendment #4 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2008 PEIR.

PUBLIC SERVICES AND UTILITIES

The potential impacts from the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #4 are anticipated to be within the range of, and consistent with the findings of, the 2008 PEIR for public services and utilities of the 2008 PEIR. Anticipated significant cumulative impacts include demand for more police, fire, emergency personnel and facilities; demand for more school facilities and teachers; demand for additional solid waste services, and increased potential of encountering and severing utility lines during implementation of the 2008 RTP (2008 PEIR pp. 3.12-14 – 3.12-25).

The analysis in the 2008 PEIR adequately addresses impacts at the program level that could result from the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #4. Thus, incorporation of the proposed changes to the 2008 RTP project list would not result in any additional significant impacts beyond those identified in the 2008 PEIR.

SECURITY AND EMERGENCY PREPAREDNESS

Potential impacts to security and emergency preparedness from the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #4 are anticipated to be consistent with the findings for the 2008 PEIR. The 2008 PEIR determined that implementation of the 2008 RTP could impair transportation safety, security, and reliability; inhibit response and recovery from major human-caused or natural disaster events, and increase the number of households in areas subject to wildfires (2008 PEIR pp. 3.13-14 – 3.13-22).

The analysis in the 2008 PEIR adequately addresses impacts at the program level that could result from the projects identified in the 2008 RTP Amendment #4. Thus, incorporation of the proposed changes to the 2008 RTP project list would not result in any additional significant impacts beyond those identified in the 2008 PEIR.

TRANSPORTATION

Proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #4 are not expected to cause significant adverse impacts on region-wide transportation beyond what was analyzed in the 2008 PEIR. The 2008 PEIR utilized data from the 2035 transportation model output to present a regional analysis for the impacts of the 2008 RTP on transportation. The 2008 PEIR identifies the following significant impacts from implementation

of the 2008 RTP: increased Vehicle Miles Traveled (VMT); increased vehicle hours traveled (VHT); increased average daily VHT in delay for heavy-duty truck trips; increased percentage of work opportunities within a 45 minute travel time; and decreased system-wide fatality accident rate and injury accident rate in the SCAG region (2008 PEIR pp. 3.14-21 – 3.3-28).

Analysis in the 2008 PEIR adequately addressed impacts that could result from the 2008 RTP Amendment #4 at the program level. Therefore, inclusion of the projects identified in the 2008 RTP Amendment #4 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2008 PEIR.

WATER RESOURCES

The potential impacts from the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #4 are anticipated to be within the range of, and consistent with the findings of, the 2008 PEIR on water resources. The 2008 PEIR identified decreased surface water quality, the potential for substantial erosion and/or siltation due to altered drainage patterns, decreased stormwater infiltration and groundwater recharge, and an increase in impervious surfaces and potential flooding hazards as a significant adverse impact (2008 PEIR pp. 3.15-35 – 3.15-54).

The analysis in the 2008 PEIR adequately addresses region-wide impacts at the program level that could result from the 2008 RTP with the addition of projects identified in the 2008 RTP Amendment #4. Thus, incorporation of the proposed changes to the 2008 RTP project list would not result in any additional significant impacts beyond those identified in the 2008 PEIR.

COMPARISON OF ALTERNATIVES

The proposed changes to the 2008 RTP project list identified in 2008 RTP Amendment #4 would not significantly affect the comparison of alternatives in the 2008 PEIR. Amendment #4 to the 2008 RTP is within the scope of the programmatic-level comparison among the alternatives considered in the 2008 PEIR: 1) No Project; 2) Modified 2004 RTP Alternative; and 3) The Envision Alternative. The analysis in the Comparison of Alternatives chapter of the 2008 PEIR would not be significantly affected by the inclusion of the projects identified in the 2008 RTP Amendment #4. Therefore, no further comparison is required at the programmatic level.

LONG TERM EFFECTS

The changes to the 2008 RTP project list identified in the 2008 RTP Amendment #4 would result in impacts within the scope of the discussion presented in the long-term effects chapter of the 2008 PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts (2008 PEIR pp. 5-1 – 5-10). Unavoidable and irreversible impacts from the inclusion of the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #4 are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2008 PEIR.

Any growth inducing impacts are expected to be approximately equivalent to those previously disclosed in the 2008 PEIR (2008 PEIR pp. 5-1 – 5-10). Overall, the proposed changes to the 2008 RTP project list presented in the 2008 RTP Amendment #4, are within the scope of the broad, programmatic-level impacts identified and disclosed in the 2008 PEIR. Thus, the 2008 RTP Amendment #4 would result in impacts consistent with the findings on long-term effects analysis contained in the 2008 PEIR.

CONCLUSION

After completing a programmatic environmental assessment of the proposed changes described herein to the 2008 RTP project list, SCAG finds that adoption of the proposed project list identified in the 2008 RTP Amendment #4 would not result in either new significant environmental effects or a substantial increase in the severity of any previously identified significant effect. The proposed changes, while individually potentially substantial at the local level, are not substantial changes in the context of the region analyzed in the 2008

PEIR. The proposed changes to the RTP project list do not require revisions to the programmatic, region-wide analysis presented in the 2008 PEIR.

Further, SCAG finds that the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #4 do not significantly affect the comparison of regional alternatives or the potential significant impacts previously disclosed in the 2008 PEIR. As such, SCAG has assessed the proposed changes to the 2008 RTP project list included in Chapter 2 of RTP Amendment #4 at the programmatic level, and finds that inclusion of the proposed changes would be consistent with the analysis and mitigation measures contained in the 2008 PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the 2008 RTP. Therefore, a subsequent or supplemental EIR is not required and SCAG concludes that this Addendum #4 to the 2008 PEIR fulfills the requirements of CEQA.

VI. PUBLIC REVIEW AND COMMENT

SCAG is required to provide a 30-day public review and comment period for the Draft Amendment. A Notice of Availability and Public Hearing was posted on the SCAG website at www.scag.ca.gov. The Draft Amendment was also available on the SCAG website, and hard copies were made available for review at SCAG offices and public libraries throughout the region. Written comments were accepted until 5:00pm on Thursday, October 7, 2010, via US mail or email to:

Southern California Association of Governments
Attention: Ryan Kuo
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

or to kuo@scag.ca.gov

A public hearing was also held at SCAG's Main Office in Los Angeles on Tuesday, September 21, 2010, at 1:00pm and was accessible via videoconference at SCAG's regional offices throughout the region.

No comments were received during the public comment period.

SCAG has fully coordinated this Amendment with the region's stakeholders through SCAG's committee and task force structure. Specifically, staff provided periodic reports regarding this Amendment to the Plans & Programs Technical Advisory Committee (P&P TAC) and Transportation Conformity Working Group (TCWG).

VII. CONCLUSION

This Amendment maintains the integrity of the transportation conformity as well as the fiscal constraints of the existing 2008 RTP. Furthermore, the PEIR Addendum associated with this Amendment concludes that the proposed project changes would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Appropriate and adequate procedures have been followed in ensuring coordination of this Amendment allowing all concerned parties, stakeholders, and the public ample opportunities to voice concern and provide input. In conclusion, this Amendment to the 2008 RTP complies with all applicable federal and state requirements, including the Transportation Conformity Rule.

2008
RTP
REGIONAL TRANSPORTATION PLAN

Making the Connections

Amendment #4

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